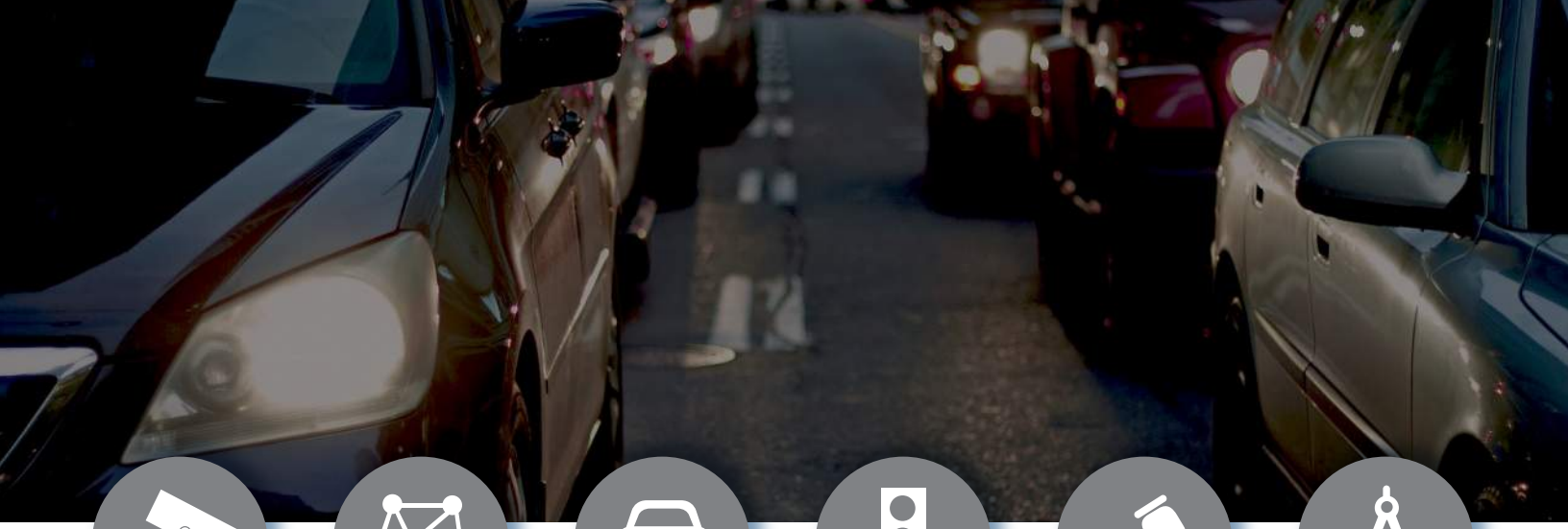

TRAFFIC IMPACT STUDY

2500 Carlisle Blvd

Final Report

May 2022

Prepared for

Equiterra Regenerative Design

8220 San Pedro Drive NE, Suite 150
Albuquerque, NM 87113

(505) 338-0988

leeengineering.com

LEE ENGINEERING

2500 Carlisle Blvd
Traffic Impact Study

Final Report

Rev. 1

May 2022

Prepared for:

Equiterra Regenerative Design

Prepared By:

LEE ENGINEERING

EXECUTIVE SUMMARY

This report details the procedures and findings of a Traffic Impact Study (TIS) performed by Lee Engineering for Equiterra Regenerative Design. This report and the analyses contained herein were performed for a proposed mixed land use development at 2500 Carlisle Blvd within Albuquerque (CABQ), NM. All analyses and items contained herein conform to scoping meeting held on May 4, 2021. Scoping meeting notes and forms are located in Appendix A.

BACKGROUND

Analysis procedures, conclusions, and recommendations for this study were developed according to the *ITE Trip Generation Manual 11th Edition, and Highway Capacity Manual 6th Edition*. Construction is anticipated to begin in 2021, with full completion of the development in 2022. The development is to be constructed in one single phase. Turning movement counts for the following study intersections were collected for 9 hours in 3-periods: 6:00 AM-9:00 AM (morning), 11:00 AM-2:00 PM (mid-day), and 3:00 PM-6:00 PM (evening) on May 18 and May 20, 2021:

- Carlisle Blvd & Menaul Blvd
- Carlisle Blvd & North Driveway 1 (right-in, right-out only)
- Carlisle Blvd & North Driveway 2 (right-in, right-out only)
- Carlisle Blvd & Prospect Ave South Driveway 3 (full access)
- Carlisle Blvd & Cutler Ave, Carlisle Blvd & I-40 North Ramp (WB)
- Carlisle Blvd & I-40 South Ramp (EB)
- Menaul & Solano Dr
- Prospect Ave & Morningside Dr

Analysis procedures included in this report were performed for the following scenarios:

- Existing Conditions (2021)
- Background - No Build (2022)
- Full Build – Complete Construction (2022)

SUMMARY OF RECOMMENDATIONS

- Carlisle Blvd & Menaul Blvd
    - The development is observed to have minimal effect on the intersection and is currently experiencing QSR issues during existing conditions. It is recommended that Carlisle Blvd & Menaul Blvd be re-timed upon opening of the development. Signal timings should be performed by a registered Professional Traffic Operations Engineer (PTOE) at least one month after the opening of the development.
- For Carlisle Blvd & I-40 North Ramp (WB)
    - The development is observed to have minimal effect on the WB approach, which is currently experiencing QSR issues during existing conditions. Westbound through traffic appears to contribute to queueing issues, though the movement was observed to serve very minimal traffic with various 15-minute periods of zero vehicles during peak hours. Furthermore, a wide single-lane off-ramp for the westbound approach provides defacto side-by-side stacking of vehicles, thereby providing separated storage for major approach movements (left turn and right turn). It is recommended that Carlisle Blvd & I-40 North Ramp (WB) intersection be re-timed upon opening of the development. Signal timings should be performed by a registered Professional Traffic Operations Engineer (PTOE) at least one month after the opening of the development.
- For Carlisle Blvd & I-40 North Ramp (WB)

    - No capacity or queueing issues are observed for this intersection. However, because of this intersection's proximity and connected functionality to the intersection of Carlisle Blvd & I-40 North Ramp (WB), it is recommended that this intersection be re-timed upon opening of the development. Signal timings should be performed by a registered Professional Traffic Operations Engineer (PTOE) at least one month after the opening of the development.
- North Driveway 1 (shared easement with existing development to use for fast-food restaurant)
    - Driveway reconstruction with CABQ required curb returns.
- North Driveway 2
    - Driveway reconstruction with CABQ required curb returns.
- South Full Access Driveway 3 (Prospect)
    - Driveway reconstruction with CABQ required curb returns.
    - It is recommended to remove or re-configure the existing landscape wall and reconstruct curb ramps, sidewalks, and landscaping to provide ADA compliant access.

TABLE OF CONTENTS

TABLE OF FIGURES

TABLE OF TABLES

LIST OF APPENDICES

INTRODUCTION

This report details the procedures and findings of a Traffic Impact Study (TIS) performed by Lee Engineering for Equiterra Regenerative Design. This report and the analyses contained herein were performed for a proposed mixed land use development at 2500 Carlisle Blvd within Albuquerque (CABQ), NM. All analyses and items contained herein conform to scoping meeting held on May 4, 2021. Scoping meeting notes and forms are located in Appendix A. Analysis procedures, conclusions, and recommendations for this study were developed according to the *ITE Trip Generation Manual 11th Edition, and Highway Capacity Manual 6th Edition*.

Construction is anticipated to begin in 2021, with full completion of the development in 2022. The development is to be constructed in one single phase.

Analysis procedures included in this report were performed for the following scenarios:

1. Existing Conditions (2021)
2. Background - No Build (2022)
3. Full Build – Complete Construction (2022)

PROJECT LOCATION & SITE PLAN

The proposed development is to be located at 2500 Carlisle Blvd at the southeast corner of Carlisle Blvd and Menaul Blvd with CABQ, NM. The development lies just north of Interstate 40. The project area is bound by existing development. Figure 1 shows the study locations and surrounding the area. Figure 2 shows the proposed overall site layout.

The proposed development contains the following elements:

- Apartment Complex 156 dwelling units
- 2000 sq. ft. fast-food restaurant
- 5625 sq. ft. retail space

SITE ACCESS

Access to the development is granted or available via three existing driveways off Carlisle Blvd. The most southern access on Carlisle Blvd is a full access driveway. The other two driveways can only be accessed traveling NB on Carlisle Blvd and are right-in, right-out driveways, with one being a share access easement with existing retail. A review of compliance with CABQ DPM at proposed access points was conducted, as well as driveway access. Details of the review are included in the subsequent section of this report.

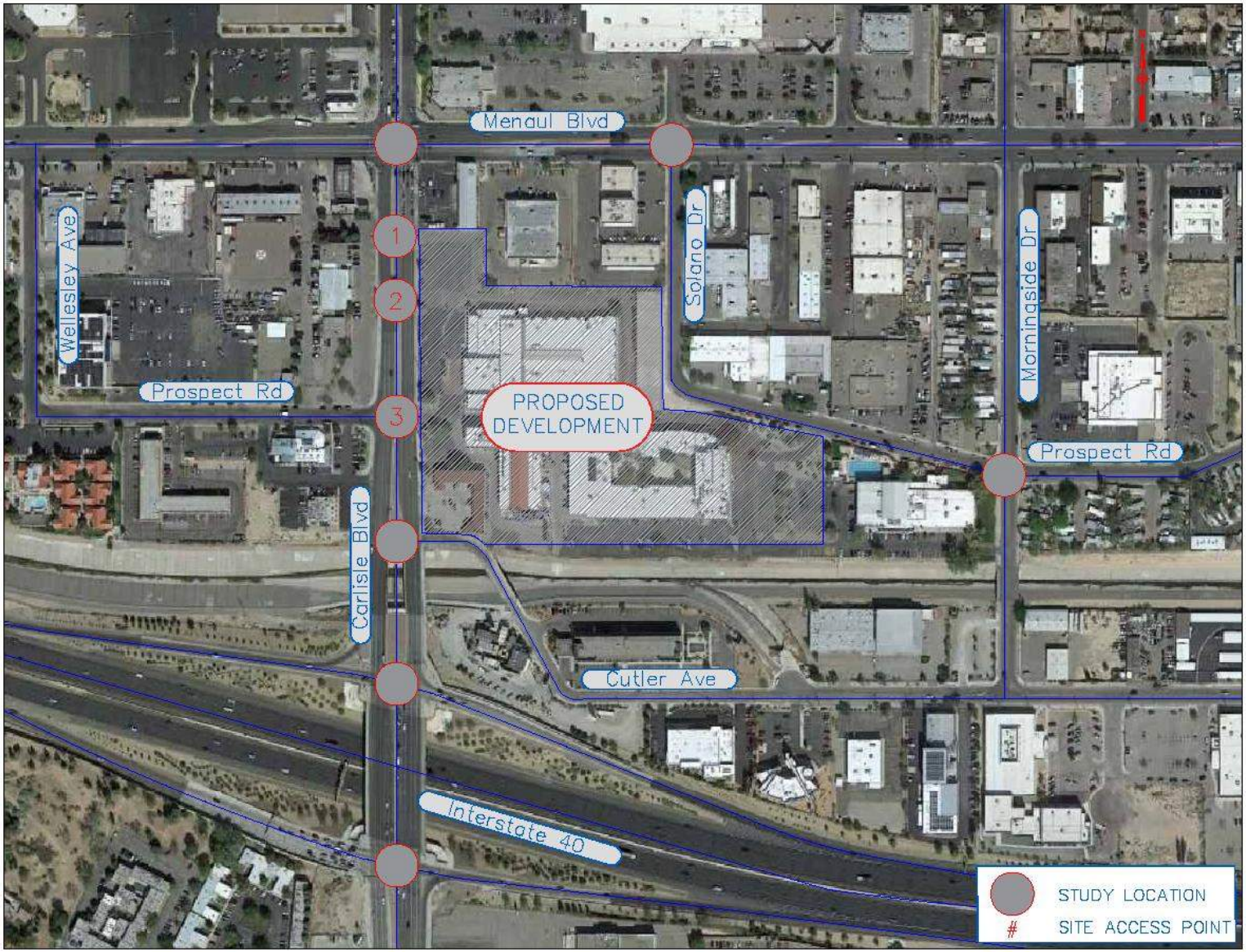

Figure 1. Vicinity Map

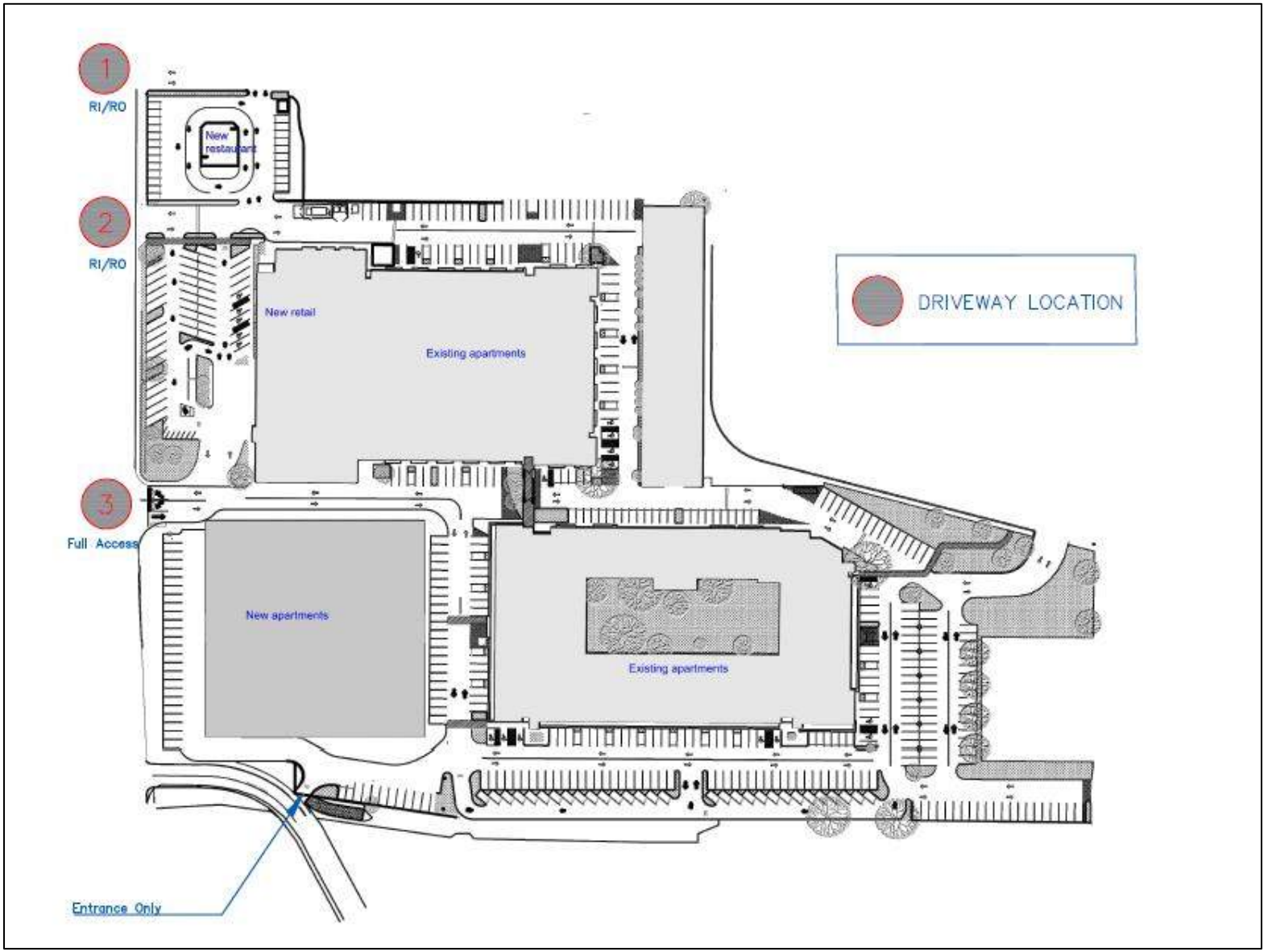

Figure 2. Overall Site Layout

Study Area, Area Land Use, and Streets

STUDY AREA

The study area is presumed to be bounded by Carlisle Blvd, Menaul Blvd, and Solano Dr. The following intersections and access driveways were identified and served as the study intersections for this study:

- Carlisle Blvd & Menaul Blvd
- Carlisle Blvd & Access North Driveway 1; shared with existing development (right-in, right-out only)
- Carlisle Blvd & Access North Driveway 2; (right-in, right-out only)
- Carlisle Blvd & Prospect Ave South Driveway 3; (full access)
- Carlisle Blvd & Cutler Ave
- Carlisle Blvd & I-40 WB
- Carlisle Blvd & I-40 EB
- Menaul & Solano Dr
- Prospect Ave & Morningside Dr

AREA LAND USE

The development lies just north of Interstate 40. The development is to be located on Carlisle Blvd south of Menaul Blvd intersection. The project area is bound by existing development. Adjacent to and surrounding the project site are land uses consisting of the following:

- Commercial: Some land use is commercial in nature, with commercial developments north of the site and throughout the Carlisle Blvd corridor. These developments include Walgreens, Mattress Firm, and Firestone Tire Shop.
- Hospitality and Service: Several hotels/motels exist along the study area corridors, as well as a handful of sit-down and fast-food restaurants.
- Residential: East of the study area exists multi-family housing and apartments. Other developments in the area include a charter high school adjacent to the duplex housing development.
- Other development west of the site is New Mexico State Police Department

STREETS

The following details the characteristics and features of streets included in the study area:

Carlisle Blvd is a six-lane raised median divided roadway currently classified by MRCOG as a Minor Arterial running north and south. Travel lanes are approximately 12 feet wide, with three through lanes in each direction. The roadway has dedicated westbound and eastbound auxiliary left-turn lanes at Prospect Ave with about 150 ft of storage. Street incorporates curb, gutter, and sidewalks on both sides of the roadway. Within the project area, the posted speed is 35 MPH. MRCOG traffic count data (2018) reports average weekday traffic in the study area to be between 25,000 to 27,000 vehicles per day.

Menaul Blvd is a six-lane raised median divided roadway, currently classified by MRCOG as a Principal Arterial and runs east and west. Travel lanes are approximately 12-feet wide, with three through lanes in each direction. The roadway has several auxiliary left-turn lanes at minor road intersections in the study area. Street incorporates curb, gutter, and sidewalk on both sides of the roadway. Within the project area, the posted speed is 35 MPH. The most recently available MRCOG traffic count data (2018) reports the average weekday traffic in the study area to be 24,000 to 31,000 vehicles per day.

Cutler Ave is a one-lane, one-way minor collector roadway near Carlisle Blvd. Roadway becomes two-lane on the east side of the bridge that crosses the Embudo Chanel. Travel lanes are approximately 15-feet wide, and the roadway is undivided with no striping. Street incorporates curb, gutter, and sidewalk on both sides of the roadway. Within the project area, the posted speed is 25 MPH. MRCOG traffic count data for Cutler Ave could not be found.

Solano Dr is a two-lane undivided minor collector roadway that runs north and south, then turns into Prospect Ave as it changes direction to run west and east. Travel lanes are approximately 17-feet wide, and the roadway is undivided with no striping. Street incorporates curb, gutter, and sidewalk on both sides of the roadway. The posted speed is not signed; therefore, by the City ordinance, the speed limit is 25 MPH. MRCOG traffic count data for Solano Dr could not be found.

Prospect Ave is a two-lane undivided minor collector roadway segment that runs east and west between Carlisle Blvd and Wellesley Ave. Travel lanes are approximately 20-feet wide, and the roadway is undivided with no striping. Street incorporates curb, gutter, and sidewalk on both sides of the roadway. The posted speed is not signed; by the City ordinance, the speed limit is 25 MPH. MRCOG traffic count data for Prospect Ave could not be found.

Morningside Dr is a two-lane undivided and unclassified, presumed to be a local roadway segment that runs north and south between Menaul Blvd and Cutler Ave. Travel lanes are approximately 20-feet wide, and the roadway is undivided with no striping. Street incorporates curb, gutter, and sidewalk on both sides of the roadway. The posted speed is not signed; by the City ordinance, the speed limit is 25 MPH. MRCOG traffic count data for Morningside Dr could not be found.

I-40 North Ramp is a one-lane one-way Interstate off-ramp (exit 160) roadway that runs westbound and transitions into three lanes at Carlisle Blvd signalized intersection. Travel lanes are approximately 12-feet wide, with a posted speed of 40 MPH.

I-40 South Ramp is a two-lane one-way Interstate off-ramp (exit 160) roadway that runs eastbound and transitions into five lanes at Carlisle Blvd signalized intersection. Travel lanes are approximately 12-feet wide, with a posted speed of 45 MPH.

INTERSECTIONS

The following details the traffic control and characteristics of existing intersections in the study area:

Carlisle Blvd & Menaul Blvd is a 4-legged signalized intersection maintained by the City of Albuquerque. The signal operates with time-of-day coordination. Pedestrian crosswalks exist at all approaches of the intersection.

Carlisle Blvd & Prospect is an unsignalized two-way stop control intersection maintained by the City of Albuquerque. Pedestrian crosswalks are unmarked on both sides of minor roadway.

Carlisle Blvd & I-40 North/South Off Ramp is a signalized Interstate Diamond Interchange maintained by the City of Albuquerque. The signals operate with time-of-day coordination. Pedestrian crosswalks exist at all approaches of the intersection. It is important to note right turn on red is not allowed except for the southbound channelized right-turn movement.

Menaul Blvd & Solano Dr is an unsignalized two-way stop control intersection maintained by the City of Albuquerque. Pedestrian crosswalks are unmarked on both sides of minor roadway.

Prospect Ave & Morningside Dr is an unsignalized two-way stop control intersection maintained by the City of Albuquerque. Pedestrian crosswalks are unmarked on both sides of minor roadway.

TRANSIT

Currently, two bus routes are present in the study area. Route 8 operates every day with stops every 30 minutes in the westbound and eastbound directions on Menaul Blvd. Route 5 operates every day with stops every 30 mins in the northbound and southbound directions on Carlisle Blvd with a bus stop east of the proposed development between North Driveway 1 and North Driveway 2.

Multimodal Connectivity

Currently, bicycle facilities are not present immediately near the development. Sidewalks exist on both sides of all streets in compliance with CABQ DPM within the study area. It is noted that sidewalks and curb ramps were not assessed for ADA compliance.

Current Adjacent Projects

The nearby Kmart Redevelopment project has been proposed at the northeast corner of Indian School Rd and Carlisle Blvd, just south of I-40. The proposed development is a 50,000 sq. ft. supermarket, 2,200 sq. ft. fast-food restaurant w/ drive-thru window, and 67,710 sq. ft. shopping center. Development is to be constructed in one phase and to be completed by 2021.

ANALYSIS OF EXISTING CONDITIONS

Data Collection

Turning movement counts for the study intersections at Carlisle Blvd & Menaul Blvd, Carlisle Blvd & North Driveway 1 (right-in, right-out only), Carlisle Blvd & North Driveway 2 (right-in, right-out only), Carlisle Blvd & Prospect Ave South Driveway 3 (full access), Carlisle Blvd & Cutler Ave, Carlisle Blvd & I-40 North Ramp (WB), Carlisle Blvd & I-40 South Ramp (EB), Menaul & Solano Dr, and Prospect Ave & Morningside Dr were collected for 9 hours in 3-periods: 6:00 AM-9:00 AM (morning), 11:00 AM-2:00 PM (mid-day), and 3:00 PM-6:00 PM (evening) on May 18 and May 20, 2021.

Traffic data from a 2019 Congestion Management Study at the I-40 interchange was used to establish a COVID-19 adjustment factor, as necessary. The 2019 turning movement counts were forecasted to the current year (2021) using data from MRCOG projected travel demand growth rates (see growth rate section for rates & details) prior to comparison to current year (2021) traffic counts. Newly collected traffic data at Carlisle Blvd & I-40 interchange, in coordination with adjusted 2019 Congestion Management Study traffic data, determined an adjustment factor was needed to account for reduced traffic volumes during the COVID-19 pandemic. Factors were determined for the AM and PM peak hours and applied to all study intersections. Factors were determined for the AM and PM peak hours to be 1.20 and 1.04 and applied to all study intersections. Adjustment factor calculation tables are located in the appendix. Table 1 below shows the peak hours for each intersection used in the analysis. Adjusted current year turning movement counts, lane geometry, and traffic control for the study intersections are presented in Figure 3. Full turning movement count sheets can be found in Appendix B.

Table 1: Intersection Peak Hours

Intersection	Data Collection Date	AM Peak Hour	PM Peak Hour
Carlisle Blvd & Menaul Blvd	5/18/2021	7:45-8:45 AM	3:45-4:45 PM
Carlisle Blvd & Access North Dwy 1	5/18/2021		
Carlisle Blvd & Access North Dwy 2	5/18/2021		
Carlisle Blvd & Prospect Ave (Full-Access Dwy 3)	5/18/2021		
Carlisle Blvd & Cutler Ave	5/18/2021		
Carlisle Blvd & I-40 WB	5/20/2021		
Carlisle Blvd & I-40 EB	5/20/2021		
Menaul Blvd & Solano Dr	5/18/2021		
Prospect Ave & Morningside Dr	5/18/2021		

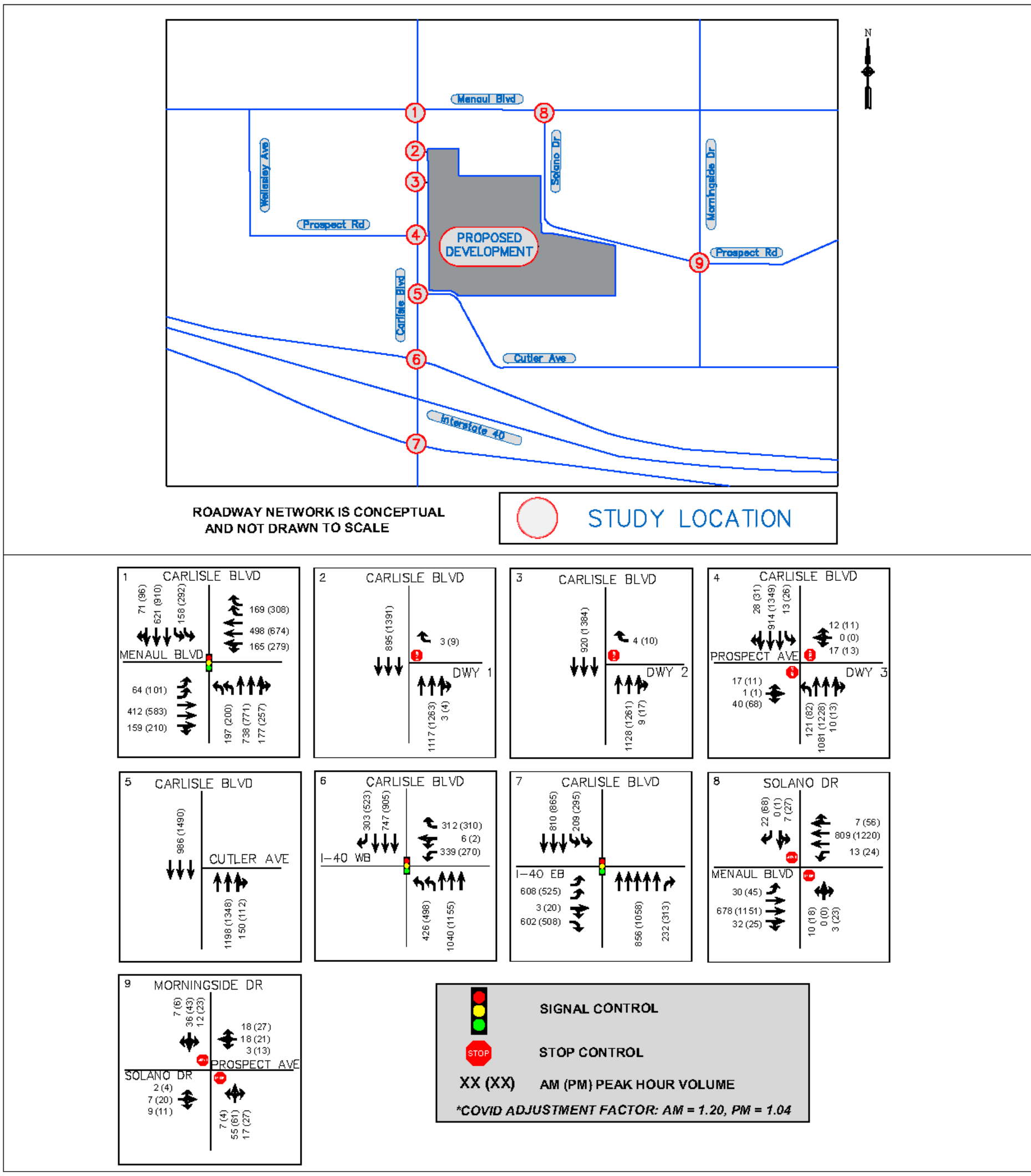

Figure 3. Existing (Adjusted) 2021 Turning Movement Counts

Level of Service and Capacity Analysis

Intersection Analysis Methodology

Intersection Capacity and Level of Service (LOS) analysis were performed according to the methods and procedures provided in the *Highway Capacity Manual, 6th Edition (HCM6).* Highway Capacity software was used to facilitate the analysis. Per the Highway Capacity Manual, LOS is presented as a letter grade (A through F) based on the calculated average delay for an intersection or movement. Delay is calculated as a function of several variables, including signal phasing operations, cycle length, traffic volumes, and opposing traffic volumes, but is a measurement of the average wait time a driver can expect when moving through an intersection. Factors such as total cycle time (for all movements), queueing restrictions, and vehicle volumes can affect measurements of delay, especially for lower volume movements and side streets. Generally, these factors are only realized when delays reach or exceed LOS E thresholds. In such cases, a narrative is offered in subsequent sections specific to the individual movement in question.

Table 2 below, reproduced from the Highway Capacity Manual, shows delay thresholds and the associated Level of Service assigned to delay ranges. Generally, a LOS of D or better is considered an acceptable level of service.

Table 2: LOS Criteria and Descriptions for Signalized Intersections

Level of Service	Average Control Delay (sec/vehicle)	General Description (Signalized Intersections)
A	≤10	Free flow
B	>10 – 20	Stable flow (slight delays)
C	>10 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Unsignalized intersection LOS is divided into two intersection types: all-way stop-controlled and two-way stop-controlled. All-way stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all the movements. Two-way stop-controlled intersection LOS is defined in terms of the average vehicle delay of an individual movement. Table 3 shows LOS criteria for unsignalized intersections.

Table 3: LOS Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	≤10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Based on procedures outlined in the Highway Capacity Manual, intersection delay and LOS for study intersections are reported as the delay and level of service for the worst-case movement. Per HCM6 procedures, peak hour factors obtained from collected traffic counts for the intersections were used in the existing conditions analysis and all other scenarios. Queues are reported for queue measurements falling within the 95th percentile. It should be noted that 95th percentile queues are statistically expected to occur during only 5% of the peak hour's sign cycles. It is also noted that un-reported average queueing at an intersection would statistically be much shorter than 95th percentile queueing.

Analysis of Signalized Intersections

The tables below summarize AM and PM peak hour intersection capacity, LOS analysis, and queueing performed for adjusted existing 2021 conditions for the signalized intersections at Carlisle Blvd & Menaul Blvd, Carlisle Blvd & I-40 WB/EB Interchange (North Ramp and South Ramp). Per HCM6 procedures, peak hour factors obtained from collected traffic counts for the intersections were used in the existing conditions analysis and all other scenarios. Existing signal timings for signalized intersections provided by CABQ were used in each analysis scenario unless otherwise stated. Queueing is reported as a ratio Que Storage Ratio (QSR) for signalized intersections and indicates the ratio of demand to capacity based on possible lengths of waiting vehicles during "red" times for specific movements. A multi-period analysis was used for signalized intersections. Detailed capacity output sheets can be found in Appendix D.

