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

September 2025
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FOR

BUILDING HOPE
PUBLIC CHARTER SCHOOL



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EXECUTIVE SUMMARY

The proposed Building Hope Public Charter School traffic is anticipated to be accommodated on the street network that is expected to exist in the 2027 and horizon 2037 No Build conditions, resulting in the following Build recommendations with this project. 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. This preferred routing includes ingress school traffic coming from the south to access the school using the alleyway with an access drive on Coors Boulevard just south of Sequoia Road.

- **Coors Boulevard/St. Josephs Drive (#1)**
  - The eastbound approach operates below acceptable LOS under the 2025 Existing scenario and is expected to continue to be poor in the future scenarios. The eastbound left turn movement operates with high delays in the 2025 Existing scenarios, indicating it is an existing deficiency. Project traffic is not expected to impact the eastbound left turn movement or the other eastbound movements.
  - The westbound approach operates below acceptable LOS under the 2025 Existing scenario and is expected to continue to be poor in the future scenarios. Project traffic is expected to impact the westbound right turn movement. The westbound right turn movement operates at high delays in the 2025 Existing scenario, indicating it is an existing deficiency. The addition of project traffic marginally changes the delays for the westbound right turn movement during both peak hours in the Build scenarios.
  - The northbound approach and all northbound movements are expected to operate at acceptable LOS under all scenarios, except the northbound left turn movement. The northbound left turn movement is expected to operate at high delays in all future scenarios. Project traffic is not expected to impact this movement and all other northbound movements. Signal timing was adjusted in the 2027 and 2037 Build scenarios to allocate more green time to the movement, which improved its delay.
  - The southbound approach and all southbound movements are expected to operate at acceptable LOS under all scenarios, except the southbound left turn movement. The southbound left turn movement is expected to operate at high delays in all future scenarios. Project traffic is expected to impact the southbound left turn movement. The addition of project traffic marginally changes the delay of the southbound left turn movement.
  - The westbound right turn lane is expected to exceed storage capacity in the 2027 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to provide an exclusive westbound right turn lane with approximately 125 feet of storage. However, the planned improvement is expected to be deficient under the 2027 No Build scenario. Additionally, there is limited right-of-way and heavy utility poles to extend the westbound right turn lane. Therefore, no mitigations are recommended for the westbound right turn storage.
  - The eastbound left turn lanes are expected to exceed storage capacity in the 2027 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors

Pavillion project plans to extend the eastbound dual left turn lanes to provide approximately 475 feet of storage per left turn lane. Project traffic is not expected to impact this movement. No mitigations are recommended for the eastbound left turn storage.

- The eastbound right turn lane is expected to exceed storage capacity in the 2037 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to extend the eastbound right turn lane to provide approximately 400 feet of storage. Project traffic is not expected to impact this movement. No mitigations are recommended for the eastbound right turn storage.
- The southbound right turn lane is expected to exceed storage capacity in the 2037 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to provide 200 feet of storage for the southbound right turn lane. Project traffic is not expected to impact this movement. No mitigations are recommended for the southbound right turn storage.
- The southbound dual left turn storage is expected to provide adequate storage capacity in all scenarios. The Oxbow Development/Coors Pavillion project plans to provide dual left turn lanes with approximately 600 feet of storage per left turn lane. Project traffic is expected to impact the southbound left turn lanes. The planned improvements are expected to provide adequate storage in the 2027 and 2037 Build scenarios. It is recommended to install intelligent transportation system (ITS) queue warning signs for the southbound left turn movement.
- Based on the existing land uses and the potential for increased pedestrian traffic, it is recommended to modify signal timing at the intersection and implement LPIs at all pedestrian crossings at the intersection.

- **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.
  - It is expected that in the future, the westbound left turn is planned to be restricted in the future. As shown in **Table 8**, delays significantly improve with the westbound left turn restriction. Project traffic is expected to impact the westbound right turn movement in the 2027 Build scenarios, but not in the 2037 Build scenario. Due to expected high delays, it is expected that project traffic will find a different route in the 2037 Build scenarios. It is recommended to restrict westbound left turns at Coors Boulevard/Tucson Road (#3) to improve delays and safety.
  - The southbound left turn movement is expected to operate at high delays in the 2025 Existing scenario during the PM peak hour, indicating it is an existing deficiency. Project traffic is expected to impact the southbound left turn movement in the 2027 Build scenarios, but not in the 2037 Build scenario. Due to expected high delays, it is expected that project traffic will find a different route in the 2037 Build scenarios.
  - The southbound left turn lane is expected to exceed storage capacity in all scenarios, 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 2027 Build scenario and is expected to exceed existing storage capacity by 19 feet. Project traffic is expected to find a different route in the 2037 Build scenario due to high delays of the southbound left turn. There is space to extend the southbound left turn storage bay by approximately 55 feet before it reaches the end of the existing raised median and existing median break. Extending the southbound left turn storage bay would also require the removal of a portion of the existing raised median. Per the SAMM deceleration lane guidelines, a 250-foot deceleration lane, 150-foot taper length, and a calculated 95th queue length of 170 feet (2037 Build scenario) for a total of approximately 570 feet of storage, is required. It is not possible to provide the required length for the southbound left turn lane, however, it is recommended to extend the southbound left turn lane as much as possible to provide the additional approximately 55 feet of storage to the lane.

- There is currently no exclusive northbound right turn lane at the intersection of Coors Boulevard/Tucson Road (#3). Due to limited right-of-way, a northbound right turn lane is not expected to be required and is not recommended.

- **Coors Boulevard/Sequoia Road (#6)**
  - The eastbound approach and all eastbound movements are expected to operate at high delays in all scenarios, indicating it is an existing deficiency. Project traffic is expected to impact the eastbound through. The eastbound through movement delay minimally changes in the Build scenarios. It should be noted that signal timing was adjusted in the Build scenarios, allocating more green time to the eastbound approach.
  - The westbound approach and all westbound movements are expected to operate at high delays in all scenarios, indicating it is an existing deficiency. Project traffic is expected to impact the westbound movements; however, delays change minimally in the Build scenarios. It should be noted that signal timing was adjusted in the Build scenarios, allocating more green time to the westbound approach.
  - The northbound approach and all northbound movements are expected to operate at acceptable LOS under all scenarios except the northbound left turn movement under the 2037 No Build and Build scenarios during the PM peak hour. The northbound left turn movement will operate at high delays under the 2037 No Build scenario during the PM peak hour, indicating it will be deficient in the future. Project traffic is not expected to impact the northbound left turn movement.
  - The eastbound left turn lane is expected to exceed the storage capacity in all scenarios, indicating it will be deficient under No Build conditions without the impact of project traffic. Project traffic is not expected to impact the eastbound left turn lane. It should be noted that vehicles may queue beyond the 100 feet of existing storage. No mitigations are recommended for the eastbound left turn lane.
  - The eastbound right turn lane is expected to exceed the storage capacity in all scenarios, indicating it will be deficient under No Build conditions without the impact of project traffic. Project traffic is not expected to impact the

eastbound right turn lane. It should be noted that the eastbound right turn lane becomes a trap lane; therefore, vehicles may queue beyond the 175 feet of existing storage. No mitigations are recommended for the eastbound right turn lane.

- The westbound left turn lane is expected to exceed the storage capacity in all scenarios, indicating it will be deficient under No Build conditions without the impact of project traffic. Project traffic is expected to impact the westbound left turn lane. Extending the westbound left turn lane would restrict vehicles coming in and out of the commercial driveways. Therefore, extending the westbound left turn storage is not recommended.
- The westbound right turn lane is expected to exceed the storage capacity in the 2027 Build and 2037 Build scenarios. Project traffic is expected to impact the westbound right turn lane. There is approximately 125 feet of striped storage for the westbound right turn lane. However, there is approximately a total of 200 feet of space for vehicles to queue before impeding traffic at the commercial driveway on the north side of Sequoia Road. It is recommended to restripe the east leg and extend the westbound right turn lane as far as possible without impeding traffic in and out of the driveway on the north side of Sequoia Road.
- The northbound left turn lane is expected to exceed the storage capacity in all scenarios, indicating it will be a deficiency under No Build conditions without the impact of project traffic. Project traffic is not expected to impact this movement. No mitigations are recommended for the northbound left turn lane.
- The southbound left turn lane is expected to exceed the storage capacity in the 2037 Build scenario, exceeding the existing storage length by approximately 95 feet. Per the SAMM deceleration lane guidelines, a 250-foot deceleration lane, 150-foot taper length, and a calculated 95th queue length of 194 feet (2037 Build scenario) for a total of approximately 594 feet, is required. Therefore, an additional 494 feet of storage from the existing 100 feet of storage is required per the SAMM deceleration lane guidelines. It is recommended to extend the southbound left turn storage by approximately 500 feet to meet SAMM deceleration lane guidelines. Extending the southbound left turn lane would require geometric treatments and the removal of a portion of the existing raised median. Additionally, it is recommended to install ITS queue warning signs for the southbound left turn lane.
- Based on the existing land uses and the potential for increased pedestrian traffic, it is recommended to modify signal timing at the intersection and implement LPIs at all pedestrian crossings at the intersection.

- **Coors Boulevard/Redlands Road (#8)**
  - The eastbound approach is expected to operate at high delays in all scenarios. The eastbound approach is operating at high delays in the Existing scenario, indicating it is an existing deficiency. Project traffic is not expected to impact the eastbound approach.
  - The westbound approach is expected to operate at high delays in the future scenarios. The westbound approach will operate at high delays in the 2027 No Build scenario, indicating it will be deficient in the future without project traffic. Project traffic is not expected to impact the westbound approach.

- The southbound approach is expected to operate at acceptable LOS in all scenarios except under the 2037 Build during the AM peak hour, the 2037 No Build, and 2037 Build during the PM peak hour. The southbound left turn movement operates at high delays under the Existing scenario, indicating it is an existing deficiency. Project traffic is not expected to impact the southbound left turn movement.
- The northbound approach is expected to operate at high delays in the future scenarios. The northbound left turn movement operates at high delays under the Existing scenario, indicating it is an existing deficiency. Project traffic is not expected to impact the northbound left turn movement.
- The northbound left turn lane is expected to exceed storage capacity in all scenarios, indicating it will be a deficiency under No Build conditions without the impact of project traffic. Project traffic is not expected to impact this movement. Extending the northbound left turn storage bay would require the removal of a portion of the raised median. However, because project traffic is not expected to make this turning movement, no mitigations are recommended for the northbound left turn lane storage as part of this project.
- The southbound left turn lane is expected to exceed the storage capacity in the 2037 No Build scenario, indicating it will be a deficiency without the impact of project traffic. It is expected to exceed the existing storage length by approximately 96 feet. Per the SAMM deceleration lane guidelines, a 250-foot deceleration lane, 150-foot taper length, and a calculated 95th queue length of 221 feet (2037 Build scenario) for a total of approximately 621 feet, is required. Therefore, an additional 496 feet of storage from the existing 125 feet of storage is required per the SAMM deceleration lane guidelines. It is not possible to provide the required length for the southbound left turn lane, however, it is recommended to extend the southbound left turn lane as much as possible to provide an additional approximately 300 feet of storage to the lane. Extending the southbound left turn storage bay would require the removal of a portion of the existing raised median.

- **Remaining Study Intersections**
  - The traffic analysis shows that future Build traffic is expected to be accommodated at all other study intersections with acceptable LOS and queuing. Therefore, no additional intersection improvements are recommended at the remaining study intersections.
- **School Zone Improvements**
  - It is recommended that school zone signage be installed along Sequoia Road 200 feet in advance of either approach to the school access drive, per MUTCD standards.
  - The project site frontages along Sequoia Road have two existing designated crosswalks. High-visibility crosswalk markings and an RRFB are recommended to be installed at the existing designated crosswalk located at the intersection of Sequoia Road/Yucca Drive/Drive A. It is also recommended to remove the existing crosswalk along the school's Sequoia Road frontages between Drive B and Drive C.

A summary of all recommended improvements is provided below.

Table ES-1

Intersection	Recommendations
Coors Boulevard/ St. Josephs Drive (#1)	• Install ITS queue warning sign for the southbound left turn movement. • Modify signal timing and implement LPIs for all pedestrian crossings at the intersection.
Coors Boulevard/ Tucson Road (#3)	• Restrict westbound left turns. • Extend the southbound left turn lane as much as possible to provide approximately 55 feet of additional storage to the lane.
Coors Boulevard/ Sequoia Road(#6)	• Restripe the east leg and extend the westbound right turn lane as far as possible with striping without impeding movement in and out of the existing access drive on the north side of Sequoia Road. • Extend the southbound left turn storage by approximately 500 feet to meet SAMM deceleration lane guidelines. Extending the southbound left turn lane would require geometric treatments and the removal of a portion of the existing raised median. • Install ITS queue warning sign for the southbound left turn movement. • Modify signal timing and implement LPIs for all pedestrian crossings at the intersection.
Coors Boulevard/ Redlands Road (#8)	• Extend the southbound left turn lane as much as possible to provide an additional approximately 300 feet of storage to the lane.
School Zone Improvements	• Building Hope Public Charter School should have parents and students follow this preferred ingress and egress routing of school traffic through the roadway network (including the use of the alley on Coors Boulevard) once the school is operational. • Install school zone signage along Sequoia Road 200 feet in advance of either approach to the school access drive, per MUTCD standards. • Install high-visibility crosswalk markings and an RRFB at the existing designated crosswalk located at the intersection of Sequoia Road/Yucca Drive/Drive A. • Remove the existing crosswalk along the school's Sequoia Road frontages between Drive B and Drive C.

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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 feasible mitigation measures 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 with a follow up meeting on July 17, 2025. The initial approved City of Albuquerque Scope of Study and notes from the July 17 meeting are 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.

The Building Hope Public Charter School is expected to be completed in a series of three phases from 2027 to 2031, Phase one, 448 total students; Phase two, 764 total students; and Phase three, 1,240 total students. Based on the Scope of Study form mentioned previously, the analysis for the Building Hope Public Charter School assumes full build out of the school in 2027, which represents a worst-case analysis for the project. Upon expected project completion, it 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, signalized)
- Alamogordo Drive/St. Josephs Drive (#2, unsignalized)
- Coors Boulevard/Tucson Road (#3, unsignalized)
- Alamogordo Drive/Tucson Road (#4, unsignalized)
- Atrisco Drive/Sequoia Road (#5, unsignalized)
- Coors Boulevard/Sequoia Road (#6, signalized)
- Alamogordo Drive/Vista Grande Drive/Sequoia Road (#7, unsignalized)
- Coors Boulevard/Redlands Road (#8, unsignalized)
- Alamogordo Drive/Redlands Road (#9, unsignalized)

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. 2023 Annual Average Weekday Traffic (AWDT) counts are included and were from the Traffic Flow Maps published by the Mid-Region Council of Governments (MRCOG).

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). Coors Boulevard has a 2023 AWDT of 48,270.

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. Atrisco Drive has a 2023 AWDT of 8,803.

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. Sequoia Road has a 2023 AWDT of 7,941.

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. St. Josephs Drive has a 2023 AWDT of 9,834.

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. AWDT data was not available at Alamogordo Drive.

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. AWDT data was not available at Tucson Road.

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. Redlands Road has a 2023 AWDT of 2,265.

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. AWDT data was not available at Vista Grande Drive.

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.**

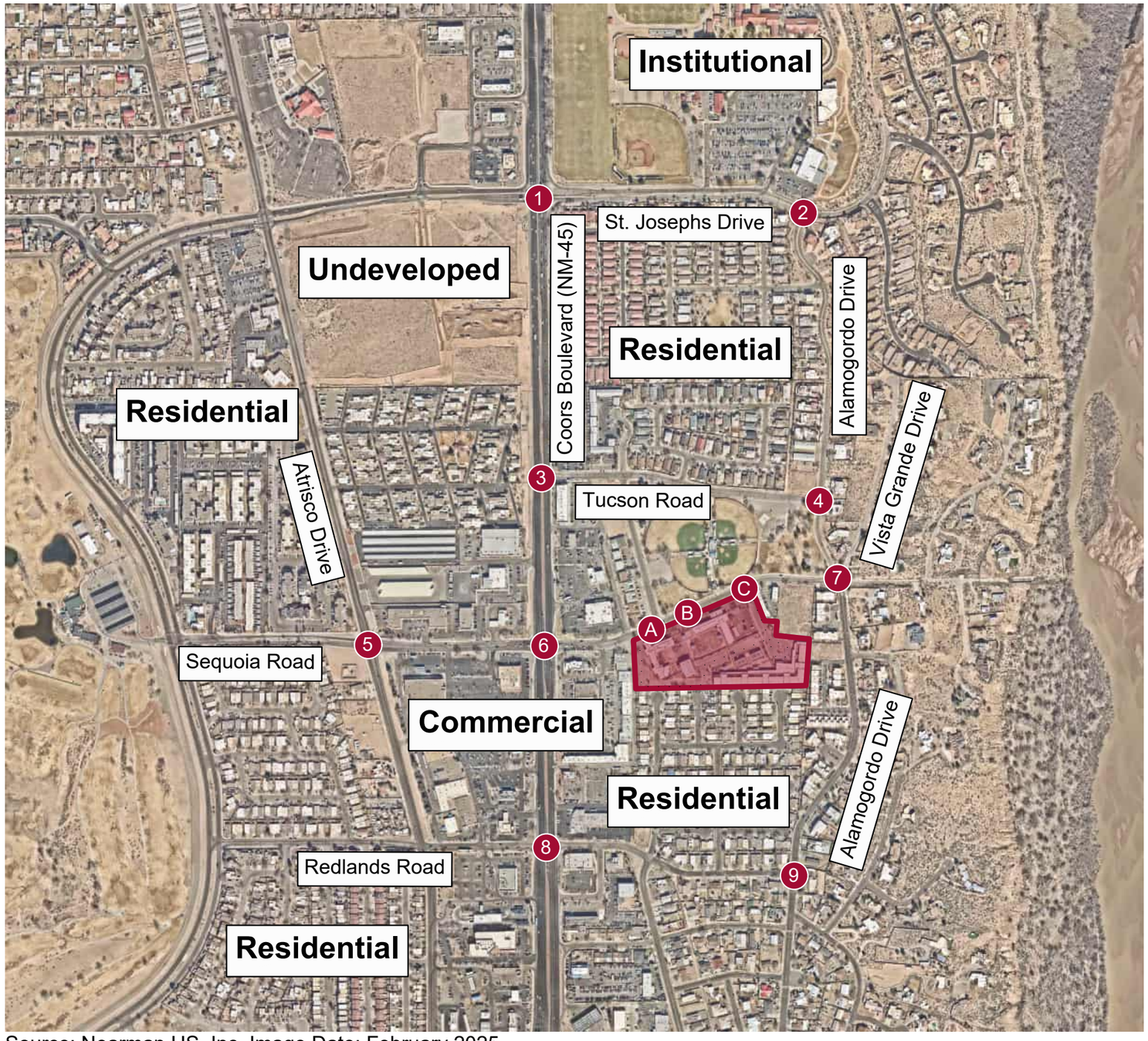
2.4. 2025 Existing Lane Configurations and Control

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 also collected on Thursday, March 6, 2025, along Coors Boulevard, north of Sequoia Road. Detailed count data sheets are provided in **Appendix C**.



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

Building Hope Public Charter School
Study Area

North

NTS

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

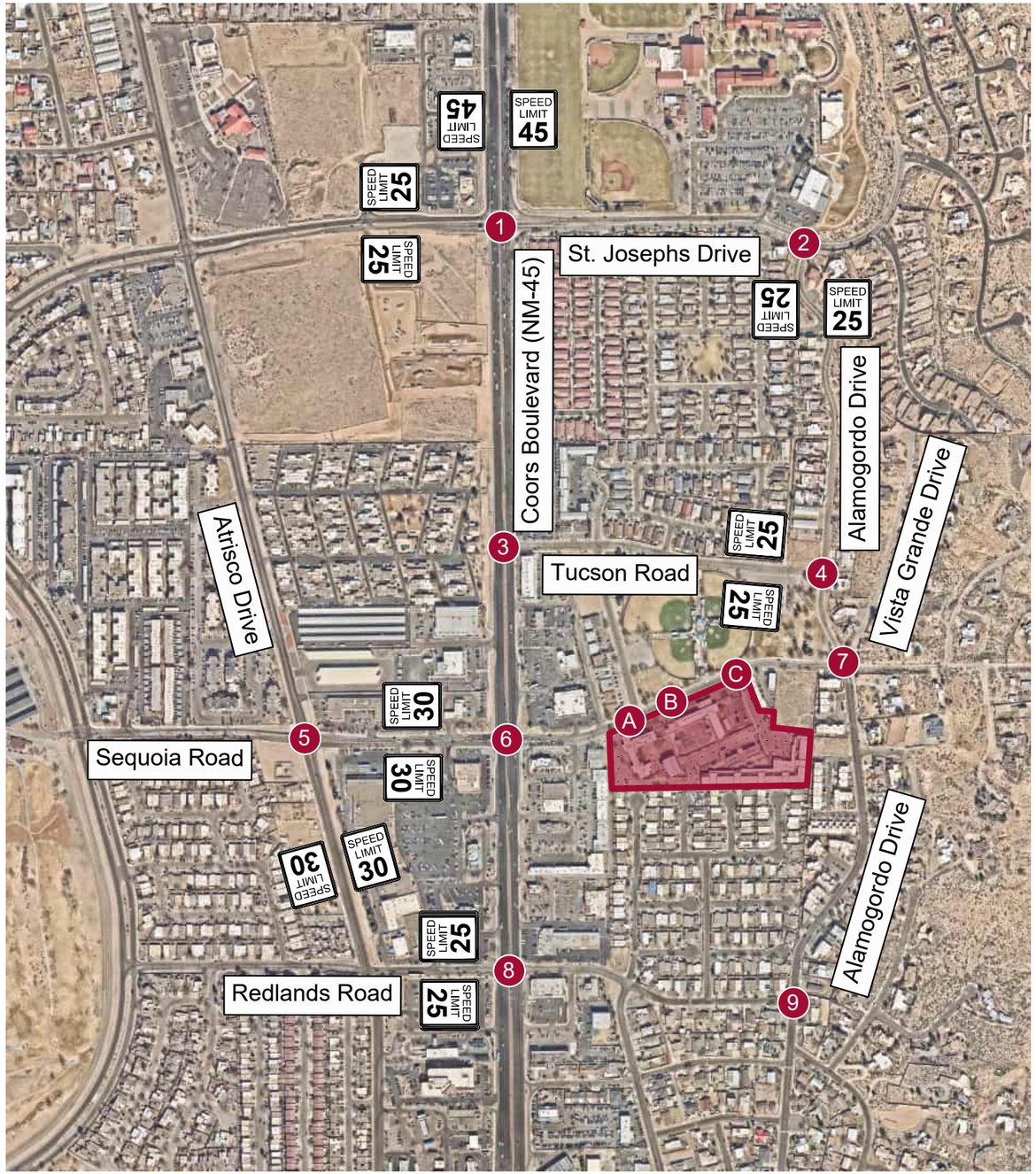
Legend

- # Study Area Key Intersection
- X Project Access Drive
- Project Site

Figure 2

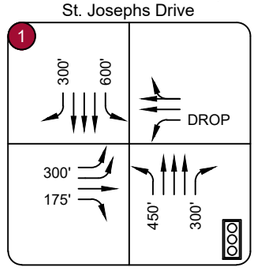
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Date: August 04, 2025 – 8:45am / User: Lorenzo.Mendoza
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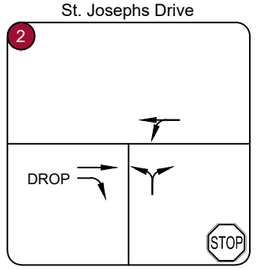


Source: Nearmap US, Inc. Image Date: February 2025

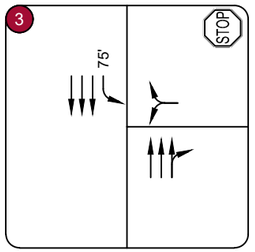
Coors Boulevard (NM-45)/ St. Josephs Drive



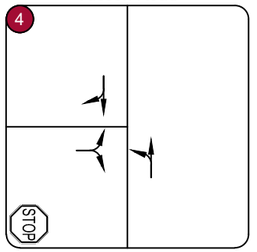
Alamogordo Drive/ St. Josephs Drive



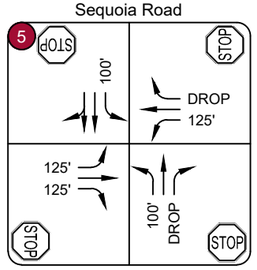
Coors Boulevard (NM-45)/ Tucson Road



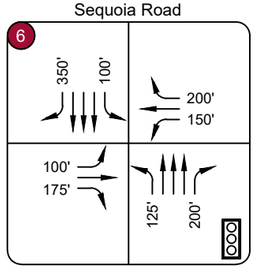
Alamogordo Drive/ Tucson Road



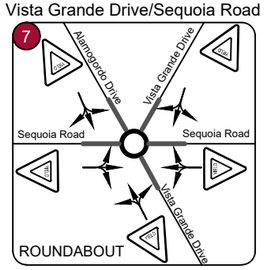
Atrisco Drive/ Sequoia Road



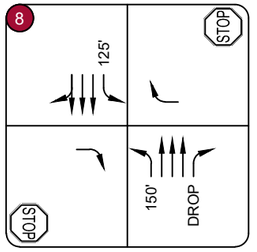
Coors Boulevard (NM-45)/ Sequoia Road



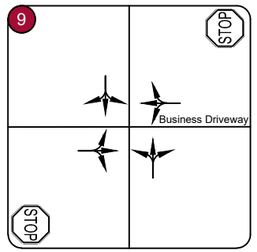
Alamogordo Drive/ Vista Grande Drive/Sequoia Road



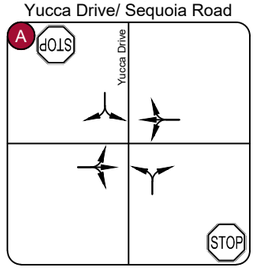
Coors Boulevard (NM-45)/ Redlands Road



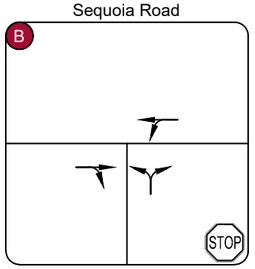
Alamogordo Drive/ Redlands Road



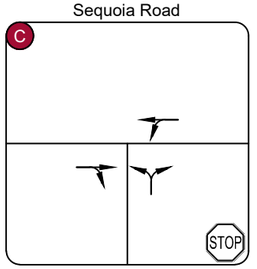
Driveway A/ Yucca Drive/ Sequoia Road



Driveway B/ Sequoia Road



Driveway C/ Sequoia Road



Legend

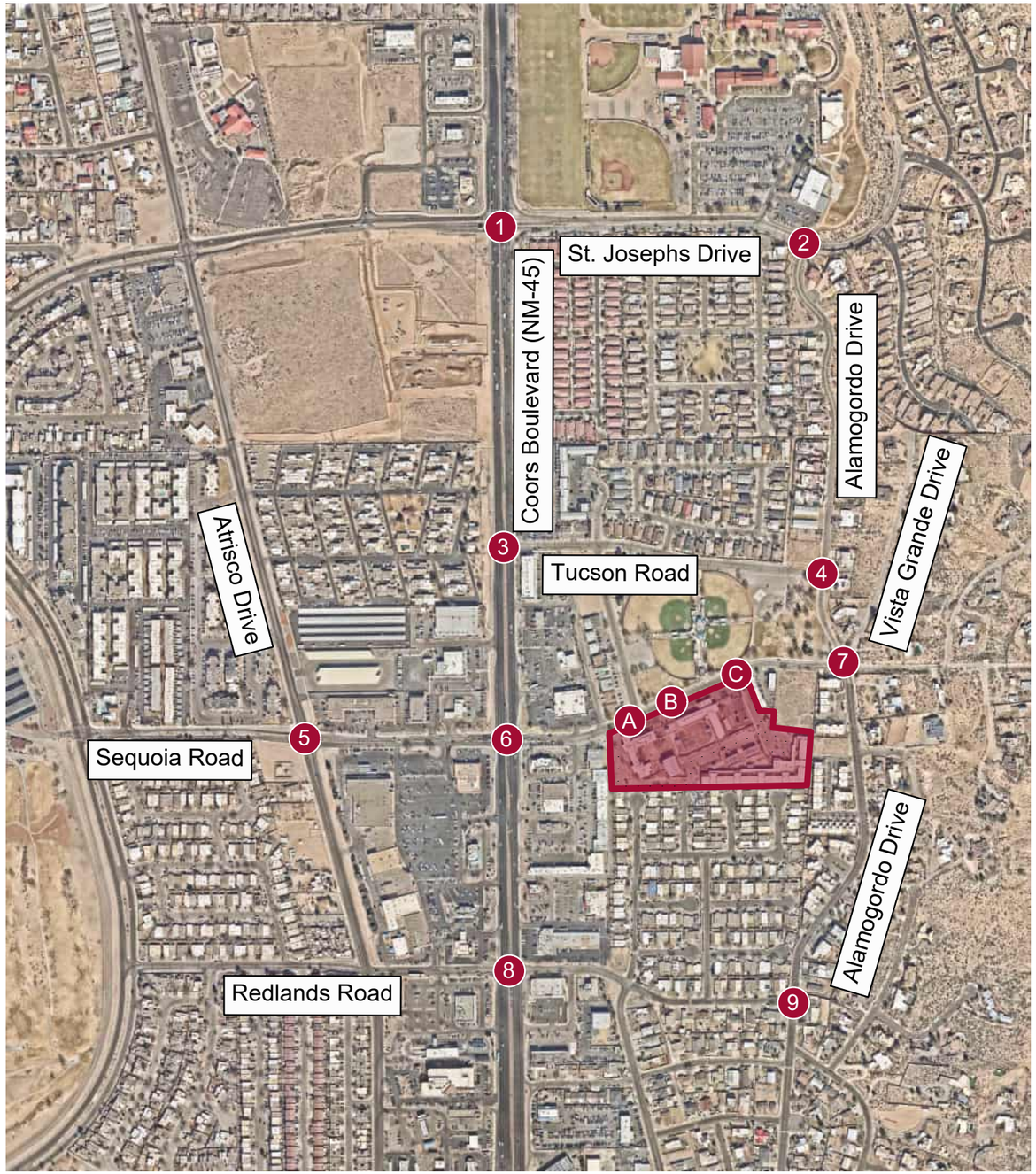
- # — Study Area Key Intersection
- X — Project Access Drive
- Roadway Speed Limit
- Stop Controlled Approach
- Signalized Intersection
- Yield Controlled Approach
- Existing Lane Use

Building Hope Public Charter School
2025 Existing Lane Configuration and Control

Figure 3

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

Building Hope Public Charter School
2025 Existing Peak Hour Traffic Volumes

North
NTS

Coors Boulevard (NM-45)/ St. Josephs Drive

82(290) ← 1868(2072) ← 180(59) ↖	98(84) ↰ 43(26) ← 80(67) ↰
311(212) ↱ 119(25) → 143(117) ↘	116(216) → 1336(2213) → 172(45) ↱

Alamogordo Drive/ St. Josephs Drive

	15(15) ← 3(2) ↖
17(23) → 24(35) ↘	37(25) ↱ 0(4) ↱

Coors Boulevard (NM-45)/ Tucson Road

2107(2268) ← 9(41) ↙	22(44) ↰ 3(10) ↰
	1613(2411) → 9(17) ↱

Alamogordo Drive/ Tucson Road

3(3) ↖ 27(18) ←	
2(4) ↱ 6(19) ↘	5(14) → 18(27) →

Atrisco Drive/ Sequoia Road

21(28) ↖ 389(184) ← 77(82) ↙	37(128) ↱ 38(201) ← 16(54) ↖
17(12) ↱ 103(123) → 26(29) ↘	14(38) → 94(316) → 44(119) ↱

Coors Boulevard (NM-45)/ Sequoia Road

27(83) ↖ 2078(2147) ← 21(53) ↙	4(35) ↱ 12(98) ← 52(142) ↖
53(142) ↱ 19(72) → 142(165) ↘	61(134) → 1547(2197) → 24(56) ↱

*Alamogordo Drive/ Vista Grande Drive/Sequoia Road

7(10) ↖ 25(24) ← 3(3) ↙	4(3) ↱ 3(1) ← 1(0) ↖
3(12) ↱ 0(1) → 7(30) ↘	4(28) → 18(31) → 0(3) ↱

Coors Boulevard (NM-45)/ Redlands Road

4(13) ↖ 2216(2427) ← 51(61) ↙	32(44) ↱
67(93) ↘	34(78) → 1624(2258) → 26(59) ↱

Alamogordo Drive/ Redlands Road

22(19) ↖ 28(37) ↙	0(2) ←
9(28) ↱ 0(1) → 8(16) ↘	13(5) → 15(34) →

Driveway A/ Yucca Drive/ Sequoia Road

**5(5) ↖ 5(5) ↙	14(39) ←
10(43) →	

Driveway B/ Sequoia Road

14(39) ←	
10(43) →	

Driveway C/ Sequoia Road

14(39) ←	
10(43) →	

*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

Figure 4

Kimley»Horn ©2025

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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 No Build 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 No Build 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.

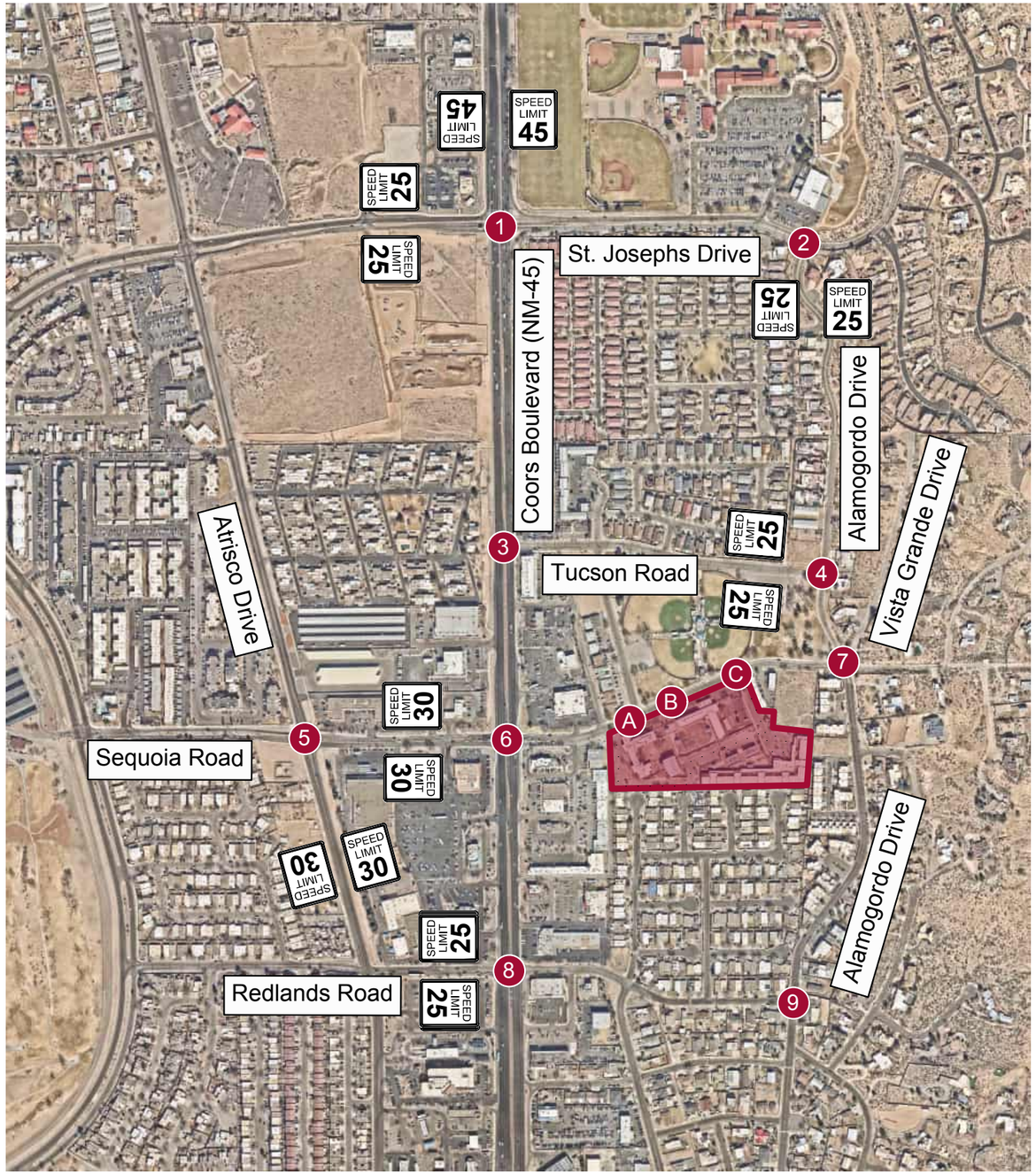
This MRCOG daily traffic data and detailed calculations are included in **Appendix E**. For conservative analysis, 2025 existing peak hour traffic volumes were grown for two years at a 2.10% annual growth rate to obtain future No Build traffic volumes in 2027 when the proposed development is anticipated to be fully completed. The 2027 No Build 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 No Build traffic volumes. The traffic assignment from the previous study is provided in **Appendix F**.

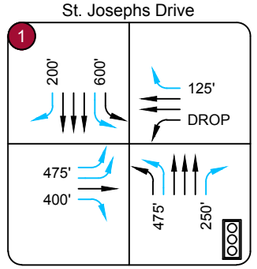
3.4. 2027 Build Lane Configuration and Control

Direct access to the proposed Building Hope Public Charter School is planned to be provided by three existing 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, respectively, 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**.

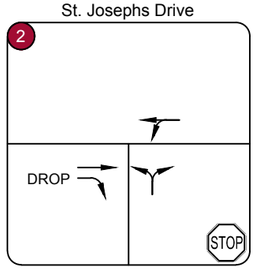


Source: Nearmap US, Inc. Image Date: February 2025

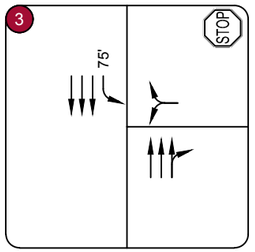
Coors Boulevard (NM-45)/ St. Josephs Drive



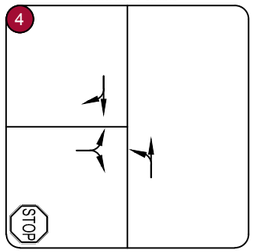
Alamogordo Drive/ St. Josephs Drive



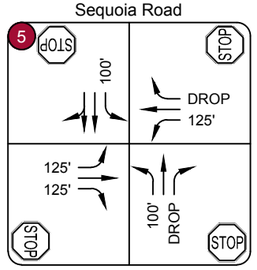
Coors Boulevard (NM-45)/ Tucson Road



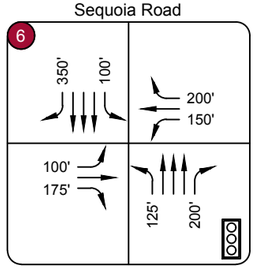
Alamogordo Drive/ Tucson Road



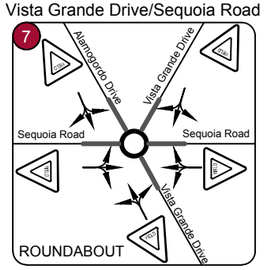
Atrisco Drive/ Sequoia Road



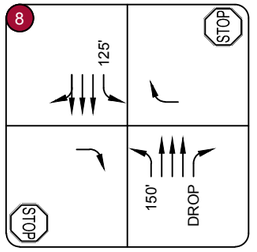
Coors Boulevard (NM-45)/ Sequoia Road



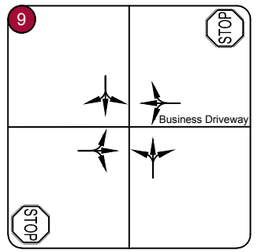
Alamogordo Drive/ Vista Grande Drive/Sequoia Road



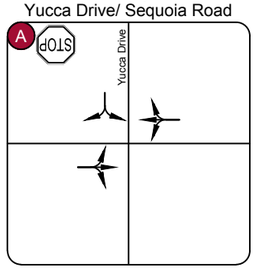
Coors Boulevard (NM-45)/ Redlands Road



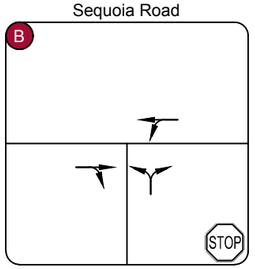
Alamogordo Drive/ Redlands Road



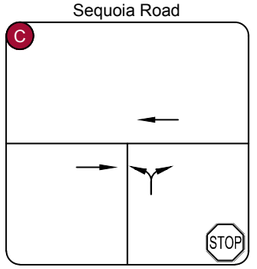
Driveway A/ Yucca Drive/ Sequoia Road



Driveway B/ Sequoia Road



Driveway C/ Sequoia Road



Legend

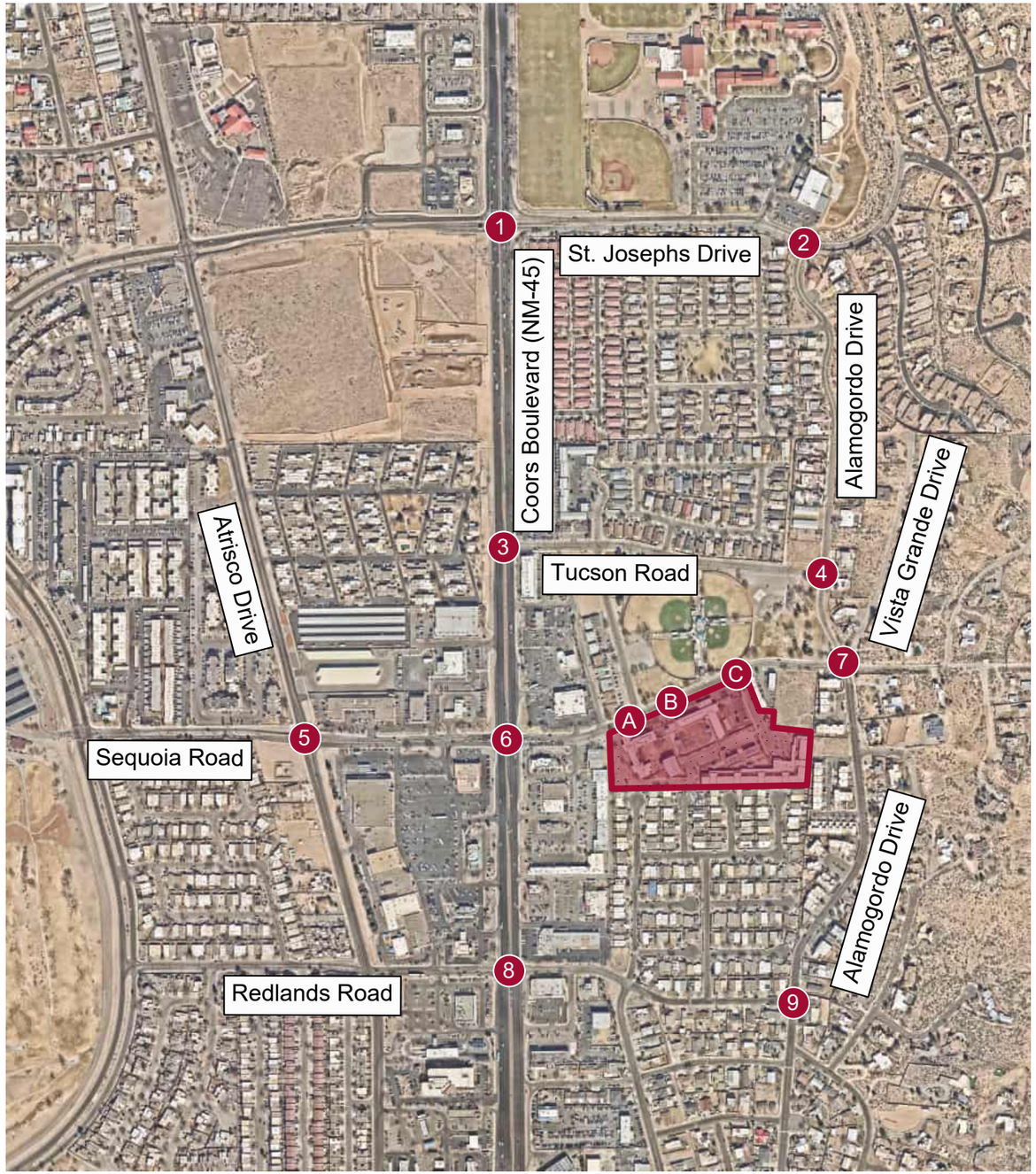
- # — Study Area Key Intersection
- X — Project Access Drive
- Roadway Speed Limit
- STOP — Stop Controlled Approach
- Signalized Intersection
- Existing Lane Use
- Roadway Improvement (By Others)

Building Hope Public Charter School
2027 No Build Lane Configuration and Control

Figure 5

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

Building Hope Public Charter School
2027 No Build Peak Hour Traffic Volumes

North

NTS

1 Coors Boulevard (NM-45)/ St. Josephs Drive

↖ 116(337) ← 1947(2160) ↙ 188(62)	↗ 102(88) ← 47(29) ↖ 83(70)
399(324) ↗ 126(28) → 186(172) ↘	221(339) ↑ 1393(2307) ↑ 179(47) ↗

2 Alamogordo Drive/ St. Josephs Drive

← 16(16) ↖ 3(2)	
18(24) → 25(36) ↘	39(26) ↑ 0(4) ↗

3 Coors Boulevard (NM-45)/ Tucson Road

← 2196(2364) ↙ 9(43)	↗ 23(46) ↖ 3(10)
	1681(2513) → 9(18) ↗

4 Alamogordo Drive/ Tucson Road

↖ 3(3) ← 28(19)	
2(4) ↗ 6(20) ↘	5(15) → 19(28) →

5 Atrisco Drive/ Sequoia Road

↖ 22(29) ← 406(192) ↙ 80(85)	↗ 39(133) ← 40(210) ↖ 17(56)
18(13) ↗ 107(128) → 27(30) ↘	15(40) ↑ 98(329) ↑ 46(124) ↗

6 Coors Boulevard (NM-45)/ Sequoia Road

↖ 28(87) ← 2247(2350) ↙ 25(60)	↗ 8(41) ← 13(102) ↖ 54(148)
55(148) ↗ 20(75) → 148(172) ↘	64(140) ↑ 1709(2399) ↑ 25(58) ↗

7 *Alamogordo Drive/ Vista Grande Drive/Sequoia Road

↖ 7(10) ← 26(25) ↙ 3(3)	↗ 4(3) ← 3(1) ↖ 1(0)
3(13) ↗ 0(1) → 7(31) ↘	4(29) ↑ 19(32) ↑ 0(3) ↗

8 Coors Boulevard (NM-45)/ Redlands Road

↖ 4(14) ← 2310(2530) ↙ 53(64)	↗ 33(46)
70(97) ↘	35(81) ↑ 1693(2354) ↑ 27(62) ↗

9 Alamogordo Drive/ Redlands Road

↙ 23(20) ↓ 29(39)	← 0(2)
9(29) ↗ 0(1) → 8(17) ↘	14(5) ↑ 16(35) ↑

A Driveway A/ Yucca Drive/ Sequoia Road

** ↙ 5(5) ↓ 5(5)	← 15(41)
10(45) →	

B Driveway B/ Sequoia Road

	← 15(41)
10(45) →	

C Driveway C/ Sequoia Road

	← 15(41)
10(45) →	

*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

Figure 6

Kimley»Horn ©2025

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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. The AM peak hour at the school was from 7:15 to 8:15 AM. The PM peak hour at the school was from 3:15 to 4:15 PM.

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. The AM peak hour on Coors Boulevard was generally from 7:15 to 8:15 AM. The PM peak hour on Coors Boulevard was generally from 4:00 to 5:00 PM.

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**. Vehicles are expected to enter the project site at Drive A or through the public alley off of Coors Boulevard just south of Sequoia Road and exit the site at Drive C. **Figure 7** shows the project trip distribution of vehicles during the opening year of 2027. It is expected that by the horizon year 2037, some intersections and movements will have long delays; therefore, it is expected that vehicles will find a different route to minimize their delay. **Figure 8** shows the project trip distribution of vehicles during the horizon year of 2037.

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** differs from the trip generation shown in **Table 1**.

3.8. 2027 Build Traffic Volumes

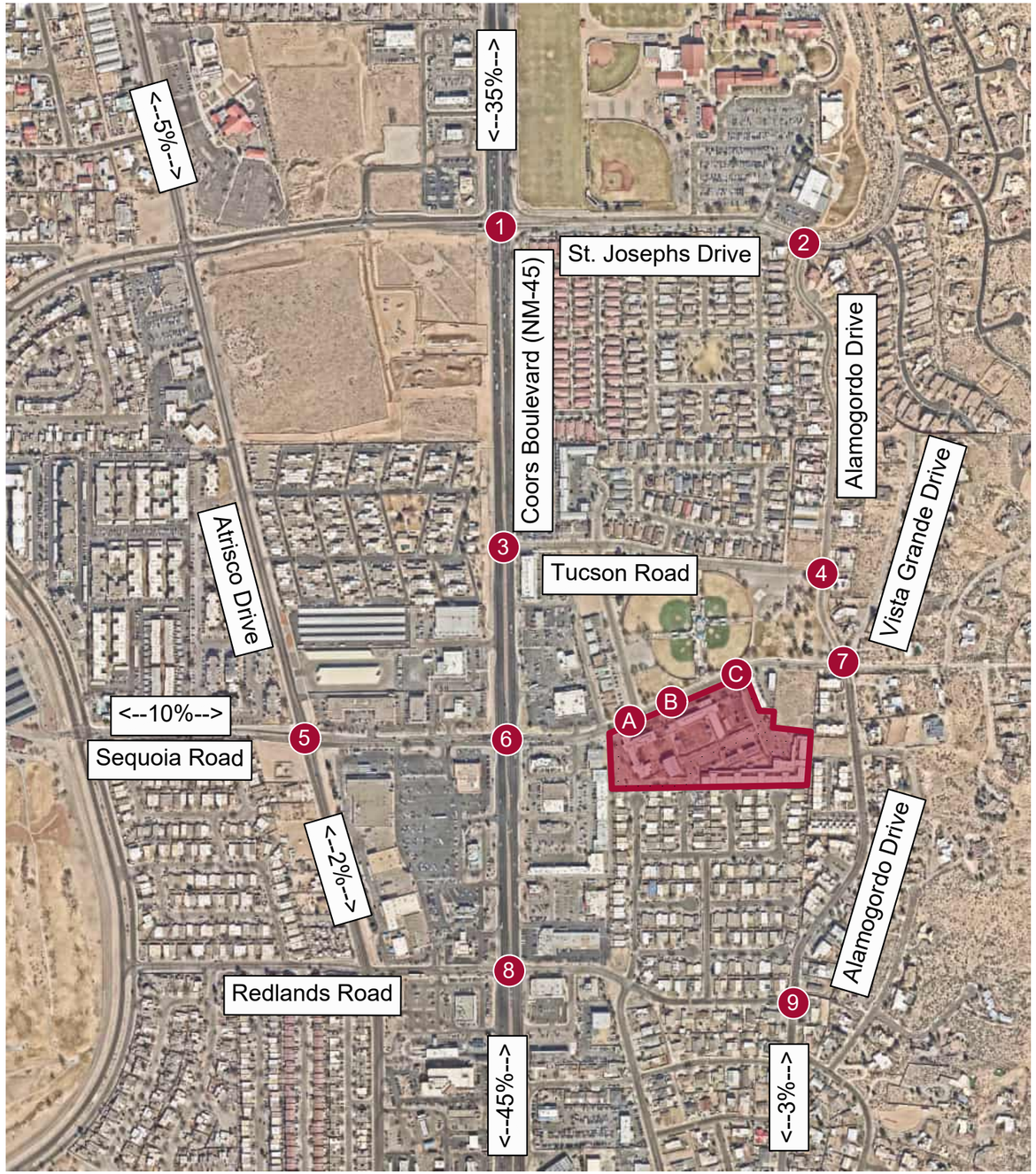
The project generated traffic volumes in **Figure 9** added to the 2027 No Build traffic volumes in **Figure 6** to represent estimated traffic conditions for full project development in 2027. The 2027 Build volumes for the study area intersections and project access drives are shown in **Figure 11**.

3.9. 2037 No Build Traffic Volumes

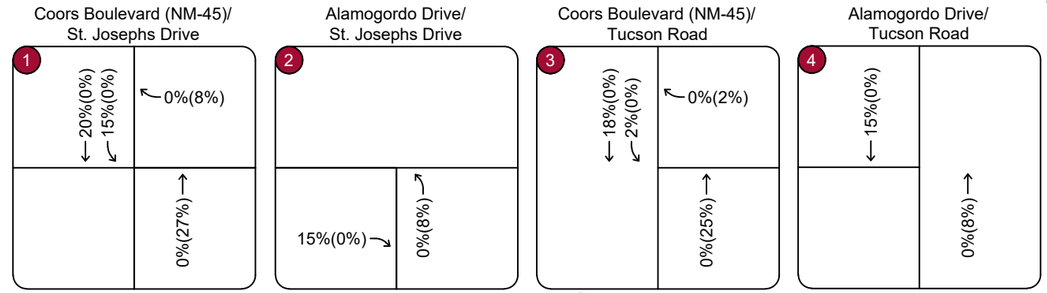
The 2025 existing peak hour traffic volumes were grown for 12 years at a 2.10% annual growth rate to obtain No Build horizon year traffic volumes in 2037. The 2037 No Build peak hour traffic volumes are illustrated in **Figure 13**.

3.10. 2037 Build Volumes

The project generated traffic volumes in **Figure 10** were added to the 2037 No Build traffic volumes in **Figure 13** to represent estimated Build traffic conditions for the project development in 2037. The 2037 Build volumes for the study area intersections and project access drives are shown in **Figure 13**.



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



*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).
**Of the 40% inbound trips making a northbound through, 35% of trips are anticipated to make a northbound right turn on to a commercial access drive (approx. 425 feet north of the intersection of Coors Boulevard (NM-45)/Redlands Road), a U-turn directly on to the school's parking lot.
***The 43% outbound trips making a southbound right 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 (NM-45).

Legend

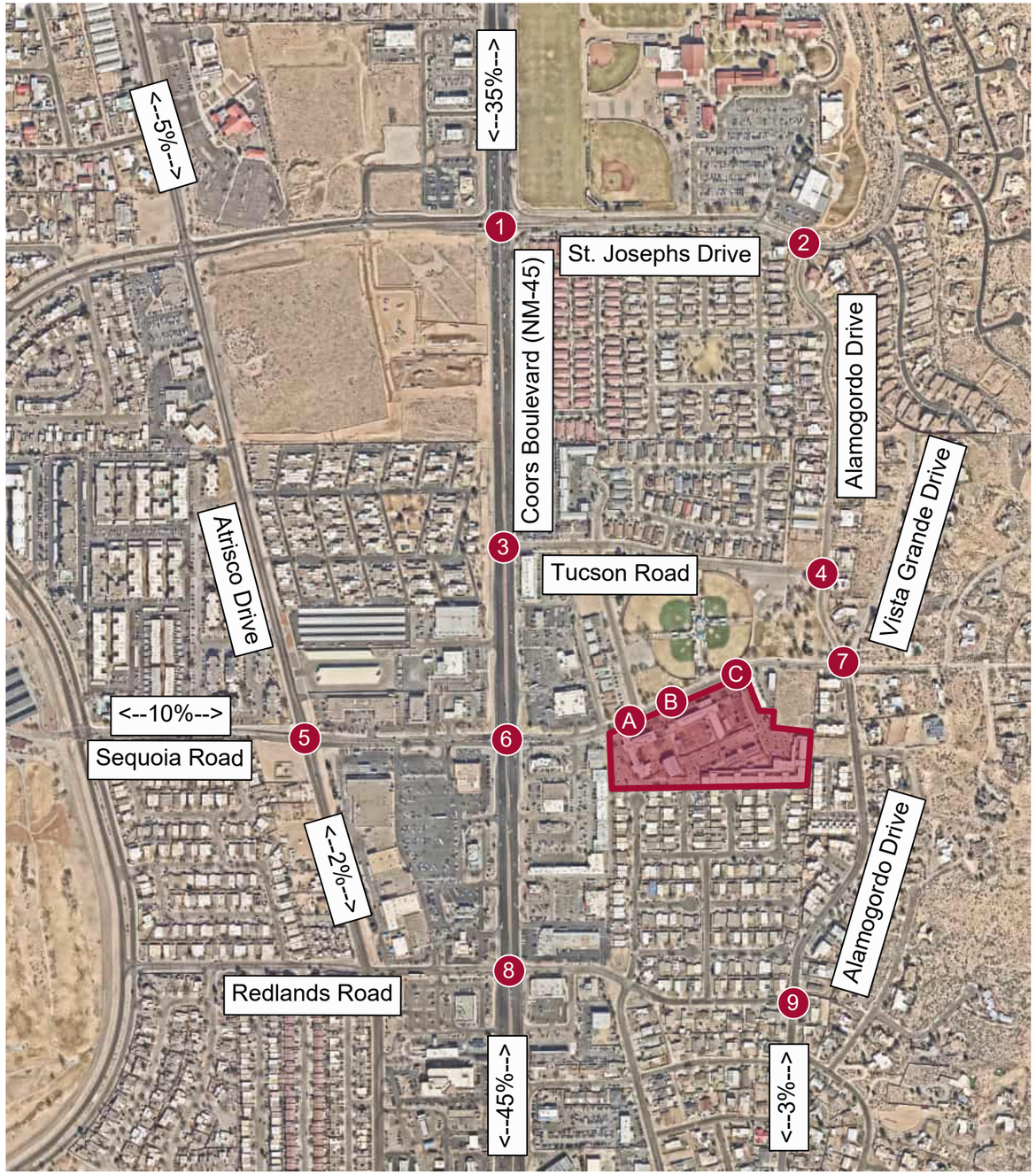
#	Study Area Key Intersection
X	Project Access Drive
<--XX%-->	Global Peak Hour Trip Distribution
← XX%(XX%)	IN(OUT) Peak Hour Trip Distribution

Building Hope Public Charter School
Project Trip Distribution - 2027 Build

Figure 7

Kimley»Horn ©2025

Date: August 14, 2025 – 3:48pm / User: Lorenzo.Mendoza
Path: K:\BOI_Public-Trans\068910607 – Building Hope Charter School TIA\Tasks\Figures\2025-07-22 Building Hope Charter School.dwg / Xref:

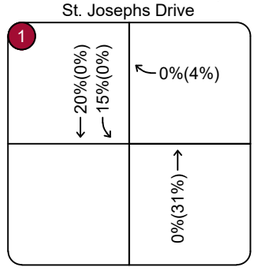


Source: Nearmap US, Inc. Image Date: February 2025

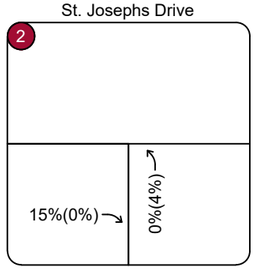
North

NTS

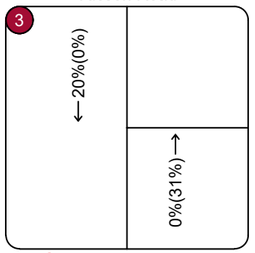
Coors Boulevard (NM-45)/ St. Josephs Drive



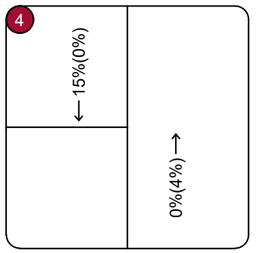
Alamogordo Drive/ St. Josephs Drive



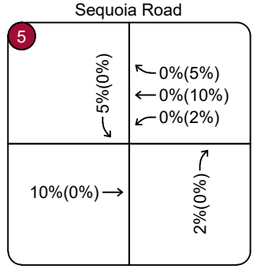
Coors Boulevard (NM-45)/ Tucson Road



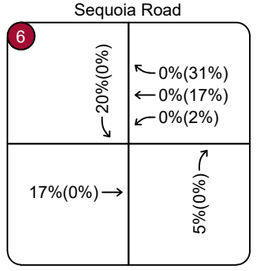
Alamogordo Drive/ Tucson Road



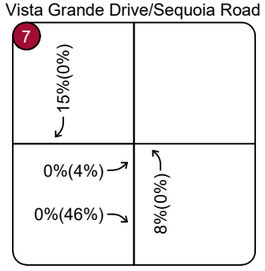
Atrisco Drive/ Sequoia Road



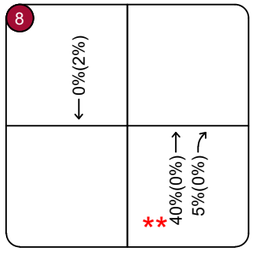
Coors Boulevard (NM-45)/ Sequoia Road



*Alamogordo Drive/ Vista Grande Drive/Sequoia Road



Coors Boulevard (NM-45)/ Redlands Road



Alamogordo Drive/ Redlands Road

Driveway A/ Yucca Drive/ Sequoia Road

Driveway B/ Sequoia Road

Driveway C/ Sequoia Road

*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).
**Of the 40% inbound trips making a northbound through, 35% of trips are anticipated to make a northbound right turn on to a commercial access drive (approx. 425 feet north of the intersection of Coors Boulevard (NM-45)/Redlands Road), a U-turn directly on to the school's parking lot.
***The 43% outbound trips making a southbound right 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 (NM-45).