CAPACITY ANALYSIS OF SIGNALIZED INTERSECTIONS

Table 4 below presents a capacity analysis for all the signalized study intersections as a whole. Analyses for individual intersections showing each movement are summarized in Table 5 through Table 10.

Table 4: 2021 Existing Intersection Capacity Analysis Summary at Carlisle Blvd & Menaul Blvd

Carlisle Blvd & Menaul Blvd					
2021 AM Existing			2021 PM Existing		
Time-Period	Delay	LOS	Time-Period	Delay	LOS
7:45	32.2	C	3:45	38.1	D
8:00	31.5	C	4:00	39.8	D
8:15	29.8	C	4:15	37.7	D
8:30	31.9	C	4:30	38.2	D
Carlisle Blvd & I-40 WB (North Ramp)					
2021 AM Existing			2021 PM Existing		
Time-Period	Delay	LOS	Time-Period	Delay	LOS
7:45	26.2	C	3:45	22.0	C
8:00	27.6	C	4:00	19.5	B
8:15	22.4	C	4:15	19.3	B
8:30	22.6	C	4:30	21.2	C
Carlisle Blvd & I-40 EB (South Ramp)					
2021 AM Existing			2021 PM Existing		
Time-Period	Delay	LOS	Time-Period	Delay	LOS
7:45	26.4	C	3:45	25.6	C
8:00	30.0	C	4:00	25.6	C
8:15	24.7	C	4:15	26.8	C
8:30	25.5	C	4:30	25.5	C

From the table above, the following is summarized:

Carlisle Blvd & Menaul Blvd

- Capacity Analysis:
  - Under existing conditions, the intersection as a whole is observed to operate at an acceptable level of service in both the AM and PM peak hours.

Carlisle Blvd & I-40 WB (North Ramp)

- Capacity Analysis:
  - Under existing conditions, the intersection as a whole is observed to operate at an acceptable level of service in both the AM and PM peak hours.

Carlisle Blvd & I-40 EB (South Ramp)

- Capacity Analysis:
  - Under existing conditions, the intersection as a whole is observed to operate at an acceptable level of service in both the AM and PM peak hours.

CARLISLE BLVD & MENAUL BLVD

Table 5: 2021 AM Existing Capacity Analysis Summary at Carlisle Blvd & Menaul Blvd

Carlisle Blvd & Menaul Blvd												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	53.4	29.5	30.8	51.5	27.8	29.2	52.0	28.6	30.4	52.0	26.1	27.2
8:00	55.7	28.4	29.4	51.6	24.8	25.8	51.6	27.9	29.4	51.9	25.8	26.6
8:15	55.4	26.7	27.6	52.7	24.8	25.7	51.2	23.7	24.6	53.4	26.0	26.7
8:30	54.0	27.5	28.6	52.6	25.6	26.6	50.9	27.0	28.2	51.6	26.6	27.4
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	0.64	0.36	0.37	0.76	0.41	0.42	0.71	0.54	0.54	0.73	0.40	0.40
8:00	0.55	0.28	0.30	0.76	0.31	0.33	0.74	0.49	0.49	0.74	0.33	0.34
8:15	0.56	0.27	0.29	0.68	0.30	0.31	0.76	0.33	0.34	0.64	0.31	0.31
8:30	0.61	0.32	0.33	0.69	0.29	0.30	0.78	0.41	0.42	0.75	0.32	0.33
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	D	C	C	D	C	C	D	C	C	D	C	C
8:00	E	C	C	D	C	C	D	C	C	D	C	C
8:15	E	C	C	D	C	C	D	C	C	D	C	C
8:30	D	C	C	D	C	C	D	C	C	D	C	C
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL (250')	EBT	EBR	WBL (250')	WBT	WBR	NBL (300')	NBT	NBR	SBL (250')	SBT	SBR
7:45	0.24	-	-	0.50	-	-	0.33	-	-	0.42	-	-
8:00	0.10	-	-	0.49	-	-	0.39	-	-	0.44	-	-
8:15	0.11	-	-	0.32	-	-	0.43	-	-	0.24	-	-
8:30	0.19	-	-	0.34	-	-	0.48	-	-	0.48	-	-

Table 6: 2021 PM Existing Capacity Analysis Summary at Carlisle Blvd & Menaul Blvd

Carlisle Blvd & Menaul Blvd												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	58.3	30.1	31.5	57.3	26.6	27.8	56.4	38.0	41.2	62.6	33.8	35.7
4:00	58.3	33.5	35.5	62.4	28.5	30.4	56.7	38.9	42.3	65.7	33.7	35.3
4:15	58.1	30.1	31.4	59.2	26.9	29.7	56.6	36.9	40.1	58.6	33.7	35.5
4:30	58.0	31.9	33.5	62.7	28.7	30.4	56.6	35.9	38.6	58.6	34.5	36.7
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	0.65	0.40	0.41	0.80	0.39	0.40	0.77	0.61	0.62	0.84	0.54	0.54
4:00	0.65	0.51	0.52	0.84	0.50	0.51	0.80	0.61	0.62	0.86	0.49	0.49
4:15	0.66	0.36	0.38	0.82	0.40	0.48	0.76	0.62	0.62	0.81	0.54	0.54
4:30	0.67	0.41	0.43	0.84	0.50	0.50	0.76	0.57	0.58	0.81	0.58	0.59
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	E	C	C	E	C	C	E	D	D	E	C	D
4:00	E	C	D	E	C	C	E	D	D	E	C	D
4:15	E	C	C	E	C	C	E	D	D	E	C	D
4:30	E	C	C	E	C	C	E	D	D	E	C	D
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL (250')	EBT	EBR	WBL (250')	WBT	WBR	NBL (300')	NBT	NBR	SBL (250')	SBT	SBR
3:45	0.27	-	-	0.67	-	-	0.45	-	-	0.88	-	-
4:00	0.27	-	-	0.87	-	-	0.54	-	-	1.00	-	-
4:15	0.29	-	-	0.76	-	-	0.43	-	-	0.73	-	-
4:30	0.30	-	-	0.88	-	-	0.42	-	-	0.73	-	-

From the tables above, the following is summarized:

Carlisle Blvd & Menaul Blvd

- Capacity Analysis:
  - Under existing conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for AM peak hour with the exception of the eastbound left turn for two multi-peak periods (LOS E). In the PM peak hour, all left turn movements are observed to operate at LOS E for all four multi-peak periods. It is noted that the v/c ratios for these movements do not indicate that the movements exceed capacity.
- Queueing Analysis:
  - Under existing conditions, 95th percentile Queue Storage Ratios (QSR) at the intersection are observed to be accommodated by existing storage lengths during the AM and PM peak hours except for the southbound left turn in the PM peak hour, which shows a QSR equal to or greater than 1 for one multi-peak period.

Carlisle Blvd & I-40 WB (North Ramp)

Table 7: 2021 AM Existing Capacity Analysis Summary at Carlisle Blvd & I-40 WB (North Ramp)

Carlisle Blvd & I-40 WB (North Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	-	-	-	41.0	41.7	51.3	55.2	16.0	-	-	13.7	-
8:00	-	-	-	38.8	0.0	60.0	54.4	19.9	-	-	14.0	-
8:15	-	-	-	40.1	40.3	51.7	54.7	14.0	-	-	8.6	-
8:30	-	-	-	40.4	40.6	51.5	54.6	13.8	-	-	9.7	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	-	-	-	0.59	0.64	0.85	0.85	0.29	-	-	0.43	-
8:00	-	-	-	0.67	0.00	0.91	0.82	0.35	-	-	0.37	-
8:15	-	-	-	0.42	0.43	0.85	0.81	0.28	-	-	0.31	-
8:30	-	-	-	0.47	0.48	0.85	0.82	0.29	-	-	0.36	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	-	-	-	D	D	D	E	B	-	-	B	-
8:00	-	-	-	D	-	E	D	B	-	-	B	-
8:15	-	-	-	D	D	D	D	B	-	-	A	-
8:30	-	-	-	D	D	D	D	B	-	-	A	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR	WBL (250')	WBT	WBR (350')	NBL (350')	NBT (350')	NBR	SBL	SBT	SBR
7:45	-	-	-	0.93	-	0.88	0.93	0.78	-	-	-	-
8:00	-	-	-	1.26	-	1.29	0.69	0.89	-	-	-	-
8:15	-	-	-	0.61	-	0.82	0.69	0.74	-	-	-	-
8:30	-	-	-	0.70	-	0.83	0.75	0.75	-	-	-	-

Table 8: 2021 PM Existing Capacity Analysis Summary at Carlisle Blvd & I-40 WB (North Ramp)

Carlisle Blvd & I-40 WB (North Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	-	-	-	44.2	-	68.6	53.6	5.4	-	-	14.6	-
4:00	-	-	-	40.2	40.5	66.1	51.6	3.6	-	-	13.4	-
4:15	-	-	-	51.7	-	61.7	50.9	5.6	-	-	10.8	-
4:30	-	-	-	60.8	-	58.7	52.0	3.3	-	-	12.3	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	-	-	-	0.64	-	0.92	0.89	0.37	-	-	0.45	-
4:00	-	-	-	0.33	0.35	0.90	0.87	0.32	-	-	0.51	-
4:15	-	-	-	0.77	-	0.87	0.86	0.31	-	-	0.44	-
4:30	-	-	-	0.88	-	0.85	0.87	0.26	-	-	0.50	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	-	-	-	D	-	E	D	A	-	-	B	-
4:00	-	-	-	D	D	E	D	A	-	-	B	-
4:15	-	-	-	D	-	E	D	A	-	-	B	-
4:30	-	-	-	E	-	E	D	A	-	-	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR	WBL (250')	WBT	WBR (350')	NBL (350')	NBT (350')	NBR	SBL	SBT	SBR
3:45	-	-	-	1.18	-	1.26	0.84	0.35	-	-	-	-
4:00	-	-	-	0.57	-	1.14	0.78	0.21	-	-	-	-
4:15	-	-	-	1.23	-	0.94	0.78	0.36	-	-	-	-
4:30	-	-	-	1.55	-	0.94	0.82	0.17	-	-	-	-

From the tables above, the following is summarized:

Carlisle Blvd & I-40 WB (North Ramp)

- Capacity Analysis:
  - Under existing conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours with the exception of the westbound right turn and northbound left turn in the AM for one multi-peak period (LOS E). In the PM peak hour, the westbound left turn is operating at LOS E for one multi-peak period, and the westbound right turn is operating at LOS E for all four multi-peak periods. It is noted that the v/c ratios for these movements do not indicate that the movements exceed capacity.

- Queueing Analysis:
  - Under existing conditions, 95th percentile Queue Storage Ratios (QSR) at the intersection are observed to be accommodated by existing storage lengths during the AM and PM peak hours except for the westbound left and westbound right turn in the AM peak hour, which shows a QSR greater than 1. In the PM peak hour, westbound left turn for three multi-peak periods and westbound right turn for two multi-peak periods show a QSR greater than 1.

CARLISLE BLVD & I-40 EB (SOUTH RAMP)

Table 9: 2021 AM Existing Capacity Analysis Summary at Carlisle Blvd & I-40 EB (South Ramp)

Carlisle Blvd & I-40 EB (South Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	46.2	-	48.3	-	-	-	-	7.5	8.4	54.5	15.4	-
8:00	50.0	-	51.5	-	-	-	-	7.8	9.1	54.5	17.9	-
8:15	45.2	34.3	45.2	-	-	-	-	6.1	6.6	54.4	13.4	-
8:30	43.9	33.8	46.3	-	-	-	-	7.7	8.6	57.2	14.3	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	0.80	-	0.82	-	-	-	-	0.20	0.27	0.76	0.32	-
8:00	0.86	-	0.87	-	-	-	-	0.18	0.31	0.77	0.30	-
8:15	0.75	0.02	0.74	-	-	-	-	0.18	0.19	0.73	0.32	-
8:30	0.73	0.01	0.77	-	-	-	-	0.21	0.26	0.80	0.37	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	D	-	D	-	-	-	-	A	A	D	B	-
8:00	D	-	D	-	-	-	-	A	A	D	B	-
8:15	D	C	D	-	-	-	-	A	A	D	B	-
8:30	D	C	D	-	-	-	-	A	A	E	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR (700')	WBL	WBT	WBR	NBL	NBT (800')	NBR (450')	SBL (350')	SBT (350')	SBR
7:45	-	-	0.46	-	-	-	-	0.07	0.18	0.40	0.67	-
8:00	-	-	0.50	-	-	-	-	0.07	0.22	0.40	0.69	-
8:15	-	-	0.38	-	-	-	-	0.06	0.11	0.34	0.55	-
8:30	-	-	0.40	-	-	-	-	0.08	0.17	0.52	0.63	-

Table 10: 2021 PM Existing Capacity Analysis Summary at Carlisle Blvd & I-40 EB (South Ramp)

Carlisle Blvd & I-40 EB (South Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	47.2	36.9	46.1	-	-	-	-	8.7	9.8	55.0	18.3	-
4:00	45.5	37.6	47.8	-	-	-	-	8.5	10.3	54.4	19.2	-
4:15	47.9	36.3	43.5	-	-	-	-	8.1	9.4	56.6	22.3	-
4:30	43.6	37.3	48.2	-	-	-	-	9.1	10.6	55.1	14.9	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	0.73	0.04	0.69	-	-	-	-	0.27	0.32	0.81	0.31	-
4:00	0.66	0.05	0.73	-	-	-	-	0.24	0.39	0.82	0.34	-
4:15	0.76	0.03	0.60	-	-	-	-	0.22	0.33	0.79	0.51	-
4:30	0.60	0.08	0.75	-	-	-	-	0.22	0.34	0.82	0.36	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	D	D	D	-	-	-	-	A	A	D	B	-
4:00	D	D	D	-	-	-	-	A	B	D	B	-
4:15	D	D	D	-	-	-	-	A	A	E	C	-
4:30	D	D	D	-	-	-	-	A	B	E	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR (700')	WBL	WBT	WBR	NBL	NBT (800')	NBR (450')	SBL (350')	SBT (350')	SBR
3:45	-	-	0.39	-	-	-	-	0.12	0.25	0.56	0.73	-
4:00	-	-	0.40	-	-	-	-	0.10	0.32	0.58	0.82	-
4:15	-	-	0.34	-	-	-	-	0.09	0.25	0.51	0.84	-
4:30	-	-	0.42	-	-	-	-	0.09	0.27	0.60	0.72	-

From the tables above, the following is summarized:

Carlisle Blvd & I-40 EB (South Ramp)

- Capacity Analysis:
  - Under existing conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours with the exception of the southbound left turn in the AM peak hour for one multi-peak period & in the PM peak hours for two multi-peak periods. It is noted that the v/c ratios for these movements do not indicate that the movements exceed capacity.
- Queueing Analysis:
  - Under existing conditions, 95th percentile Queue Storage Ratios (QSR) at the intersection are observed to be accommodated by existing storage lengths during the AM and PM peak hours.

Analysis of Stop Controlled Intersections

Table 11 below summarizes stop-controlled intersection capacity, LOS analysis, and queuing results performed for existing conditions for the unsignalized intersections. Queueing is reported as the number of vehicles in the queue for stop-controlled intersections. It is important to note that due to the roadway configuration and absence of traffic control at Carlisle Blvd and Cutler Ave, HCS capacity analysis could not be performed. Detailed capacity output sheets can be found in Appendix D.

Table 11: 2021 Existing Stop-Control Capacity Analysis Summary

Carlisle Blvd & North Driveway 1								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
WBR	0.01	15.1	C	0.00	0.03	15.9	C	0.10
Carlisle Blvd & North Driveway 2								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
WBR	0.01	15.2	C	0.00	0.03	16.1	C	0.10
Carlisle Blvd & Prospect Ave Driveway 3								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
EBL/T/R	0.35	33.5	D	1.50	0.55	53.0	F	2.80
WBL/T/R	0.47	92.9	F	1.90	0.29	62.3	F	1.10
NBL	0.41	22.1	C	1.90	0.37	28.8	D	1.60
SBL	0.05	16.8	C	0.20	0.09	18.1	C	0.30
Menaul Blvd & Solano Dr								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
EBL	0.08	13.6	B	0.30	0.16	19.9	C	0.60
WBL	0.03	11.2	B	0.10	0.07	15.7	C	0.20
NBL/T/R	0.07	21.1	C	0.20	0.26	33.8	D	1.00
SBL/T	0.05	25.3	D	0.10	0.34	66.9	F	1.30
SBR	0.06	13.6	B	0.20	0.21	18.2	C	0.80
Prospect Ave & Morningside Dr								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
EBL/T/R	0.00	7.3	A	0.00	0.00	7.3	A	0.00
WBL/T/R	0.00	7.3	A	0.00	0.01	7.3	A	0.00
NBL/T/R	0.10	9.6	A	0.40	0.13	10.0	B	0.40
SBL/T/R	0.07	9.6	A	0.20	0.11	10.3	B	0.40

From the tables above, the following is summarized:

Carlisle Blvd & North Driveway 1 (Right-in/Right-out)

- Capacity Analysis:
  - Under existing conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours.
- Queueing Analysis:
  - Under existing conditions, 95th percentile lengths at the intersection are observed to be operating at acceptable levels during the AM and PM peak hours.

Carlisle Blvd & North Driveway 2 (Right-in/Right-out)

- Capacity Analysis:
  - Under existing conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours.
- Queueing Analysis:
  - Under existing conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.

Carlisle Blvd & Prospect Ave; Driveway 3 (Full Access)

- Capacity Analysis:
  - Under existing conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for AM hours except for the westbound approach in the AM. In the PM peak hour, the westbound approach and eastbound approach are observed to operate at LOS F. It is noted that the v/c ratio for these movements indicates that the movements do not exceed capacity and is therefore attributed to gap-delays for the movements.
- Queueing Analysis
  - Under existing conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.

Menaul Blvd & Solano Dr

- Capacity Analysis:
  - Under existing conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours except for the shared southbound through/left approach in the PM peak hour. It is noted that the v/c ratio for this movement indicates that the movement does not exceed capacity and is therefore attributed to gap delays for the movement.
- Queueing Analysis
  - Under existing conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.

Prospect Ave & Morningside Dr

- Capacity Analysis:
  - Under existing conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours.
- Queueing Analysis
  - Under existing conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.

ANALYSIS OF FUTURE CONDITIONS

The following sections detail the methods and calculations used to obtain traffic volumes for each analysis scenario. This process used the following tools as described below: Traffic Projections and Site Trip Distributions & Assignment. Figures at the end of this section show the resulting traffic volumes determined for each analysis scenario.

TRAFFIC PROJECTIONS

Construction is anticipated to begin in 2021, with full completion of the development in 2022. To forecast existing traffic volumes to future analysis background conditions, loading values from the 2016 & 2040 (updated) travel demand models were provided by MRCOG. These models were then compared, using AM and PM peak hour directional volumes (AMPH LOAD & PMPH LOAD) to calculate anticipated growth rates for individual roadways within the study area. To facilitate a conservative analysis, roadways calculated to have a yearly growth rate of less than 1% were analyzed with a 1% per year growth rate. Growth rates were then converted to growth factors for the specific analysis scenarios. Growth factors used in the analysis are shown in Table 12. Values provided by MRCOG are reproduced verbatim below. Growth factors were then applied to the 2021 adjusted conditions turning movement volumes to forecast future volumes.

Table 12: Growth Rate Method

Roadway			MRCOG 2016 Model "Peak Hour Load"	MRCOG 2040 Model "Peak Hour Load"	Yearly Growth Rate	Average Yearly Growth	Growth Rate for Analysis
Carlisle Blvd South of I-40 (NB)	AM	PH	1610	1745	0.34%	0.57%	1.00%
	PM	PH	1911	1986	0.16%		
Carlisle Blvd South of I-40 (SB)	AM	PH	1720	1922	0.46%		
	PM	PH	1782	1989	0.46%		
Carlisle Blvd I-40 Overpass (NB)	AM	PH	1641	1861	0.53%		
	PM	PH	1551	1900	0.85%		
Carlisle Blvd I-40 Overpass (SB)	AM	PH	1358	1381	0.07%		
	PM	PH	1521	1654	0.35%		
Carlisle Blvd North of I-40 (NB)	AM	PH	1767	1914	0.33%		
	PM	PH	1456	1805	0.90%		
Carlisle Blvd North of I-40 (SB)	AM	PH	1114	1228	0.41%		
	PM	PH	1548	1731	0.47%		
Carlisle Blvd South of Menaul Blvd (NB)	AM	PH	1440	1607	0.46%		
	PM	PH	1221	1517	0.91%		
Carlisle Blvd South of Menaul Blvd (SB)	AM	PH	926	1003	0.33%		
	PM	PH	1187	1383	0.64%		
Carlisle Blvd North of Menaul Blvd (NB)	AM	PH	1204	1471	0.84%		
	PM	PH	1139	1471	1.07%		
Carlisle Blvd North of Menaul Blvd (SB)	AM	PH	1032	1252	0.81%		
	PM	PH	1154	1485	1.06%		
Menaul Blvd West of Carlisle Blvd (WB)	AM	PH	654	754	0.59%	1.72%	
	PM	PH	468	603	1.06%		
Menaul Blvd West of Carlisle Blvd (EB)	AM	PH	369	494	1.22%		
	PM	PH	777	1009	1.09%		
Menaul Blvd East of Carlisle Blvd (WB)	AM	PH	294	499	2.23%		
	PM	PH	280	481	2.28%		
Menaul Blvd East of Carlisle Blvd (EB)	AM	PH	351	624	2.43%		
	PM	PH	636	988	1.85%		
Menaul Blvd East of Solano Dr (WB)	AM	PH	372	586	1.91%		
	PM	PH	275	451	2.08%		
Menaul Blvd East of Solano Dr (EB)	AM	PH	341	586	2.28%		
	PM	PH	723	1054	1.58%		
Prospect Ave West of Carlisle Blvd (WB)	AM	PH	110	123	0.47%	0.51%	
	PM	PH	120	130	0.33%		
Prospect Ave West of Carlisle Blvd (EB)	AM	PH	62	77	0.91%		
	PM	PH	120	130	0.33%		
I-40 EB West of Carlisle Blvd (EB)	AM	PH	1444	1685	0.65%	0.32%	
	PM	PH	1179	1466	0.91%		
I-40 EB East of Carlisle Blvd (EB)	AM	PH	1050	1027	-0.09%		
	PM	PH	1277	1216	-0.20%		
I-40 WB East of Carlisle Blvd (WB)	AM	PH	1155	1107	-0.18%	-0.05%	
	PM	PH	1048	948	-0.42%		
I-40 WB West of Carlisle Blvd (WB)	AM	PH	785	901	0.58%		
	PM	PH	1170	1120	-0.18%		

TRIP GENERATION

Trip generation for the development was performed using the procedures and methodologies provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition.* The land-use categories Multifamily Mid-Rise Housing (ITE 221), Fast Food Restaurant with Drive-Through Window (ITE 934), and Variety Store (ITE 814) were used to generate trips for the development. Trips were calculated using rates for daily, AM peak hour, and PM peak hour generators. The development is to consist of one single phase. The trips generated by each land use are shown below in the tables. Site trips for the development site were generated using data and procedures according to the ITE Trip Generation Manual. Due to the nature of this development, pass-by trips were calculated per the ITE Trip Generation Manual 11th Edition and assigned to new project trips. The net site generated trips (gross trips generated minus pass-by trips), shown as primary trips, were added to background traffic volumes to create the build-out traffic volumes.

Table 13 and Table 14 below show expected unadjusted trips, pass-by trips, and primary trips generated by the development.

Table 13: Development Trip Generation

Use	Units		TRIP GENERATION							PEAK HOUR TRIPS				
			Daily Rate	AM Peak			PM Peak			Daily	AM Peak		PM Peak	
				Rate	Enter	Exit	Rate	Enter	Exit		In	Out	In	Out
ITE 221 - Multifamily Housing (Mid-Rise), Peak Hour Generator	156	Dwelling Units	4.54	0.35	26%	74%	0.39	60%	40%	708	14	41	37	25
ITE 934 - Fast Food Restaurant with Drive-Through Window, Peak Hour of Generator	2	1000 Sq. Ft GFA	470.95	50.97	52%	48%	51.36	51%	49%	942	53	49	52	51
ITE 814 - Variety Store, Peak Hour of Generator	5.625	1000 Sq. Ft GFA	63.47	4.52	50%	50%	7.42	50%	50%	357	13	13	21	21
Total Trips										2007	80	103	110	97

Table 14: Net Development Trip Generation

Use	AM Peak		PM Peak	
	In	Out	In	Out
Multifamily Housing (Mid-Rise)	14	41	37	25
Fast Food	53	49	52	51
Variety Store	13	13	21	21
Unadjusted Total Trips	80	103	110	97
Pass-By Trips (Calculated by ITE Trip Generation Manual 11th Edition)				
Use	Rates		AM Peak		PM Peak	
	AM	PM	In	Out	In	Out
Fast Food	49%	50%	26	26	26	26
Total Pass-By Trips			26	26	26	26
Primary Trips			54	77	84	71

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Distribution was determined based on the analysis of existing intersection demand characteristics within the study area. Overall, trips were distributed within the roadway network to and from the development based on the proportions of existing turning movement counts/demands. Trip routing was based on logical trip attractions and destinations for commercial-based trips. The figures below show the trip distribution and assignment for the development of each analysis scenario. Access to the development through Cutler Ave is to be designated as an entrance only and no egress trips were assigned. Furthermore, a small portion of trips are expected to access the development from Prospect Ave and Morningside Dr, based on proposed site layout and internal roadway network. Cross-connection access is provided throughout the site via bi-directional internal driveways/alleyways within the parking lot to the three driveways on Carlisle Blvd and Prospect Ave/Morningside Dr. Trips were then assigned to the background roadway networks to create build-out volumes, shown in the figures below.