Legend

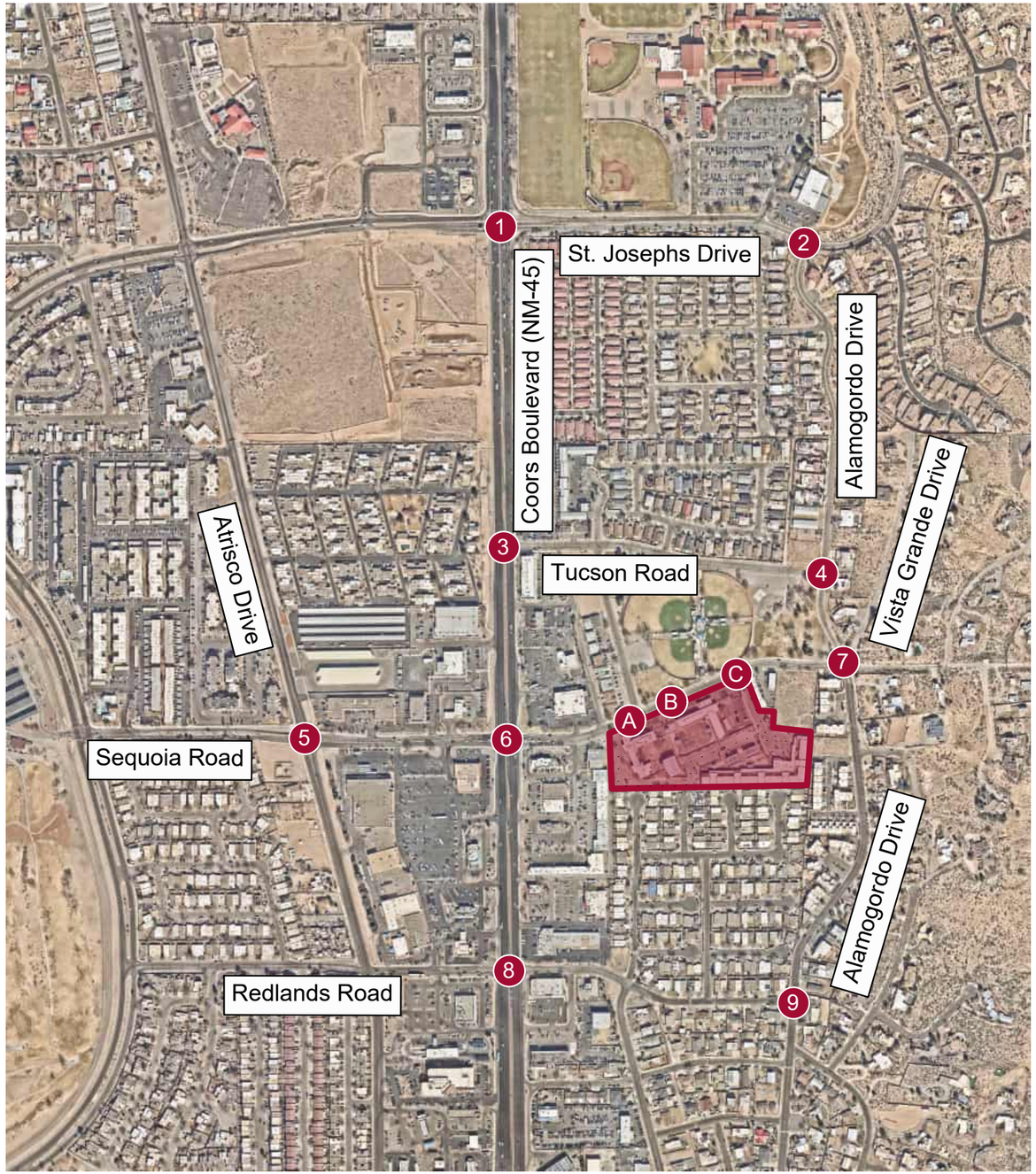
#	Study Area Key Intersection
X	Project Access Drive
<--XX%-->	Global Peak Hour Trip Distribution
← XX%(XX%)	IN(OUT) Peak Hour Trip Distribution

Building Hope Public Charter School
Project Trip Distribution - 2037 Build

Figure 8

Kimley»Horn ©2025

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Path: K:\BOI_Public-Trans\068910607 – Building Hope Charter School TIA\Tasks\Figures\2025-07-22 Building Hope Charter School.dwg / Xref:

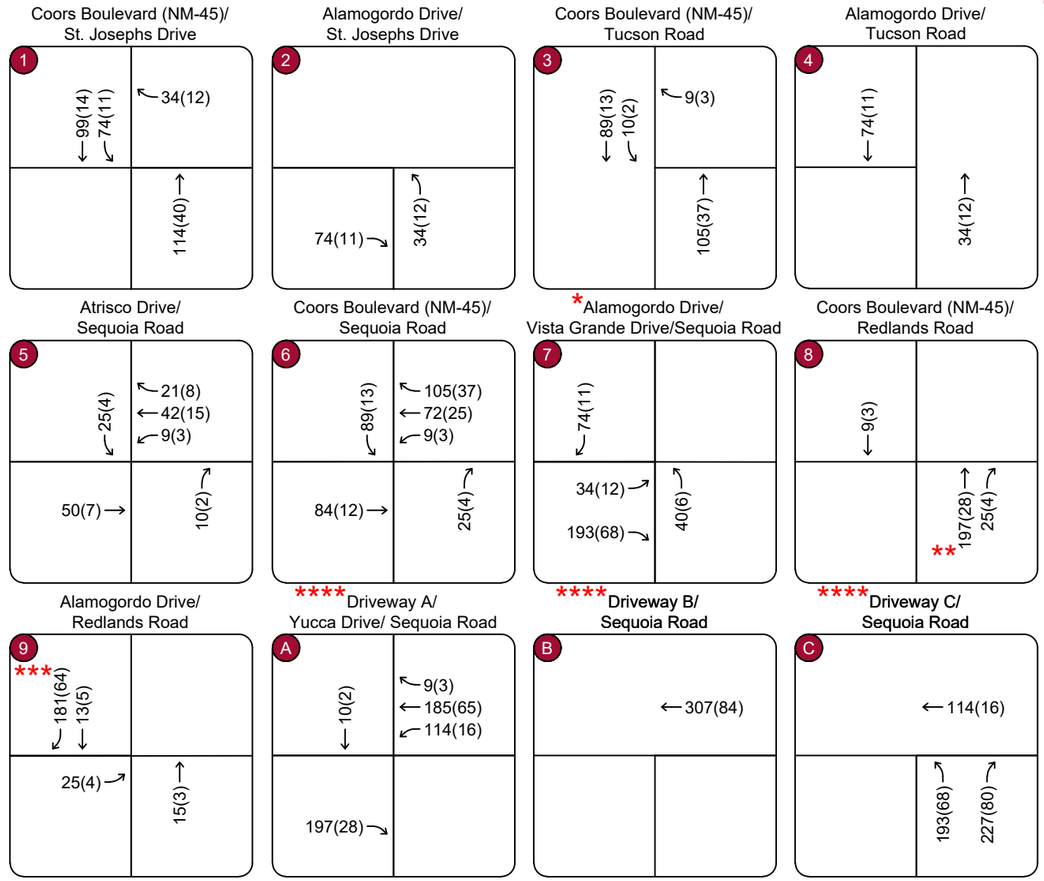


Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School
Project Traffic Assignment - 2027 Build

North

NTS



*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).

**Of the 197 AM 28 PM trips making a northbound through, 69 AM and 10 PM trips are anticipated to make a northbound right turn on to a commercial access drive (approx. 425 feet north of the intersection of Coors Boulevard (NM-45)/Redlands Road), a U-turn directly on to the school's parking lot.

***The 181 AM and 64 PM trips making a southbound right 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 (NM-45).

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

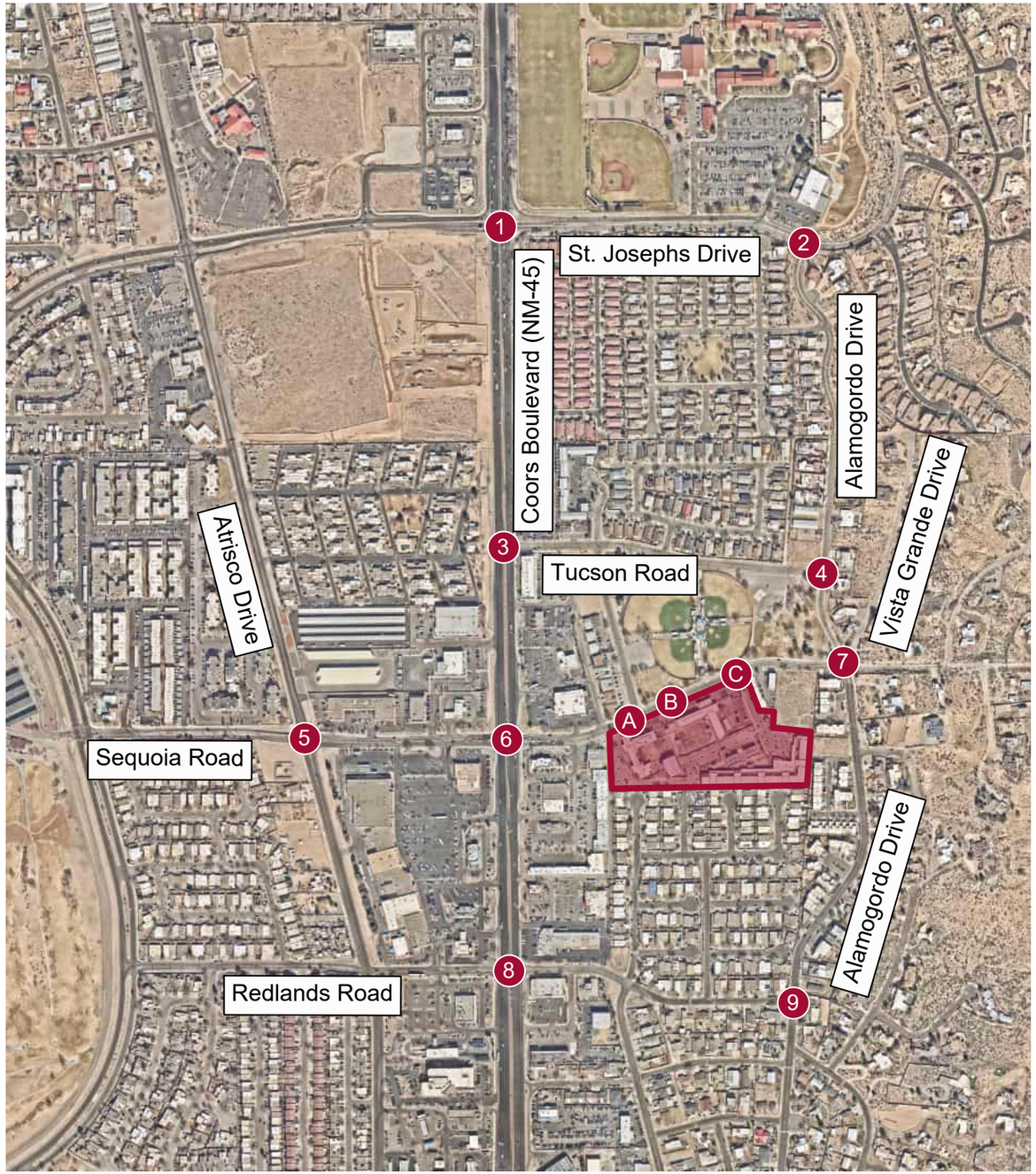
Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Figure 9

Kimley»Horn ©2025

Date: August 14, 2025 – 3:49pm / User: Lorenzo.Mendoza
Path: K:\BOI_Public-Trans\068910607 – Building Hope Charter School TIA\Tasks\Figures\2025-07-22 Building Hope Charter School.dwg / Xref:



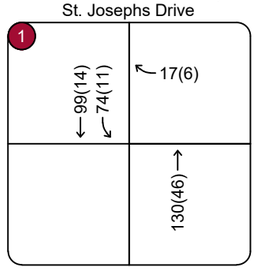
Source: Nearmap US, Inc. Image Date: February 2025

Building Hope Public Charter School
Project Traffic Assignment - 2037 Build

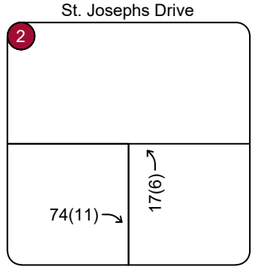
North

NTS

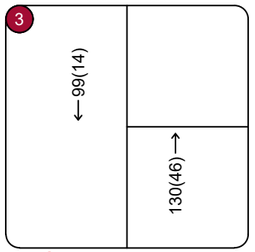
Coors Boulevard (NM-45)/ St. Josephs Drive



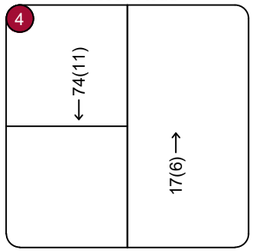
Alamogordo Drive/ St. Josephs Drive



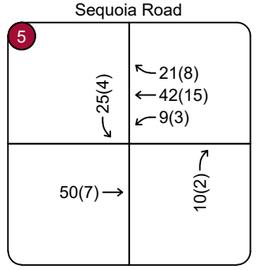
Coors Boulevard (NM-45)/ Tucson Road



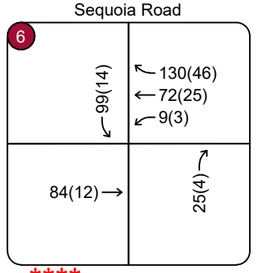
Alamogordo Drive/ Tucson Road



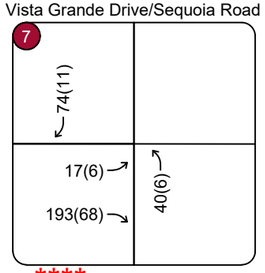
Atrisco Drive/ Sequoia Road



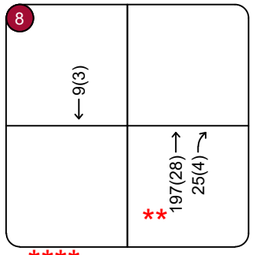
Coors Boulevard (NM-45)/ Sequoia Road



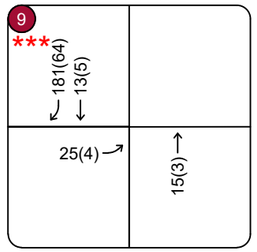
*Alamogordo Drive/ Vista Grande Drive/Sequoia Road



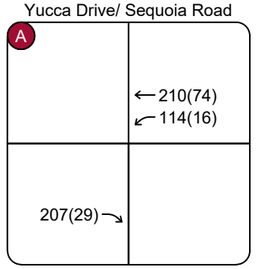
Coors Boulevard (NM-45)/ Redlands Road



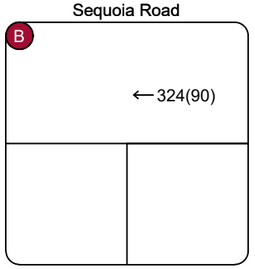
Alamogordo Drive/ Redlands Road



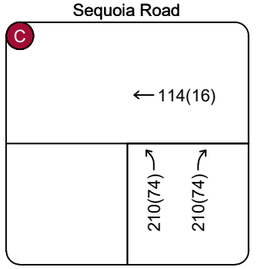
****Driveway A/ Yucca Drive/ Sequoia Road



****Driveway B/ Sequoia Road



****Driveway C/ Sequoia Road



*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).
**Of the 197 AM 28 PM trips making a northbound through, 69 AM and 10 PM trips are anticipated to make a northbound right turn on to a commercial access drive (approx. 425 feet north of the intersection of Coors Boulevard (NM-45)/Redlands Road), a U-turn directly on to the school's parking lot.
***The 181 AM and 64 PM trips making a southbound right 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 (NM-45).
****Entering and exiting trips at the project access drives used trip generation during peak hours of the school.

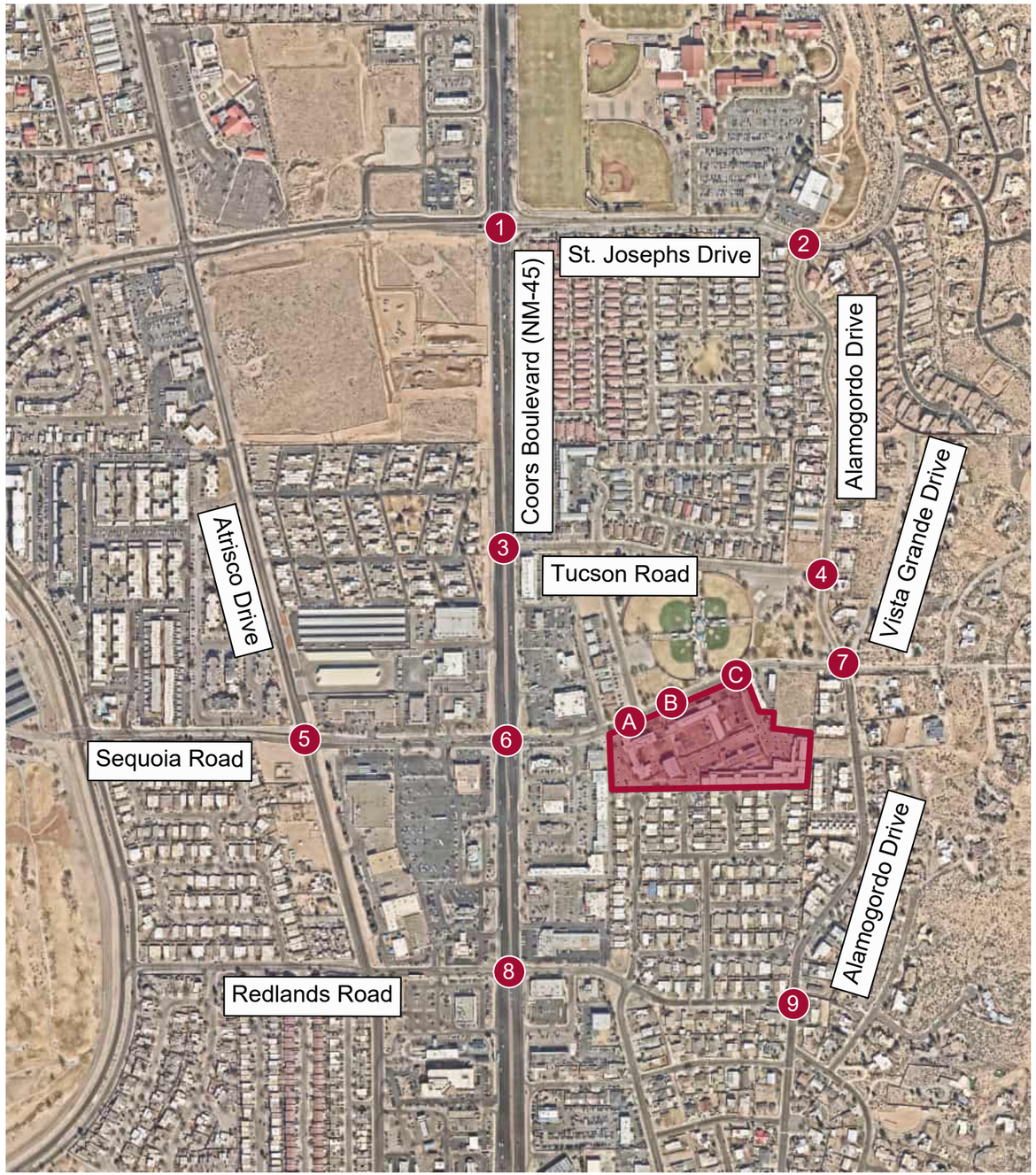
Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Figure 10

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

Building Hope Public Charter School
2027 Build Peak Hour Traffic Volumes

North

NTS

1 Coors Boulevard (NM-45)/ St. Josephs Drive

	116(337) ← 2046(2174) ← 262(73) ↖	↖ 136(100) ← 47(29) ← 83(70)
399(324) ↗ 126(28) → 186(172) ↘		↗ 221(339) → 1507(2347) → 179(47) ↗

2 Alamogordo Drive/ St. Josephs Drive

		← 16(16) ↖ 3(2)
18(24) → 99(47) ↘		↗ 73(38) 0(4) ↗

3 Coors Boulevard (NM-45)/ Tucson Road

	← 2285(2377) ↙ 19(45)	↖ 35(59)
		→ 1786(2550) ↗ 9(18)

4 Alamogordo Drive/ Tucson Road

	↖ 3(3) ← 102(30)	
2(4) ↗ 6(20) ↘		↗ 5(15) → 53(40)

5 Atrisco Drive/ Sequoia Road

	↖ 22(29) ← 406(192) ↙ 105(89)	↖ 60(141) ← 82(225) ↖ 26(59)
18(13) ↗ 157(135) → 27(30) ↘		↗ 15(40) → 98(329) → 56(126) ↗

6 Coors Boulevard (NM-45)/ Sequoia Road

	↖ 28(87) ← 2247(2350) ↙ 114(73)	↖ 113(78) ← 85(127) ↖ 63(151)
55(148) ↗ 104(87) → 148(172) ↘		↗ 64(140) → 1709(2399) → 50(62) ↗

***7 Alamogordo Drive/ Vista Grande Drive/Sequoia Road**

	↖ 81(21) ← 26(25) ↙ 3(3)	↖ 4(3) ← 3(1) ↖ 1(0)
37(25) ↗ 0(1) → 200(99) ↘		↗ 44(35) → 19(32) → 0(3) ↗

8 Coors Boulevard (NM-45)/ Redlands Road

	↖ 4(14) ← 2319(2533) ↙ 53(64)	↖ 33(46)
70(97) ↘		↗ 35(81) → 1890(2382) → 52(66) ↗

9 Alamogordo Drive/ Redlands Road

	↖ 204(84) ← 42(44)	← 0(2)
34(33) ↗ 0(1) → 8(17) ↘		↖ 14(5) ← 31(38) ↖

A Driveway A/ Yucca Drive/ Sequoia Road

	**↖ 5(5) ← 10(2) ↙ 5(5)	↖ 9(3) ← 200(236) ← 114(16)
10(45) → 197(160) ↘		

B Driveway B/ Sequoia Road

		← 322(236) ↖ 2(2)
10(45) → 2(2) ↘	↖ 2(2) ← 2(2) ↖ ***	

C Driveway C/ Sequoia Road

		← 129(57)
10(45) →		↖ 193(195) ← 227(80) ↖

*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, southbound left and southbound right traffic counts were estimated for Yucca Drive.
***Drive B did not have assigned project traffic because little to no traffic is exepcted 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.

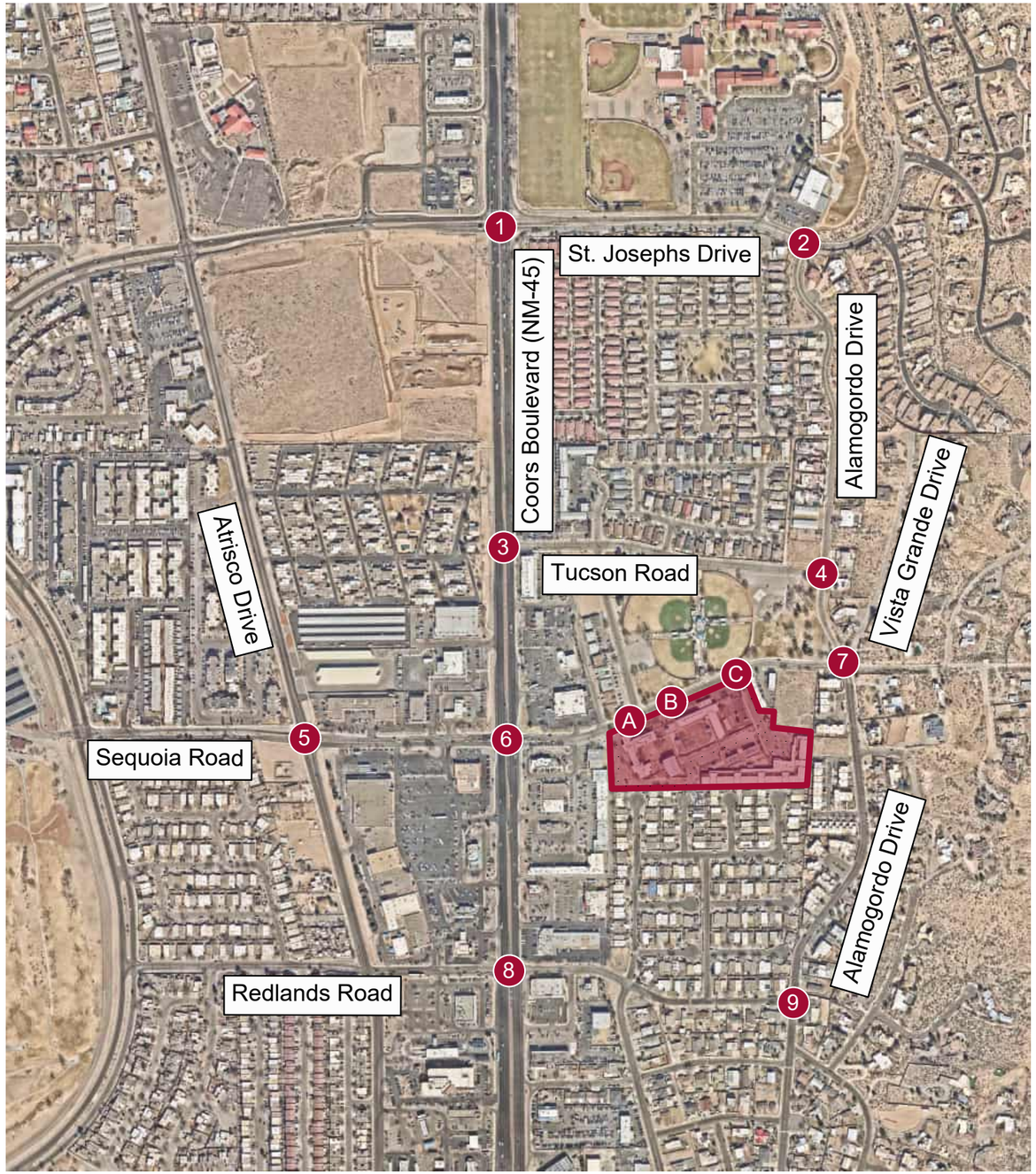
Legend

#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Figure 11

Kimley»Horn ©2025

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Path: K:\BOI_Public-Trans\068910607 – Building Hope Charter School TIA\Tasks\Figures\2025-07-22 Building Hope Charter School.dwg / Xref:



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

North

NTS

Coors Boulevard (NM-45)/ St. Josephs Drive

1

↖ 136(407) ← 2397(2659) ↙ 231(76)	↗ 126(108) ← 57(35) ↖ 103(86)
474(375) ↗ 155(34) → 221(200) ↘	249(391) → 1714(2840) ↗ 221(58) ↗

Alamogordo Drive/ St. Josephs Drive

2

	← 19(19) ↙ 4(3)
22(30) → 31(45) ↘	47(32) ↗ 0(5) ↗

Coors Boulevard (NM-45)/ Tucson Road

3

← 2704(2910) ↙ 12(53)	↗ 28(56) ↖ 4(13)
	2070(3094) → 12(22) ↗

Alamogordo Drive/ Tucson Road

4

↖ 4(4) ← 35(23)	
3(5) ↗ 8(24) ↘	6(18) → 23(35) →

Atrisco Drive/ Sequoia Road

5

↖ 27(36) ← 499(236) ↙ 99(105)	↗ 47(164) ← 49(258) ↖ 21(69)
22(15) ↗ 132(158) → 33(37) ↘	18(49) → 121(406) → 56(153) ↗

Coors Boulevard (NM-45)/ Sequoia Road

6

↖ 35(107) ← 2748(2867) ↙ 30(73)	↗ 9(50) ← 15(126) ↖ 67(182)
68(182) ↗ 24(92) → 182(212) ↘	78(172) ↗ 2081(2928) → 31(72) ↗

*Alamogordo Drive/ Vista Grande Drive/Sequoia Road

7

↖ 9(13) ← 32(31) ↙ 4(4)	↗ 5(4) ← 4(1) ↖ 1(0)
4(15) ↗ 0(1) → 9(38) ↘	5(36) ↗ 23(40) → 0(4) ↗

Coors Boulevard (NM-45)/ Redlands Road

8

↖ 5(17) ← 2844(3114) ↙ 65(78)	↗ 41(56)
86(119) ↘	44(100) ↗ 2084(2898) → 33(76) ↗

Alamogordo Drive/ Redlands Road

9

↙ 28(24) ← 36(47)	← 0(3)
12(36) ↗ 0(1) → 10(21) ↘	17(6) ↗ 19(44) →

Driveway A/ Yucca Drive/ Sequoia Road

A

** ↙ 5(5) ↙ 5(5)	← 18(50)
13(55) →	

Driveway B/ Sequoia Road

B

	← 18(50)
13(55) →	

Driveway C/ Sequoia Road

C

	← 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

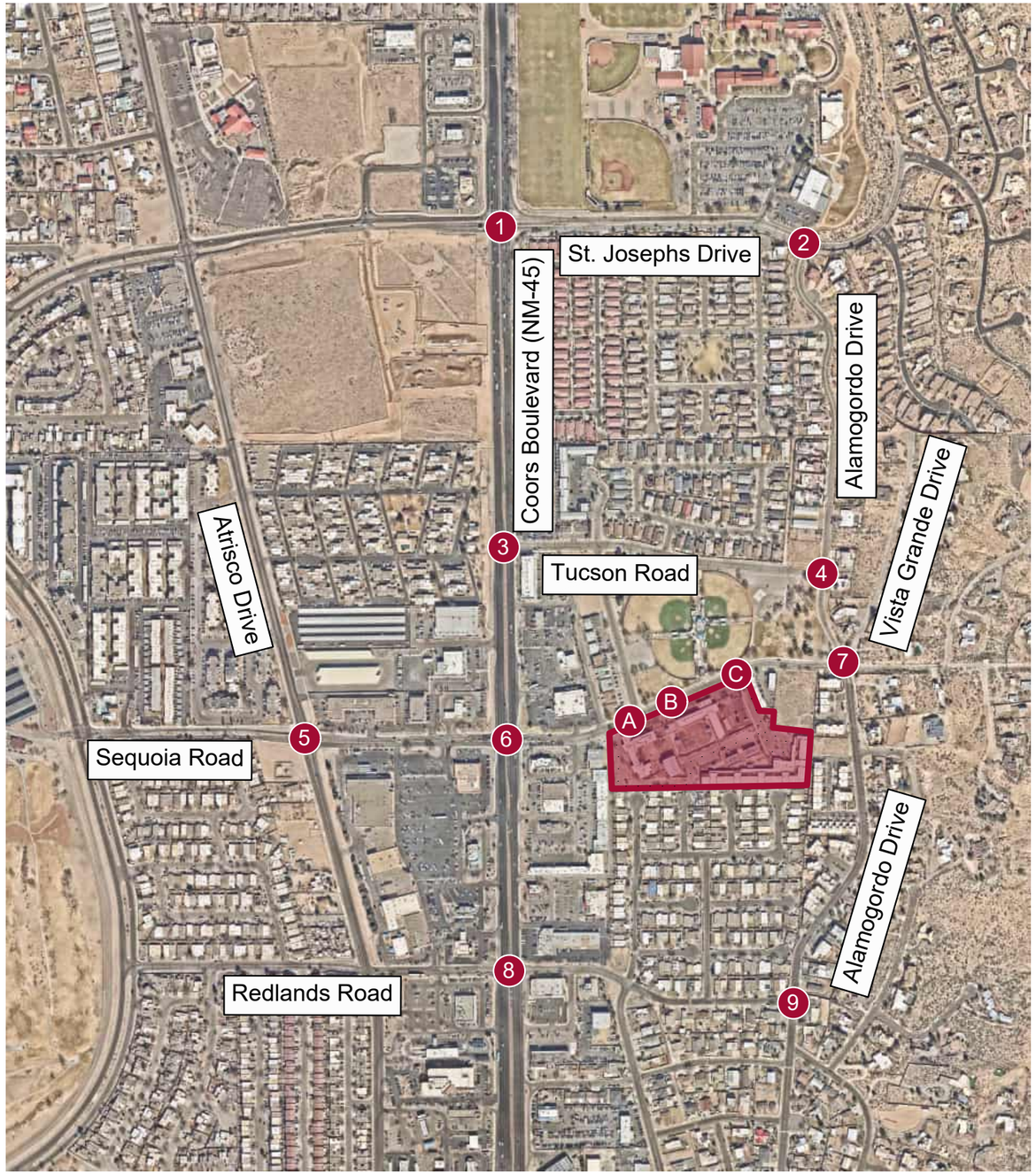
#	Study Area Key Intersection
X	Project Access Drive
← xx (xx)	AM(PM) Peak Hour Volume

Building Hope Public Charter School
2037 No Build Peak Hour Traffic Volumes

Figure 12

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

North

NTS

Coors Boulevard (NM-45)/ St. Josephs Drive

1

↖ 136(407) ↓ 2496(2673) ↙ 305(87)	↗ 143(114) ← 57(35) ↖ 103(86)
474(375) ↗ 155(34) → 221(200) ↘	249(391) → 1844(2886) ↗ 221(58) ↑

Alamogordo Drive/ St. Josephs Drive

2

	← 19(19) ↙ 4(3)
22(30) → 105(56) ↘	64(38) ↗ 0(5) ↑

Coors Boulevard (NM-45)/ Tucson Road

3

← 2803(2924) ↙ 12(53)	↗ 32(69)
	2200(3140) → 12(22) ↗

Alamogordo Drive/ Tucson Road

4

↖ 4(4) ↓ 109(34)	
3(5) ↗ 8(24) ↘	6(18) → 40(41) →

Atrisco Drive/ Sequoia Road

5

↖ 27(36) ↓ 499(236) ↙ 124(109)	↗ 68(172) ← 91(273) ↖ 30(72)
22(15) ↗ 182(165) → 33(37) ↘	18(49) → 121(406) → 66(155) ↗

Coors Boulevard (NM-45)/ Sequoia Road

6

↖ 35(107) ↓ 2748(2867) ↙ 129(87)	↗ 139(96) ← 87(151) ↖ 76(185)
68(182) ↗ 108(104) → 182(212) ↘	78(172) ↗ 2081(2928) → 56(76) ↗

*Alamogordo Drive/ Vista Grande Drive/Sequoia Road

7

↖ 83(24) ↓ 32(31) ↙ 4(4)	↗ 5(4) ← 4(1) ↖ 1(0)
21(21) ↗ 0(1) → 202(106) ↘	45(42) ↗ 23(40) → 0(4) ↗

Coors Boulevard (NM-45)/ Redlands Road

8

↖ 5(17) ↓ 2853(3117) ↙ 65(78)	↗ 41(56)
86(119) ↘	44(100) → 2281(2926) → 58(80) ↗

Alamogordo Drive/ Redlands Road

9

↖ 209(88) ↓ 49(52)	← 0(3)
37(40) ↗ 0(1) → 10(21) ↘	17(6) ↗ 34(47) ↑

Driveway A/ Yucca Drive/ Sequoia Road

A

** ↖ 5(5) ↙ 5(5)	← 228(245) ↙ 114(16)
13(55) → 207(160) ↘	

Driveway B/ Sequoia Road

B

	← 342(245) ↙ 2(2)
13(55) → 2(2) ↘	2(2) ↗ 2(2) ↗ ***

Driveway C/ Sequoia Road

C

	← 132(66)
13(55) →	210(195) ↗ 210(74) ↗

*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 exepcted 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

Building Hope Public Charter School
2037 Build Peak Hour Traffic Volumes

Figure 13

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4. TRAFFIC IMPACT ANALYSIS

Intersection analyses for the 2025 Existing, 2027 No Build, 2027 Build, 2037 No Build, and 2037 Build 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 control 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 Control Delay (sec/veh)	Unsignalized Intersection Average Control 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 No Build	**Figure 5**	**Figure 6**
2027 Build	**Figure 5**	**Figure 11**
2037 No Build	**Figure 5**	**Figure 12**
2037 Build	**Figure 5**	**Figure 13**

4.1.1. Albuquerque and 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 (see **Appendix I**), the acceptable LOS standard is adjusted for intersections located within designated Transit Station Areas. Intersections along the Coors Boulevard Corridor include 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.

4.1.2. State Access Management Manual (SAMM)

The SAMM was developed by the New Mexico State Highway and Transportation Department (NMSHTD) to facilitate the management of access to and from the state highway system. The SAMM states that mitigation is required when the existing condition or future-year base condition operates with LOS below the minimum acceptable standards defined in Table 15.C-1 (see **Appendix J**). To prevent worsening intersections and movements with existing high delays, project traffic was distributed to minimize further deterioration of these intersections and movements. It should be noted that NMDOT has not yet accepted the ABC Comprehensive Plan; therefore, the intersections on Coors Boulevard were analyzed using SAMM requirements.

4.2. Study Area Intersection Operational Analysis

The signalized intersections were analyzed using the existing signal timing in the 2025 Existing, 2027 No Build, and 2037 No Build scenarios. Signal timing was provided by the City of Albuquerque and is provided in **Appendix K**. Signal timing was adjusted in the Build scenarios, allocating more green time to high-delay movements. These signal timing adjustments were generally in the 2-5s range. Right-turn-on-red (RTOR) traffic volumes were factored into the analysis for the signalized intersections by applying a 30% reduction to the right-turning volumes. This 30% reduction was adopted because, although the NMDOT does not have a standard for this, 30% is a commonly accepted standard in this region of the country.

The results of the study area intersections LOS Analysis for all scenarios are showed in **Table 5** to **Table 13**. LOS results for signalized intersections are reported for the intersection as a whole. LOS by approach and movement are also reported. Detailed LOS results are provided in **Appendix L**. 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)
- Atrisco Drive/Sequoia Road (#5)
- Coors Boulevard/Sequoia Road (#6)
- Coors Boulevard/Redlands Road (#8)

It should be noted that at the intersection of Coors Boulevard/Tucson Road (#3), the westbound left turn is planned to be restricted in the future. For analysis, No Build traffic that made a westbound left turn was analyzed as westbound right turns instead of westbound left turning traffic. The 2027 Build Mitigated and 2037 Build Mitigated scenarios show the LOS results with this restriction. **Table 8** shows a comparison between the Build scenario (without the westbound left turn restriction) and the Build Mitigated scenario (with the westbound left turn restriction).

Table 5 – Coors Boulevard/St. Josephs LOS Results Summary

Intersection	AM	PM	AM		PM		AM		PM	
	2025 Existing	2025 Existing	2027 No Build	2027 Build	2027 No Build	2027 Build	2037 No Build	2037 Build	2037 No Build	2037 Build
Coors Boulevard/St. Josephs Drive (#1)										
Signalized	41.9 (D)	21.4 (C)	**68.3 (E)**	**68.4 (E)**	45.1 (D)	46.0 (D)	**96.0 (F)**	**93.7 (F)**	**61.6 (E)**	50.2 (D)
Eastbound Approach	**209.6 (F)**	**144.3 (F)**	**327.6 (F)**	**325.8 (F)**	**316.2 (F)**	**316.2 (F)**	**424.3 (F)**	**424.2 (F)**	**398.1 (F)**	**230.9 (F)**
Eastbound Left	**307.9 (F)**	**180.4 (F)**	**491.8 (F)**	**491.8 (F)**	**428.6 (F)**	**428.6 (F)**	**651.1 (F)**	**651.1 (F)**	**549.6 (F)**	**305.7 (F)**
Eastbound Through	**69.9 (E)**	**66.5 (E)**	**65.4 (E)**	**65.1 (E)**	**63.0 (E)**	**63.0 (E)**	**68.0 (E)**	**67.9 (E)**	**61.4 (E)**	**61.4 (E)**
Eastbound Right	**70.3 (E)**	**73.6 (E)**	**78.1 (E)**	**69.2 (E)**	**72.0 (E)**	**71.9 (E)**	**84.6 (F)**	**84.5 (F)**	**74.1 (E)**	**71.7 (E)**
Westbound Approach	**131.8 (F)**	**87.0 (F)**	**65.8 (E)**	**67.2 (E)**	**62.8 (E)**	**87.0 (F)**	**179.5 (F)**	**175.4 (F)**	**113.2 (F)**	**79.0 (E)**
Westbound Left	**216.6 (F)**	**108.2 (F)**	**66.1 (E)**	**65.5 (E)**	**59.3 (E)**	**116.8 (F)**	**342.6 (F)**	**342.6 (F)**	**176.1 (F)**	**96.9 (F)**
Westbound Through	**67.6 (E)**	**67.6 (E)**	**63.2 (E)**	**63.0 (E)**	**63.5 (E)**	**63.3 (E)**	**60.8 (E)**	**60.8 (E)**	**61.7 (E)**	**62.7 (E)**
Westbound Right	**72.6 (E)**	**71.3 (E)**	**67.2 (E)**	**70.8 (E)**	**66.4 (E)**	**66.9 (E)**	**65.3 (E)**	**68.6 (E)**	**65.0 (E)**	**66.6 (E)**
Northbound Approach	11.9 (B)	11.9 (B)	25.0 (C)	24.8 (C)	20.5 (C)	21.0 (C)	43.4 (D)	34.4 (C)	26.4 (C)	28.6 (C)
Northbound Left	20.3 (C)	35.0 (D)	**91.0 (F)**	**75.1 (E)**	**74.4 (E)**	**74.6 (E)**	**211.8 (F)**	**112.4 (F)**	**81.3 (F)**	**79.2 (E)**
Northbound Through	11.5 (B)	9.7 (A)	15.7 (B)	18.4 (B)	12.8 (B)	13.4 (B)	21.6 (C)	25.5 (C)	19.1 (B)	22.0 (C)
Northbound Right	8.5 (A)	5.1 (A)	11.4 (B)	12.7 (B)	6.6 (A)	6.8 (A)	13.9 (B)	15.3 (B)	7.5 (A)	8.3 (A)
Southbound Approach	11.5 (B)	10.5 (B)	23.0 (C)	26.5 (C)	19.9 (B)	20.1 (C)	30.5 (C)	36.1 (D)	36.1 (D)	39.5 (D)
Southbound Left	12.2 (B)	10.1 (B)	**69.7 (E)**	**68.2 (E)**	**73.3 (E)**	**73.2 (E)**	**68.4 (E)**	**69.2 (E)**	**72.0 (E)**	**71.9 (E)**
Southbound Through	11.6 (B)	11.0 (B)	19.2 (B)	21.8 (C)	19.5 (B)	19.4 (B)	27.7 (C)	33.0 (C)	37.3 (D)	41.0 (D)
Southbound Right	4.1 (A)	5.2 (A)	7.3 (A)	8.8 (A)	9.7 (A)	9.7 (A)	8.6 (A)	10.7 (B)	15.9 (B)	15.6 (B)

Table 6 – Alamogordo Drive/St. Josephs LOS Results Summary

Intersection	AM	PM	AM		PM		AM		PM	
	2025 Existing	2025 Existing	2027 No Build	2027 Build	2027 No Build	2027 Build	2037 No Build	2037 Build	2037 No Build	2037 Build
Alamogordo Drive/St. Josephs Drive (#2) Two-Way Stop-Controlled										
Westbound Approach	1.2 (A)	0.9 (A)	1.2 (A)	1.2 (A)	0.8 (A)	0.8 (A)	1.3 (A)	1.3 (A)	1.0 (A)	1.0 (A)
Westbound Left/Through	7.3 (A)	7.4 (A)	7.3 (A)	7.5 (A)	7.4 (A)	7.4 (A)	7.3 (A)	7.5 (A)	7.4 (A)	7.5 (A)
Northbound Approach	8.9 (A)	9.0 (A)	8.9 (A)	9.1 (A)	9.0 (A)	9.1 (A)	9.1 (A)	9.1 (A)	9.1 (A)	9.2 (A)
Northbound Left/Right	8.9 (A)	9.0 (A)	8.9 (A)	9.1 (A)	9.0 (A)	9.1 (A)	9.1 (A)	9.1 (A)	9.1 (A)	9.2 (A)

Table 7 – Coors Boulevard/Tucson Road LOS Results Summary

Intersection	AM	PM	AM		PM		AM		PM	
	2025 Existing	2025 Existing	2027 No Build	2027 Build	2027 No Build	2027 Build	2037 No Build	2037 Build	2037 No Build	2037 Build
Coors Boulevard/Tucson Road (#3) Two-Way Stop-Controlled										
Westbound Approach	29.0 (D)	**174.5 (F)**	31.2 (D)	**35.2 (E)**	**253.0 (F)**	**318.1 (F)**	**58.7 (F)**	**73.4 (F)**	***	***
Westbound Left/Right	29.0 (D)	**174.5 (F)**	31.2 (D)	**35.2 (E)**	**253.0 (F)**	**318.1 (F)**	**58.7 (F)**	**73.4 (F)**	***	***
Southbound Approach	0.1 (A)	2.2 (A)	0.1 (A)	0.3 (A)	3.0 (A)	3.6 (A)	0.2 (A)	0.3 (A)	**13.5 (F)**	**14.6 (F)**
Southbound Left	30.1 (D)	**126.2 (F)**	32.6 (D)	**40.5 (E)**	**167.2 (F)**	**191.8 (F)**	**56.0 (F)**	**67.8 (F)**	**754.4 (F)**	**821.2 (F)**

***Delay exceeds 1,000 seconds

Table 8 – Coors Boulevard/Tucson Road LOS Results Summary

Intersection	AM		PM		AM		PM	
	2027 Build	2027 Build Mitigated	2027 Build	2027 Build Mitigated	2037 Build	2037 Build Mitigated	2037 Build	2037 Build Mitigated
Coors Boulevard/Tucson Road (#3) Two-Way Stop-Controlled								
*Westbound Approach	**35.2 (E)**	26.7 (D)	**318.1 (F)**	**60.5 (E)**	**73.4 (F)**	**38.6 (E)**	***	**185.9 (F)**
Westbound Right	**35.2 (E)**	26.7 (D)	**318.1 (F)**	**60.5 (E)**	**73.4 (F)**	**38.6 (E)**	***	**185.9 (F)**
Southbound Approach	0.3 (A)	0.3 (A)	3.6 (A)	3.6 (A)	0.3 (A)	0.3 (A)	**14.6 (F)**	**14.6 (F)**
Southbound Left	**40.5 (E)**	**40.5 (E)**	**191.8 (F)**	**191.8 (F)**	**67.8 (F)**	**67.8 (F)**	**821.2 (F)**	**821.2 (F)**

*The westbound approach will be a right-turn-only movement in the future. For analysis, No Build traffic that made a westbound left turn was analyzed as a westbound right turn for the 2027 Build Mitigated and 2037 Build Mitigated scenarios.
***Delay exceeds 1,000 seconds

Table 9 – Alamogordo Drive/Tucson Road LOS Results Summary

Intersection	AM	PM	AM		PM		AM		PM	
	2025 Existing	2025 Existing	2027 No Build	2027 Build	2027 No Build	2027 Build	2037 No Build	2037 Build	2037 No Build	2037 Build
Alamogordo Drive/Tucson Road (#4) Two-Way Stop-Controlled										
Eastbound Approach	8.6 (A)	8.6 (A)	8.6 (A)	9.1 (A)	8.6 (A)	8.7 (A)	8.7 (A)	9.1 (A)	8.7 (A)	8.7 (A)
Eastbound Left/Right	8.6 (A)	8.6 (A)	8.6 (A)	9.1 (A)	8.6 (A)	8.7 (A)	8.7 (A)	9.1 (A)	8.7 (A)	8.7 (A)
Northbound Approach	1.6 (A)	2.5 (A)	1.5 (A)	0.7 (A)	2.6 (A)	2.1 (A)	1.5 (A)	1.0 (A)	2.5 (A)	2.3 (A)
Northbound Left/Through	7.3 (A)	7.3 (A)	7.3 (A)	7.5 (A)	7.3 (A)	7.3 (A)	7.3 (A)	7.5 (A)	7.3 (A)	7.3 (A)

Table 10 – Atrisco Drive/Sequoia Road LOS Results Summary

Intersection	AM	PM	AM		PM		AM		PM	
	2025 Existing	2025 Existing	2027 No Build	2027 Build	2027 No Build	2027 Build	2037 No Build	2037 Build	2037 No Build	2037 Build
Atrisco Drive/Sequoia Road (#5)										
All-Way Stop-Controlled	11.5 (B)	15.8 (C)	11.8 (B)	13.5 (B)	16.9 (C)	17.6 (C)	14.4 (B)	17.1 (C)	31.6 (D)	33.7 (D)
Eastbound Approach	11.1 (B)	13.4 (B)	11.3 (B)	13.9 (B)	13.9 (B)	14.4 (B)	13.0 (B)	16.9 (C)	18.1 (C)	19.0 (C)
Eastbound Left	10.4 (B)	11.7 (B)	10.5 (B)	11.1 (B)	11.9 (B)	12.1 (B)	11.3 (B)	12.0 (B)	13.4 (B)	13.5 (B)
Eastbound Through	11.6 (B)	14.2 (B)	11.9 (B)	14.9 (B)	14.8 (B)	15.4 (C)	14.0 (B)	18.5 (C)	19.9 (C)	20.9 (C)
Eastbound Right	9.2 (A)	10.7 (B)	9.4 (A)	10.0 (A)	11.0 (B)	11.1 (B)	10.2 (B)	10.9 (B)	12.7 (B)	12.9 (B)
Westbound Approach	10.1 (B)	14.2 (B)	10.3 (B)	11.6 (B)	15.0 (B)	15.8 (C)	11.3 (B)	13.0 (B)	21.7 (C)	23.8 (C)
Westbound Left	10.6 (B)	12.0 (B)	10.7 (B)	11.5 (B)	12.3 (B)	12.5 (B)	11.5 (B)	12.5 (B)	14.3 (B)	14.5 (B)
Westbound Through	10.4 (B)	16.3 (C)	10.6 (B)	12.3 (B)	17.3 (C)	18.6 (C)	11.7 (B)	13.9 (B)	27.4 (D)	30.7 (D)
Westbound Right	9.6 (A)	12.0 (B)	9.7 (A)	10.8 (B)	12.5 (B)	12.9 (B)	10.7 (B)	12.0(B)	16.0 (C)	16.8 (C)
Northbound Approach	9.6 (A)	12.0 (B)	9.7 (A)	11.8 (B)	12.5 (B)	22.7 (C)	10.7 (B)	13.6 (B)	**53.5 (F)**	**57.7 (F)**
Northbound Left	10.5 (B)	19.6 (C)	10.7 (B)	11.1 (B)	21.7 (C)	11.7 (B)	12.2 (B)	11.9 (B)	13.1 (B)	13.3 (B)
Northbound Through	10.1 (B)	11.3 (B)	10.3 (B)	12.6 (B)	11.6 (B)	28.1 (D)	11.0 (B)	14.9 (B)	**73.0 (F)**	**79.2 (F)**
Northbound Right	11.1 (B)	23.7 (C)	11.4 (B)	10.5 (B)	26.7 (D)	12.0 (B)	13.2 (B)	11.7 (B)	14.7 (B)	15.2 (C)
Southbound Approach	9.3 (A)	11.3 (B)	9.4 (A)	14.5 (B)	11.7 (B)	13.6 (B)	10.4 (B)	19.5 (C)	16.7 (C)	17.3 (C)
Southbound Left	12.2 (B)	12.8 (B)	12.6 (B)	12.2 (B)	13.3 (B)	13.7 (B)	16.2 (C)	13.9 (B)	16.3 (C)	16.9 (C)
Southbound Through	10.4 (B)	13.0 (B)	10.6 (B)	14.6 (B)	13.4 (B)	13.1 (B)	11.7 (B)	19.6 (C)	15.9 (C)	16.4 (C)
Southbound Through/Right	12.2 (B)	12.5 (B)	12.7 (B)	15.4 (C)	12.9 (B)	13.8 (B)	16.3 (C)	21.9 (C)	17.5 (C)	18.1 (C)

Table 11 – Coors Boulevard/Sequoia Road LOS Results Summary

Intersection	AM	PM	AM		PM		AM		PM	
	2025 Existing	2025 Existing	2027 No Build	2027 Build	2027 No Build	2027 Build	2037 No Build	2037 Build	2037 No Build	2037 Build
Coors Boulevard/Sequoia Road (#6)										
Signalized	7.9 (A)	15.3 (B)	8.3 (A)	11.5 (B)	16.3 (B)	17.4 (B)	10.6 (B)	14.0 (B)	24.0 (C)	26.7 (C)
Eastbound Approach	**70.9 (E)**	**65.4 (E)**	**72.0 (E)**	**63.9 (E)**	**67.7 (E)**	**74.7 (E)**	**77.1 (E)**	**65.3 (E)**	**98.9 (F)**	**118.1 (F)**
Eastbound Left	**67.5 (E)**	**77.3 (E)**	**67.3 (E)**	**67.5 (E)**	**82.6 (F)**	**100.1 (F)**	**65.9 (E)**	**67.3 (E)**	**152.3 (F)**	**200.6 (F)**
Eastbound Through	**64.2 (E)**	54.8 (D)	**63.9 (E)**	**62.1 (E)**	54.9 (D)	**55.3 (E)**	**61.8 (E)**	**61.0 (E)**	**55.5 (E)**	**55.9 (E)**
Eastbound Right	**74.1 (E)**	**57.2 (E)**	**76.0 (E)**	**63.9 (E)**	**57.4 (E)**	**57.4 (E)**	**86.0 (F)**	**67.9 (E)**	**60.3 (E)**	**60.3 (E)**
Westbound Approach	**67.2 (E)**	**63.0 (E)**	**66.8 (E)**	**63.9 (E)**	**64.4 (E)**	**65.9 (E)**	**65.3 (E)**	**64.2 (E)**	**83.1 (F)**	**88.5 (F)**
Westbound Left	**68.1 (E)**	**69.7 (E)**	**67.9 (E)**	**70.1 (E)**	**72.4 (E)**	**77.7 (E)**	**66.6 (E)**	**72.4 (E)**	**106.9 (F)**	**125.6 (F)**
Westbound Through	**63.9 (E)**	**55.7 (E)**	**63.6 (E)**	**61.2 (E)**	**55.8 (E)**	**56.8 (E)**	**61.4 (E)**	**60.1 (E)**	**56.7 (E)**	**57.7 (E)**
Westbound Right	**63.5 (E)**	53.4 (D)	**63.3 (E)**	**61.7 (E)**	53.5 (D)	**54.5 (D)**	**61.1 (E)**	**61.4 (E)**	53.8 (D)	**55.1 (E)**
Northbound Approach	2.7 (A)	6.6 (A)	2.7 (A)	2.5 (A)	7.2 (A)	7.4 (A)	3.6 (A)	3.9 (A)	11.0 (B)	12.6 (B)
Northbound Left	6.0 (A)	27.3 (C)	7.9 (A)	12.9 (B)	37.8 (D)	38.7 (D)	33.3 (C)	24.2 (C)	**89.8 (F)**	**105.7 (F)**
Northbound Through	2.5 (A)	5.4 (A)	2.5 (A)	2.1 (A)	5.5 (A)	5.7 (A)	2.6 (A)	3.2 (A)	6.5 (A)	7.3 (A)
Northbound Right	0.7 (A)	2.0 (A)	0.7 (A)	0.5 (A)	2.0 (A)	2.1 (A)	0.6 (A)	0.8 (A)	2.1 (A)	1.9 (A)
Southbound Approach	5.7 (A)	12.0 (B)	6.3 (A)	8.8 (A)	13.1 (B)	13.2 (B)	9.6 (A)	12.9 (B)	20.2 (C)	20.5 (C)
Southbound Left	3.2 (A)	8.7 (A)	3.4 (A)	5.6 (A)	9.9 (A)	11.7 (B)	4.6 (A)	30.2 (C)	27.8 (C)	37.0 (D)
Southbound Through	5.7 (A)	12.2 (B)	6.3 (A)	9.0 (A)	13.3 (B)	13.4 (B)	9.7 (A)	12.2 (B)	20.3 (C)	20.3 (C)
Southbound Right	3.0 (A)	6.9 (A)	3.1 (A)	4.5 (A)	6.9 (A)	6.9 (A)	3.7 (A)	4.7 (A)	8.0 (A)	8.0 (A)

Table 12 – Alamogordo Drive/Vista Grande Drive/Sequoia Road LOS Results Summary

Intersection	AM	PM	AM		PM		AM		PM	
	2025 Existing	2025 Existing	2027 No Build	2027 Build	2027 No Build	2027 Build	2037 No Build	2037 Build	2037 No Build	2037 Build
***Alamogordo Drive/Vista Grande Drive/Sequoia Road (#7)**										
Roundabout	2.8 (A)	3.0 (A)	2.9 (A)	3.9 (A)	3.1 (A)	3.4 (A)	2.9 (A)	3.9 (A)	3.1 (A)	3.4 (A)
Eastbound Approach	2.8 (A)	3.0 (A)	2.8 (A)	4.4 (A)	3.0 (A)	3.6 (A)	2.9 (A)	4.3 (A)	3.1 (A)	3.6 (A)
Westbound Approach	2.8 (A)	2.9 (A)	2.8 (A)	3.0 (A)	2.9 (A)	3.0 (A)	2.8 (A)	3.0 (A)	3.0 (A)	3.0 (A)
Northbound Approach	2.8 (A)	3.1 (A)	2.8 (A)	3.2 (A)	3.1 (A)	3.2 (A)	2.9 (A)	3.2 (A)	3.2 (A)	3.3 (A)
Southbound Approach	2.9 (A)	3.0 (A)	2.9 (A)	3.5 (A)	3.0 (A)	3.1 (A)	3.0 (A)	3.6 (A)	3.1 (A)	3.2 (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).

Table 13 – Coors Boulevard/Redlands Road LOS Results Summary

Intersection	AM	PM	AM		PM		AM		PM	
	2025 Existing	2025 Existing	2027 No Build	2027 Build	2027 No Build	2027 Build	2037 No Build	2037 Build	2037 No Build	2037 Build
Coors Boulevard/Redlands Road (#8) Two-Way Stop-Controlled										
Eastbound Approach	**51.5 (F)**	**67.0 (F)**	**61.2 (F)**	**62.0 (F)**	**84.0 (F)**	**84.4 (F)**	**215.8 (F)**	**219.6 (F)**	**340.0 (F)**	**341.6 (F)**
Eastbound Right	**51.5 (F)**	**67.0 (F)**	**61.2 (F)**	**62.0 (F)**	**84.0 (F)**	**84.4 (F)**	**215.8 (F)**	**219.6 (F)**	**340.0 (F)**	**341.6 (F)**
Westbound Approach	22.2 (C)	34.2 (D)	23.5 (C)	27.6 (D)	**37.9 (E)**	**38.9 (E)**	34.6 (D)	**42.4 (E)**	**79.0 (F)**	**82.1 (F)**
Westbound Right	22.2 (C)	34.2 (D)	23.5 (C)	27.6 (D)	**37.9 (E)**	**38.9 (E)**	34.6 (D)	**42.4 (E)**	**79.0 (F)**	**82.1 (F)**
Northbound Approach	1.9 (A)	**7.6 (F)**	2.4 (A)	2.1 (A)	**10.3 (F)**	**10.2 (F)**	**10.7 (F)**	**9.9 (F)**	**41.7 (F)**	**41.5 (F)**
Northbound Left	**94.6 (F)**	**233.1 (F)**	**118.4 (F)**	**120.8 (F)**	**317.4 (F)**	**319.6 (F)**	**525.4 (F)**	**535.5 (F)**	***	***
Southbound Approach	0.8 (A)	2.9 (A)	0.9 (A)	1.6 (A)	3.9 (A)	4.4 (A)	2.7 (A)	**5.8 (F)**	**17.6 (F)**	**18.9 (F)**
Southbound Left	**35.6 (E)**	**117.3 (F)**	**40.8 (E)**	**73.2 (F)**	**157.0 (F)**	**178.4 (F)**	**118.1 (F)**	**260.4 (F)**	**725.9 (F)**	**778.3 (F)**

***Delay exceeds 1,000 seconds

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 is expected to continue to be poor in the future scenarios. The eastbound left turn movement operates with high delays in the 2025 Existing scenarios, with delays of 307.9 seconds in the AM peak hour and 180.4 seconds in the PM, indicating it is an existing deficiency. Project traffic is not expected to impact the eastbound left turn movement or the other eastbound movements.

The westbound approach at the intersection of Coors Boulevard/St. Josephs Drive (#1) operates below acceptable LOS under the 2025 Existing scenario and is expected to continue to be poor in the future scenarios. Project traffic is expected to impact the westbound right turn movement. The westbound right turn movement operates at high delays in the 2025 Existing scenarios, indicating it is an existing deficiency. The addition of project traffic marginally changes the delays for the westbound right turn movement during both peak hours in the Build scenarios.

The northbound approach and all northbound movements are expected to operate at acceptable LOS under all scenarios, except the northbound left turn movement. The northbound left turn movement is expected to operate at high delays in all future scenarios. Project traffic is not expected to impact this movement and all other northbound movements. The addition of project traffic marginally changes the delay of the northbound left turn movement. Signal timing was adjusted in the 2027 and 2037 Build scenarios to allocate more green time to the movement, which improved its delay.

The southbound approach and all southbound movements are expected to operate at acceptable LOS under all scenarios, except the southbound left turn movement. The southbound left turn movement is expected to operate at high delays in all future scenarios. Project traffic is expected to impact the southbound left turn movement. The addition of project traffic marginally changes the delay of the southbound left turn movement.

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.

It is expected that in the future, the westbound approach will be a right-turn-only movement. For analysis, No Build traffic that made a westbound left turn under existing conditions was analyzed as a westbound right turn in the 2027 Build Mitigated and 2037 Build Mitigated scenarios. **Table 8** shows a comparison between the Build scenario (without the westbound left turn restriction) and the Build Mitigated scenario (with the westbound left turn restriction). As shown in **Table 8**, delays significantly improve with the westbound left turn restriction. Project traffic is expected to impact the westbound right turn movement in the 2027 Build scenarios, but not in the 2037 Build scenario, because delays for this movement become very high. Due to expected high delays, it is expected that project traffic will find a different route in the 2037 Build scenarios. In the 2037 Build scenarios, project traffic was rerouted to the intersection of Coors Boulevard/Sequoia Road (#6) instead. The 2037 project traffic assignment in **Figure 10** and the traffic analysis reflects this rerouting. It is recommended to restrict westbound left turns at Coors Boulevard/Tucson Road (#3) to improve delays and safety.

The southbound left turn movement is expected to operate at high delays in the 2025 Existing scenario during the PM peak hour, indicating it is an existing deficiency. Project traffic is expected to impact the southbound left turn movement in the 2027 Build scenarios, but not in the 2037 Build scenario, because delays for this movement become very high. Due to expected high delays, it is expected that project traffic will find a different route in the 2037 Build scenarios. In the 2037 Build scenarios, project traffic was rerouted to the intersection of Coors Boulevard/Sequoia Road (#6) instead. The 2037 project traffic assignment in **Figure 10** and the traffic analysis reflect this rerouting. Although project traffic does not affect the southbound left turn, delays for this movement increase in the 2037 Build scenarios because of higher opposing northbound through traffic volumes.

Atrisco Drive/Sequoia Road (#5)

The northbound approach at the intersection of Atrisco Drive/Sequoia Road (#5) is expected to operate at high delays in the 2037 No Build scenario during the PM peak hour, indicating it will be deficient in the future. The northbound left turn movement is expected to operate at high delays in the 2037 No Build scenario during the PM peak hour. Project traffic is not expected to impact this movement. The northbound left turn movement delay minimally changes in the 2037 Build scenario.

Coors Boulevard/Sequoia Road (#6)

The eastbound approach and all eastbound movements at the intersection of Coors Boulevard/Sequoia Road (#6) are expected to operate at high delays in all scenarios, indicating it is an existing deficiency. Project traffic is expected to impact the eastbound through. The eastbound through movement delay minimally changes in the Build scenarios. It should be noted that signal timing was adjusted in the Build scenarios, allocating more green time to the eastbound approach.

The westbound approach and all westbound movements at the intersection of Coors Boulevard/Sequoia Road (#6) are expected to operate at high delays in all scenarios, indicating it is an existing deficiency. Project traffic is expected to impact the westbound movements; however, delays change minimally in the Build scenarios. It should be noted that signal timing was adjusted in the Build scenarios, allocating more green time to the westbound approach.

The northbound approach and all northbound movements at the intersection of Coors Boulevard/Sequoia Road (#6) are expected to operate at acceptable LOS under all scenarios except the northbound left turn movement under the 2037 No Build and Build scenarios during the PM peak hour. The northbound left turn movement will operate at high delays under the 2037 No Build scenario during the PM peak hour, indicating it will be deficient in the future without project traffic at the intersection. No project traffic is expected to make this movement, so project traffic is not expected to impact the northbound left turn movement. Although project traffic is not added to the northbound left turn, delays for this movement increase from 2037 No Build to 2037 Build scenarios. The signal timings at the intersection are the same between the 2037 No Build and Build scenarios. The only difference at the intersection between the scenarios is the addition of project traffic on the southbound left turn, northbound right turn, eastbound through, and all three westbound movements. The additional delay for the northbound left turn is attributed to the delay calculation results, which cause the northbound left turn delay to increase more than other movements at the intersection.

The southbound approach and all southbound movements have acceptable LOS for all scenarios.

Coors Boulevard/Redlands Road (#8)

The eastbound approach at the intersection of Coors Boulevard/Redlands Road (#8) is expected to operate at high delays in all scenarios. The eastbound approach is operating at high delays in the Existing scenario, indicating it is an existing deficiency. Project traffic is not expected to impact the eastbound approach because no project traffic is expected to make this movement. Although project traffic does not affect the eastbound approach, delays for this approach increase from the No Build scenario to the Build scenario because of more opposing southbound through traffic.

The westbound approach at the intersection of Coors Boulevard/Redlands Road (#8) is expected to operate at high delays in the future scenarios. The westbound approach will operate at high delays in the 2027 No Build scenario, indicating it will be deficient in the future without project traffic. Project traffic is not expected to impact the westbound approach because no project traffic is expected to make this movement. Although project traffic does not affect the westbound approach, delays for this approach increase from the No Build scenario to the Build scenario because of more opposing northbound through traffic.

The southbound approach at the intersection of Coors Boulevard/Redlands Road (#8) is expected to operate at acceptable LOS in all scenarios except under the 2037 Build during the AM peak hour, the 2037 No Build, and 2037 Build during the PM peak hour. The southbound left turn movement operates at high delays under the Existing scenarios, indicating it is an existing deficiency. Project traffic is not expected to impact the southbound left turn movement because no project traffic is expected to make this movement. Although project traffic does not affect the southbound left turn movement, delays for this movement increase from the No Build scenario to the Build scenario because of more opposing northbound through traffic.

The northbound approach at the intersection of Coors Boulevard/Redlands Road (#8) is expected to operate at high delays in the future scenarios. The northbound left turn movement operates at high delays under the Existing scenario, indicating it is an existing deficiency. Project traffic is not expected to impact the northbound left turn movement because no project traffic is expected to make this movement. Although project traffic does not affect the northbound left turn movement, delays for this movement increase from the No Build scenario to the Build scenario because of more opposing southbound through traffic.

4.3. Project Access Operational Analysis

Table 14 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** and **Figure 13**. Calculations are provided in **Appendix L**. As shown in **Table 14** the project access drives are expected to operate with acceptable LOS during both the 2027 and 2037 Build 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, southbound left and right turn traffic was estimated for Yucca Drive at the project access Drive A to calculate LOS. A portion of inbound traffic will not enter Drive A and instead enter the project site via the public alley from Coors Boulevard just south of Sequoia Road and then enter directly into the school's parking lot.

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 14 – Project Access Drive LOS Analysis

Intersection	2027 Build		2037 Build	
	AM	PM	AM	PM
	Delay (LOS)	Delay (LOS)	Delay (LOS)	Delay (LOS)
Sequoia Road/Yucca Drive/Drive A				
Two-Way Stop-Control				
Eastbound Left/Through/Right	7.7 (A)	7.8 (A)	7.7 (A)	7.8 (A)
Westbound Left/Through/Right	8.0 (A)	7.7 (A)	8.0 (A)	7.7 (A)
*Southbound Left/Through/Right	14.5 (B)	11.3 (B)	12.5 (B)	11.0 (B)
Sequoia Road/Drive B				
Two-Way Stop-Control				
Westbound Left	7.2 (A)	7.3 (A)	7.3 (A)	7.3 (A)
**Northbound Left/Right	9.6 (A)	9.4 (A)	9.7 (B)	9.5 (A)
Sequoia Road/Drive C				
Two-Way Stop-Control				
Northbound Left/Right	12.2 (B)	10.8 (B)	12.5 (B)	10.9 (B)

*Traffic counts were estimated for southbound left and southbound right movements at Yucca Drive.
**Traffic counts were added for northbound left/right movements at Drive B.

4.4. Queuing Analysis

This section summarizes the left and right turn storage bay analysis for the 2027 No Build, 2037 No Build, 2027 Build and 2037 Build. The analysis was conducted using the 95th percentile queue length from HCS. The calculations include AM and PM peak hour volumes. **Table 15** to **Table 23** summarizes the existing left and 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 L**. The deceleration lane criteria in the NMDOT SAMM, defined in Table 18.K-1, were followed for all intersections along Coors Boulevard (NM-45).

At the intersection of Coors Boulevard/Tucson Road (#3), HCS could not calculate the 95th percentile queue length for the PM peak hour in the 2037 No Build and Build scenarios due to high traffic volumes. It should be noted that at the intersection of Coors Boulevard/Tucson Road (#3), the westbound left turn is planned to be restricted in the future. For analysis, No Build traffic that made a westbound left turn under Existing conditions was analyzed as a westbound right turn. The 2027 Build Mitigated and 2037 Build Mitigated scenarios show the LOS results with this restriction. **Table 17** shows a comparison between the Build scenario (without the westbound left turn restriction) and the Build Mitigated scenario (with the westbound left turn restriction).

Table 15 – Coors Boulevard/St. Josephs Drive Queuing Analysis Summary

Intersection Left/Right Turn Movement	Control and Storage Length	95th Queue Length			
		2027 No Build	2027 Build	2037 No Build	2037 Build
Coors Boulevard/ St. Josephs Drive (#1)	*Signalized*				
Westbound Left	DROP	172'	172'	414'	414'
Westbound Right	125’	**148'**	**203'**	**182'**	**209'**
Eastbound Left	DUAL 475’	**818'**	**818'**	**1038'**	**1038'**
Eastbound Right	400’	275'	259'	**330'**	**330'**
Northbound Left	DUAL 475’	285'	285'	396'	396'
Northbound Right	250’	95'	102'	134'	142'
Southbound Left	DUAL 600’	178'	218'	200'	240'
Southbound Right	200’	143'	141'	**217'**	**215'**

Table 16 – Alamogordo Drive/St. Josephs Drive Queuing Analysis Summary

Intersection Left/Right Turn Movement	Control and Storage Length	95th Queue Length			
		2027 No Build	2027 Build	2037 No Build	2037 Build
Alamogordo Drive/ St. Josephs Drive (#2)	*Two-Way Stop-Controlled*				
Northbound Left/Right	SHARED	5’	8’	5’	8’

Table 17 – Coors Boulevard/Tucson Road Queuing Analysis Summary

Intersection Left/Right Turn Movement	Control and Storage Length	95th Queue Length					
		2027 No Build	2027 Build	2027 Build Mitigated	2037 No Build	2037 Build	2037 Build Mitigated
Coors Boulevard/ Tucson Road (#3) *Two-Way Stop-Controlled*							
*Westbound Left/Right	CONT.	122’	140’	58’	***	***	127'
Southbound Left	75’	**84’**	**94’**	**94’**	**168’**	**170’**	**170'**

*The westbound approach will be a right-turn-only movement in the future. For analysis, No Build traffic that made a westbound left turn was analyzed as a westbound right turn for the 2027 Build Mitigated and 2037 Build Mitigated scenarios.
***Due to high delays, HCS did not report a 95th queue length.

Table 18 – Alamogordo Drive/Tucson Road Queuing Analysis Summary

Intersection Left/Right Turn Movement	Control and Storage Length	95th Queue Length			
		2027 No Build	2027 Build	2037 No Build	2037 Build
Alamogordo Drive/ Tucson Road (#4)	*Two-Way Stop-Controlled*				
Eastbound Left/Right	*SHARED*	3’	3’	3’	3’

Table 19 – Atrisco Drive/Sequoia Road Queuing Analysis Summary

Intersection Left/Right Turn Movement	Control and Storage Length	95th Queue Length			
		2027 No Build	2027 Build	2037 No Build	2037 Build
Atrisco Drive/ Sequoia Road (#5)	*All-Way Stop-Controlled*				
Eastbound Left	125’	3’	3’	6’	6’
Eastbound Right	125’	5'	5'	8'	8'
Westbound Left	125’	13’	13’	18’	18’
Westbound Right	DROP	28'	31'	46'	51'
Northbound Left	100’	8’	8’	11’	11’
Northbound Right	DROP	23'	25'	38'	41'
Southbound Left	100’	20’	20’	31’	33’
Southbound Right	SHARED	56'	31'	48'	48'

Table 20 – Coors Boulevard/Sequoia Road Queuing Analysis Summary

Intersection Left/Right Turn Movement	Control and Storage Length	95th Queue Length			
		2027 No Build	2027 Build	2037 No Build	2037 Build
Coors Boulevard/ Sequoia Road (#6)	*Signalized*				
Eastbound Left	100’	**274'**	**298'**	**420'**	**472'**
Eastbound Right	175’	**198'**	**192'**	**250'**	**233'**
Westbound Left	150’	**257'**	**270'**	**363'**	**394'**
Westbound Right	125’	42'	**135'**	52'	**167'**
Northbound Left	125’	**170'**	**172'**	**206'**	**239'**
Northbound Right	200’	6'	6'	7'	7'
Southbound Left	100’	24'	35'	87'	**194'**
Southbound Right	350’	27'	27'	37'	37'

Table 21 – Alamogordo Drive/Vista Grande Drive/Sequoia Road Queuing Analysis Summary

Intersection Left/Right Turn Movement	Control and Storage Length	95th Queue Length			
		2027 No Build	2027 Build	2037 No Build	2037 Build
Alamogordo Drive/ Vista Grande Drive/ Sequoia Road (#7)	*Roundabout*				
Eastbound Left/Right/Through	*SHARED*	274’	298’	420’	472’
Westbound Left/Right/Through	*SHARED*	257’	270’	363’	394’
Northbound Left/Right/Through	*SHARED*	166’	168’	184’	220’
Southbound Left/Right/Through	*SHARED*	24’	33’	87’	195’

Table 22 – Coors Boulevard/Redlands Road Queuing Analysis Summary

Intersection Left/Right Turn Movement	Control and Storage Length	95th Queue Length			
		2027 No Build	2027 Build	2037 No Build	2037 Build
Coors Boulevard/ Redlands Road (#8)	*Two-Way Stop-Controlled*				
Northbound Left	150’	**173’**	**173’**	**303'**	**303'**
Southbound Left	125’	109’	114’	**219'**	**221'**
Eastbound Right	CONT.	107’	109’	239'	239'
Westbound Right	CONT.	30’	30’	66'	69'

Table 23 – Alamogordo Drive/Redlands Road Queuing Analysis Summary

Intersection Left/Right Turn Movement	Control and Storage Length	95th Queue Length			
		2027 No Build	2027 Build	2037 No Build	2037 Build
Alamogordo Drive/ Redlands Road (#9)	*Two-Way Stop-Controlled*				
Eastbound Left/Right/Through	*SHARED*	5'	8'	5'	8'

As shown in **Table 15** to **Table 23,** the left and right turn storage bays were calculated to provide adequate storage space with the exception of:

- Coors Boulevard/St. Josephs Drive (#1) – Westbound Right, Eastbound Left, Eastbound Right, Southbound Right
- Coors Boulevard/Tucson Road (#3) – Southbound Left
- Coors Boulevard/Sequoia Road (#6) – Eastbound Left, Eastbound Right, Westbound Left, Westbound Right, Northbound Left, Southbound Left
- Coors Boulevard/Redlands Road (#8) – Northbound Left, Southbound Left

Coors Boulevard/St. Josephs Drive (#1)

The westbound right turn lane at the intersection of Coors Boulevard/St. Josephs Drive (#1) is expected to exceed storage capacity in the 2027 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to provide an exclusive westbound right turn lane with approximately 125 feet of storage. However, the planned improvement is expected to be deficient under the 2027 No Build scenario. Additionally, there is limited right-of-way and heavy utility poles that would impede extending the westbound right turn lane farther. Therefore, no mitigations are recommended for the westbound right turn storage.

The eastbound left turn lanes at the intersection of Coors Boulevard/St. Josephs Drive (#1) are expected to exceed storage capacity in the 2027 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to extend the eastbound dual left turn lanes to provide approximately 475 feet per left turn lane. Project traffic is not expected to impact this movement. No mitigations are recommended for the eastbound left turn storage.

The eastbound right turn lane at the intersection of Coors Boulevard/St. Josephs Drive (#1) is expected to exceed storage capacity in the 2037 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to extend the eastbound right turn lane to provide approximately 400 feet of storage. Project traffic is not expected to impact this movement. No mitigations are recommended for the eastbound right turn storage.

The southbound right turn lane at the intersection of Coors Boulevard/St. Josephs Drive (#1) is expected to exceed storage capacity in the 2037 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to provide 200 feet of storage for the southbound right turn lane. Project traffic is not expected to impact this movement. No mitigations are recommended for the southbound right turn storage.

The southbound dual left turn storage at the intersection of Coors Boulevard/St. Josephs Drive (#1) is expected to provide adequate storage capacity in all scenarios. The Oxbow Development/Coors Pavillion project plans to provide dual left turn lanes with approximately 600 feet of storage per left turn lane. Project traffic is expected to impact the southbound left turn lanes. The planned improvements are expected to provide adequate storage in the 2027 and 2037 Build scenarios. It is recommended to install intelligent transportation system (ITS) queue warning signs for the southbound left turn movement.

Coors Boulevard/Tucson Road (#3)

The southbound left turn lane at the intersection of Coors Boulevard/Tucson Road (#3) is expected to exceed storage capacity in all scenarios, 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 2027 Build scenario and is expected to exceed existing storage capacity by 19 feet. Project traffic is expected to find a different route in the 2037 Build scenario due to high delays of the southbound left turn. There is space to extend the southbound left turn storage bay by approximately 55 feet before it reaches the end of the existing raised median and existing median break. Extending the southbound left turn storage bay would also require the removal of a portion of the existing raised median. Per the SAMM deceleration lane guidelines, a 250-foot deceleration lane, 150-foot taper length, and a calculated 95th queue length of 170 feet (2037 Build scenario) for a total of approximately 570 feet of storage, is required. It is not possible to provide the required length for the southbound left turn lane, however, it is recommended to extend the southbound left turn lane as much as possible to provide the additional approximately 55 feet of storage to the lane.

There is currently no exclusive northbound right turn lane at the intersection of Coors Boulevard/Tucson Road (#3). Due to limited right-of-way, a northbound right turn lane is not expected to be required and is not recommended.

Coors Boulevard/Sequoia Road (#6)

The eastbound left turn lane at the intersection of Coors Boulevard/Sequoia Road (#6) is expected to exceed the storage capacity in all scenarios, indicating it will be deficient under No Build conditions without the impact of project traffic. Project traffic is not expected to impact the eastbound left turn lane. It should be noted that vehicles may queue beyond the 100 feet of storage. No mitigations are recommended for the eastbound left turn lane.

The eastbound right turn lane at the intersection of Coors Boulevard/Sequoia Road (#6) is expected to exceed the storage capacity in all scenarios, indicating it will be deficient under No Build conditions without the impact of project traffic. Project traffic is not expected to impact the eastbound right turn lane. It should be noted that the eastbound right turn lane becomes a trap lane; therefore, vehicles may queue beyond the 175 feet of storage. No mitigations are recommended for the eastbound right turn lane.

The westbound left turn lane at the intersection of Coors Boulevard/Sequoia Road (#6) is expected to exceed the storage capacity in all scenarios, indicating it will be deficient under No Build conditions without the impact of project traffic. Project traffic is expected to impact the westbound left turn lane. Extending the westbound left turn lane would restrict vehicles coming in and out of the commercial driveways. Therefore, extending the westbound left turn storage is not recommended.

The westbound right turn lane at the intersection of Coors Boulevard/Sequoia Road (#6) is expected to exceed the storage capacity in the 2027 Build and 2037 Build scenarios. Project traffic is expected to impact the westbound right turn lane. There is approximately 125 feet of striped storage for the westbound right turn lane. However, there is approximately a total of 200 feet of space for vehicles to queue before impeding traffic at the commercial driveway on the north side of Sequoia Road. It is recommended to restripe the east leg of the intersection and extend the westbound right turn lane as far as possible without impeding movements in and out of the driveway on the north side of Sequoia Road.

The northbound left turn lane at the intersection of Coors Boulevard/Sequoia Road (#6) is expected to exceed the storage capacity in all scenarios, indicating it will be a deficiency under No Build conditions without the impact of project traffic. Project traffic is not expected to impact this movement.

The southbound left turn lane at the intersection of Coors Boulevard/Sequoia Road (#6) is expected to exceed the storage capacity in the 2037 Build scenario, exceeding the existing storage length by approximately 95 feet. Per the SAMM deceleration lane guidelines, a 250-foot deceleration lane, 150-foot taper length, and a calculated 95th queue length of 194 feet (2037 Build scenario) for a total of approximately 594 feet, is required. Therefore, an additional 494 feet of storage from the existing 100 feet of storage is required per the SAMM deceleration lane guidelines. It is recommended to extend the southbound left turn storage by approximately 500 feet to meet SAMM deceleration lane guidelines. Extending the southbound left turn lane would require geometric treatments and the removal of a portion of the existing raised median. Additionally, it is recommended to install ITS queue warning signs for the southbound left turn lane.

Coors Boulevard/Redlands Road (#8)

The northbound left turn lane at the intersection of Coors Boulevard/Redlands Road (#8) is expected to exceed storage capacity in all scenarios, indicating it will be a deficiency under No Build conditions without the impact of project traffic. Project traffic is not expected to impact this movement. Extending the northbound left turn storage bay would require the removal of a portion of the raised median. However, because project traffic is not expected to make this turning movement, no mitigations are recommended for the northbound left turn lane storage as part of this project.

The southbound left turn lane at the intersection of Coors Boulevard/Redlands Road (#8) is expected to exceed the storage capacity in the 2037 No Build scenario, indicating it will be a deficiency without the impact of project traffic. It is expected to exceed the existing storage length by approximately 96 feet. Per the SAMM deceleration lane guidelines, a 250-foot deceleration lane, 150-foot taper length, and a calculated 95th queue length of 221 feet (2037 Build scenario) for a total of approximately 621 feet, is required. Therefore, an additional 496 feet of storage from the existing 125 feet of storage is required per the SAMM deceleration lane guidelines. It is not possible to provide the required length for the southbound left turn lane, however, it is recommended to extend the southbound left turn lane as much as possible to provide an additional approximately 300 feet of storage to the lane. Extending the southbound left turn storage bay would require the removal of a portion of the existing raised median.

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 Build 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 Build scenarios are provided in **Appendix M**. 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 required or 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 to be required 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 N**.

To provide the 2,725 feet of queueing distance, vehicles are recommended to enter the site from access Drive A or from the alley and circulate south and then east around the drive aisles with two queuing lanes until the circular drive aisle on the southeast portion of the site. The proposed pick-up/drop-off site circulation plan is illustrated in **Figure 14**. Based on the site circulation plan, the Building Hope Public Charter School provides approximately 2,750 feet (110 vehicles) of queuing on-site.

The Building Hope Public Charter School is planned to be a closed campus. The following describes the school's drop-off and pick-up times:

- Elementary students (grades K-5)
  - Drop-off: 7:30 AM to 8:00 AM (Monday through Friday)
  - Pick-up: 2:45 PM to 3:15 PM (Monday through Thursday), 12:50 PM to 1:20 PM (Friday)
- Secondary students (grades 6-12)
  - Drop-off: 7:30 AM to 8:00 AM (Monday through Friday)
  - Pick-up: 3:15 PM to 3:45 PM (Monday through Thursday), 1:20 PM to 1:50 PM (Friday)

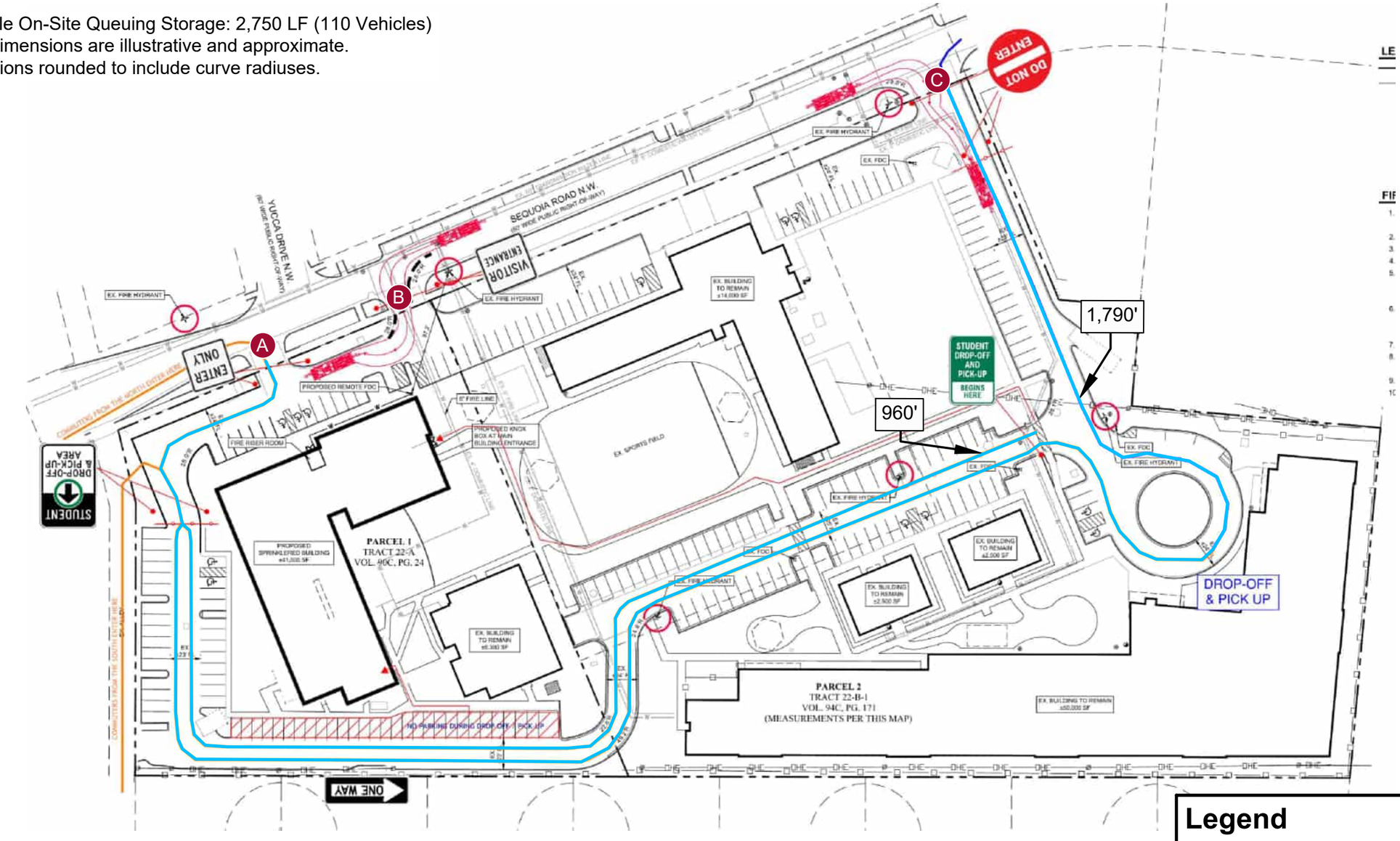
Based on the above review, the Building Hope Public Charter School is anticipated to have adequate on-site vehicle queuing space to prevent queued vehicles from negatively impacting the adjacent public streets. It is recommended that the school operator periodically review queueing operations and provide 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.

5.1. School Signage, Striping, and Crosswalks

There are currently no school zone signs posted on Sequoia Road. With the Building Hope Public Charter School, it is recommended that school zone signage be installed along Sequoia Road 200 feet in advance of either approach to the access drive, per Manual on Uniform Traffic Control Devices (MUTCD) standards.

The project site frontages along Sequoia Road have two existing designated crosswalks. High-visibility crosswalk markings and a rectangular rapid flashing beacon (RRFB) are recommended to be installed at the existing designated crosswalk located at the intersection of Sequoia Road/Yucca Drive/Drive A. It is also recommended to remove the existing crosswalk along the school's Sequoia Road frontages between Drive B and Drive C.

Available On-Site Queuing Storage: 2,750 LF (110 Vehicles)
Note: Dimensions are illustrative and approximate.
Dimensions rounded to include curve radiuses.



Legend

- Project Access Drive
- Site Queuing Path

Building Hope Public Charter School
Proposed Site Queuing Plan

Figure 14

Kimley»Horn ©2025

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 O**. Crash data by severity are summarized in **Table 24.** Crashes that involved vulnerable road users (VRUs) are summarized in **Table 25**. Redacted crash reports involving VRUs are included in **Appendix P**. Crash data by crash types are summarized in **Table 26**. The intersection crashes include those crashes on both the major and minor streets of the study area intersections during the five-year analysis period. The Mid-Region Council of Governments (MRCOG) High Fatal and Injury Network Map shows all fatal and injury crashes that have taken place in the region over a five-year period and is included in **Appendix O**.

Table 24 – 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 25 – 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 26 – 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 a possible recommendation. Due to a high number of crashes that occurred at night, a photometric analysis to verify the need for increased illumination at the intersection of Coors Boulevard/Sequoia Road (#6) is recommended.
- Based on the existing land uses and the potential for increased pedestrian traffic at the intersections of Coors Boulevard/St. Josephs Drive (#1) and Coors Boulevard/Sequoia Road (#6), CMF 9903: Modify Signal Phasing (Implement a Leading Pedestrian Interval (LPI)) is recommended at the intersections.

The CMF Method Part D details are included in **Appendix Q** and summarized in **Table 27**.

Table 27 – 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%
9903	Modify Signal Phasing (Implement an LPI)	Vehicle/Pedestrian	0.81	19%

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. 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 study 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 R**.

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 (NO_2), ozone (O_3), particulate matter (PM2.5 and PM10), and sulfur dioxide (SO_2). ***Table 28*: NAAQS Summary** shows the attainment status of Bernalillo County for the NAAQS. As shown in ***Table 28***, Bernalillo County is in nonattainment for the NAAQS 8-hour CO standard.

Table 28 – 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	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years	Attainment
		1 year	53 ppb	Annual Mean	Attainment
Particulate Pollution (PM)[2]	PM2.5	1 year	12 µg/m^3	Annual Mean, averaged over 3 years	Attainment
		24 hours	35 µg/m^3	98th percentile, averaged over 3 years	Attainment
	PM10	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	99th 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 29*: Ambient Air Quality Data**.

Table 29 – 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 30*: Emission Factors, Annual Average**.

Table 30 – 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 31*: Project CO Concentrations at Receptors**.

Table 31 – 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 32*: 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 32 – 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 32***, 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 33*: Existing Traffic Daily Volumes** shows the daily traffic volume along the nearest roadway segments to the Project.

Table 33 – 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 2027 and horizon 2037 No Build conditions, resulting in the following Build recommendations with this project. 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. This preferred routing includes ingress school traffic coming from the south to access the school using the alleyway with an access drive on Coors Boulevard just south of Sequoia Road.

- **Coors Boulevard/St. Josephs Drive (#1)**
  - The eastbound approach operates below acceptable LOS under the 2025 Existing scenario and is expected to continue to be poor in the future scenarios. The eastbound left turn movement operates with high delays in the 2025 Existing scenarios, indicating it is an existing deficiency. Project traffic is not expected to impact the eastbound left turn movement or the other eastbound movements.
  - The westbound approach operates below acceptable LOS under the 2025 Existing scenario and is expected to continue to be poor in the future scenarios. Project traffic is expected to impact the westbound right turn movement. The westbound right turn movement operates at high delays in the 2025 Existing scenario, indicating it is an existing deficiency. The addition of project traffic marginally changes the delays for the westbound right turn movement during both peak hours in the Build scenarios.
  - The northbound approach and all northbound movements are expected to operate at acceptable LOS under all scenarios, except the northbound left turn movement. The northbound left turn movement is expected to operate at high delays in all future scenarios. Project traffic is not expected to impact this movement and all other northbound movements. Signal timing was adjusted in the 2027 and 2037 Build scenarios to allocate more green time to the movement, which improved its delay.
  - The southbound approach and all southbound movements are expected to operate at acceptable LOS under all scenarios, except the southbound left turn movement. The southbound left turn movement is expected to operate at high delays in all future scenarios. Project traffic is expected to impact the southbound left turn movement. The addition of project traffic marginally changes the delay of the southbound left turn movement.
  - The westbound right turn lane is expected to exceed storage capacity in the 2027 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to provide an exclusive westbound right turn lane with approximately 125 feet of storage. However, the planned improvement is expected to be deficient under the 2027 No Build scenario. Additionally, there is limited right-of-way and heavy utility poles to extend the westbound right turn lane. Therefore, no mitigations are recommended for the westbound right turn storage.
  - The eastbound left turn lanes are expected to exceed storage capacity in the 2027 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors

Pavillion project plans to extend the eastbound dual left turn lanes to provide approximately 475 feet of storage per left turn lane. Project traffic is not expected to impact this movement. No mitigations are recommended for the eastbound left turn storage.

- The eastbound right turn lane is expected to exceed storage capacity in the 2037 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to extend the eastbound right turn lane to provide approximately 400 feet of storage. Project traffic is not expected to impact this movement. No mitigations are recommended for the eastbound right turn storage.
- The southbound right turn lane is expected to exceed storage capacity in the 2037 No Build scenario, indicating it will be a deficiency in the future without the impact of project traffic. The Oxbow Development/Coors Pavillion project plans to provide 200 feet of storage for the southbound right turn lane. Project traffic is not expected to impact this movement. No mitigations are recommended for the southbound right turn storage.
- The southbound dual left turn storage is expected to provide adequate storage capacity in all scenarios. The Oxbow Development/Coors Pavillion project plans to provide dual left turn lanes with approximately 600 feet of storage per left turn lane. Project traffic is expected to impact the southbound left turn lanes. The planned improvements are expected to provide adequate storage in the 2027 and 2037 Build scenarios. It is recommended to install intelligent transportation system (ITS) queue warning signs for the southbound left turn movement.
- Based on the existing land uses and the potential for increased pedestrian traffic, it is recommended to modify signal timing at the intersection and implement LPIs at all pedestrian crossings at the intersection.

- **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.
  - It is expected that in the future, the westbound left turn is planned to be restricted in the future. As shown in **Table 8**, delays significantly improve with the westbound left turn restriction. Project traffic is expected to impact the westbound right turn movement in the 2027 Build scenarios, but not in the 2037 Build scenario. Due to expected high delays, it is expected that project traffic will find a different route in the 2037 Build scenarios. It is recommended to restrict westbound left turns at Coors Boulevard/Tucson Road (#3) to improve delays and safety.
  - The southbound left turn movement is expected to operate at high delays in the 2025 Existing scenario during the PM peak hour, indicating it is an existing deficiency. Project traffic is expected to impact the southbound left turn movement in the 2027 Build scenarios, but not in the 2037 Build scenario. Due to expected high delays, it is expected that project traffic will find a different route in the 2037 Build scenarios.
  - The southbound left turn lane is expected to exceed storage capacity in all scenarios, 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 2027 Build scenario and is expected to exceed existing storage capacity by 19 feet. Project traffic is expected to find a different route in the 2037 Build scenario due to high delays of the southbound left turn. There is space to extend the southbound left turn storage bay by approximately 55 feet before it reaches the end of the existing raised median and existing median break. Extending the southbound left turn storage bay would also require the removal of a portion of the existing raised median. Per the SAMM deceleration lane guidelines, a 250-foot deceleration lane, 150-foot taper length, and a calculated 95th queue length of 170 feet (2037 Build scenario) for a total of approximately 570 feet of storage, is required. It is not possible to provide the required length for the southbound left turn lane, however, it is recommended to extend the southbound left turn lane as much as possible to provide the additional approximately 55 feet of storage to the lane.

- There is currently no exclusive northbound right turn lane at the intersection of Coors Boulevard/Tucson Road (#3). Due to limited right-of-way, a northbound right turn lane is not expected to be required and is not recommended.

- **Coors Boulevard/Sequoia Road (#6)**
  - The eastbound approach and all eastbound movements are expected to operate at high delays in all scenarios, indicating it is an existing deficiency. Project traffic is expected to impact the eastbound through. The eastbound through movement delay minimally changes in the Build scenarios. It should be noted that signal timing was adjusted in the Build scenarios, allocating more green time to the eastbound approach.
  - The westbound approach and all westbound movements are expected to operate at high delays in all scenarios, indicating it is an existing deficiency. Project traffic is expected to impact the westbound movements; however, delays change minimally in the Build scenarios. It should be noted that signal timing was adjusted in the Build scenarios, allocating more green time to the westbound approach.
  - The northbound approach and all northbound movements are expected to operate at acceptable LOS under all scenarios except the northbound left turn movement under the 2037 No Build and Build scenarios during the PM peak hour. The northbound left turn movement will operate at high delays under the 2037 No Build scenario during the PM peak hour, indicating it will be deficient in the future. Project traffic is not expected to impact the northbound left turn movement.
  - The eastbound left turn lane is expected to exceed the storage capacity in all scenarios, indicating it will be deficient under No Build conditions without the impact of project traffic. Project traffic is not expected to impact the eastbound left turn lane. It should be noted that vehicles may queue beyond the 100 feet of existing storage. No mitigations are recommended for the eastbound left turn lane.
  - The eastbound right turn lane is expected to exceed the storage capacity in all scenarios, indicating it will be deficient under No Build conditions without the impact of project traffic. Project traffic is not expected to impact the eastbound right turn lane. It should be noted that the eastbound right turn

lane becomes a trap lane; therefore, vehicles may queue beyond the 175 feet of existing storage. No mitigations are recommended for the eastbound right turn lane.

- The westbound left turn lane is expected to exceed the storage capacity in all scenarios, indicating it will be deficient under No Build conditions without the impact of project traffic. Project traffic is expected to impact the westbound left turn lane. Extending the westbound left turn lane would restrict vehicles coming in and out of the commercial driveways. Therefore, extending the westbound left turn storage is not recommended.
- The westbound right turn lane is expected to exceed the storage capacity in the 2027 Build and 2037 Build scenarios. Project traffic is expected to impact the westbound right turn lane. There is approximately 125 feet of striped storage for the westbound right turn lane. However, there is approximately a total of 200 feet of space for vehicles to queue before impeding traffic at the commercial driveway on the north side of Sequoia Road. It is recommended to restripe the east leg and extend the westbound right turn lane as far as possible without impeding traffic in and out of the driveway on the north side of Sequoia Road.
- The northbound left turn lane is expected to exceed the storage capacity in all scenarios, indicating it will be a deficiency under No Build conditions without the impact of project traffic. Project traffic is not expected to impact this movement. No mitigations are recommended for the northbound left turn lane.
- The southbound left turn lane is expected to exceed the storage capacity in the 2037 Build scenario, exceeding the existing storage length by approximately 95 feet. Per the SAMM deceleration lane guidelines, a 250-foot deceleration lane, 150-foot taper length, and a calculated 95th queue length of 194 feet (2037 Build scenario) for a total of approximately 594 feet, is required. Therefore, an additional 494 feet of storage from the existing 100 feet of storage is required per the SAMM deceleration lane guidelines. It is recommended to extend the southbound left turn storage by approximately 500 feet to meet SAMM deceleration lane guidelines. Extending the southbound left turn lane would require geometric treatments and the removal of a portion of the existing raised median. Additionally, it is recommended to install ITS queue warning signs for the southbound left turn lane.
- Based on the existing land uses and the potential for increased pedestrian traffic, it is recommended to modify signal timing at the intersection and implement LPIs at all pedestrian crossings at the intersection.

- **Coors Boulevard/Redlands Road (#8)**
  - The eastbound approach is expected to operate at high delays in all scenarios. The eastbound approach is operating at high delays in the Existing scenario, indicating it is an existing deficiency. Project traffic is not expected to impact the eastbound approach.
  - The westbound approach is expected to operate at high delays in the future scenarios. The westbound approach will operate at high delays in the 2027 No Build scenario, indicating it will be deficient in the future without project traffic. Project traffic is not expected to impact the westbound approach.

- The southbound approach is expected to operate at acceptable LOS in all scenarios except under the 2037 Build during the AM peak hour, the 2037 No Build, and 2037 Build during the PM peak hour. The southbound left turn movement operates at high delays under the Existing scenario, indicating it is an existing deficiency. Project traffic is not expected to impact the southbound left turn movement.
- The northbound approach is expected to operate at high delays in the future scenarios. The northbound left turn movement operates at high delays under the Existing scenario, indicating it is an existing deficiency. Project traffic is not expected to impact the northbound left turn movement.
- The northbound left turn lane is expected to exceed storage capacity in all scenarios, indicating it will be a deficiency under No Build conditions without the impact of project traffic. Project traffic is not expected to impact this movement. Extending the northbound left turn storage bay would require the removal of a portion of the raised median. However, because project traffic is not expected to make this turning movement, no mitigations are recommended for the northbound left turn lane storage as part of this project.
- The southbound left turn lane is expected to exceed the storage capacity in the 2037 No Build scenario, indicating it will be a deficiency without the impact of project traffic. It is expected to exceed the existing storage length by approximately 96 feet. Per the SAMM deceleration lane guidelines, a 250-foot deceleration lane, 150-foot taper length, and a calculated 95th queue length of 221 feet (2037 Build scenario) for a total of approximately 621 feet, is required. Therefore, an additional 496 feet of storage from the existing 125 feet of storage is required per the SAMM deceleration lane guidelines. It is not possible to provide the required length for the southbound left turn lane, however, it is recommended to extend the southbound left turn lane as much as possible to provide an additional approximately 300 feet of storage to the lane. Extending the southbound left turn storage bay would require the removal of a portion of the existing raised median.

- **Remaining Study Intersections**
  - The traffic analysis shows that future Build traffic is expected to be accommodated at all other study intersections with acceptable LOS and queuing. Therefore, no additional intersection improvements are recommended at the remaining study intersections.
- **School Zone Improvements**
  - It is recommended that school zone signage be installed along Sequoia Road 200 feet in advance of either approach to the school access drive, per MUTCD standards.
  - The project site frontages along Sequoia Road have two existing designated crosswalks. High-visibility crosswalk markings and an RRFB are recommended to be installed at the existing designated crosswalk located at the intersection of Sequoia Road/Yucca Drive/Drive A. It is also recommended to remove the existing crosswalk along the school's Sequoia Road frontages between Drive B and Drive C.
- A summary of all recommended improvements is provided in **Table 34** below.

Table 34 – Project Recommendations Summary

Intersection	Recommendations
Coors Boulevard/ St. Josephs Drive (#1)	• Install ITS queue warning sign for the southbound left turn movement. • Modify signal timing and implement LPIs for all pedestrian crossings at the intersection.
Coors Boulevard/ Tucson Road (#3)	• Restrict westbound left turns. • Extend the southbound left turn lane as much as possible to provide approximately 55 feet of additional storage to the lane.
Coors Boulevard/ Sequoia Road(#6)	• Restripe the east leg and extend the westbound right turn lane as far as possible with striping without impeding movement in and out of the existing access drive on the north side of Sequoia Road. • Extend the southbound left turn storage by approximately 500 feet to meet SAMM deceleration lane guidelines. Extending the southbound left turn lane would require geometric treatments and the removal of a portion of the existing raised median. • Install ITS queue warning sign for the southbound left turn movement. • Modify signal timing and implement LPIs for all pedestrian crossings at the intersection.
Coors Boulevard/ Redlands Road (#8)	• Extend the southbound left turn lane as much as possible to provide an additional approximately 300 feet of storage to the lane.
School Zone Improvements	• Building Hope Public Charter School should have parents and students follow this preferred ingress and egress routing of school traffic through the roadway network (including the use of the alley on Coors Boulevard) once the school is operational. • Install school zone signage along Sequoia Road 200 feet in advance of either approach to the school access drive, per MUTCD standards. • Install high-visibility crosswalk markings and an RRFB at the existing designated crosswalk located at the intersection of Sequoia Road/Yucca Drive/Drive A. • Remove the existing crosswalk along the school's Sequoia Road frontages between Drive B and Drive C.

APPENDIX A

CITY OF ALBUQUERQUE SCOPE OF STUDY

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Keith Christian, P.E., RSP_1
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 _X_ 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. Sequioa/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:

a. 11"x17" minimum size Site Plan with including dimension from driveways to intersections/other driveways.
b. Intersection analysis.
c. 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
d. Arterial LOS analysis; None
e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
f. Transportation system impacts.
g. Other mitigating measures.
h. Crash analysis-at a minimum to include the project frontage, but may extend to area of influence- to be discussed. Discuss countermeasures as necessary.
i. 85th percentile speed, as required. Discuss countermeasures as necessary.
   - No specific analysis required, but mitigations will be considered in the report
j. Weaving analyses __ yes _X_ no; Location(s):
k. Recommended street, intersection and signal improvements.
l. Transportation Infrastructure proposed to be built with this project: list and exhibit.
m. 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.
n. 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

Revised May 2024

Christian, Keith

From:	Christian, Keith
Sent:	Monday, July 21, 2025 2:09 PM
To:	Haynes, Margaret, DOT; Armijo, Ernest M.; Brady Hutchins
Cc:	Nuffer, Lauren; Roberts, Emily
Subject:	Building Hope Public Charter School NIA - 07-17-25 NIA Scenario Discussion Meeting Notes
Attachments:	ASE Site Plan_Site Signage and Striping_review.pdf

Good afternoon, everyone! I hope you are having a great Monday. Thank you for your participation in the scoping discussion late last week. I have provided a bullet point summary of what was discussed during the meeting. Please let me know if you have any questions or if I missed anything below.

I also attached the existing routing plan that Brady mentioned during the meeting. Thanks!

Attendance

- Margaret Haynes – NMDOT
- Ernest Armijo – City of Albuquerque
- Brady Hutchins – Building Hope
- Keith Christian – Kimley-Horn
- Emily Roberts – Kimley-Horn

Notes

- Group discussed updating NIA to look at one more realistic scenario
    - This scenario will utilize the public alley for ingress for vehicles coming from the south on Coors
    - Vehicles will still be able to access the school via the westernmost driveway on Sequoia
    - Egress traffic from the school parking lot will be able to make a NBL or NBR to exit
    - Base new routing in and out of the school on logical routes considering when certain turn lanes will be overloaded (sequoia/Coors intersection) and people will likely route a different way
- Brady explained that there will likely not be much pickup and drop off outside of the school
    - This is how they do it at their other schools and parents follow the rules
    - Brady provided the current routing plan (attached)
- Brady explained that school enrollment will be gradual getting to full enrollment in about 6 years
- Some concern that neighbors outside of nearby HOAs (particularly houses with frontage on Alamogordo) will have complaints about the proposed development
    - Building Hope will have a public meeting to inform the neighborhood about the school and proposed mitigations
    - Margaret and Ernest would like to know when this meeting is scheduled
- Mitigation
    - Mitigate to no build LOS as much as possible
    - If this is not possible, state why
- Expected recommendations/mitigations
    - Extend left turn lanes as much as needed/possible on Coors

- Limit lefts out at Tucson
- Queue warning signs for left turns on Coors
- Enhanced school crosswalks at the 2 existing crossings that front school property
- Install RRFB at 1 of the enhanced school crossing locations
- Implement LPIs at signals

Keith Christian II, P.E., RSP1
Kimley-Horn | 1100 West Idaho Street, Suite 210, Boise, ID, 83702
Direct: 208-248-9357 | Mobile: 602-318-1215
Professional Engineer: ID, AZ, NM

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.**

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.

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

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

NOTES CORRESPONDING TO SCHEDULE B

10 — 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 — 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 — 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.

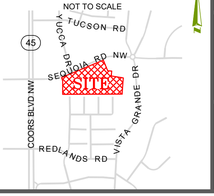
13 — 13. PERMANENT EASEMENT AS SET FORTH IN DOCUMENT RECORDED NOVEMBER 3, 2014 AS DOCUMENT NO. 2014087913, RECORDS OF BERNALILLO COUNTY, NEW MEXICO.
AFFECTS SURVEYED PROPERTY. PLOTTED HEREON.

14 — 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 — 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.

VICINITY MAP

NOT TO SCALE



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 67°27'30" EAST.

ZONING DATA

ZONING ITEM	REQUIRED
ZONING DESIGNATION: (R-ML) RESIDENTIAL-MULTIFAMILY LOW DENSITY ZONING DISTRICT	
MINIMUM LOT AREA (SQ. FT.)	2,200'
MAXIMUM BUILDING COVERAGE	NONE
MAXIMUM BUILDING HEIGHT	38'
BUILDING SETBACKS	
FRONT	15'
SIDE (STREET SIDE/CORNER)	10'
SIDE (INTERIOR SIDE)	5'
REAR	15'

SOURCE: AEI DRAFT ZAR
REPORT DATE: NOVEMBER 21, 2024
REPORT #: 501524

PARKING REQUIREMENTS

ACCORDING TO TABLE 5-5-1, THE FOLLOWING PARKING SPACES ARE REQUIRED FOR THE SUBJECT PROPERTY USES.

ASSISTED LIVING FACILITY:
• ONE (1) SPACE PER THREE (3) BEDS
(63 SPACES REQUIRED FOR 189 BEDS)

NURSING HOME:
• ONE (1) SPACE PER FIVE (5) RESIDENTIAL CARE BEDS, BUT NOT LESS THAN TWO (2) SPACES

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.

ALTA/NSPS LAND TITLE SURVEY

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

SITE PICTURE



AEI

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

DATE	REVISION HISTORY	BY

RPLS JOB NUMBER: 31543A
SCALE: 1" = 40'
DRAWN BY: DWF2 DATE: 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.

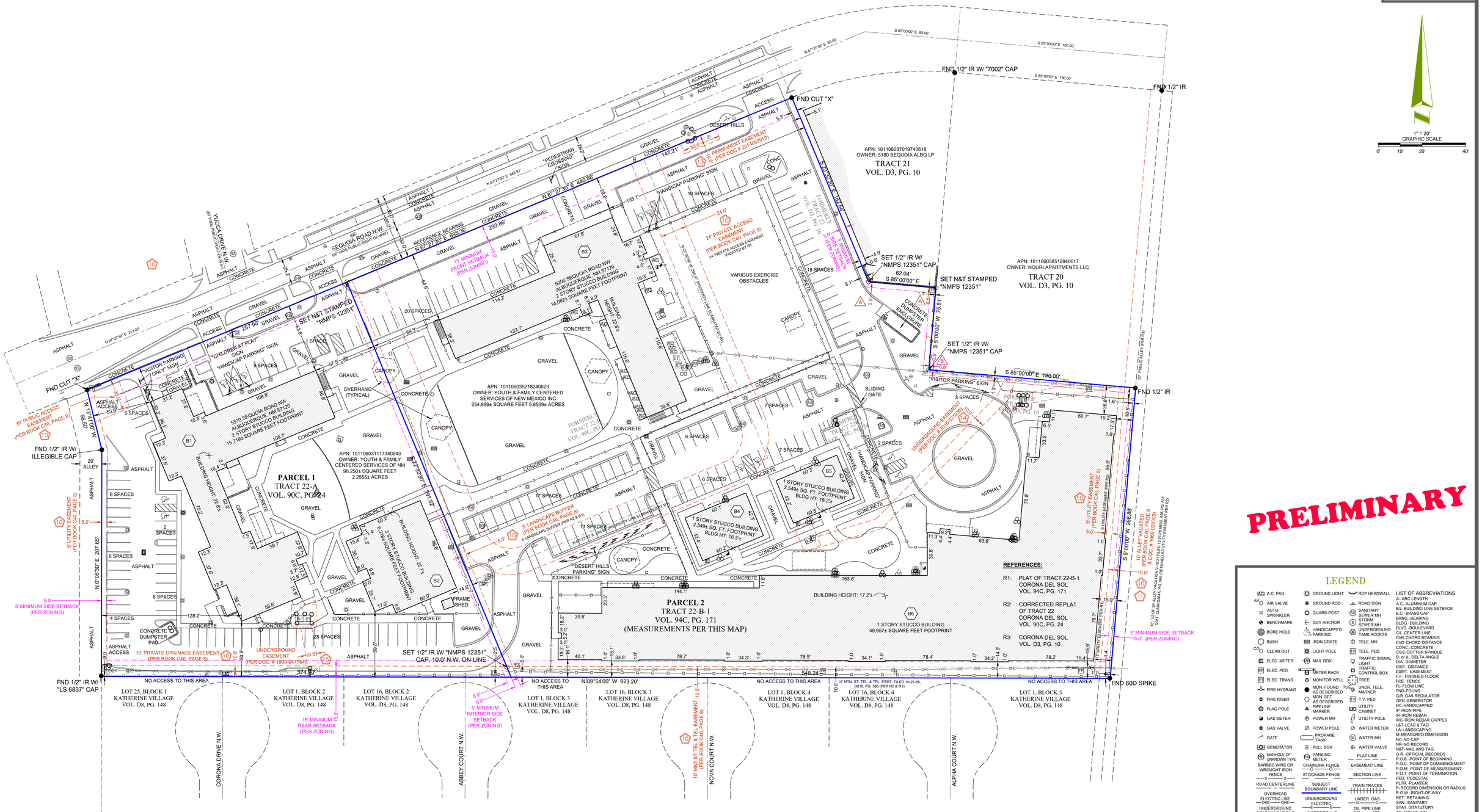
DATE OF PLAT OR MAP: (TO BE DATED UPON SIGNATURE)

PRELIMINARY

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

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

SURVEYED BY:
RPLS, LLC
312 NE 145TH PLACE
EDMOND, OK 73013
PHONE: 855-283-2333
FAX: 405-947-8636
EMAIL: INFO@LENDERSURVEYS.COM



PRELIMINARY

LEGEND

A.C. PAD	GROUND LIGHT	RCP HEADWALL	
AIR VALVE	GROUND ROD	ROAD SIGN	
AUTO-SPRINKLER	GUARD POST	SANITARY SEWER MH	
BENCHMARK	GUY ANCHOR	STORM SEWER MH	
BORE HOLE	HANDICAPPED PARKING	UNDERGROUND TANK ACCESS	
BUSH	IRON GRATE	TELE. MH	
CLEAN OUT	LIGHT POLE	TELE. PED.	
ELEC. METER	MAIL BOX	TRAFFIC SIGNAL	
ELEC. PED.	METER RACK	LIGHT TRAFFIC CONTROL BOX	
ELEC. TRANS.	MONITOR WELL	TREE	
FIRE HYDRANT	MON. FOUND AS DESCRIBED	UNDR. TELE. MARKER	
FIRE RISER	MON. SET AS DESCRIBED	T.V. PED.	
FLAG POLE	PIPELINE MARKER	UTILITY CABINET	
GAS METER	POWER MH	UTILITY POLE	
GAS VALVE	POWER POLE	WATER METER	
GATE	PROPANE TANK	WATER MH	
GENERATOR	PULL BOX	WATER VALVE	
MANHOLE OF UNKNOWN TYPE	PARKING METER	PLAT LINE	
BARBED WIRE OR WROUGHT IRON FENCE	CHAINLINK FENCE	EASEMENT LINE	
ROAD CENTERLINE	STOCKADE FENCE	SECTION LINE	
OVERHEAD ELECTRIC LINE	SUBJECT BOUNDARY LINE	TRAIN TRACKS	
UNDERGROUND COMMUNICATIONS	UNDERGROUND ELECTRIC	UNDER. GAS	
OVERHEAD COMMUNICATIONS	UNDERGROUND STORM SEWER	OIL PIPE LINE	
	UNDERGROUND SANITARY SEWER	UNDER. WATER	
		WALL	

LIST OF ABBREVIATIONS

A.-ARC LENGTH
A.C.-ALUMINUM CAP
BS.-BUILDING LINE SETBACK
B.C.-BRASS CAP
BRNG.-BEARING
BLDG.-BUILDING
BLVD.-BOULEVARD
CL.-CENTER LINE
CHB.-CHORD BEARING
CHD.-CHORD DISTANCE
CONC.-CONCRETE
CGS.-COTTON SPINDLE
D. or Δ.-DELTA ANGLE
DIA.-DIAMETER
DIST.-DISTANCE
ESMT.-EASEMENT
F.F.-FINISHED FLOOR
FCE.-FENCE
FL.-FLOW LINE
FND.-FOUND
G/R-GAS REGULATOR
GEN-GENERATOR
HC-HANDICAPPED
IP.-IRON PIPE
IR.-IRON REBAR
IRC-IRON REBAR CAPPED
L&T.-LEAD & TAG
LA.-LANDSCAPING
M.-MEASURED DIMENSION
NC.-NO CAP
NR.-NO RECORD
N&T-NAIL AND TAG
O.R.-OFFICIAL RECORDS
P.O.B.-POINT OF BEGINNING
P.O.C.-POINT OF COMMENCEMENT
P.O.M.-POINT OF MEASUREMENT
P.O.T.-POINT OF TERMINATION
PED.-PEDESTAL
PLTR.-PLANTER
R.-RECORD DIMENSION OR RADIUS
R.O.W.-RIGHT-OF-WAY
RET.-RETAINING
SAN.-SANITARY
STAT.-STATUTORY
TR.-TOP OF RIM
TYP.-TYPICAL
U/C-UTILITY CABINET
U/G-UNDERGROUND
W/UGS-WITH UNDERGROUND SERVICE

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: AEI

ALTA/NSPS LAND TITLE SURVEY

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

DATE	REVISION HISTORY	BY

RPLS JOB NUMBER: 31543A
SCALE: 1" = 40'
DRAWN BY: DWF2 DATE: 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

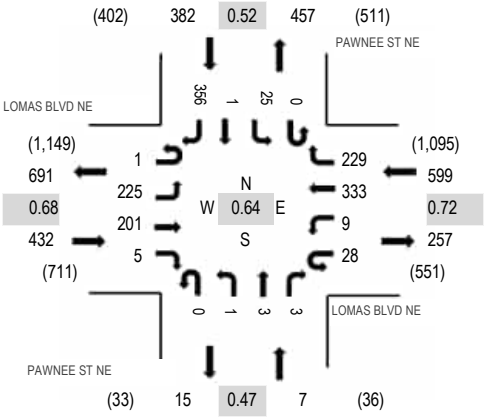
11 - COORS BLVD NW NORTH OF SEQUOIA RD NW

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%	

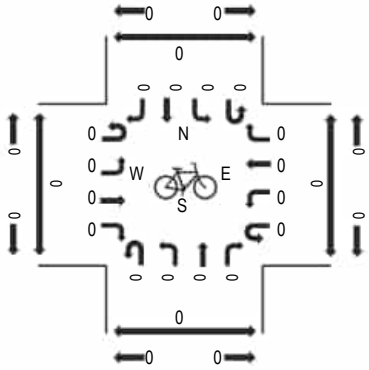
(303) 216-2439
www.alltrafficdata.net

Location: 1 PAWNEE ST NE & LOMAS BLVD NE AM
Date: Thursday, March 6, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

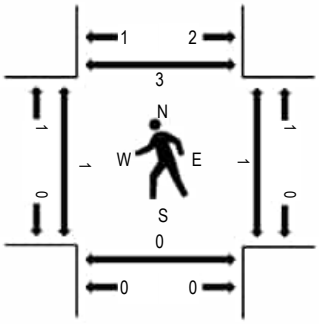
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

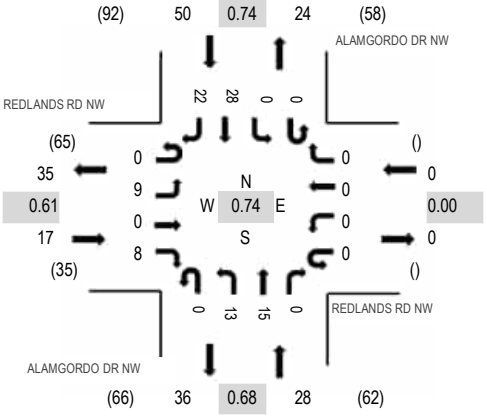
Traffic Counts - Motorized Vehicles

Interval Start Time	LOMAS BLVD NE Eastbound				LOMAS BLVD NE Westbound				PAWNEE ST NE Northbound				PAWNEE ST NE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	9	0	3	0	17	0	0	2	0	0	0	0	0	0	31	215	0	0	0	0
6:15 AM	0	0	19	0	1	0	22	1	0	0	0	0	0	0	0	0	43	309	0	0	0	0
6:30 AM	0	2	13	0	3	1	29	4	0	4	0	2	0	0	0	0	58	491	0	0	0	0
6:45 AM	0	6	16	0	3	1	51	3	0	1	1	0	0	0	0	1	83	845	0	0	0	0
7:00 AM	0	7	28	1	3	2	58	19	0	2	0	2	0	1	0	2	125	1,313	0	0	1	0
7:15 AM	0	26	50	0	4	2	73	46	0	0	3	0	0	2	0	19	225	1,420	0	1	0	0
7:30 AM	0	89	41	1	8	1	82	75	0	0	0	1	0	6	0	108	412	1,352	0	0	0	1
7:45 AM	1	96	59	3	11	3	105	89	0	0	0	1	0	2	0	181	551	1,119	0	0	0	1
8:00 AM	0	14	51	1	5	3	73	19	0	1	0	1	0	15	1	48	232	716	1	0	0	1
8:15 AM	0	3	40	3	4	5	91	3	0	0	0	1	0	1	0	6	157		0	0	0	1
8:30 AM	0	3	70	0	3	1	89	1	0	3	1	1	0	2	1	4	179		0	0	0	0
8:45 AM	0	0	58	1	6	2	70	0	0	4	0	5	0	0	0	2	148		0	0	0	0
Count Total	1	246	454	10	54	21	760	260	0	17	5	14	0	29	2	371	2,244		1	1	1	4
Peak Hour	1	225	201	5	28	9	333	229	0	1	3	3	0	25	1	356	1,420		1	1	0	3

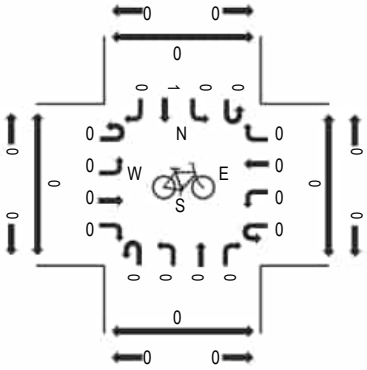
(303) 216-2439
www.alltrafficdata.net

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

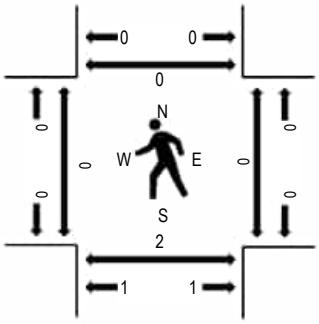
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

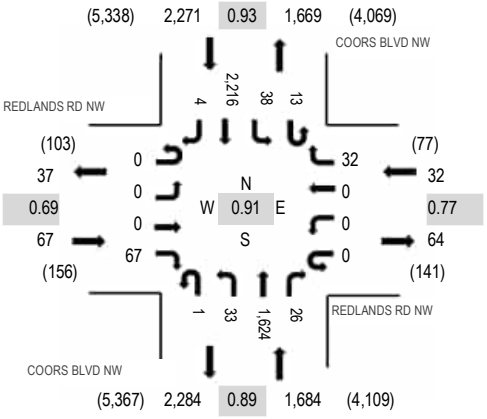
Traffic Counts - Motorized Vehicles

Interval Start Time	REDLANDS RD NW Eastbound				REDLANDS RD NW Westbound				ALAMGORDO DR NW Northbound				ALAMGORDO DR NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

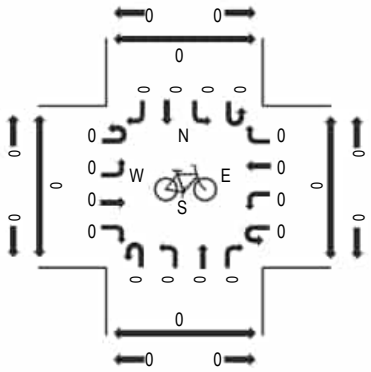
ALL TRAFFIC DATA SERVICES
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Location: 3 COORS BLVD NW & REDLANDS RD NW AM
Date: Thursday, March 6, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

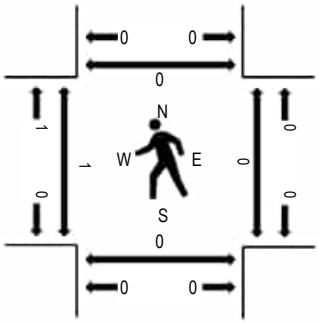
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

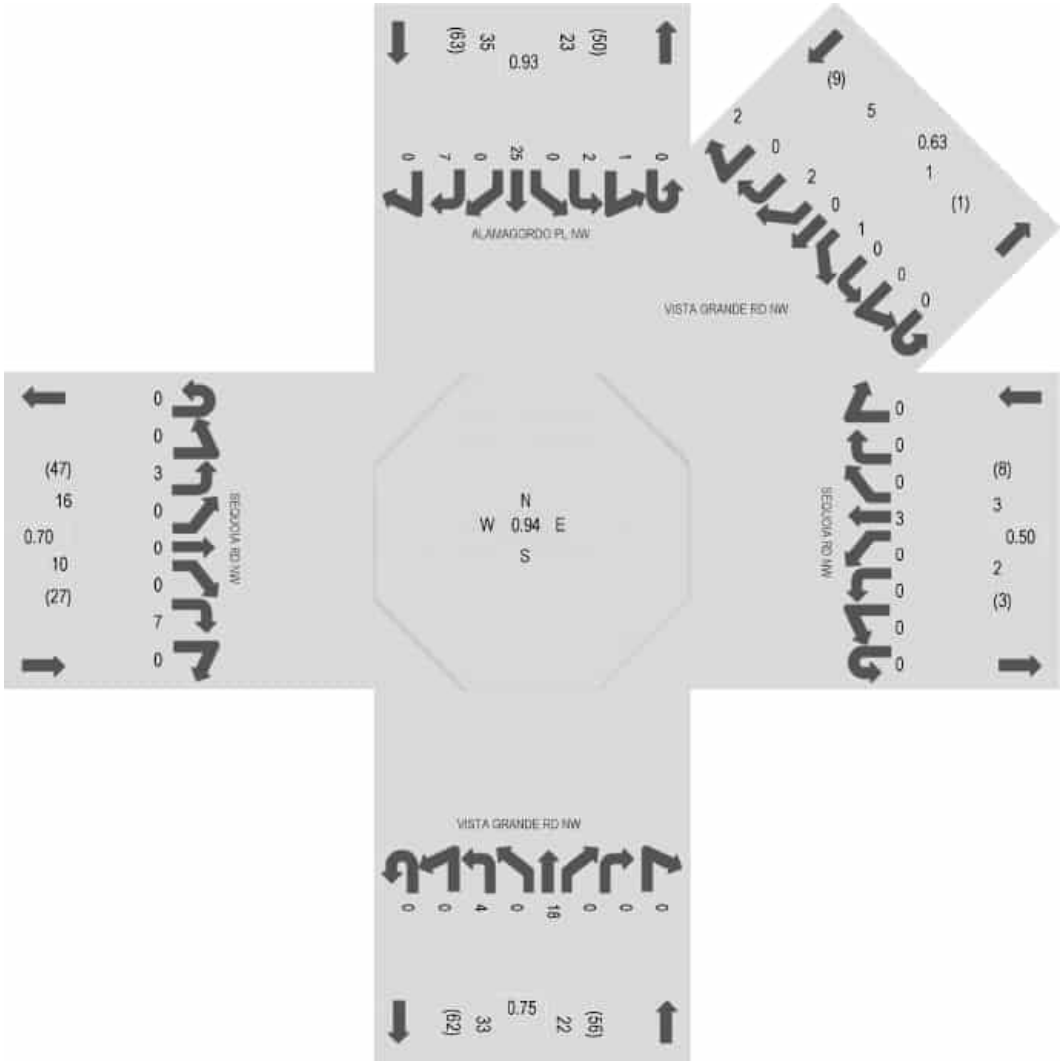
Traffic Counts - Motorized Vehicles

Interval Start Time	REDLANDS RD NW Eastbound				REDLANDS RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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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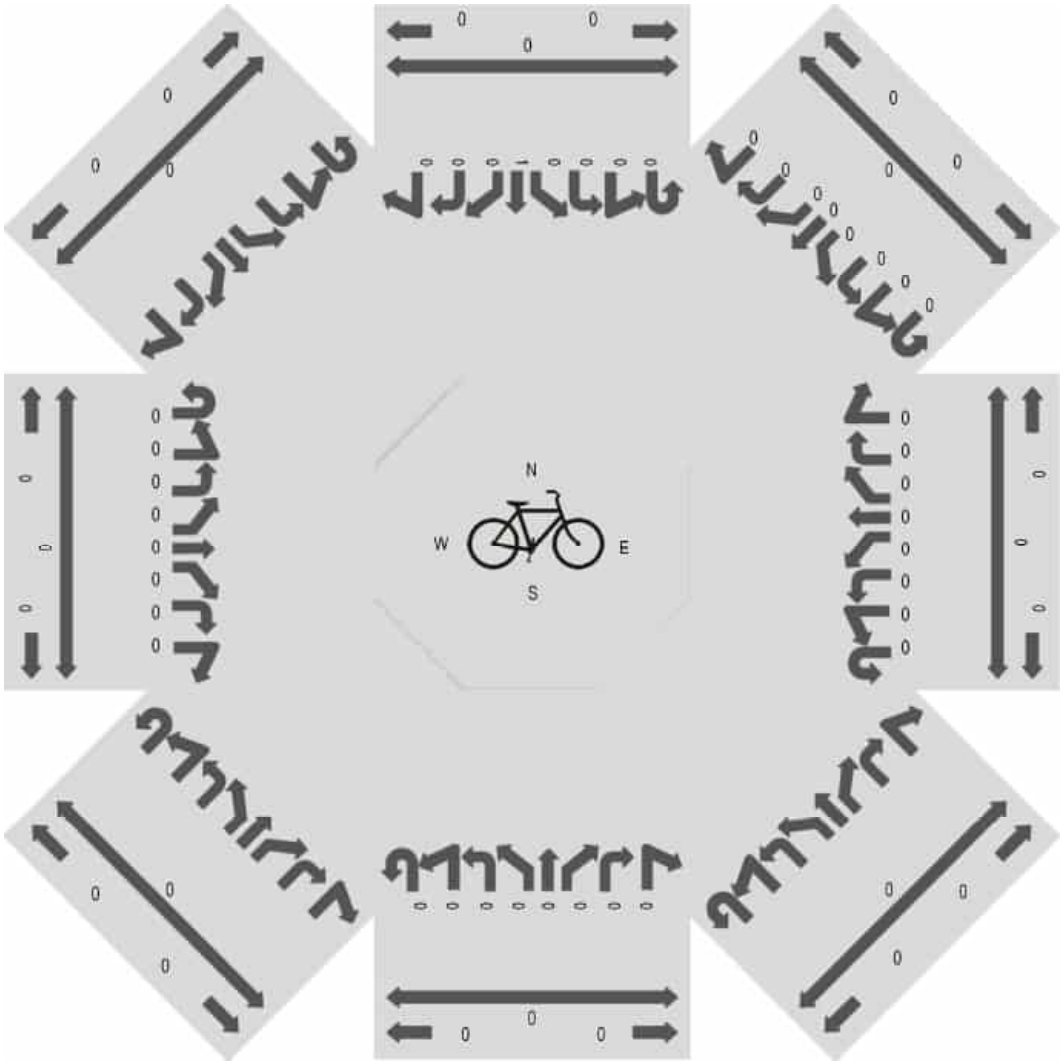
Location: 4 VISTA GRANDE RD NW & SEQUOIA RD NW AM
Date: Thursday, March 6, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles