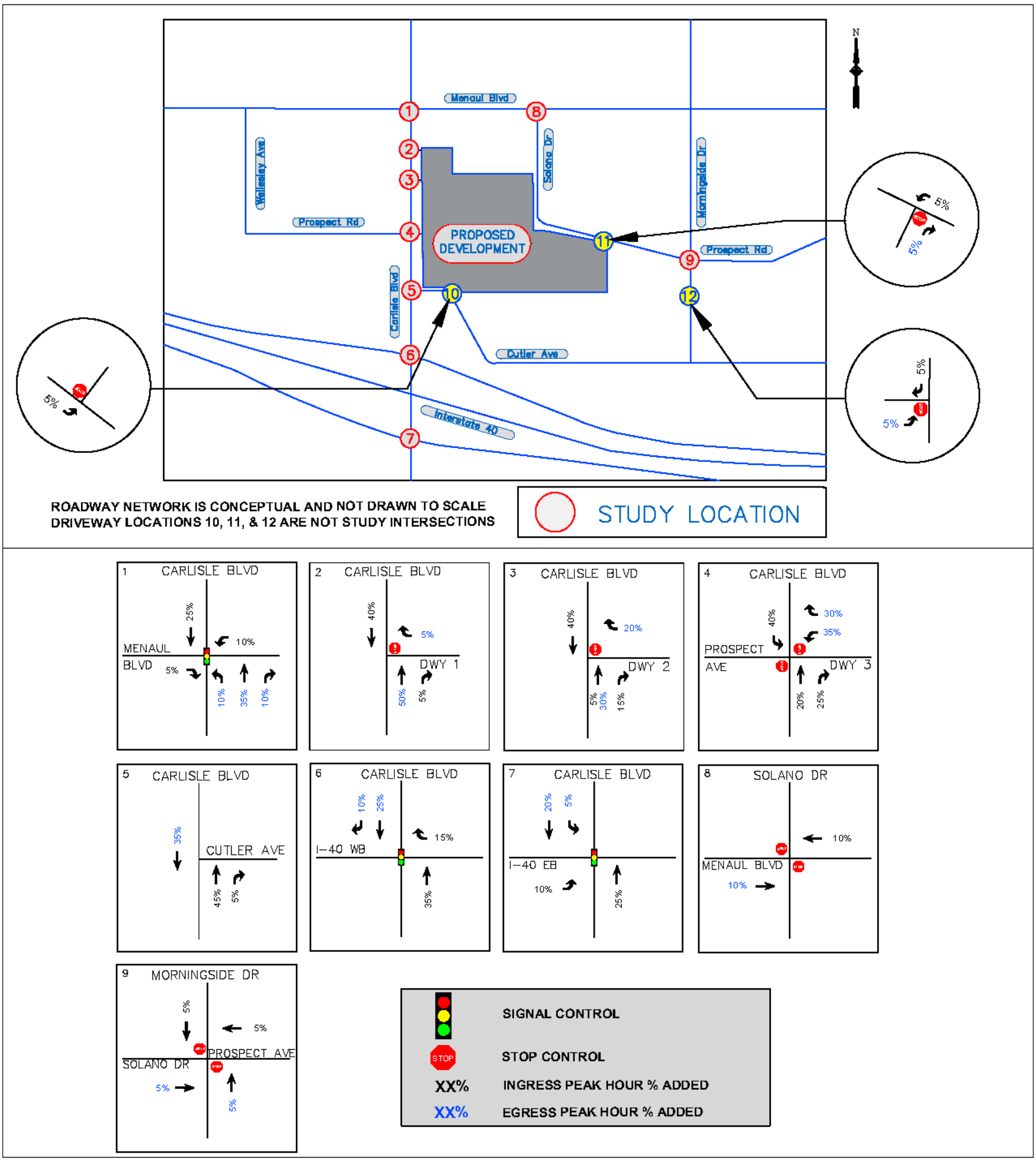

Figure 4. Trip Distribution

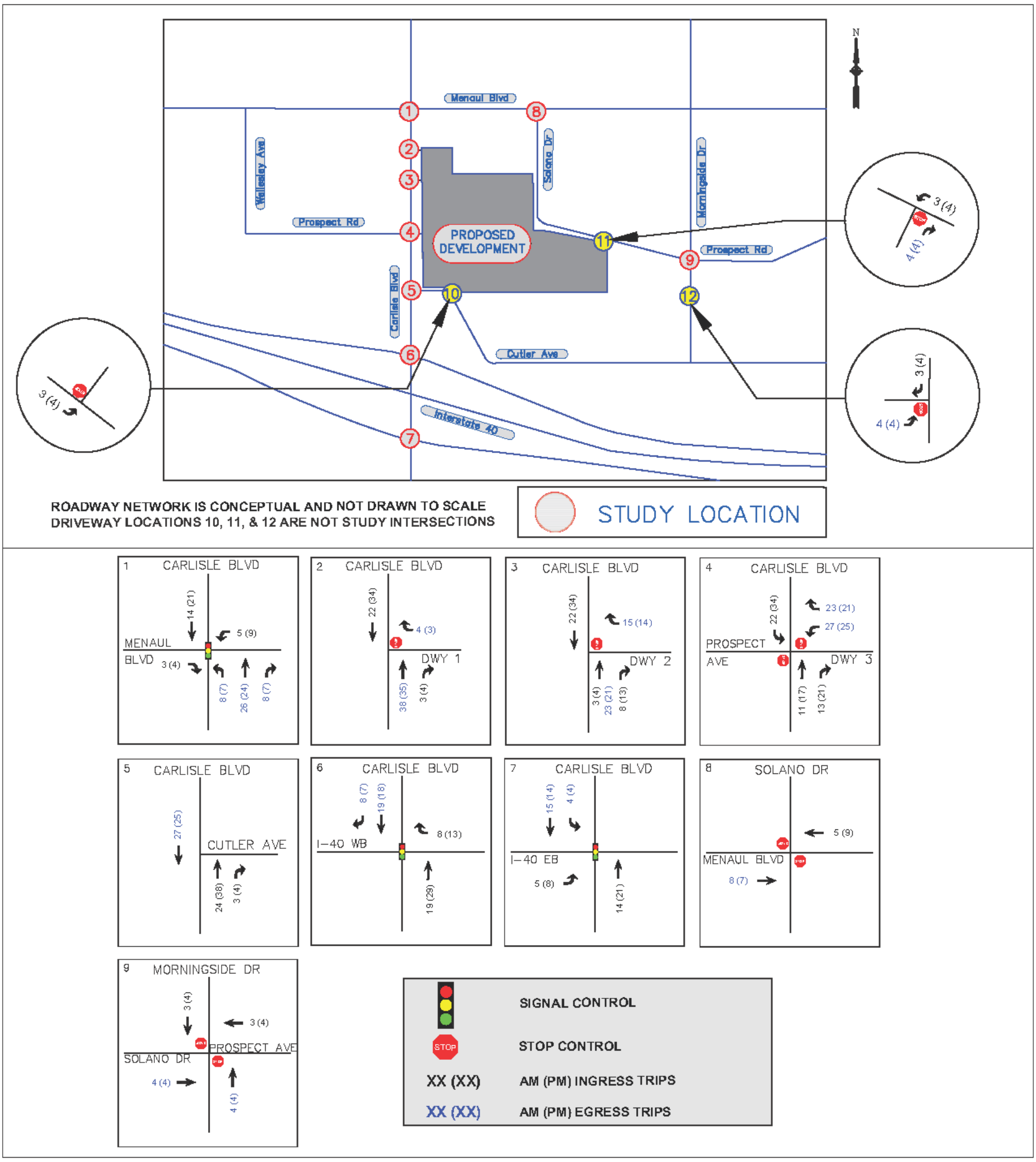

Figure 5. Primary Trips Assignment

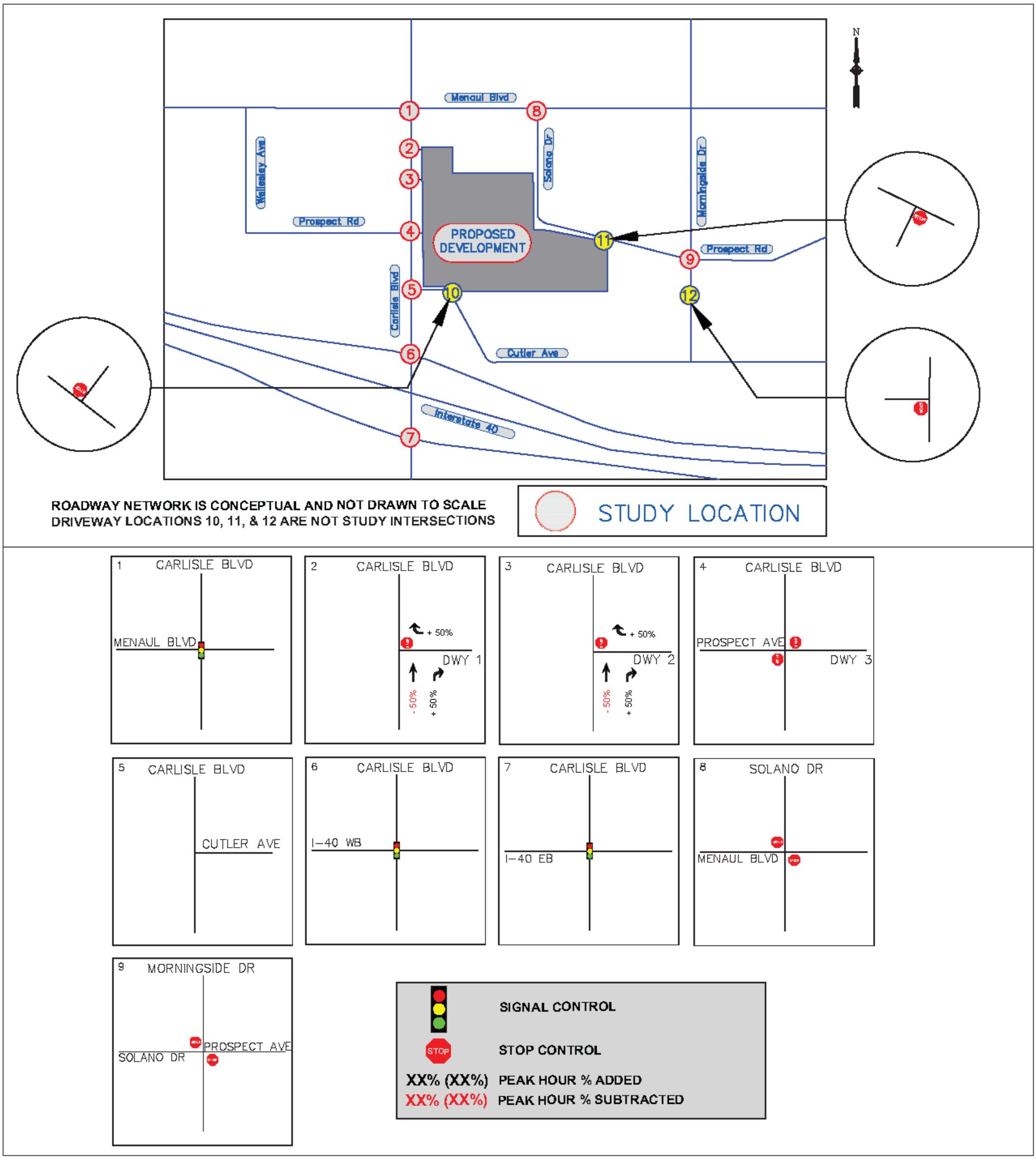

Figure 6. Pass-by Trip Distribution

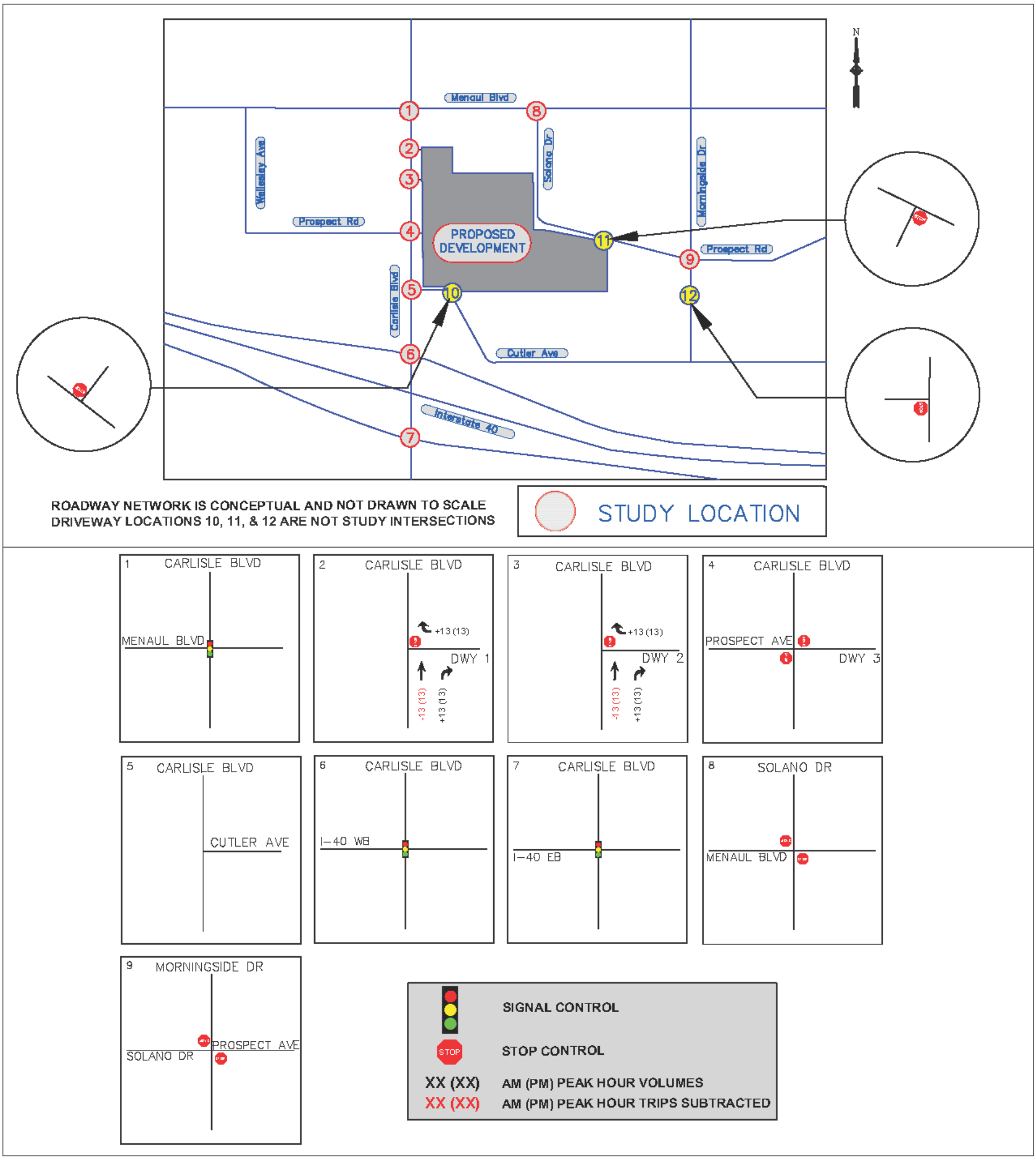

Figure 7. Pass-by Trips Assignment

Traffic Volume Calculations

Traffic volumes used in the analysis were calculated based on the following:

1. Existing Conditions: direct turning movement counts from 2021 adjusted
2. Background 2022: 2022 growth rate applied to existing adjusted conditions
3. Full Build-out 2022: Background 2022 traffic volumes plus primary site trips and pass-by trips

As stated above, build-out traffic volumes were calculated using the growth rates and factors detailed in previous sections. Primary site trips and pass-by trips were added to study intersections with direct access to the proposed development. Figure 8 shows the traffic volumes used for the background analysis scenario. Figure 9 shows the traffic volumes and proposed lane geometry for the study intersections under full build-out scenario.

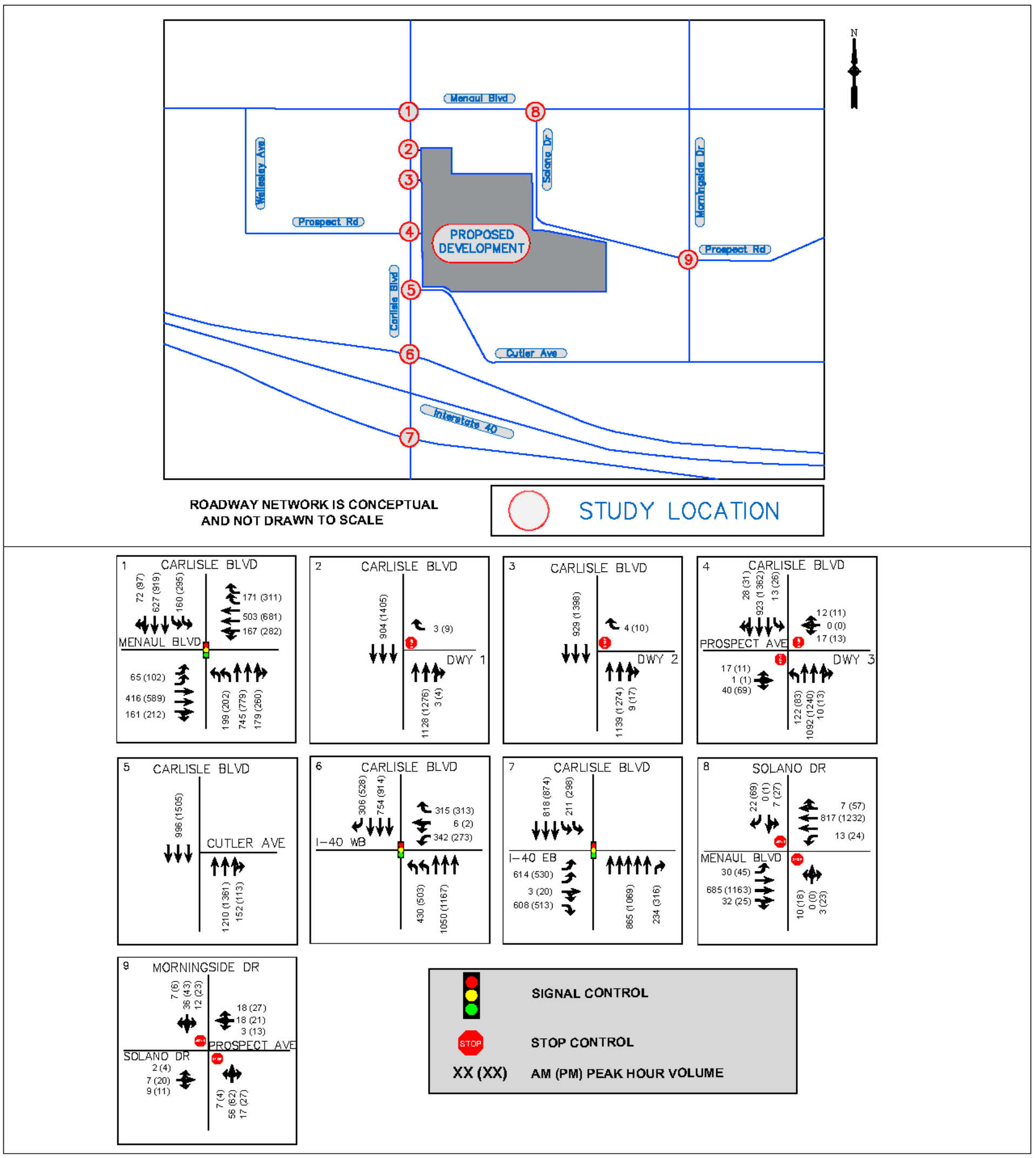

Figure 8. Background 2022 Turning Movement Traffic Volumes

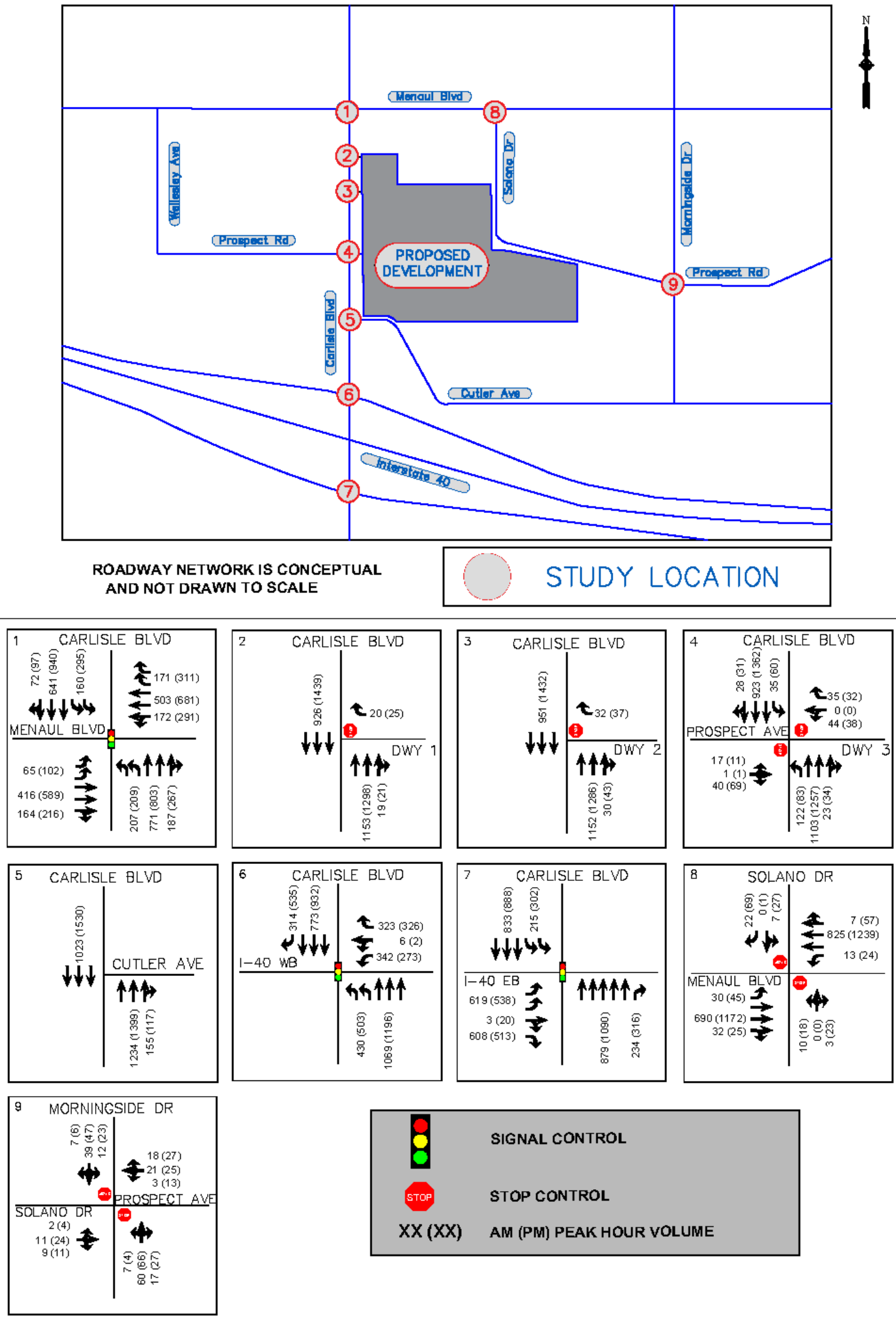

Figure 9. Full Build-Out 2022 Traffic Volumes

TRAFFIC ANALYSIS OF BUILD-OUT YEAR

As performed for existing conditions, a LOS, capacity, and queuing analysis was performed for all future analysis scenarios using the same procedures and assumptions. Signal timings used in the existing conditions analysis were retained and used for background conditions and build-out year condition analysis.

2022 Conditions

The tables below summarize intersection capacity, LOS analysis, and queueing performed for 2022 Background and Full Build-Out conditions for the signalized intersections at Carlisle Blvd & Menaul Blvd, Carlisle Blvd & I-40 WB/EB Interchange (North Ramp and South Ramp). Detailed capacity output sheets can be found in Appendix D.

CAPACITY ANALYSIS OF SIGNALIZED INTERSECTIONS

Table 15 and Table 16 below presents a capacity analysis for all the signalized study intersections as a whole for 2022 conditions. Analyses for individual intersections showing each movement are summarized in Table 17 through Table 28.

Table 15: 2022 Background Intersection Capacity Analysis Summary at Carlisle Blvd & Menaul Blvd

Carlisle Blvd & Menaul Blvd					
2022 AM Background			2022 PM Background		
Time-Period	Delay	LOS	Time-Period	Delay	LOS
7:45	32.2	C	3:45	38.3	D
8:00	31.5	C	4:00	40.1	D
8:15	29.9	C	4:15	37.9	D
8:30	31.9	C	4:30	38.4	D
Carlisle Blvd & I-40 WB (North Ramp)					
2022 AM Background			2022 PM Background		
Time-Period	Delay	LOS	Time-Period	Delay	LOS
7:45	26.4	C	3:45	22.1	C
8:00	27.8	C	4:00	19.8	B
8:15	22.5	C	4:15	19.6	B
8:30	22.6	C	4:30	21.5	C
Carlisle Blvd & I-40 EB (South Ramp)					
2022 AM Background			2022 PM Background		
Time-Period	Delay	LOS	Time-Period	Delay	LOS
7:45	26.6	C	3:45	25.6	C
8:00	30.3	C	4:00	25.7	C
8:15	24.7	C	4:15	25.5	C
8:30	25.5	C	4:30	25.5	C

Table 16: 2022 Full Build-Out Intersection Capacity Analysis Summary at Carlisle Blvd & Menaul Blvd

Carlisle Blvd & Menaul Blvd					
2022 AM Full Build-Out			2022 PM Full Build-Out		
Time-Period	Delay	LOS	Time-Period	Delay	LOS
7:45	32.4	C	3:45	38.6	D
8:00	31.7	C	4:00	40.4	D
8:15	30.1	C	4:15	38.2	D
8:30	32.1	C	4:30	38.7	D
Carlisle Blvd & I-40 WB (North Ramp)					
2022 AM Full Build-Out			2022 PM Full Build-Out		
Time-Period	Delay	LOS	Time-Period	Delay	LOS
7:45	26.4	C	3:45	22.5	C
8:00	27.8	C	4:00	20.1	C
8:15	22.5	C	4:15	19.8	B
8:30	22.7	C	4:30	21.9	C
Carlisle Blvd & I-40 EB (South Ramp)					
2022 AM Full Build-Out			2022 PM Full Build-Out		
Time-Period	Delay	LOS	Time-Period	Delay	LOS
7:45	26.6	C	3:45	25.7	C
8:00	30.4	C	4:00	25.8	C
8:15	24.7	C	4:15	25.6	C
8:30	25.6	C	4:30	25.5	C

From the tables above, the following is summarized:

Carlisle Blvd & Menaul Blvd

- Capacity Analysis:
  - Under 2022 Background conditions, the intersection is observed to operate at an acceptable level of service in both the AM and PM peak hours.
  - Under Full Build-Out conditions, the intersection is observed to operate at an acceptable level of service in both the AM and PM peak hours.

Carlisle Blvd & I-40 WB (North Ramp)

- Capacity Analysis:
  - Under 2022 Background conditions, the intersection is observed to operate at an acceptable level of service in both the AM and PM peak hours.
  - Under Full Build-Out conditions, the intersection is observed to operate at an acceptable level of service in both the AM and PM peak hours.

Carlisle Blvd & I-40 EB (South Ramp)

- Capacity Analysis:
  - Under 2022 Background conditions, the intersection is observed to operate at an acceptable level of service in both the AM and PM peak hours.

- Under Full Build-Out conditions, the intersection is observed to operate at an acceptable level of service in both the AM and PM peak hours.

CARLISLE BLVD & MENAUL BLVD

Table 17: 2022 AM Background Capacity Analysis Summary at Carlisle Blvd & Menaul Blvd

Carlisle Blvd & Menaul Blvd												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	53.4	29.6	31.0	51.5	27.9	29.3	52.0	28.7	30.6	52.0	26.2	27.2
8:00	55.7	28.5	29.5	51.6	24.9	25.8	51.6	27.9	29.5	51.9	25.9	26.7
8:15	55.4	26.7	27.6	52.7	24.8	25.7	51.2	23.7	24.6	53.4	26.1	26.8
8:30	54.0	27.5	28.7	52.6	25.6	26.6	50.8	27.0	28.2	51.6	26.8	27.6
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	0.64	0.36	0.38	0.76	0.42	0.43	0.71	0.54	0.55	0.73	0.40	0.41
8:00	0.55	0.29	0.31	0.76	0.32	0.33	0.74	0.49	0.50	0.74	0.34	0.34
8:15	0.56	0.27	0.29	0.68	0.30	0.32	0.76	0.33	0.34	0.64	0.31	0.32
8:30	0.61	0.32	0.34	0.69	0.29	0.31	0.78	0.41	0.42	0.75	0.33	0.33
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	D	C	C	D	C	C	D	C	C	D	C	C
8:00	E	C	C	D	C	C	D	C	C	D	C	C
8:15	E	C	C	D	C	C	D	C	C	D	C	C
8:30	D	C	C	D	C	C	D	C	C	D	C	C
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL (250')	EBT	EBR	WBL (250')	WBT	WBR	NBL (300')	NBT	NBR	SBL (250')	SBT	SBR
7:45	0.24	-	-	0.51	-	-	0.33	-	-	0.42	-	-
8:00	0.10	-	-	0.49	-	-	0.39	-	-	0.44	-	-
8:15	0.11	-	-	0.32	-	-	0.44	-	-	0.24	-	-
8:30	0.19	-	-	0.34	-	-	0.49	-	-	0.48	-	-

Table 18: 2022 PM Background Capacity Analysis Summary at Carlisle Blvd & Menaul Blvd

Carlisle Blvd & Menaul Blvd												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	58.3	30.3	31.8	57.7	26.7	27.9	56.4	38.3	41.7	63.0	33.9	35.8
4:00	58.3	33.7	35.8	62.7	28.6	30.6	57.0	39.3	42.8	66.1	33.9	35.6
4:15	58.1	30.3	31.6	59.6	27.0	29.9	56.6	37.2	40.6	58.9	33.7	35.6
4:30	58.0	32.1	33.6	63.0	28.8	30.6	56.6	36.2	39.0	58.9	34.6	36.8
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	0.65	0.40	0.42	0.81	0.39	0.40	0.77	0.62	0.63	0.85	0.54	0.54
4:00	0.65	0.52	0.52	0.84	0.51	0.52	0.80	0.62	0.63	0.87	0.49	0.50
4:15	0.66	0.37	0.38	0.82	0.40	0.48	0.76	0.63	0.63	0.82	0.54	0.54
4:30	0.67	0.42	0.43	0.85	0.50	0.51	0.76	0.58	0.59	0.82	0.59	0.59
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	E	C	C	E	C	C	E	D	D	E	C	D
4:00	E	C	D	E	C	C	E	D	D	E	C	D
4:15	E	C	C	E	C	C	E	D	D	E	C	D
4:30	E	C	C	E	C	C	E	D	D	E	C	D
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL (250')	EBT	EBR	WBL (250')	WBT	WBR	NBL (300')	NBT	NBR	SBL (250')	SBT	SBR
3:45	0.27	-	-	0.69	-	-	0.45	-	-	0.89	-	-
4:00	0.27	-	-	0.88	-	-	0.55	-	-	1.01	-	-
4:15	0.29	-	-	0.77	-	-	0.43	-	-	0.74	-	-
4:30	0.30	-	-	0.90	-	-	0.42	-	-	0.74	-	-

Table 19: 2022 AM Full Build-Out Capacity Analysis Summary at Carlisle Blvd & Menaul Blvd

Carlisle Blvd & Menaul Blvd												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	53.4	29.8	31.2	51.4	27.9	29.3	51.9	29.0	31.0	52.0	26.5	27.6
8:00	55.7	28.7	29.8	51.5	24.9	25.8	51.4	28.2	29.9	51.9	26.2	27.0
8:15	55.4	27.0	27.9	52.6	24.8	25.7	51.0	24.0	24.9	53.4	26.4	27.2
8:30	54.0	27.7	29.0	52.4	25.6	26.6	50.7	27.3	28.5	51.6	27.1	27.9
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	0.64	0.37	0.38	0.77	0.42	0.43	0.72	0.56	0.56	0.73	0.41	0.41
8:00	0.55	0.30	0.31	0.76	0.32	0.33	0.75	0.51	0.51	0.74	0.35	0.35
8:15	0.56	0.28	0.29	0.69	0.30	0.32	0.77	0.35	0.36	0.64	0.32	0.33
8:30	0.61	0.32	0.34	0.70	0.29	0.31	0.79	0.43	0.44	0.75	0.34	0.34
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	D	C	C	D	C	C	D	C	C	D	C	C
8:00	E	C	C	D	C	C	D	C	C	D	C	C
8:15	E	C	C	D	C	C	D	C	C	D	C	C
8:30	D	C	C	D	C	C	D	C	C	D	C	C
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL (250')	EBT	EBR	WBL (250')	WBT	WBR	NBL (300')	NBT	NBR	SBL (250')	SBT	SBR
7:45	0.24	-	-	0.52	-	-	0.35	-	-	0.42	-	-
8:00	0.10	-	-	0.51	-	-	0.41	-	-	0.44	-	-
8:15	0.11	-	-	0.34	-	-	0.46	-	-	0.24	-	-
8:30	0.19	-	-	0.36	-	-	0.51	-	-	0.48	-	-

Table 20: 2022 PM Full Build-Out Capacity Analysis Summary at Carlisle Blvd & Menaul Blvd

Carlisle Blvd & Menaul Blvd												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	58.3	30.6	32.1	58.3	26.7	27.9	56.3	38.7	42.3	63.0	34.4	36.4
4:00	58.3	34.0	36.2	63.3	28.6	30.6	57.3	39.7	43.4	66.1	34.3	36
4:15	58.1	30.5	31.9	60.2	27.0	29.9	56.4	37.6	41.1	58.9	34.3	36.2
4:30	58.0	32.3	33.9	63.6	28.8	30.6	56.5	36.6	39.5	58.9	35.2	37.5
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	0.65	0.41	0.42	0.81	0.39	0.40	0.78	0.64	0.64	0.85	0.56	0.56
4:00	0.65	0.52	0.53	0.85	0.51	0.52	0.80	0.64	0.64	0.87	0.51	0.51
4:15	0.66	0.37	0.39	0.83	0.40	0.48	0.77	0.64	0.65	0.82	0.56	0.56
4:30	0.67	0.42	0.43	0.85	0.50	0.51	0.77	0.60	0.60	0.82	0.61	0.61
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	E	C	C	E	C	C	E	D	D	E	C	D
4:00	E	C	D	E	C	C	E	D	D	E	C	D
4:15	E	C	C	E	C	C	E	D	D	E	C	D
4:30	E	C	C	E	C	C	E	D	D	E	D	D
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL (250')	EBT	EBR	WBL (250')	WBT	WBR	NBL (300')	NBT	NBR	SBL (250')	SBT	SBR
3:45	0.27	-	-	0.71	-	-	0.47	-	-	0.89	-	-
4:00	0.27	-	-	0.91	-	-	0.56	-	-	1.01	-	-
4:15	0.29	-	-	0.79	-	-	0.45	-	-	0.74	-	-
4:30	0.30	-	-	0.92	-	-	0.44	-	-	0.74	-	-

From the tables above, the following is summarized:

Carlisle Blvd & Menaul Blvd

- Capacity Analysis:
  - Under 2022 Background conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for AM peak hour with the exception of the eastbound left turn for two multi-peak periods (LOS E). In the PM peak hour, all left turn movements are observed to operate at LOS E for all four multi-peak periods. It is noted that the v/c ratios for these movements do not indicate that the movements exceed capacity.
  - Under Full Build-Out conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for AM peak hour with the exception of the eastbound left turn for two multi-peak periods (LOS E). In the PM peak hour, all left turn movements are observed to operate at LOS E for all four multi-peak periods. It is noted that the v/c ratios for these movements do not indicate that the movements exceed capacity.

- Queueing Analysis:
  - Under 2022 Background conditions, 95th percentile Queue Storage Ratios (QSR) at the intersection are observed to be accommodated by existing storage lengths during the AM and PM peak hours except for the southbound left turn in the AM peak hour, which show a QSR greater than 1 for one multi-peak period.
  - Under Full Build-Out conditions, 95th percentile Queue Storage Ratios (QSR) at the intersection are observed to be accommodated by existing storage lengths during the AM and PM peak hours except for the southbound left turn in the AM peak hour, which show a QSR greater than 1 for one multi-peak period.