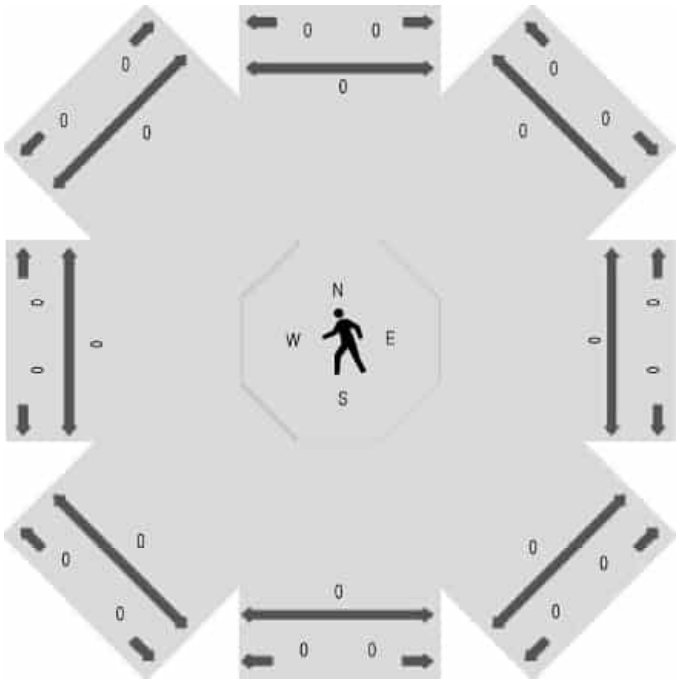


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

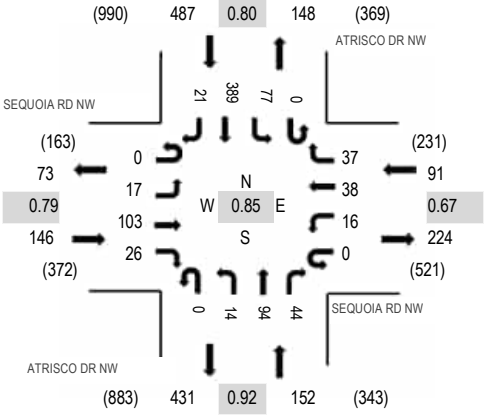
Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound							
	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR	U	HL	L	BL	T	BR	R	HR
6:00 AM	0	0	0	0	0	0	0	0									0	0	0	0	0	0	0	0								
6:15 AM	0	0	0	0	0	0	0	0									0	0	0	0	2	0	0	0								
6:30 AM	0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

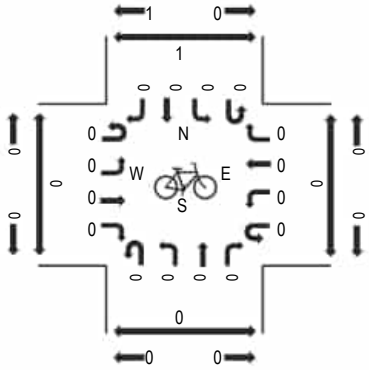
(303) 216-2439
www.alltrafficdata.net

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

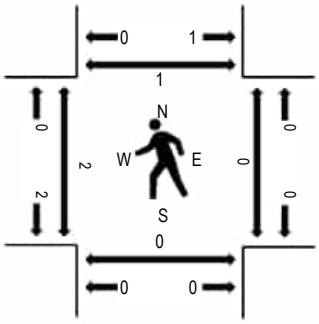
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

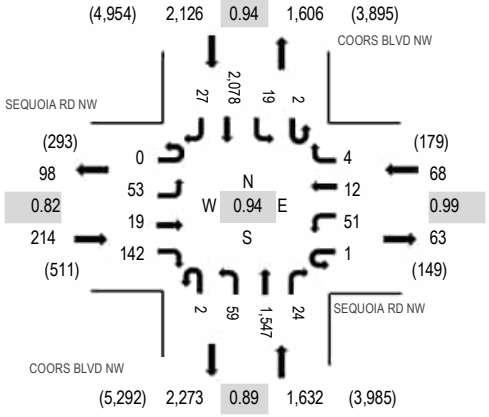
Traffic Counts - Motorized Vehicles

Interval Start Time	SEQUOIA RD NW Eastbound				SEQUOIA RD NW Westbound				ATRISCO DR NW Northbound				ATRISCO DR NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

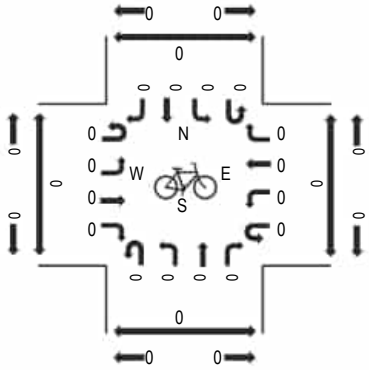
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

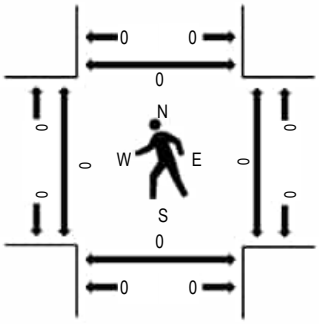
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

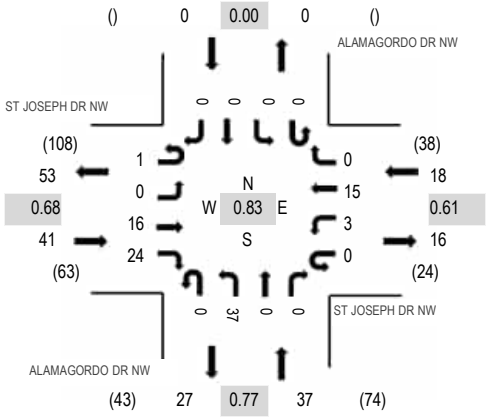
Traffic Counts - Motorized Vehicles

Interval Start Time	SEQUOIA RD NW Eastbound				SEQUOIA RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

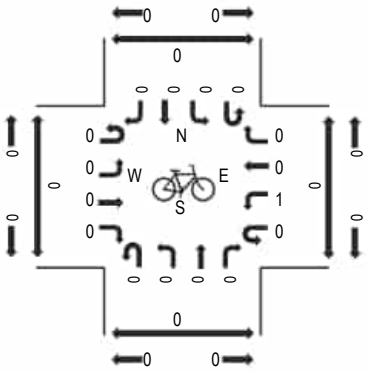
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

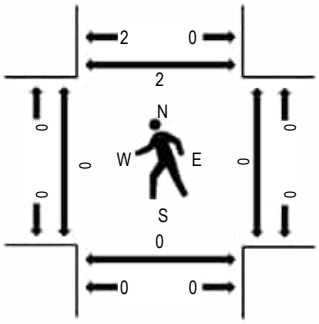
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

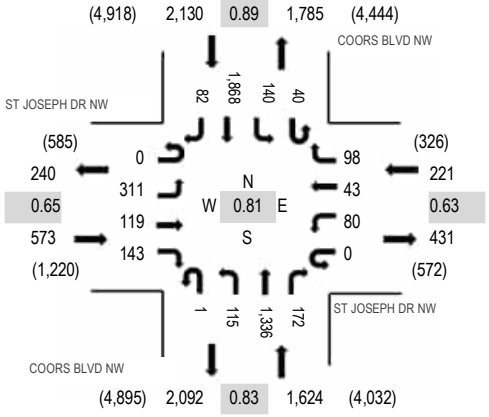
Traffic Counts - Motorized Vehicles

Interval Start Time	ST JOSEPH DR NW Eastbound				ST JOSEPH DR NW Westbound				ALAMAGORDO DR NW Northbound				ALAMAGORDO DR NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

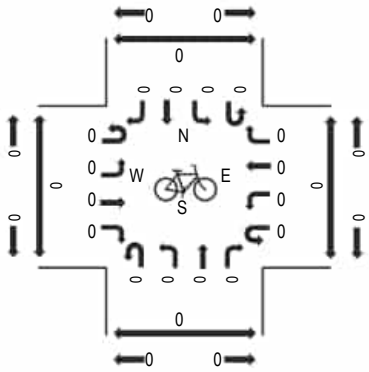
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

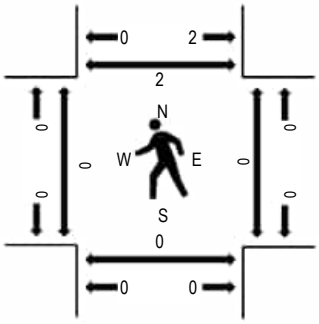
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

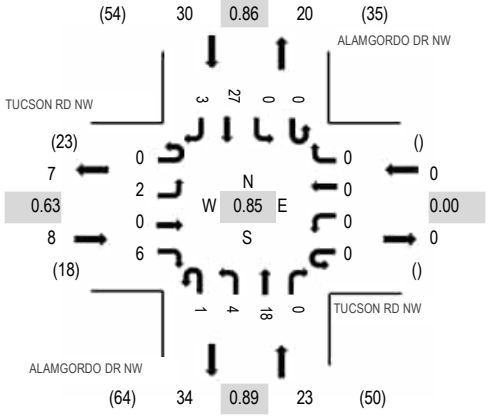
Traffic Counts - Motorized Vehicles

Interval Start Time	ST JOSEPH DR NW Eastbound				ST JOSEPH DR NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

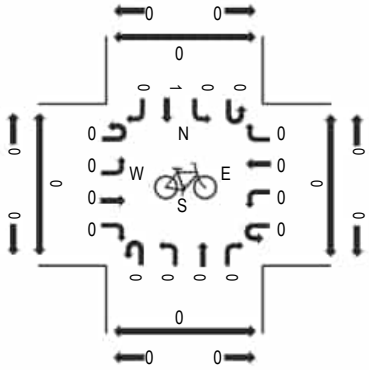
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

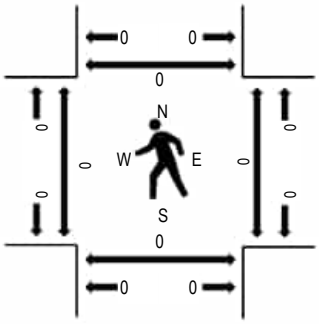
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

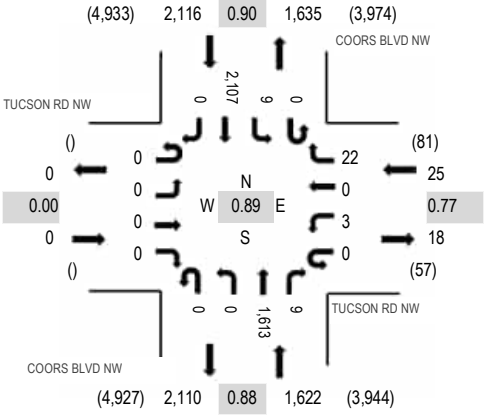
Traffic Counts - Motorized Vehicles

Interval Start Time	TUCSON RD NW Eastbound				TUCSON RD NW Westbound				ALAMGORDO DR NW Northbound				ALAMGORDO DR NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

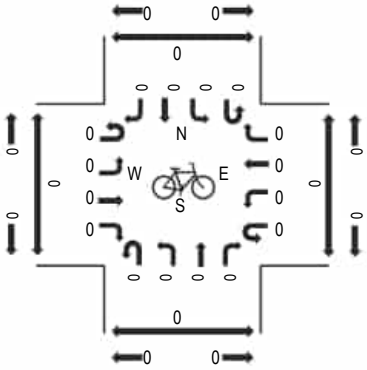
(303) 216-2439
www.alltrafficdata.net

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

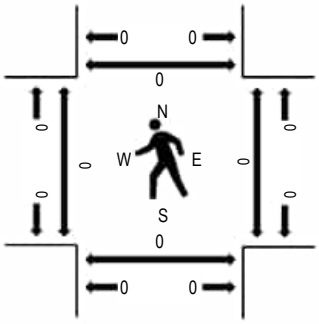
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

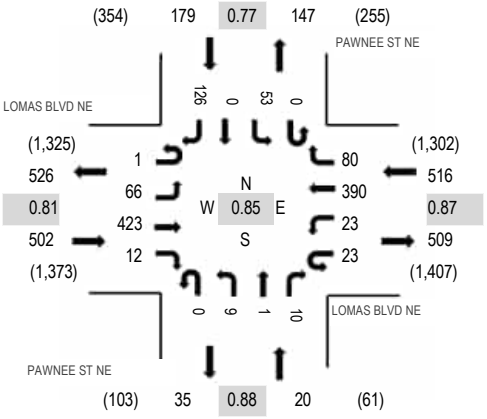
Traffic Counts - Motorized Vehicles

Interval Start Time	TUCSON RD NW Eastbound				TUCSON RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

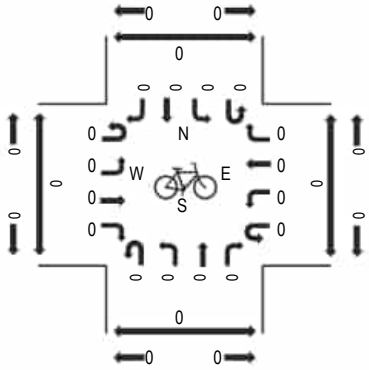
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

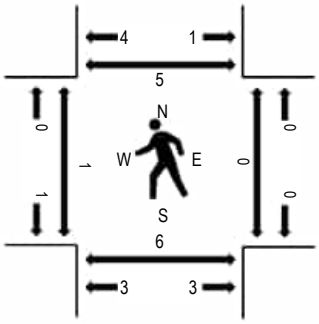
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

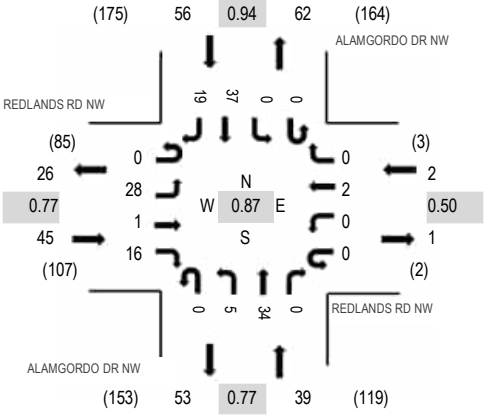
Traffic Counts - Motorized Vehicles

Interval Start Time	LOMAS BLVD NE Eastbound				LOMAS BLVD NE Westbound				PAWNEE ST NE Northbound				PAWNEE ST NE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

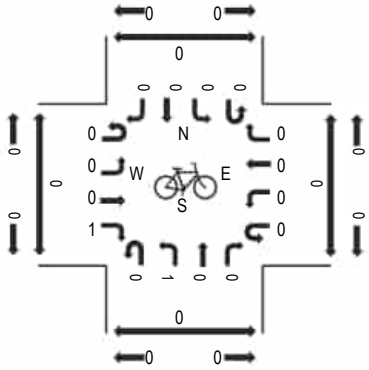
(303) 216-2439
www.alltrafficdata.net

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

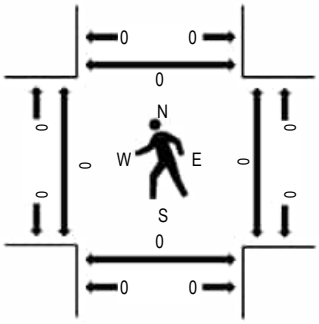
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

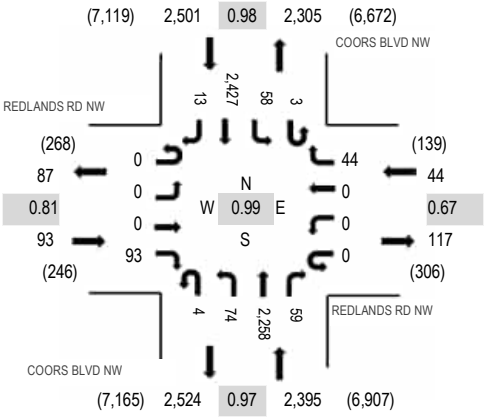
Traffic Counts - Motorized Vehicles

Interval Start Time	REDLANDS RD NW Eastbound				REDLANDS RD NW Westbound				ALAMGORDO DR NW Northbound				ALAMGORDO DR NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

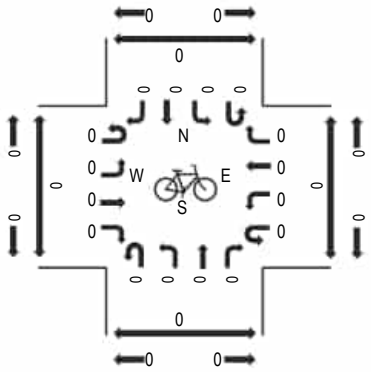
(303) 216-2439
www.alltrafficdata.net

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

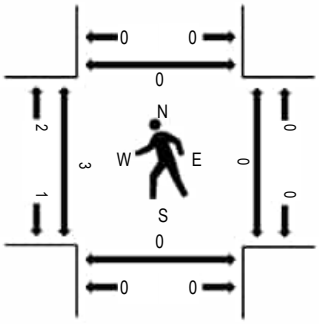
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

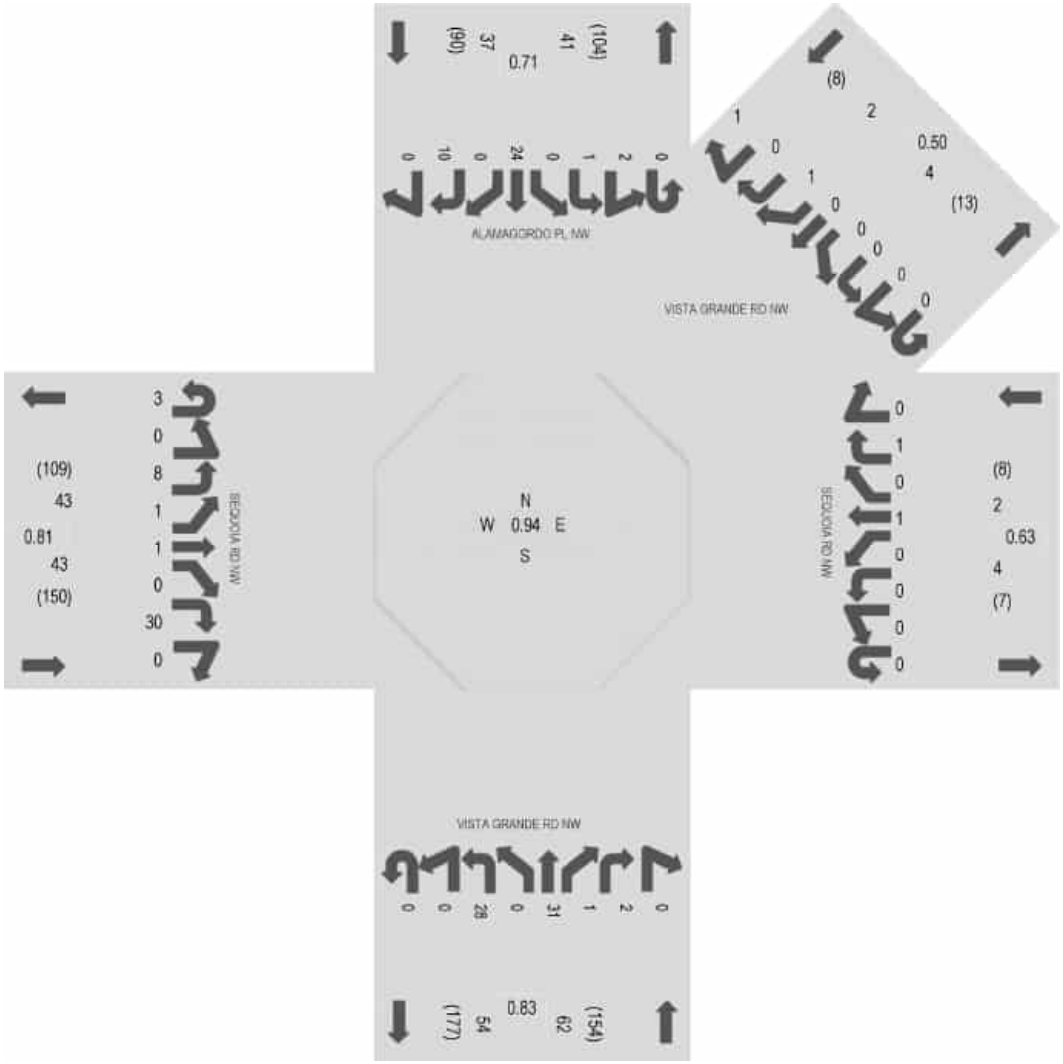
Traffic Counts - Motorized Vehicles

Interval Start Time	REDLANDS RD NW Eastbound				REDLANDS RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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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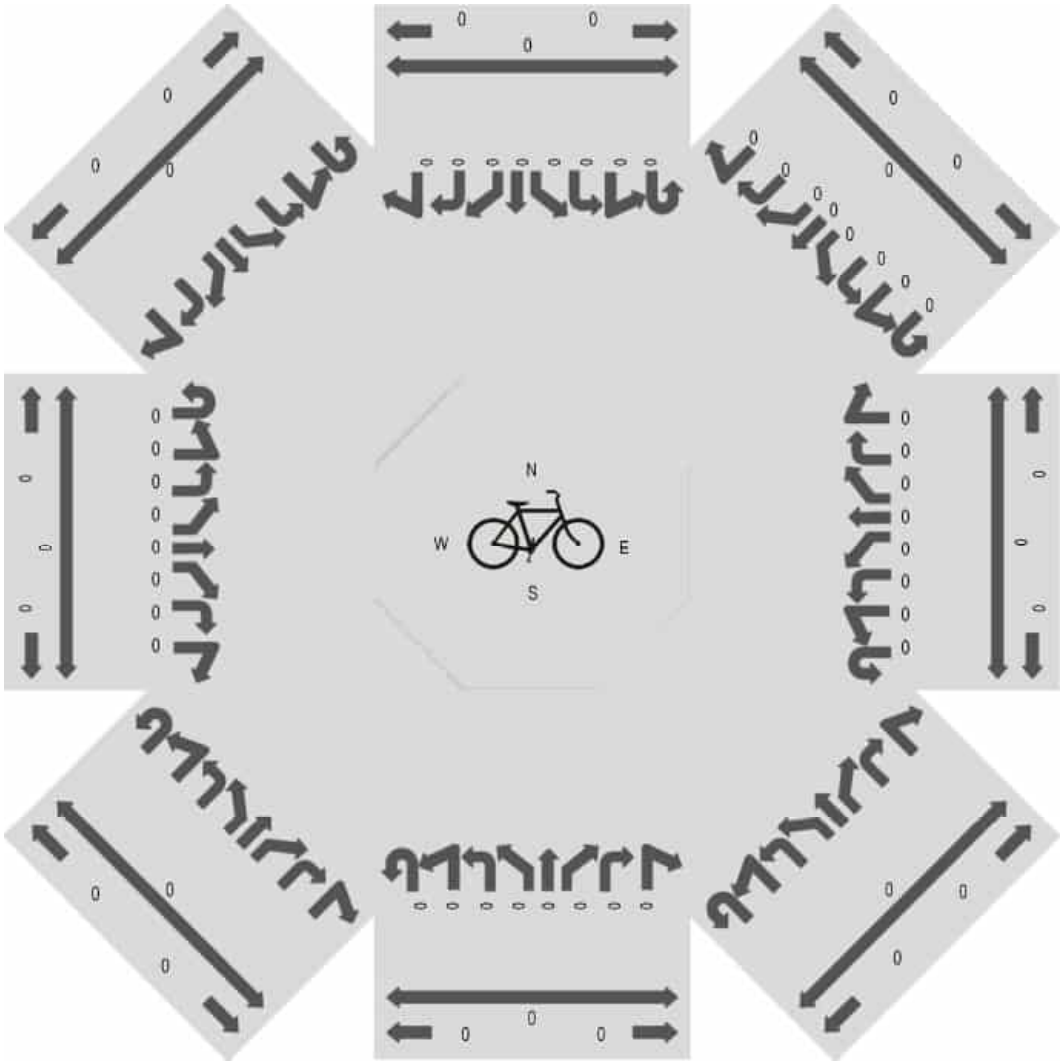
Location: 4 VISTA GRANDE RD NW & SEQUOIA RD NW PM
Date: Thursday, March 6, 2025
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles

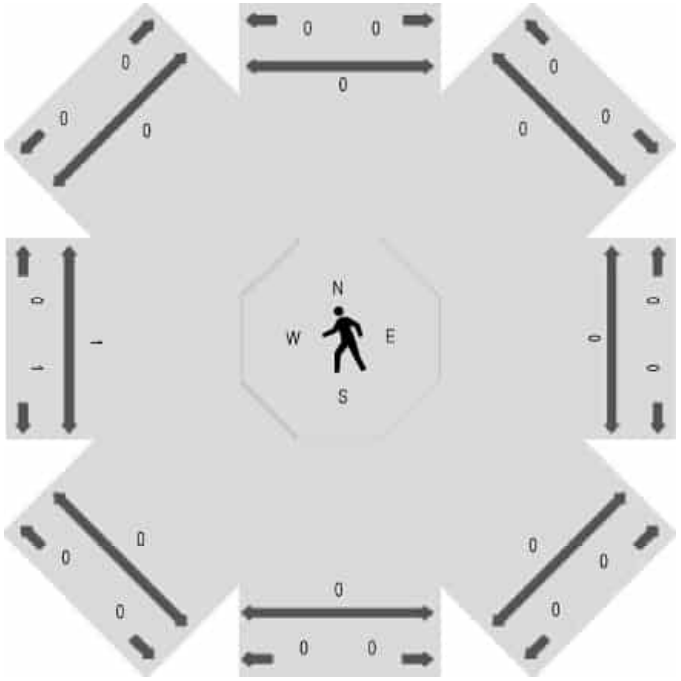


Note: Total study counts contained in parentheses.

Peak Hour - Bicycles



Peak Hour - Pedestrians



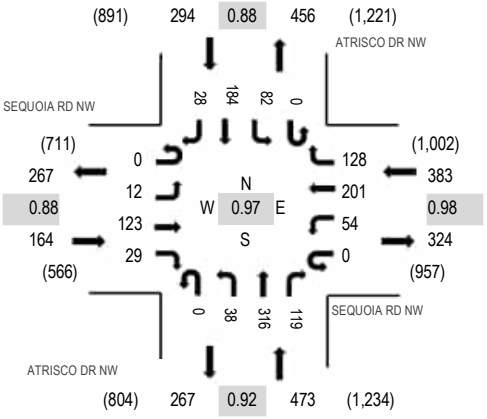
Traffic Counts - Motorized Vehicles

Interval Start Time	Westbound								Northwestbound								Northbound								Northeastbound								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	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									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	0	0	0	0	0	0	0	0									0	0	5	0	2	1	0	0									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	0	0	0	0	0	0									0	0	6	0	5	0	0	0									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	0	0	0	0	1	0	0	0									0	0	8	0	8	0	1	0									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	0	0	0	0	0	0	1	0									0	0	5	0	14	0	0	0									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	0	0	0	0	0	0									0	0	9	0	4	1	1	0									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	0	0	1	0	0	0	0	0									0	0	3	0	9	0	0	0									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	0	0	1	0	0	0									1	0	6	0	6	0	0	0									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	1	0	1	0	0	0									0	0	6	0	7	0	0	0									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	0	0	0	0	1	0	0	0									0	0	4	0	3	0	1	0									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	0	0	0	0	0	0	0	0									0	0	5	0	6	0	0	0									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	0	0	0	0	1	0									0	0	8	0	4	0	0	0									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	0	0	2	0	4	0	2	0									1	0	69	0	78	3	3	0									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	0	0	0	0	1	0	1	0									0	0	28	0	31	1	2	0									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	

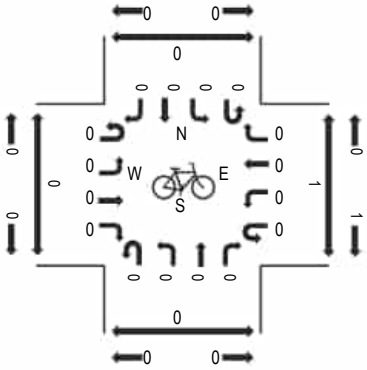
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

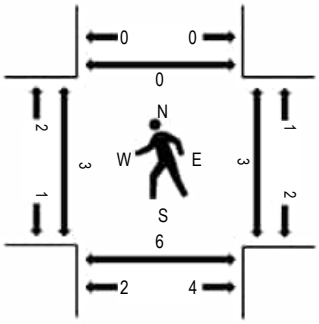
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

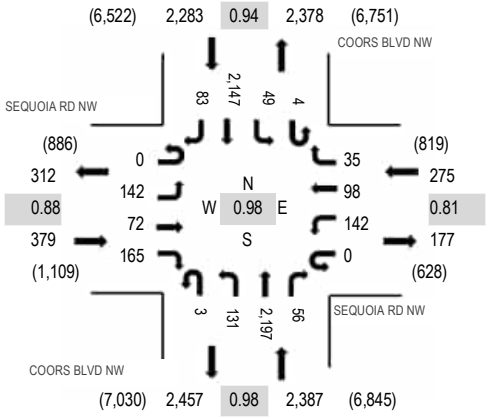
Traffic Counts - Motorized Vehicles

Interval Start Time	SEQUOIA RD NW Eastbound				SEQUOIA RD NW Westbound				ATRISCO DR NW Northbound				ATRISCO DR NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

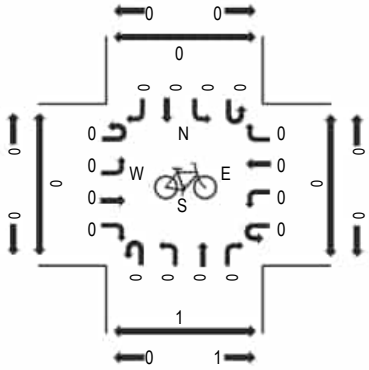
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 COORS BLVD NW & SEQUOIA RD NW PM
Date: Thursday, March 6, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

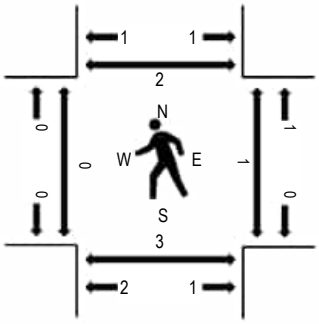
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

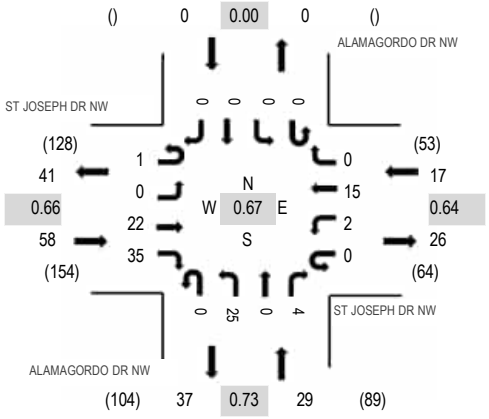
Traffic Counts - Motorized Vehicles

Interval Start Time	SEQUOIA RD NW Eastbound				SEQUOIA RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	27	20	48	0	39	19	12	0	25	485	16	0	15	506	19	1,231	5,144	0	0	0	0
3:15 PM	0	40	23	56	0	38	14	12	1	31	523	20	1	15	514	14	1,302	5,237	0	0	3	0
3:30 PM	0	27	20	53	0	22	21	7	0	24	530	32	1	11	542	23	1,313	5,289	0	0	0	0
3:45 PM	0	36	20	37	0	48	32	12	1	36	554	20	0	14	463	25	1,298	5,299	0	1	1	1
4:00 PM	0	40	19	50	0	33	26	9	0	37	547	13	2	14	517	17	1,324	5,324	0	0	0	0
4:15 PM	0	38	14	38	0	36	30	11	0	33	535	15	2	14	563	25	1,354	5,311	0	1	2	0
4:30 PM	0	39	20	43	0	38	17	7	2	27	565	9	0	10	531	15	1,323	5,243	0	0	1	0
4:45 PM	0	25	19	34	0	35	25	8	1	34	550	19	0	11	536	26	1,323	5,073	0	0	0	2
5:00 PM	0	40	14	33	0	38	31	11	0	30	565	22	0	14	494	19	1,311	4,827	0	0	1	0
5:15 PM	0	31	18	42	0	29	21	13	0	30	534	24	1	22	500	21	1,286		0	1	0	0
5:30 PM	0	25	16	29	0	42	16	7	0	29	472	27	1	12	453	24	1,153		1	0	0	1
5:45 PM	0	22	22	31	0	28	27	5	1	27	379	20	0	14	485	16	1,077		0	0	0	0
Count Total	0	390	225	494	0	426	279	114	6	363	6,239	237	8	166	6,104	244	15,295		1	3	8	4
Peak Hour	0	142	72	165	0	142	98	35	3	131	2,197	56	4	49	2,147	83	5,324		0	1	3	2

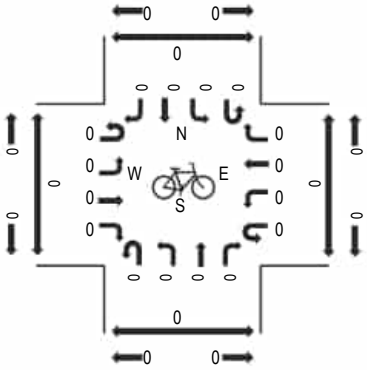
(303) 216-2439
www.alltrafficdata.net

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

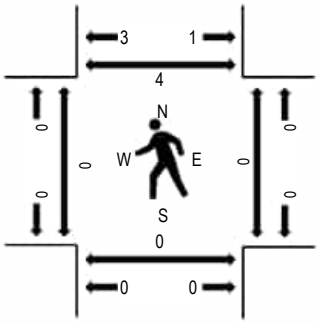
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

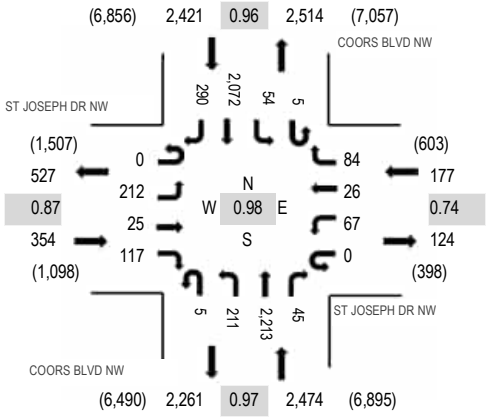
Interval Start Time	ST JOSEPH DR NW Eastbound				ST JOSEPH DR NW Westbound				ALAMAGORDO DR NW Northbound				ALAMAGORDO DR NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 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

ALL TRAFFIC DATA SERVICES

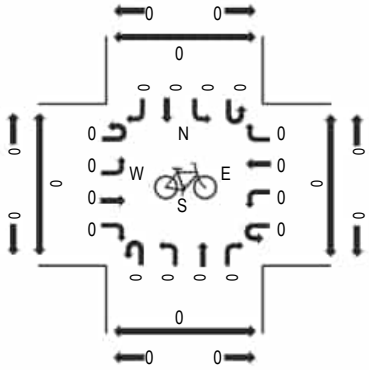
(303) 216-2439
www.alltrafficdata.net

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

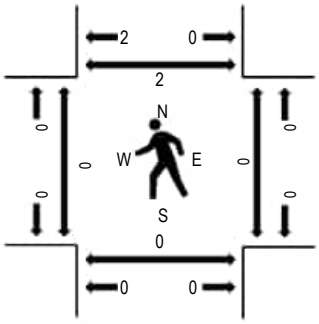
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

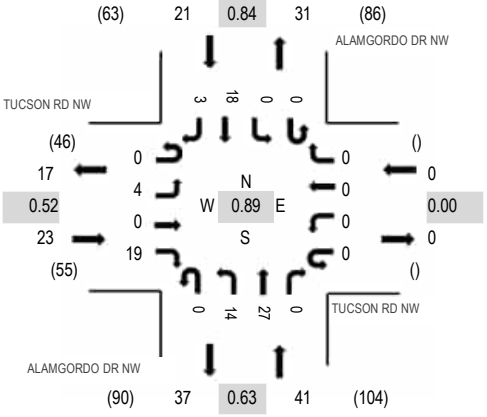
Traffic Counts - Motorized Vehicles

Interval Start Time	ST JOSEPH DR NW Eastbound				ST JOSEPH DR NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

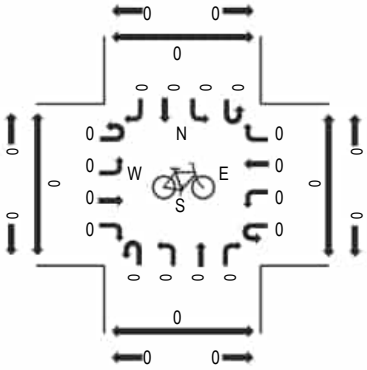
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

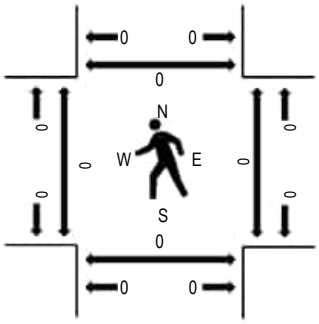
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

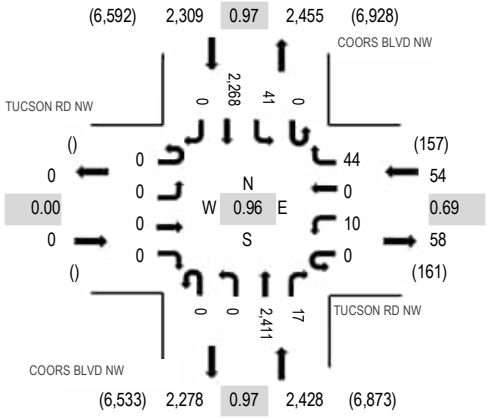
Traffic Counts - Motorized Vehicles

Interval Start Time	TUCSON RD NW Eastbound				TUCSON RD NW Westbound				ALAMGORDO DR NW Northbound				ALAMGORDO DR NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

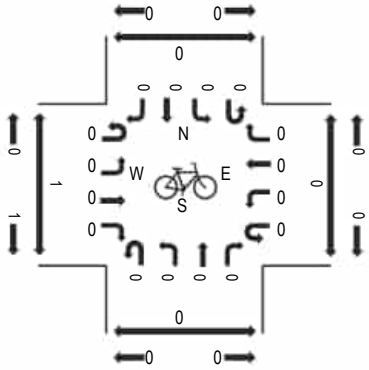
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

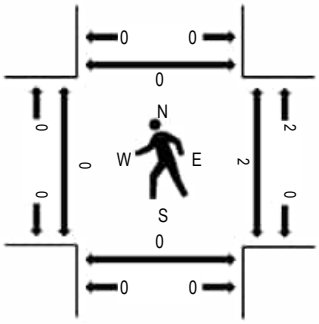
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

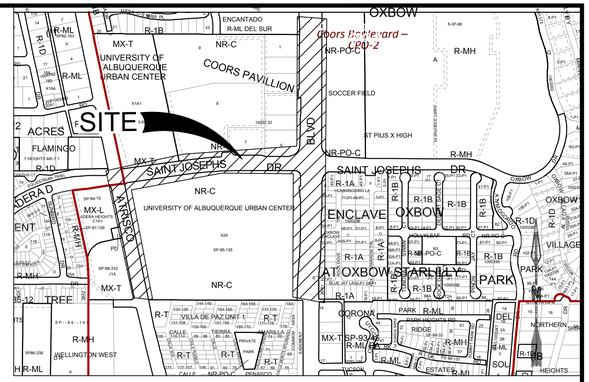
Traffic Counts - Motorized Vehicles

Interval Start Time	TUCSON RD NW Eastbound				TUCSON RD NW Westbound				COORS BLVD NW Northbound				COORS BLVD NW Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

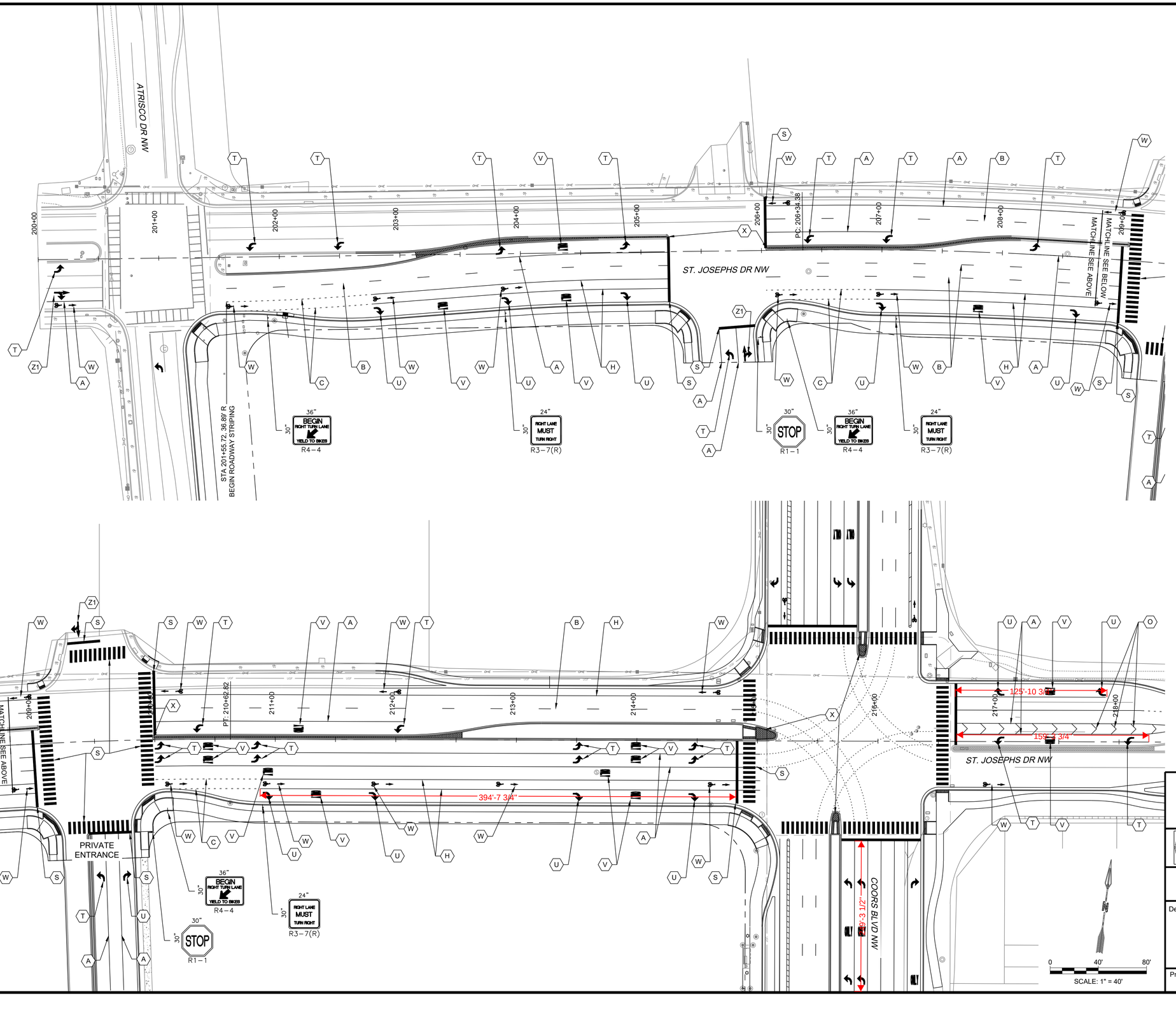
ATRISCO DRIVE NW: STA 105+63.10 TO STA 114+74.74
ST. JOSPEPHS DRIVE NW: STA 201+15.99 TO STA 215+37.15
COORS BLVD. NW: STA 308+29.08 TO STA 332+99.21

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

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

nm811 Know what's below. Call before you dig.

NAME: N:\Projects\W0007 Skarsgard\W0007.0004 Skarsgard Oxbow Center\3. CAD\Sheets\CABQ COVER SHEET CIP.dwg PLOT DATE: Jul 24, 2024 10:48am



STRIPING KEYED NOTES:

- (A) 4" SOLID WHITE HOT THERMOPLASTIC PAVEMENT STRIPE
- (B) 4" DASHED WHITE THERMOPLASTIC PAVEMENT STRIPE (10' STRIPE, 30' GAP)
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AS BUILT INFORMATION

CONTRACTOR — DATE
WORK STAKED BY
INSPECTOR'S — DATE
CONSTRUCTION STAKED BY
FIELD — DATE
VERIFICATION BY
WORK ACCEPTED — DATE
CORRECTED BY

BENCH MARKS

ALBUQUERQUE CONTROL SURVEY
MONUMENT "SMW-16" NEW MEXICO
STATE PLANE COORDINATES (CENTRAL ZONE - NAD 83)
NORTH= 1,549,824.466
EAST= 1,523,348.161
MAPPING ANGLE= -00°10'28.98"
GROUND TO GRID FACTOR= 0.999652348
ELEVATION= 5454.721'

MICRO-FILM INFORMATION

RECORDED BY — DATE
No.

SURVEY INFORMATION FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

90% REVIEW

PRELIMINARY
NOT FOR CONSTRUCTION
7.2024

NO.	DATE	REMARKS	BY
		REVISIONS	

RESPEC DESIGN
DESIGNED BY: XX — DATE: Jul 2024
DRAWN BY: XXX — DATE: Jul 2024
CHECKED BY: XX — DATE: Jul 2024

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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

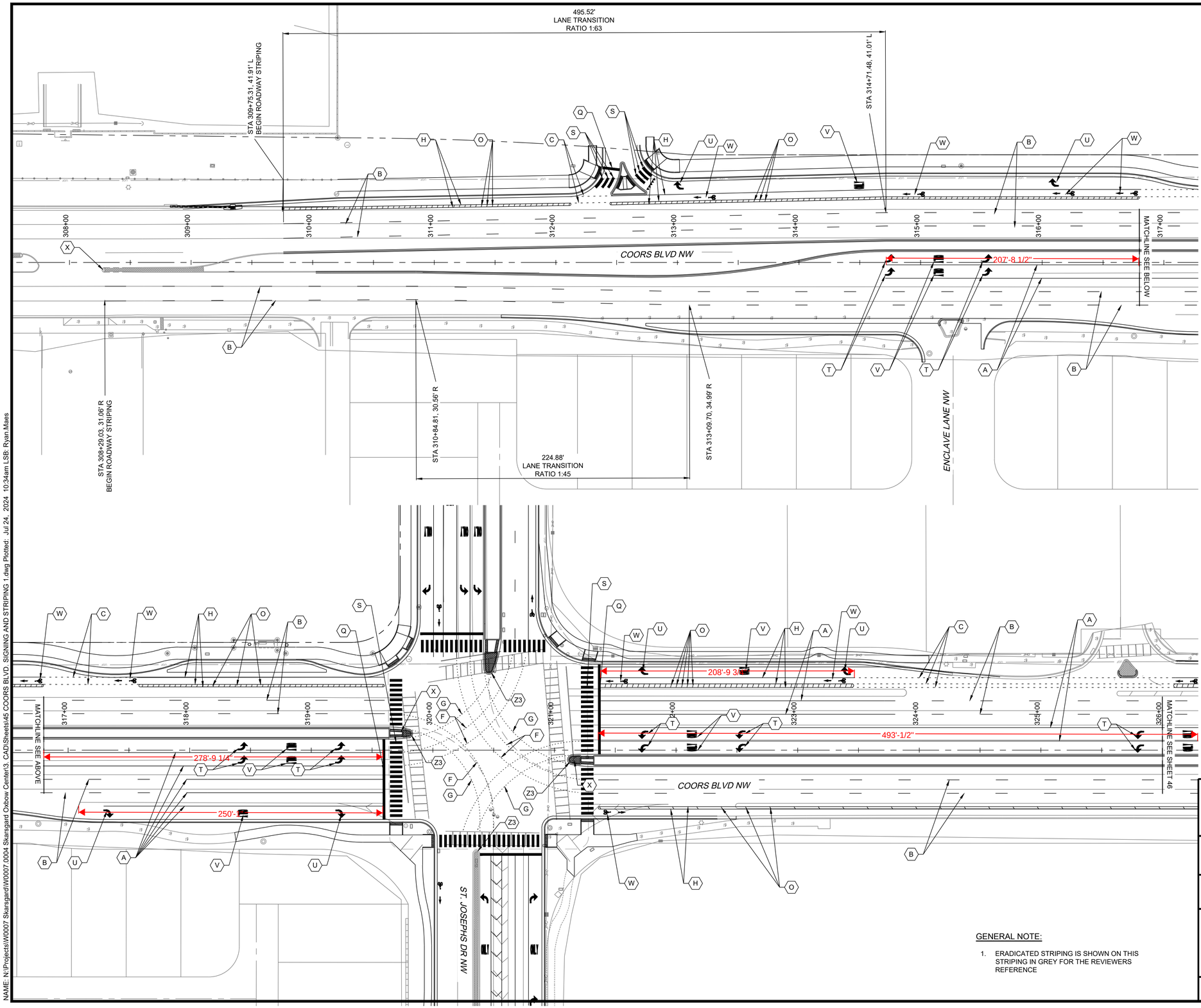
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ST. JOSEPHS DRIVE SIGNING AND STRIPING

Design Review Committee	City Engineer Approval	Last Design Update	Mo./Day/Yr.	Mo./Day/Yr.

Project No.	Zone Map No.	Sheet
622386	G-11-Z	43 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 LSB: Ryan Maes



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0 40'-0" 0' 80'
SCALE: 1" = 40'

GENERAL NOTE:

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

AS BUILT INFORMATION

CONTRACTOR — DATE
CONSTRUCTION WORK STAKED BY — DATE
INSPECTORS CONSTRUCTION STAGE BY — DATE
FIELD VERIFICATION BY — DATE
AS BUILT CORRECTED BY — DATE

MICRO-FILM INFORMATION

RECORDED BY — DATE
No.

BENCH MARKS

ALBUQUERQUE CONTROL SURVEY
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SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

90% REVIEW

PRELIMINARY
NOT FOR CONSTRUCTION
7.2024

NO.	DATE	REMARKS	BY
		REVISIONS	
		RESPEC DESIGN	
		DESIGNED BY: XX	DATE: Jul 2024
		DRAWN BY: XXX	DATE: Jul 2024
		CHECKED BY: XX	DATE: Jul 2024

RESPEC
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CITY OF ALBUQUERQUE
DEPARTMENT OF MUNICIPAL DEVELOPMENT
ENGINEERING DIVISION

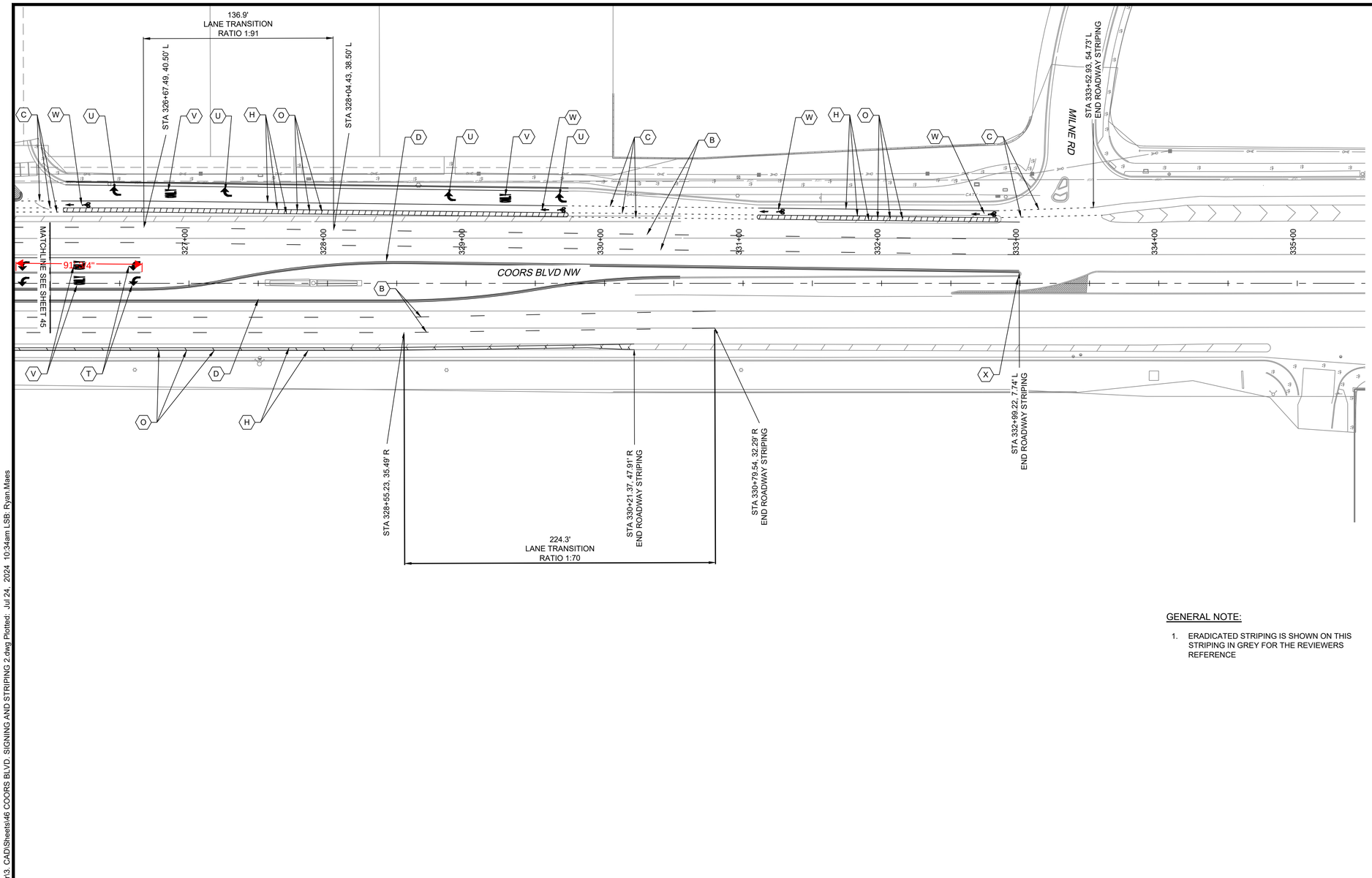
TITLE

COORS BLVD. SIGNING AND STRIPING 1

Design Review Committee	City Engineer Approval	Last Design Update	Mo./Day/Yr.	Mo./Day/Yr.
NMDOT JURISDICTION - NOT PART OF CITY WORK ORDER				

Project No.	Zone Map No.	Sheet
622386	G-11-Z	45 of X

NAME: N:\Projects\W0007 Skarsgard\W0007.0004 Skarsgard Oxbow Center\3. CAD\Sheets\45 COORS BLVD. SIGNING AND STRIPING 1.dwg Plotted: Jul 24, 2024 10:34am LSB: Ryan.Maes



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STAKED BY — DATE
INSPECTORS CONSTRUCTION STAKE BY — DATE
FIELD VERIFICATION BY — DATE
DRAWINGS CORRECTED BY — DATE

MICRO-FILM INFORMATION

RECORDED BY — DATE
No.

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SURVEY INFORMATION
FIELD NOTES

NO.	BY	DATE

ENGINEER'S SEAL

90% REVIEW

PRELIMINARY
NOT FOR CONSTRUCTION
7.2024

NO.	DATE	REMARKS	BY

REVISIONS

RESPEC DESIGN
DESIGNED BY: XX — DATE: Jul 2024
DRAWN BY: XXX — DATE: Jul 2024
CHECKED BY: XX — DATE: Jul 2024

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

COORS BLVD. SIGNING AND STRIPING 2

Design Review Committee	City Engineer Approval	Last Design Update	Mo./Day/Yr.	Mo./Day/Yr.
NMDOT JURISDICTION - NOT PART OF CITY WORK ORDER				

Project No.	Zone Map No.	Sheet
622386	G-11-Z	46 of X

NAME: N:\Projects\W0007 Skarsgard\W0007.0004 Skarsgard Oxbow Center\3. CAD\Sheets\46 COORS BLVD. SIGNING AND STRIPING 2.dwg Plotted: Jul 24, 2024 10:34am LSB: Ryan.Maes

APPENDIX E

GROWTH RATE CALCULATIONS

Kimley»Horn

Project:	Building Hope Charter School	*Project Number:*	068910607
Subject:	MRCoG Growth Rate Calculations	*Date:*	4/7/2025
Designed By:	LDM	*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

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

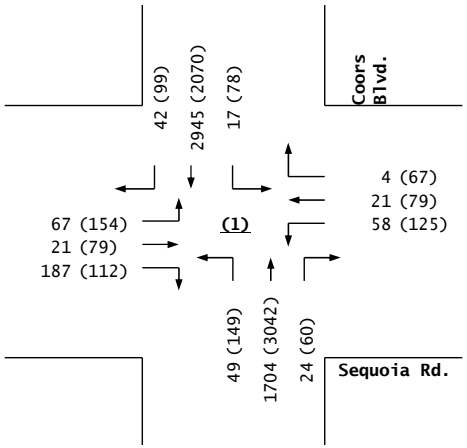
Prepared for:

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

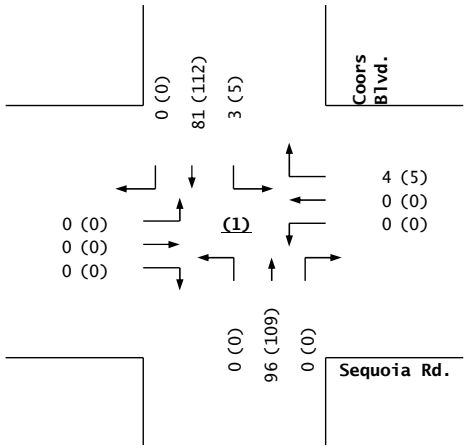


Terry O. Brown P.E.
P.O. Box 92051
Albuquerque, NM 87199
505 · 883 · 8807

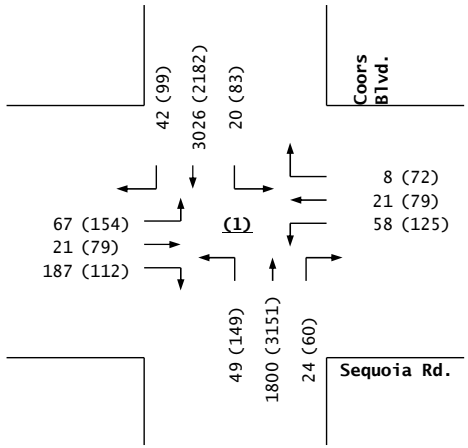
2026
NO BUILD



Trips

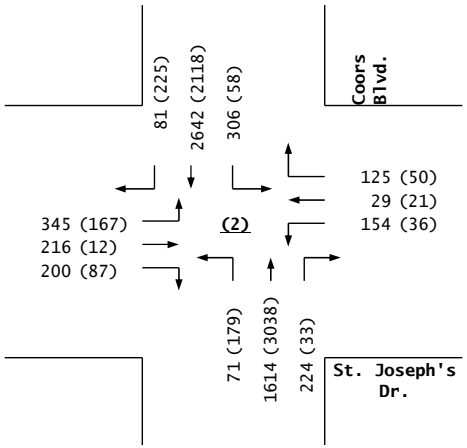


2026
BUILD

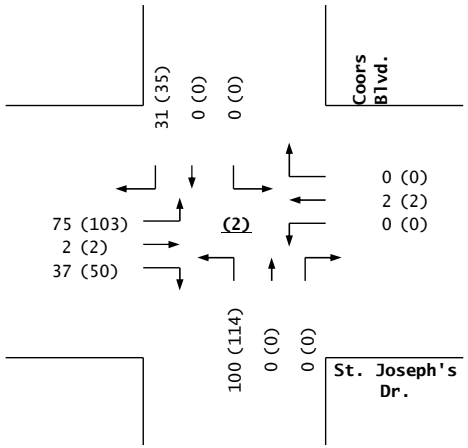


Sequoia Rd. / Coors Blvd.

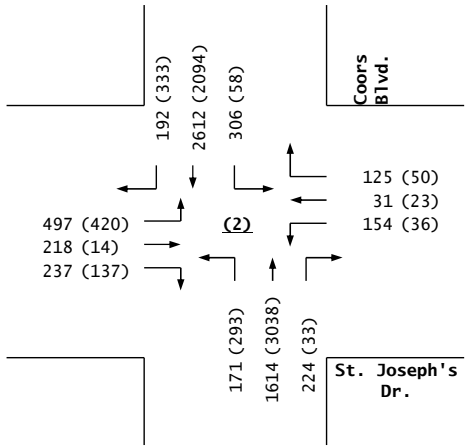
2026
NO BUILD



Trips

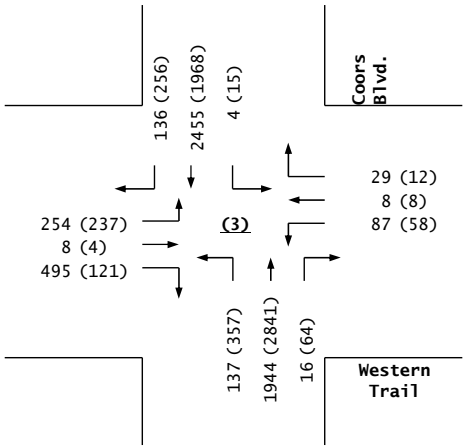


2026
BUILD

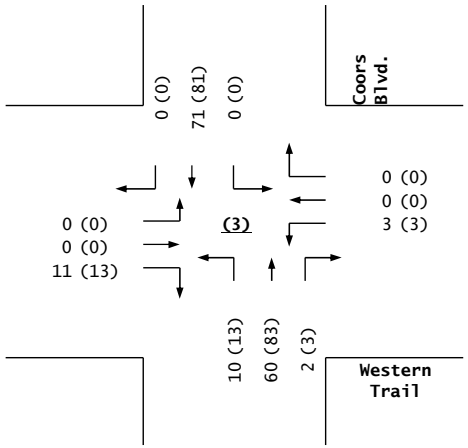


St. Joseph's Dr. / Coors Blvd.