CARLISLE BLVD & I-40 WB (NORTH RAMP)

Table 21: 2022 AM Background Capacity Analysis Summary at Carlisle Blvd & I-40 WB (North Ramp)

Carlisle Blvd & I-40 WB (North Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	-	-	-	40.8	41.5	51.5	55.4	16.1	-	-	14.0	-
8:00	-	-	-	38.9	0.0	60.2	54.7	20.2	-	-	14.2	-
8:15	-	-	-	39.9	40.1	51.9	54.7	14.0	-	-	8.8	-
8:30	-	-	-	40.3	40.4	51.7	54.6	13.9	-	-	9.9	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	-	-	-	0.59	0.63	0.85	0.85	0.29	-	-	0.44	-
8:00	-	-	-	0.68	0.00	0.92	0.82	0.36	-	-	0.38	-
8:15	-	-	-	0.42	0.43	0.85	0.81	0.29	-	-	0.32	-
8:30	-	-	-	0.47	0.48	0.85	0.82	0.30	-	-	0.36	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	-	-	-	D	D	D	E	B	-	-	B	-
8:00	-	-	-	D	-	E	D	C	-	-	B	-
8:15	-	-	-	D	D	D	D	B	-	-	A	-
8:30	-	-	-	D	D	D	D	B	-	-	A	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR	WBL (250')	WBT	WBR (350')	NBL (350')	NBT (350')	NBR	SBL	SBT	SBR
7:45	-	-	-	0.93	-	0.89	0.93	0.78	-	-	-	-
8:00	-	-	-	1.27	-	1.30	0.69	0.90	-	-	-	-
8:15	-	-	-	0.62	-	0.83	0.69	0.74	-	-	-	-
8:30	-	-	-	0.71	-	0.84	0.75	0.75	-	-	-	-

Table 22: 2022 PM Background Capacity Analysis Summary at Carlisle Blvd & I-40 WB (North Ramp)

Carlisle Blvd & I-40 WB (North Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	-	-	-	44.2	-	69.0	53.4	5.6	-	-	14.9	-
4:00	-	-	-	40.0	40.3	66.4	51.4	4.2	-	-	13.8	-
4:15	-	-	-	51.9	-	61.9	51.7	5.6	-	-	11.1	-
4:30	-	-	-	61.0	-	59.0	53.0	3.3	-	-	12.7	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	-	-	-	0.64	-	0.92	0.89	0.37	-	-	0.46	-
4:00	-	-	-	0.33	0.35	0.90	0.88	0.32	-	-	0.52	-
4:15	-	-	-	0.78	-	0.87	0.86	0.31	-	-	0.45	-
4:30	-	-	-	0.88	-	0.85	0.87	0.26	-	-	0.51	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	-	-	-	D	-	E	D	A	-	-	B	-
4:00	-	-	-	D	D	E	D	A	-	-	B	-
4:15	-	-	-	D	-	E	D	A	-	-	B	-
4:30	-	-	-	E	-	E	D	A	-	-	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR	WBL (250')	WBT	WBR (350')	NBL (350')	NBT (350')	NBR	SBL	SBT	SBR
3:45	-	-	-	1.19	-	1.27	0.84	0.36	-	-	-	-
4:00	-	-	-	0.58	-	1.15	0.78	0.24	-	-	-	-
4:15	-	-	-	1.25	-	0.95	0.80	0.36	-	-	-	-
4:30	-	-	-	1.57	-	0.96	0.83	0.17	-	-	-	-

Table 23: 2022 AM Full Build-Out Capacity Analysis Summary at Carlisle Blvd & I-40 WB (North Ramp)

Carlisle Blvd & I-40 WB (North Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	-	-	-	40.3	41.0	51.9	55.7	16.3	-	-	13.7	-
8:00	-	-	-	38.4	-	60.8	54.4	20.3	-	-	14.6	-
8:15	-	-	-	39.5	39.6	52.3	54.7	14.2	-	-	9.1	-
8:30	-	-	-	39.8	39.9	52.2	54.7	14.0	-	-	10.3	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	-	-	-	0.58	0.62	0.85	0.85	0.30	-	-	0.45	-
8:00	-	-	-	0.67	-	0.92	0.83	0.36	-	-	0.39	-
8:15	-	-	-	0.41	0.42	0.86	0.81	0.30	-	-	0.33	-
8:30	-	-	-	0.46	0.47	0.85	0.82	0.31	-	-	0.38	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	-	-	-	D	D	D	E	B	-	-	B	-
8:00	-	-	-	D	-	E	D	C	-	-	B	-
8:15	-	-	-	D	D	D	D	B	-	-	A	-
8:30	-	-	-	D	D	D	D	B	-	-	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR	WBL (250')	WBT	WBR (350')	NBL (350')	NBT (350')	NBR	SBL	SBT	SBR
7:45	-	-	-	0.93	-	0.92	0.94	0.80	-	-	-	-
8:00	-	-	-	1.27	-	1.33	0.69	0.91	-	-	-	-
8:15	-	-	-	0.61	-	0.86	0.70	0.76	-	-	-	-
8:30	-	-	-	0.71	-	0.87	0.76	0.76	-	-	-	-

Table 24: 2022 PM Full Build-Out Capacity Analysis Summary at Carlisle Blvd & I-40 WB (North Ramp)

Carlisle Blvd & I-40 WB (North Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	-	-	-	43.3	-	70.2	54.7	5.7	-	-	15.5	-
4:00	-	-	-	39.4	39.6	67.4	52.3	4.3	-	-	14.4	-
4:15	-	-	-	50.2	-	62.9	51.6	6.1	-	-	11.7	-
4:30	-	-	-	60.4	-	62.8	53.1	3.8	-	-	12.9	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	-	-	-	0.63	-	0.92	0.89	0.38	-	-	0.47	-
4:00	-	-	-	0.32	0.34	0.91	0.88	0.33	-	-	0.53	-
4:15	-	-	-	0.75	-	0.88	0.87	0.32	-	-	0.46	-
4:30	-	-	-	0.87	-	0.88	0.87	0.27	-	-	0.52	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	-	-	-	D	-	E	D	A	-	-	B	-
4:00	-	-	-	D	D	E	D	A	-	-	B	-
4:15	-	-	-	D	-	E	D	A	-	-	B	-
4:30	-	-	-	E	-	E	D	A	-	-	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR	WBL (250')	WBT	WBR (350')	NBL (350')	NBT (350')	NBR	SBL	SBT	SBR
3:45	-	-	-	1.18	-	1.32	0.85	0.37	-	-	-	-
4:00	-	-	-	0.58	-	1.20	0.79	0.25	-	-	-	-
4:15	-	-	-	1.23	-	1.00	0.79	0.40	-	-	-	-
4:30	-	-	-	1.57	-	1.02	0.84	0.20	-	-	-	-

From the tables above, the following is summarized:

Carlisle Blvd & I-40 WB (North Ramp)

- Capacity Analysis:
    - Under 2022 Background conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours, with the exception of the westbound right turn and northbound left turn in the AM for one multi-peak period (LOS E). In the PM peak hour, the westbound left turn is operating at LOS E for one multi-peak period, and the westbound right turn is operating at LOS E for all four multi-peak periods. It is noted that the v/c ratios for these movements do not indicate that the movements exceed capacity.
    - Under Full Build-Out conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours with the exception of the westbound right turn and northbound left turn in the AM for one multi-peak period (LOS E). In the PM peak hour, the westbound left turn is operating at LOS E for one multi-peak period, and the westbound right turn is operating at LOS E for all four multi-peak periods. It is noted that the v/c ratios for these movements do not indicate that the movements exceed capacity.

- Queueing Analysis:
    - Under 2022 Background conditions, 95th percentile Queue Storage Ratios (QSR) at the intersection are observed to be accommodated by existing storage lengths during the AM and PM peak hours except for the westbound left and westbound right turn for one multi-peak period in the AM peak hour, which shows a QSR greater than 1. In the PM peak hour, westbound left turn for three multi-peak periods and westbound right turn for two multi-peak periods show a QSR greater than 1.
    - Under Full Build-Out conditions, 95th percentile Queue Storage Ratios (QSR) at the intersection are observed to be accommodated by existing storage lengths during the AM and PM peak hours except for the westbound left and westbound right turn for one multi-peak period in the AM peak hour, which shows a QSR greater than 1. In the PM peak hour, westbound left turn for all four multi-peak periods and westbound right turn for three multi-peak periods show a QSR equal to or greater than 1.

CARLISLE BLVD & I-40 EB (SOUTH RAMP)

Table 25: 2022 AM Background Capacity Analysis Summary at Carlisle Blvd & I-40 EB (South Ramp)

Carlisle Blvd & I-40 EB (South Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	46.5	-	48.7	-	-	-	-	7.7	8.6	54.8	15.7	-
8:00	50.5	-	52.2	-	-	-	-	7.9	9.3	54.9	17.8	-
8:15	45.2	34.2	45.3	-	-	-	-	6.2	6.6	54.4	13.5	-
8:30	43.9	33.8	46.3	-	-	-	-	7.9	8.7	57.6	14.4	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	0.80	-	0.83	-	-	-	-	0.21	0.27	0.77	0.32	-
8:00	0.87	-	0.87	-	-	-	-	0.19	0.32	0.78	0.30	-
8:15	0.76	0.02	0.74	-	-	-	-	0.18	0.19	0.73	0.32	-
8:30	0.73	0.01	0.77	-	-	-	-	0.21	0.26	0.80	0.37	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	D	-	D	-	-	-	-	A	A	D	B	-
8:00	D	-	D	-	-	-	-	A	A	D	B	-
8:15	D	C	D	-	-	-	-	A	A	D	B	-
8:30	D	C	D	-	-	-	-	A	A	E	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR (700')	WBL	WBT	WBR	NBL	NBT (800')	NBR (450')	SBL (350')	SBT (350')	SBR
7:45	-	-	0.46	-	-	-	-	0.07	0.18	0.41	0.68	-
8:00	-	-	0.51	-	-	-	-	0.07	0.23	0.41	0.69	-
8:15	-	-	0.38	-	-	-	-	0.06	0.11	0.34	0.56	-
8:30	-	-	0.40	-	-	-	-	0.08	0.18	0.53	0.63	-

Table 26: 2022 PM Background Capacity Analysis Summary at Carlisle Blvd & I-40 EB (South Ramp)

Carlisle Blvd & I-40 EB (South Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	47.2	36.8	46.1	-	-	-	-	8.8	9.9	55.0	18.4	-
4:00	45.4	37.5	47.8	-	-	-	-	8.6	10.6	54.1	19.3	-
4:15	47.9	36.3	43.4	-	-	-	-	8.3	9.6	56.5	16.7	-
4:30	43.6	37.2	48.2	-	-	-	-	9.3	10.8	55.1	14.7	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	0.74	0.04	0.69	-	-	-	-	0.28	0.33	0.81	0.31	-
4:00	0.66	0.05	0.73	-	-	-	-	0.25	0.40	0.82	0.34	-
4:15	0.76	0.03	0.60	-	-	-	-	0.23	0.33	0.79	0.32	-
4:30	0.60	0.08	0.75	-	-	-	-	0.22	0.34	0.82	0.36	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	D	D	D	-	-	-	-	A	A	D	B	-
4:00	D	D	D	-	-	-	-	A	B	D	B	-
4:15	D	D	D	-	-	-	-	A	A	E	B	-
4:30	D	D	D	-	-	-	-	A	B	E	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR (700')	WBL	WBT	WBR	NBL	NBT (800')	NBR (450')	SBL (350')	SBT (350')	SBR
3:45	-	-	0.39	-	-	-	-	0.12	0.26	0.56	0.74	-
4:00	-	-	0.40	-	-	-	-	0.10	0.32	0.58	0.83	-
4:15	-	-	0.34	-	-	-	-	0.09	0.26	0.51	0.69	-
4:30	-	-	0.43	-	-	-	-	0.09	0.28	0.61	0.72	-

Table 27: 2022 AM Full Build-Out Capacity Analysis Summary at Carlisle Blvd & I-40 EB (South Ramp)

Carlisle Blvd & I-40 EB (South Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	46.8	-	48.6	-	-	-	-	7.8	8.7	55.2	15.5	-
8:00	51.0	-	52.2	-	-	-	-	8.0	9.4	55.3	17.8	-
8:15	45.4	34.1	45.0	-	-	-	-	6.3	6.7	54.4	13.7	-
8:30	44.3	33.8	46.3	-	-	-	-	7.9	8.8	57.9	14.4	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	0.81	-	0.83	-	-	-	-	0.21	0.27	0.77	0.32	-
8:00	0.87	-	0.87	-	-	-	-	0.19	0.32	0.78	0.30	-
8:15	0.76	0.02	0.74	-	-	-	-	0.18	0.19	0.73	0.33	-
8:30	0.74	0.01	0.77	-	-	-	-	0.21	0.27	0.80	0.39	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
7:45	D	-	D	-	-	-	-	A	A	E	B	-
8:00	D	-	D	-	-	-	-	A	A	E	B	-
8:15	D	C	D	-	-	-	-	A	A	D	B	-
8:30	D	C	D	-	-	-	-	A	A	E	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR (700')	WBL	WBT	WBR	NBL	NBT (800')	NBR (450')	SBL (350')	SBT (350')	SBR
7:45	-	-	0.46	-	-	-	-	0.08	0.19	0.42	0.69	-
8:00	-	-	0.51	-	-	-	-	0.07	0.23	0.42	0.70	-
8:15	-	-	0.38	-	-	-	-	0.06	0.11	0.35	0.57	-
8:30	-	-	0.40	-	-	-	-	0.08	0.18	0.53	0.64	-

Table 28: 2022 PM Full Build-Out Capacity Analysis Summary at Carlisle Blvd & I-40 EB (South Ramp)

Carlisle Blvd & I-40 EB (South Ramp)												
Delay (s/veh)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	47.3	36.6	45.8	-	-	-	-	9.0	10.1	54.9	18.7	-
4:00	45.6	37.5	47.7	-	-	-	-	8.8	10.7	54.0	19.6	-
4:15	48.0	36.1	43.2	-	-	-	-	8.5	9.8	56.2	16.8	-
4:30	43.8	37.1	48.1	-	-	-	-	9.4	10.9	55.1	14.8	-
V/C												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	0.74	0.04	0.69	-	-	-	-	0.28	0.33	0.81	0.32	-
4:00	0.67	0.05	0.73	-	-	-	-	0.25	0.40	0.82	0.35	-
4:15	0.77	0.03	0.60	-	-	-	-	0.23	0.33	0.79	0.32	-
4:30	0.61	0.08	0.75	-	-	-	-	0.23	0.34	0.82	0.36	-
Level of Service (LOS)												
Time-Period	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
3:45	D	D	D	-	-	-	-	A	B	D	B	-
4:00	D	D	D	-	-	-	-	A	B	D	B	-
4:15	D	D	D	-	-	-	-	A	A	E	B	-
4:30	D	D	D	-	-	-	-	A	B	E	B	-
95th Percentile Queue Storage Ratio (QSR)												
	Movement (Storage Length Present)											
Time-Period	EBL	EBT	EBR (700')	WBL	WBT	WBR	NBL	NBT (800')	NBR (450')	SBL (350')	SBT (350')	SBR
3:45	-	-	0.39	-	-	-	-	0.12	0.26	0.57	0.75	-
4:00	-	-	0.40	-	-	-	-	0.11	0.33	0.58	0.85	-
4:15	-	-	0.34	-	-	-	-	0.10	0.26	0.52	0.71	-
4:30	-	-	0.43	-	-	-	-	0.10	0.28	0.61	0.73	-

From the tables above, the following is summarized:

Carlisle Blvd & I-40 EB (South Ramp)

- Capacity Analysis:
    - Under 2022 Background conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours, with the exception of the southbound left turn in the AM peak hour for one multi-peak period and in the PM peak hours for two multi-peak periods (LOS E). It is noted that the v/c ratios for these movements do not indicate that the movements exceed capacity.
    - Under Full Build-Out conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours with the exception of the southbound left turn in the AM peak hour for three multi-peak periods and in the PM peak hours for two multi-peak periods (LOS E). It is noted that the v/c ratios for these movements do not indicate that the movements exceed capacity.

- Queueing Analysis:
    - Under 2022 Background conditions, 95th percentile Queue Storage Ratios (QSR) at the intersection are observed to be accommodated by existing storage lengths during the AM and PM peak hours.
    - Under Full Build-Out conditions, 95th percentile Queue Storage Ratios (QSR) at the intersection are observed to be accommodated by existing storage lengths during the AM and PM peak hours.

Analysis of Stop Controlled Intersections

Table 29 and Table 30 below summarize stop-controlled intersection capacity, LOS analysis, and queuing results performed for 2022 background and full build-out conditions for the unsignalized intersections. Queueing is reported as the number of vehicles in the queue for stop-controlled intersections. It is important to note that due to the existing roadway configuration at Carlisle Blvd & Cutler Ave, HCS capacity analysis could not be performed due to all approaches considered to be free-flowing and the absence of traffic control. Detailed capacity output sheets can be found in Appendix D.

Table 29: 2022 Background Stop-Control Capacity Analysis Summary

Carlisle Blvd & North Driveway 1								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
WBR	0.01	15.2	C	0.00	0.03	16.1	C	0.10
Carlisle Blvd & North Driveway 2								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
WBR	0.01	15.3	C	0.00	0.03	16.2	C	0.10
Carlisle Blvd & Prospect Ave Driveway 3								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
EBL/T/R	0.36	34.6	D	1.50	0.57	56.0	F	2.90
WBL/T/R	0.49	98.6	F	2.00	0.31	65.6	F	1.10
NBL	0.41	22.5	C	2.00	0.38	29.7	D	1.70
SBL	0.05	17.0	C	0.20	0.09	18.3	C	0.30
Menaul Blvd & Solano Dr								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
EBL	0.08	13.7	B	0.30	0.17	20.2	C	0.60
WBL	0.03	11.2	B	0.10	0.07	15.9	C	0.20
NBL/T/R	0.07	21.4	C	0.20	0.26	34.6	D	1.00
SBL/T	0.05	25.6	D	0.10	0.35	69.3	F	1.30
SBR	0.06	13.7	B	0.20	0.21	18.4	C	0.80
Prospect Ave & Morningside Dr								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
EBL/T/R	0.00	7.3	A	0.00	0.00	7.3	A	0.00
WBL/T/R	0.00	7.3	A	0.00	0.01	7.3	A	0.00
NBL/T/R	0.11	9.7	A	0.40	0.13	10.0	B	0.40
SBL/T/R	0.07	9.6	A	0.20	0.11	10.3	B	0.40

Table 30: 2022 Full Build-Out Stop-Control Capacity Analysis Summary

Carlisle Blvd & North Driveway 1								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
WBR	0.07	16.2	C	0.20	0.08	17.1	C	0.30
Carlisle Blvd & North Driveway 2								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
WBR	0.10	16.7	C	0.30	0.12	17.7	C	0.40
Carlisle Blvd & Prospect Ave Driveway 3								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
EBL/T/R	0.43	44.0	E	1.90	0.71	85.2	F	3.90
WBL/T	1.21	354.4	F	5.00	0.85	220.5	F	3.5
WBR	0.12	16.9	C	0.40	0.10	17.2	C	0.3
NBL	0.41	22.5	C	2.00	0.38	29.7	D	1.70
SBL	0.15	20.1	C	0.50	0.25	23.1	C	0.90
Menaul Blvd & Solano Dr								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
EBL	0.08	13.8	B	0.30	0.17	20.4	C	0.60
WBL	0.03	11.2	B	0.10	0.07	16.0	C	0.20
NBL/T/R	0.07	21.5	C	0.20	0.26	35.2	E	1.00
SBL/T	0.05	25.9	D	0.10	0.30	56.5	F	1.10
SBR	0.06	13.7	B	0.20	0.21	18.5	C	0.80
Prospect Ave & Morningside Dr								
Movement	AM				PM			
	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)	v/c	Delay (s/veh)	LOS	95th Percentile Queue (veh)
EBL/T/R	0.00	7.3	A	0.00	0.00	7.3	A	0.00
WBL/T/R	0.00	7.3	A	0.00	0.01	7.3	A	0.00
NBL/T/R	0.11	9.7	A	0.40	0.14	10.2	B	0.50
SBL/T/R	0.08	9.7	A	0.30	0.12	10.4	B	0.40

From the tables above, the following is summarized:

Carlisle Blvd & North Driveway 1 (Right-in/Right-out)

- Capacity Analysis:
  - Under 2022 Background conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours.
  - Under Full Build-Out conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours.
- Queueing Analysis:
  - Under 2022 Background conditions, 95th percentile lengths at the intersection are observed to be operating at acceptable levels during the AM and PM peak hours.
  - Under Full Build-Out conditions, 95th percentile lengths at the intersection are observed to be operating at acceptable levels during the AM and PM peak hours.

Carlisle Blvd & North Driveway 2 (Right-in/Right-out)

- Capacity Analysis:
  - Under 2022 Background conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours.
  - Under Full Build-Out conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours.
- Queueing Analysis:
  - Under 2022 Background conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.
  - Under Full Build-Out conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.

Carlisle Blvd & Prospect Ave; Driveway 3 (Full Access)

- Capacity Analysis:
  - Under 2022 Background conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for AM hours except for the westbound approach in the AM (LOS F). In the PM peak hour, the westbound approach and eastbound approach are observed to operate at LOS F. It is noted that the v/c ratio for these movements indicates that the movements do not exceed capacity and is therefore attributed to gap-delays for the movements.
  - Under Full Build-Out conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for AM hours except for the eastbound approach, LOS E, and the shared westbound left/through, LOS F. In the PM peak hour, the eastbound approach is observed to operate at LOS F. Similar to AM conditions, shared westbound left/through is assumed to operate at LOS F.
- Queueing Analysis
  - Under 2022 Background conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.
  - Under Full Build-Out conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.

Menaul Blvd & Solano Dr

- Capacity Analysis:

    - Under 2022 Background conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours except for the southbound approach in the PM peak hour (LOS F). It is noted that the v/c ratio for this movement indicates that the movement does not exceed capacity and is therefore attributed to gap delays for the movement.
    - Under Full Build-Out conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours except for the northbound and southbound approaches in the PM peak hour LOS E and LOS F. It is noted that the v/c ratio for this movement indicates that the movement does not exceed capacity and is therefore attributed to gap-delays for the movement.
- Queueing Analysis
    - Under 2022 Background conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.
    - Under Full Build-Out conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.

Prospect Ave & Morningside Dr

- Capacity Analysis:
    - Under 2022 Background conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours.
    - Under Full Build-Out conditions, individual movements are observed to operate at an acceptable Level of Service (LOS) for both AM and PM peak hours.
- Queueing Analysis
    - Under 2022 Background conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.
    - Under Full Build-Out conditions, queuing is observed to be accommodated by existing storage lengths and driveway site storage during AM and PM peak hours.

CAPACITY MITIGATIONS AND STREET IMPROVEMENTS

As shown in the above section, a few capacity queueing issues are observed for all conditions within the study area. The following provides a summary of the queueing issues as well as recommended mitigations for the study intersections.

For Carlisle Blvd & Menaul Blvd, capacity and queueing issues are summarized as follows:

- Southbound Left Turn QSR in the PM peak hour.

The development is observed to have minimal effect on the intersection and is currently experiencing QSR issues during existing conditions. It is recommended that Carlisle Blvd & Menaul Blvd be re-timed upon opening of the development. Signal timings should be performed by a registered Professional Traffic Operations Engineer (PTOE) at least one month after the opening of the development.

For Carlisle Blvd & I-40 North Ramp (WB), capacity and queueing issues are summarized as follows:

- Westbound Right Turn QSR in the AM and PM peak hours.
- Westbound Left Turn QSR in the PM peak hour.

The development is observed to have minimal effect on the WB approach, and it is currently experiencing QSR issues during existing conditions. Queueing issues for the WB approach can be attributed to cycle delays and a limitation of HCS software when analyzing shared exclusive turn lanes with more than three lane groups. Westbound through traffic appears to contribute to queueing issues, though the movement was observed to serve very minimal traffic with various 15-minute periods of zero vehicles during peak hours. Furthermore, a wide single-lane off-ramp for the westbound approach likely provides side-by-side stacking of vehicles, thereby providing separated approach movements. It is recommended that Carlisle Blvd & I-40 North Ramp (WB) intersection be re-timed upon opening of the development. Signal timings should be performed by a registered Professional Traffic Operations Engineer (PTOE) at least one month after the opening of the development.

Carlisle Blvd & Prospect Ave (Full Access Dwy 3)

- Westbound shared Left/Through LOS F in the AM and PM peak hours.
- Eastbound shared Left/Through/Right LOS E or worse in the AM and PM peak hours.

No recommendations are made as the LOS issues for the WB and EB movements were observed to be experiencing LOS issues during existing conditions. In addition, issues for the WB and EB approaches can be attributed to gap delays for the movements.

Menaul Blvd & Solano Dr

- Southbound shared Left/Through/Right LOS in the PM peak hour.

No recommendations are made as the LOS issues for the SB movement were observed to be experiencing LOS issues during existing conditions, and new development has little to no effect on movement. Furthermore, LOS issues are attributed to gap delays for the movement, and all queueing is contained within the driveway approach.

Carlisle Blvd & Cutler Ave (One-way access)

- Additional wrong way and one-way signage at this access

SPECIFIC SITE ACCESS ANALYSIS

SITE ACCESS ANALYSIS

ACCESS SPACING

Required minimum distances between commercial site access and intersections were analyzed using criteria defined in the CABQ DPM. Criteria was applied to two site access driveways, Driveway 1 and Driveway 2. Approximate distances from Driveway 1 to the adjacent intersection at Carlisle Blvd and Menaul Blvd were measured and from Driveway 2 to the adjacent intersection at Carlisle Blvd and Prospect Ave. CABQ and MRCOG data was used to define the functional class of streets used. Results of the analysis are shown below in Table 31.

Table 31: Commercial Site Access Analysis

Mininmum Distance Between Commercial Site Acess and Intersection						
Site Access Location	Major Street (Functional Class)	Cross Street (Functional Class)	Approach Distance to intersection (ft)	Minimum Approach Distance Required (ft)	Departure Distance to intersection (ft)	Minimum Departure Distance Required (ft)
Driveway 1 - (Right-In/Right-Out	Carlisle Blvd (Minor Arterial)	Menaul Blvd (Arterial)	150	200	-	-
Driveway 2 - (Right-in/Right-Out)	Carlisle Blvd (Minor Arterial)	Prospect Ave (Collector)	-	-	250	100

- North Driveway 1 (Right-In/Right-Out, shared easement with existing development)
    - Based on CABQ DPM criteria per Table 7.4.45, the minimum distance between commercial site access and intersection requires 200 ft. of approach distance. The most northern existing shared access driveway to be used for fast-food restaurant access measures at approximately 150 ft. from Menaul Blvd and Carlisle Blvd intersection.
    - It is noted that this driveway serves as a shared access to separate existing developments east of Carlisle Blvd.
- Driveway 2 (Right-In/Right-Out)
    - Based on CABQ DPM criteria per Table 7.4.45, the minimum distance between commercial site access and intersection requires 100 ft. of departure distance. Measured departure distance is approximately 250 ft from the intersection of Carlisle Blvd and Prospect Ave.

ACCESS POINTS PER SITE

The frontage of the project site was measured to be approximately 250 ft. Based on CABQ DPM Table 7.4.46, the maximum number of commercial site access points based on Carlisle Blvd (Minor Arterial) is required 1-2 access points per 200 ft of frontage.

CURB RETURN

Based on CABQ DPM access guidelines per section 7.4. (B)(5)(i) curb returns are recommended at all site access driveways for high-volume traffic generators and for developments with median access and 25 or more parking spaces. Driveway widths specified in CABQ DPM Table 7.4.47 require two-lane driveways entrances for Arterials to between 22-30 ft.

- North Driveway 1 (shared easement with existing development to use for fast-food restaurant)
    - Based on CABQ DPM criteria, curb returns are recommended for this access driveway. Designed elements are available in the CABQ DPM. Existing driveway width was measured to fall within the 22-30 ft range required for driveway entrances.

- North Driveway 2
    - Based on CABQ DPM criteria, curb returns are recommended for this access driveway. Designed elements are available in the CABQ DPM. Existing driveway width was measured to fall within the 22-30 ft range required for driveway entrances.

- South Full Access Driveway 3
    - Based on CABQ DPM criteria, curb returns are recommended for this access driveway. Designed elements are available in the CABQ DPM. Existing driveway width was measured to fall within the 22-30 ft range required for driveway entrances.
    - It is recommended to remove the existing landscape wall to accommodate ADA compliance.

Auxiliary Lane Analysis

CABQ DPM auxiliary lane warrants were reviewed for the site access driveway(s). It should be noted that only right-turn auxiliary lane analysis was conducted based on roadway configuration as auxiliary left-turn lanes already exist at all full-access driveway locations. DPM Table 7.4.67 was used to determine if right-turn auxiliary lanes would be warranted for site access points on Carlisle Blvd. DPM Tables 7.4.68 and 7.4.69 were used to determine deceleration length and taper length, if applicable. It is important to note 2022 Full Build-Out traffic volumes were used in the analysis. The results of this analysis are shown in Table 32.

Table 32: Auxiliary Lane Analysis

Turning Lane	Design Speed	Turning Volume per hour	Warrant Result	Required Deceleration Length (ft)	Required Taper Length
Driveway 1 - (Right-In/Right-Out	35	21	Not Required	n/a	n/a
Driveway 2 - (Right-in/Right-Out)	35	43	Not Required	n/a	n/a
Driveway 3 - (Full Access Driveway)	35	34	Not Required	n/a	n/a

Based on the information presented above in Table 32, right turn auxiliary lanes are not warranted at the site access driveways based on CABQ DPM criteria with the new site trips added to the existing network. The CABQ DPM states auxiliary right-turning lanes are warranted when the turning volumes exceed 50 vehicles for any given peak for roadways signed at 35 mph.

Site Access Recommendations

- North Driveway 1 (shared easement with existing development to use for fast-food restaurant)
  - Curb returns are recommended for this access driveway. Designed elements are available in the CABQ DPM. Furthermore, it is important to note the possibility of an access-sharing agreement is in place with existing development.
- North Driveway 2
  - Curb returns are recommended for this access driveway. Designed elements are available in the CABQ DPM.
- South Full Access Driveway 3
  - Based on CABQ DPM criteria, curb returns are recommended for this access driveway. Designed elements are available in the CABQ DPM.
  - It is recommended to reconstruct the existing landscape wall to accommodate ADA compliant sidewalks and curb ramps.

CRASH DATA SUMMARY

A detailed crash summary has been completed to summarize existing crash trends and to determine possible safety impacts to the study area. Aggregate crash data were obtained for the study area for the most recently available five years. This included the years 2014 to 2018. Crashes were then summarized by year, type, lighting conditions, severity, and cause. Table 33 shows the severity of the crashes. To compare and summarize trends, all crashes reported in the adjacent area near the project's access

driveways were grouped by intersection or roadway segment. The following locations with crash data were summarized:

- Menaul Blvd and Carlisle Blvd Intersection
- Menaul Blvd Segment- Between Carlisle Blvd and Morningside Dr
- Carlisle Blvd Segment- Between I-40 and Menaul Blvd
- Solano Dr Segment- Between Menaul Blvd and Morningside Dr

Table 33. Crash Data Summary

	Crash Summary	Menaul Blvd & Carlisle Blvd	Menaul Blvd Between Carlisle Blvd & Morningside Dr	Carlisle Blvd Between I-40 & Menaul Blvd	Solano Dr Between Menaul Blvd & Morningside Dr
	Total Crashes	182	37	28	3
By Year	2014	30	11	7	2
	2015	42	9	9	0
	2016	31	7	5	0
	2017	35	5	2	1
	2018	44	5	5	0
By Type	Fixed Object	2	1	0	0
	Unknown/Non-Collision	0	0	0	0
	Other Vehicle - All Others/Entering At Angle	0	0	0	0
	Other Vehicle - Both Going Straight/Entering At Angle	3	2	0	0
	Other Vehicle - Both Turn Left/Entering At Angle	1	0	0	0
	Other Vehicle - From Opposite Direction/All Others	106	19	16	1
	Other Vehicle - From Opposite Direction/Sideswipe Collision	0	0	0	0
	Other Vehicle - From Same Direction/All Others	20	4	7	1
	Other Vehicle - From Same Direction/Rear End Collision	21	4	1	0
	Other Vehicle - One Left Turn/Entering At Angle	10	3	2	0
	Other Vehicle - One Right Turn/Entering At Angle	8	1	0	0
	Other Vehicle - One Stopped/Entering At Angle	0	0	0	0
	Other Vehicle - One Vehicle/Backing From Other Than Driveway	0	0	0	0
	Other Vehicle - One Vehicle/Making A U-Turn	1	0	0	0
	Other Vehicle - One Vehicle/Parked Improper Location	0	0	0	0
	Other Vehicle - One Vehicle/Stopped Traffic	2	0	0	0
	Other Vehicle - One Vehicle/Forward From Parked Position	0	0	1	0
	Overturn/Rollover	2	0	0	0
	Parked Vehicle	3	1	0	1
	Pedalcyclist	0	1	0	0
	Pedestrian	3	1	1	0
	Vehicle on Other Road	0	0	0	0
	% Other Vehicle - From Opposite Direction/All Others	58%	51%	57%	33%
	% Other Vehicle - From Same Direction/All Others	11%	11%	25%	33%
By Lighting Conditions	Day	135	33	23	2
	Dawn/Dusk	6	0	0	0
	Dark	32	3	5	1
	Invalid Code/Not Specified	9	1	0	0
	% Day	74%	89%	82%	67%
By Severity	PDO	140	24	20	2
	Injury	42	13	8	1
	Fatality	0	0	0	0
	% Property Damage Only	77%	65%	71%	67%
	% Injury	23%	35%	29%	33%
By Cause	Alcohol/Drug Involved	3	1	1	0
	Avoid No Contact - Other	6	1	2	0
	Defective Steering	1	0	0	0
	Defective Tires	0	0	0	0
	Disregarded Traffic Signal	20	1	1	0
	Driver Inattention	44	5	8	2
	Driverless Moving Vehicle	0	0	0	0
	Drove Left Of Center	2	0	0	0
	Excessive Speed	5	0	1	0
	Failed to Yield Right of Way	26	16	8	0
	Following Too Closely	9	2	2	0
	Improper Backing/ Lane Change/ Overtaking/ Turn/ Driving	25	4	2	1
	Inadequate Brakes	3	0	0	0
	Missing Data	19	1	0	0
	None	4	6	2	0
	Other - No Driver Error	6	0	0	0
	Passed Stop Sign	0	0	0	0
	Pedestrian Error	2	0	1	0
	Road Defect	1	0	0	0
	Speed Too Fast for Conditions	6	0	0	0
	Traffic Control Not Functioning	0	0	0	0
	Vehicle Skidded Before Brake	0	0	0	0
	% Driver Inattention	*24%*	*14%*	*29%*	*67%*
	% Failed to Yield Right of Way	*14%*	*43%*	*29%*	*0%*
	% Improper Backing/ Lane Change/ Overtaking/ Turn/ Driving	*14%*	*11%*	*7%*	*33%*
	% Disregarded Traffic Signal	*11%*	*3%*	*4%*	*0%*

From the table shown above, the following observations are made:

- Menaul Blvd and Carlisle Intersection:
    - The two most common classifications of vehicle crashes are observed to be Other Vehicle – From Opposite Direction and Other Vehicle - From Same Direction.
    - For the years 2014 to 2018, 182 crashes were reported.
    - A majority of crashes for the intersections occurred during the daylight hours totaling 74% of crashes.
    - No fatal crashes were reported from 2014 to 2018, and 23% remaining crashes reported involved injuries.
    - The most common causes of crashes are observed to be Driver Inattention, Failed to Yield Right of Way, Improper Backing/Lane Change/Overtaking/Turns/Driving, and Disregarded Traffic Signal.
- Menaul Blvd Segment- Between Carlisle Blvd and Morningside Dr
    - The two most common classifications of vehicle crashes are observed to be Other Vehicle – From Opposite Direction and Other Vehicle - From Same Direction.
    - For the years 2014 to 2018, 37 crashes were reported.
    - A majority of crashes for the corridor occurred during the daylight hours totaling 89% of crashes.
    - No fatal crashes were reported from 2014 to 2018, and 35% remaining crashes reported involved injuries.
    - The most common causes of crashes are observed to be Failed to Yield Right of Way, Driver Inattention, Improper Backing/Lane Change/Overtaking/Turns/Driving, and Disregarded Traffic Signal.
- Carlisle Blvd Segment- Between I-40 and Menaul Blvd
    - The two most common classifications of vehicle crashes are observed to be Other Vehicle – From Opposite Direction and Other Vehicle - From Same Direction.
    - For the years 2014 to 2018, 28 crashes were reported.
    - A majority of crashes for the corridor occurred during the daylight hours totaling 82% of crashes.
    - No fatal crashes were reported from 2014 to 2018, and 29% remaining crashes reported involved injuries.
    - The most common causes of crashes are observed to be Driver Inattention, Failed to Yield Right of Way, Improper Backing/Lane Change/Overtaking/Turns/Driving, and Disregarded Traffic Signal.
- Solano Dr Segment- Between Menaul Blvd and Morningside Dr
    - Due to the small number of crashes at this location, there was not any commonality among the classification of vehicle crashes.
    - For the years 2014 to 2018, only three crashes were reported.
    - Two of the three crashes for the corridor occurred during the daylight hours totaling 67% of crashes.
    - No fatal crashes were reported from 2014 to 2018, and 33% remaining crashes reported involved injuries.

      Due to the small number of crashes at this location, there was not any commonality among the cause.

SUMMARY OF RECOMMENDATIONS

As discussed in previous sections, potential improvements are listed here as follows:

- Carlisle Blvd & Menaul Blvd
    - The development is observed to have minimal effect on the intersection and is currently experiencing QSR issues during existing conditions. It is recommended that Carlisle Blvd & Menaul Blvd be re-timed upon opening of the development. Signal timings should be performed by a registered Professional Traffic Operations Engineer (PTOE) at least one month after the opening of the development.
- For Carlisle Blvd & I-40 North Ramp (WB)
    - The development is observed to have minimal effect on the WB approach, which is currently experiencing QSR issues during existing conditions. Westbound through traffic appears to contribute to queueing issues, though the movement was observed to serve very minimal traffic with various 15-minute periods of zero vehicles during peak hours. Furthermore, a wide single-lane off-ramp for the westbound approach provides defacto side-by-side stacking of vehicles, thereby providing separated storage for major approach movements (left turn and right turn). It is recommended that Carlisle Blvd & I-40 North Ramp (WB) intersection be re-timed upon opening of the development. Signal timings should be performed by a registered Professional Traffic Operations Engineer (PTOE) at least one month after the opening of the development.
- For Carlisle Blvd & I-40 North Ramp (WB)
    - No capacity or queueing issues are observed for this intersection. However, because of this intersection's proximity and connected functionality to the intersection of Carlisle Blvd & I-40 North Ramp (WB), it is recommended that this intersection be re-timed upon opening of the development. Signal timings should be performed by a registered Professional Traffic Operations Engineer (PTOE) at least one month after the opening of the development.
- North Driveway 1 (shared easement with existing development to use for fast-food restaurant)
    - Driveway reconstruction with CABQ required curb returns.
- North Driveway 2
    - Driveway reconstruction with CABQ required curb returns.
- South Full Access Driveway 3 (Prospect)
    - Driveway reconstruction with CABQ required curb returns.
    - It is recommended to remove or re-configure the existing landscape wall and reconstruct curb ramps, sidewalks, and landscaping to provide ADA compliant access.

Appendix A:
Scoping Meeting Notes

8220 SAN PEDRO DR NE
SUITE 150
ALBUQUERQUE, NM 87113
505/338-0988
www.lee-eng.com
LEE ENGINEERING

Agenda for 2500 Carlisle Scoping Meeting

May 4, 2021

-Meeting Notes in Red-

Attendees:

Matt Grush – City of Albuquerque
~~**Jeanne Wolfenbarger – City of Albuquerque**~~
Brad Julian – NMDOT
~~**Nancy Perea – NMDOT**~~
Kent Beierle - Equiterra
Jonathon Kruse – Lee Engineering
Marco Barraza – Lee Engineering
~~**Margaret Haynes – Lee Engineering**~~
Delcie Dobrovolny – Equiterra

1. Introductions
2. Review of Site Plan
    a. Site Plan & land Uses
3. Discussion of Scope for TIS
    a. Study Intersections
        i. Site Driveways
        ii. Menaul Blvd & Carlisle Blvd
        iii. Carlisle Blvd & Prospect Ave
        iv. Carlisle Blvd & Cutler Ave
        v. Carlisle Blvd & I-40 WB
        vi. Carlisle Blvd & I-40 EB
        vii. Menaul Blvd & Solano
        viii. Solano & Prospect
    b. Data Collection
        i. Site Driveways
            1. Prospect & Carlisle
        ii. Menaul Blvd & Carlisle Blvd
        iii. Carlisle Blvd & Prospect Ave
        iv. Carlisle Blvd & Cutler Ave
        v. Carlisle Blvd & I-40 WB
            1. Use for COVID adjustment with 2019 LEE count data
        vi. Carlisle Blvd & I-40 EB
        vii. Menaul Blvd & Solano
        viii. Solano & Prospect
    c. Trip Generation, Pass By, & Internal Capture
        i. Trip Generation Manual (10th Edition) Land Use – See attached spreadsheet
            1. Report to show 4 lane uses and distributions in separate figures
        ii. Pass-by trips
        iii. No Internal Capture
        iv. Trips distributed based on existing traffic patterns of Carlisle Blvd & Solano
    d. Known Developments or Pending Improvements in Area:

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i. Kmart South of I-40 (Modulus Architects)

e. Build-out Year and Growth Rate
   i. Build-Out Year (2022)
      1. Will look at MRCOG Model Projections and calculate growth rate (if any), otherwise will assume 1% growth per year.

f. Analysis scenarios
   i. Existing Conditions
   ii. Opening Year Background (No Build)
   iii. Opening Year Buildout (Full Build)
   iv. Opening Year Buildout Optimized (if required)
      1. All scenarios with existing signal timings except opening year buildout optimized.

g. Required Analysis & Methodology
   i. LOS Capacity analysis based on HCM 6th Edition (HCS)
      1. Will use balanced volumes on Carlisle Blvd
   ii. 95th Percentile Queue demands (HCS)
      1. Capacity & Queueing for network peak rather than individual intersection peaks
   iii. Interchange Methodology for I-40 Intersections
   iv. Auxiliary Lane Analysis
   v. Sight Distance Analysis at Proposed Driveways
   ~~vi. No Safety (Crash) Summary~~ 3 Year Summary
      1. Carlisle & Menaul
      2. I-40 EB & WB
      3. IHSDM Predictive Crash

4. Agency Input (Comments & Issues)
5. Meeting Notes (distributed by Lee Engineering)

New drive-through restaurant. New construction. Approximately 2000 sf.

Parking, circulation and landscaping will all be changing as compared to currently approved site plan.

There is a shared access easement that we anticipate using for the drive-through restaurant.

CARLISLE BLVD

SOLANO DR

PROSPECT AVE

149.78'
S 89°24'07" E

114.98'
S 00°27'05" W

221.32'
S 89°42'00" E

140'
N 00°28'16" E

215.07'
S 89°18'08" E

S 00°28'00" W

S 00°26'16" W
285.04'

320.04'

474.29'
N 00°22'34" E

Change from event space to apartments - 4600sf

Change from event space to tenant amenity - 3300sf

Change from restaurant/ event to retail - 3100 sf

This portion of the building is apartments. No changes will be made.

Change from restaurant to gym - 6700sf

Change from restaurant to tenant amenity - 1360sf

Remains office - 950sf

Change from office to apartments - 3200sf

9'-4" TYPICAL AT PARKING STRUCTURE

22'-3"

5153.87

424.14'
S 75°41'30" E

This building is currently empty and per the approved site plan considered a fitness center. There will be no changes at this time.

This building is all apartments and associated tenant amenities. No changes.

R5'-0"

26'-0"

R5'-0"

24.81'
N 13°59'51" W

57.13'
03°20'29" W

150.00'
N 89°33'44" W

150.00'
N 00°26'16" E

24'-0"

R2'-6"

R14'-0"

24'-1"

73.87'
N 89°30'05" W

R35'-0"

42.72'
N 00°29'20" E

R25'-0"

6'-7"

EXISTING DRIVE PAD

99.27'
N 81°31'13" W

R10'-0"

121.26'
N 88°37'04" W

R2'-6"

R3'-6"

24'-0"

R5'-0"

R10'-0"

R2'-6"

R2'-0"

R10'-0"

R3'-0"

R5'-0"

542.02'
N 89°33'44" W

91.20'
S 00°26'16" W

100
0.00
SRCH

116.33'
N 89°33'44" W

130.34'
S 00°39'00" W

116.24'
S 89°32'03" E

56.08'
S 01°11'16" W

0 5 15 25 50 100
5 10 10 25 50

AREA=6.8269 ACRES ±
297,379.39 SQ. FT. ±

AREA=3.1735 ACRES ±
138238.97 SQ. FT. ±

UNDERGROUND FUEL
STORAGE TANKS

TRASH
ENCLOSURE

AIR STATION

C-STORE
50_L_RR_2001
5,637 SF

8"

6"

6"

6"

6153.87

Appendix B:
Turning Movement Count Sheets

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021

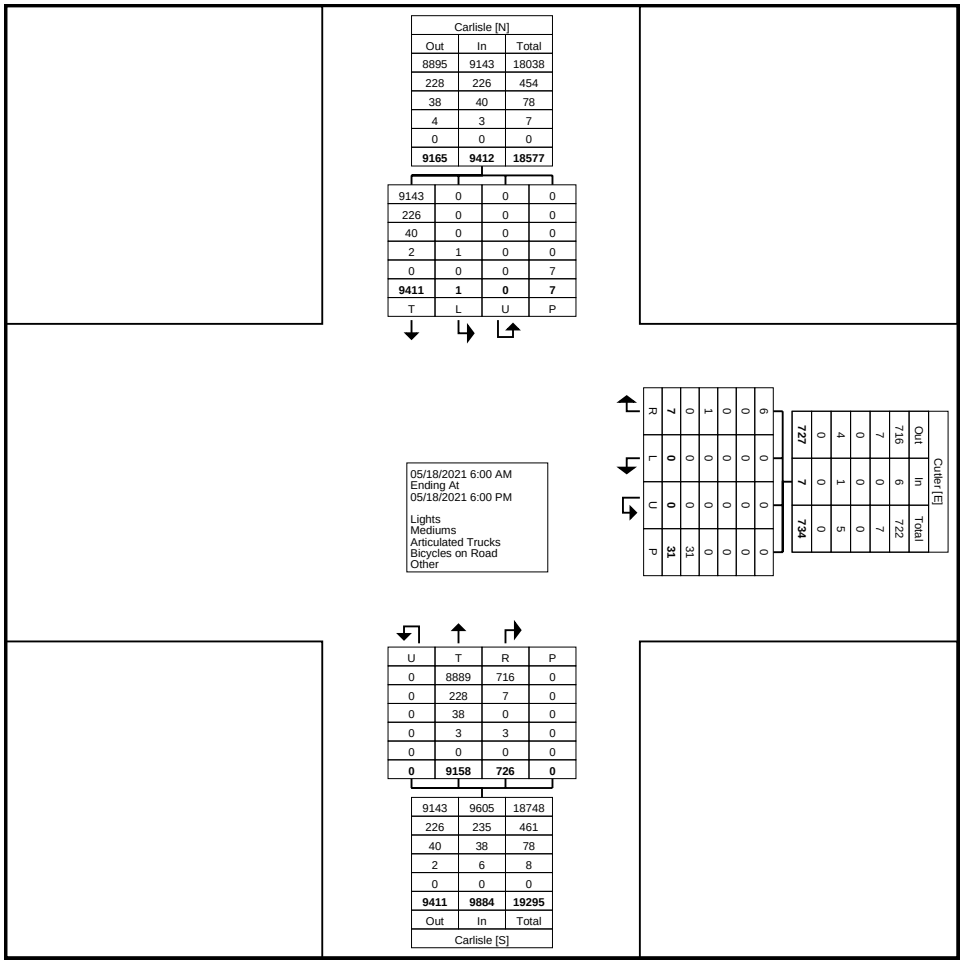
Turning Movement Data

Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:00 AM	69	0	0	0	69	0	0	0	0	0	4	87	0	0	91	160
6:15 AM	92	0	0	1	92	0	0	0	3	0	3	95	0	0	98	190
6:30 AM	118	0	0	0	118	0	0	0	0	0	5	139	0	0	144	262
6:45 AM	137	0	0	1	137	0	0	0	1	0	6	170	0	0	176	313
Hourly Total	416	0	0	2	416	0	0	0	4	0	18	491	0	0	509	925
7:00 AM	161	0	0	0	161	0	0	0	0	0	15	149	0	0	164	325
7:15 AM	166	0	0	0	166	0	0	0	1	0	15	176	0	0	191	357
7:30 AM	197	0	0	0	197	1	0	0	1	1	25	257	0	0	282	480
7:45 AM	232	0	0	0	232	0	0	0	1	0	42	285	0	0	327	559
Hourly Total	756	0	0	0	756	1	0	0	3	1	97	867	0	0	964	1721
8:00 AM	207	0	0	0	207	1	0	0	0	1	48	261	0	0	309	517
8:15 AM	183	0	0	0	183	0	0	0	0	0	16	212	0	0	228	411
8:30 AM	200	0	0	0	200	0	0	0	0	0	19	241	0	0	260	460
8:45 AM	200	0	0	0	200	0	0	0	0	0	8	258	0	0	266	466
Hourly Total	790	0	0	0	790	1	0	0	0	1	91	972	0	0	1063	1854
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	259	0	0	0	259	1	0	0	0	1	12	254	0	0	266	526
11:15 AM	237	0	0	0	237	0	0	0	0	0	19	242	0	0	261	498
11:30 AM	292	0	0	0	292	0	0	0	0	0	15	256	0	0	271	563
11:45 AM	278	0	0	0	278	0	0	0	1	0	19	295	0	0	314	592
Hourly Total	1066	0	0	0	1066	1	0	0	1	1	65	1047	0	0	1112	2179
12:00 PM	264	1	0	0	265	0	0	0	2	0	23	300	0	0	323	588
12:15 PM	316	0	0	0	316	0	0	0	1	0	17	283	0	0	300	616
12:30 PM	285	0	0	2	285	1	0	0	2	1	22	283	0	0	305	591
12:45 PM	324	0	0	0	324	1	0	0	0	1	17	293	0	0	310	635
Hourly Total	1189	1	0	2	1190	2	0	0	5	2	79	1159	0	0	1238	2430
1:00 PM	305	0	0	0	305	0	0	0	0	0	12	266	0	0	278	583
1:15 PM	274	0	0	0	274	0	0	0	2	0	19	272	0	0	291	565
1:30 PM	257	0	0	0	257	1	0	0	1	1	9	252	0	0	261	519
1:45 PM	290	0	0	0	290	0	0	0	0	0	16	240	0	0	256	546
Hourly Total	1126	0	0	0	1126	1	0	0	3	1	56	1030	0	0	1086	2213
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	322	0	0	0	322	0	0	0	3	0	28	332	0	0	360	682
3:15 PM	299	0	0	0	299	0	0	0	1	0	42	301	0	0	343	642
3:30 PM	313	0	0	0	313	0	0	0	1	0	32	319	0	0	351	664
3:45 PM	333	0	0	0	333	0	0	0	3	0	28	327	0	0	355	688

Hourly Total	1267	0	0	0	1267	0	0	0	8	0	130	1279	0	0	1409	2676
4:00 PM	350	0	0	1	350	0	0	0	1	0	19	345	0	0	364	714
4:15 PM	367	0	0	1	367	0	0	0	2	0	39	301	0	0	340	707
4:30 PM	383	0	0	0	383	0	0	0	1	0	21	323	0	0	344	727
4:45 PM	348	0	0	0	348	1	0	0	0	1	14	277	0	0	291	640
Hourly Total	1448	0	0	2	1448	1	0	0	4	1	93	1246	0	0	1339	2788
5:00 PM	405	0	0	0	405	0	0	0	2	0	19	291	0	0	310	715
5:15 PM	342	0	0	0	342	0	0	0	0	0	25	308	0	0	333	675
5:30 PM	343	0	0	1	343	0	0	0	1	0	27	253	0	0	280	623
5:45 PM	263	0	0	0	263	0	0	0	0	0	26	215	0	0	241	504
Hourly Total	1353	0	0	1	1353	0	0	0	3	0	97	1067	0	0	1164	2517
Grand Total	9411	1	0	7	9412	7	0	0	31	7	726	9158	0	0	9884	19303
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	7.3	92.7	0.0	-	-	-
Total %	48.8	0.0	0.0	-	48.8	0.0	0.0	0.0	-	0.0	3.8	47.4	0.0	-	51.2	-
Lights	9143	0	0	-	9143	6	0	0	-	6	716	8889	0	-	9605	18754
% Lights	97.2	0.0	-	-	97.1	85.7	-	-	-	85.7	98.6	97.1	-	-	97.2	97.2
Mediums	226	0	0	-	226	0	0	0	-	0	7	228	0	-	235	461
% Mediums	2.4	0.0	-	-	2.4	0.0	-	-	-	0.0	1.0	2.5	-	-	2.4	2.4
Articulated Trucks	40	0	0	-	40	0	0	0	-	0	0	38	0	-	38	78
% Articulated Trucks	0.4	0.0	-	-	0.4	0.0	-	-	-	0.0	0.0	0.4	-	-	0.4	0.4
Bicycles on Road	2	1	0	-	3	1	0	0	-	1	3	3	0	-	6	10
% Bicycles on Road	0.0	100.0	-	-	0.0	14.3	-	-	-	14.3	0.4	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	12.9	-	-	-	-	-	-	-
Pedestrians	-	-	-	7	-	-	-	-	27	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	87.1	-	-	-	-	-	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021



Turning Movement Data Plot

Lee Engineering, LLC
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Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:30 AM	197	0	0	0	197	1	0	0	1	1	25	257	0	0	282	480
7:45 AM	232	0	0	0	232	0	0	0	1	0	42	285	0	0	327	559
8:00 AM	207	0	0	0	207	1	0	0	0	1	48	261	0	0	309	517
8:15 AM	183	0	0	0	183	0	0	0	0	0	16	212	0	0	228	411
Total	819	0	0	0	819	2	0	0	2	2	131	1015	0	0	1146	1967
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	11.4	88.6	0.0	-	-	-
Total %	41.6	0.0	0.0	-	41.6	0.1	0.0	0.0	-	0.1	6.7	51.6	0.0	-	58.3	-
PHF	0.883	0.000	0.000	-	0.883	0.500	0.000	0.000	-	0.500	0.682	0.890	0.000	-	0.876	0.880
Lights	793	0	0	-	793	2	0	0	-	2	129	986	0	-	1115	1910
% Lights	96.8	-	-	-	96.8	100.0	-	-	-	100.0	98.5	97.1	-	-	97.3	97.1
Mediums	20	0	0	-	20	0	0	0	-	0	2	24	0	-	26	46
% Mediums	2.4	-	-	-	2.4	0.0	-	-	-	0.0	1.5	2.4	-	-	2.3	2.3
Articulated Trucks	6	0	0	-	6	0	0	0	-	0	0	4	0	-	4	10
% Articulated Trucks	0.7	-	-	-	0.7	0.0	-	-	-	0.0	0.0	0.4	-	-	0.3	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.1	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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Albuquerque, New Mexico, United States
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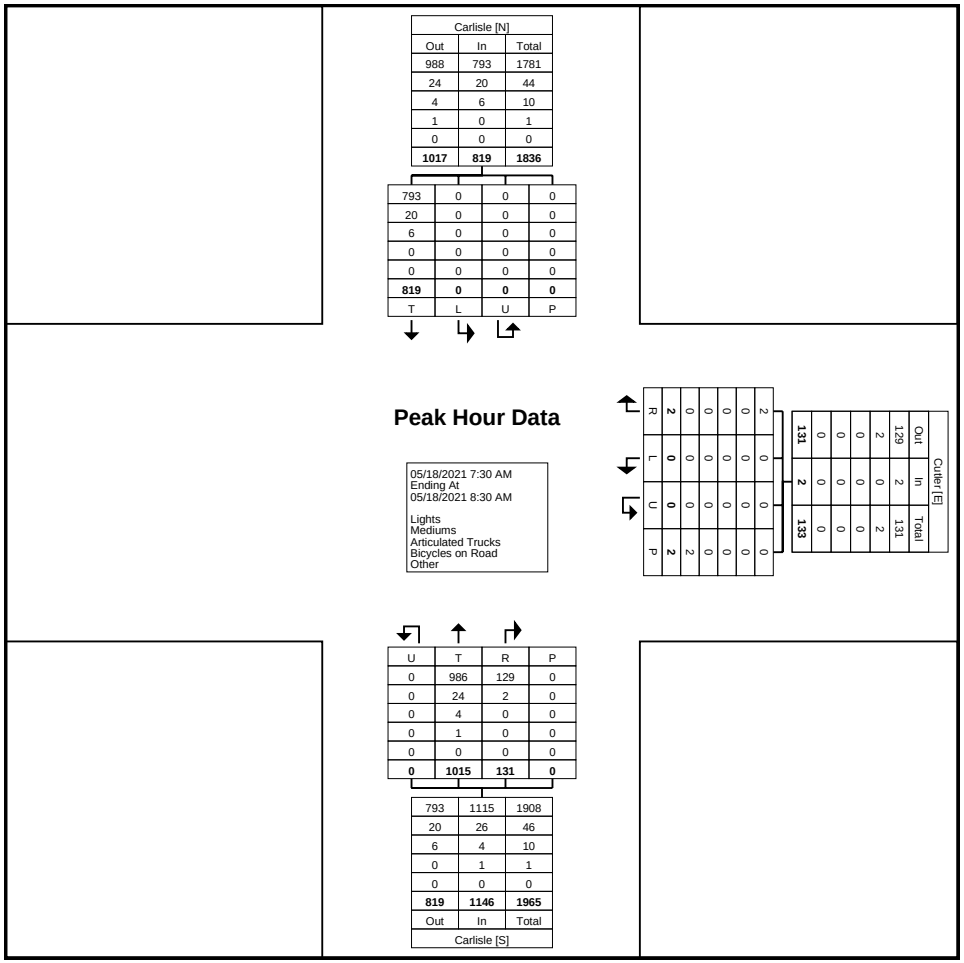

Turning Movement Peak Hour Data Plot (7:30 AM)

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jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
11:00 AM	259	0	0	0	259	1	0	0	0	1	12	254	0	0	266	526
11:15 AM	237	0	0	0	237	0	0	0	0	0	19	242	0	0	261	498
11:30 AM	292	0	0	0	292	0	0	0	0	0	15	256	0	0	271	563
11:45 AM	278	0	0	0	278	0	0	0	1	0	19	295	0	0	314	592
Total	1066	0	0	0	1066	1	0	0	1	1	65	1047	0	0	1112	2179
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	5.8	94.2	0.0	-	-	-
Total %	48.9	0.0	0.0	-	48.9	0.0	0.0	0.0	-	0.0	3.0	48.0	0.0	-	51.0	-
PHF	0.913	0.000	0.000	-	0.913	0.250	0.000	0.000	-	0.250	0.855	0.887	0.000	-	0.885	0.920
Lights	1036	0	0	-	1036	1	0	0	-	1	64	1013	0	-	1077	2114
% Lights	97.2	-	-	-	97.2	100.0	-	-	-	100.0	98.5	96.8	-	-	96.9	97.0
Mediums	25	0	0	-	25	0	0	0	-	0	0	26	0	-	26	51
% Mediums	2.3	-	-	-	2.3	0.0	-	-	-	0.0	0.0	2.5	-	-	2.3	2.3
Articulated Trucks	5	0	0	-	5	0	0	0	-	0	0	7	0	-	7	12
% Articulated Trucks	0.5	-	-	-	0.5	0.0	-	-	-	0.0	0.0	0.7	-	-	0.6	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	1	1	0	-	2	2
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	1.5	0.1	-	-	0.2	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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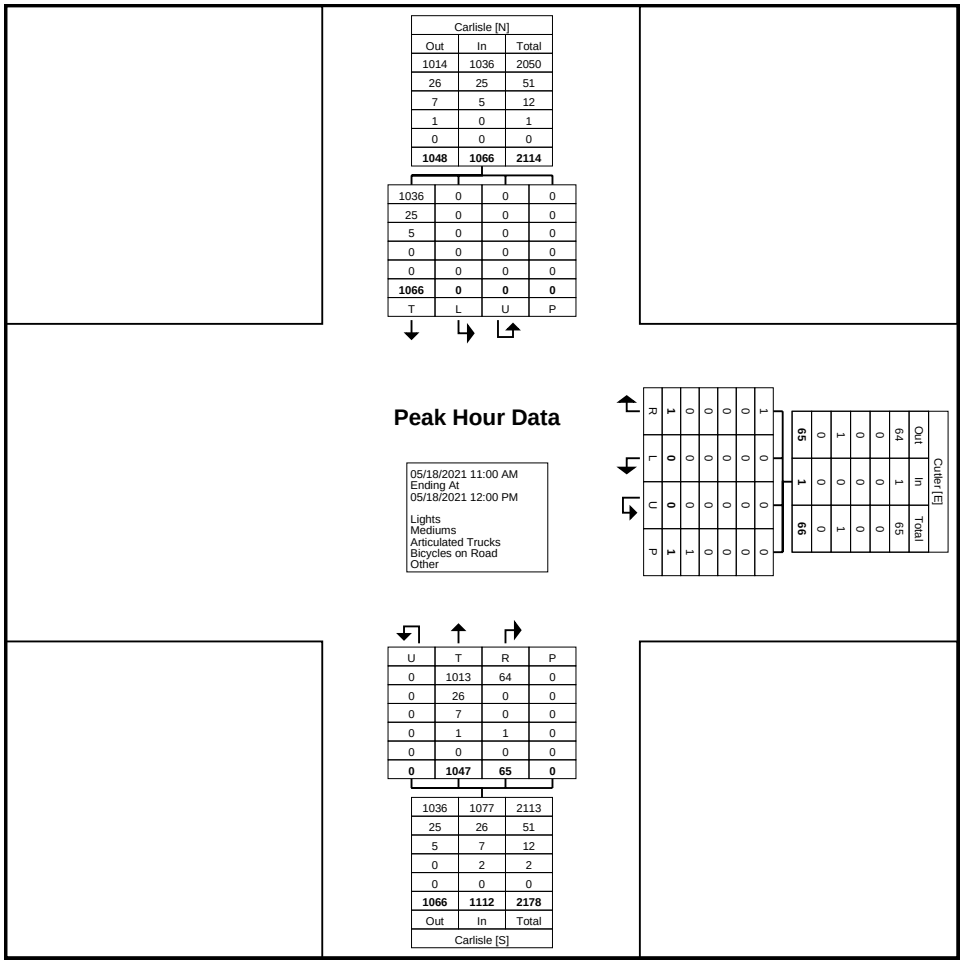

Turning Movement Peak Hour Data Plot (11:00 AM)