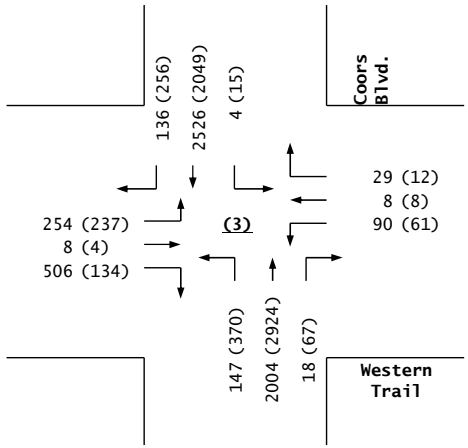
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Trips

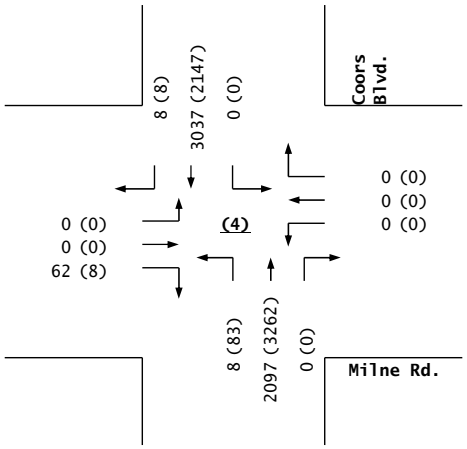


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BUILD

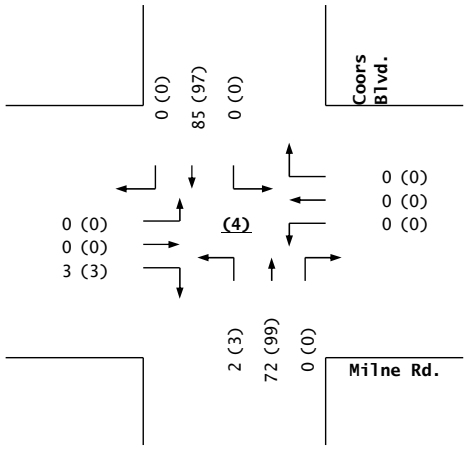


Western Trail / Coors Blvd.

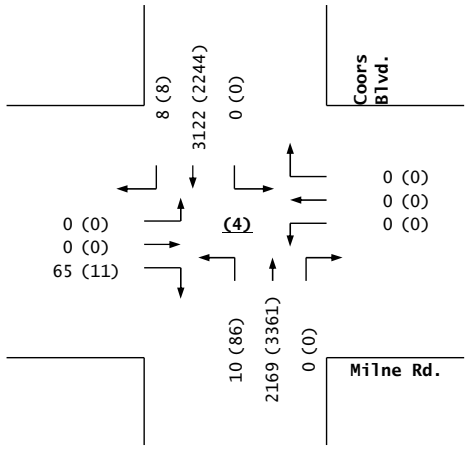
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Trips

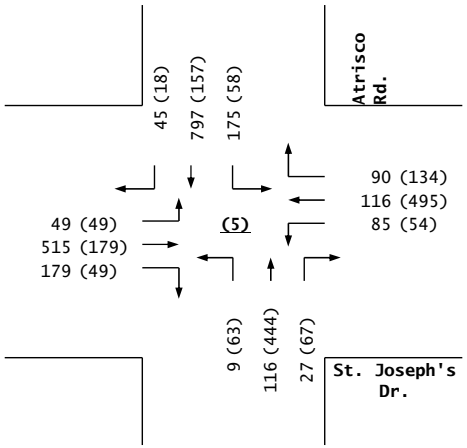


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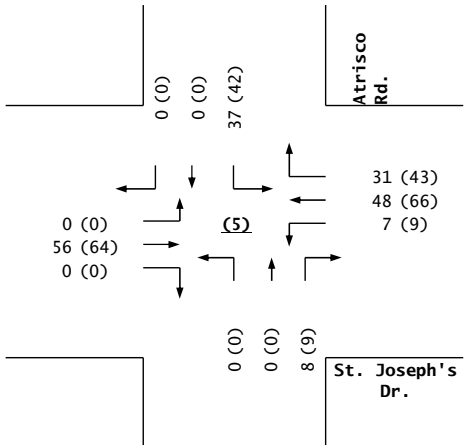


Milne Rd. / Coors Blvd.

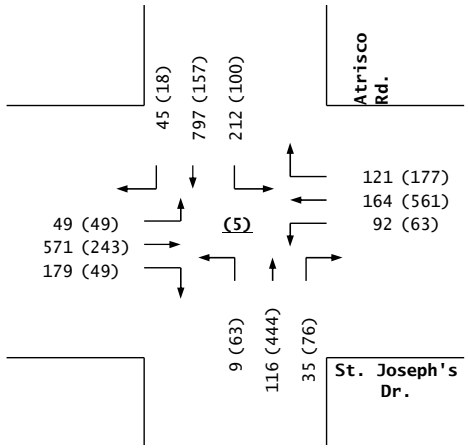
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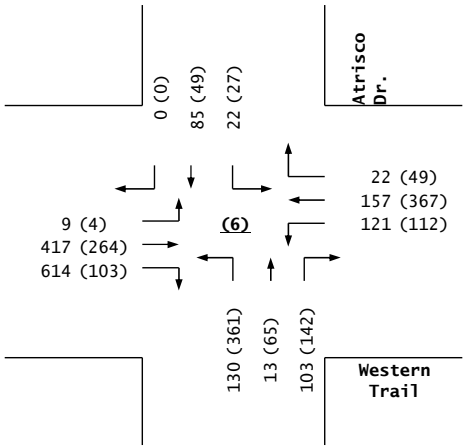


2026
BUILD

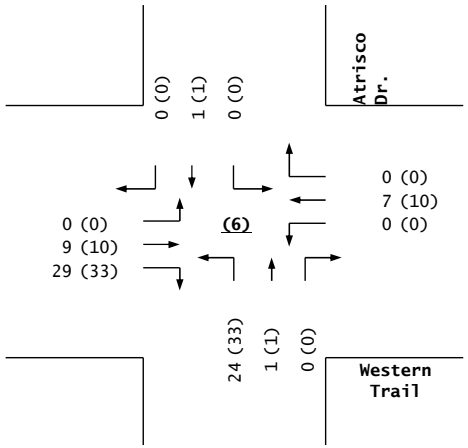


St. Joseph's Dr. / Atrisco Rd.

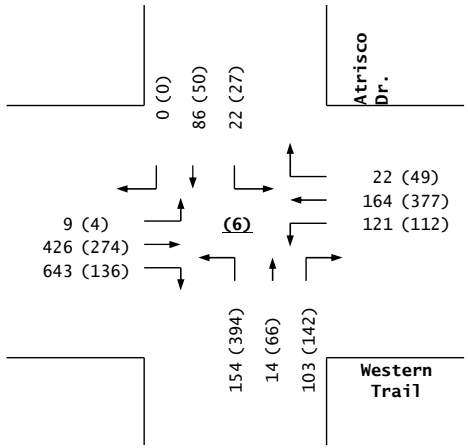
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Trips

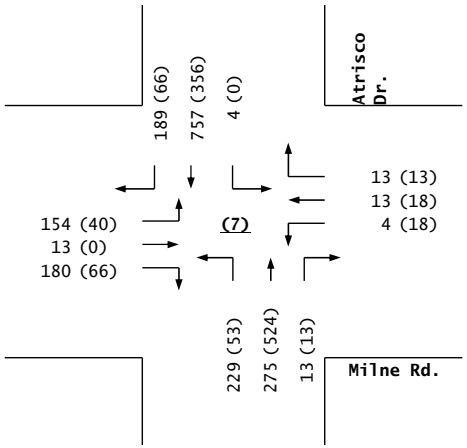


2026
BUILD

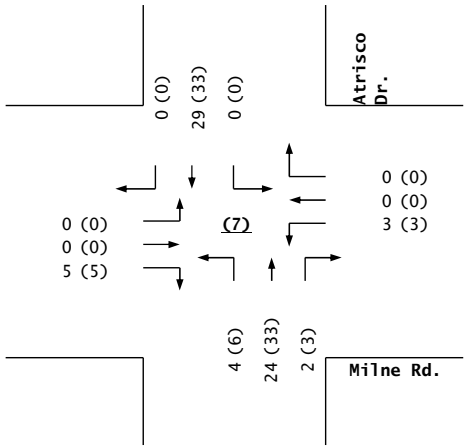


Western Trail / Atrisco Dr.

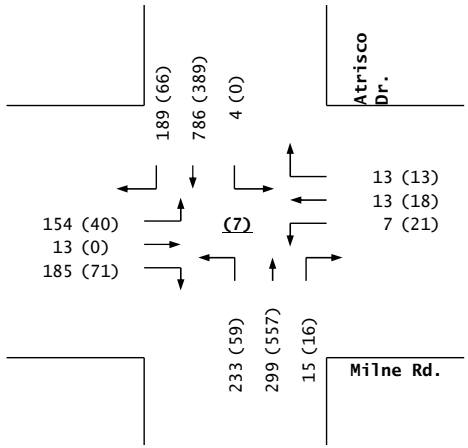
2026
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Trips

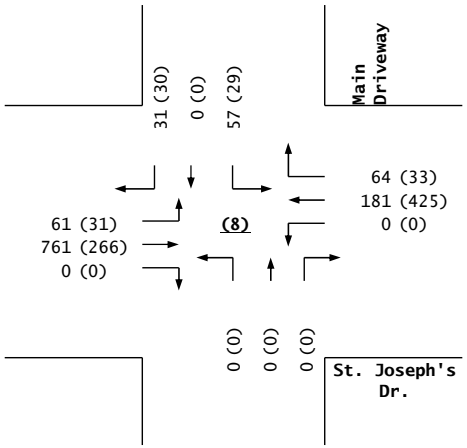


2026
BUILD

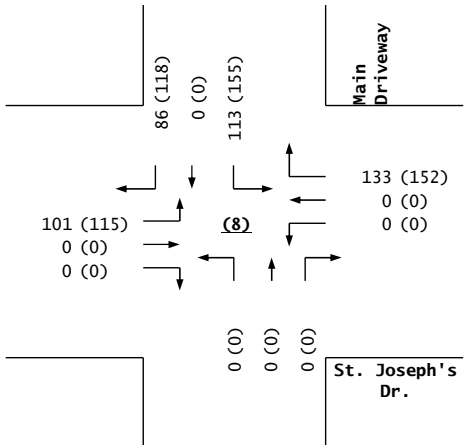


Milne Rd. / Atrisco Dr.

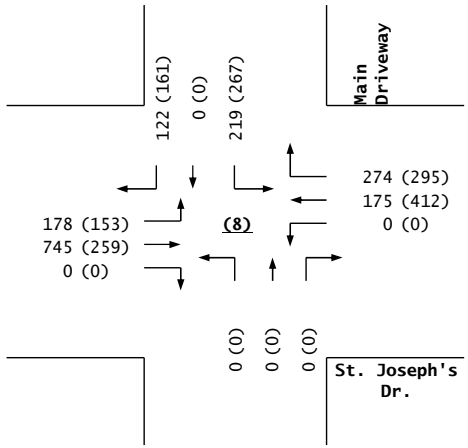
2026
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Trips

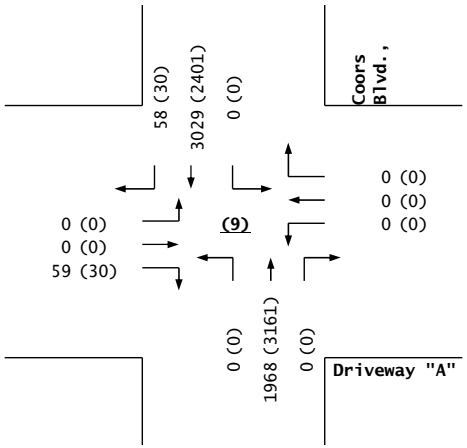


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BUILD

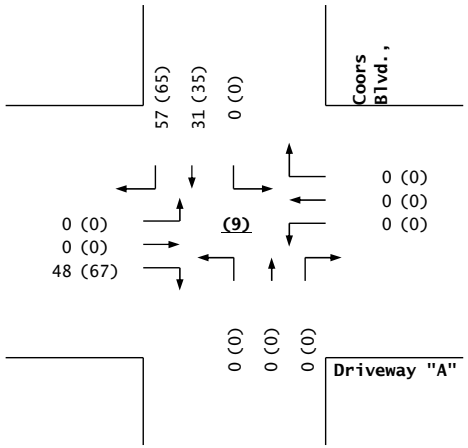


St. Joseph's Dr. / Main Driveway

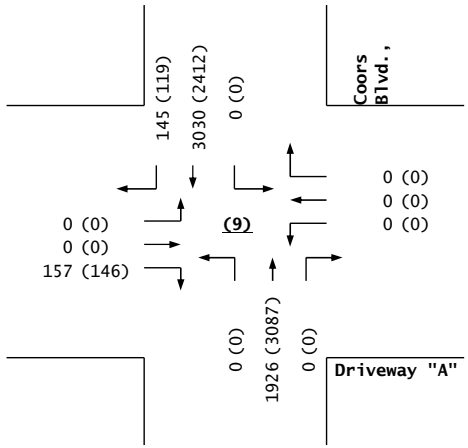
2026
NO BUILD



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 Generation 1240 Students

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

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

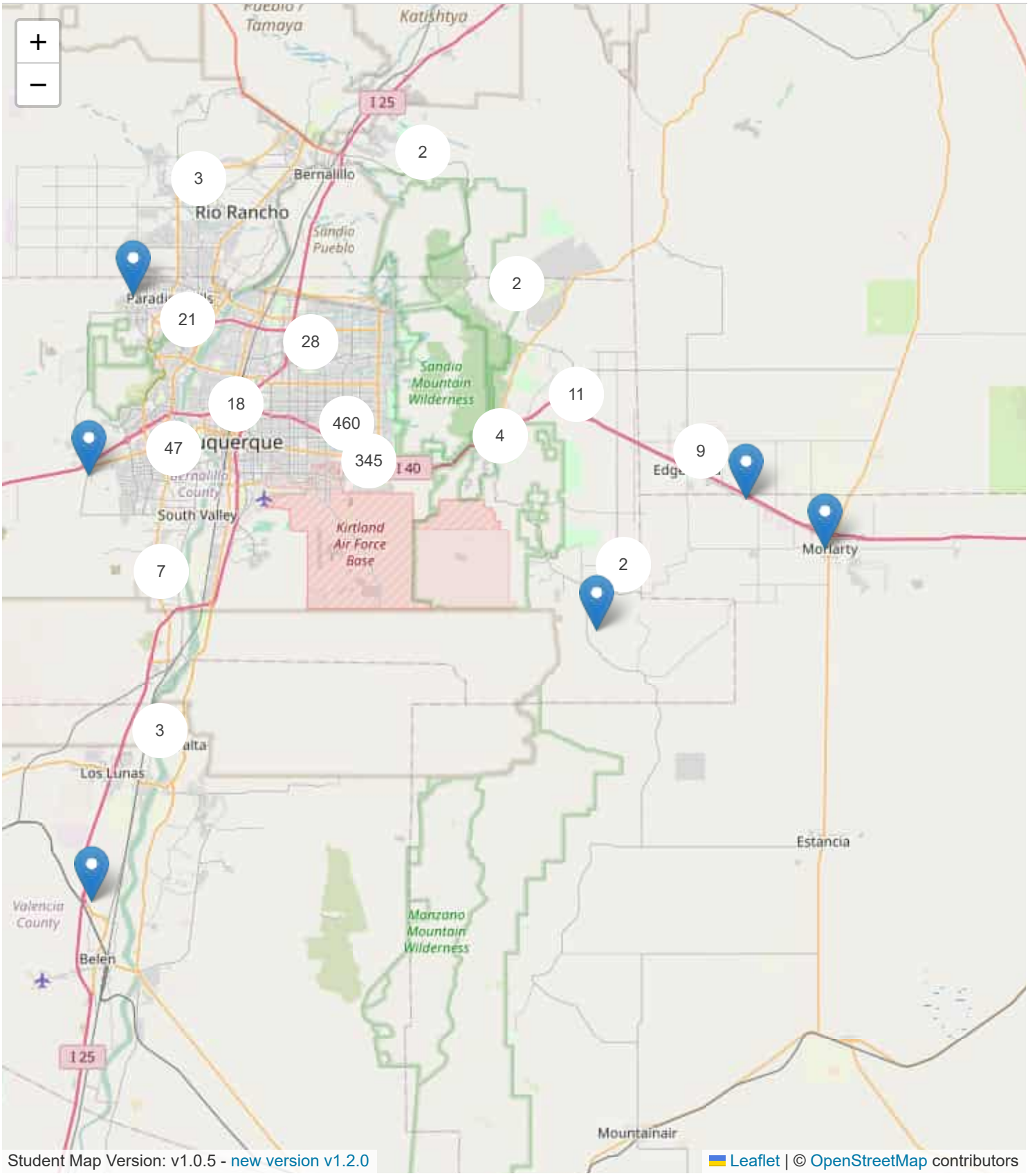
Building Hope Charter School Trip Generation 1240 Students

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

APPENDIX H

STUDENT DISTRIBUTION EXHIBIT

District Office **24-25 Quarter 3**



Student Map Version: v1.0.5 - new version v1.2.0

APPENDIX I

ALBUQUERQUE & BERNALILLO COUNTY (ABC) COMPREHENSIVE PLAN

DEVELOPMENT PROCESS MANUAL

DEVELOPMENT PROCESS MANUAL

CITY OF ALBUQUERQUE

EFFECTIVE AS OF JUNE 8, 2020

LAST PRINTED: SEPTEMBER 4, 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.*

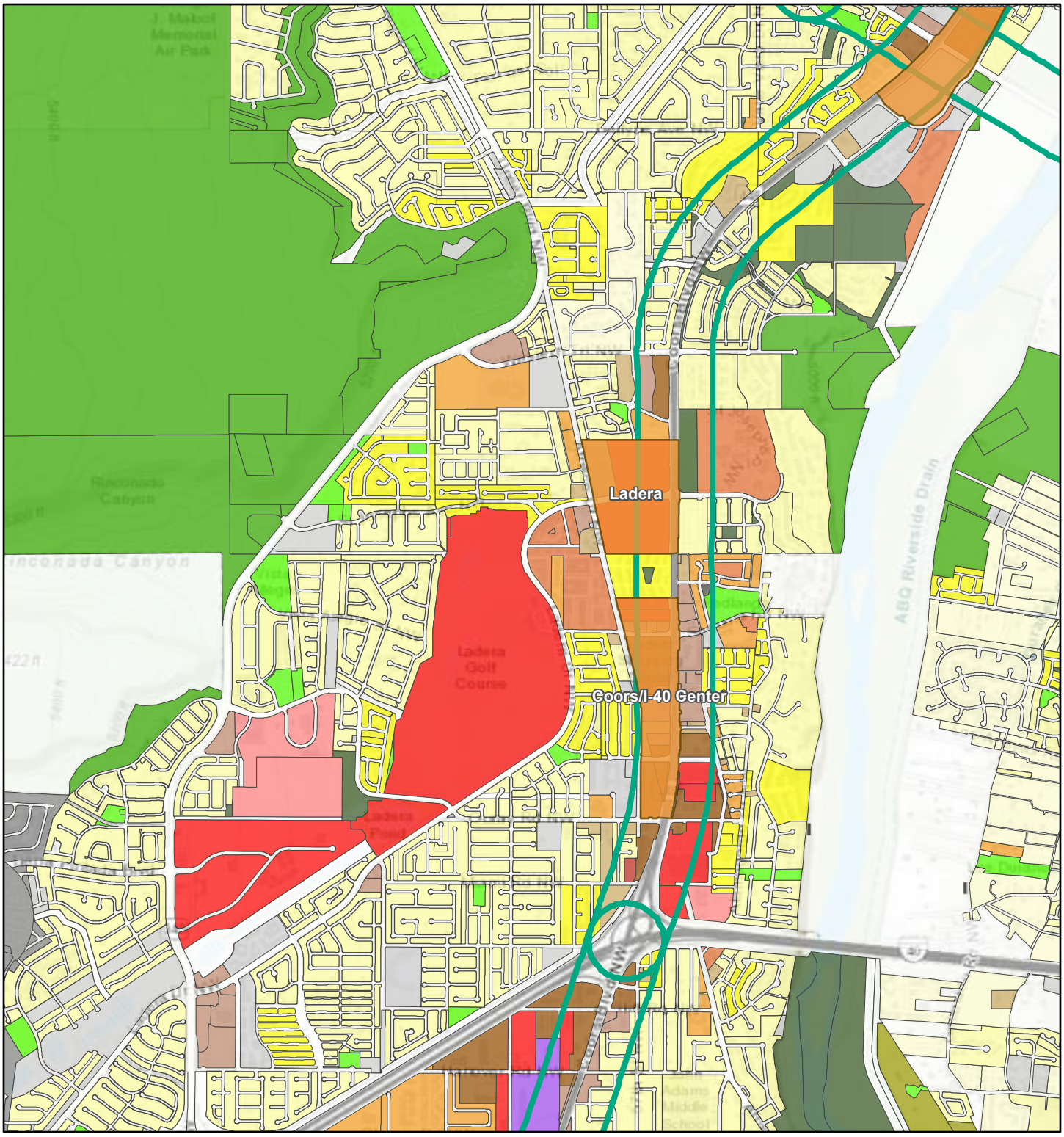
7-2(C)(5)(iii)(b) Multi-modal LOS

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

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

Bernalillo County, NM, City of Albuquerque, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

APPENDIX J

STATE ACCESS MANAGEMENT MANUAL (SAMM)

(1) **Land Development Projects**: A land development project includes any project to develop or redevelop property adjacent or in close proximity to a state highway where direct or indirect access to the property is requested from the state highway. The traffic engineering evaluation is conducted to address specific access issues associated with the proposed development. Sections 15 and 16 describe the traffic study procedures to be followed when new or modified access is requested along a state highway for property access.

(2) **Highway Improvement Projects**: Highway improvement projects include projects to improve a roadway segment or intersection facility to protect and maintain the safe and efficient operation of the state transportation system. The traffic engineering evaluation is conducted to collectively address access issues of the facility as well as other transportation needs. The project development process for highway improvement projects is described in other Department and federal guidebooks. The NMSHTD *Location Study Procedures, A Guidebook for Alignment and Corridor Studies,* should be referenced for such projects (see Paragraph 9.B.9.). Rule 18.31.6 NMAC supercedes other Department guidebooks when resolving access issues.

C. Traffic Operational Performance:

(1) **Level of Service**: The operational performance of a highway segment, intersection or access facility is described by level of service (LOS). Level of service is a quantitative measure of roadway or intersection operations and vehicle capacity. Level of service analyses should be performed using the current versions of the Highway Capacity Software, TeaPac, or other analysis packages approved by the NMSHTD Traffic Technical Support engineer. Level of service calculations should be based on the operational analysis techniques of the software.

(2) **Level of Service by Access Category**: Level of service standards are defined by Access Category. Table 15.C-1 identifies the minimum acceptable LOS standards by access category and facility type. Level of service (LOS) F shall not be accepted for individual movements.

(a) Performance Measures: Performance measures for each facility type are defined in the *Highway Capacity Manual* (HCM) with the following clarifications:

i. Signalized Intersections: Performance statistics should be reported for each intersection approach and for the overall intersection.

ii. Unsignalized Intersections: Performance statistics should be reported for each movement and intersection approach for which a delay and level of service estimate is calculated.

(3) **Exception to Minimum Acceptable LOS Requirements**: Where existing condition or future-year base condition (i.e., no-build) levels of service are below the minimum acceptable standards defined in Table 15.C-1, mitigation is required to maintain level of service at existing/base condition levels, at a minimum. Further deterioration of level of service is not acceptable.

Table 15.C-1
Minimum Acceptable Level of Service Standards

Facility Type [1]	Access Categories (see Sub-Section 10.D)							
	UINT	UPA	UMA	UCOL	RINT	RPA	RMA	RCOL
Freeway Sections	D	-	-	-	C	-	-	-
Ramp Junctions	D	- [2]	- [2]	- [2]	C	- [2]	- [2]	- [2]
Weaving Areas	D	- [2]	- [2]	- [2]	C	- [2]	- [2]	- [2]
Multi-lane Highways	-	D	D	C	-	C	C	B
Two-Lane Highways	-	D	D	C	-	C	C	B
Signalized Intersections	-	D	D	D	-	C	C	C
Unsignalized Intersections	-	D	D	D	-	D	D	C

Notes: 1. The Facility Types are per the Highway Capacity Manual.
2. Evaluate safety and operational concerns using the best available technique.

D. Establishing Existing Traffic Conditions: Engineering evaluations of traffic and roadway conditions on state highways should be based on current traffic count information. The traffic data used for an engineering evaluation should be collected consistent with the current edition of the *New Mexico State Traffic Monitoring Standards* (NMSTMS). The traffic data will be considered current if it is or has been collected within one year of the date that a scoping meeting is held between the permittee and the District Traffic Engineer. The District Traffic Engineer may extend the one-year period based on site-specific conditions.

(1) Defining the Data Collection Period: At the traffic analysis scoping meeting held between the permittee and the District Traffic Engineer, which is described in greater detail in Section 16, the permittee should recommend the periods for traffic data collection. The periods for traffic data collection may include typical weekday conditions, special traffic conditions, or both. Concurrence from the District Traffic Engineer should be obtained prior to data collection activities.

(2) Typical Weekday Traffic Conditions: Traffic data representing typical weekday conditions should be obtained on Tuesday, Wednesday or Thursday and *may* be obtained on Monday or Friday. Typical weekday traffic data should include average weekday traffic (AWDT) volume and peak hour traffic volumes. A peak one-hour travel period should be defined during the morning (AM) and the afternoon/evening (PM) peak periods of a weekday, at a minimum. Intersection turn movement counts should be conducted on typical weekdays between 0600 and 1900 hours using one of two methods.

(a) Turn movement counts should be conducted for a total of nine hours if a standard 48-hour volume count for the highest-volume leg of the intersection is not available to identify the peak one-hour travel periods. The nine-hour count should be comprised of three-hour counts during the AM (0700 to 1000), Noon (1100 to 1400) and PM (1500 to 1800) peak periods. The time frames may be adjusted with concurrence of the District Traffic Engineer when the peak travel periods are expected to occur earlier or later than the time frames specified in the NMSTMS.

K. **Speed Change Lanes:** Speed change lanes should be designed based on the following specifications. The criteria for determining the need for speed change lanes are described in Section 17. Schematic illustrations of speed-change lanes are included in Appendix E.

(1) **Length of Deceleration Lanes:** Deceleration lanes typically consist of three components: transition taper, deceleration distance, and queue storage. Each of these components are described below. Deceleration lanes should be designed so that a turning vehicle will develop a speed differential of 10 mph or less at the point it clears the through traffic lane. The length of the lane should allow the vehicle to come to a comfortable stop prior to reaching the end of the expected queue in the lane. Table 18.K-1 contains standard deceleration distances and transition tapers. Vehicle queue storage lengths are discussed in Paragraph 18.K.1.c.

Table 18.K-1
Deceleration and Acceleration Lengths (feet)

Speed Change Lane Condition	Posted Speed (mph)									
	25	**30**	**35**	**40**	**45**	**50**	**55**	**60**	**65**	**70**
Deceleration Distance										
Stop Condition	150	200	250	325	400	475	550	650	725	850
Slow to 15 mph	130	175	230	300	370	450	525	620	700	820
Deceleration Taper										
Length for 12-foot Lane	50	75	100	125	150	175	200	225	250	250
Straight Line Ratios (L:W)	4:1	6:1	8:1	10.5:1	12.5:1	14.5:1	16.5:1	18.5:1	21:1	21:1
Acceleration Lane Length	NA	190	270	380	550	760	960	1,170	1,380	1,590
Acceleration Taper										
Length for 12-foot Lane	NA	100	120	150	170	180	230	270	300	300
Straight Line Ratios (L:W)	NA	8:1	10:1	12.5:1	14:1	15:1	19:1	22.5:1	25:1	25:1

This table assumes level terrain and acceleration distances for the passenger car/pickup design vehicle. Refer to the text discussion of Sub-Section 18.K for additional guidance regarding the design of speed change lanes.

(a) **Transition Taper**: Deceleration tapers should be straight line tapers with rounded beginning and ending points. Deceleration taper lengths and ratios are provided in Table 18.K-1. Deceleration taper lengths do not require adjustment for grade. Exceptions to the deceleration tapers in Table 18.K-1 include:

i. On urban highways with posted speed limits between 45 mph and 55 mph, left-turn deceleration tapers may be designed using 300-foot radius/600-foot radius asymmetric reverse curve tapers according to the width of the speed-change lane and/or median.

APPENDIX K

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 Vaction Season

DAY PLAN/EVENT 3

EVENT	ACTION PLAN	START TIME
1	27	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		

ASC3 COORDINATION PLAN DATA

4/10/2025 5:08 PM

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

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

7. Added action plan 31 to change to protected only. Change day plan event 2 step 2 to 31 when St. Piaz 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: Centracs

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 installlation. Threre was no formal existing timing sheet for the old EAGLE 460. The timings for the new contoller 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: Centracs
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.

ASC3 COORDINATION PLAN DATA

4/11/2025 9:36 AM

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	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. 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.

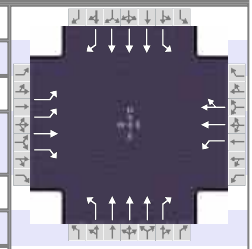
APPENDIX L

LOS RESULTS

2025 EXISTING AM

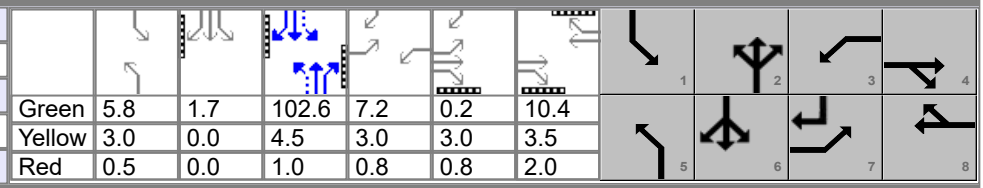
HCS Signalized Intersection Results Summary

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	5.8	1.7	102.6	7.2	0.2	10.4
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	19.9	11.0	15.9	9.3	108.1	10.9	109.8
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	13.6	9.2	9.8	5.6		7.1	
Green Extension Time (g_e), s	0.0	0.6	0.0	0.6	0.2	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	0.00	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	384	147	123	99	53	84	143	1649	148	204	2118	65
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	11.6	11.5	7.2	4.1	7.8	3.6	22.7	4.9	5.1	31.2	1.4
Cycle Queue Clearance Time (g_c), s	11.2	11.6	11.5	7.2	4.1	7.8	3.6	22.7	4.9	5.1	31.2	1.4
Green Ratio (*g/C*)	0.07	0.10	0.10	0.05	0.07	0.07	0.72	0.68	0.68	0.73	0.70	0.77
Capacity (*c*), veh/h	258	180	152	86	130	110	208	3486	1085	298	3543	1221
Volume-to-Capacity Ratio (*X*)	1.486	0.817	0.810	1.155	0.409	0.762	0.690	0.473	0.137	0.685	0.598	0.053
Back of Queue (*Q*), ft/ln (95 th percentile)	555	241	211	289	89	148	139	319	75	84	385	19
Back of Queue (*Q*), veh/ln (95 th percentile)	21.8	9.5	8.3	11.4	3.5	5.8	5.5	12.6	3.0	3.3	15.2	0.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.85	0.00	1.20	0.00	0.00	0.00	0.31	0.00	0.25	0.14	0.00	0.06
Uniform Delay (d_1), s/veh	69.4	66.5	66.4	71.4	66.8	68.6	18.8	11.1	8.2	11.4	11.0	4.0
Incremental Delay (d_2), s/veh	238.5	3.4	3.9	145.2	0.8	4.1	1.5	0.5	0.3	0.9	0.6	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	69.9	70.3	216.6	67.6	72.6	20.3	11.5	8.5	12.2	11.6	4.1
Level of Service (LOS)	F	E	E	F	E	E	C	B	A	B	B	A
Approach Delay, s/veh / LOS	209.6	F		131.8	F		11.9	B		11.5	B	
Intersection Delay, s/veh / LOS	41.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

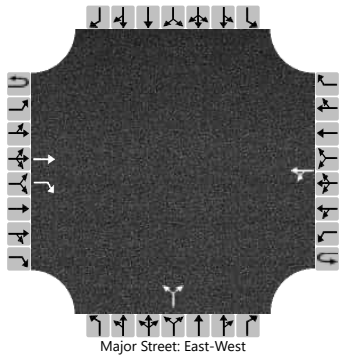
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2025 Existing AM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	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						

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HCS Two-Way Stop-Control Report

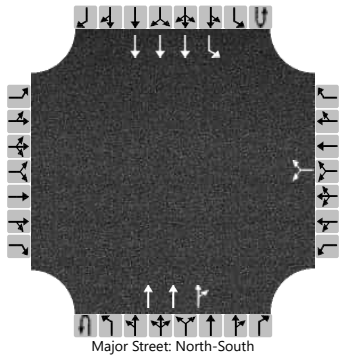
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2025 Existing AM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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		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		

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HCS Two-Way Stop-Control Report

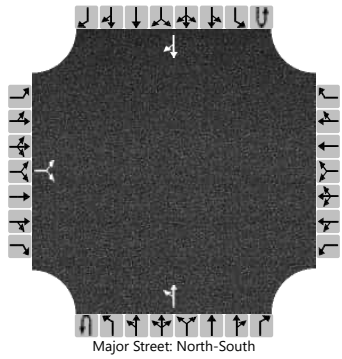
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2025 Existing AM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

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	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						

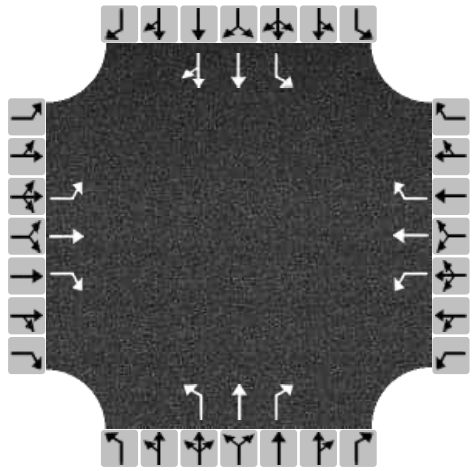
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HCS All-Way Stop Control Report

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

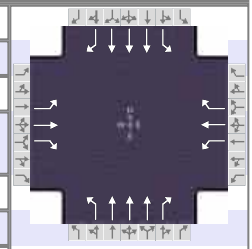
Capacity, Delay and Level of Service

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					

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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

							1	2	3	4
Green	1.8	1.3	120.3	12.1	0.0	0.0	5	6	7	8
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		17.6		17.6	6.6	127.1	5.3	125.8
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		11.8		9.3	3.2		2.4	
Green Extension Time (g_e), s		0.3		0.3	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.96		0.61	
Max Out Probability		0.02		0.00	0.00		0.00	

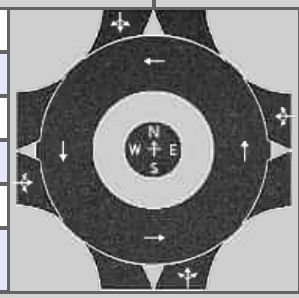
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	56	20	105	55	13	2	76	1924	20	22	2211	19
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1401	1870	1585	1392	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (g_s), s	5.8	1.5	9.8	5.8	0.9	0.2	1.2	11.1	0.1	0.4	22.8	0.4
Cycle Queue Clearance Time (g_c), s	6.8	1.5	9.8	7.3	0.9	0.2	1.2	11.1	0.1	0.4	22.8	0.4
Green Ratio (*g/C*)	0.08	0.08	0.08	0.08	0.08	0.08	0.82	0.81	0.81	0.81	0.80	0.80
Capacity (*c*), veh/h	152	151	128	146	151	128	198	4130	1285	237	4087	1271
Volume-to-Capacity Ratio (*X*)	0.371	0.134	0.824	0.378	0.085	0.017	0.382	0.466	0.015	0.094	0.541	0.015
Back of Queue (*Q*), ft/ln (95 th percentile)	95	33	189	94	21	3	18	105	1	4	264	4
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	1.3	7.5	3.7	0.8	0.1	0.7	4.1	0.0	0.2	10.4	0.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.95	0.00	1.08	0.62	0.00	0.02	0.15	0.00	0.01	0.04	0.00	0.02
Uniform Delay (d_1), s/veh	67.0	64.1	67.9	67.5	63.8	63.5	5.7	2.3	0.7	3.1	5.2	3.0
Incremental Delay (d_2), s/veh	0.6	0.1	6.2	0.6	0.1	0.0	0.3	0.3	0.0	0.1	0.5	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	67.5	64.2	74.1	68.1	63.9	63.5	6.0	2.5	0.7	3.2	5.7	3.0
Level of Service (LOS)	E	E	E	E	E	E	A	A	A	A	A	A
Approach Delay, s/veh / LOS	70.9	E		67.2	E		2.7	A		5.7	A	
Intersection Delay, s/veh / LOS	7.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	4/21/2025
Analysis Year	2025
Time Analyzed	4/21/2025
Project Description	2025 Existing AM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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

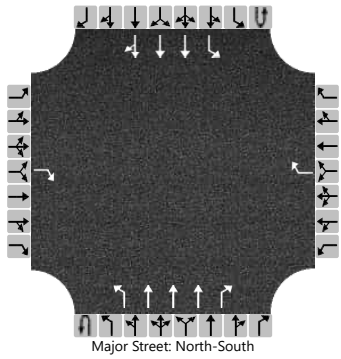
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2025 Existing AM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

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)				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			

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HCS Two-Way Stop-Control Report

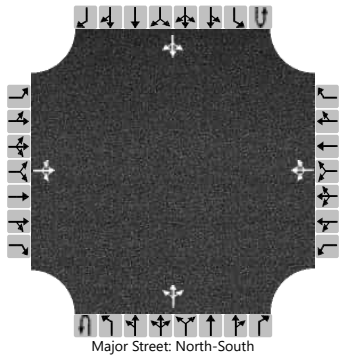
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2025 Existing AM

Site Information

Intersection	Alamogordo Drive/Redlands Road
Jurisdiction	City of Albuquerque
East/West Street	Redlands Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

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

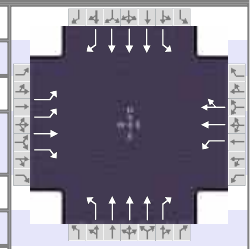
Flow Rate, v (veh/h)			23				0			18				0		
Capacity, c (veh/h)			927				0			1534				1589		
v/c Ratio			0.02							0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.1							0.0				0.0		
95% Queue Length, Q_{95} (ft)			2.5							0.0				0.0		
Control Delay (s/veh)			9.0							7.4	0.1	0.1		7.3	0.0	0.0
Level 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			

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2025 EXISTING PM

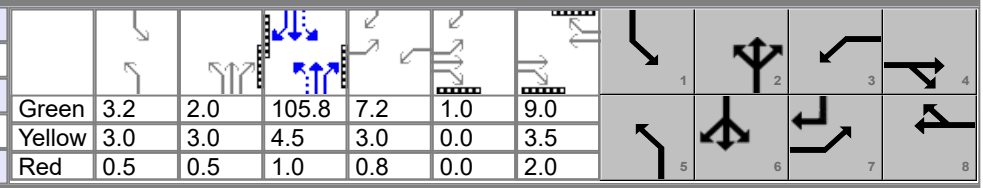
HCS Signalized Intersection Results Summary

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	3.2	2.0	105.8	7.2	1.0	9.0
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	15.5	11.0	14.5	12.2	116.8	6.7	111.3
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	9.7	7.7	7.5	8.4		3.5	
Green Extension Time (g_e), s	0.0	0.3	0.0	0.3	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	83	68	27	59	220	2258	32	61	2144	210
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	7.7	5.7	2.0	5.5	6.4	30.8	0.8	1.5	30.9	5.5
Cycle Queue Clearance Time (g_c), s	8.2	1.9	7.7	5.7	2.0	5.5	6.4	30.8	0.8	1.5	30.9	5.5
Green Ratio (*g/C*)	0.05	0.07	0.07	0.05	0.06	0.06	0.78	0.74	0.74	0.73	0.71	0.76
Capacity (*c*), veh/h	189	125	106	86	112	95	245	3779	1176	174	3592	1204
Volume-to-Capacity Ratio (*X*)	1.144	0.205	0.782	0.800	0.236	0.622	0.900	0.598	0.027	0.351	0.597	0.174
Back of Queue (*Q*), ft/ln (95 th percentile)	280	42	147	158	44	103	259	385	11	23	375	74
Back of Queue (*Q*), veh/ln (95 th percentile)	11.0	1.7	5.8	6.2	1.7	4.1	10.2	15.1	0.4	0.9	14.8	2.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.93	0.00	0.84	0.00	0.00	0.00	0.58	0.00	0.04	0.04	0.00	0.25
Uniform Delay (d_1), s/veh	70.9	66.2	68.9	70.7	67.2	68.8	30.2	9.0	5.1	9.8	10.5	5.0
Incremental Delay (d_2), s/veh	109.5	0.3	4.7	37.5	0.4	2.5	4.8	0.7	0.0	0.3	0.6	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	180.4	66.5	73.6	108.2	67.6	71.3	35.0	9.7	5.1	10.1	11.0	5.2
Level of Service (LOS)	F	E	E	F	E	E	D	A	A	B	B	A
Approach Delay, s/veh / LOS	144.3	F		87.0	F		11.9	B		10.5	B	
Intersection Delay, s/veh / LOS	21.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

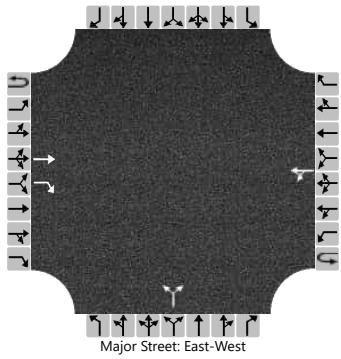
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2025 Existing PM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.67
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	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						

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HCS Two-Way Stop-Control Report

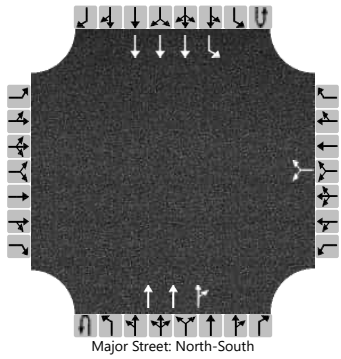
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2025 Existing PM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

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		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		

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HCS Two-Way Stop-Control Report

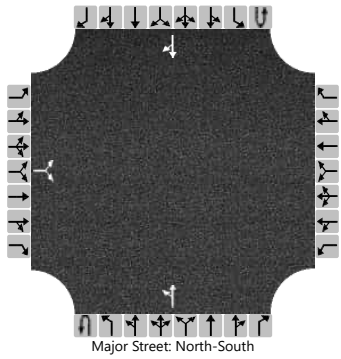
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2025 Existing PM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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)		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						

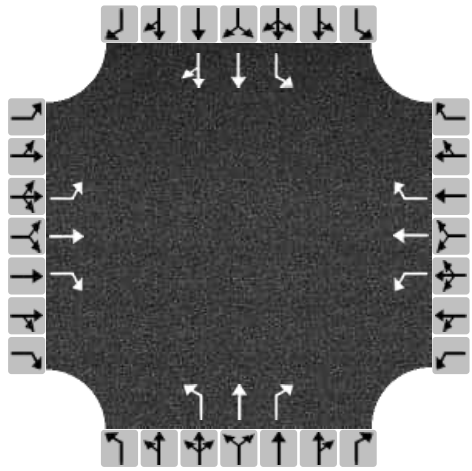
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HCS All-Way Stop Control Report

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

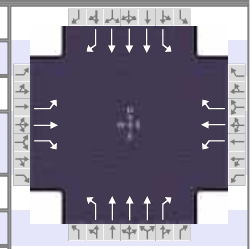
Capacity, Delay and Level of Service

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					

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HCS Signalized Intersection Results Summary

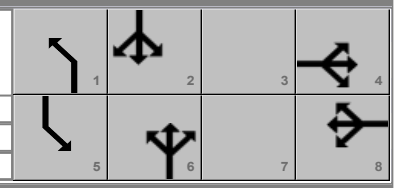
General Information				Intersection Information	
Agency	Kimley-Horn			Duration, h	0.250
Analyst	Lorenzo Dino Mendoza	Analysis Date	4/11/2025	Area Type	Other
Jurisdiction	City of Albuquerque and NMDOT	Time Period	PM Peak Hour	PHF	0.98
Urban Street	Coors Boulevard	Analysis Year	2025 Existing	Analysis Period	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		0.2	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	0.68		0.13	

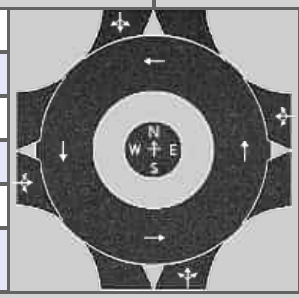
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	145	73	117	145	100	24	142	2332	41	54	2191	59
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1295	1870	1585	1326	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (g_s), s	16.7	5.1	10.0	16.0	7.1	2.0	3.2	22.2	0.4	1.3	33.4	1.7
Cycle Queue Clearance Time (g_c), s	23.8	5.1	10.0	21.2	7.1	2.0	3.2	22.2	0.4	1.3	33.4	1.7
Green Ratio (*g/C*)	0.16	0.16	0.16	0.16	0.16	0.16	0.75	0.72	0.72	0.72	0.71	0.71
Capacity (*c*), veh/h	198	305	259	219	305	259	196	3670	1142	170	3593	1118
Volume-to-Capacity Ratio (*X*)	0.731	0.240	0.453	0.661	0.327	0.095	0.725	0.635	0.036	0.318	0.610	0.053
Back of Queue (*Q*), ft/ln (95 th percentile)	256	110	183	243	152	36	175	193	6	21	431	26
Back of Queue (*Q*), veh/ln (95 th percentile)	10.1	4.3	7.2	9.6	6.0	1.4	6.9	7.6	0.2	0.8	17.0	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)	2.56	0.00	1.05	1.62	0.00	0.18	1.40	0.00	0.03	0.21	0.00	0.09
Uniform Delay (d_1), s/veh	66.0	54.6	56.7	63.9	55.5	53.3	22.7	4.8	2.0	8.3	11.4	6.8
Incremental Delay (d_2), s/veh	11.4	0.1	0.5	5.8	0.2	0.1	4.6	0.6	0.0	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	57.2	69.7	55.7	53.4	27.3	5.4	2.0	8.7	12.2	6.9
Level of Service (LOS)	E	D	E	E	E	D	C	A	A	A	B	A
Approach Delay, s/veh / LOS	65.4	E		63.0	E		6.6	A		12.0	B	
Intersection Delay, s/veh / LOS	15.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	4/21/2025
Analysis Year	2025
Time Analyzed	4/21/2025
Project Description	2025 Existing AM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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

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

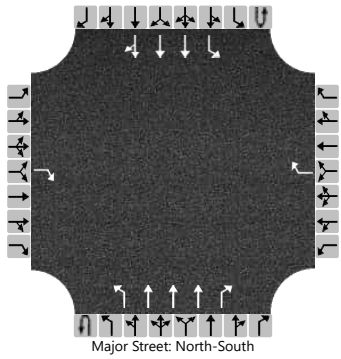
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2025 Existing PM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

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)				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			

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HCS Two-Way Stop-Control Report

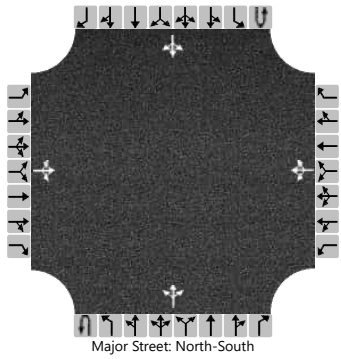
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2025
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2025 Existing PM

Site Information

Intersection	Alamogordo Drive/Redlands Road
Jurisdiction	City of Albuquerque
East/West Street	Redlands Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

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)		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

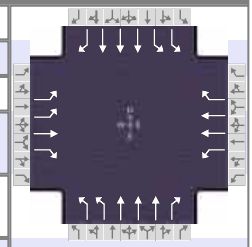
Flow Rate, v (veh/h)			52				2			6				0		
Capacity, c (veh/h)			913				770			1538				1564		
v/c Ratio			0.06				0.00			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.2				0.0			0.0				0.0		
95% Queue Length, Q_{95} (ft)			5.1				0.0			0.0				0.0		
Control Delay (s/veh)			9.2				9.7			7.3	0.0	0.0		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			

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2027 BACKGROUND AM

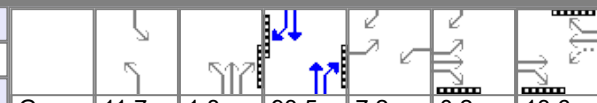
HCS Signalized Intersection Results Summary

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				

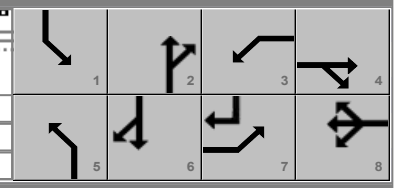


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	399	126	186	83	47	102	221	1393	179	188	1947	116

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	11.7	1.8	93.5	7.2	0.2	13.6
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	1.1	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	23.1	11.0	19.1	16.9	100.8	15.2	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	16.9	9.2	10.0	13.7		11.3	
Green Extension Time (g_e), s	0.0	0.7	0.0	0.7	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00		1.00	
Max Out Probability	1.00	0.03	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	493	156	160	102	58	88	273	1720	154	217	2251	94
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	12.0	14.9	7.2	2.3	8.0	11.7	27.9	5.9	9.3	43.7	2.8
Cycle Queue Clearance Time (g_c), s	11.2	12.0	14.9	7.2	2.3	8.0	11.7	27.9	5.9	9.3	43.7	2.8
Green Ratio (*g/C*)	0.07	0.12	0.12	0.14	0.09	0.09	0.09	0.64	0.64	0.08	0.62	0.70
Capacity (*c*), veh/h	258	219	186	163	322	143	309	3236	1007	269	3176	1107
Volume-to-Capacity Ratio (*X*)	1.907	0.710	0.864	0.630	0.180	0.611	0.882	0.532	0.153	0.808	0.709	0.085
Back of Queue (*Q*), ft/ln (95 th percentile)	818	245	275	172	46	148	258	394	95	178	551	42
Back of Queue (*Q*), veh/ln (95 th percentile)	32.2	9.7	10.8	6.8	1.8	5.8	10.2	15.5	3.7	7.0	21.7	1.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.72	0.00	0.69	0.00	0.00	1.19	0.54	0.00	0.38	0.30	0.00	0.21
Uniform Delay (d_1), s/veh	69.4	63.8	65.0	60.3	63.1	65.7	67.5	15.1	11.1	68.0	18.1	7.2
Incremental Delay (d_2), s/veh	422.4	1.6	13.0	5.8	0.1	1.6	23.5	0.6	0.3	1.7	1.1	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	65.4	78.1	66.1	63.2	67.2	91.0	15.7	11.4	69.7	19.2	7.3
Level of Service (LOS)	F	E	E	E	E	E	F	B	B	E	B	A
Approach Delay, s/veh / LOS	327.6	F		65.8	E		25.0	C		23.0	C	
Intersection Delay, s/veh / LOS	68.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

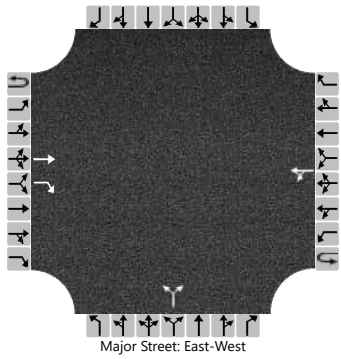
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2027 Background AM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	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						

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HCS Two-Way Stop-Control Report

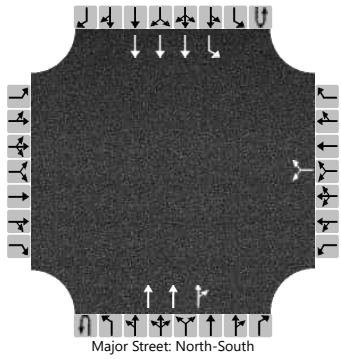
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2027 Background AM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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		

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HCS Two-Way Stop-Control Report

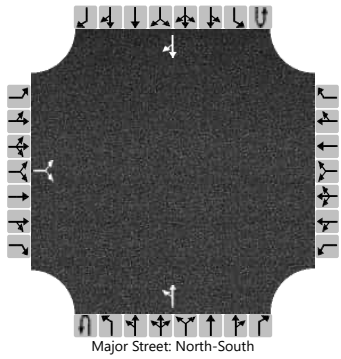
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2027 Background AM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

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	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						

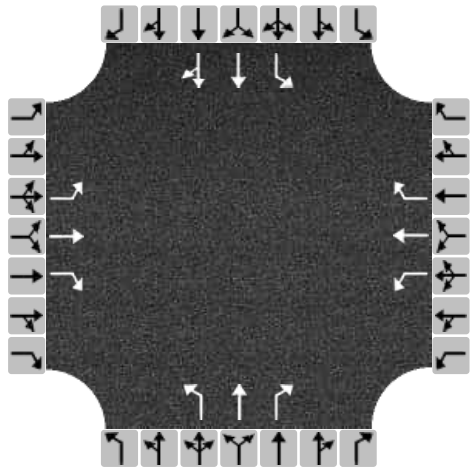
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HCS All-Way Stop Control Report

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

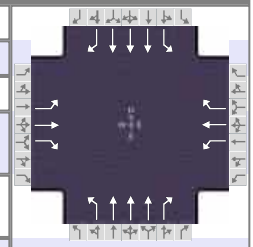
Capacity, Delay and Level of Service

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					

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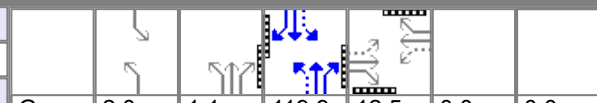
HCS Signalized Intersection Results Summary

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				

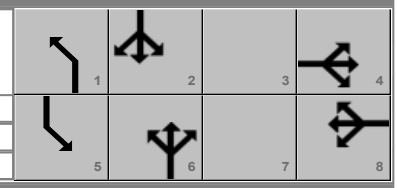


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	55	20	148	54	13	8	64	1709	25	25	2247	28

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	1.1	119.9	12.5	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		18.0		18.0	6.6	126.5	5.5	125.4
Change Period, ($Y+R_c$), s		5.5		5.5	3.5	5.5	3.5	5.5
Max Allow Headway (*MAH*), s		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s		12.2		9.6	3.2		2.4	
Green Extension Time (g_e), s		0.3		0.3	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.96		0.67	
Max Out Probability		0.02		0.00	0.00		0.00	

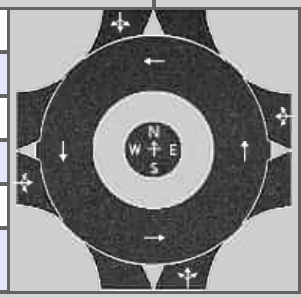
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	59	21	110	57	14	5	75	2001	20	27	2390	20
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1400	1870	1585	1391	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (g_s), s	6.0	1.6	10.2	6.0	1.0	0.5	1.2	11.8	0.1	0.4	26.6	0.4
Cycle Queue Clearance Time (g_c), s	7.1	1.6	10.2	7.6	1.0	0.5	1.2	11.8	0.1	0.4	26.6	0.4
Green Ratio (*g/C*)	0.08	0.08	0.08	0.08	0.08	0.08	0.82	0.81	0.81	0.81	0.80	0.80
Capacity (*c*), veh/h	155	156	132	149	156	132	176	4109	1278	226	4073	1267
Volume-to-Capacity Ratio (*X*)	0.377	0.136	0.829	0.385	0.089	0.040	0.426	0.487	0.016	0.118	0.587	0.016
Back of Queue (*Q*), ft/ln (95 th percentile)	98	34	198	97	22	8	29	104	1	5	302	5
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	1.4	7.8	3.8	0.9	0.3	1.1	4.1	0.0	0.2	11.9	0.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.99	0.00	1.13	0.65	0.00	0.04	0.23	0.00	0.01	0.05	0.00	0.02
Uniform Delay (d_1), s/veh	66.7	63.7	67.7	67.3	63.5	63.2	7.6	2.3	0.7	3.3	5.7	3.1
Incremental Delay (d_2), s/veh	0.6	0.1	8.3	0.6	0.1	0.0	0.3	0.2	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	67.3	63.9	76.0	67.9	63.6	63.3	7.9	2.5	0.7	3.4	6.3	3.1
Level of Service (LOS)	E	E	E	E	E	E	A	A	A	A	A	A
Approach Delay, s/veh / LOS	72.0	E		66.8	E		2.7	A		6.3	A	
Intersection Delay, s/veh / LOS	8.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	4/21/2025
Analysis Year	2027
Time Analyzed	4/21/2025
Project Description	2027 Background AM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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

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

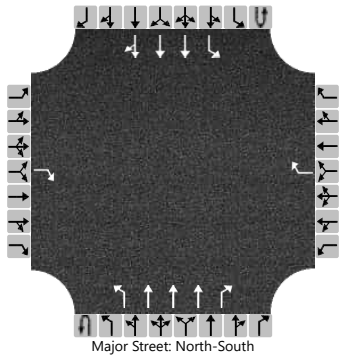
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2025
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2027 Background AM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

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				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			

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HCS Two-Way Stop-Control Report

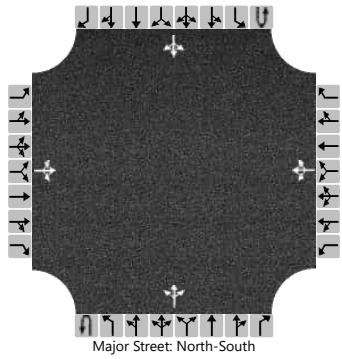
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2027 Background AM

Site Information

Intersection	Alamogordo Drive/Redlands Road
Jurisdiction	City of Albuquerque
East/West Street	Redlands Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

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		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

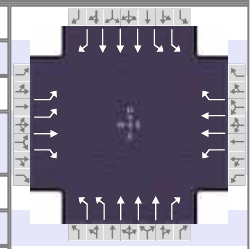
Flow Rate, v (veh/h)			23				0			19				0		
Capacity, c (veh/h)			921				0			1530				1587		
v/c Ratio			0.02							0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.1							0.0				0.0		
95% Queue Length, Q_{95} (ft)			2.5							0.0				0.0		
Control Delay (s/veh)			9.0							7.4	0.1	0.1		7.3	0.0	0.0
Level 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		

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2027 BACKGROUND PM

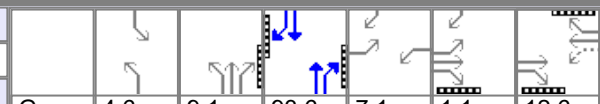
HCS Signalized Intersection Results Summary

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				

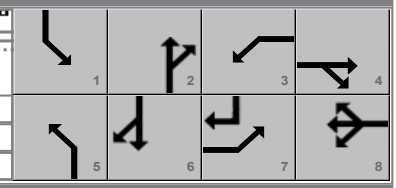


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	324	28	172	70	29	88	339	2307	47	62	2160	337

Signal Information			
Cycle, s	150.0	Reference Phase	2
Offset, s	41	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.6	9.1	93.6	7.1	1.1	12.6
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	1.1	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	12.0	19.3	10.9	18.1	20.7	111.8	8.1	99.1
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	13.4	7.4	7.6	16.8		4.8	
Green Extension Time (g_e), s	0.0	0.4	0.0	0.4	0.5	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	0.00	1.00	0.00	0.04		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	122	71	30	62	346	2354	33	66	2304	251
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	2.1	11.4	5.4	1.2	5.6	14.8	37.6	0.9	2.8	45.6	9.2
Cycle Queue Clearance Time (g_c), s	8.2	2.1	11.4	5.4	1.2	5.6	14.8	37.6	0.9	2.8	45.6	9.2
Green Ratio (*g/C*)	0.05	0.09	0.09	0.13	0.08	0.08	0.11	0.71	0.71	0.03	0.62	0.68
Capacity (*c*), veh/h	189	172	146	221	300	134	397	3609	1123	106	3181	1076
Volume-to-Capacity Ratio (*X*)	1.748	0.166	0.841	0.323	0.099	0.466	0.871	0.652	0.029	0.624	0.724	0.233
Back of Queue (*Q*), ft/ln (95 th percentile)	546	46	211	112	24	104	285	476	14	58	564	143
Back of Queue (*Q*), veh/ln (95 th percentile)	21.5	1.8	8.3	4.4	0.9	4.1	11.2	18.7	0.5	2.3	22.2	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)	1.15	0.00	0.53	0.00	0.00	0.83	0.60	0.00	0.05	0.10	0.00	0.71
Uniform Delay (d_1), s/veh	70.9	62.8	67.0	59.0	63.4	65.5	65.3	11.9	6.5	71.7	18.4	9.4
Incremental Delay (d_2), s/veh	357.7	0.2	4.9	0.3	0.1	0.9	9.1	0.9	0.0	1.6	1.0	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	428.6	63.0	72.0	59.3	63.5	66.4	74.4	12.8	6.6	73.3	19.5	9.7
Level of Service (LOS)	F	E	E	E	E	E	E	B	A	E	B	A
Approach Delay, s/veh / LOS	316.2	F		62.8	E		20.5	C		19.9	B	
Intersection Delay, s/veh / LOS	45.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

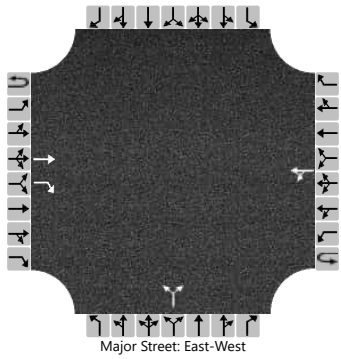
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2027 Background PM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.67
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	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						

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HCS Two-Way Stop-Control Report

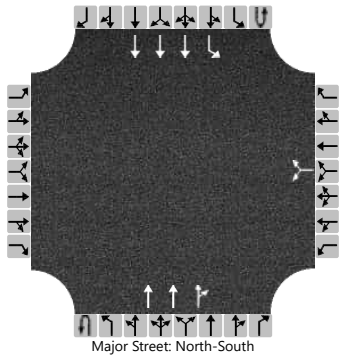
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2027 Background PM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

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		

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HCS Two-Way Stop-Control Report

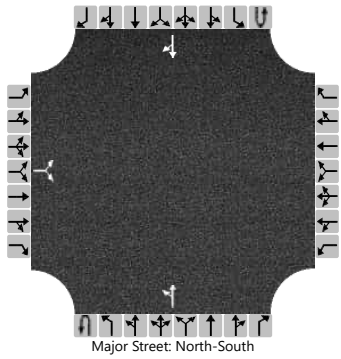
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2027 Background PM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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)		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						

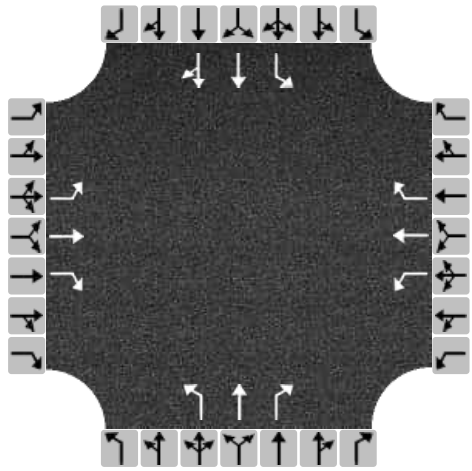
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HCS All-Way Stop Control Report

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

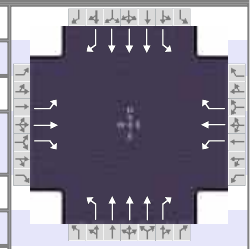
Capacity, Delay and Level of Service

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					

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HCS Signalized Intersection Results Summary

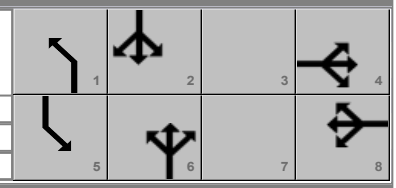
General Information				Intersection Information	
Agency	Kimley-Horn			Duration, h	0.250
Analyst	Lorenzo Dino Mendoza	Analysis Date	4/11/2025	Area Type	Other
Jurisdiction	City of Albuquerque and NMDOT	Time Period	PM Peak Hour	PHF	0.98
Urban Street	Coors Boulevard	Analysis Year	2027 Background	Analysis 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	

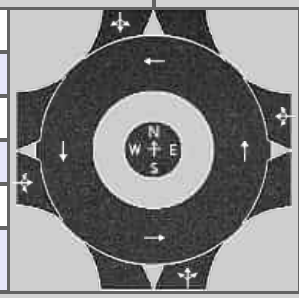
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	151	77	122	151	104	29	142	2432	41	61	2398	61
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1290	1870	1585	1323	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (g_s), s	17.1	5.4	10.5	16.9	7.4	2.3	3.2	24.7	0.4	1.5	39.3	1.8
Cycle Queue Clearance Time (g_c), s	24.5	5.4	10.5	22.2	7.4	2.3	3.2	24.7	0.4	1.5	39.3	1.8
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	174	3661	1139	162	3592	1118
Volume-to-Capacity Ratio (*X*)	0.774	0.251	0.473	0.696	0.341	0.110	0.813	0.664	0.036	0.378	0.667	0.055
Back of Queue (*Q*), ft/ln (95 th percentile)	274	115	192	257	159	42	170	192	6	24	497	27
Back of Queue (*Q*), veh/ln (95 th percentile)	10.8	4.5	7.5	10.1	6.2	1.6	6.7	7.6	0.2	0.9	19.6	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)	2.74	0.00	1.09	1.71	0.00	0.21	1.36	0.00	0.03	0.24	0.00	0.09
Uniform Delay (d_1), s/veh	66.7	54.7	56.9	64.4	55.6	53.5	29.4	5.0	2.0	9.4	12.3	6.8
Incremental Delay (d_2), s/veh	16.0	0.2	0.5	8.0	0.2	0.1	8.4	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	57.4	72.4	55.8	53.5	37.8	5.5	2.0	9.9	13.3	6.9
Level of Service (LOS)	F	D	E	E	E	D	D	A	A	A	B	A
Approach Delay, s/veh / LOS	67.7	E		64.4	E		7.2	A		13.1	B	
Intersection Delay, s/veh / LOS	16.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	4/21/2025
Analysis Year	2027
Time Analyzed	4/21/2025
Project Description	2027 Background PM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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

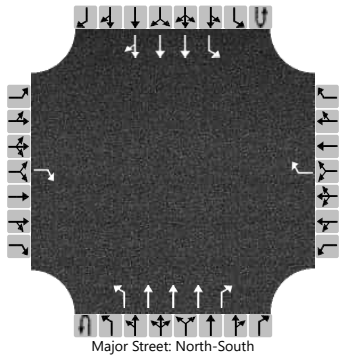
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2027 Background PM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

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)				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			

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HCS Two-Way Stop-Control Report

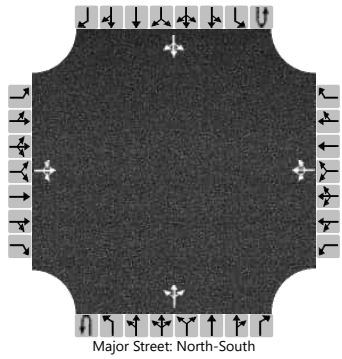
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2027 Background PM

Site Information

Intersection	Alamogordo Drive/Redlands Road
Jurisdiction	City of Albuquerque
East/West Street	Redlands Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

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

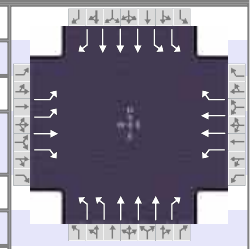
Flow Rate, v (veh/h)			54				2			6				0		
Capacity, c (veh/h)			909				766			1533				1563		
v/c Ratio			0.06				0.00			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.2				0.0			0.0				0.0		
95% Queue Length, Q_{95} (ft)			5.1				0.0			0.0				0.0		
Control Delay (s/veh)			9.2				9.7			7.4	0.0	0.0	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

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2027 BUILD AM

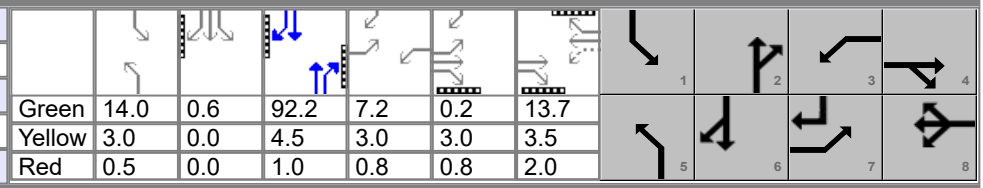
HCS Signalized Intersection Results Summary

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	1 and 6 - Coors_2027 B+P AM.xus		
Project Description	2027 B+P 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	136	221	1507	179	262	2046	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	14.0	0.6	92.2	7.2	0.2	13.7			
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	1.1	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	23.2	11.0	19.2	17.5	97.7	18.1	98.3
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	3.1	3.0	3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	13.2	16.9	9.2	12.9	13.6		14.0	
Green Extension Time (g_e), s	0.0	0.8	0.0	0.8	0.3	0.0	0.6	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00		1.00	
Max Out Probability	1.00	0.00	1.00	0.00	0.07		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	160	102	58	117	273	1860	154	282	2202	87
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	12.0	14.9	7.2	2.3	10.9	11.6	33.3	6.2	12.0	45.1	3.1
Cycle Queue Clearance Time (g_c), s	11.2	12.0	14.9	7.2	2.3	10.9	11.6	33.3	6.2	12.0	45.1	3.1
Green Ratio (*g/C*)	0.07	0.12	0.12	0.14	0.09	0.09	0.09	0.61	0.61	0.10	0.62	0.69
Capacity (*c*), veh/h	258	221	188	164	326	145	322	3130	974	337	3152	1099
Volume-to-Capacity Ratio (*X*)	1.907	0.703	0.856	0.624	0.178	0.807	0.848	0.594	0.158	0.838	0.699	0.079
Back of Queue (*Q*), ft/ln (95 th percentile)	818	245	259	172	46	203	235	463	102	218	588	47
Back of Queue (*Q*), veh/ln (95 th percentile)	32.2	9.6	10.2	6.8	1.8	8.0	9.3	18.2	4.0	8.6	23.1	1.9
Queue Storage Ratio (*RQ*) (95 th percentile)	1.72	0.00	0.65	0.00	0.00	1.62	0.49	0.00	0.41	0.36	0.00	0.24
Uniform Delay (d_1), s/veh	69.4	63.6	64.9	60.1	62.9	66.8	67.0	17.6	12.4	66.6	20.8	8.7
Incremental Delay (d_2), s/veh	422.4	1.5	4.3	5.4	0.1	4.0	8.1	0.8	0.3	1.6	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	491.8	65.1	69.2	65.5	63.0	70.8	75.1	18.4	12.7	68.2	21.8	8.8
Level of Service (LOS)	F	E	E	E	E	E	E	B	B	E	C	A
Approach Delay, s/veh / LOS	325.8	F		67.2	E		24.8	C		26.5	C	
Intersection Delay, s/veh / LOS	68.4						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

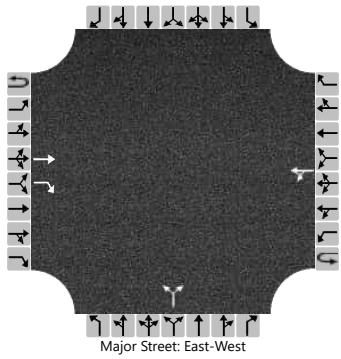
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/23/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2027 B+P AM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			18	99		3	16			73		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					88					
Capacity, c (veh/h)						1442					959					
v/c Ratio						0.00					0.09					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
95% Queue Length, Q_{95} (ft)						0.0					7.6					
Control Delay (s/veh)						7.5	0.0				9.1					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						1.2				9.1						
Approach LOS						A				A						

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HCS Two-Way Stop-Control Report

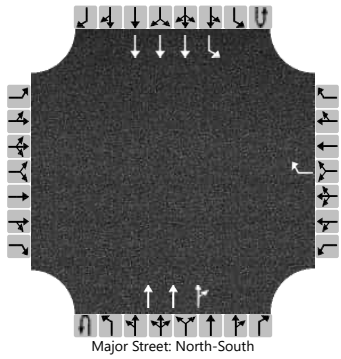
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/24/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P AM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								35			1786	9	0	19	2285	
Percent Heavy Vehicles (%)								2					2	2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								39						21		
Capacity, c (veh/h)								205						123		
v/c Ratio								0.19						0.17		
95% Queue Length, Q_{95} (veh)								0.7						0.6		
95% Queue Length, Q_{95} (ft)								17.8						15.2		
Control Delay (s/veh)								26.7						40.5		
Level of Service (LOS)								D						E		
Approach Delay (s/veh)						26.7								0.3		
Approach LOS						D								A		

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HCS Two-Way Stop-Control Report

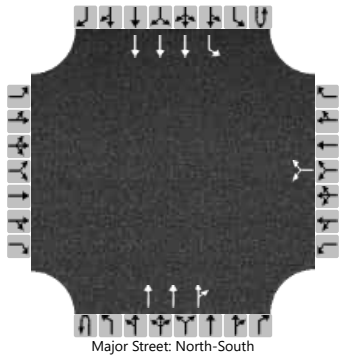
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/24/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P AM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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		32			1786	9	0	19	2285	
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)							39							21		
Capacity, c (veh/h)							158							123		
v/c Ratio							0.25							0.17		
95% Queue Length, Q_{95} (veh)							0.9							0.6		
95% Queue Length, Q_{95} (ft)							22.9							15.2		
Control Delay (s/veh)							35.2							40.5		
Level of Service (LOS)							E							E		
Approach Delay (s/veh)						35.2								0.3		
Approach LOS						E								A		

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HCS Two-Way Stop-Control Report

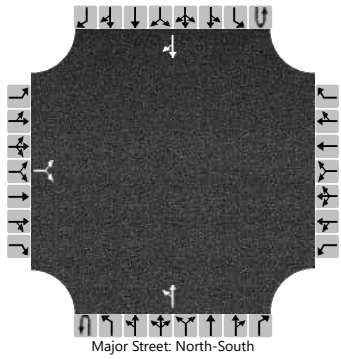
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/24/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P AM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

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	53				102	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)			890							1463						
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)			9.1							7.5	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		9.1								0.7						
Approach LOS		A								A						

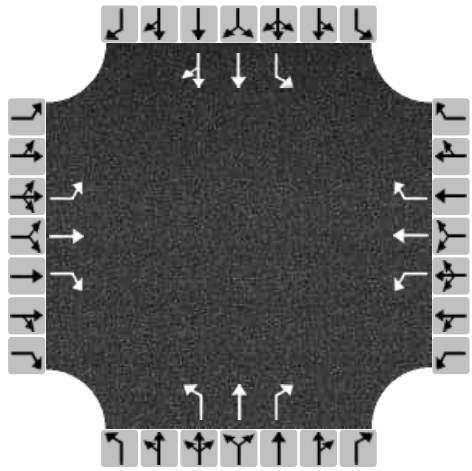
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HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/24/2025
Analysis Year	2027
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	2027 B+P 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	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

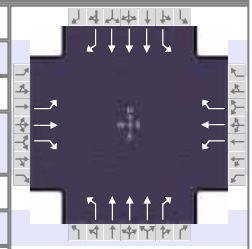
Capacity, Delay and Level of Service

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		14.5	B	
Intersection Delay (s/veh) | LOS	13.5						B					

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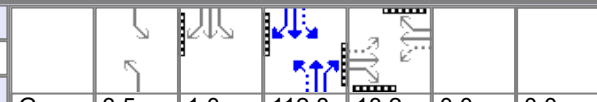
HCS Signalized Intersection Results Summary

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	1 and 6 - Coors_2027 B+P AM.xus		
Project Description	2027 B+P AM				

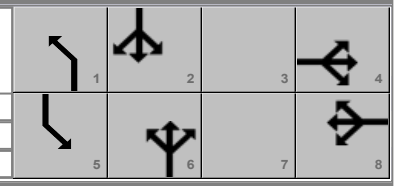


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	55	104	148	63	85	113	64	1709	50	114	2247	28

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	3.5	1.0	112.8	18.2	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		23.7		23.7	7.0	118.3	7.9	119.3
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		15.2		18.0	3.6		4.4	
Green Extension Time (g_e), s		0.5		0.2	0.0	0.0	0.1	0.0
Phase Call Probability		1.00		1.00	0.96		0.99	
Max Out Probability		0.49		1.00	0.01		0.17	

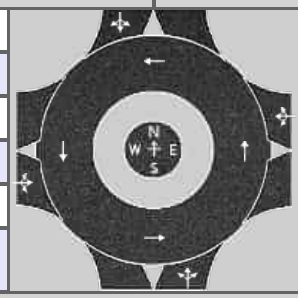
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	59	111	110	67	90	84	80	2146	44	121	2390	20
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1306	1870	1585	1282	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (g_s), s	6.5	8.3	9.8	7.7	6.7	7.4	1.6	10.3	0.1	2.4	32.0	0.5
Cycle Queue Clearance Time (g_c), s	13.2	8.3	9.8	16.0	6.7	7.4	1.6	10.3	0.1	2.4	32.0	0.5
Green Ratio (*g/C*)	0.12	0.12	0.12	0.12	0.12	0.12	0.78	0.75	0.75	0.78	0.76	0.76
Capacity (*c*), veh/h	148	227	193	133	227	193	167	3833	1192	228	3865	1202
Volume-to-Capacity Ratio (*X*)	0.394	0.487	0.569	0.504	0.398	0.436	0.481	0.560	0.037	0.532	0.618	0.017
Back of Queue (*Q*), ft/ln (95 th percentile)	99	179	182	116	145	135	49	82	2	35	387	6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	7.1	7.2	4.6	5.7	5.3	1.9	3.2	0.1	1.4	15.3	0.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.99	0.00	1.04	0.77	0.00	0.68	0.39	0.00	0.01	0.35	0.00	0.02
Uniform Delay (d_1), s/veh	66.9	61.5	62.2	69.0	60.8	61.1	12.6	1.9	0.4	4.8	8.2	4.4
Incremental Delay (d_2), s/veh	0.6	0.6	1.7	1.1	0.4	0.6	0.3	0.2	0.0	0.7	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	67.5	62.1	63.9	70.1	61.2	61.7	12.9	2.1	0.5	5.6	9.0	4.5
Level of Service (LOS)	E	E	E	E	E	E	B	A	A	A	A	A
Approach Delay, s/veh / LOS	63.9	E		63.9	E		2.5	A		8.8	A	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	7/24/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Project Description	2027 B+P AM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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	37	0	200	0	1	3	4	0	44	19	0	0	3	26	81
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	40	0	217	0	1	3	4	0	48	21	0	0	3	28	88
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		257			8			69			119	
Entry Volume, veh/h		252			8			68			117	
Circulating Flow (v_c), pc/h	32			109			43			52		
Exiting Flow (v_{ex}), pc/h	3			139			65			246		
Capacity (c_{pce}), pc/h		1336			1235			1321			1309	
Capacity (c), veh/h		1309			1211			1295			1283	
v/c Ratio (x)		0.19			0.01			0.05			0.09	

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		4.4			3.0			3.2			3.5	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.7			0.0			0.2			0.3	
95% Queue Length, Q_{95} (ft)		17.8			0.0			5.1			7.6	
Approach Delay, s/veh | LOS	4.4	A		3.0	A		3.2	A		3.5	A	
Intersection Delay, s/veh | LOS	3.9						A					

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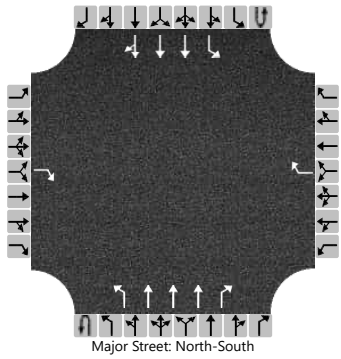
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/24/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P AM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

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				33	0	35	1890	52	0	53	2319	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				36		38				58		
Capacity, c (veh/h)				135				196		65				107		
v/c Ratio				0.57				0.19		0.59				0.55		
95% Queue Length, Q_{95} (veh)				2.8				0.7		2.5				2.5		
95% Queue Length, Q_{95} (ft)				71.1				17.8		63.5				63.5		
Control Delay (s/veh)				62.0				27.6		120.8				73.2		
Level of Service (LOS)				F				D		F				F		
Approach Delay (s/veh)	62.0				27.6				2.1				1.6			
Approach LOS	F				D				A				A			

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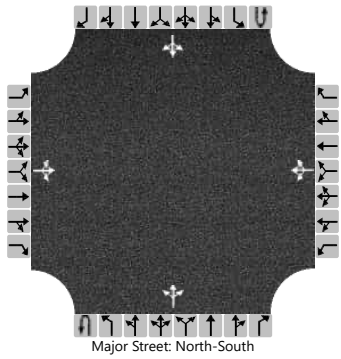
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P AM

Site Information

Intersection	Alamogordo Drive/Redlands Road
Jurisdiction	City of Albuquerque
East/West Street	Redlands Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

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)		34	0	8		0	0	0		14	31	0		0	42	204
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)			57				0			19				0		
Capacity, c (veh/h)			695				0			1227				1567		
v/c Ratio			0.08							0.02				0.00		
95% Queue Length, Q_{95} (veh)			0.3							0.0				0.0		
95% Queue Length, Q_{95} (ft)			7.6							0.0				0.0		
Control Delay (s/veh)			10.6							8.0	0.1	0.1		7.3	0.0	0.0
Level of Service (LOS)			B							A	A	A		A	A	A
Approach Delay (s/veh)	10.6								2.6				0.0			
Approach LOS	B								A				A			

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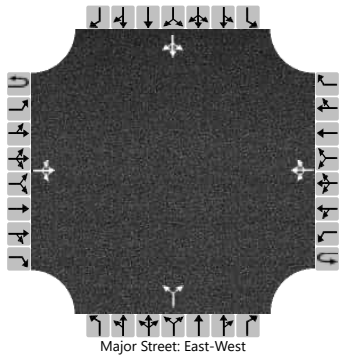
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/24/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2027 B+P AM

Site Information

Intersection	Sequoia Road/Drive A
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive A/Yucca Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LTR	
Volume (veh/h)		0	10	197		114	200	9		0		0		5	10	5
Percent Heavy Vehicles (%)		2				2				2		2		2	3	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	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12	6.53	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52	4.03	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				124					0				22	
Capacity, c (veh/h)		1341				1344					0				400	
v/c Ratio		0.00				0.09									0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.3									0.2	
95% Queue Length, Q_{95} (ft)		0.0				7.5									5.1	
Control Delay (s/veh)		7.7	0.0	0.0		8.0	0.8	0.8							14.5	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.0				3.3								14.5			
Approach LOS	A				A								B			

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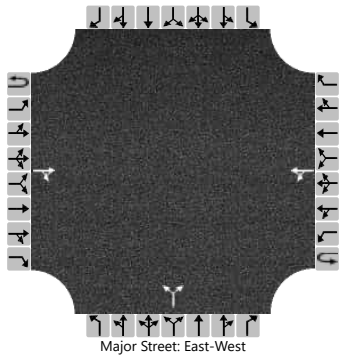
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/29/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2027 B+P AM

Site Information

Intersection	Sequoia Road/Drive B
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive B
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			10	2		2	322			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					795					
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				9.6					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.1				9.6							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

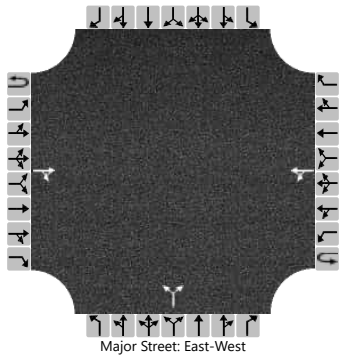
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/29/2025
Analysis Year	2027
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2027 B+P AM

Site Information

Intersection	Sequoia Road/Drive C
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			10	0		0	129			193		227				
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

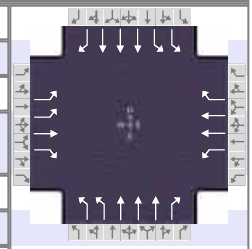
Flow Rate, v (veh/h)						0					457					
Capacity, c (veh/h)						1608					951					
v/c Ratio						0.00					0.48					
95% Queue Length, Q_{95} (veh)						0.0					2.7					
95% Queue Length, Q_{95} (ft)						0.0					68.6					
Control Delay (s/veh)						7.2	0.0				12.2					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)						0.0				12.2						
Approach LOS						A				B						

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2027 BUILD PM

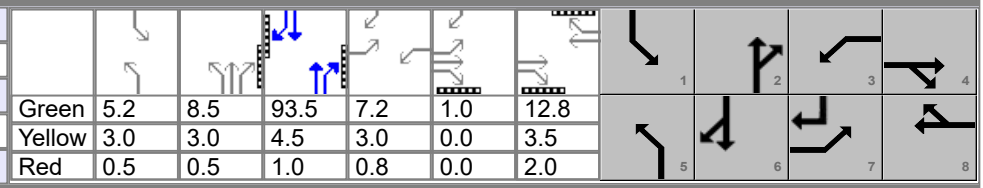
HCS Signalized Intersection Results Summary

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	1 and 6 - Coors_2027 B+P PM.xus		
Project Description	2027 B+P 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	100	339	2347	47	73	2174	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	5.2	8.5	93.5	7.2	1.0	12.8
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	19.3	11.0	18.3	20.7	111.0	8.7	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	3.2	3.0	3.2	3.0	0.0	3.0	0.0
Queue Clearance Time (g_s), s	10.2	13.4	8.0	8.5	16.8		5.3	
Green Extension Time (g_e), s	0.0	0.4	0.0	0.4	0.5	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.95	1.00	1.00		0.96	
Max Out Probability	1.00	0.00	1.00	0.00	0.04		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	122	71	30	71	346	2395	33	77	2298	248
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	2.1	11.4	6.0	1.1	6.5	14.8	39.4	0.9	3.3	45.4	9.1
Cycle Queue Clearance Time (g_c), s	8.2	2.1	11.4	6.0	1.1	6.5	14.8	39.4	0.9	3.3	45.4	9.1
Green Ratio (*g/C*)	0.05	0.09	0.09	0.05	0.09	0.09	0.11	0.70	0.70	0.03	0.62	0.68
Capacity (*c*), veh/h	189	172	146	86	304	135	397	3584	1115	120	3176	1075
Volume-to-Capacity Ratio (*X*)	1.748	0.166	0.840	0.835	0.097	0.529	0.872	0.668	0.029	0.645	0.724	0.231
Back of Queue (*Q*), ft/ln (95 th percentile)	546	46	211	173	24	120	285	499	14	68	560	141
Back of Queue (*Q*), veh/ln (95 th percentile)	21.5	1.8	8.3	6.8	0.9	4.7	11.2	19.6	0.6	2.7	22.0	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.15	0.00	0.53	0.00	0.00	0.96	0.60	0.00	0.06	0.11	0.00	0.70
Uniform Delay (d_1), s/veh	70.9	62.8	67.0	70.8	63.3	65.7	65.3	12.4	6.7	71.6	18.4	9.4
Incremental Delay (d_2), s/veh	357.7	0.2	4.9	46.0	0.1	1.2	9.3	1.0	0.0	1.5	1.0	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	428.6	63.0	71.9	116.8	63.3	66.9	74.6	13.4	6.8	73.2	19.4	9.7
Level of Service (LOS)	F	E	E	F	E	E	E	B	A	E	B	A
Approach Delay, s/veh / LOS	316.2	F		87.0	F		21.0	C		20.1	C	
Intersection Delay, s/veh / LOS	46.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

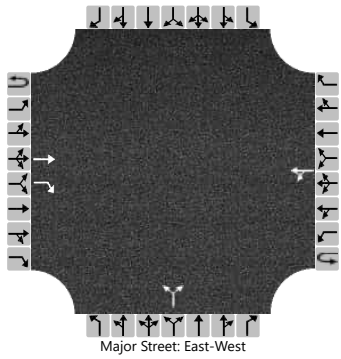
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2027 B+P PM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.67
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			24	47		2	16			38		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					63					
Capacity, c (veh/h)						1485					946					
v/c Ratio						0.00					0.07					
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)						0.8				9.1						
Approach LOS						A				A						

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HCS Two-Way Stop-Control Report

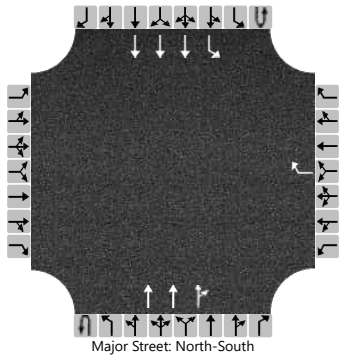
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P PM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

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	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								59			2550	18	0	45	2377	
Percent Heavy Vehicles (%)								2					2	2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								61						47		
Capacity, c (veh/h)								123						56		
v/c Ratio								0.50						0.84		
95% Queue Length, Q_{95} (veh)								2.3						3.7		
95% Queue Length, Q_{95} (ft)								58.4						94.0		
Control Delay (s/veh)								60.5						191.8		
Level of Service (LOS)								F						F		
Approach Delay (s/veh)						60.5								3.6		
Approach LOS						F								A		

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HCS Two-Way Stop-Control Report

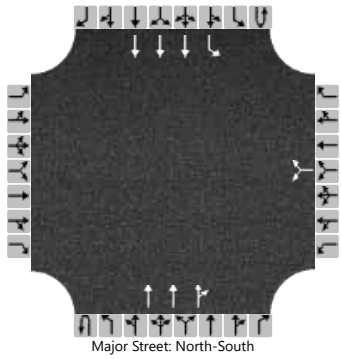
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P PM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

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		49			2550	18	0	45	2377	
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)							61							47		
Capacity, c (veh/h)							51							56		
v/c Ratio							1.20							0.84		
95% Queue Length, Q_{95} (veh)							5.5							3.7		
95% Queue Length, Q_{95} (ft)							139.7							94.0		
Control Delay (s/veh)							318.1							191.8		
Level of Service (LOS)							F							F		
Approach Delay (s/veh)						318.1								3.6		
Approach LOS						F								A		

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HCS Two-Way Stop-Control Report

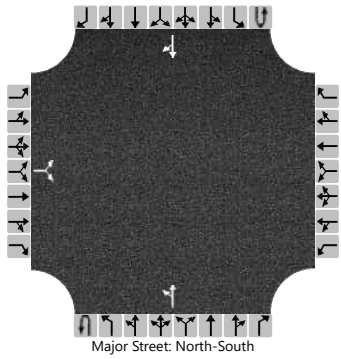
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P PM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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)		4		20						15	40				30	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)			1006							1573						
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								2.1						
Approach LOS		A								A						

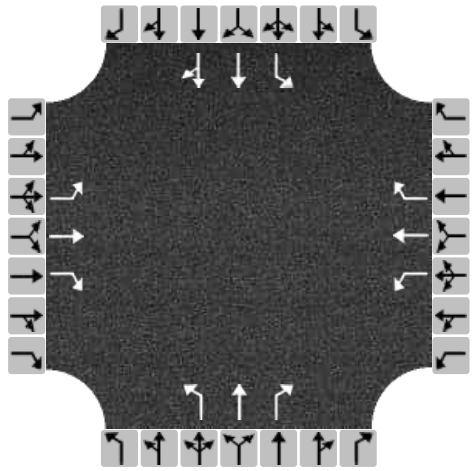
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HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
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	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

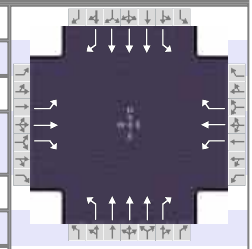
Capacity, Delay and Level of Service

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					

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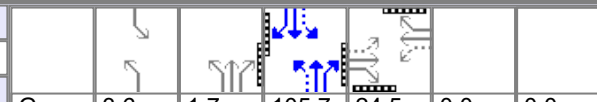
HCS Signalized Intersection Results Summary

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	1 and 6 - Coors_2027 B+P PM.xus		
Project Description	2027 B+P PM				

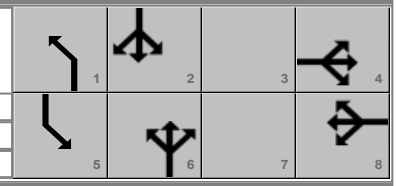


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	148	87	172	151	127	78	140	2399	62	73	2350	87

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	3.6	1.7	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	112.9	7.1	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		3.1		3.1	3.0	0.0	3.0	0.0
Queue Clearance Time (*g s*), s		26.5		25.8	5.3		3.8	
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		0.96	
Max Out Probability		1.00		1.00	0.78		0.34	

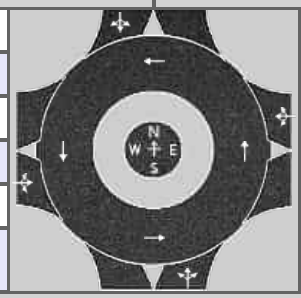
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	151	89	122	154	130	55	145	2478	44	74	2398	61
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1261	1870	1585	1308	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (*g s*), s	15.2	6.3	10.5	17.6	9.3	4.5	3.3	25.9	0.4	1.8	39.4	1.8
Cycle Queue Clearance Time (*g c*), s	24.5	6.3	10.5	23.8	9.3	4.5	3.3	25.9	0.4	1.8	39.4	1.8
Green Ratio (*g/C*)	0.16	0.16	0.16	0.16	0.16	0.16	0.74	0.72	0.72	0.73	0.70	0.70
Capacity (*c*), veh/h	175	305	259	207	305	259	175	3647	1135	162	3589	1117
Volume-to-Capacity Ratio (*X*)	0.861	0.291	0.473	0.744	0.424	0.213	0.824	0.679	0.039	0.459	0.668	0.055
Back of Queue (*Q*), ft/ln (95 th percentile)	298	134	192	270	198	82	172	195	6	30	497	27
Back of Queue (*Q*), veh/ln (95 th percentile)	11.7	5.3	7.5	10.6	7.8	3.2	6.8	7.7	0.2	1.2	19.6	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)	2.97	0.00	1.09	1.80	0.00	0.41	1.37	0.00	0.03	0.30	0.00	0.09
Uniform Delay (*d 1*), s/veh	68.6	55.1	56.9	65.6	56.4	54.4	29.6	5.1	2.0	10.9	12.4	6.8
Incremental Delay (*d 2*), s/veh	31.5	0.2	0.5	12.1	0.3	0.2	9.0	0.5	0.0	0.8	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	57.4	77.7	56.8	54.5	38.7	5.7	2.1	11.7	13.4	6.9
Level of Service (LOS)	F	E	E	E	E	D	D	A	A	B	B	A
Approach Delay, s/veh / LOS	74.7	E		65.9	E		7.4	A		13.2	B	
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Project Description	2027 B+P PM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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	25	1	99	0	0	1	3	0	35	32	3	0	3	25	21
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	27	1	107	0	0	1	3	0	38	35	3	0	3	27	23
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		135			4			76			53	
Entry Volume, veh/h		132			4			75			52	
Circulating Flow (v_c), pc/h	30			100			31			39		
Exiting Flow (v_{ex}), pc/h	7			62			65			134		
Capacity (c_{pce}), pc/h		1338			1246			1337			1326	
Capacity (c), veh/h		1312			1222			1311			1300	
v/c Ratio (x)		0.10			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		3.6			3.0			3.2			3.1	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.3			0.0			0.2			0.1	
95% Queue Length, Q_{95} (ft)		7.6			0.0			5.1			2.5	
Approach Delay, s/veh | LOS	3.6	A		3.0	A		3.2	A		3.1	A	
Intersection Delay, s/veh | LOS	3.4			A								

HCS Two-Way Stop-Control Report

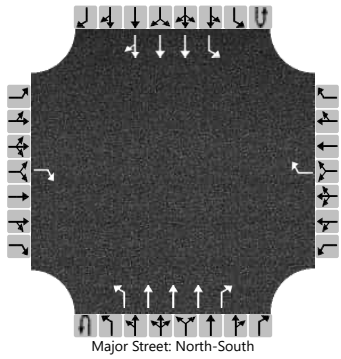
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P PM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

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)				97				46	0	81	2382	66	0	64	2533	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				46		82				65		
Capacity, c (veh/h)				133				152		63				72		
v/c Ratio				0.74				0.31		1.29				0.90		
95% Queue Length, Q_{95} (veh)				4.3				1.2		6.8				4.5		
95% Queue Length, Q_{95} (ft)				109.2				30.5		172.7				114.3		
Control Delay (s/veh)				84.4				38.9		319.6				178.4		
Level of Service (LOS)				F				E		F				F		
Approach Delay (s/veh)	84.4				38.9				10.2				4.4			
Approach LOS	F				E				F				A			

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HCS Two-Way Stop-Control Report

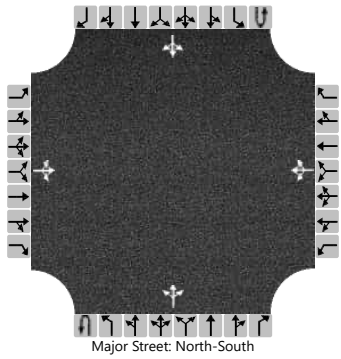
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2027 B+P PM

Site Information

Intersection	Alamogordo Drive/Redlands Road
Jurisdiction	City of Albuquerque
East/West Street	Redlands Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

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)		33	1	17		0	2	0		5	38	0		0	44	84
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)			59				2			6				0		
Capacity, c (veh/h)			849				689			1435				1558		
v/c Ratio			0.07				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)			9.6				10.2			7.5	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				B			A	A	A		A	A	A
Approach Delay (s/veh)	9.6				10.2				0.9				0.0			
Approach LOS	A				B				A				A			

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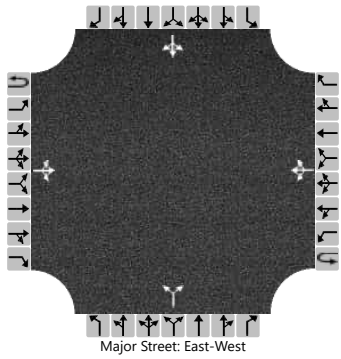
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/29/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2027 B+P PM

Site Information

Intersection	Sequoia Road/Drive A
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive A/ Yucca Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LTR	
Volume (veh/h)		5	45	160		16	236	3		0		0		5	2	5
Percent Heavy Vehicles (%)		2				2				2		2		2	3	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	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12	6.53	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52	4.03	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				17					0				13	
Capacity, c (veh/h)		1305				1346					0				584	
v/c Ratio		0.00				0.01									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	0.1	0.1							11.3	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.2				0.6								11.3			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

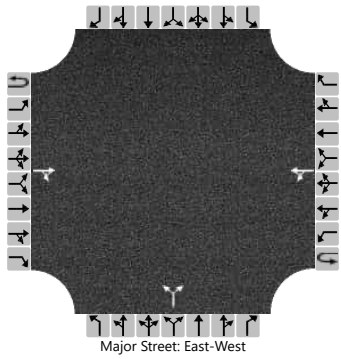
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/29/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2027 B+P PM

Site Information

Intersection	Sequoia Road/Drive B
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive B
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	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							

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HCS Two-Way Stop-Control Report

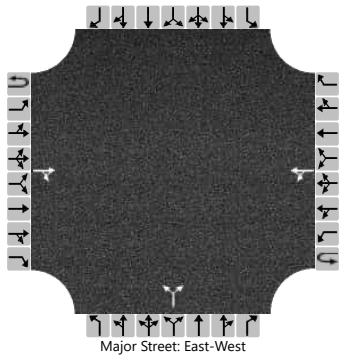
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/29/2025
Analysis Year	2027
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2027 B+P PM

Site Information

Intersection	Sequoia Road/Drive C
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			45	0		0	57			195		80				
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

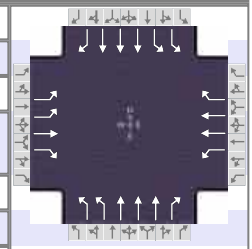
Flow Rate, v (veh/h)						0					299					
Capacity, c (veh/h)						1558					921					
v/c Ratio						0.00					0.32					
95% Queue Length, Q_{95} (veh)						0.0					1.4					
95% Queue Length, Q_{95} (ft)						0.0					35.6					
Control Delay (s/veh)						7.3	0.0				10.8					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)						0.0				10.8						
Approach LOS						A				B						

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2037 NO BUILD AM

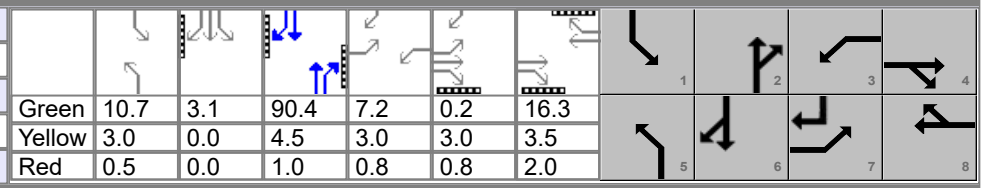
HCS Signalized Intersection Results Summary

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
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.7	3.1	90.4	7.2	0.2	16.3			
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	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	25.8	11.0	21.8	14.2	95.9	17.3	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	19.7	9.2	11.8	12.7		13.4	
Green Extension Time (g_e), s	0.0	0.7	0.0	0.9	0.0	0.0	0.4	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.21	1.00	0.02	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	585	191	190	127	70	109	307	2116	190	266	2762	109
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	14.8	17.7	7.2	2.7	9.8	10.7	42.4	8.1	11.4	68.4	3.8
Cycle Queue Clearance Time (g_c), s	11.2	14.8	17.7	7.2	2.7	9.8	10.7	42.4	8.1	11.4	68.4	3.8
Green Ratio (*g/C*)	0.07	0.14	0.14	0.05	0.11	0.11	0.07	0.60	0.60	0.09	0.62	0.70
Capacity (*c*), veh/h	258	254	215	86	388	173	246	3069	955	318	3176	1106
Volume-to-Capacity Ratio (*X*)	2.266	0.754	0.884	1.487	0.181	0.629	1.251	0.689	0.199	0.836	0.870	0.099
Back of Queue (*Q*), ft/ln (95 th percentile)	1038	298	330	414	55	182	396	575	134	200	840	58
Back of Queue (*Q*), veh/ln (95 th percentile)	40.9	11.7	13.0	16.3	2.2	7.2	15.6	22.6	5.3	7.9	33.1	2.3
Queue Storage Ratio (*RQ*) (95 th percentile)	2.19	0.00	0.82	0.00	0.00	1.46	0.83	0.00	0.54	0.33	0.00	0.29
Uniform Delay (d_1), s/veh	69.4	62.4	63.7	71.4	60.7	63.9	69.7	20.3	13.5	67.1	25.5	8.4
Incremental Delay (d_2), s/veh	581.7	5.6	20.9	271.2	0.1	1.4	142.1	1.3	0.5	1.4	2.2	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	68.0	84.6	342.6	60.8	65.3	211.8	21.6	13.9	68.4	27.7	8.6
Level of Service (LOS)	F	E	F	F	E	E	F	C	B	E	C	A
Approach Delay, s/veh / LOS	424.3	F		179.5	F		43.4	D		30.5	C	
Intersection Delay, s/veh / LOS	96.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

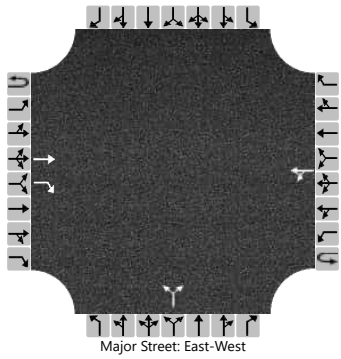
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2037 Horizon AM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	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						

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HCS Two-Way Stop-Control Report

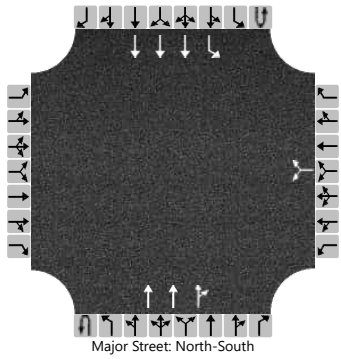
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2037 Horizon AM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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			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		

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HCS Two-Way Stop-Control Report

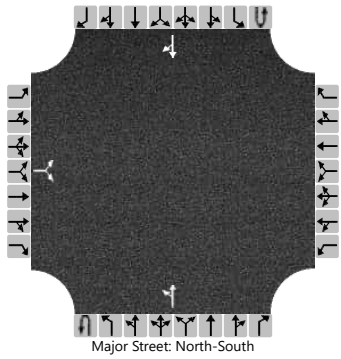
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2037 Horizon AM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

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)		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						

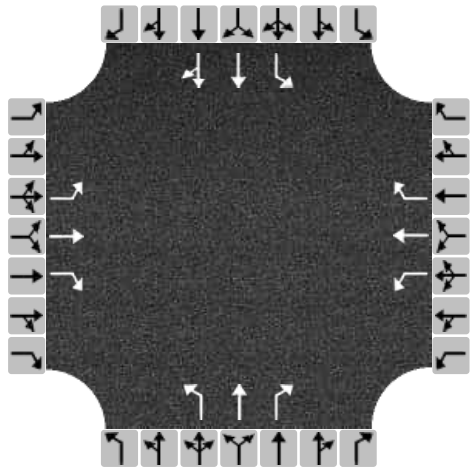
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HCS All-Way Stop Control Report

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

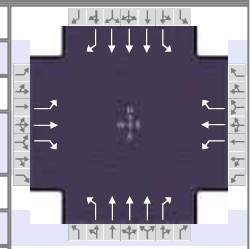
Capacity, Delay and Level of Service

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					

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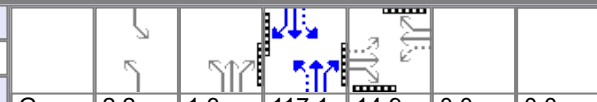
HCS Signalized Intersection Results Summary

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				

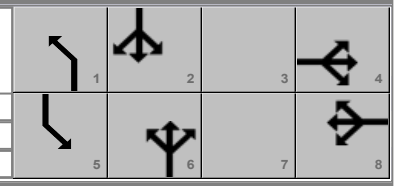


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	24	182	67	15	9	78	2081	31	30	2748	35

Signal Information			
Cycle, s	150.0	Reference Phase	6
Offset, s	86	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	1.3	117.1	14.9	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		20.4		20.4	7.0	123.9	5.7	122.6
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		14.6		11.3	3.5		2.6	
Green Extension Time (*g e*), s		0.3		0.4	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.98		0.74	
Max Out Probability		0.24		0.02	0.00		0.00	

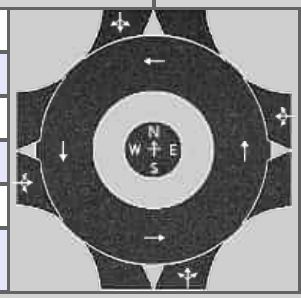
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	72	26	135	71	16	6	90	2405	24	32	2923	26
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1397	1870	1585	1385	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (*g s*), s	7.4	1.9	12.6	7.4	1.2	0.5	1.5	16.0	0.1	0.6	44.3	0.5
Cycle Queue Clearance Time (*g c*), s	8.6	1.9	12.6	9.3	1.2	0.5	1.5	16.0	0.1	0.6	44.3	0.5
Green Ratio (*g/C*)	0.10	0.10	0.10	0.10	0.10	0.10	0.80	0.79	0.79	0.80	0.78	0.78
Capacity (*c*), veh/h	176	186	157	168	186	157	131	4022	1251	171	3977	1237
Volume-to-Capacity Ratio (*X*)	0.411	0.138	0.859	0.424	0.086	0.041	0.686	0.598	0.019	0.187	0.735	0.021
Back of Queue (*Q*), ft/ln (95 th percentile)	121	40	250	120	25	10	88	91	1	8	488	7
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8	1.6	9.8	4.7	1.0	0.4	3.5	3.6	0.0	0.3	19.2	0.3
Queue Storage Ratio (*RQ*) (95 th percentile)	1.21	0.00	1.43	0.80	0.00	0.05	0.71	0.00	0.01	0.08	0.00	0.02
Uniform Delay (*d 1*), s/veh	65.3	61.7	66.5	65.9	61.4	61.1	33.0	2.5	0.6	4.4	8.5	3.7
Incremental Delay (*d 2*), s/veh	0.6	0.1	19.5	0.6	0.1	0.0	0.2	0.1	0.0	0.2	1.2	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	65.9	61.8	86.0	66.6	61.4	61.1	33.3	2.6	0.6	4.6	9.7	3.7
Level of Service (LOS)	E	E	F	E	E	E	C	A	A	A	A	A
Approach Delay, s/veh / LOS	77.1	E		65.3	E		3.6	A		9.6	A	
Intersection Delay, s/veh / LOS	10.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	4/21/2025
Analysis Year	2037
Time Analyzed	4/21/2025
Project Description	2037 Horizon AM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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		3.0	A	
Intersection Delay, s/veh | LOS	2.9						A					

HCS Two-Way Stop-Control Report

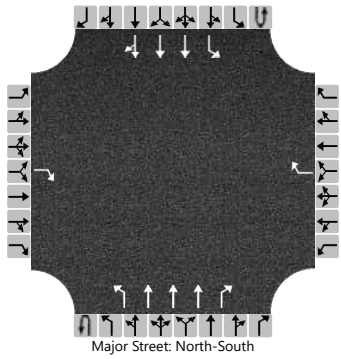
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2037 Horizon AM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

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

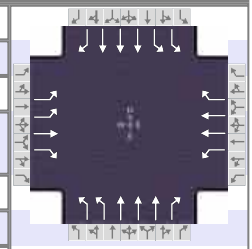
Flow Rate, v (veh/h)				95				45		48				73		
Capacity, c (veh/h)				86				166		32				94		
v/c Ratio				1.10				0.27		1.50				0.77		
95% Queue Length, Q_{95} (veh)				6.5				1.0		5.4				4.0		
95% Queue Length, Q_{95} (ft)				165.1				25.4		137.2				101.6		
Control Delay (s/veh)				215.8				34.6		525.4				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			

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2037 NO BUILD PM

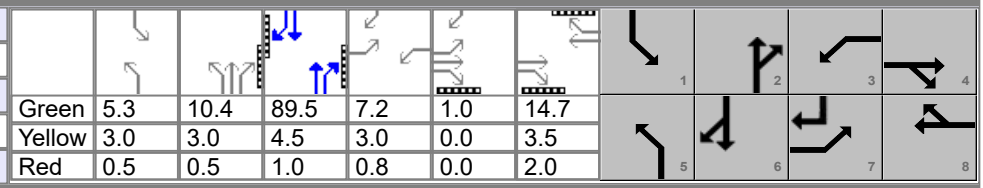
HCS Signalized Intersection Results Summary

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	10.4	89.5	7.2	1.0	14.7
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	21.2	11.0	20.2	22.8	108.9	8.8	95.0
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	15.3	9.2	8.9	19.0		5.4	
Green Extension Time (g_e), s	0.0	0.4	0.0	0.5	0.3	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	0.00	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	143	88	36	77	399	2898	41	81	2820	301
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	2.5	13.3	7.2	1.4	6.9	17.0	61.4	1.2	3.4	77.4	15.4
Cycle Queue Clearance Time (g_c), s	8.2	2.5	13.3	7.2	1.4	6.9	17.0	61.4	1.2	3.4	77.4	15.4
Green Ratio (*g/C*)	0.05	0.10	0.10	0.05	0.10	0.10	0.13	0.69	0.69	0.04	0.60	0.65
Capacity (*c*), veh/h	189	196	166	86	350	156	445	3513	1093	123	3040	1032
Volume-to-Capacity Ratio (*X*)	2.023	0.177	0.860	1.026	0.102	0.492	0.897	0.825	0.037	0.654	0.928	0.292
Back of Queue (*Q*), ft/ln (95 th percentile)	670	55	243	247	28	127	335	747	19	69	972	217
Back of Queue (*Q*), veh/ln (95 th percentile)	26.4	2.2	9.6	9.7	1.1	5.0	13.2	29.4	0.7	2.7	38.3	8.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.41	0.00	0.61	0.00	0.00	1.01	0.71	0.00	0.08	0.12	0.00	1.09
Uniform Delay (d_1), s/veh	70.9	61.2	66.1	71.4	61.6	64.1	64.4	16.8	7.4	71.0	34.2	15.6
Incremental Delay (d_2), s/veh	478.7	0.2	8.0	104.7	0.0	0.9	16.9	2.3	0.1	1.0	3.1	0.3
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	61.4	74.1	176.1	61.7	65.0	81.3	19.1	7.5	72.0	37.3	15.9
Level of Service (LOS)	F	E	E	F	E	E	F	B	A	E	D	B
Approach Delay, s/veh / LOS	398.1	F		113.2	F		26.4	C		36.1	D	
Intersection Delay, s/veh / LOS	61.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

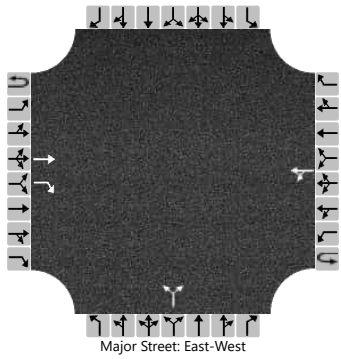
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2037 Horizon PM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.67
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	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						

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HCS Two-Way Stop-Control Report

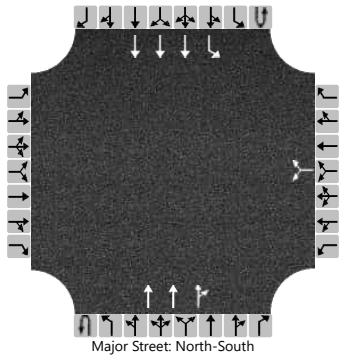
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2037 Horizon PM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

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)						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		

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HCS Two-Way Stop-Control Report

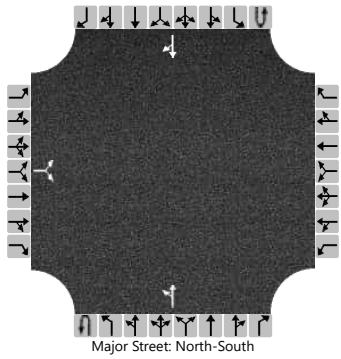
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/8/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2037 Horizon PM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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)		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						

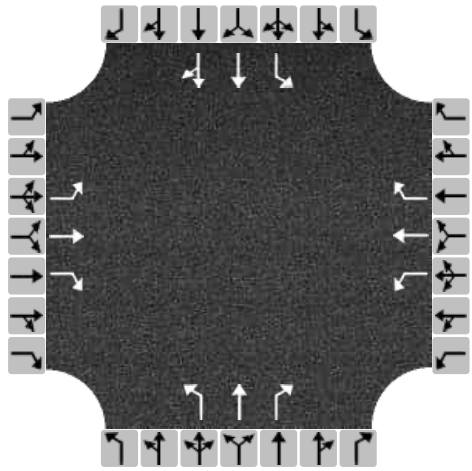
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HCS All-Way Stop Control Report

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

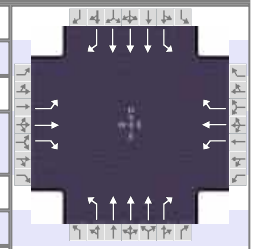
Capacity, Delay and Level of Service

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					

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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

							1	2	3	4
Green	3.8	1.2	102.5	24.5	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		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	

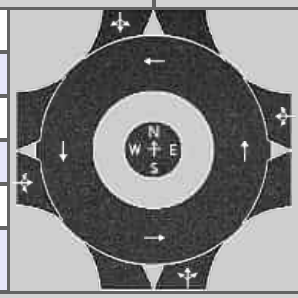
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	186	94	151	186	129	36	173	2951	50	74	2926	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1262	1870	1585	1302	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (g_s), s	15.2	6.6	13.2	17.9	9.3	2.9	8.5	41.1	0.5	1.9	64.1	2.4
Cycle Queue Clearance Time (g_c), s	24.5	6.6	13.2	24.5	9.3	2.9	8.5	41.1	0.5	1.9	64.1	2.4
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	0.583	0.914	0.421	0.138	1.015	0.810	0.044	0.581	0.840	0.070
Back of Queue (*Q*), ft/ln (95 th percentile)	420	142	233	363	197	52	206	199	7	87	780	37
Back of Queue (*Q*), veh/ln (95 th percentile)	16.6	5.6	9.2	14.3	7.8	2.1	8.1	7.8	0.3	3.4	30.7	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	4.21	0.00	1.33	2.42	0.00	0.26	1.65	0.00	0.03	0.87	0.00	0.12
Uniform Delay (d_1), s/veh	69.5	55.3	58.0	67.5	56.4	53.7	55.5	6.1	2.1	26.3	17.7	7.9
Incremental Delay (d_2), s/veh	82.9	0.2	2.2	39.4	0.3	0.1	34.3	0.4	0.0	1.5	2.6	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	152.3	55.5	60.3	106.9	56.7	53.8	89.8	6.5	2.1	27.8	20.3	8.0
Level of Service (LOS)	F	E	E	F	E	D	F	A	A	C	C	A
Approach Delay, s/veh / LOS	98.9	F		83.1	F		11.0	B		20.2	C	
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	4/21/2025
Analysis Year	2037
Time Analyzed	4/21/2025
Project Description	2037 Horizon PM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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

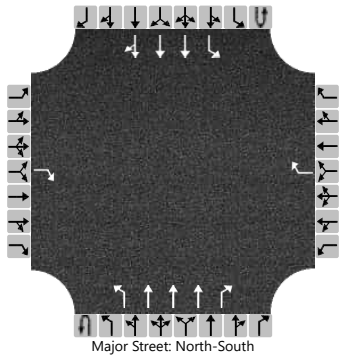
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	4/7/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2037 Horizon PM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

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)				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

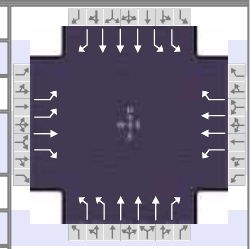
Flow Rate, v (veh/h)				120				57		101				79		
Capacity, c (veh/h)				84				101		31				38		
v/c Ratio				1.44				0.56		3.26				2.08		
95% Queue Length, Q_{95} (veh)				9.4				2.6		11.9				8.6		
95% Queue Length, Q_{95} (ft)				238.8				66.0		302.3				218.4		
Control Delay (s/veh)				340.0				79.0		1282.8				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			

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2037 BUILD AM

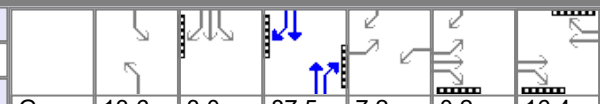
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Kimley-Horn			Duration, h	0.250
Analyst	Lorenzo Dino Mendoza	Analysis Date	Jul 25, 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 B+P AM	Analysis Period	1> 7:00
Intersection	St. Josephs Drive	File Name	1 and 6 - Coors_2037 B+P AM.xus		
Project Description	2037 B+P AM				

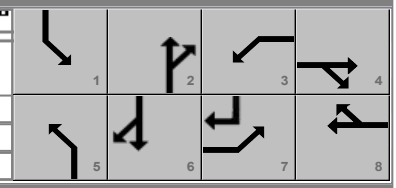


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	474	155	221	103	57	143	249	1844	221	305	2496	136

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	13.6	3.0		87.5	7.2	0.2	16.4					
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	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	15.0	25.9	11.0	21.9	17.1	93.0	20.1	96.0
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	19.7	9.2	13.3	15.3		16.1	
Green Extension Time (g_e), s	0.0	0.7	0.0	0.8	0.0	0.0	0.5	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	1.00	0.21	1.00	0.06	1.00		0.01	

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	190	127	70	123	307	2277	190	331	2713	103
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	14.8	17.7	7.2	2.7	11.3	13.3	50.5	8.5	14.1	70.5	4.2
Cycle Queue Clearance Time (g_c), s	11.2	14.8	17.7	7.2	2.7	11.3	13.3	50.5	8.5	14.1	70.5	4.2
Green Ratio (*g/C*)	0.07	0.14	0.14	0.05	0.11	0.11	0.09	0.58	0.58	0.11	0.60	0.68
Capacity (*c*), veh/h	258	254	215	86	388	173	314	2972	925	384	3074	1075
Volume-to-Capacity Ratio (*X*)	2.266	0.754	0.884	1.487	0.181	0.714	0.978	0.766	0.206	0.864	0.882	0.096
Back of Queue (*Q*), ft/ln (95 th percentile)	1038	298	329	414	55	209	312	679	142	240	897	100
Back of Queue (*Q*), veh/ln (95 th percentile)	40.9	11.7	13.0	16.3	2.2	8.2	12.3	26.7	5.6	9.5	35.3	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)	2.19	0.00	0.82	0.00	0.00	1.67	0.66	0.00	0.57	0.40	0.00	0.50
Uniform Delay (d_1), s/veh	69.4	62.4	63.7	71.4	60.7	64.6	68.0	23.5	14.8	65.5	30.6	10.6
Incremental Delay (d_2), s/veh	581.7	5.5	20.8	271.2	0.1	4.0	44.4	1.9	0.5	3.8	2.4	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	67.9	84.5	342.6	60.8	68.6	112.4	25.5	15.3	69.2	33.0	10.7
Level of Service (LOS)	F	E	F	F	E	E	F	C	B	E	C	B
Approach Delay, s/veh / LOS	424.2	F		175.4	F		34.4	C		36.1	D	
Intersection Delay, s/veh / LOS	93.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

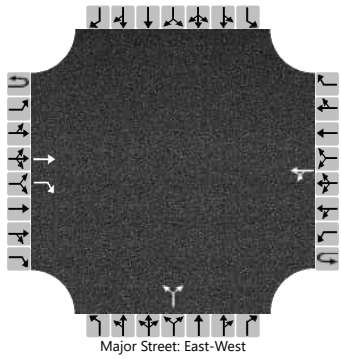
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/23/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2037 B+P AM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			22	105		4	19			64		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					77					
Capacity, c (veh/h)						1428					945					
v/c Ratio						0.00					0.08					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
95% Queue Length, Q_{95} (ft)						0.0					7.6					
Control Delay (s/veh)						7.5	0.0				9.1					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						1.3				9.1						
Approach LOS						A				A						

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HCS Two-Way Stop-Control Report

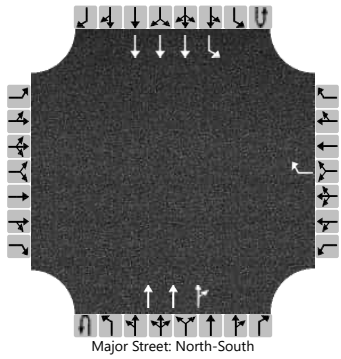
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P AM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								32			2200	12	0	12	2803	
Percent Heavy Vehicles (%)								2					2	2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage						Left Only								1		

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								36						13		
Capacity, c (veh/h)								142						70		
v/c Ratio								0.25						0.19		
95% Queue Length, Q_{95} (veh)								0.9						0.7		
95% Queue Length, Q_{95} (ft)								22.9						17.8		
Control Delay (s/veh)								38.6						67.8		
Level of Service (LOS)								E						F		
Approach Delay (s/veh)						38.6								0.3		
Approach LOS						E								A		

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HCS Two-Way Stop-Control Report

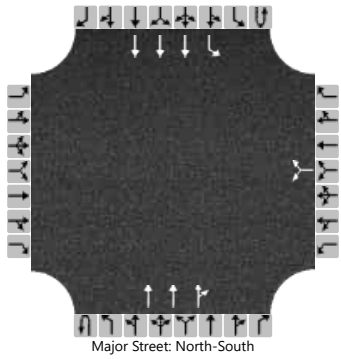
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/25/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P AM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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			2200	12	0	12	2803	
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)							87							70		
v/c Ratio							0.42							0.19		
95% Queue Length, Q_{95} (veh)							1.7							0.7		
95% Queue Length, Q_{95} (ft)							43.2							17.8		
Control Delay (s/veh)							73.4							67.8		
Level of Service (LOS)							F							F		
Approach Delay (s/veh)						73.4								0.3		
Approach LOS						F								A		

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HCS Two-Way Stop-Control Report

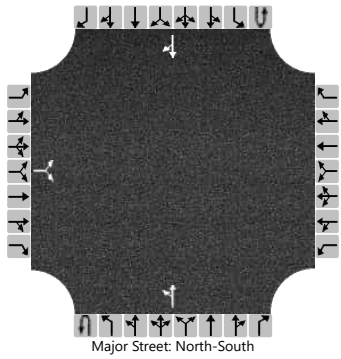
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P AM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

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)		3		8						6	40				109	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)			881							1452						
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)			9.1							7.5	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)		9.1								1.0						
Approach LOS		A								A						

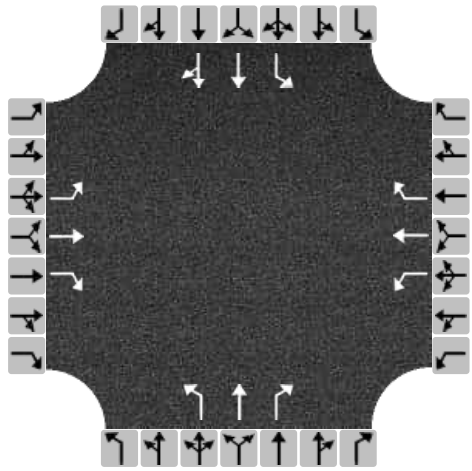
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HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Analysis Time Period (hrs)	0.25
Time Analyzed	AM Peak Hour
Project Description	2037 B+P 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	182	33	30	91	68	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	80	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	0.071	0.019	0.127	0.069	0.130	0.261	0.289
Final Departure Headway, h_d (s)	8.73	8.23	7.53	8.91	8.41	7.71	8.77	8.27	7.57	7.70	7.20	7.13
Final Degree of Utilization, x	0.063	0.489	0.081	0.087	0.250	0.171	0.052	0.327	0.163	0.312	0.587	0.645
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)	6.43	5.93	5.23	6.61	6.11	5.41	6.47	5.97	5.27	5.40	4.90	4.83

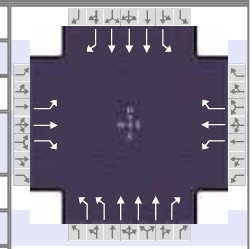
Capacity, Delay and Level of Service

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	80	21	142	78	146	294	325
Capacity (veh/h)	413	438	478	404	428	467	411	435	476	467	500	505
95% Queue Length, Q_{95} (veh)	0.2	2.6	0.3	0.3	1.0	0.6	0.2	1.4	0.6	1.3	3.7	4.5
95% Queue Length, Q_{95} (ft)	5.1	66.0	7.6	7.6	25.4	15.2	5.1	35.6	15.2	33.0	94.0	114.3
Control Delay (s/veh)	12.0	18.5	10.9	12.5	13.9	12.0	11.9	14.9	11.7	13.9	19.6	21.9
Level of Service, LOS	B	C	B	B	B	B	B	B	B	B	C	C
Approach Delay (s/veh) | LOS	16.9	C		13.0	B		13.6	B		19.5	C	
Intersection Delay (s/veh) | LOS	17.1						C					