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Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
12:00 PM	264	1	0	0	265	0	0	0	2	0	23	300	0	0	323	588
12:15 PM	316	0	0	0	316	0	0	0	1	0	17	283	0	0	300	616
12:30 PM	285	0	0	2	285	1	0	0	2	1	22	283	0	0	305	591
12:45 PM	324	0	0	0	324	1	0	0	0	1	17	293	0	0	310	635
Total	1189	1	0	2	1190	2	0	0	5	2	79	1159	0	0	1238	2430
Approach %	99.9	0.1	0.0	-	-	100.0	0.0	0.0	-	-	6.4	93.6	0.0	-	-	-
Total %	48.9	0.0	0.0	-	49.0	0.1	0.0	0.0	-	0.1	3.3	47.7	0.0	-	50.9	-
PHF	0.917	0.250	0.000	-	0.918	0.500	0.000	0.000	-	0.500	0.859	0.966	0.000	-	0.958	0.957
Lights	1153	0	0	-	1153	2	0	0	-	2	78	1128	0	-	1206	2361
% Lights	97.0	0.0	-	-	96.9	100.0	-	-	-	100.0	98.7	97.3	-	-	97.4	97.2
Mediums	27	0	0	-	27	0	0	0	-	0	0	27	0	-	27	54
% Mediums	2.3	0.0	-	-	2.3	0.0	-	-	-	0.0	0.0	2.3	-	-	2.2	2.2
Articulated Trucks	8	0	0	-	8	0	0	0	-	0	0	4	0	-	4	12
% Articulated Trucks	0.7	0.0	-	-	0.7	0.0	-	-	-	0.0	0.0	0.3	-	-	0.3	0.5
Bicycles on Road	1	1	0	-	2	0	0	0	-	0	1	0	0	-	1	3
% Bicycles on Road	0.1	100.0	-	-	0.2	0.0	-	-	-	0.0	1.3	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	5	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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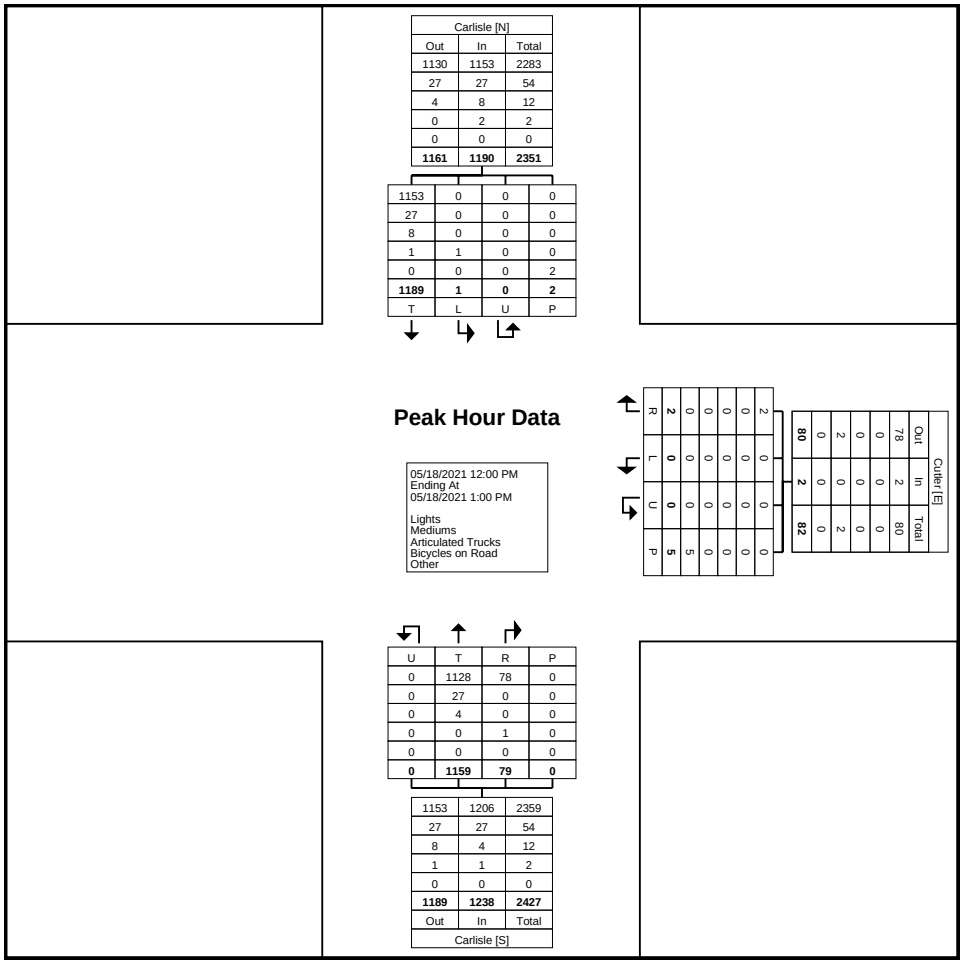

Turning Movement Peak Hour Data Plot (12:00 PM)

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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021

Turning Movement Peak Hour Data (3:45 PM)

Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
3:45 PM	333	0	0	0	333	0	0	0	3	0	28	327	0	0	355	688
4:00 PM	350	0	0	1	350	0	0	0	1	0	19	345	0	0	364	714
4:15 PM	367	0	0	1	367	0	0	0	2	0	39	301	0	0	340	707
4:30 PM	383	0	0	0	383	0	0	0	1	0	21	323	0	0	344	727
Total	1433	0	0	2	1433	0	0	0	7	0	107	1296	0	0	1403	2836
Approach %	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	7.6	92.4	0.0	-	-	-
Total %	50.5	0.0	0.0	-	50.5	0.0	0.0	0.0	-	0.0	3.8	45.7	0.0	-	49.5	-
PHF	0.935	0.000	0.000	-	0.935	0.000	0.000	0.000	-	0.000	0.686	0.939	0.000	-	0.964	0.975
Lights	1412	0	0	-	1412	0	0	0	-	0	107	1243	0	-	1350	2762
% Lights	98.5	-	-	-	98.5	-	-	-	-	-	100.0	95.9	-	-	96.2	97.4
Mediums	19	0	0	-	19	0	0	0	-	0	0	52	0	-	52	71
% Mediums	1.3	-	-	-	1.3	-	-	-	-	-	0.0	4.0	-	-	3.7	2.5
Articulated Trucks	2	0	0	-	2	0	0	0	-	0	0	1	0	-	1	3
% Articulated Trucks	0.1	-	-	-	0.1	-	-	-	-	-	0.0	0.1	-	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	42.9	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	57.1	-	-	-	-	-	-	-

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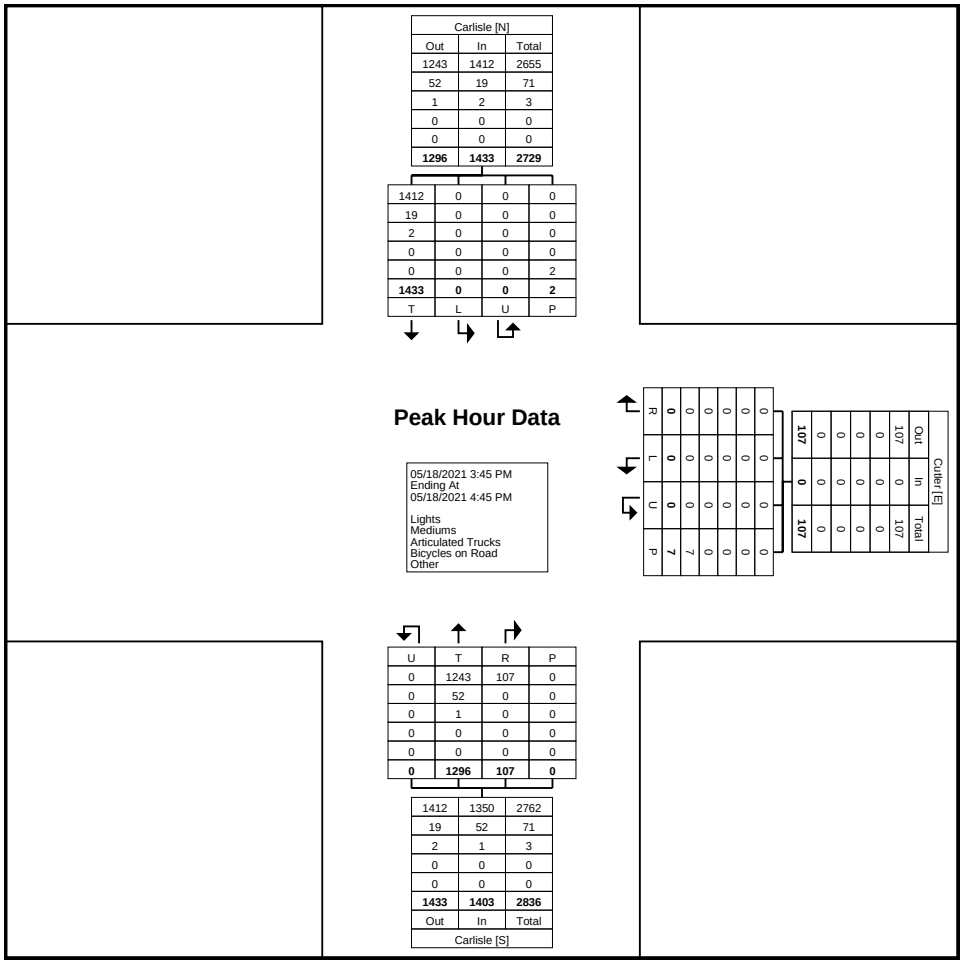
Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (3:45 PM)

Lee Engineering, LLC
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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021

Turning Movement Data

Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:00 AM	63	0	0	0	63	0	0	0	0	0	0	90	0	0	90	153
6:15 AM	79	0	0	0	79	0	0	0	0	0	0	79	0	0	79	158
6:30 AM	107	0	0	0	107	0	0	0	0	0	0	125	0	0	125	232
6:45 AM	96	0	0	0	96	0	0	0	1	0	0	152	0	0	152	248
Hourly Total	345	0	0	0	345	0	0	0	1	0	0	446	0	0	446	791
7:00 AM	143	0	0	0	143	0	0	0	0	0	0	129	0	0	129	272
7:15 AM	146	0	0	0	146	1	0	0	0	1	1	151	0	0	152	299
7:30 AM	163	0	0	0	163	0	0	0	0	0	0	229	0	0	229	392
7:45 AM	206	0	0	0	206	1	0	0	0	1	1	275	0	0	276	483
Hourly Total	658	0	0	0	658	2	0	0	0	2	2	784	0	0	786	1446
8:00 AM	190	0	0	0	190	0	0	0	0	0	0	247	0	0	247	437
8:15 AM	168	0	0	0	168	1	0	0	1	1	1	196	0	0	197	366
8:30 AM	182	0	0	1	182	1	0	0	0	1	1	213	0	0	214	397
8:45 AM	175	0	0	0	175	0	0	0	0	0	1	244	0	0	245	420
Hourly Total	715	0	0	1	715	2	0	0	1	2	3	900	0	0	903	1620
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	219	0	0	0	219	1	0	0	1	1	3	242	0	0	245	465
11:15 AM	235	0	0	0	235	4	0	0	0	4	0	231	0	0	231	470
11:30 AM	260	0	0	2	260	1	0	0	2	1	1	247	0	0	248	509
11:45 AM	262	0	0	0	262	1	0	0	1	1	1	275	0	0	276	539
Hourly Total	976	0	0	2	976	7	0	0	4	7	5	995	0	0	1000	1983
12:00 PM	236	0	0	0	236	0	0	0	1	0	3	247	0	0	250	486
12:15 PM	267	0	0	0	267	2	0	0	0	2	0	269	0	0	269	538
12:30 PM	251	0	0	0	251	1	0	0	0	1	0	269	0	0	269	521
12:45 PM	300	0	0	0	300	3	0	0	0	3	0	261	0	0	261	564
Hourly Total	1054	0	0	0	1054	6	0	0	1	6	3	1046	0	0	1049	2109
1:00 PM	265	0	0	0	265	1	0	0	1	1	1	268	0	0	269	535
1:15 PM	265	0	0	0	265	3	0	0	0	3	0	259	0	0	259	527
1:30 PM	225	0	0	0	225	2	0	0	0	2	2	245	0	0	247	474
1:45 PM	270	0	0	0	270	0	0	0	0	0	0	245	0	0	245	515
Hourly Total	1025	0	0	0	1025	6	0	0	1	6	3	1017	0	0	1020	2051
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	307	0	0	0	307	2	0	0	4	2	1	315	0	0	316	625
3:15 PM	305	0	0	0	305	4	0	0	1	4	3	278	0	0	281	590
3:30 PM	283	0	0	0	283	3	0	0	3	3	1	303	0	0	304	590
3:45 PM	339	0	0	0	339	3	0	0	1	3	1	295	0	0	296	638

Hourly Total	1234	0	0	0	1234	12	0	0	9	12	6	1191	0	0	1197	2443
4:00 PM	311	0	0	0	311	0	0	0	2	0	0	326	0	0	326	637
4:15 PM	337	0	0	0	337	4	0	0	1	4	0	301	0	0	301	642
4:30 PM	351	0	0	0	351	2	0	0	0	2	3	292	0	0	295	648
4:45 PM	330	0	0	0	330	3	0	0	0	3	1	290	0	0	291	624
Hourly Total	1329	0	0	0	1329	9	0	0	3	9	4	1209	0	0	1213	2551
5:00 PM	351	0	0	0	351	3	0	0	0	3	2	257	0	0	259	613
5:15 PM	343	0	0	0	343	2	0	0	0	2	0	269	0	0	269	614
5:30 PM	305	0	0	0	305	3	0	0	0	3	3	260	0	0	263	571
5:45 PM	264	0	0	0	264	1	0	0	0	1	2	215	0	0	217	482
Hourly Total	1263	0	0	0	1263	9	0	0	0	9	7	1001	0	0	1008	2280
Grand Total	8599	0	0	3	8599	53	0	0	20	53	33	8589	0	0	8622	17274
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.4	99.6	0.0	-	-	-
Total %	49.8	0.0	0.0	-	49.8	0.3	0.0	0.0	-	0.3	0.2	49.7	0.0	-	49.9	-
Lights	8349	0	0	-	8349	51	0	0	-	51	31	8339	0	-	8370	16770
% Lights	97.1	-	-	-	97.1	96.2	-	-	-	96.2	93.9	97.1	-	-	97.1	97.1
Mediums	215	0	0	-	215	2	0	0	-	2	2	213	0	-	215	432
% Mediums	2.5	-	-	-	2.5	3.8	-	-	-	3.8	6.1	2.5	-	-	2.5	2.5
Articulated Trucks	33	0	0	-	33	0	0	0	-	0	0	37	0	-	37	70
% Articulated Trucks	0.4	-	-	-	0.4	0.0	-	-	-	0.0	0.0	0.4	-	-	0.4	0.4
Bicycles on Road	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	20.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	3	-	-	-	-	16	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	80.0	-	-	-	-	-	-	-

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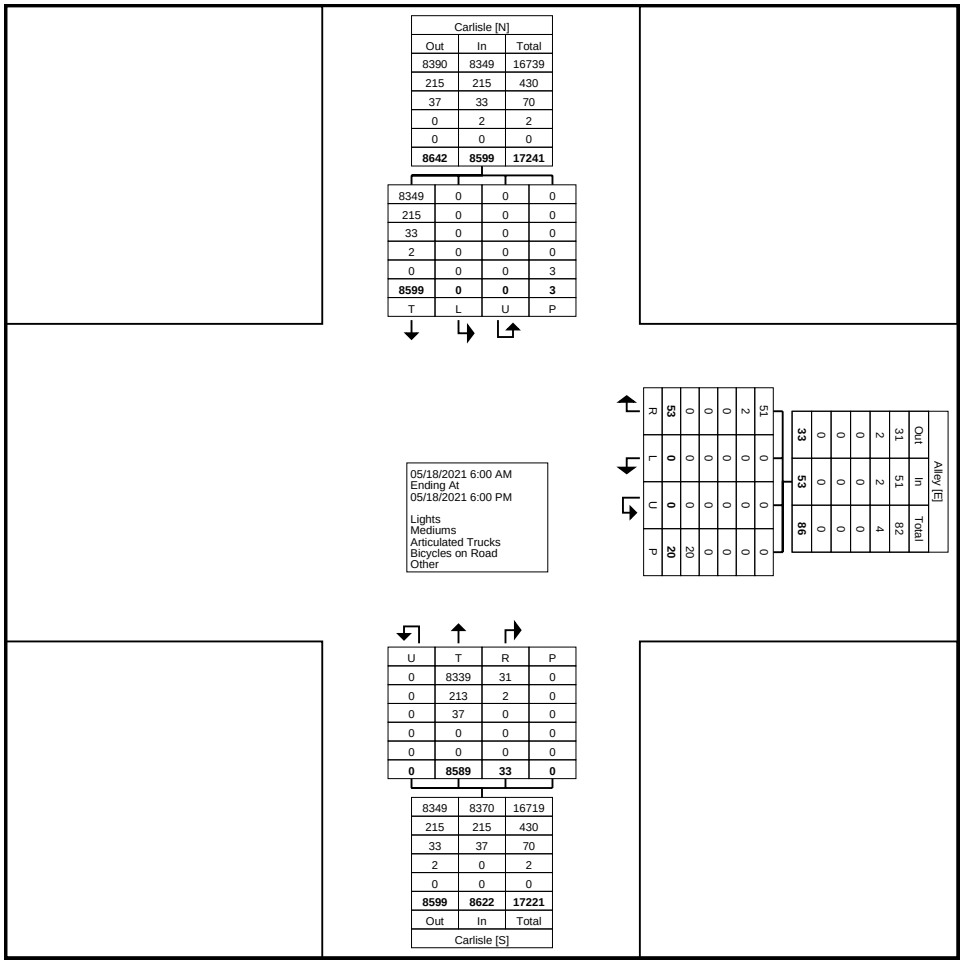
Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021



Turning Movement Data Plot

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jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:45 AM	206	0	0	0	206	1	0	0	0	1	1	275	0	0	276	483
8:00 AM	190	0	0	0	190	0	0	0	0	0	0	247	0	0	247	437
8:15 AM	168	0	0	0	168	1	0	0	1	1	1	196	0	0	197	366
8:30 AM	182	0	0	1	182	1	0	0	0	1	1	213	0	0	214	397
Total	746	0	0	1	746	3	0	0	1	3	3	931	0	0	934	1683
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.3	99.7	0.0	-	-	-
Total %	44.3	0.0	0.0	-	44.3	0.2	0.0	0.0	-	0.2	0.2	55.3	0.0	-	55.5	-
PHF	0.905	0.000	0.000	-	0.905	0.750	0.000	0.000	-	0.750	0.750	0.846	0.000	-	0.846	0.871
Lights	725	0	0	-	725	3	0	0	-	3	3	900	0	-	903	1631
% Lights	97.2	-	-	-	97.2	100.0	-	-	-	100.0	100.0	96.7	-	-	96.7	96.9
Mediums	18	0	0	-	18	0	0	0	-	0	0	29	0	-	29	47
% Mediums	2.4	-	-	-	2.4	0.0	-	-	-	0.0	0.0	3.1	-	-	3.1	2.8
Articulated Trucks	3	0	0	-	3	0	0	0	-	0	0	2	0	-	2	5
% Articulated Trucks	0.4	-	-	-	0.4	0.0	-	-	-	0.0	0.0	0.2	-	-	0.2	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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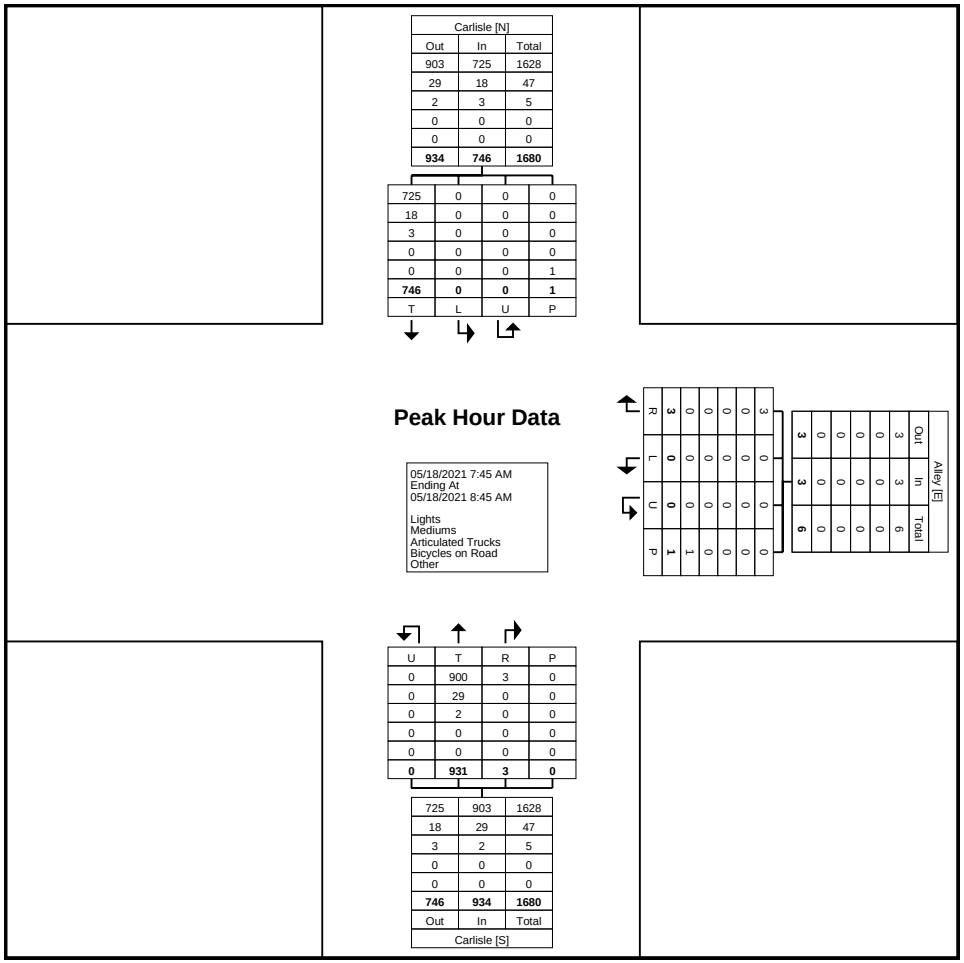

Turning Movement Peak Hour Data Plot (7:45 AM)

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Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
11:00 AM	219	0	0	0	219	1	0	0	1	1	3	242	0	0	245	465
11:15 AM	235	0	0	0	235	4	0	0	0	4	0	231	0	0	231	470
11:30 AM	260	0	0	2	260	1	0	0	2	1	1	247	0	0	248	509
11:45 AM	262	0	0	0	262	1	0	0	1	1	1	275	0	0	276	539
Total	976	0	0	2	976	7	0	0	4	7	5	995	0	0	1000	1983
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.5	99.5	0.0	-	-	-
Total %	49.2	0.0	0.0	-	49.2	0.4	0.0	0.0	-	0.4	0.3	50.2	0.0	-	50.4	-
PHF	0.931	0.000	0.000	-	0.931	0.438	0.000	0.000	-	0.438	0.417	0.905	0.000	-	0.906	0.920
Lights	950	0	0	-	950	7	0	0	-	7	5	965	0	-	970	1927
% Lights	97.3	-	-	-	97.3	100.0	-	-	-	100.0	100.0	97.0	-	-	97.0	97.2
Mediums	22	0	0	-	22	0	0	0	-	0	0	23	0	-	23	45
% Mediums	2.3	-	-	-	2.3	0.0	-	-	-	0.0	0.0	2.3	-	-	2.3	2.3
Articulated Trucks	4	0	0	-	4	0	0	0	-	0	0	7	0	-	7	11
% Articulated Trucks	0.4	-	-	-	0.4	0.0	-	-	-	0.0	0.0	0.7	-	-	0.7	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	75.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	25.0	-	-	-	-	-	-	-

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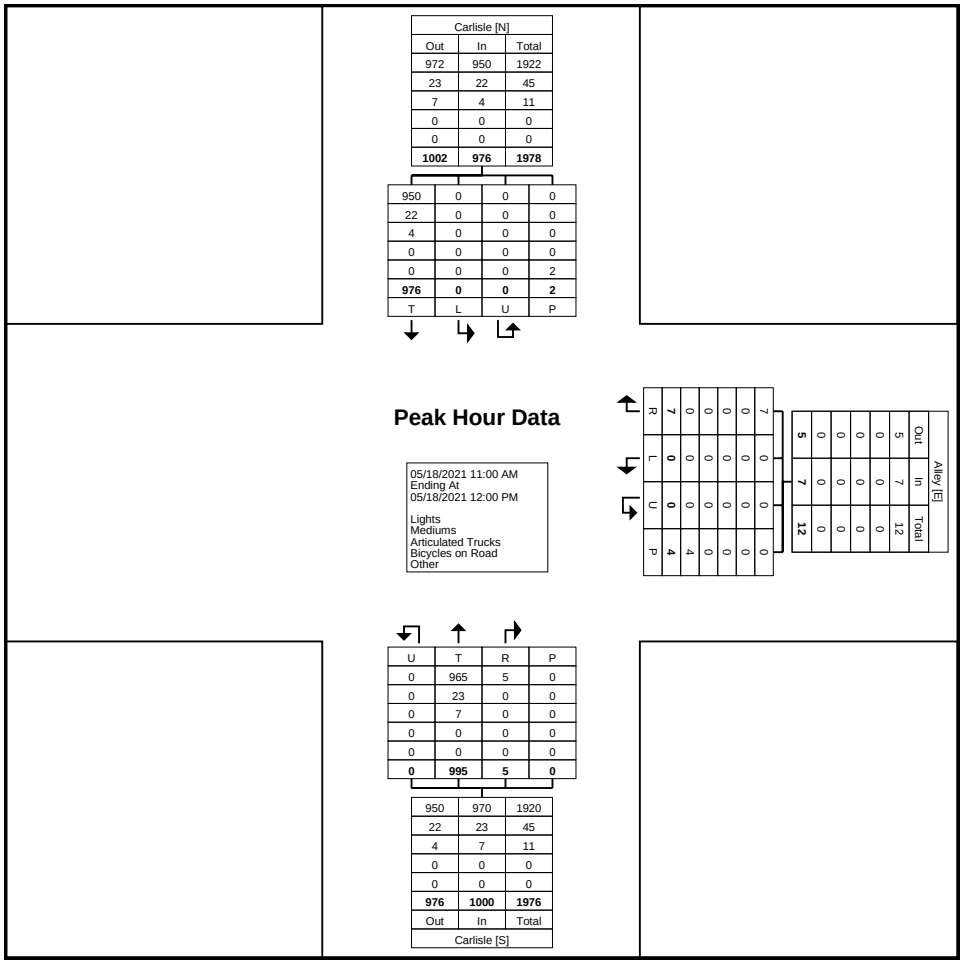

Turning Movement Peak Hour Data Plot (11:00 AM)

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Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
12:15 PM	267	0	0	0	267	2	0	0	0	2	0	269	0	0	269	538
12:30 PM	251	0	0	0	251	1	0	0	0	1	0	269	0	0	269	521
12:45 PM	300	0	0	0	300	3	0	0	0	3	0	261	0	0	261	564
1:00 PM	265	0	0	0	265	1	0	0	1	1	1	268	0	0	269	535
Total	1083	0	0	0	1083	7	0	0	1	7	1	1067	0	0	1068	2158
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.1	99.9	0.0	-	-	-
Total %	50.2	0.0	0.0	-	50.2	0.3	0.0	0.0	-	0.3	0.0	49.4	0.0	-	49.5	-
PHF	0.903	0.000	0.000	-	0.903	0.583	0.000	0.000	-	0.583	0.250	0.992	0.000	-	0.993	0.957
Lights	1042	0	0	-	1042	5	0	0	-	5	1	1037	0	-	1038	2085
% Lights	96.2	-	-	-	96.2	71.4	-	-	-	71.4	100.0	97.2	-	-	97.2	96.6
Mediums	35	0	0	-	35	2	0	0	-	2	0	27	0	-	27	64
% Mediums	3.2	-	-	-	3.2	28.6	-	-	-	28.6	0.0	2.5	-	-	2.5	3.0
Articulated Trucks	5	0	0	-	5	0	0	0	-	0	0	3	0	-	3	8
% Articulated Trucks	0.5	-	-	-	0.5	0.0	-	-	-	0.0	0.0	0.3	-	-	0.3	0.4
Bicycles on Road	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.1	-	-	-	0.1	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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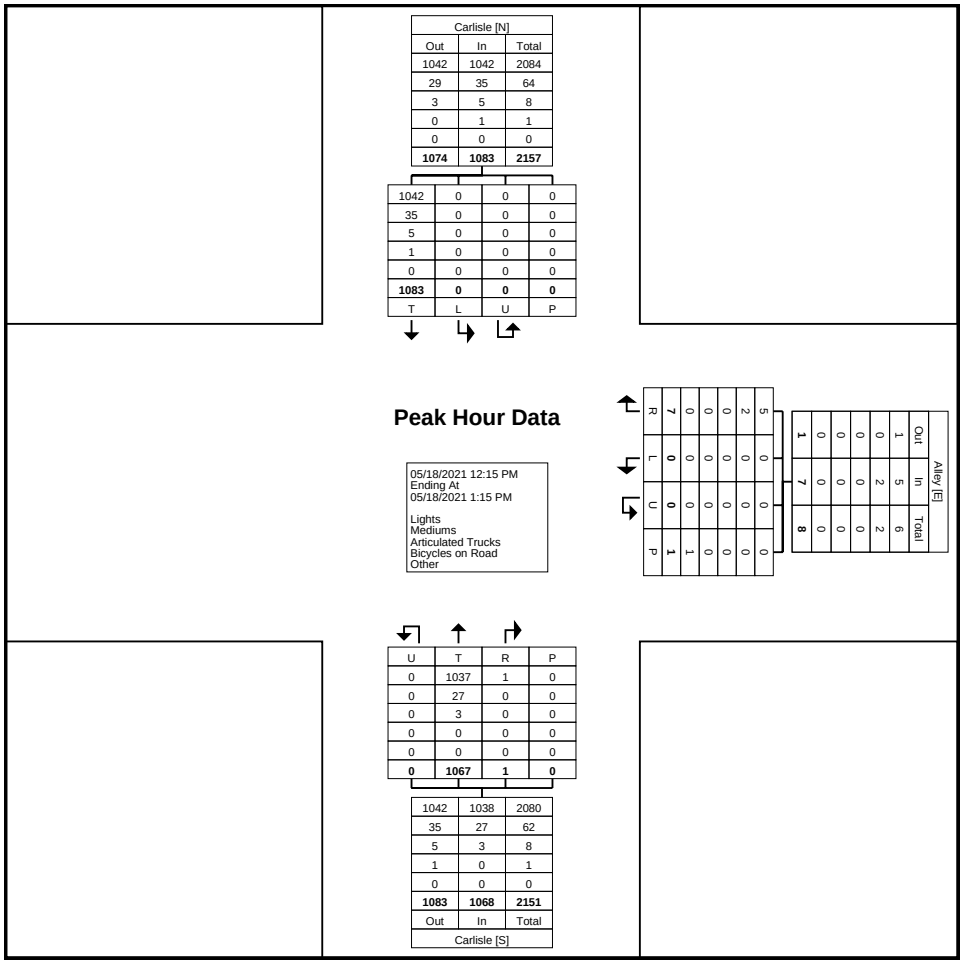

Turning Movement Peak Hour Data Plot (12:15 PM)

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Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021

Turning Movement Peak Hour Data (3:45 PM)

Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
3:45 PM	339	0	0	0	339	3	0	0	1	3	1	295	0	0	296	638
4:00 PM	311	0	0	0	311	0	0	0	2	0	0	326	0	0	326	637
4:15 PM	337	0	0	0	337	4	0	0	1	4	0	301	0	0	301	642
4:30 PM	351	0	0	0	351	2	0	0	0	2	3	292	0	0	295	648
Total	1338	0	0	0	1338	9	0	0	4	9	4	1214	0	0	1218	2565
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.3	99.7	0.0	-	-	-
Total %	52.2	0.0	0.0	-	52.2	0.4	0.0	0.0	-	0.4	0.2	47.3	0.0	-	47.5	-
PHF	0.953	0.000	0.000	-	0.953	0.563	0.000	0.000	-	0.563	0.333	0.931	0.000	-	0.934	0.990
Lights	1318	0	0	-	1318	9	0	0	-	9	4	1159	0	-	1163	2490
% Lights	98.5	-	-	-	98.5	100.0	-	-	-	100.0	100.0	95.5	-	-	95.5	97.1
Mediums	19	0	0	-	19	0	0	0	-	0	0	54	0	-	54	73
% Mediums	1.4	-	-	-	1.4	0.0	-	-	-	0.0	0.0	4.4	-	-	4.4	2.8
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Articulated Trucks	0.1	-	-	-	0.1	0.0	-	-	-	0.0	0.0	0.1	-	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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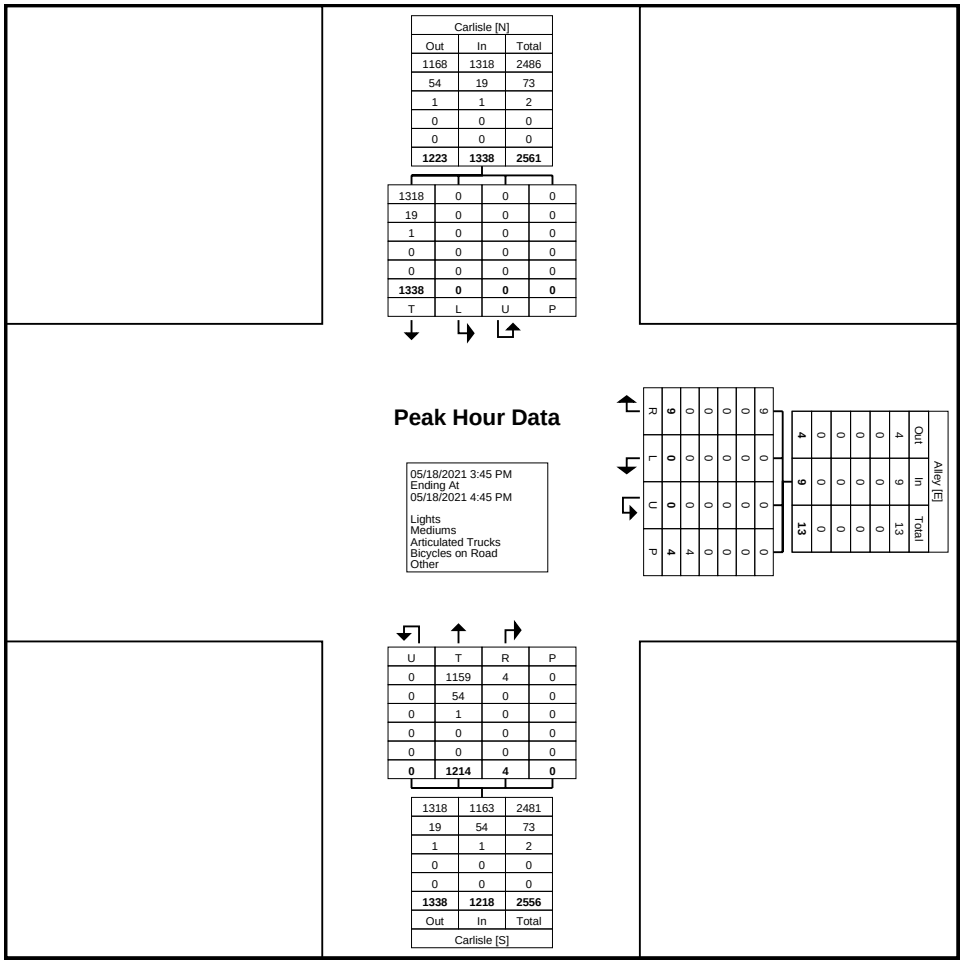
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (3:45 PM)