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HCS Signalized Intersection Results Summary

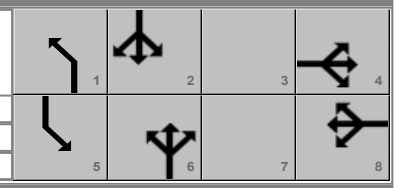
General Information				Intersection Information	
Agency	Kimley-Horn			Duration, h	0.250
Analyst	Lorenzo Dino Mendoza	Analysis Date	Jul 25, 2025	Area Type	Other
Jurisdiction	City of Albuquerque and NMDOT	Time Period	AM Peak Hour	PHF	0.94
Urban Street	Coors Boulevard	Analysis Year	2037 B+P AM	Analysis Period	1> 7:00
Intersection	Sequoia Road	File Name	1 and 6 - Coors_2037 B+P AM.xus		
Project Description	2037 B+P 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	108	182	76	87	139	78	2081	56	129	2748	35

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	3.0	1.8	111.2	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	6.5	116.7	8.3	118.5
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		16.9		19.9	3.0		4.8	
Green Extension Time (*g e*), s		0.4		0.0	0.1	0.0	0.1	0.0
Phase Call Probability		1.00		1.00	0.98		1.00	
Max Out Probability		1.00		1.00	0.02		1.00	

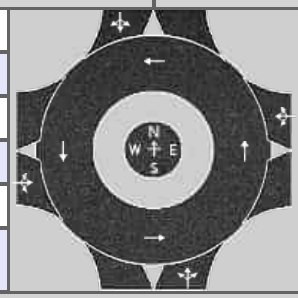
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	72	115	135	81	93	103	96	2550	48	137	2923	26
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1304	1870	1585	1278	1870	1585	1730	1698	1585	1781	1698	1585
Queue Service Time (*g s*), s	8.1	8.5	12.2	9.4	6.8	9.1	1.0	20.1	0.2	2.8	49.8	0.6
Cycle Queue Clearance Time (*g c*), s	14.9	8.5	12.2	17.9	6.8	9.1	1.0	20.1	0.2	2.8	49.8	0.6
Green Ratio (*g/C*)	0.13	0.13	0.13	0.13	0.13	0.13	0.76	0.74	0.74	0.78	0.75	0.75
Capacity (*c*), veh/h	158	243	206	141	243	206	236	3775	1175	181	3837	1194
Volume-to-Capacity Ratio (*X*)	0.457	0.473	0.656	0.572	0.381	0.501	0.406	0.675	0.041	0.757	0.762	0.021
Back of Queue (*Q*), ft/ln (95 th percentile)	123	185	226	145	147	167	43	104	2	194	572	8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8	7.3	8.9	5.7	5.8	6.6	1.7	4.1	0.1	7.6	22.5	0.3
Queue Storage Ratio (*RQ*) (95 th percentile)	1.23	0.00	1.29	0.97	0.00	0.83	0.35	0.00	0.01	1.94	0.00	0.03
Uniform Delay (*d 1*), s/veh	66.5	60.5	62.1	68.8	59.7	60.7	24.1	3.1	0.8	20.4	10.7	4.6
Incremental Delay (*d 2*), s/veh	0.8	0.5	5.9	3.6	0.4	0.7	0.0	0.1	0.0	9.8	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	67.9	72.4	60.1	61.4	24.2	3.2	0.8	30.2	12.2	4.7
Level of Service (LOS)	E	E	E	E	E	E	C	A	A	C	B	A
Approach Delay, s/veh / LOS	65.3	E		64.2	E		3.9	A		12.9	B	
Intersection Delay, s/veh / LOS	14.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Project Description	2037 B+P AM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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	21	0	202	0	1	4	5	0	45	23	0	0	4	32	83
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	23	0	219	0	1	4	5	0	49	25	0	0	4	35	90
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		242			10			74			129	
Entry Volume, veh/h		237			10			73			126	
Circulating Flow (v_c), pc/h	40			97			27			54		
Exiting Flow (v_{ex}), pc/h	4			143			53			255		
Capacity (c_{pce}), pc/h		1325			1250			1343			1306	
Capacity (c), veh/h		1299			1225			1316			1280	
v/c Ratio (x)		0.18			0.01			0.06			0.10	

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		4.3			3.0			3.2			3.6	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.7			0.0			0.2			0.3	
95% Queue Length, Q_{95} (ft)		17.8			0.0			5.1			7.6	
Approach Delay, s/veh | LOS	4.3	A		3.0	A		3.2	A		3.6	A	
Intersection Delay, s/veh | LOS	3.9						A					

HCS Two-Way Stop-Control Report

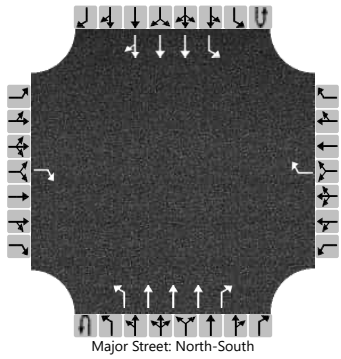
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P AM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

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	2281	58	0	65	2853	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				45		48				71		
Capacity, c (veh/h)				85				140		32				64		
v/c Ratio				1.11				0.32		1.52				1.12		
95% Queue Length, Q_{95} (veh)				6.6				1.3		5.4				5.7		
95% Queue Length, Q_{95} (ft)				167.6				33.0		137.2				144.8		
Control Delay (s/veh)				219.6				42.4		535.5				260.4		
Level of Service (LOS)				F				E		F				F		
Approach Delay (s/veh)	219.6				42.4				9.9				5.8			
Approach LOS	F				E				F				F			

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HCS Two-Way Stop-Control Report

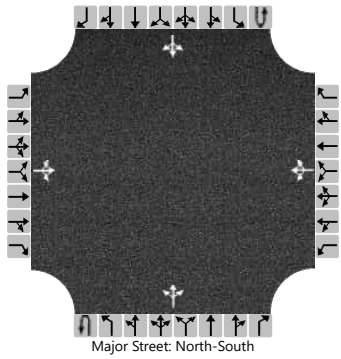
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P AM

Site Information

Intersection	Alamogordo Drive/Redlands Road
Jurisdiction	City of Albuquerque
East/West Street	Redlands Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

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)		37	0	10		0	0	0		17	34	0		0	49	209
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)			64				0			23				0		
Capacity, c (veh/h)			673				0			1210				1562		
v/c Ratio			0.09							0.02				0.00		
95% Queue Length, Q_{95} (veh)			0.3							0.1				0.0		
95% Queue Length, Q_{95} (ft)			7.6							2.5				0.0		
Control Delay (s/veh)			10.9							8.0	0.2	0.2		7.3	0.0	0.0
Level of Service (LOS)			B							A	A	A		A	A	A
Approach Delay (s/veh)		10.9								2.8				0.0		
Approach LOS		B								A				A		

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HCS Two-Way Stop-Control Report

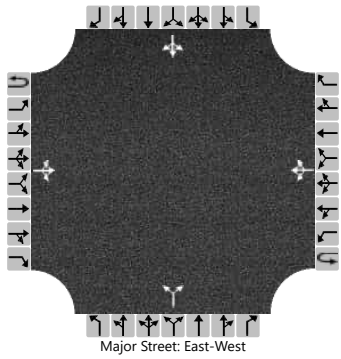
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/30/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2037 B+P AM

Site Information

Intersection	Sequoia Road/Drive A
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive A/Yucca Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LTR	
Volume (veh/h)		0	13	207		114	228	0		0		0		5	0	5
Percent Heavy Vehicles (%)		2				2				2		2		2	3	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	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12	6.53	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52	4.03	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				124					0				11	
Capacity, c (veh/h)		1318				1328					0				491	
v/c Ratio		0.00				0.09									0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.3									0.1	
95% Queue Length, Q_{95} (ft)		0.0				7.5									2.5	
Control Delay (s/veh)		7.7	0.0	0.0		8.0	0.9	0.9							12.5	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.0				3.2								12.5			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

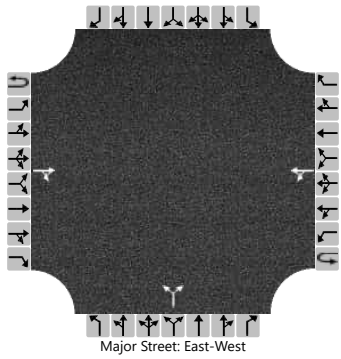
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/30/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2037 B+P AM

Site Information

Intersection	Sequoia Road/Drive B
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive B
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			13	2		2	342			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					777					
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				9.7					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						0.1				9.7						
Approach LOS						A				A						

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HCS Two-Way Stop-Control Report

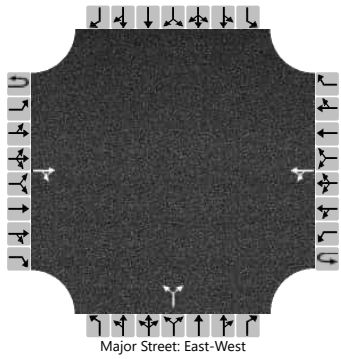
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/30/2025
Analysis Year	2037
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2037 B+P AM

Site Information

Intersection	Sequoia Road/Drive C
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			13	0		0	132			210		210				
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

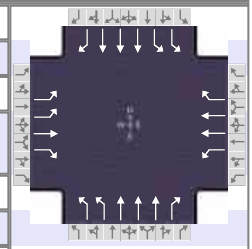
Flow Rate, v (veh/h)						0					457					
Capacity, c (veh/h)						1604					935					
v/c Ratio						0.00					0.49					
95% Queue Length, Q_{95} (veh)						0.0					2.7					
95% Queue Length, Q_{95} (ft)						0.0					68.6					
Control Delay (s/veh)						7.2	0.0				12.5					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)						0.0				12.5						
Approach LOS						A				B						

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2037 BUILD PM

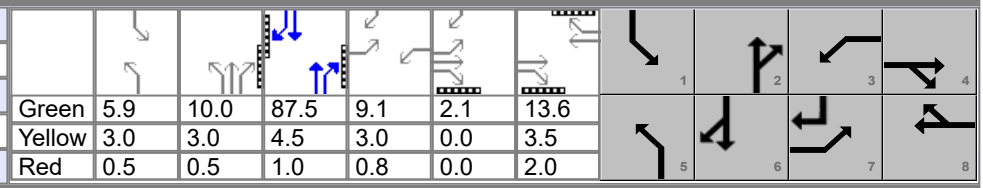
HCS Signalized Intersection Results Summary

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	Analysis Period	1> 15:00
Intersection	St. Josephs Drive	File Name	1 and 6 - Coors_2037 B+P PM.xus		
Project Description	2037 B+P 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	114	391	2886	58	87	2673	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	5.9	10.0	87.5	9.1	2.1	13.6
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	15.0	21.2	12.9	19.1	22.9	106.5	9.4	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	13.2	15.3	9.3	9.3	19.0		5.9	
Green Extension Time (g_e), s	0.0	0.5	0.0	0.5	0.3	0.0	0.1	0.0
Phase Call Probability	1.00	1.00	0.97	1.00	1.00		0.98	
Max Out Probability	1.00	0.00	1.00	0.00	0.76		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	143	88	36	81	399	2945	41	92	2814	299
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	2.5	13.3	7.3	1.4	7.3	17.0	67.1	1.3	3.9	79.0	15.2
Cycle Queue Clearance Time (g_c), s	11.2	2.5	13.3	7.3	1.4	7.3	17.0	67.1	1.3	3.9	79.0	15.2
Green Ratio (*g/C*)	0.07	0.10	0.10	0.06	0.09	0.09	0.13	0.67	0.67	0.04	0.58	0.66
Capacity (*c*), veh/h	258	196	166	108	323	144	447	3430	1067	136	2972	1043
Volume-to-Capacity Ratio (*X*)	1.481	0.177	0.858	0.815	0.110	0.560	0.893	0.859	0.038	0.674	0.947	0.287
Back of Queue (*Q*), ft/ln (95 th percentile)	552	55	239	188	28	136	331	826	20	79	1007	215
Back of Queue (*Q*), veh/ln (95 th percentile)	21.7	2.2	9.4	7.4	1.1	5.3	13.0	32.5	0.8	3.1	39.7	8.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.16	0.00	0.60	0.00	0.00	1.08	0.70	0.00	0.08	0.13	0.00	1.07
Uniform Delay (d_1), s/veh	69.4	61.2	66.0	69.6	62.6	65.3	64.3	19.0	8.2	70.9	37.0	15.3
Incremental Delay (d_2), s/veh	236.3	0.2	5.7	27.3	0.1	1.3	14.9	3.0	0.1	1.0	4.0	0.3
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	305.7	61.4	71.7	96.9	62.7	66.6	79.2	22.0	8.3	71.9	41.0	15.6
Level of Service (LOS)	F	E	E	F	E	E	E	C	A	E	D	B
Approach Delay, s/veh / LOS	230.9	F		79.0	E		28.6	C		39.5	D	
Intersection Delay, s/veh / LOS	50.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Two-Way Stop-Control Report

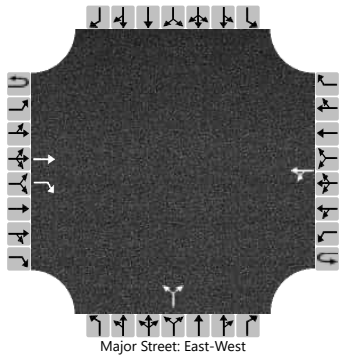
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2037 B+P PM

Site Information

Intersection	Alamogordo Drive/St. Josephs Drive
Jurisdiction	City of Albuquerque
East/West Street	St. Josephs Drive
North/South Street	Alamogordo Drive
Peak Hour Factor	0.67
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	0	1	0		0	1	0		0	0	0
Configuration			T	R		LT					LR					
Volume (veh/h)			30	56		3	19			38		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					64					
Capacity, c (veh/h)						1457					928					
v/c Ratio						0.00					0.07					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
95% Queue Length, Q_{95} (ft)						0.0					5.1					
Control Delay (s/veh)						7.5	0.0				9.2					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)						1.0				9.2						
Approach LOS						A				A						

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HCS Two-Way Stop-Control Report

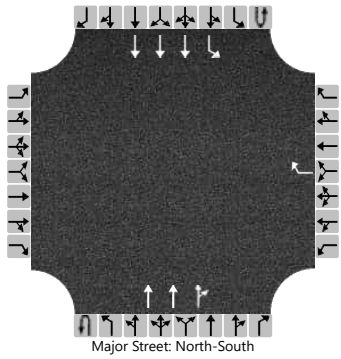
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P PM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

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	0	1	0	0	3	0	0	1	3	0
Configuration								R			T	TR		L	T	
Volume (veh/h)								69			3140	22	0	53	2924	
Percent Heavy Vehicles (%)								2					2	2		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								72						55		
Capacity, c (veh/h)								75						26		
v/c Ratio								0.95						2.09		
95% Queue Length, Q_{95} (veh)								5.0						6.7		
95% Queue Length, Q_{95} (ft)								127.0						170.2		
Control Delay (s/veh)								185.9						821.2		
Level of Service (LOS)								F						F		
Approach Delay (s/veh)						185.9								14.6		
Approach LOS						F								F		

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HCS Two-Way Stop-Control Report

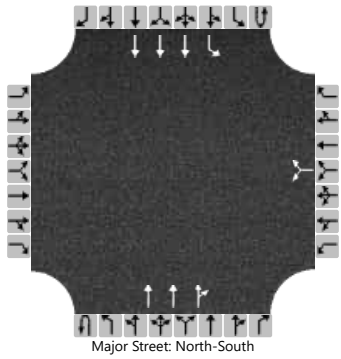
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P PM

Site Information

Intersection	Coors Boulevard/Tucson Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Tucson Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

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)						13		56			3140	22	0	53	2924	
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														2.09		
95% Queue Length, Q_{95} (veh)														6.7		
95% Queue Length, Q_{95} (ft)														170.2		
Control Delay (s/veh)														821.2		
Level of Service (LOS)														F		
Approach Delay (s/veh)														14.6		
Approach LOS														F		

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HCS Two-Way Stop-Control Report

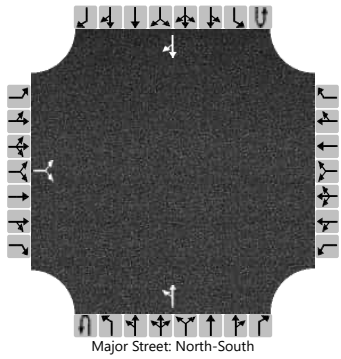
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P PM

Site Information

Intersection	Alamogordo Drive/Tucson Road
Jurisdiction	City of Albuquerque
East/West Street	Tucson Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

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)		5		24						18	41				34	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)			996							1566						
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								2.3						
Approach LOS		A								A						

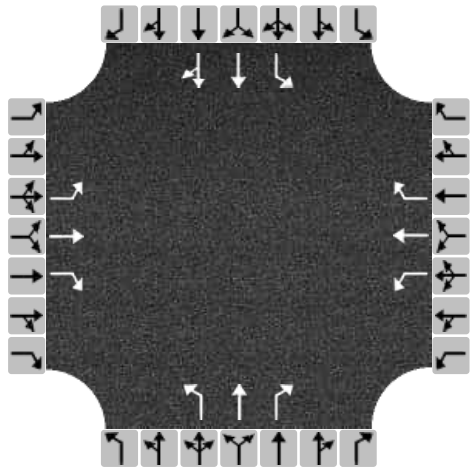
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HCS All-Way Stop Control Report

General and Site Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Analysis Time Period (hrs)	0.25
Time Analyzed	PM Peak Hour
Project Description	2037 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)	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

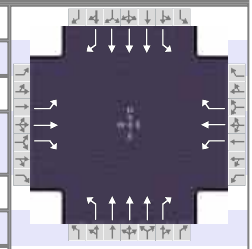
Capacity, Delay and Level of Service

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					

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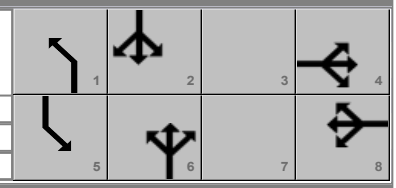
HCS Signalized Intersection Results Summary

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	Analysis Period	1> 15:00
Intersection	Sequoia Road	File Name	1 and 6 - Coors_2037 B+P PM.xus		
Project Description	2037 B+P 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	104	212	185	151	96	172	2928	76	87	2867	107

Signal Information												
Cycle, s	150.0	Reference Phase	6									
Offset, s	59	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.2	0.8	102.5	24.5	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	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	112.3	7.7	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		4.3	
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		0.74	

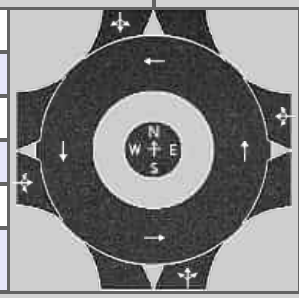
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	186	106	151	189	154	68	180	3061	55	89	2926	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1233	1870	1585	1288	1870	1585	1781	1698	1585	1781	1698	1585
Queue Service Time (g_s), s	13.2	7.5	13.2	17.0	11.3	5.7	8.5	47.0	0.5	2.3	64.1	2.4
Cycle Queue Clearance Time (g_c), s	24.5	7.5	13.2	24.5	11.3	5.7	8.5	47.0	0.5	2.3	64.1	2.4
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	3628	1129	127	3481	1083
Volume-to-Capacity Ratio (*X*)	1.185	0.347	0.583	0.975	0.504	0.264	1.052	0.844	0.049	0.702	0.840	0.070
Back of Queue (*Q*), ft/ln (95 th percentile)	472	162	233	394	230	103	239	230	7	109	780	37
Back of Queue (*Q*), veh/ln (95 th percentile)	18.6	6.4	9.2	15.5	9.1	4.0	9.4	9.1	0.3	4.3	30.7	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	4.72	0.00	1.33	2.63	0.00	0.51	1.91	0.00	0.03	1.09	0.00	0.12
Uniform Delay (d_1), s/veh	70.4	55.7	58.0	68.5	57.2	54.9	55.5	6.6	1.9	32.3	17.7	7.9
Incremental Delay (d_2), s/veh	130.1	0.3	2.2	57.2	0.5	0.2	50.3	0.7	0.0	4.7	2.6	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	200.6	55.9	60.3	125.6	57.7	55.1	105.7	7.3	1.9	37.0	20.3	8.0
Level of Service (LOS)	F	E	E	F	E	E	F	A	A	D	C	A
Approach Delay, s/veh / LOS	118.1	F		88.5	F		12.6	B		20.5	C	
Intersection Delay, s/veh / LOS	26.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

HCS Roundabouts Report

General Information

Analyst	Lorenzo Dino Mendoza
Agency or Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Project Description	2037 B+P PM



Site Information

Intersection	Alamogordo Drive/Vista Gra...
E/W Street Name	Sequoia Road/Vista Grand D...
N/S Street Name	Alamogordo Drive
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
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	21	1	106	0	0	1	4	0	42	40	4	0	4	31	24
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	23	1	115	0	0	1	4	0	46	43	4	0	4	34	26
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		139			5			93			64	
Entry Volume, veh/h		136			5			91			63	
Circulating Flow (v_c), pc/h	38			112			28			47		
Exiting Flow (v_{ex}), pc/h	9			73			70			149		
Capacity (c_{pce}), pc/h		1328			1231			1341			1315	
Capacity (c), veh/h		1302			1207			1315			1290	
v/c Ratio (x)		0.10			0.00			0.07			0.05	

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		3.6			3.0			3.3			3.2	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.4			0.0			0.2			0.2	
95% Queue Length, Q_{95} (ft)		10.2			0.0			5.1			5.1	
Approach Delay, s/veh | LOS	3.6	A		3.0	A		3.3	A		3.2	A	
Intersection Delay, s/veh | LOS	3.4						A					

HCS Two-Way Stop-Control Report

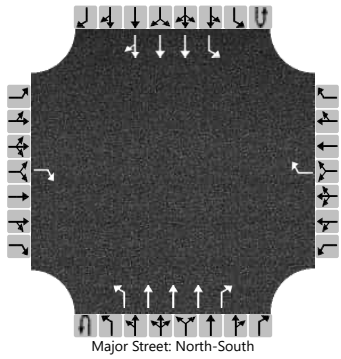
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P PM

Site Information

Intersection	Coors Boulevard/Redlands Road
Jurisdiction	CityofAlbuquerque NMDOT
East/West Street	Redlands Road
North/South Street	Coors Boulevard
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

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)				119				56	0	100	2926	80	0	78	3117	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				57		101				79		
Capacity, c (veh/h)				83				99		31				36		
v/c Ratio				1.44				0.57		3.27				2.18		
95% Queue Length, Q_{95} (veh)				9.4				2.7		11.9				8.7		
95% Queue Length, Q_{95} (ft)				238.8				68.6		302.3				221.0		
Control Delay (s/veh)				341.6				82.1		1289.0				778.3		
Level of Service (LOS)				F				F		F				F		
Approach Delay (s/veh)	341.6				82.1				41.5				18.9			
Approach LOS	F				F				F				F			

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HCS Two-Way Stop-Control Report

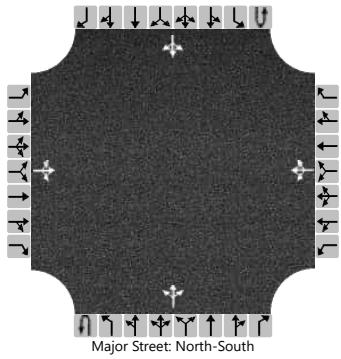
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/28/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2037 B+P PM

Site Information

Intersection	Alamogordo Drive/Redlands Road
Jurisdiction	City of Albuquerque
East/West Street	Redlands Road
North/South Street	Alamogordo Drive
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

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)		40	1	21		0	3	0		6	47	0		0	52	88
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)			71				3			7				0		
Capacity, c (veh/h)			823				666			1418				1545		
v/c Ratio			0.09				0.01			0.00				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)			9.8				10.4			7.6	0.0	0.0		7.3	0.0	0.0
Level of Service (LOS)			A				B			A	A	A		A	A	A
Approach Delay (s/veh)	9.8				10.4				0.9				0.0			
Approach LOS	A				B				A				A			

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HCS Two-Way Stop-Control Report

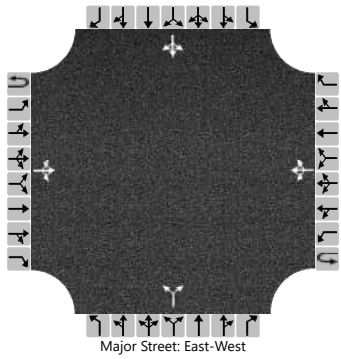
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/30/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2037 B+P PM

Site Information

Intersection	Sequoia Road/Drive A
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive A/ Yucca Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LTR	
Volume (veh/h)		0	55	160		16	245	3		0		0		5	0	5
Percent Heavy Vehicles (%)		2				2				2		2		2	3	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	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12		6.22		7.12	6.53	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52		3.32		3.52	4.03	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				17					0				11	
Capacity, c (veh/h)		1294				1334					0				615	
v/c Ratio		0.00				0.01									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	0.1	0.1							11.0	
Level of Service (LOS)		A	A	A		A	A	A							B	
Approach Delay (s/veh)	0.0				0.6								11.0			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

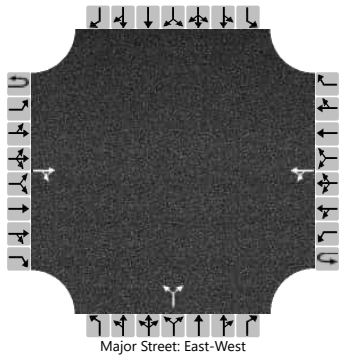
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/30/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2037 B+P PM

Site Information

Intersection	Sequoia Road/Drive B
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive B
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	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						

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HCS Two-Way Stop-Control Report

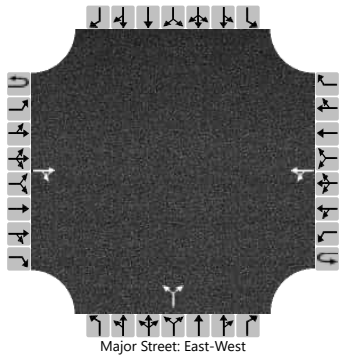
General Information

Analyst	Lorenzo Dino Mendoza
Agency/Co.	Kimley-Horn
Date Performed	7/30/2025
Analysis Year	2037
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2037 B+P PM

Site Information

Intersection	Sequoia Road/Drive C
Jurisdiction	City of Albuquerque
East/West Street	Sequoia Road
North/South Street	Drive C
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			55	0		0	66			195		74				
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					292					
Capacity, c (veh/h)						1544					898					
v/c Ratio						0.00					0.33					
95% Queue Length, Q_{95} (veh)						0.0					1.4					
95% Queue Length, Q_{95} (ft)						0.0					35.6					
Control Delay (s/veh)						7.3	0.0				10.9					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.9							
Approach LOS					A				B							

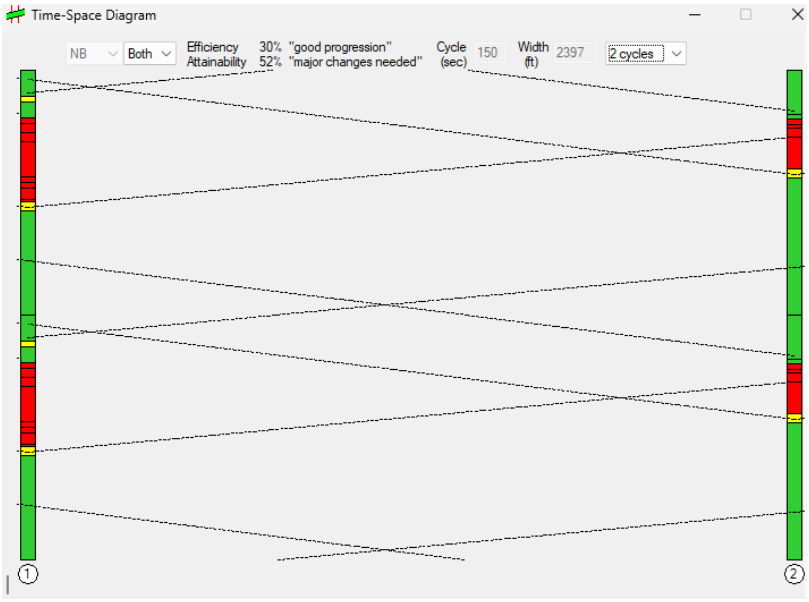
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APPENDIX M

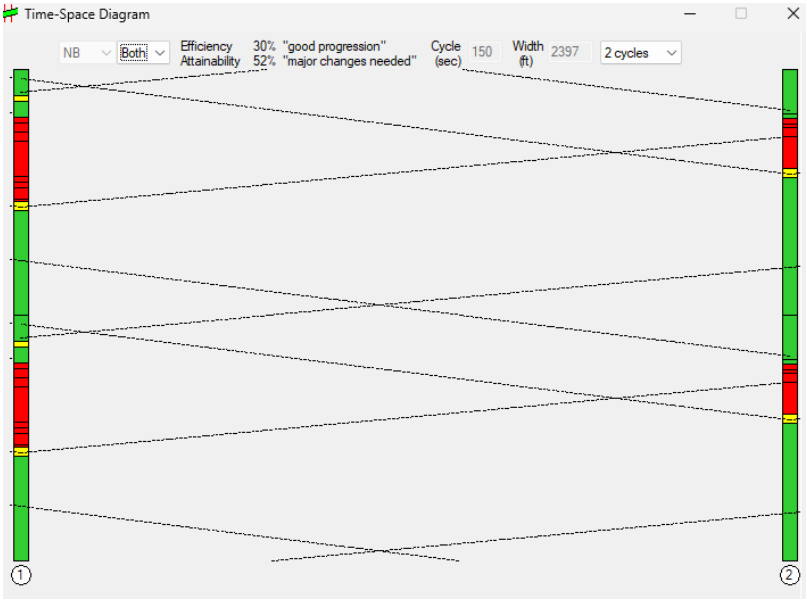
TIME SPACE DIAGRAMS

2027 BuildAway from Coors

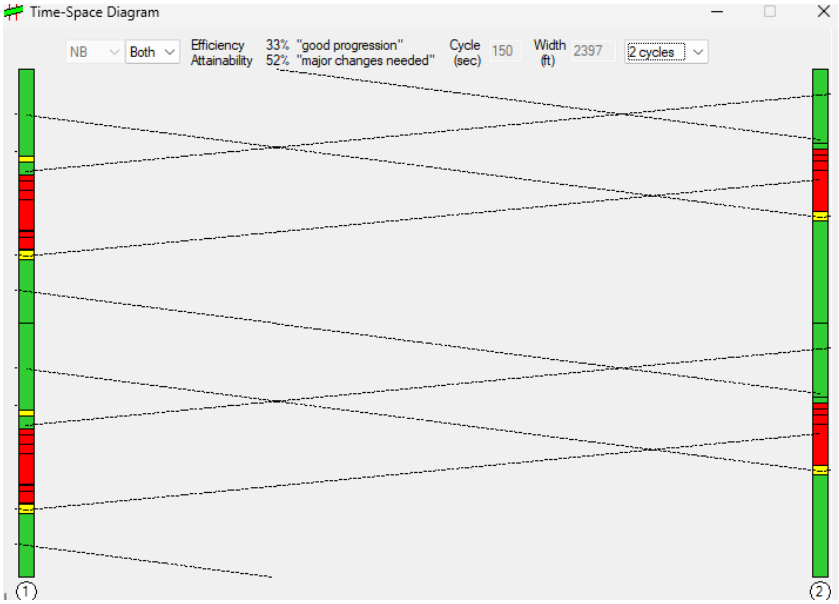
Coors Boulevard/ St. Josephs Drive (#1) AM



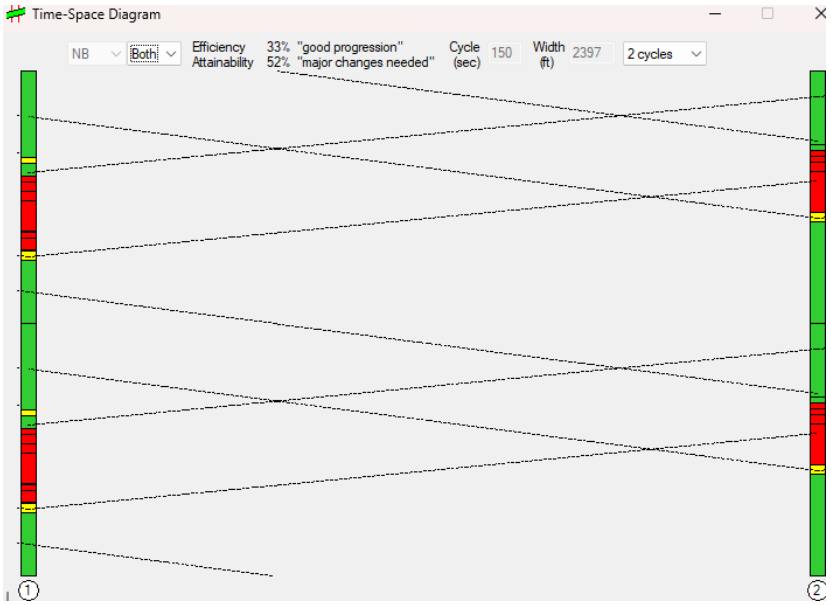
Coors Boulevard/ Sequoia Road (#2) AM



Coors Boulevard/ St. Josephs Drive (#1) PM

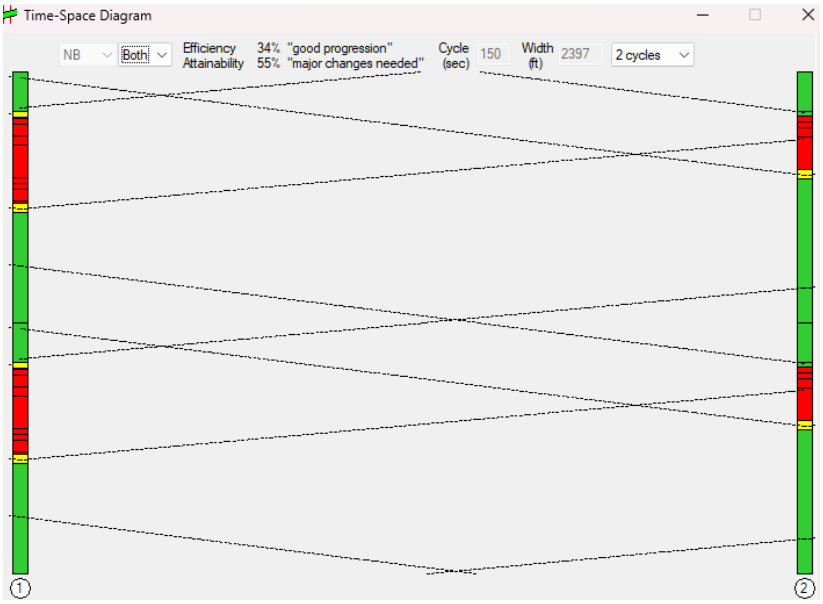


Coors Boulevard/ Sequoia Road (#2) PM

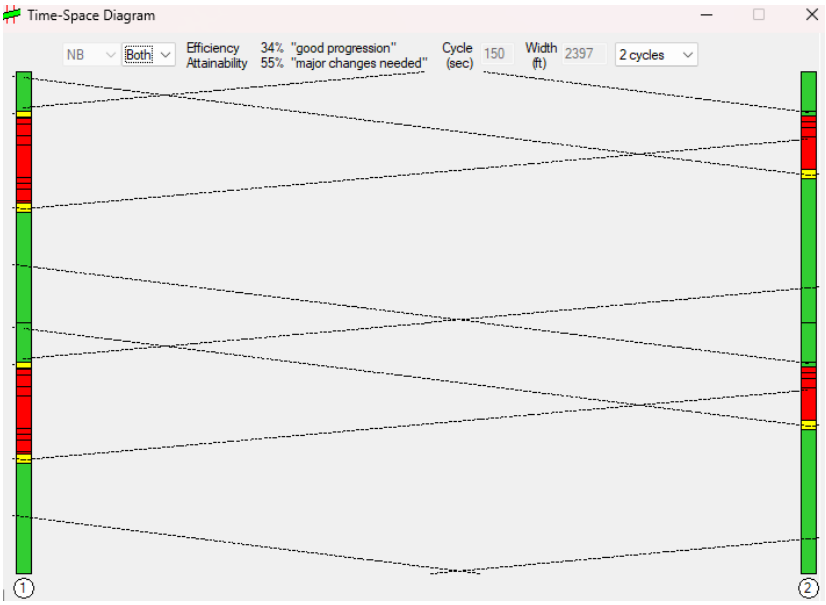


2027 BuildAway from Neighborhood

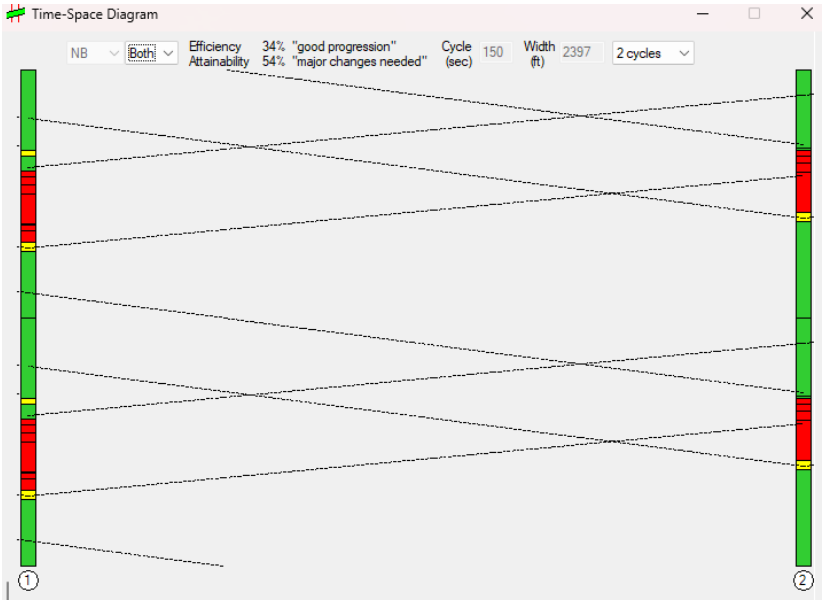
Coors Boulevard/ St. Josephs Drive (#1) AM



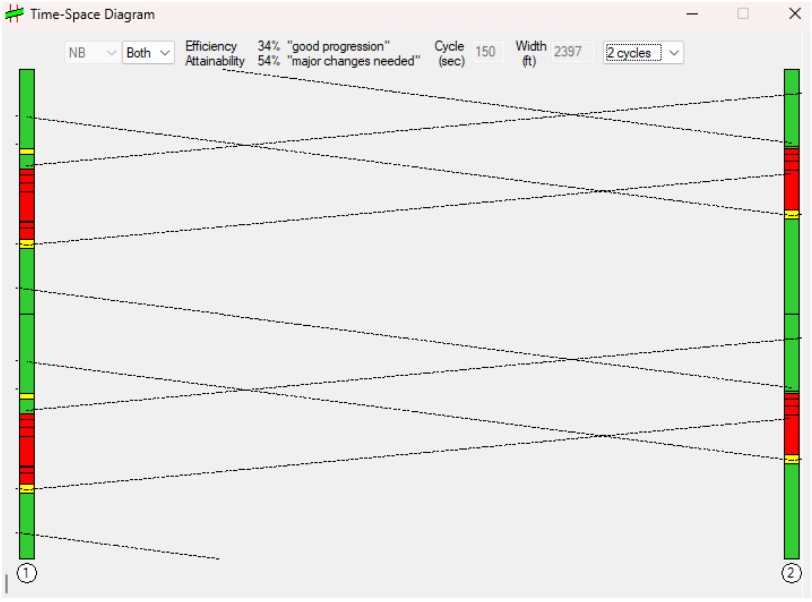
Coors Boulevard/ Sequoia Road (#2) AM



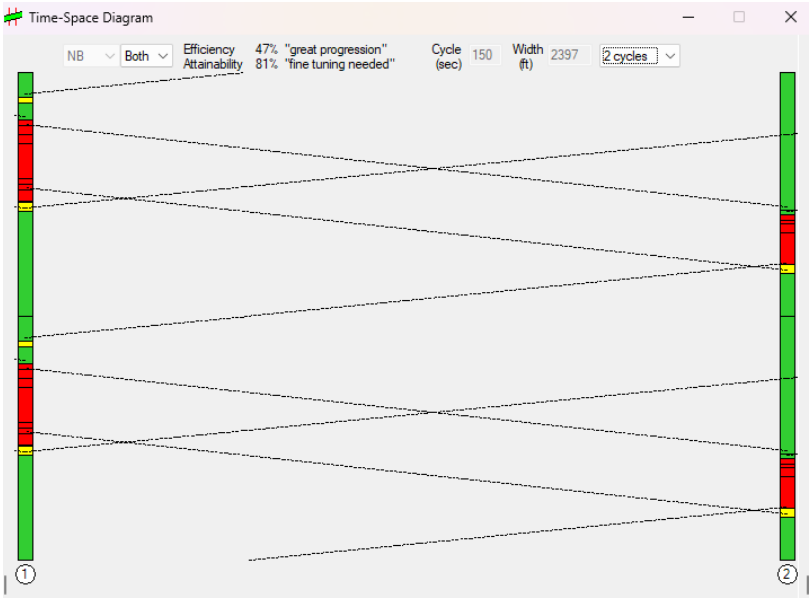
Coors Boulevard/ St. Josephs Drive (#1) PM



Coors Boulevard/ Sequoia Road (#2) PM



Coors Boulevard/ Sequoia Road (#2) AM – Offset Improvement



APPENDIX N

SCHOOL QUEUING CALCULATIONS

Kimley»Horn

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



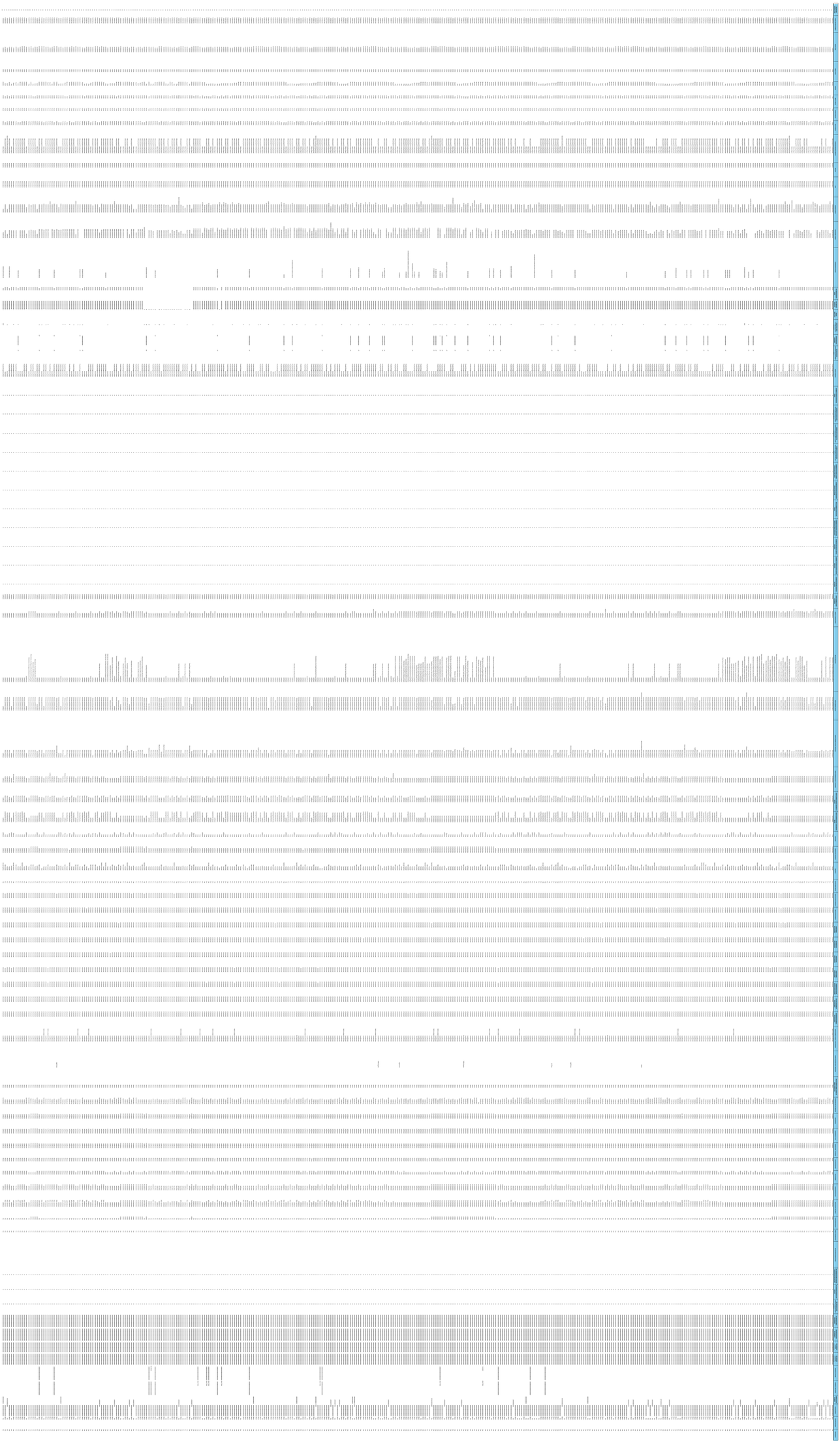
Kimley»Horn


NB SCHOOL
QUEUE


VLC media player
Tools View Help
NB SCHOOL
QUEUE

APPENDIX O

CRASH DATA



APPENDIX P

REDACTED CRASH REPORTS

CRASH INVESTIGATION SH (0078) Rev July 2018 NMDOT/DCR E July/2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710914751

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **220072372**	CAD Num: **222590691**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
09/12/2022	2200	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
MONDAY	COORS BLVD NW	SEQUOIA AVE

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	COLLISION W/PERSON	FRONT-TO-SIDE (EX. T-BONE, ANGLE)	INTERSECTING PATH (T-BONE)

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	PEDALCYCLE	ON ROADWAY

TRAFFIC UNIT 01

VEHICLE NO. HEADED 01	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	W	COORS BLVD NW	YES		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87120	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1965	[redacted]	NM	D	N	R			[redacted]/2025	NO	

Incident Responder	# of Occupants	Seat Pos
NO	1	PC

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
57	F	O	B	0	UNK	NA	O	N/A	NT

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
	SCHWINN MOTOR SCOOTER		BLK		P	

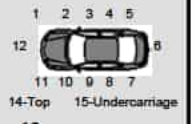
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN

Towed By	Towed To

Veh. Towed? Veh. Disabled?

Damage Severity: **MODERATE**

Extent: **DISABLED**



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 #

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
KOWALCHUK	LUCY		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
5613 EVERITT RD NW	ALBUQUERQUE	NM	87120	(505) 317-8953

Insured By: (Name of Company)	Policy Number
NOT INSURED	[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	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: 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	☑ At Intersection ☐ 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.	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
HEADED 02	IN TRANSPORT	N	COORS BLVD NW	YES		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
UNKNOWN	UNKNOWN			

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
	[redacted]									

Incident Responder	# of Occupants	Seat Pos
	1	LF

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
	M	O	O	0	UNK	N	N	N/A	NT

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
	UNKNOWN	UNKNOWN			U	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
				UNKNOWN	UNKNOWN

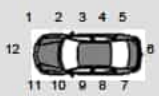
Towed By	Towed To

Veh. Towed? NO

Veh. Disabled? NO

Damage Severity

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
UNKNOWN	UNKNOWN		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
UNKNOWN	[redacted]			

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**	☐ At Intersection ☐ 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	Time Arrived	Notified By	Supervisor at Scene
2046	**2055**	**DISPATCH**	**NONE**

Time Roadway Cleared	Time Incident Cleared	Checked By
2055	**2215**	**5361 - COSTALES, JOSEPH - 9/23/2022**

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	**HODGKINS, JEREMIAH**	**PSA**	**7615**	**631**	**09/16/2022**

DIAGRAM

Diagram Drawn By	Measurements Taken By
HODGKINS, JEREMIAH	

DIAGRAM

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710455044

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

Private Property? NO	☑ Fatal ☐ Injury	Property Damage Only ☐ Under $500 ☐ $500 or More	Hit and Run? NO	Case Number: 190101463	
				NMDOT:	CAD Num: 193081064

Crash Date	Military Time	City Occurred In	County
11/04/2019	17:39	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:	Tribal Land?
MONDAY	COORS BLVD NW	SEQUOIA AVE	NO

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection	Milepost	Lat: / Long:
		SOUTH			

Crash Occurred	Crash Classification	Analysis Code
ON ROADWAY	PEDESTRIAN	01 - VEH GOING STRAIGHT

VEHICLE NO. 001

VEHICLE NO. HEADED	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
01	SOUTH	COORS BLVD NW	NO	45	45

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]	[redacted]	[redacted]

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	NM	D	V	B,K,O	N,T	[redacted]/2023	ALBUQUERQUE	NM	87112	[redacted]

Date of Birth	Occupation	Seat Pos
[redacted]1979		LF

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
		40	M	O	O	6	YES	N	N		NO

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use1	Veh. Use2	Veh. Towed?	Vehicle Disabled
2004	CHEVROLET	SILVER - SIL	PK			P	NO	NO

Lic. Year	State	License Plate Number	VIN	DOT #	Damage Severity	Damage Area
2020	NM	ANDY36	1GCGK23U44F119465		SLIGHT	11

Extent: APPEARANCE

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
						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
GRIEGO	ANNETTE		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
7924 AMBERLY RD SW	ALBUQUERQUE	NM	87121	(505) 234-2219

Insured By: (Name of Company)	Policy Number
PERMANENT GENERAL ASSURANCE CORPOR	[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. HEADED	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
02	WEST	COORS BLVD NW	NO	45	45

Driver's Last Name | Driver's First Name | Driver's Middle Name | Driver's Street Address

VEHICLE NO. 002

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	NM	D	S			[redacted]2020	LBUQUERQUE	NM	87102	

Date of Birth	Occupation	Seat Pos
[redacted]1976	HOMELESS	PD

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
		43	M	C	K	NA	NO	NA	O	32	YES

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

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
01	LF	[redacted] [redacted] 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

DRIVER			PEDESTRIAN	
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS		Not At Intersection WALKING AGAINST TRAFFIC	
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 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 Not At Intersection
	Breath Test Results	Driver Physical Condition - Other		Pedestrian Action - Other

NARRATIVE

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.

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

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

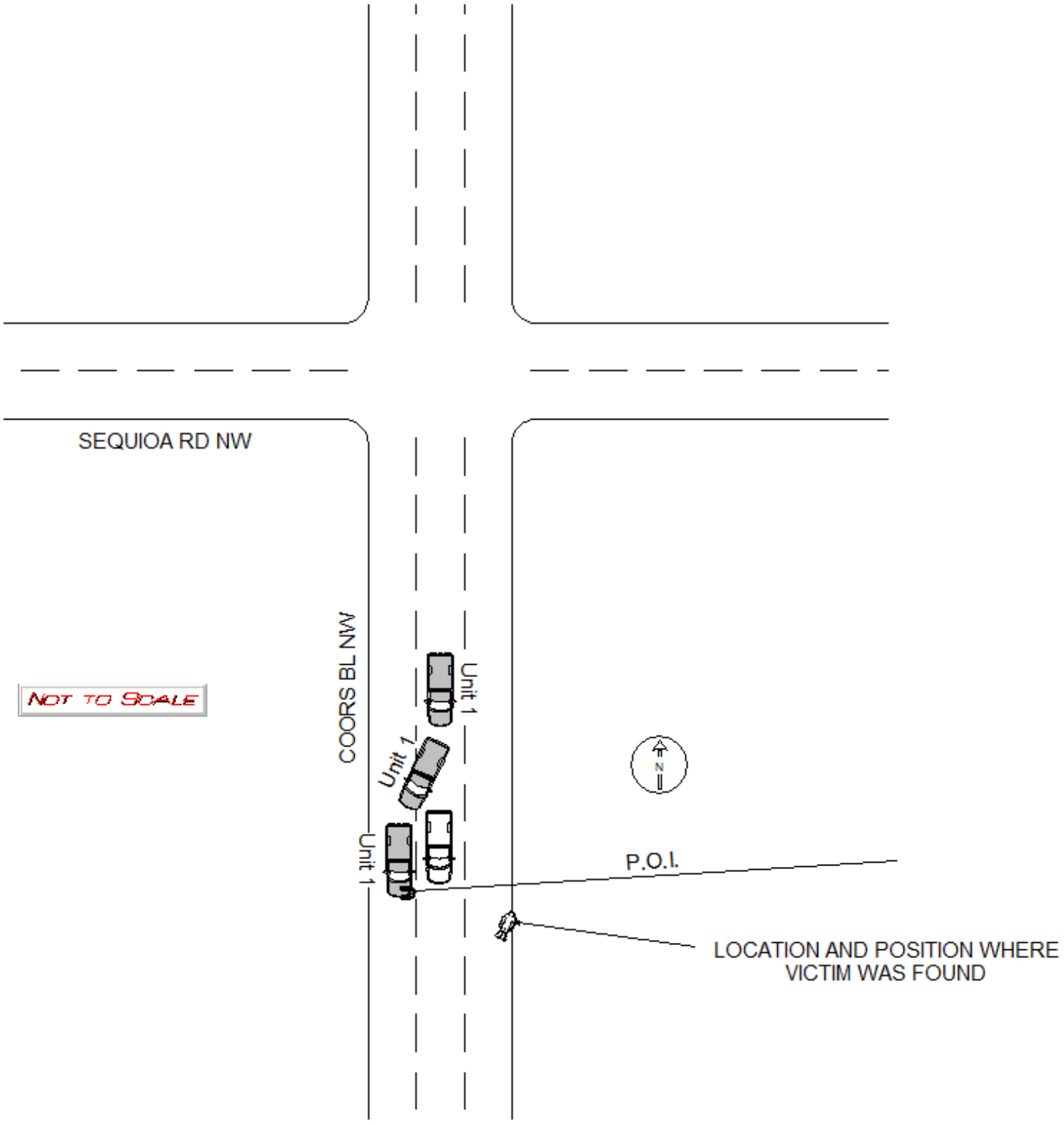
Checked By

3099 - SANDOVAL, MATT - 11/25/2019

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	ROTH, SEAN	P1/C	5853	634	11/04/2019

Diagram Drawn By	Measurements Taken By
ROTH, SEAN	**NOT TO SCALE**

DIAGRAM



CRASH INVESTIGATION SH 10078 Rev July 2018 NMDOT/DCR E July/2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710567635

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **210007383** Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	CAD Num: **210280412**

Crash Date	Crash Time	City Occurred In	County
01/28/2021	1017	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
THURSDAY	COORS BLVD NW	SEQUOIA AVE

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: Long:

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	COLLISION W/PERSON	FRONT-TO-SIDE (EX. T-BONE, ANGLE)	INTERSECTING PATH (T-BONE)

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	PEDESTRIAN	ON ROADWAY

TRAFFIC UNIT 01

VEHICLE NO.	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
HEADED 01	IN TRANSPORT	E	SEQUOIA AVE	NO	00	00

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	[redacted]

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87106-0000	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]983	[redacted]	NM	D		V			[redacted]2028		

Incident Responder	# of Occupants	Seat Pos
	1	PD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
37	F	O	C	NA	YES	NA	O	43	EA

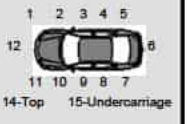
Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3

Veh. Towed? Veh. Disabled?

Damage Severity

Extent



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	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
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	☑ At Intersection ☐ 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.	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
HEADED 02	IN TRANSPORT	S	COORS BLVD NW	NO	00	00

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	[redacted]

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87106-0000	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/2004	[redacted]	NM	I	N	V			[redacted]/2024		

Incident Responder	# of Occupants	Seat Pos
	1	LF

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
16	F	O	O	5	YES	N	N	43	NT

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2011	FORD	TAURUS	SIL		P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PC		2022	NM	NXR823	1FAHP2FW6BG150779

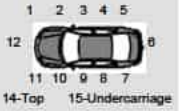
Towed By	Towed To

Veh. Towed? NO

Veh. Disabled? NO

Damage Severity: SLIGHT

Extent: MINOR



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 #

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
PELAYO-PELAYO	SILVIA	Y	

Street Address	Owner's City	State	Owner Zip	Owner's Phone
1515 COLUMBIA DR SE APT	ALBUQUERQUE	NM	87106-0000	

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
UNIQUE INS	[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

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	☐ At Intersection ☐ 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	[redacted]	[redacted]	[redacted]	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	Report Date
[signature]	TRUJILLO, JOSH	P1C	4638	634	01/28/2021

DIAGRAM

Diagram Drawn By	Measurements Taken By
TRUJILLO, JOSH	**NOT TO SCALE**

DIAGRAM

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710570364

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

Private Property? **NO**	☐ Fatal ☐ Injury	Property Damage Only ☐ Under $500 ☑ $500 or More	Hit and Run? **NO**	Case Number: **200013162**	
				NMDOT:	CAD Num: **200411170**

Crash Date	Military Time	City Occurred In	County
02/10/2020	**18:17**	**ALBUQUERQUE**	**BERNALILLO**

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:	Tribal Land?
MONDAY	**COORS BLVD NW**	**REDLANDS RD NW**	**NO**

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection	Milepost	Lat: / Long:

Crash Occurred	Crash Classification	Analysis Code
ON ROADWAY	**PEDESTRIAN**	**01 - VEH GOING STRAIGHT**

VEHICLE NO. 001

VEHICLE NO. HEADED	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
01	**SOUTH**	**COORS BLVD NW**	**NO**		

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]	[redacted]	[redacted]

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	**NM**	**D**	**V**			[redacted]/2020	**PORTALES**	**NM**	**88130**	[redacted]

Date of Birth	Occupation	Seat Pos
[redacted]/1999		**LF**

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
		20	**F**	**O**	**O**	**6**	**YES**	**N**	**N**	**17**	**NO**

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use1	Veh. Use2	Veh. Towed?	Vehicle Disabled
2013	**HYUNDAI**	**GRAY - GRY**	**PC**			**P**	**NO**	**NO**

Lic. Year	State	License Plate Number	VIN	DOT #	Damage Severity	Damage Area
2020	**NM**	**833WAA**	**5NPDH4AE3DH238851**		**UNKNOWN**	**10,11,12**

Extent: **UNKNOWN**

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
					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
SALAZAR	**MARSHA**		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
1513 N GREENWOOD AVE	**ROSWELL**	**NM**	**88201**	

Insured By: (Name of Company)	Policy Number
PROGRESSIVE	[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. 002

VEHICLE NO. HEADED 02	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
	SOUTH	COORS BLVD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]	[redacted]	[redacted]

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	NM	D	V			[redacted]/2021	ALBUQUERQUE	NM	87102	[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]/1976		LF	43	M	O	O	6	YES	N	N		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
2016	CHEVROLET	GRAY - GRY	PC			P	NO	NO

Lic. Year	State	License Plate Number	VIN	DOT #	Damage Severity	Damage Area
2020	NM	APFL29	1GNKRGKD0GJ272793		UNKNOWN	03,04

Extent: UNKNOWN

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
						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
LUCERO	ALBERTO	JOAQUIN	

Street Address	Owner's City	State	Owner Zip	Owner's Phone
908 1/2 ARNO ST NE	ALBUQUERQUE	NM	87102	(505) 203-6778

Insured By: (Name of Company)	Policy Number
ROOT	[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	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]		

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone

Date of Birth	Occupation	Seat Pos	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
		PD		M	H	C	NA	UNK	NA	O	17	NO

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

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



Extent

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	Weather	Road Character	Road Grade
DARK LIGHTED	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	4+ LANES	PHYSICAL DIVIDE	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
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS
Breath Test Results	Driver Physical Condition - Other

PEDESTRIAN

PEDESTRIAN/PEDALCYCLIST ACTION
At Intersection: NO SIGNAL
Not At Intersection: NO CROSSWALK
Pedestrian Action - Other

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	4+ LANES	PHYSICAL DIVIDE	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
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS
Breath Test Results	Driver Physical Condition - Other

PEDESTRIAN

PEDESTRIAN/PEDALCYCLIST ACTION
At Intersection: NO SIGNAL
Not At Intersection: NO CROSSWALK
Pedestrian Action - Other

ROAD

VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design
03	DRY	PAVED CENTER AND EDGE LIN	NO CONTROLS	4+ LANES	PHYSICAL DIVIDE	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
SOBRIETY UNKNOWN	UNKNOWN
Breath Test Results	Driver Physical Condition - Other

PEDESTRIAN

PEDESTRIAN/PEDALCYCLIST ACTION
At Intersection: NO SIGNAL
Not At Intersection: NO CROSSWALK
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

ADVISED SHE PULLED OVER THERE AFTER THE INCIDENT OCCURRED.

DRIVER OF VEH #1, [redacted] [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'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	Crash Time	Crash Report Number	Agency Case Number
02/10/2020	18:17	710570364	200013162

Officer/Person Submitting Supplemental Report	Rank	ID Number	District	Report Date
WALKER, CAMERON	P1/C	5957	634	02/10/2020

NARRATIVE

THE AREA ON FOOT. [redacted] DECLINED MEDICAL ASSISTANCE AT THIS TIME.

DRIVER OF VEH #2, [redacted] [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] [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	Crash Time	Crash Report Number	Agency Case Number
02/10/2020	18:17	710570364	200013162

Officer/Person Submitting Supplemental Report	Rank	ID Number	District	Report Date
WALKER, CAMERON	P1/C	5957	634	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.