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jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021

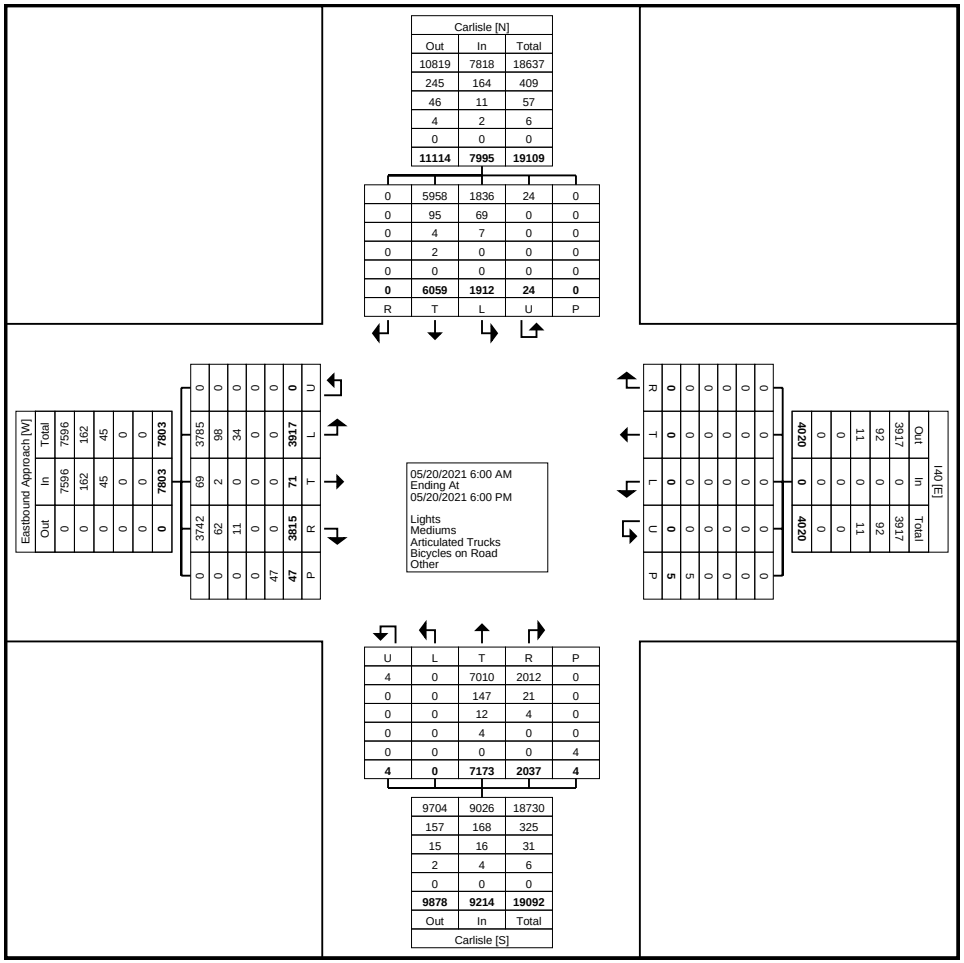
Turning Movement Data

Start Time	Carlisle Southbound							I40 Westbound							Carlisle Northbound							Eastbound Approach Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	0	48	17	1	0	66	0	0	0	0	0	0	0	6	1	40	0	0	1	47	21	5	1	35	0	0	62	175
6:15 AM	0	0	41	29	0	0	70	0	0	0	0	0	0	0	7	2	62	0	0	0	71	28	2	0	33	0	0	63	204
6:30 AM	0	0	80	20	0	0	100	0	0	0	0	0	0	0	8	6	84	0	0	0	98	32	6	1	57	0	0	96	294
6:45 AM	0	0	94	29	1	0	124	0	0	0	0	0	0	0	14	3	94	0	0	0	111	62	12	1	95	0	0	170	405
Hourly Total	0	0	263	95	2	0	360	0	0	0	0	0	0	0	35	12	280	0	0	1	327	143	25	3	220	0	0	391	1078
7:00 AM	0	0	96	28	0	0	124	0	0	0	0	0	0	0	14	8	119	0	1	0	142	63	3	0	83	0	1	149	415
7:15 AM	0	0	120	23	0	0	143	0	0	0	0	0	0	0	26	12	114	0	0	0	152	92	5	0	80	0	0	177	472
7:30 AM	0	0	130	45	1	0	176	0	0	0	0	0	0	0	23	27	180	0	0	0	230	101	3	0	87	0	0	191	597
7:45 AM	0	0	186	42	0	0	228	0	0	0	0	0	0	0	27	23	187	0	0	0	237	125	7	0	132	0	0	264	729
Hourly Total	0	0	532	138	1	0	671	0	0	0	0	0	0	0	90	70	600	0	1	0	761	381	18	0	382	0	1	781	2213
8:00 AM	0	0	161	43	0	0	204	0	0	0	0	0	0	0	32	26	166	0	0	0	224	137	6	0	146	0	0	289	717
8:15 AM	0	0	170	40	0	0	210	0	0	0	0	0	0	0	24	13	172	0	0	1	209	105	5	2	116	0	0	228	647
8:30 AM	0	0	158	49	0	0	207	0	0	0	0	0	1	0	26	22	189	0	0	0	237	103	14	1	113	0	0	231	675
8:45 AM	0	0	170	43	0	0	213	0	0	0	0	0	0	0	20	32	178	0	0	0	230	113	15	0	112	0	0	240	683
Hourly Total	0	0	659	175	0	0	834	0	0	0	0	0	1	0	102	93	705	0	0	1	900	458	40	3	487	0	0	988	2722
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	0	141	46	1	0	188	0	0	0	0	0	0	0	36	22	199	0	0	0	257	79	9	2	115	0	0	205	650
11:15 AM	0	0	153	69	1	0	223	0	0	0	0	0	0	0	39	22	213	0	0	0	274	97	1	4	114	0	2	216	713
11:30 AM	0	0	161	56	2	0	219	0	0	0	0	0	0	0	21	16	208	0	0	0	245	74	8	1	97	0	1	180	644
11:45 AM	0	0	185	65	1	0	251	0	0	0	0	0	0	0	27	24	197	0	0	0	248	115	10	4	127	0	1	256	755
Hourly Total	0	0	640	236	5	0	881	0	0	0	0	0	0	0	123	84	817	0	0	0	1024	365	28	11	453	0	4	857	2762
12:00 PM	0	0	194	58	1	0	253	0	0	0	0	0	0	0	35	27	226	0	0	0	288	84	2	0	116	0	1	202	743
12:15 PM	0	0	199	56	4	0	259	0	0	0	0	0	0	0	43	24	247	0	1	0	315	94	8	1	126	0	4	229	803
12:30 PM	0	0	188	52	1	0	241	0	0	0	0	0	0	0	31	27	187	0	0	0	245	115	3	1	119	0	2	238	724
12:45 PM	0	0	194	67	0	0	261	0	0	0	0	0	0	0	24	24	198	0	0	0	246	125	5	0	111	0	3	241	748
Hourly Total	0	0	775	233	6	0	1014	0	0	0	0	0	0	0	133	102	858	0	1	0	1094	418	18	2	472	0	10	910	3018
1:00 PM	0	0	160	61	1	0	222	0	0	0	0	0	0	0	35	35	217	0	1	0	288	99	10	2	117	0	0	228	738
1:15 PM	0	0	149	58	0	0	207	0	0	0	0	0	0	0	39	27	222	0	0	0	288	93	7	2	101	0	2	203	698
1:30 PM	0	0	173	49	0	0	222	0	0	0	0	0	1	0	26	32	207	0	0	0	265	103	7	1	120	0	0	231	718
1:45 PM	0	0	192	48	1	0	241	0	0	0	0	0	0	0	41	23	220	0	0	0	284	107	7	2	124	0	2	240	765
Hourly Total	0	0	674	216	2	0	892	0	0	0	0	0	1	0	141	117	866	0	1	0	1125	402	31	7	462	0	4	902	2919
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	198	62	0	0	260	0	0	0	0	0	2	0	42	29	239	0	1	0	311	106	10	4	113	0	2	233	804
3:15 PM	0	0	230	60	2	0	292	0	0	0	0	0	0	0	38	33	268	0	0	0	339	124	4	2	129	0	5	259	890
3:30 PM	0	0	226	59	2	0	287	0	0	0	0	0	1	0	41	36	258	0	0	0	335	124	4	5	141	0	3	274	896

3:45 PM	0	0	201	74	1	0	276	0	0	0	0	0	0	0	36	34	291	0	0	0	361	114	8	4	135	0	0	261	898
Hourly Total	0	0	855	255	5	0	1115	0	0	0	0	0	3	0	157	132	1056	0	1	0	1346	468	26	15	518	0	10	1027	3488
4:00 PM	0	0	219	76	0	0	295	0	0	0	0	0	0	0	49	38	261	0	0	0	348	122	3	5	117	0	2	247	890
4:15 PM	0	0	183	58	0	0	241	0	0	0	0	0	0	0	38	34	240	0	0	0	312	101	7	3	142	0	2	253	806
4:30 PM	0	0	229	76	0	0	305	0	0	0	0	0	0	0	42	30	225	0	0	1	297	129	5	8	111	0	5	253	855
4:45 PM	0	0	200	73	0	0	273	0	0	0	0	0	0	0	44	39	250	0	0	0	333	112	6	1	107	0	3	226	832
Hourly Total	0	0	831	283	0	0	1114	0	0	0	0	0	0	0	173	141	976	0	0	1	1290	464	21	17	477	0	12	979	3383
5:00 PM	0	0	217	80	0	0	297	0	0	0	0	0	0	0	49	30	272	0	0	1	351	128	2	3	129	0	1	262	910
5:15 PM	0	0	237	90	0	0	327	0	0	0	0	0	0	0	63	38	265	0	0	0	366	119	7	4	120	0	0	250	943
5:30 PM	0	0	182	51	2	0	235	0	0	0	0	0	0	0	57	26	253	0	0	0	336	118	6	2	111	0	2	237	808
5:45 PM	0	0	194	60	1	0	255	0	0	0	0	0	0	0	44	25	225	0	0	0	294	127	2	4	86	0	3	219	768
Hourly Total	0	0	830	281	3	0	1114	0	0	0	0	0	0	0	213	119	1015	0	0	1	1347	492	17	13	446	0	6	968	3429
Grand Total	0	0	6059	1912	24	0	7995	0	0	0	0	0	5	0	1167	870	7173	0	4	4	9214	3591	224	71	3917	0	47	7803	25012
Approach %	0.0	0.0	75.8	23.9	0.3	-	-	0.0	0.0	0.0	0.0	0.0	-	-	12.7	9.4	77.8	0.0	0.0	-	-	46.0	2.9	0.9	50.2	0.0	-	-	-
Total %	0.0	0.0	24.2	7.6	0.1	-	32.0	0.0	0.0	0.0	0.0	0.0	-	0.0	4.7	3.5	28.7	0.0	0.0	-	36.8	14.4	0.9	0.3	15.7	0.0	-	31.2	-
Lights	0	0	5958	1836	24	-	7818	0	0	0	0	0	-	0	1152	860	7010	0	4	-	9026	3522	220	69	3785	0	-	7596	24440
% Lights	-	-	98.3	96.0	100.0	-	97.8	-	-	-	-	-	-	-	98.7	98.9	97.7	-	100.0	-	98.0	98.1	98.2	97.2	96.6	-	-	97.3	97.7
Mediums	0	0	95	69	0	-	164	0	0	0	0	0	-	0	12	9	147	0	0	-	168	59	3	2	98	0	-	162	494
% Mediums	-	-	1.6	3.6	0.0	-	2.1	-	-	-	-	-	-	-	1.0	1.0	2.0	-	0.0	-	1.8	1.6	1.3	2.8	2.5	-	-	2.1	2.0
Articulated Trucks	0	0	4	7	0	-	11	0	0	0	0	0	-	0	3	1	12	0	0	-	16	10	1	0	34	0	-	45	72
% Articulated Trucks	-	-	0.1	0.4	0.0	-	0.1	-	-	-	-	-	-	-	0.3	0.1	0.2	-	0.0	-	0.2	0.3	0.4	0.0	0.9	-	-	0.6	0.3
Bicycles on Road	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	0	4	0	0	-	4	0	0	0	0	0	-	0	6
% Bicycles on Road	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.1	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	2	-	-	-	-	-	-	8	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	60.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	17.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	39	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	40.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	83.0	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021



Turning Movement Data Plot

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound							I40 Westbound							Carlisle Northbound							Eastbound Approach Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	0	0	186	42	0	0	228	0	0	0	0	0	0	0	27	23	187	0	0	0	237	125	7	0	132	0	0	264	729
8:00 AM	0	0	161	43	0	0	204	0	0	0	0	0	0	0	32	26	166	0	0	0	224	137	6	0	146	0	0	289	717
8:15 AM	0	0	170	40	0	0	210	0	0	0	0	0	0	0	24	13	172	0	0	1	209	105	5	2	116	0	0	228	647
8:30 AM	0	0	158	49	0	0	207	0	0	0	0	0	1	0	26	22	189	0	0	0	237	103	14	1	113	0	0	231	675
Total	0	0	675	174	0	0	849	0	0	0	0	0	1	0	109	84	714	0	0	1	907	470	32	3	507	0	0	1012	2768
Approach %	0.0	0.0	79.5	20.5	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	12.0	9.3	78.7	0.0	0.0	-	-	46.4	3.2	0.3	50.1	0.0	-	-	-
Total %	0.0	0.0	24.4	6.3	0.0	-	30.7	0.0	0.0	0.0	0.0	0.0	-	0.0	3.9	3.0	25.8	0.0	0.0	-	32.8	17.0	1.2	0.1	18.3	0.0	-	36.6	-
PHF	0.000	0.000	0.907	0.888	0.000	-	0.931	0.000	0.000	0.000	0.000	0.000	-	0.000	0.852	0.808	0.944	0.000	0.000	-	0.957	0.858	0.571	0.375	0.868	0.000	-	0.875	0.949
Lights	0	0	658	167	0	-	825	0	0	0	0	0	-	0	108	81	688	0	0	-	877	453	31	3	487	0	-	974	2676
% Lights	-	-	97.5	96.0	-	-	97.2	-	-	-	-	-	-	-	99.1	96.4	96.4	-	-	-	96.7	96.4	96.9	100.0	96.1	-	-	96.2	96.7
Mediums	0	0	16	6	0	-	22	0	0	0	0	0	-	0	1	3	21	0	0	-	25	14	1	0	13	0	-	28	75
% Mediums	-	-	2.4	3.4	-	-	2.6	-	-	-	-	-	-	-	0.9	3.6	2.9	-	-	-	2.8	3.0	3.1	0.0	2.6	-	-	2.8	2.7
Articulated Trucks	0	0	1	1	0	-	2	0	0	0	0	0	-	0	0	0	4	0	0	-	4	3	0	0	7	0	-	10	16
% Articulated Trucks	-	-	0.1	0.6	-	-	0.2	-	-	-	-	-	-	-	0.0	0.0	0.6	-	-	-	0.4	0.6	0.0	0.0	1.4	-	-	1.0	0.6
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	1
% Bicycles on Road	-	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.1	-	-	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

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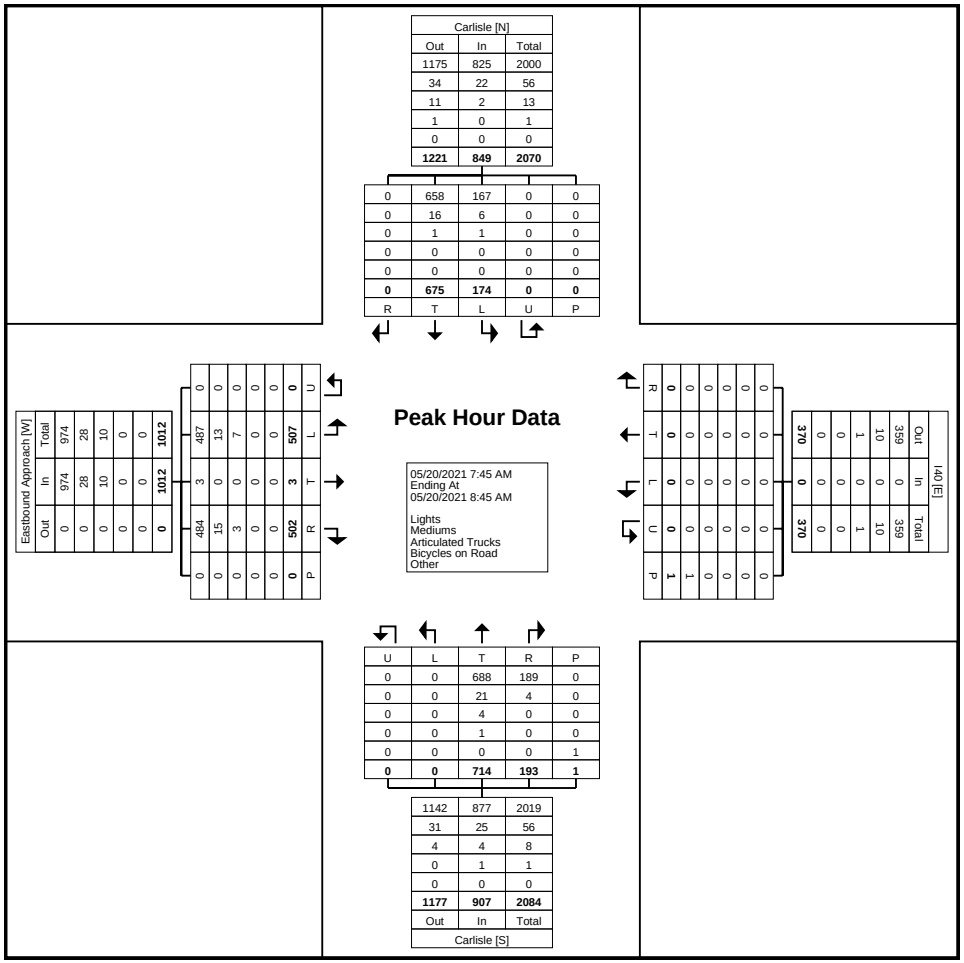
Start Date: 05/20/2021



Turning Movement Peak Hour Data Plot (7:45 AM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

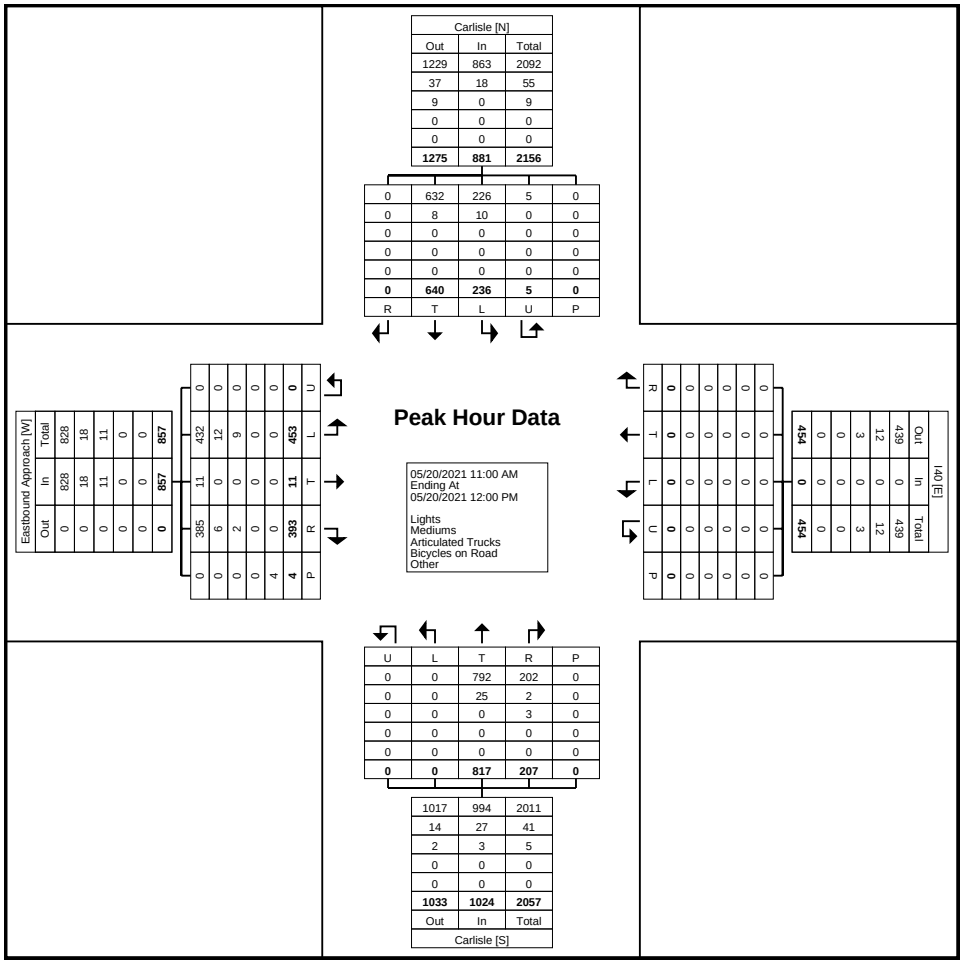
Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound							I40 Westbound							Carlisle Northbound							Eastbound Approach Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
11:00 AM	0	0	141	46	1	0	188	0	0	0	0	0	0	0	36	22	199	0	0	0	257	79	9	2	115	0	0	205	650
11:15 AM	0	0	153	69	1	0	223	0	0	0	0	0	0	0	39	22	213	0	0	0	274	97	1	4	114	0	2	216	713
11:30 AM	0	0	161	56	2	0	219	0	0	0	0	0	0	0	21	16	208	0	0	0	245	74	8	1	97	0	1	180	644
11:45 AM	0	0	185	65	1	0	251	0	0	0	0	0	0	0	27	24	197	0	0	0	248	115	10	4	127	0	1	256	755
Total	0	0	640	236	5	0	881	0	0	0	0	0	0	0	123	84	817	0	0	0	1024	365	28	11	453	0	4	857	2762
Approach %	0.0	0.0	72.6	26.8	0.6	-	-	0.0	0.0	0.0	0.0	0.0	-	-	12.0	8.2	79.8	0.0	0.0	-	-	42.6	3.3	1.3	52.9	0.0	-	-	-
Total %	0.0	0.0	23.2	8.5	0.2	-	31.9	0.0	0.0	0.0	0.0	0.0	-	0.0	4.5	3.0	29.6	0.0	0.0	-	37.1	13.2	1.0	0.4	16.4	0.0	-	31.0	-
PHF	0.000	0.000	0.865	0.855	0.625	-	0.877	0.000	0.000	0.000	0.000	0.000	-	0.000	0.788	0.875	0.959	0.000	0.000	-	0.934	0.793	0.700	0.688	0.892	0.000	-	0.837	0.915
Lights	0	0	632	226	5	-	863	0	0	0	0	0	-	0	120	82	792	0	0	-	994	357	28	11	432	0	-	828	2685
% Lights	-	-	98.8	95.8	100.0	-	98.0	-	-	-	-	-	-	-	97.6	97.6	96.9	-	-	-	97.1	97.8	100.0	100.0	95.4	-	-	96.6	97.2
Mediums	0	0	8	10	0	-	18	0	0	0	0	0	-	0	1	1	25	0	0	-	27	6	0	0	12	0	-	18	63
% Mediums	-	-	1.3	4.2	0.0	-	2.0	-	-	-	-	-	-	-	0.8	1.2	3.1	-	-	-	2.6	1.6	0.0	0.0	2.6	-	-	2.1	2.3
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	0	-	0	2	1	0	0	0	-	3	2	0	0	9	0	-	11	14
% Articulated Trucks	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	1.6	1.2	0.0	-	-	-	0.3	0.5	0.0	0.0	2.0	-	-	1.3	0.5
Bicycles on Road	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
% Bicycles on Road	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021



Turning Movement Peak Hour Data Plot (11:00 AM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Carlisle Southbound							I40 Westbound							Carlisle Northbound							Eastbound Approach Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
12:00 PM	0	0	194	58	1	0	253	0	0	0	0	0	0	0	35	27	226	0	0	0	288	84	2	0	116	0	1	202	743
12:15 PM	0	0	199	56	4	0	259	0	0	0	0	0	0	0	43	24	247	0	1	0	315	94	8	1	126	0	4	229	803
12:30 PM	0	0	188	52	1	0	241	0	0	0	0	0	0	0	31	27	187	0	0	0	245	115	3	1	119	0	2	238	724
12:45 PM	0	0	194	67	0	0	261	0	0	0	0	0	0	0	24	24	198	0	0	0	246	125	5	0	111	0	3	241	748
Total	0	0	775	233	6	0	1014	0	0	0	0	0	0	0	133	102	858	0	1	0	1094	418	18	2	472	0	10	910	3018
Approach %	0.0	0.0	76.4	23.0	0.6	-	-	0.0	0.0	0.0	0.0	0.0	-	-	12.2	9.3	78.4	0.0	0.1	-	-	45.9	2.0	0.2	51.9	0.0	-	-	-
Total %	0.0	0.0	25.7	7.7	0.2	-	33.6	0.0	0.0	0.0	0.0	0.0	-	0.0	4.4	3.4	28.4	0.0	0.0	-	36.2	13.9	0.6	0.1	15.6	0.0	-	30.2	-
PHF	0.000	0.000	0.974	0.869	0.375	-	0.971	0.000	0.000	0.000	0.000	0.000	-	0.000	0.773	0.944	0.868	0.000	0.250	-	0.868	0.836	0.563	0.500	0.937	0.000	-	0.944	0.940
Lights	0	0	761	223	6	-	990	0	0	0	0	0	-	0	132	100	844	0	1	-	1077	408	17	2	460	0	-	887	2954
% Lights	-	-	98.2	95.7	100.0	-	97.6	-	-	-	-	-	-	-	99.2	98.0	98.4	-	100.0	-	98.4	97.6	94.4	100.0	97.5	-	-	97.5	97.9
Mediums	0	0	13	9	0	-	22	0	0	0	0	0	-	0	1	2	12	0	0	-	15	9	0	0	9	0	-	18	55
% Mediums	-	-	1.7	3.9	0.0	-	2.2	-	-	-	-	-	-	-	0.8	2.0	1.4	-	0.0	-	1.4	2.2	0.0	0.0	1.9	-	-	2.0	1.8
Articulated Trucks	0	0	1	1	0	-	2	0	0	0	0	0	-	0	0	0	2	0	0	-	2	1	1	0	3	0	-	5	9
% Articulated Trucks	-	-	0.1	0.4	0.0	-	0.2	-	-	-	-	-	-	-	0.0	0.0	0.2	-	0.0	-	0.2	0.2	5.6	0.0	0.6	-	-	0.5	0.3
Bicycles on Road	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
% Bicycles on Road	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0	-	-

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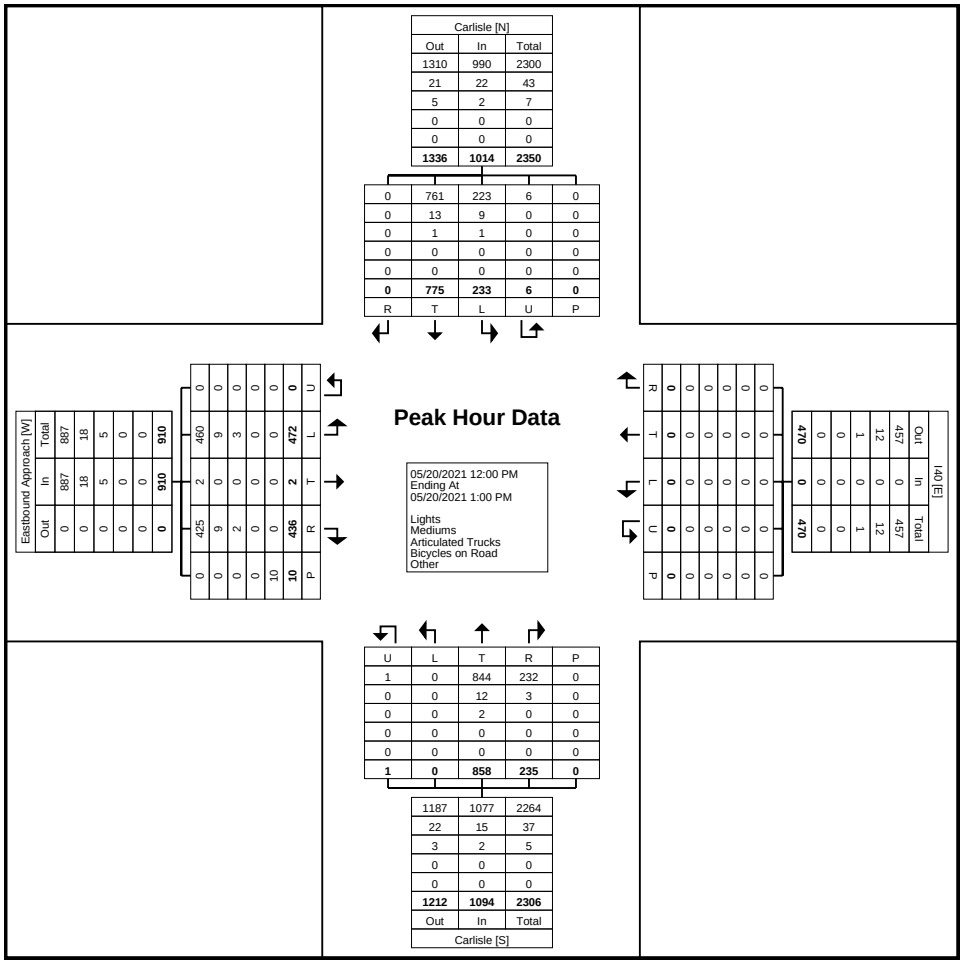
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021



Turning Movement Peak Hour Data Plot (12:00 PM)