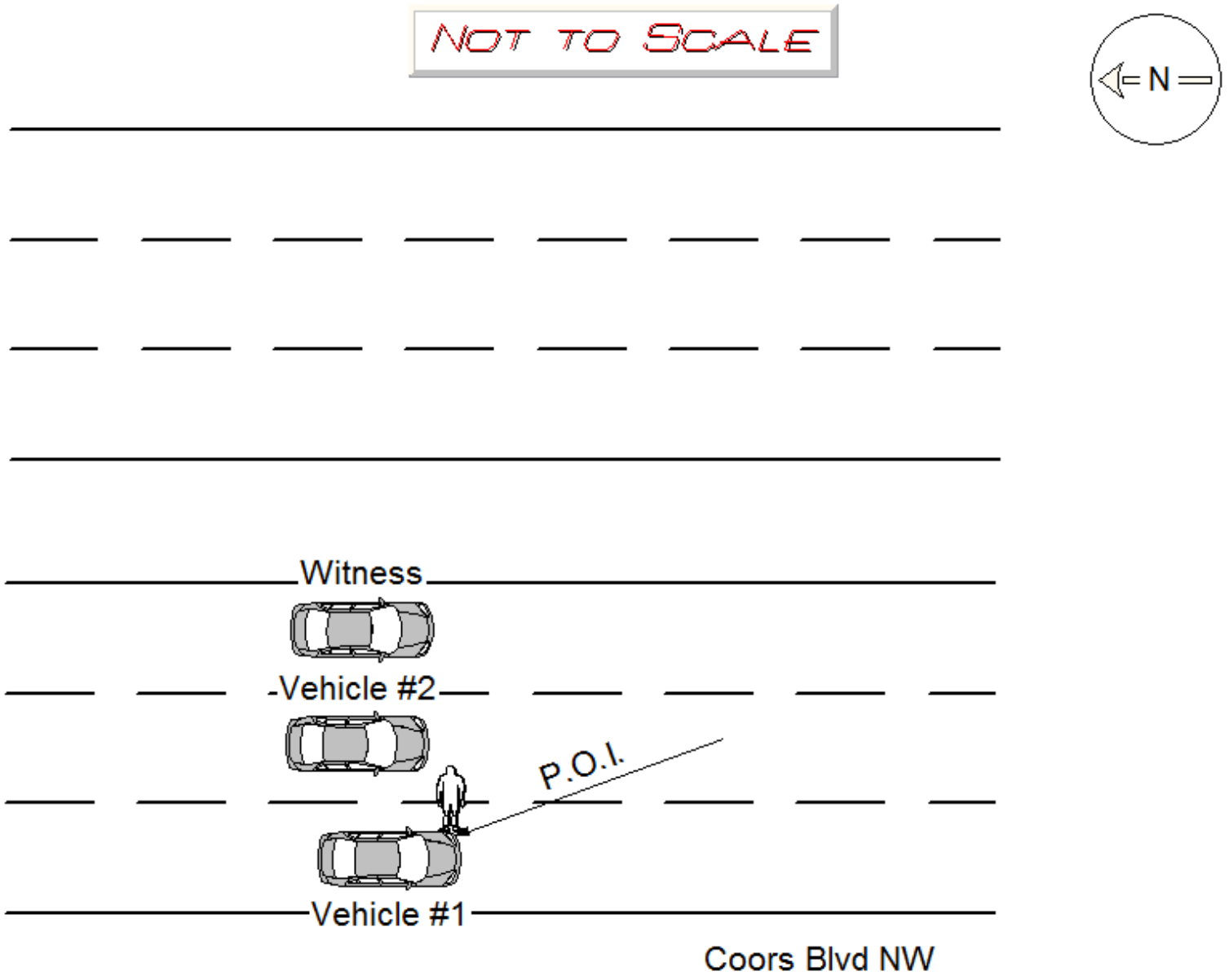
WITNESS, [redacted] ADVISED HE WAS IN THE INSIDE LANE HEADING SOUTHBOUND ON COORS BLVD NW. [redacted] ADVISED HE OBSERVED THE PEDESTRIAN CROSSING COORS BLVD NW AND STOPPED HIS VEHICLE SO HE WOULD NOT COLLIDE WITH HIM.

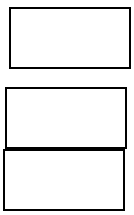
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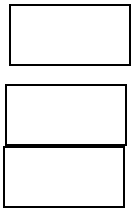
POLICE LAPEL VIDEO WAS TAGGED AND UPLOADED ONTO EVIDENCE.COM.

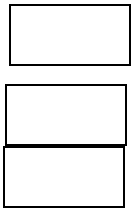
Diagram Drawn By	Measurements Taken By
WALKER, CAMERON	**NOT TO SCALE**

DIAGRAM









STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710574725

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

Private Property? **NO**	☐ Fatal ☑ Injury	Property Damage Only ☐ Under $500 ☐ $500 or More	Hit and Run? **NO**	Case Number: **190097756**	
				NMDOT:	CAD Num: **192961061**

Crash Date	Military Time	City Occurred In	County
10/23/2019	**17:17**	**ALBUQUERQUE**	**BERNALILLO**

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:	Tribal Land?
WEDNESDAY	**3400 COORS BLVD NW**		**NO**

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection	Milepost	Lat: / Long:

Crash Occurred	Crash Classification	Analysis Code
ON ROADWAY	**PEDESTRIAN**	**02 - VEH TURNING RIGHT**

VEHICLE NO. 001

VEHICLE NO. HEADED 01	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
	SOUTH	**COORS BLVD NW**	**NO**	**45**	

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]		[redacted]

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City	State	Zip Code	Phone
[redacted]	**NM**	**D**				[redacted]/2024	**ALBUQUERQUE**	**NM**	**87120-0000**	[redacted]

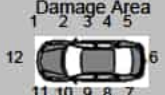
Date of Birth	Occupation	Seat Pos
[redacted]1960		**PD**

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
		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

Damage Severity

Damage Area



Extent

Lic. Year	State	License Plate Number	VIN	DOT #

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

VEHICLE NO. HEADED 02	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
	NORTH	**COORS BLVD NW**	**NO**	**45**	

Driver's Last Name | Driver's First Name | Driver's Middle Name | Driver's Street Address

VEHICLE NO. 002

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
[redacted]1942		LF

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
		76	M	O	O	6	YES	N	N	AFR	NO

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 #
2021	NM	PMC729	JTMDJREV3JD154543	

Interstate Carrier?	Towed By	Towed To

Damage Severity: SLIGHT

Extent: APPEARANCE

Damage Area: 1 2 3 4 5 6 7 8 9 10 11 12 — 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
AAA	[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	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

DRIVER			PEDESTRIAN	
HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS		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	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

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.
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]
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.

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	Time Arrived	Notified By	Supervisor at Scene
17:17	17:20	DISPATCH	

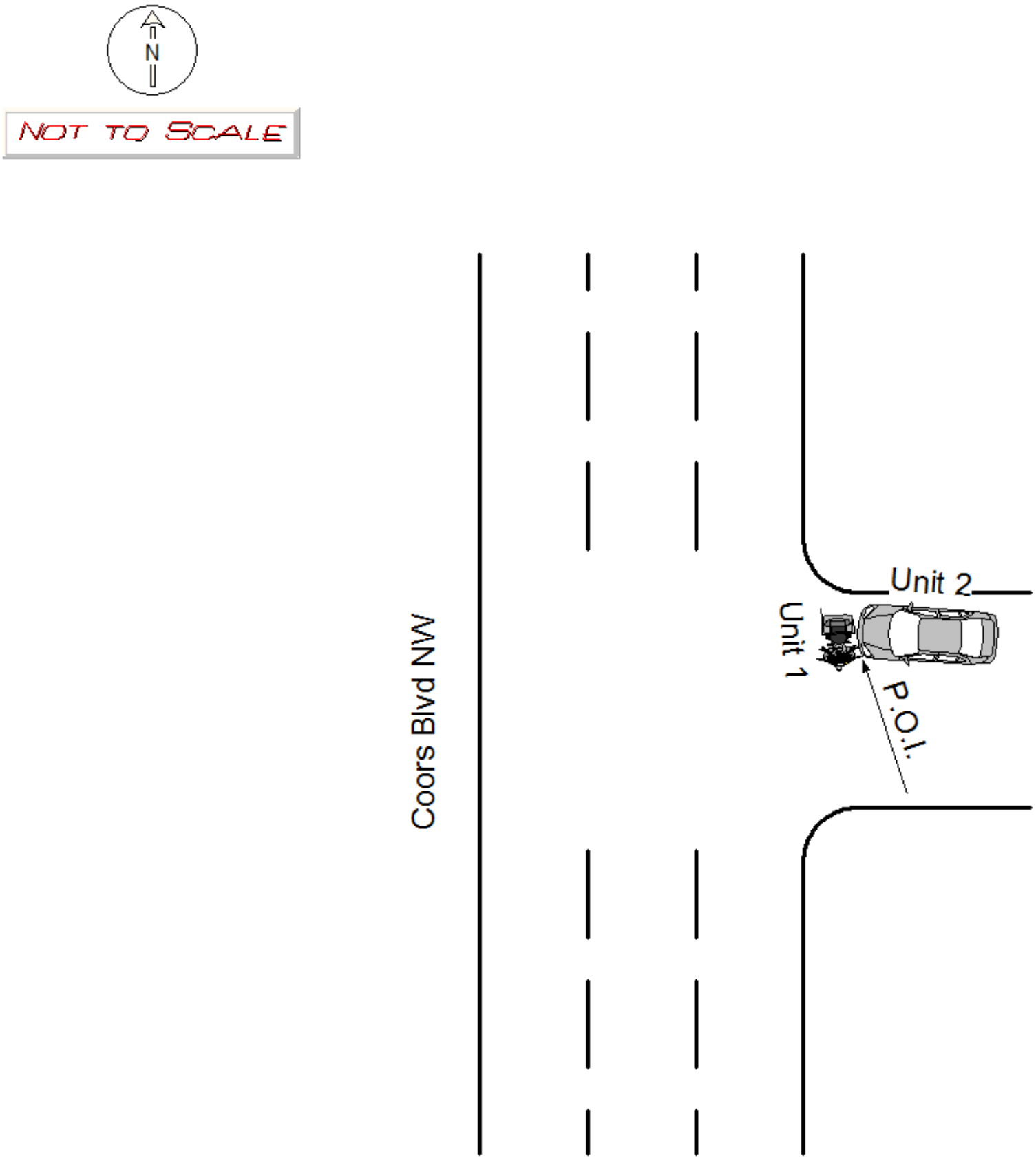
Checked By

5238 - GOMEZ, GUSTAVO - 10/25/2019

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	LA FORCE, T.	P1/C	2600	634	10/24/2019

Diagram Drawn By	Measurements Taken By
LA FORCE, T.	**NOT TO SCALE**

DIAGRAM



T042009M

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710584958

Private Property?	Fatal / Injury	Property Damage Only / Under $500 / $500 or More	Hit and Run?	Case Number: 200032723	
NO	☑ Injury	☐ Under $500 ☐ $500 or More	YES	NMDOT:	CAD Num: 201110767

Crash Date	Military Time	City Occurred In	County
04/20/2020	14:20	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:	Tribal Land?
MONDAY	COORS BLVD NW	SEQUOIA RD NW	NO

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection	Milepost	Lat: / Long:

Crash Occurred	Crash Classification	Analysis Code
ON ROADWAY	OTHER OBJECTS	47 - OTHER

VEHICLE NO. 001

VEHICLE NO. HEADED 01	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
	EAST	SEQUOIA RD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]		[redacted]

Driver's License Number	State	Type	Statu	Restriction	Endorsements	Expires	City	Stat	Zip Code	Phone
[redacted]	NM	D	V			[redacted]/2021	ALBUQUERQUE	NM	87102	[redacted]

Date of Birth	Occupation	Seat Pos
[redacted]1979		PD

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
		41	M	O	C	6	YES	NA	O		NO

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	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. 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	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]		[redacted]

Driver's License Number	State	Type	Statu	Restriction	Endorsements	Expires	City	Stat	Zip Code	Phone
[redacted]	NM	D	V			[redacted]/2020	ALBUQUERQUE	NM	87105	[redacted]

Date of Birth	Occupation	Seat Pos
[redacted]/1958		LF

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
		61	M	O	O	6	YES	N	N		NO

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use	Veh. Use
2001	MITSUBISHI	SILVER/ALUMINUM - SIL	PC			P

Veh. Towed?	Vehicle Disabled
NO	NO

Damage Severity: NONE

Damage Area: 1 2 3 4 5 / 12 / 6 / 11 10 9 8 7

Extent: NONE

Lic. Year	State	License Plate Number	VIN	DOT #
2020	NM	391WJX	JA4LS31R61P063290	

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
						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
ROWLEY	CONN		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
404 62ND ST NW	ALBUQUERQUE	NM	87105	(505) 506-0805

Insured By: (Name of Company)	Policy Number
STATEFARM	[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	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 AND EDGE LIN	TRAFFIC SIGNALS	3 LANES	PHYSICAL DIVID	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
	HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS
	Breath Test Results	Driver Physical Condition - Other

PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION
	At Intersection
	Not At Intersection
	Pedestrian Action - Other

ROAD	VEH NO.	Road Condition	Road Surface	Traffic Control	Road Lanes	Road Design Div	Road Design
	02	DRY	PAVED CENTER AND EDGE LIN	TRAFFIC SIGNALS	3 LANES	PHYSICAL DIVID	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
	HAD NOT CONSUMED ALCOHOL	NO APP. DEFECTS
	Breath Test Results	Driver Physical Condition - Other

PEDESTRIAN	PEDESTRIAN/PEDALCYCLIST ACTION
	At Intersection
	Not At Intersection
	Pedestrian Action - Other

NARRATIVE

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.

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.

PEDESTRIAN #1 WALKED AWAY FROM THE SCENE AND VEHICLE #2 DROVE AWAY FROM THE SCENE.

THIS CONCLUDES MY INVOLVEMENT IN THIS CASE.

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	Time Arrived	Notified By	Supervisor at Scene
14:24	**14:35**	**DISPATCH**	

Checked By

3852 - VALLEJOS, MARIO - 4/26/2020

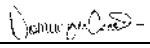
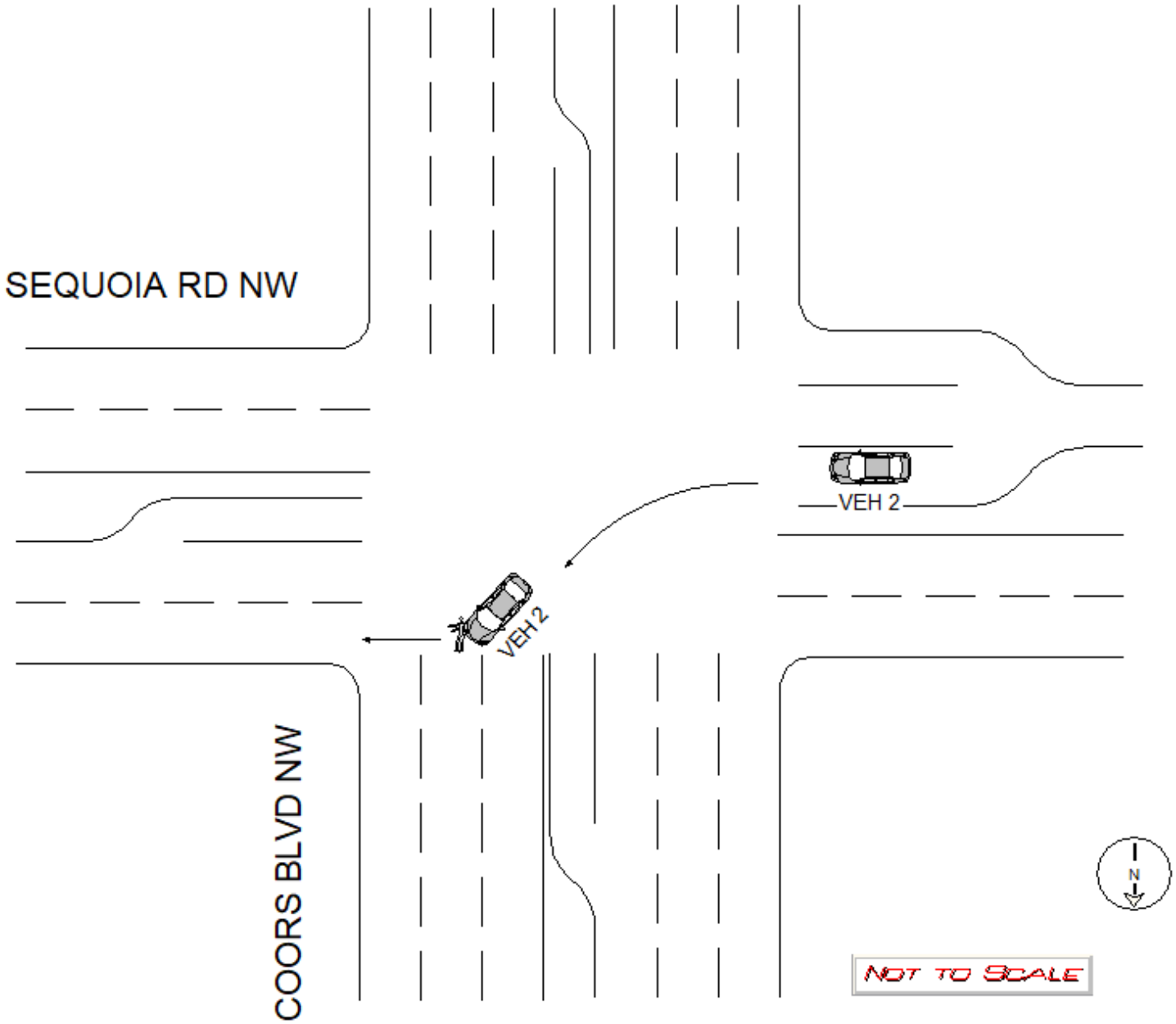
Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	**ACOSTA, DOMINIQUE**	**PSA**	**6836**	**632**	**04/20/2020**

Diagram Drawn By	Measurements Taken By
ACOSTA, DOMINIQUE	

DIAGRAM



Crash Report Number: **710584958**	**STATE OF NEW MEXICO UNIFORM CRASH REPORT**	Sheet 5 Of 5
Case Number: **200032723**	**NM STATUTE 66-7-209**	
	NMDOT COPY	

CRASH INVESTIGATION SH 10074 REVISED April 2009 NMDOT/CR Expires 4/30/2013

BERNALILLO COUNTY SHERIFF'S OFFICE

REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710665237

☐ ON PRIVATE PROPERTY | ☐ FATAL ☒ INJURY | PROPERTY DAMAGE ONLY ☐ UNDER $500 ☐ $500 OR MORE | ☐ HIT AND RUN | Case Number: SO19120018403 | NMDOT: | CAD Num: 19-748573

CRASH DATE (MM/DD/YY)	MILITARY TIME	CITY OCCURRED IN	COUNTY
12/22/19	18:04	Albuquerque	Bernalillo

Sun ☒ M ☐ Tu ☐ W ☐ Th ☐ F ☐ S ☐ | OCCURRED ON: (Route No. or Name): 4201 Coors Blvd | AT INTERSECTION WITH: | TRIBAL LAND? ☐ Yes ☒ No

OTHER LOCATION | ☐ FEET ☐ MILES | N ☐ NE ☐ NW ☐ S ☐ SE ☐ SW ☐ E ☐ W ☐ | PERMANENT LANDMARK - COUNTY LINE - INTERSECTION - MILEPOST | LAT: LONG:

CRASH OCCURRED: ☒ On Roadway ☐ Off Roadway

CRASH CLASSIFICATION: ☐ Overturned ☐ Other N-Col ☒ Pedestrian ☐ Other Vehicle ☐ Vehicle on Other Rdwy ☐ Parked Vehicle ☐ Rollover ☐ R. R. Train ☐ Pedalcyclist ☐ Animal ☐ Fixed Object ☐ Other Object

ANALYSIS CODE: 1

Vehicle No. 0

~~VEHICLE NO. HEADED~~ 0 | N ☐ NE ☐ NW ☐ S ☐ SE ☐ SW ☐ E ☐ W ☒ | On: Coors Blvd | Left Scene of Crash ☐ Yes ☒ No | Posted Speed | Safe Speed

~~Drivers~~ Full name(Last, First, Middle): [redacted] | Address: [redacted]

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City/State	Zip Code	Phone
							Albuquerque NM	87105	[redacted]

Date of Birth - M/D/YR: [redacted]13 | Occupation | Seat

Seat Pos.	Occupant's Name (Last, First, Middle)	Occupant's Address (City, State, Zip)	Age	Sex (M/F)	Race	Injury Code	OP Code	OP Used Property	Airbag Deploy	Ejected	EMS#	Med Trans
			6	M	H	B					3001	Y

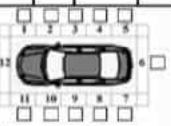
Vehicle Yr.	Vehicle Make	Color	Body Style	Cargo Body Type	Vehicle Use (1)	Vehicle Use (2)

License Yr.	State	License Plate Number	VIN

Towed? ☐ Yes ☐ No | Towed due to disabling damage? ☐ Yes ☐ No

Damage Severity: ☐ Heavy ☐ Moderate ☐ Slight ☐ None ☐ Unknown ☐ All Areas

Extent: ☐ Disabled ☐ Functional ☐ Appearance ☐ Property ☐ Fire ☐ None



☐ Top ☐ Undercarriage

DOT #	Interstate Carrier Code	Towed By	Towed To

Number of Axles	Vehicle Weight Rating/Gross Combination Weight Rating	HazMat Placard	Hazmat Placard 4 digit #	OR Hazmat Name	AND 1 digit #	Hazmat Released
	☐ 10,000 lbs. or less ☐ 10,001 lbs. to 26,000 lbs. ☐ Greater than 26,000 lbs.	☐				☐ Yes ☐ 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. 1 or PEDESTRIAN - OTHER

VEHICLE NO. HEADED 1 | N ☐ NE ☐ NW ☐ S ☒ SE ☐ SW ☐ E ☐ W ☐ | On: Coors Blvd | Left Scene of Crash ☐ Yes ☒ No | Posted Speed 45 | Safe Speed 45

Drivers Full name(Last, First, Middle): [redacted] | Address: [redacted]

Driver's License Number	State	Type	Status	Restrictions	Endorsements	Expires	City/State	Zip Code	Phone
[redacted]	NM	D	V			[redacted]21	Albuquerque NM	87105	[redacted]

Date of Birth - M/D/YR: [redacted]92 | Occupation | Seat LF

Seat Pos.	Occupant's Name (Last, First, Middle)	Occupant's Address (City, State, Zip)	Age	Sex (M/F)	Race	Injury Code	OP Code	OP Used Property	Airbag Deploy	Ejected	EMS#	Med Trans
			27	F	H	O	6	Y	N	N		N
RR	[redacted]	Albuquerque, NM 87105	8	M	H	O	8C	Y	N	N		N
LR	[redacted]	Albuquerque, NM 87105	5	M	H	O	8B	Y	N	N		N

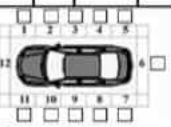
Vehicle Yr.	Vehicle Make	Color	Body Style	Cargo Body Type	Vehicle Use (1)	Vehicle Use (2)
2010	HOND	GRY	PC			

License Yr.	State	License Plate Number	VIN
2020	MN	PTS248	1HGCP2F88AA095762

Towed? ☐ Yes ☒ No | Towed due to disabling damage? ☐ Yes ☐ No

Damage Severity: ☐ Heavy ☐ Moderate ☐ Slight ☒ None ☐ Unknown ☐ All Areas

Extent: ☐ Disabled ☐ Functional ☐ Appearance ☐ Property ☐ Fire ☒ None



☐ Top ☐ Undercarriage

DOT #	Interstate Carrier Code	Towed By	Towed To

Number of Axles	Vehicle Weight Rating/Gross Combination Weight Rating	HazMat Placard	Hazmat Placard 4 digit #	OR Hazmat Name	AND 1 digit #	Hazmat Released
	☐ 10,000 lbs. or less ☐ 10,001 lbs. to 26,000 lbs. ☐ Greater than 26,000 lbs.	☐				☐ Yes ☐ 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
Padilla, Julia		2126 Isleta Blvd	87105	(505) 582-4993

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	License Yr.	License State	License Number
Unique Insurance Co.	[redacted]							

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

ROAD - WEATHER

LIGHTING (Check 1)	WEATHER (Check 1)	ROAD COND (Check 1 for each)	ROAD SURFACE (Check 1 for each)	TRAFFIC CONTROL (Check 1 for each)	ROAD CHARACTER (Check 1)
☐ Daylight	☒ Clear	V0 V1	V0 V1	V0 V1	☒ Straight
☐ Dawn	☐ Raining	☐ ☒ Dry	☐ ☐ Paved Unstriped	☐ ☐ No Passing Zone	☐ Curve
☐ Dusk	☐ Snowing	☐ ☐ Wet	☐ ☐ Paved Center Stripe	☐ ☐ Stop Sign	**GRADE (Check 1)**
☐ Dark - Lighted	☐ Fog	☐ ☐ Snow	☐ ☒ Paved Center & Edgeline	☐ ☐ Traffic Signals	☒ Level
☒ Dark - Not Lighted	☐ Dust	☐ ☐ Ice	☐ ☐ Unpaved	☐ ☐ Yield Sign	☐ Hillcrest
☐ Other and not stated	☐ Wind	☐ ☐ Loose Material		☐ ☐ R.R. Gate	☐ On Grade
	☐ Other	☐ ☐ Other		☐ ☐ 4 Way Stop	☐ Dip
	☐ Sleet or Hail	☐ ☐ Standing or Moving Water		☐ ☐ Flashers	
		☐ ☐ Slush		☐ ☒ No Controls	
				☐ ☐ Other	

Crash Report Number 71066523

Case Number SO19120018403

ROAD DESIGN (Check 1 OR more for each)

V0	V1		V0	V1	
☐	☐	1 Lane	☐	☐	One Way
☐	☒	2 Lanes	☐	☐	Ramp
☐	☐	3 Lanes	☐	☐	Full Access Control
☐	☐	4 + Lanes	☐	☐	Undeveloped
☐	☐	Undivided	☐	☐	Alley
☐	☐	Physical Divider	☐	☐	Other
☐	☒	Painted Divider	☐	☐	Constr. Zone

EVENT

APPARENT CONTRIBUTING FACTORS (Check 1 or more for each)

V0	V1		V0	V1		V0	V1	
☐	☐	Excessive Speed	☐	☐	Following too closely	☐	☐	Defective steering
☐	☐	Speed too fast for conditions	☐	☐	Made improper turn	☐	☐	Defective tires
☐	☐	Failed to yield right of way	☐	☐	Driver inattention	☐	☐	Other mech. defect
☐	☐	Passed stop sign	☐	☐	Under influence of alcohol	☐	☐	Road defect
☐	☐	Disregard traffic signal	☐	☐	Other improper driving	☐	☐	Other No driver error
☐	☐	Drove left of center	☐	☐	Pedestrian Error	☐	☐	Traffic control not functioning
☐	☐	Improper overtaking	☐	☐	Inadequate brakes	☐	☐	Improper lane change
☐	☐	Avoid no contact vehicle	☐	☐	Driverless moving vehicle	☐	☐	Improper backing
☐	☐	Avoid no contanct -other	☐	☐	Failed to yield - Police Veh(s)	☐	☒	None
☐	☐	Cell Phone	☐	☐	Failed to yield -- Emrgcy Veh(s)	☐	☐	Vehicle Skidded Before Brake
☐	☐	Low visibility due to smoke	☐	☐	Under the influence of Drugs or Medication			
			☐	☐	High speed pursuit			

DRIVERS' ACTIONS (Check 1 or more for each)

V0	V1		V0	V1	
☐	☒	Going Straight	☐	☐	Stopped for traffic
☐	☐	Overtaking /Passing	☐	☐	Stopped for sign/signal
☐	☐	Right Turn	☐	☐	Start in traffic lane
☐	☐	Left Turn			
☐	☐	U Turn	☐	☐	Start from park
☐	☐	Slowing			
☐	☐	Backing	☐	☐	Parked
			☐	☐	Other

SEQUENCE OF EVENTS (See event codes)

V0	V1	
		FIRST EVENT
		SECOND EVENT
		THIRD EVENT
		FOURTH EVENT

DRIVER

DRIVER/PED/PEDALCYCLIST SOBRIETY (Check 1 or more for each with X)

D0	D1	
☐	☐	Consumed Alcohol
☐	☐	Consumed a Controlled Substance
☒	☒	Had Not Consumed Alcohol
☐	☐	Sobriety Unknown
☐	☐	Consumed Medication
☐	☐	Tested by Instrument
☐	☐	Breath Test Administered
_____ gms/210 L	_____ gms/210L	
☐	☐	Blood Test Administered
☐	☐	Standard Field Sobriety Test Administered
☐	☐	Refused Test

DRIVER/PED/PEDALCYCLIST PHYSICAL COND. (Mark 1 or more for each with X)

D0	D1		D0	D1	
☐	☐	Fatigue-Asleep	☐	☐	Medication
☐	☐	Eyesight Imp.	☐	☐	Amputee
☐	☐	Hearing Imp.	☒	☒	No App. Defects
☐	☐	Illness	☐	☐	*Other Physical Impairment
			☐	☐	Unknown

*SPECIFY:

PEDESTRIAN

PEDESTRIAN/PEDALYCYCLIST ACTION

At Intersection			Not at Intersection				
P0	P1		P0	P1		P0	P1	
☐	☐	With Signal	☐	☐	From Behind Obstruction	☐	☐	Walking Against Traffic
☐	☐	Against Signal	☒	☐	No Crosswalk	☐	☐	Standing
☒	☐	No Signal	☐	☐	Crosswalk	☐	☐	Pushing or Working on Vehicle
☐	☐	Crossing Diagonally	☐	☐	Walking W/Traffic	☐	☐	Playing in Road
			☐	☐	*Other			

*SPECIFY:

Describe what happened - refer to vehicles by number.

NARRATIVE

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
			☐ Booked ☐ Cited ☐ Pending
			☐ Booked ☐ Cited ☐ Pending
			☐ Booked ☐ Cited ☐ Pending

Time Notified	Time Arrived	Notified By	Supervisor at Scene	Checked By
18:30	19:00		none	

Officer's Signature	Printed Officers Name	Rank	ID No.	District	Date of Report
	Bryant, Morgan	D1C			12/28/19

DIAGRAM/NARRATIVE

Use Additional Sheets As Necessary

CRASH REPORT NUMBER: 710665237

CASE NUMBER: SO19120018403

DIAGRAM DRAWN BY:

MEASUREMENTS TAKEN BY:

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.

T042009M

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710759151

Private Property?	Fatal / Injury	Property Damage Only	Under $500 / $500 or More	Hit and Run?	Case Number:	CAD Num:
NO		☑		NO	200034030	201160899

Crash Date	Military Time	City Occurred In	County
04/25/2020	17:08	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:	Tribal Land?
SATURDAY	COORS BLVD NW	REDLANDS RD NW	NO

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection	Milepost	Lat: / Long:

Crash Occurred	Crash Classification	Analysis Code
ON ROADWAY	PEDALCYCLIST	02 - VEH STRUCK CYCLIST HEAD ON

VEHICLE NO. 001

VEHICLE NO. HEADED	Unit Direction	On:	Left the Scene of the Crash?	Posted Speed	Safe Speed
01	NORTH	COORS BLVD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name	Driver's Street Address
[redacted]	[redacted]	F	[redacted]

Driver's License Number	State	Type	Statu	Restriction	Endorsements	Expires	City	Stat	Zip Code	Phone
[redacted]	NM	D	R			[redacted]/2022	ALBUQUERQUE	NM	87114	

Date of Birth	Occupation	Seat Pos
[redacted]/1958		PC

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
		61	M	O	O	6	YES	N	N	7	YES

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use	Veh. Use
	MONGOOSE	BLACK - BLK				P

Lic. Year	State	License Plate Number	VIN	DOT #

Interstate Carrier?	Towed By	Towed To

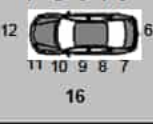
Veh. Towed?

Vehicle Disabled

Damage Severity: MODERATE

Extent: APPEARANCE

Damage Area



16

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
LUCERO	PAUL	F	

Street Address	Owner's City	State	Owner Zip	Owner's Phone
10400 UNIVERSE BLVD NW	ALBUQUERQUE	NM	87114	

Insured By: (Name of Company)	Policy Number
NOT STATED	[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. 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	Driver's First Name	Driver's Middle Name	Driver's Street Address
LNU	FNU		UNK

Driver's License Number	State	Type	Statu	Restriction	Endorsements	Expires	City	Stat	Zip Code	Phone
							UNK			

Date of Birth	Occupation	Seat Pos	Age	Sex	Race	Injury Code	OP Code	OP Used Properly	Airbag Deploy	Ejected	EMS Num	Med Trans
		LF		U	O	O	6	YES	N	N		NO

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

Veh. Year	Vehicle Make	Color	Body Style	Cargo Body Type	Veh. Use	Veh. Use
2012	DODGE	ORANGE - ONG	PC			U

Veh. Towed?: NO
Vehicle Disabled: NO
Damage Severity: UNKNOWN
Damage Area: 1 2 3 4 5 6 7 8 9 10 11 12 16
Extent: UNKNOWN

Lic. Year	State	License Plate Number	VIN	DOT #
2020	NM	AKXX08	1C3CDZAB3CN252665	

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
						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
SANDOVAL	MARYJO		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
PO BOX 3879	LUGUNA	NM	87026	

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic. Year	Lic State	License Num
SUSPENDED	[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 AND EDGE LIN	NO CONTROLS	3 LANES	PAINTED DIVIDE	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 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 AND EDGE LIN	NO CONTROLS	3 LANES	PAINTED DIVIDE	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 Not At Intersection
	Breath Test Results	Driver Physical Condition - Other		Pedestrian Action - Other

NARRATIVE

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.

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.

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.

THE PEDAL CYCLIST WAS TRANSPORTED TO UNMH HOSPITAL IN AMBULANCE #7.

NO FURTHER INFORMATION AT THIS TIME.

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]	37

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
[redacted]	ALBUQUERQUE	NM	87114	[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
17:13	17:13	APD DISPATCH	NONE

Checked By

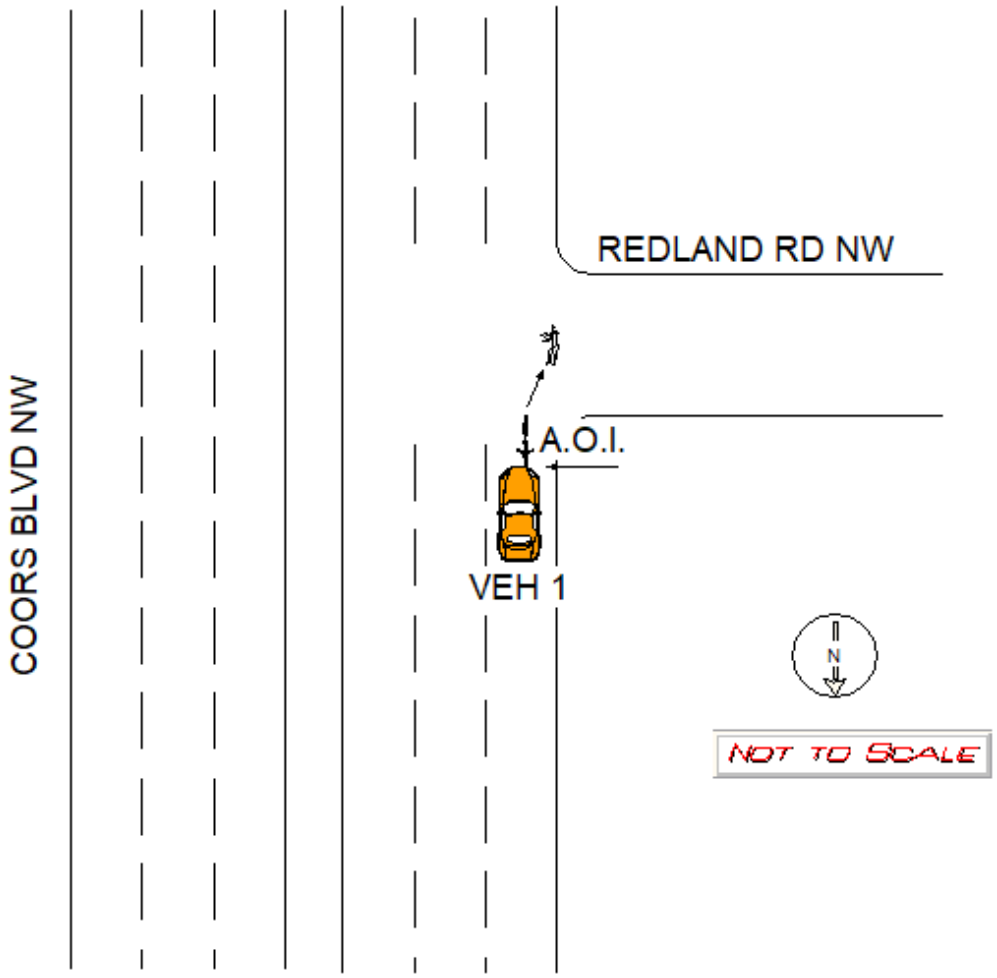
5395 - ALSTAD, MICHAEL - 4/28/2020

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	ACOSTA, ARTHUR	PSA	6835	635	04/25/2020

Diagram Drawn By	Measurements Taken By
ACOSTA, ARTHUR	**NOT TO SCALE**

DIAGRAM

WHAT IS BELIEVED TOHAVE HAPPENED AT THE SCENE OF THE CRASH...



CRASH INVESTIGATION SH 10/18 Rev July 2018 NMDOT/DCR E July/2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710769800

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: 200103015	CAD Num: 203610748
				Agency: 1 - ALBUQUERQUE POLICE DEPARTMENT	

Crash Date	Crash Time	City Occurred In	County
12/26/2020	1541	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
SATURDAY	COORS BLVD NW	ST JOSEPHS DR NW

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	COLLISION W/MOTOR VEHICLE	FRONT-TO-SIDE (EX. T-BONE, ANGLE)	FROM OPPOSITE DIRECTION

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	MV IN TRANSPORT	ON ROADWAY

TRAFFIC UNIT 01

VEHICLE NO.	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
HEADED 01	IN TRANSPORT	N	COORS BLVD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87113	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1981	[redacted]	NM	D	N	V			[redacted]/2028		

Incident Responder	# of Occupants	Seat Pos
	1	MD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
39	M	H	B	9	YES	NA	O	R17	EG

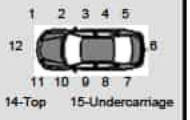
Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2008	COLT (MFD. BY SUZUKI MOT		GRY	NS	P	

Veh. Towed?	Veh. Disabled?
YES	YES

Damage Severity: HEAVY

Extent: DISABLED



14-Top 15-Undercarriage

01,02,03,04,05,06,07,08,09,10,11,12

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
MC		2021	NM	0US4923	JS1GX72A582107466

Towed By	Towed To
PERSONAL TOW	PERSONAL TOW

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
DANIEL	TYSON		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
6819 VIA DEL CERRO NE	ALBUQUERQUE	NM	87113	

Insured By: (Name of Company)	Policy Number
UNKNOWN	[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	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
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	☐ At Intersection ☐ 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	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	E	ST JOSEPHS DR NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87120	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]938	[redacted]	NM	D		V			[redacted]9/2021		

Incident Responder	# of Occupants	Seat Pos
	1	LF

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
82	M	O	O	6	YES	N	N	R17	NT

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2003	HONDA		GLD	NS	P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PC		2021	NM	623TFN	1HGCM66823A024334

Towed By	Towed To

Veh. Towed? NO

Veh. Disabled? NO

Damage Severity: MODERATE

Extent: FUNCTIONAL



05,06

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
MC CARTHY	DENIS		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
3808 OXBOW VILLAGE LN NW	ALBUQUERQUE	NM	87120	

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
USSA	[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

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: 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	☐ At Intersection ☐ 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 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.

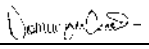
VIOLATION 01

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene
1634	**1646**	**DISPATCH**	

Time Roadway Cleared	Time Incident Cleared	Checked By
1750	**1750**	**5355 - MONTE, LAWRENCE - 1/10/2021**

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	**ACOSTA, DOMINIQUE**	**PSA**	**6836**	**631**	**12/26/2020**

DIAGRAM

Diagram Drawn By	Measurements Taken By
ACOSTA, DOMINIQUE	

DIAGRAM

CRASH INVESTIGATION SH 10078 Rev July 2018 NMDOT/CR E July/2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710778678

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **210039177**	CAD Num: **211420587**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
05/22/2021	1155	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
SATURDAY	SEQUOIA RD NW	

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:
	200 FT	WEST	COORS BL NW	

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	COLLISION W/MOTOR VEHICLE	FRONT-TO-SIDE (EX. T-BONE, ANGLE)	INTERSECTING PATH (T-BONE)

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	MV IN TRANSPORT	ON ROADWAY

TRAFFIC UNIT 01

VEHICLE NO. HEADED 01	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	W	SEQUOIA RD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	[redacted]

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87107	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1974	[redacted]	NM	D	N	V		W	[redacted]/2021	NO	

Incident Responder	# of Occupants	Seat Pos
	1	MD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
47	M	H	B	9A	NO	NA	O	E17	NT

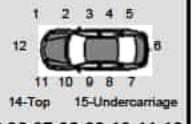
Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2009	HARLEY-DAVIDSON		SIL		P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
MC		2023	NM	39768A	1HD1HPH109K801482

Towed By	Towed To
SANTA FE TOWING	8000 JACS LANE NE ALBUQUERQUE, NM 87113

Veh. Towed? YES
Veh. Disabled? YES
Damage Severity: ALL AREAS
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 #	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
GONZALES	MANUEL	JOE	

Street Address	Owner's City	State	Owner Zip	Owner's Phone
4322 4TH ST NW #23	ALBUQUERQUE	NM	87107	(505) 208-9617

Insured By: (Name of Company)	Policy Number
GEICO	[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	Weather	Intersection Type	Relation To Junction
DAYLIGHT		NOT AN 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	NO CONTROLS

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
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	☐ At Intersection ☐ 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	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	N	SEQUOIA RD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	[redacted]

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87120	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1965	[redacted]	CA	C	N	V			[redacted]/2026	NO	

Incident Responder	# of Occupants	Seat Pos
	1	LF

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
55	F	C	O	3	YES	N	N	E17	NT

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2005	HYUNDAI	SANTA FE	WHI		P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PC		2023	NM	APYZ66	KM8JM12B65U082969

Towed By	Towed To

Veh. Towed? NO

Veh. Disabled? NO

Damage Severity: UNKNOWN

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	Owner's First Name	Owner's Middle Name	Owner's Company Name
JOHANSEN	CHERYL	LEE ANN	

Street Address	Owner's City	State	Owner Zip	Owner's Phone
3212 RONDA DE LECHUSAS NW	ALBUQUERQUE	NM	87120	(559) 270-0750

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
PROGRESSIVE	[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

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DAYLIGHT		**NOT AN 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**	**NO CONTROLS**

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, 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**	☐ At Intersection ☐ 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.	Last Name	First Name	Middle Name	Violation (Common Name)	Action
02	[redacted]	[redacted]	[redacted]	**FAILURE TO KEEP A PROPER LO**	**PENDING**

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene
1201	**1206**	**RADIO**	

Time Roadway Cleared	Time Incident Cleared	Checked By
1310	**1340**	**3025 - VARELA, IVAN - 5/25/2021**

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	ARAGON, GABE	**P1C**	**5353**	**634**	**05/22/2021**

DIAGRAM

Diagram Drawn By	Measurements Taken By
ARAGON, GABE	**NOT TO SCALE**

DIAGRAM

CRASH INVESTIGATION SH 10074 Rev July 2018 NMDOTUCR E July 2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT

REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT

710795641

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☑ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **220032386**	CAD Num: **221190825**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
04/29/2022	**1510**	**ALBUQUERQUE**	**BERNALILLO**

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
FRIDAY	**COORS BLVD NW**	**SEQUOIA AVE**

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	**COLLISION W/PERSON**	**UNKNOWN**	**INTERSECTING PATH (T-BONE)**

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	**PEDESTRIAN**	**ON ROADWAY**

TRAFFIC UNIT 01

VEHICLE NO. HEADED 01	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	**N**	**COORS BLVD NW**	**YES**	**40**	**00**

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation

Incident Responder	# of Occupants	Seat Pos
	1	**LF**

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
	U		**O**	**NA**	**UNK**	**NA**	**N**		

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2000	**FORD**	**F150**	**WHI**	**NS**	**U**	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PK					

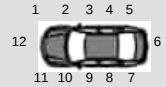
Towed By	Towed To

Veh. Towed?

Veh. Disabled? **NO**

Damage Severity **MODERATE**

Extent



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 #

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
UNKNOWN	**UNKNOWN**		

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	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	NOT AN INTERSECTION	NON-JUNCTION

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	NO CONTROLS

Road Lanes	Road Design Div	Road Design
4+ LANES	PHYSICAL DIVIDER	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	☐ At Intersection ☐ 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	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
02		E	COORS BLVD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	UNKNOWN	NM	87314	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1993	[redacted]	NM	I					[redacted]/2022	NO	

Incident Responder	# of Occupants	Seat Pos
	1	PD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
28	M	O	A	NP	UNK	NA	O		

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3

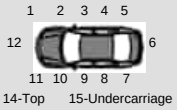
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN

Towed By	Towed To

Veh. Towed? Veh. Disabled?

Damage Severity

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

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	Weather	Intersection Type	Relation To Junction
DAYLIGHT	**CLEAR**	**NOT AN INTERSECTION**	**NON-JUNCTION**

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**	**NO CONTROLS**

Road Lanes	Road Design Div	Road Design
4+ LANES	**PHYSICAL DIVIDER**	**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
		☐ At Intersection ☑ Not at Intersection
TEST NOT GIVEN	**UNKNOWN**	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] [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	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]		

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
				[redacted]

WITNESS 02

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]		

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
[redacted]	[redacted]		

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
				[redacted]

WITNESS 04

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]		

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
				[redacted]

WITNESS 05

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]		

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
				[redacted]

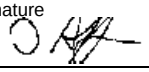
VIOLATION 01

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	Measurements Taken By
HOFFMAN, DOUGLAS	

DIAGRAM

CRASH INVESTIGATION SH 10078 Rev July 2018 NMDOT/DCR E July/2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710879277

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **220027265**	CAD Num: **221010258**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
04/11/2022	**0737**	**ALBUQUERQUE**	**BERNALILLO**

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
MONDAY	**COORS BLVD NW**	**SEQUOIA RD NW**

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:
		SOUTH		

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	**COLLISION W/MOTOR VEHICLE**	**FRONT-TO-REAR**	**FROM SAME DIRECTION**

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	**MV IN TRANSPORT**	**ON ROADWAY**

TRAFFIC UNIT 01

VEHICLE NO. HEADED 01	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
		S	**COORS BLVD NW**	**NO**		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	**ABQ**	**NM**	**87114**	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1993	[redacted]	**NM**	**D**	**N**	**V**			[redacted]/2026	**NO**	

Incident Responder	# of Occupants	Seat Pos
	1	**LF**

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
28	**F**		**O**	**5**	**YES**	**N**	**O**		

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3	Veh. Towed?	Veh. Disabled?
2016	**VOLKSWAGEN**		**BLU**		**P**		**NO**	**NO**

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN	Damage Severity	Extent
PC		**2022**	**NM**	**ABND68**	**3VW267AJ2GM269287**	**UNKNOWN**	**MINOR**

1 2 3 4 5 / 12 / 6 / 11 10 9 8 7
14-Top 15-Undercarriage
04,05

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
MAGEE	**SARAH**		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
5752 PINON ALTOS RD NW	**ABQ**	**NM**	**87114**	**(505) 205-5625**

Insured By: (Name of Company)	Policy Number
SAFECO	[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	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	NOT AN 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	NO CONTROLS

Road Lanes	Road Design Div	Road Design
3 LANES	PAINTED DIVIDER (>4 FT)	OTHER

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
AVOID NO CONTACT VEHICLE	GOING STRAIGHT, SLOWING	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	☐ At Intersection ☐ 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	On:	Left Scene of Crash?	Posted Speed	Safe Speed
		S	COORS BLVD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ABQ	NM	87120	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1991	[redacted]	NM	D	N	V		W	[redacted]2028	NO	

Incident Responder	# of Occupants	Seat Pos
	1	MD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
30	M	H	B	NA		N	N	30	EG

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2018	HARLEY-DAVIDSON	MC	BLK		P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
MC		2024	NM	9173B	1HD1YJJ12JC060709

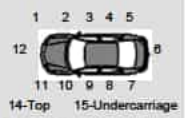
Towed By	Towed To

Veh. Towed? NO

Veh. Disabled? NO

Damage Severity: UNKNOWN

Extent: FUNCTIONAL



08,09,10

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
ANZURES	DIMITRI		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
5401 TIMBERLINE AVE NW	ABQ	NM	87120	(505) 363-7898

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
GEICO	[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

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	NOT AN 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	NO CONTROLS

Road Lanes	Road Design Div	Road Design
3 LANES	PAINTED DIVIDER (>4 FT)	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	☐ At Intersection ☐ 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	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]		

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
[redacted]	UNK	NM	00000	[redacted]

VIOLATION 01

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene
0739	0753	DISPATCH	

Time Roadway Cleared	Time Incident Cleared	Checked By
0917	0917	3852 - VALLEJOS, MARIO - 4/11/2022

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	PADILLA, DAVID	P1C	3325	634	04/11/2022

DIAGRAM

Diagram Drawn By	Measurements Taken By
PADILLA, DAVID	**NOT TO SCALE**

DIAGRAM

CRASH INVESTIGATION SH 10/18 Rev July 2018 NMDOT/DCR E July/2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710890928

☐ Private Property ☐ Secondary Crash	☑ Fatal ☐ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **220072408**	CAD Num: **222591567**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
09/16/2022	2315	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
FRIDAY	COORS BLVD NW	SEQUOIA RD NW

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	COLLISION W/MOTOR VEHICLE	FRONT-TO-SIDE (EX. T-BONE, ANGLE)	INTERSECTING PATH (T-BONE)

Work Zone	Tribal Land?	Analysis Code	Location of First Harmful Event
☐ Construction ☐ Maintenance ☐ Utility	NO	MV IN TRANSPORT	ON ROADWAY

TRAFFIC UNIT 01

VEHICLE NO.	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
HEADED 01	IN TRANSPORT	N	COORS BLVD NW	NO	45	45

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	[redacted]

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87120-0000	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/2004	[redacted]	NM	D	N	V	B	W	[redacted]/2025	NO	

Incident Responder	# of Occupants	Seat Pos
NO	1	MD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
18	M	H	K	0	UNK	NA	O	17	NT

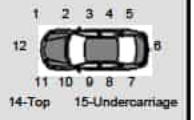
Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2017	YAMAHA		BLU	NS	P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
MC		2023	NM	7811D	MH3RH06Y2HK016831

Towed By	Towed To
KNITTLES TOWING	2412 JEFFERSON NE ALBUQUERQUE, NM 87110

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 #	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
CHAVEZ	JOSHUA	ISAIAH	

Street Address	Owner's City	State	Owner Zip	Owner's Phone
4821 MESA PRIETA CT NW	ALBUQUERQUE	NM	87120-0000	

Insured By: (Name of Company)	Policy Number
UNKNOWN	

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	Weather	Intersection Type	Relation To Junction
DARK LIGHTED	CLEAR	FOUR-WAY	

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
4+ LANES	PHYSICAL DIVIDER	TWO-WAY, DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
OTHER IMPROPER DRIVING	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	☐ At Intersection ☐ 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.	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
HEADED 02	IN TRANSPORT	E	SEQUOIA RD NW	NO	45	45

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87120	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/1983	[redacted]	NM	D	N	V			[redacted]2025	NO	

Incident Responder	# of Occupants	Seat Pos	Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
	2	LF	38	M	O	B	5	YES	S	N	17	NT

Supplemental Occupant Information

RF	[redacted]	[redacted]	ALBUQUERQUE	NM	87120		F	O	O	0	YES	S	O	17	NT

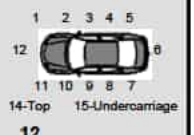
Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2013	DODGE	RAM	WHI	NS	P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PK		2022	NM	22T264317	3C6JR6AG2DG565092

Towed By	Towed To
KNITTLES TOWING	2412 JEFFERSON NE ALBUQUERQUE, NM 87110

Veh. Towed? YES
Veh. Disabled? YES
Damage Severity: HEAVY
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	Owner's First Name	Owner's Middle Name	Owner's Company Name
GUTIERREZ	ALLYSON		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
3523 PLATEAU LN NW	ALBUQUERQUE	NM	87120	(505) 504-6222

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
STATE FARM	[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

Condition Information

Lighting	Weather	Intersection Type	Relation To Junction
DARK LIGHTED	CLEAR	FOUR-WAY	

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
4+ LANES	PHYSICAL DIVIDER	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	☐ At Intersection ☐ 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

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene
2315	2333	DISPATCH	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	Rank	ID Number	District	Report Date
[signature]	HERBST, ZACHARY	P1C	5547	634	09/17/2022

DIAGRAM

Diagram Drawn By	Measurements Taken By
HERBST, ZACHARY	

DIAGRAM

CRASH INVESTIGATION SH 10078 Rev July 2018 NMDOT/DCR E July/2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710912464

☐ Private Property ☐ Secondary Crash	☑ Fatal ☐ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☑ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **220084779**	CAD Num: **223030062**
				Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	

Crash Date	Crash Time	City Occurred In	County
10/30/2022	0052	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
SUNDAY	COORS BLVD NW	ST JOSEPHS AVE NW

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	COLLISION W/MOTOR VEHICLE	FRONT-TO-SIDE (EX. T-BONE, ANGLE)	INTERSECTING PATH (T-BONE)

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	MV IN TRANSPORT	ON ROADWAY

TRAFFIC UNIT 01

VEHICLE NO. HEADED 01	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	W	ST JOSEPHS AVE NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	[redacted]

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87111	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted] 1950	[redacted]	NM	D	N	V			[redacted] /2022	NO	

Incident Responder	# of Occupants	Seat Pos
NO	1	LF

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
71	F	O	K	0	UNK	B	N	R17	NT

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2007	TOYOTA	4D	BLU		P	

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PC		2023	NM	PXD178	JTDBT903271157385

Towed By	Towed To
SANTA FE TOWING	8000 JACS LANE NE ALBUQUERQUE, NM 87113

Veh. Towed? YES
Veh. Disabled? YES
Damage Severity: HEAVY
Extent: DISABLED
1 2 3 4 5 6 7 8 9 10 11 12
14-Top 15-Undercarriage
01,02,03,04,05,07,08,09,10,11,12

Gross Vehicle/Comb Weight Rating	HazMat Placard? (Cargo Only)	HazMat Released (Cargo Only)	Hazmat Placard 4-digit OR Hazmat Name	AND	1-digit #	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
CHRISTOPHER	JOHNSON		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
9816 ARMAND RD NW	ALBUQUERQUE	NM		

Insured By: (Name of Company)	Policy Number
STATEFARM	[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	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	PAVED CENTER AND EDGE LINE	TRAFFIC SIGNALS

Road Lanes	Road Design Div	Road Design
2 LANES	PHYSICAL DIVIDER	TWO-WAY, DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
FAILED TO YIELD RIGHT-OF-WAY	LEFT TURN	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	☐ At Intersection ☐ 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	On:	Left Scene of Crash?	Posted Speed	Safe Speed
	IN TRANSPORT	S	COORS BLVD NW	NO		

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	UNK	OT	UNK	

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
	[redacted]									

Incident Responder	# of Occupants	Seat Pos
NO	5	LF

Supplemental Occupant Information

					Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
						U	O	O	0	UNK	B	N		NT
RF	UNK	UNK				U	O	A	5	UNK	B	N	R17	EG
	UNK	UNK	OT	UNK										
RR	UNK	UNK				U	O	O	0	UNK	S	N		NT
	UNK	UNK	OT	UNK										
CR	UNK	UNK				U	O	O	0	UNK	B	N		NT
	UNK	UNK	OT	UNK										
LR	UNK	UNK				U	O	O	0	UNK	S	N		NT
	UNK	UNK	OT	UNK										

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2008	CHEVROLET	4D	WHI		P	

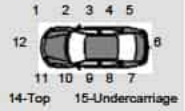
Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PC		2022	NM	AWWZ99	2G1WB55K189148048

Towed By	Towed To
SANTA FE TOWING	8000 JACS LANE NE ALBUQUERQUE, NM 87113

Veh. Towed?	Veh. Disabled?
NO	NO

Damage Severity: HEAVY

Extent: DISABLED



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 #

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
FERNANDEZ	**MARIO**	**ANSELMO**	

Street Address	Owner's City	State	Owner Zip	Owner's Phone
PO BOX 15	**WILLARD**	**NM**	**87063**	

Insured By: (Name of Company)	Policy Number	Trailer or Towed Vehicles (1)	Type	Year	Make	Lic Year	Lic State	License Num
UNK	[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

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**	**PAVED CENTER AND EDGE LINE**	**TRAFFIC SIGNALS**

Road Lanes	Road Design Div	Road Design
4+ LANES	**PHYSICAL BARRIER**	**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**	☐ At Intersection ☐ 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
[redacted]	[redacted]	[redacted]	**29**

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
[redacted]	**ALBUQUERQUE**	**NM**	**87111-0000**	

WITNESS 02

Witness's Last Name	Witness's First Name	Witness's Middle Name	Age
[redacted]	[redacted]	[redacted]	**28**

Witness's Street Address	Witness's City	State	Zip Code	Witness's Phone
[redacted]	**ALBUQUERQUE**	**NM**	**87114-0000**	

VIOLATION 01

VEH NO.	Last Name	First Name	Middle Name	Violation (Common Name)	Action

CONCLUSION

Time Notified	Time Arrived	Notified By	Supervisor at Scene
0123	**0134**	**DISPATCH**	**LT PATTERSON (3998)**

Time Roadway Cleared	Time Incident Cleared	Checked By
0448	**0448**	**3998 - PATTERSON, CHRISTOPHER - 11/2/2022**

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
Kayla Evans	**EVANS, KAYLA**	**PSA**	**7612**	**631**	**11/02/2022**

DIAGRAM

Diagram Drawn By	Measurements Taken By
EVANS, KAYLA	

DIAGRAM



CRASH INVESTIGATION SH 10070 Rev July 2018 NMDOT/CR E July/2018

E_JULY_2018

ALBUQUERQUE POLICE DEPT
REPORTING DEPARTMENT

STATE OF NEW MEXICO
UNIFORM CRASH REPORT
710914455

☐ Private Property ☐ Secondary Crash	☐ Fatal ☑ Injury	Property Damage Only: ☐ Under $500 ☐ $500 or More	☐ Hit-and-Run ☐ School Bus Directly Involved ☐ School Bus Indirectly Involved ☐ Commercial Vehicle Involved	Case Number: **220084372** Agency: **1 - ALBUQUERQUE POLICE DEPARTMENT**	CAD Num: **223010689**

Crash Date	Crash Time	City Occurred In	County
10/28/2022	1332	ALBUQUERQUE	BERNALILLO

Day of Week	Occurred On: (Route No. or Name)	At Intersection With:
FRIDAY	COORS BLVD NW	ST JOSEPHS AVE NW

Other Location	Measurement	Direction	Permanent Landmark - County Line - Intersection - Milepost	Lat: / Long:

Crash Occurred	First Harmful Event	Manner of Impact	Manner of Crash
ON ROADWAY	COLLISION W/PERSON	FRONT-TO-SIDE (EX. T-BONE, ANGLE)	FROM SAME DIRECTION

☐ Work Zone-Construction ☐ Work Zone-Maintenance ☐ Work Zone-Utility	Tribal Land?	Analysis Code	Location of First Harmful Event
	NO	PEDESTRIAN	ON ROADWAY

TRAFFIC UNIT 01

VEHICLE NO.	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
HEADED 01	IN TRANSPORT	NW	ST JOSEPHS AVE NW	YES	35	00

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87120	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted] 1944	[redacted]	NM	D	N	V			[redacted] /2023	NO	

Incident Responder	# of Occupants	Seat Pos	Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
NO	1	LF	78	F	H	O	3	YES	N	N		

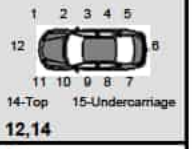
Supplemental Occupant Information

Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3
2014	BMW	M	WHI	NS	P	

Veh. Towed?	Veh. Disabled?
NO	NO

Damage Severity: NONE
Extent: NONE



12,14

Body Style	Cargo Body Type	Lic. Year	State	License Plate Number	VIN
PC		2023	NM	NDN700	WBA3B5G5XENS09663

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
SANCHEZ	PATRICIA		

Street Address	Owner's City	State	Owner Zip	Owner's Phone
5412 BLUE JAY LN NW	ALBUQUERQUE	NM	87120	(505) 220-4110

Insured By: (Name of Company)	Policy Number
SAFECO	[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	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	FOUR-WAY	INTERSECTION RELATED

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
4+ LANES	PHYSICAL BARRIER	TWO-WAY, DIVIDED

APPARENT CONTRIBUTING FACTORS	DRIVER'S ACTIONS	SEQUENCE OF EVENTS
FAILED TO YIELD RIGHT-OF-WAY	RIGHT 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	☐ At Intersection ☐ 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.	MV Type	Direction	On:	Left Scene of Crash?	Posted Speed	Safe Speed
HEADED 02	IN TRANSPORT	W	ST JOSEPHS AVE NW	YES	00	00

Driver's Last Name	Driver's First Name	Driver's Middle Name
[redacted]	[redacted]	

Driver's Street Address	City	State	Zip Code	Phone
[redacted]	ALBUQUERQUE	NM	87114	[redacted]

Date of Birth	Driver's License Number	State	Type	CDL	Status	Restrictions	Endorsements	Expires	Interlock	Occupation
[redacted]/2008										

Incident Responder	# of Occupants	Seat Pos
NO	1	PD

Supplemental Occupant Information

Age	Sex	Race	Injury Code	OP Code	OP Used	Airbag Deploy	Ejected	EMS Number	Med Trans
14	M	C	C	NP	UNK	NA	O		

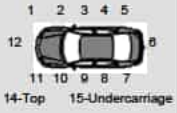
Vehicle Information

Year	Vehicle Make	Vehicle Model	Color	Veh Use1	Veh Use2	Veh Use3

Veh. Towed? Veh. Disabled?

Damage Severity

Extent



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	Weather	Intersection Type	Relation To Junction
DAYLIGHT	CLEAR	FOUR-WAY	INTERSECTION RELATED

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
4+ LANES	PHYSICAL BARRIER	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	☑ At Intersection ☐ 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	Time Arrived	Notified By	Supervisor at Scene
1331	1335	DISPATCH	

Time Roadway Cleared	Time Incident Cleared	Checked By
1335	1507	3086 - HOISINGTON, AARON - 11/1/2022

Officer's Signature	Officer's Name	Rank	ID Number	District	Report Date
	HOFFMAN, DOUGLAS	P1C	7393	632	10/28/2022

DIAGRAM

Diagram Drawn By	Measurements Taken By
HOFFMAN, DOUGLAS	

DIAGRAM

APPENDIX Q

CMF METHOD ANALYSIS

CRASH MODIFICATION FACTORS CLEARINGHOUSE

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:	
If countermeasure is intersection-based.	
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 beneift 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 disaggragate dataset used for CMF development.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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.

CRASH MODIFICATION FACTORS CLEARINGHOUSE

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:	
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not Specified
Traffic Control:	Not Specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 9903

CMF Name: Modify signal phasing (implement a leading pedestrian interval)

Description:

Prior Condition: Signal phasing without leading pedestrian interval

Category: Intersection traffic control

Study ID: *Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety*, Goughnour et al. 2018

Star Quality Rating	
Star Quality Rating:	5 Stars

Crash Modification Factor (CMF)	
Value:	0.81
Adjusted Standard Error:	
Unadjusted Standard Error:	0.07

Crash Reduction Factor	
Value:	19
Adjusted Standard Error:	
Unadjusted Standard Error:	7

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	All
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 and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 6650 to Maximum of 32363 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 1850 to Maximum of 25883 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	16407 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	8544 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	2005 to 2014
Municipality:	Chicago
State:	IL
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	226 crashes before, 154 crashes after
Sample Size (sites):	56 sites before, 56 sites after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Mar 11, 2019
Comments:	Crash Type = Vehicle - Pedestrian Crashes. This CMF is for sites where LPIs were implemented either at all crossings (across major and minor roads) or only for crossings across the minor road (parallel to the major road).

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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 R

AIR QUALITY AND NOISE IMPACTS REFERENCES

APPENDIX A

Supporting Information

CO Results

MAXIMUM DIST (m)	MAXIMUM 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 ppm	8-HR ppm	Assuming molar volume of air at 1600m elevation: 0.0287 m3/mol
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)	Emissions (lbs/hr)	Idling Emissions 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[a]	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	0.381	0.381	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	18.635	17.000	15.186	13.899	12.759	11.812	10.705	8.674	8.068	7.517	6.844	6.358	5.845	5.457	5.233	5.127	4.943	4.817	4.601	4.453	4.306	4.097	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	1.282	1.201	1.105	0.981	0.768	0.683	0.590	0.498	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: Btu = 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.

[a] Total HC includes exhaust and evaporative emissions.
[b] Motorcycle emission rates were last analyzed in 2010.
[c] 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 antitampering 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

********** 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 ADUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR	MO	DY	JDY	HR
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
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

AERSCREEN 21112 / AERMOD 23132 04/02/25
14:27:19

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

********** 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 ADUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR	MO	DY	JDY	HR
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
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

Kimley»Horn

References

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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