Lee Engineering, LLC
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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Carlisle Southbound							I40 Westbound							Carlisle Northbound							Eastbound Approach Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
3:15 PM	0	0	230	60	2	0	292	0	0	0	0	0	0	0	38	33	268	0	0	0	339	124	4	2	129	0	5	259	890
3:30 PM	0	0	226	59	2	0	287	0	0	0	0	0	1	0	41	36	258	0	0	0	335	124	4	5	141	0	3	274	896
3:45 PM	0	0	201	74	1	0	276	0	0	0	0	0	0	0	36	34	291	0	0	0	361	114	8	4	135	0	0	261	898
4:00 PM	0	0	219	76	0	0	295	0	0	0	0	0	0	0	49	38	261	0	0	0	348	122	3	5	117	0	2	247	890
Total	0	0	876	269	5	0	1150	0	0	0	0	0	1	0	164	141	1078	0	0	0	1383	484	19	16	522	0	10	1041	3574
Approach %	0.0	0.0	76.2	23.4	0.4	-	-	0.0	0.0	0.0	0.0	0.0	-	-	11.9	10.2	77.9	0.0	0.0	-	-	46.5	1.8	1.5	50.1	0.0	-	-	-
Total %	0.0	0.0	24.5	7.5	0.1	-	32.2	0.0	0.0	0.0	0.0	0.0	-	0.0	4.6	3.9	30.2	0.0	0.0	-	38.7	13.5	0.5	0.4	14.6	0.0	-	29.1	-
PHF	0.000	0.000	0.952	0.885	0.625	-	0.975	0.000	0.000	0.000	0.000	0.000	-	0.000	0.837	0.928	0.926	0.000	0.000	-	0.958	0.976	0.594	0.800	0.926	0.000	-	0.950	0.995
Lights	0	0	865	264	5	-	1134	0	0	0	0	0	-	0	161	140	1058	0	0	-	1359	482	19	16	506	0	-	1023	3516
% Lights	-	-	98.7	98.1	100.0	-	98.6	-	-	-	-	-	-	-	98.2	99.3	98.1	-	-	-	98.3	99.6	100.0	100.0	96.9	-	-	98.3	98.4
Mediums	0	0	11	2	0	-	13	0	0	0	0	0	-	0	3	1	18	0	0	-	22	2	0	0	14	0	-	16	51
% Mediums	-	-	1.3	0.7	0.0	-	1.1	-	-	-	-	-	-	-	1.8	0.7	1.7	-	-	-	1.6	0.4	0.0	0.0	2.7	-	-	1.5	1.4
Articulated Trucks	0	0	0	3	0	-	3	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	0	2	0	-	2	7
% Articulated Trucks	-	-	0.0	1.1	0.0	-	0.3	-	-	-	-	-	-	-	0.0	0.0	0.2	-	-	-	0.1	0.0	0.0	0.0	0.4	-	-	0.2	0.2
Bicycles on Road	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
% Bicycles on Road	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0	-	-

Lee Engineering, LLC
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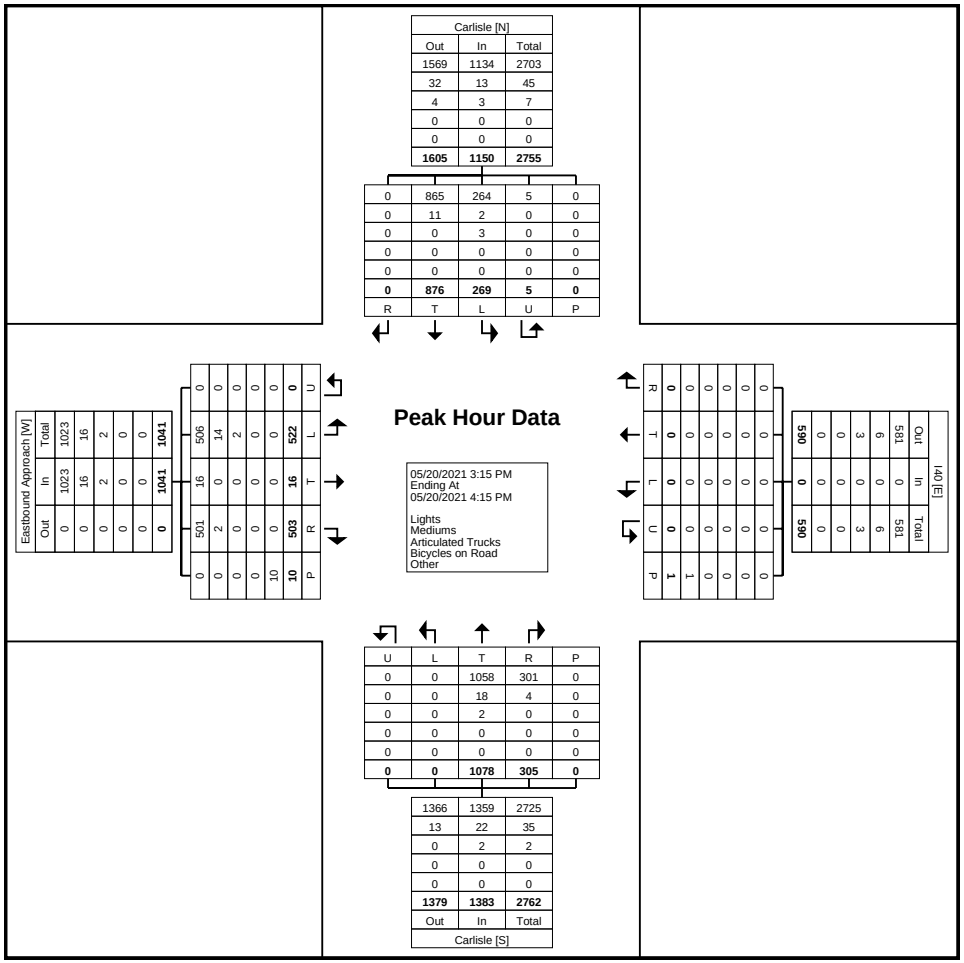
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021



Turning Movement Peak Hour Data Plot (3:15 PM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAX6
Start Date: 05/20/2021

Turning Movement Data

Start Time	Carlisle Southbound							Westbound Approach Westbound							Carlisle Northbound							I40 Eastbound						
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Int. Total
6:00 AM	0	0	42	0	0	0	42	29	10	0	22	0	0	61	0	0	46	28	0	0	74	0	0	0	0	0	0	177
6:15 AM	0	0	45	0	0	0	45	30	2	0	21	0	0	53	0	0	66	35	0	0	101	0	0	0	0	0	0	199
6:30 AM	0	0	59	0	0	0	59	18	8	0	44	0	0	70	0	0	81	45	0	0	126	0	0	0	0	0	0	255
6:45 AM	0	0	87	0	0	0	87	39	11	1	42	0	0	93	0	0	142	72	0	0	214	0	0	0	0	0	0	394
Hourly Total	0	0	233	0	0	0	233	116	31	1	129	0	0	277	0	0	335	180	0	0	515	0	0	0	0	0	0	1025
7:00 AM	0	0	90	0	0	0	90	36	12	0	39	0	1	87	0	0	142	66	0	0	208	0	0	0	0	0	0	385
7:15 AM	0	0	99	0	0	0	99	56	9	0	50	0	1	115	0	0	130	77	0	0	207	0	0	0	0	0	0	421
7:30 AM	0	0	131	0	0	2	131	48	11	1	48	0	3	108	0	0	176	102	0	0	278	0	0	0	0	0	0	517
7:45 AM	0	0	169	0	0	0	169	51	10	3	91	0	0	155	0	0	215	116	0	0	331	0	0	0	0	0	0	655
Hourly Total	0	0	489	0	0	2	489	191	42	4	228	0	5	465	0	0	663	361	0	0	1024	0	0	0	0	0	0	1978
8:00 AM	0	0	146	0	0	0	146	84	3	0	67	0	0	154	0	0	223	76	0	0	299	0	0	0	0	0	0	599
8:15 AM	0	0	138	0	0	0	138	36	20	1	58	0	1	115	0	0	215	79	0	0	294	0	0	0	0	0	0	547
8:30 AM	0	0	169	0	0	2	169	52	5	1	67	0	3	125	0	0	213	84	0	0	297	0	0	0	0	0	0	591
8:45 AM	0	0	140	0	0	0	140	62	2	0	84	0	1	148	0	0	197	92	0	0	289	0	0	0	0	0	0	577
Hourly Total	0	0	593	0	0	2	593	234	30	2	276	0	5	542	0	0	848	331	0	0	1179	0	0	0	0	0	0	2314
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	0	165	0	1	2	166	35	11	2	20	0	0	68	0	0	206	85	0	0	291	0	0	0	0	0	0	525
11:15 AM	0	0	170	0	0	0	170	43	7	0	46	0	0	96	0	0	241	94	0	0	335	0	0	0	0	0	0	601
11:30 AM	0	0	173	0	3	0	176	35	16	0	50	0	0	101	0	0	216	91	1	0	308	0	0	0	0	0	0	585
11:45 AM	0	0	191	0	0	0	191	48	12	1	69	0	0	130	0	0	220	90	0	0	310	0	0	0	0	0	0	631
Hourly Total	0	0	699	0	4	2	703	161	46	3	185	0	0	395	0	0	883	360	1	0	1244	0	0	0	0	0	0	2342
12:00 PM	0	0	206	0	0	0	206	42	9	1	57	0	0	109	0	0	259	93	1	0	353	0	0	0	0	0	0	668
12:15 PM	0	0	198	0	0	0	198	56	4	0	56	0	0	116	0	0	247	100	0	0	347	0	0	0	0	0	0	661
12:30 PM	0	0	205	0	1	0	206	54	3	2	55	0	0	114	0	0	214	92	0	0	306	0	0	0	0	0	0	626
12:45 PM	0	0	189	0	0	0	189	59	3	1	68	0	1	131	0	0	224	79	0	0	303	0	0	0	0	0	0	623
Hourly Total	0	0	798	0	1	0	799	211	19	4	236	0	1	470	0	0	944	364	1	0	1309	0	0	0	0	0	0	2578
1:00 PM	0	0	195	0	0	0	195	44	5	0	54	0	0	103	0	0	226	100	0	0	326	0	0	0	0	0	0	624
1:15 PM	0	0	152	0	0	0	152	50	5	0	60	0	0	115	0	0	227	96	0	0	323	0	0	0	0	0	0	590
1:30 PM	0	0	185	0	1	0	186	51	12	0	55	0	1	118	0	0	231	111	0	0	342	0	0	0	0	0	0	646
1:45 PM	0	0	201	0	0	0	201	32	13	0	64	0	0	109	0	0	235	109	0	0	344	0	0	0	0	0	0	654
Hourly Total	0	0	733	0	1	0	734	177	35	0	233	0	1	445	0	0	919	416	0	0	1335	0	0	0	0	0	0	2514
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	0	192	0	0	0	193	44	5	0	59	0	2	108	0	0	226	110	0	0	336	0	0	0	0	0	0	637
3:15 PM	0	0	213	0	0	0	213	91	9	0	71	0	0	171	0	0	289	124	0	0	413	0	0	0	0	0	0	797
3:30 PM	0	0	215	0	1	0	216	65	14	0	78	0	0	157	0	0	283	106	0	0	389	0	0	0	0	0	0	762

3:45 PM	0	0	199	0	0	0	199	79	8	0	63	0	0	150	0	0	300	118	0	0	418	0	0	0	0	0	0	767
Hourly Total	1	0	819	0	1	0	821	279	36	0	271	0	2	586	0	0	1098	458	0	0	1556	0	0	0	0	0	0	2963
4:00 PM	0	0	231	0	0	0	231	69	10	2	61	0	1	142	0	0	291	122	0	0	413	0	0	0	0	0	0	786
4:15 PM	0	0	197	0	0	0	197	63	2	0	62	0	0	127	0	0	283	115	3	0	401	0	0	0	0	0	0	725
4:30 PM	0	0	243	0	0	0	243	59	8	0	74	0	2	141	0	0	237	123	0	0	360	0	0	0	0	0	0	744
4:45 PM	0	0	235	0	0	0	235	60	9	0	51	0	2	120	0	0	262	118	1	0	381	0	0	0	0	0	0	736
Hourly Total	0	0	906	0	0	0	906	251	29	2	248	0	5	530	0	0	1073	478	4	0	1555	0	0	0	0	0	0	2991
5:00 PM	1	0	226	0	0	0	227	48	8	0	64	0	0	120	0	0	263	127	0	0	390	0	0	0	0	0	0	737
5:15 PM	0	0	272	0	0	1	272	62	3	0	70	0	1	135	0	0	278	115	0	0	393	0	0	0	0	0	0	800
5:30 PM	0	0	201	0	0	0	201	55	10	0	57	0	2	122	0	0	236	111	0	0	347	0	0	0	0	0	0	670
5:45 PM	0	0	211	0	0	1	211	39	8	0	48	0	0	95	0	0	226	114	0	0	340	0	0	0	0	0	0	646
Hourly Total	1	0	910	0	0	2	911	204	29	0	239	0	3	472	0	0	1003	467	0	0	1470	0	0	0	0	0	0	2853
Grand Total	2	0	6180	0	7	8	6189	1824	297	16	2045	0	22	4182	0	0	7766	3415	6	0	11187	0	0	0	0	0	0	21558
Approach %	0.0	0.0	99.9	0.0	0.1	-	-	43.6	7.1	0.4	48.9	0.0	-	-	0.0	0.0	69.4	30.5	0.1	-	-	0.0	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	28.7	0.0	0.0	-	28.7	8.5	1.4	0.1	9.5	0.0	-	19.4	0.0	0.0	36.0	15.8	0.0	-	51.9	0.0	0.0	0.0	0.0	0.0	0.0	-
Lights	1	0	6032	0	7	-	6040	1747	296	11	2015	0	-	4069	0	0	7569	3335	6	-	10910	0	0	0	0	0	0	21019
% Lights	50.0	-	97.6	-	100.0	-	97.6	95.8	99.7	68.8	98.5	-	-	97.3	-	-	97.5	97.7	100.0	-	97.5	-	-	-	-	-	-	97.5
Mediums	1	0	129	0	0	-	130	66	0	5	28	0	-	99	0	0	167	58	0	-	225	0	0	0	0	0	0	454
% Mediums	50.0	-	2.1	-	0.0	-	2.1	3.6	0.0	31.3	1.4	-	-	2.4	-	-	2.2	1.7	0.0	-	2.0	-	-	-	-	-	-	2.1
Articulated Trucks	0	0	16	0	0	-	16	11	1	0	2	0	-	14	0	0	26	22	0	-	48	0	0	0	0	0	0	78
% Articulated Trucks	0.0	-	0.3	-	0.0	-	0.3	0.6	0.3	0.0	0.1	-	-	0.3	-	-	0.3	0.6	0.0	-	0.4	-	-	-	-	-	-	0.4
Bicycles on Road	0	0	3	0	0	-	3	0	0	0	0	0	-	0	0	0	4	0	0	-	4	0	0	0	0	0	0	7
% Bicycles on Road	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.1	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	18.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	-	18	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	81.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
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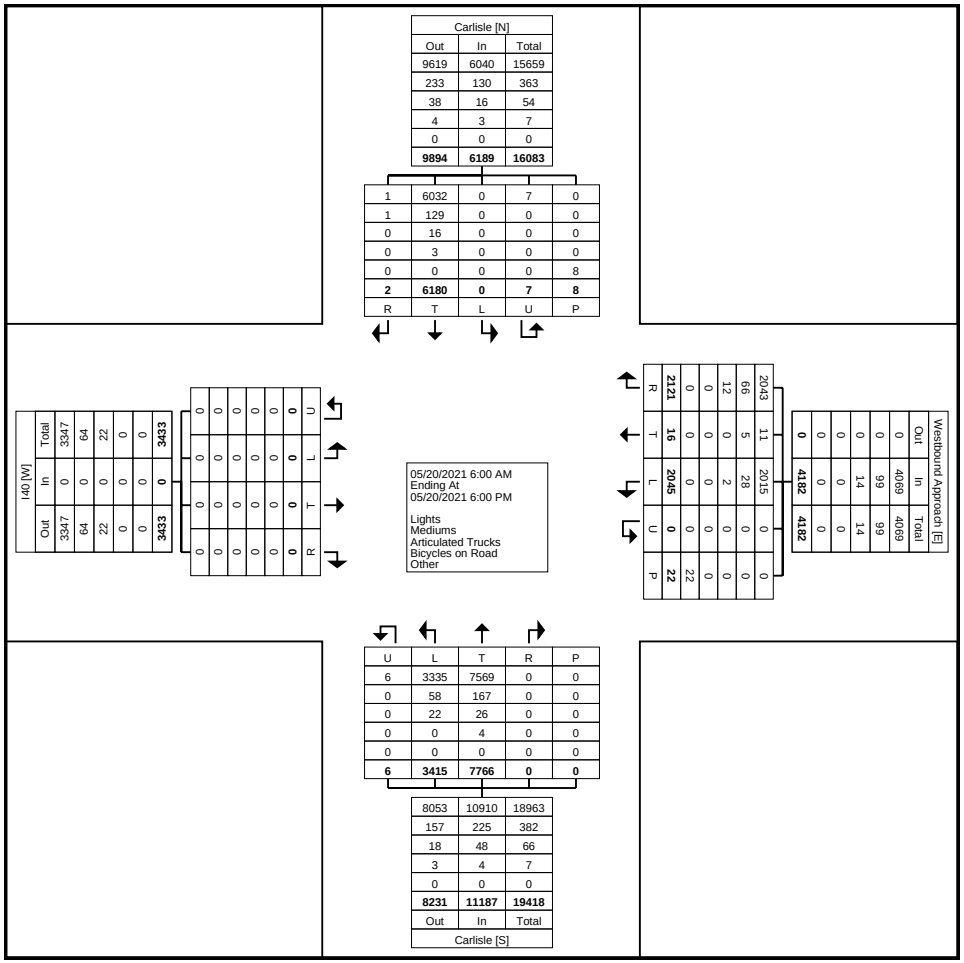
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAX6
Start Date: 05/20/2021



Turning Movement Data Plot

Lee Engineering, LLC
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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAX6
Start Date: 05/20/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound							Westbound Approach Westbound							Carlisle Northbound							I40 Eastbound						
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Int. Total
7:45 AM	0	0	169	0	0	0	169	51	10	3	91	0	0	155	0	0	215	116	0	0	331	0	0	0	0	0	0	655
8:00 AM	0	0	146	0	0	0	146	84	3	0	67	0	0	154	0	0	223	76	0	0	299	0	0	0	0	0	0	599
8:15 AM	0	0	138	0	0	0	138	36	20	1	58	0	1	115	0	0	215	79	0	0	294	0	0	0	0	0	0	547
8:30 AM	0	0	169	0	0	2	169	52	5	1	67	0	3	125	0	0	213	84	0	0	297	0	0	0	0	0	0	591
Total	0	0	622	0	0	2	622	223	38	5	283	0	4	549	0	0	866	355	0	0	1221	0	0	0	0	0	0	2392
Approach %	0.0	0.0	100.0	0.0	0.0	-	-	40.6	6.9	0.9	51.5	0.0	-	-	0.0	0.0	70.9	29.1	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	26.0	0.0	0.0	-	26.0	9.3	1.6	0.2	11.8	0.0	-	23.0	0.0	0.0	36.2	14.8	0.0	-	51.0	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.920	0.000	0.000	-	0.920	0.664	0.475	0.417	0.777	0.000	-	0.885	0.000	0.000	0.971	0.765	0.000	-	0.922	0.000	0.000	0.000	0.000	0.000	0.000	0.913
Lights	0	0	601	0	0	-	601	211	38	3	281	0	-	533	0	0	836	343	0	-	1179	0	0	0	0	0	0	2313
% Lights	-	-	96.6	-	-	-	96.6	94.6	100.0	60.0	99.3	-	-	97.1	-	-	96.5	96.6	-	-	96.6	-	-	-	-	-	-	96.7
Mediums	0	0	17	0	0	-	17	10	0	2	2	0	-	14	0	0	22	11	0	-	33	0	0	0	0	0	0	64
% Mediums	-	-	2.7	-	-	-	2.7	4.5	0.0	40.0	0.7	-	-	2.6	-	-	2.5	3.1	-	-	2.7	-	-	-	-	-	-	2.7
Articulated Trucks	0	0	4	0	0	-	4	2	0	0	0	0	-	2	0	0	8	1	0	-	9	0	0	0	0	0	0	15
% Articulated Trucks	-	-	0.6	-	-	-	0.6	0.9	0.0	0.0	0.0	-	-	0.4	-	-	0.9	0.3	-	-	0.7	-	-	-	-	-	-	0.6
Bicycles on Road	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
% Bicycles on Road	-	-	0.0	-	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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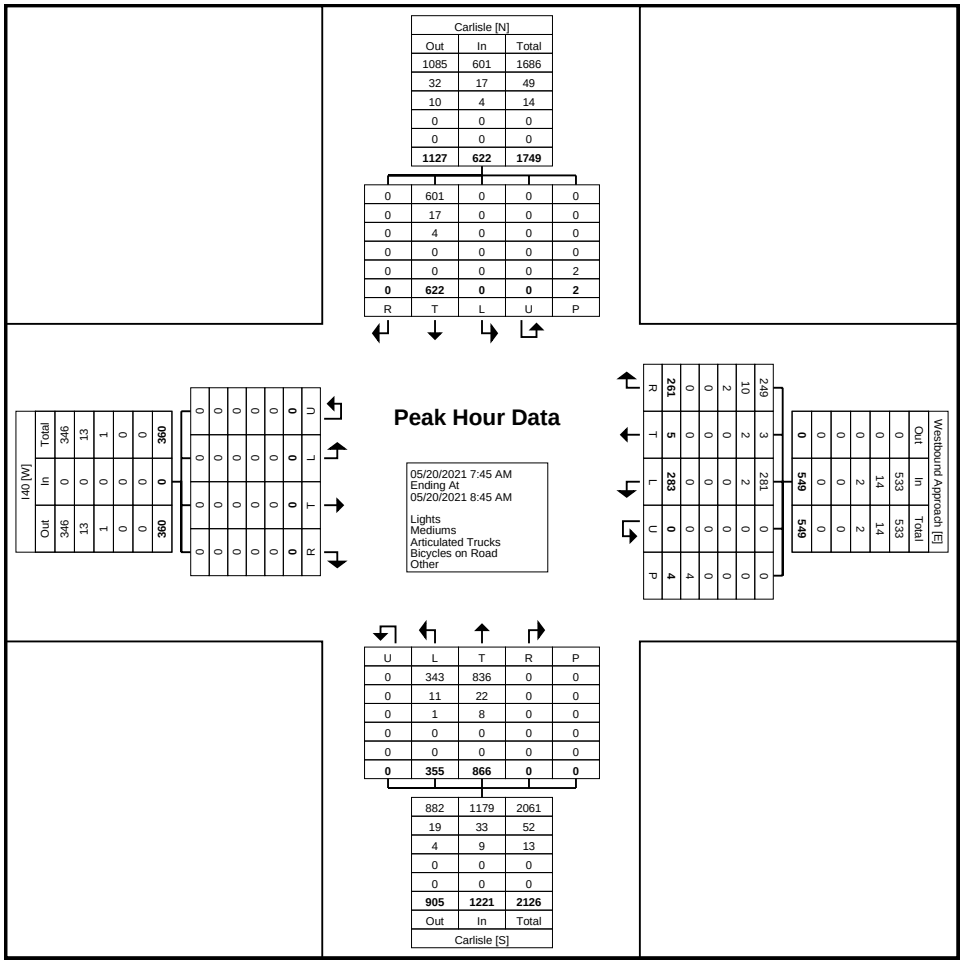

Turning Movement Peak Hour Data Plot (7:45 AM)

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Count Name: NM299.03
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Start Date: 05/20/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound							Westbound Approach Westbound							Carlisle Northbound							I40 Eastbound						
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Int. Total
11:00 AM	0	0	165	0	1	2	166	35	11	2	20	0	0	68	0	0	206	85	0	0	291	0	0	0	0	0	0	525
11:15 AM	0	0	170	0	0	0	170	43	7	0	46	0	0	96	0	0	241	94	0	0	335	0	0	0	0	0	0	601
11:30 AM	0	0	173	0	3	0	176	35	16	0	50	0	0	101	0	0	216	91	1	0	308	0	0	0	0	0	0	585
11:45 AM	0	0	191	0	0	0	191	48	12	1	69	0	0	130	0	0	220	90	0	0	310	0	0	0	0	0	0	631
Total	0	0	699	0	4	2	703	161	46	3	185	0	0	395	0	0	883	360	1	0	1244	0	0	0	0	0	0	2342
Approach %	0.0	0.0	99.4	0.0	0.6	-	-	40.8	11.6	0.8	46.8	0.0	-	-	0.0	0.0	71.0	28.9	0.1	-	-	0.0	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	29.8	0.0	0.2	-	30.0	6.9	2.0	0.1	7.9	0.0	-	16.9	0.0	0.0	37.7	15.4	0.0	-	53.1	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.915	0.000	0.333	-	0.920	0.839	0.719	0.375	0.670	0.000	-	0.760	0.000	0.000	0.916	0.957	0.250	-	0.928	0.000	0.000	0.000	0.000	0.000	0.000	0.928
Lights	0	0	688	0	4	-	692	158	46	2	180	0	-	386	0	0	854	346	1	-	1201	0	0	0	0	0	0	2279
% Lights	-	-	98.4	-	100.0	-	98.4	98.1	100.0	66.7	97.3	-	-	97.7	-	-	96.7	96.1	100.0	-	96.5	-	-	-	-	-	-	97.3
Mediums	0	0	11	0	0	-	11	3	0	1	4	0	-	8	0	0	25	9	0	-	34	0	0	0	0	0	0	53
% Mediums	-	-	1.6	-	0.0	-	1.6	1.9	0.0	33.3	2.2	-	-	2.0	-	-	2.8	2.5	0.0	-	2.7	-	-	-	-	-	-	2.3
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	1	0	-	1	0	0	4	5	0	-	9	0	0	0	0	0	0	10
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.5	-	-	0.3	-	-	0.5	1.4	0.0	-	0.7	-	-	-	-	-	-	0.4
Bicycles on Road	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
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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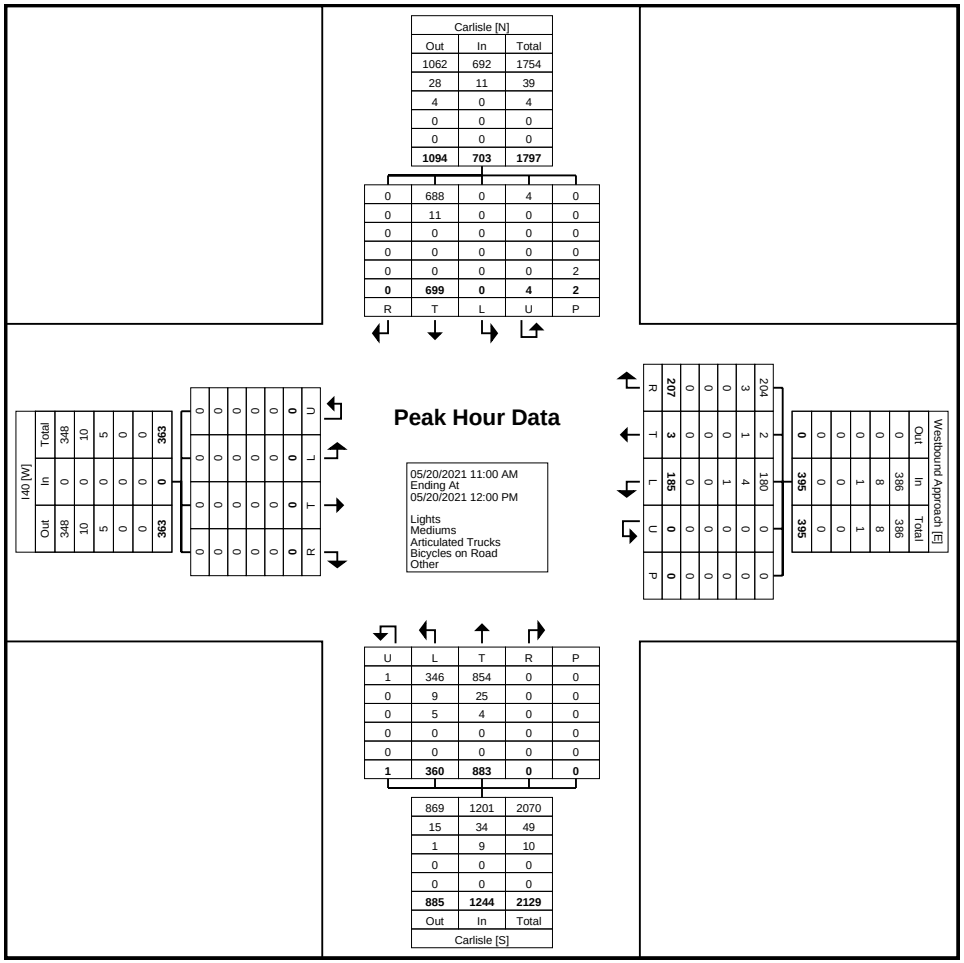
Start Date: 05/20/2021



Turning Movement Peak Hour Data Plot (11:00 AM)

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Count Name: NM299.03
Site Code: SCUAX6
Start Date: 05/20/2021

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Carlisle Southbound							Westbound Approach Westbound							Carlisle Northbound							I40 Eastbound						
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Int. Total
12:00 PM	0	0	206	0	0	0	206	42	9	1	57	0	0	109	0	0	259	93	1	0	353	0	0	0	0	0	0	668
12:15 PM	0	0	198	0	0	0	198	56	4	0	56	0	0	116	0	0	247	100	0	0	347	0	0	0	0	0	0	661
12:30 PM	0	0	205	0	1	0	206	54	3	2	55	0	0	114	0	0	214	92	0	0	306	0	0	0	0	0	0	626
12:45 PM	0	0	189	0	0	0	189	59	3	1	68	0	1	131	0	0	224	79	0	0	303	0	0	0	0	0	0	623
Total	0	0	798	0	1	0	799	211	19	4	236	0	1	470	0	0	944	364	1	0	1309	0	0	0	0	0	0	2578
Approach %	0.0	0.0	99.9	0.0	0.1	-	-	44.9	4.0	0.9	50.2	0.0	-	-	0.0	0.0	72.1	27.8	0.1	-	-	0.0	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	31.0	0.0	0.0	-	31.0	8.2	0.7	0.2	9.2	0.0	-	18.2	0.0	0.0	36.6	14.1	0.0	-	50.8	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.968	0.000	0.250	-	0.970	0.894	0.528	0.500	0.868	0.000	-	0.897	0.000	0.000	0.911	0.910	0.250	-	0.927	0.000	0.000	0.000	0.000	0.000	0.000	0.965
Lights	0	0	778	0	1	-	779	205	19	3	232	0	-	459	0	0	929	353	1	-	1283	0	0	0	0	0	0	2521
% Lights	-	-	97.5	-	100.0	-	97.5	97.2	100.0	75.0	98.3	-	-	97.7	-	-	98.4	97.0	100.0	-	98.0	-	-	-	-	-	-	97.8
Mediums	0	0	18	0	0	-	18	4	0	1	4	0	-	9	0	0	13	8	0	-	21	0	0	0	0	0	0	48
% Mediums	-	-	2.3	-	0.0	-	2.3	1.9	0.0	25.0	1.7	-	-	1.9	-	-	1.4	2.2	0.0	-	1.6	-	-	-	-	-	-	1.9
Articulated Trucks	0	0	1	0	0	-	1	2	0	0	0	0	-	2	0	0	2	3	0	-	5	0	0	0	0	0	0	8
% Articulated Trucks	-	-	0.1	-	0.0	-	0.1	0.9	0.0	0.0	0.0	-	-	0.4	-	-	0.2	0.8	0.0	-	0.4	-	-	-	-	-	-	0.3
Bicycles on Road	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	1
% Bicycles on Road	-	-	0.1	-	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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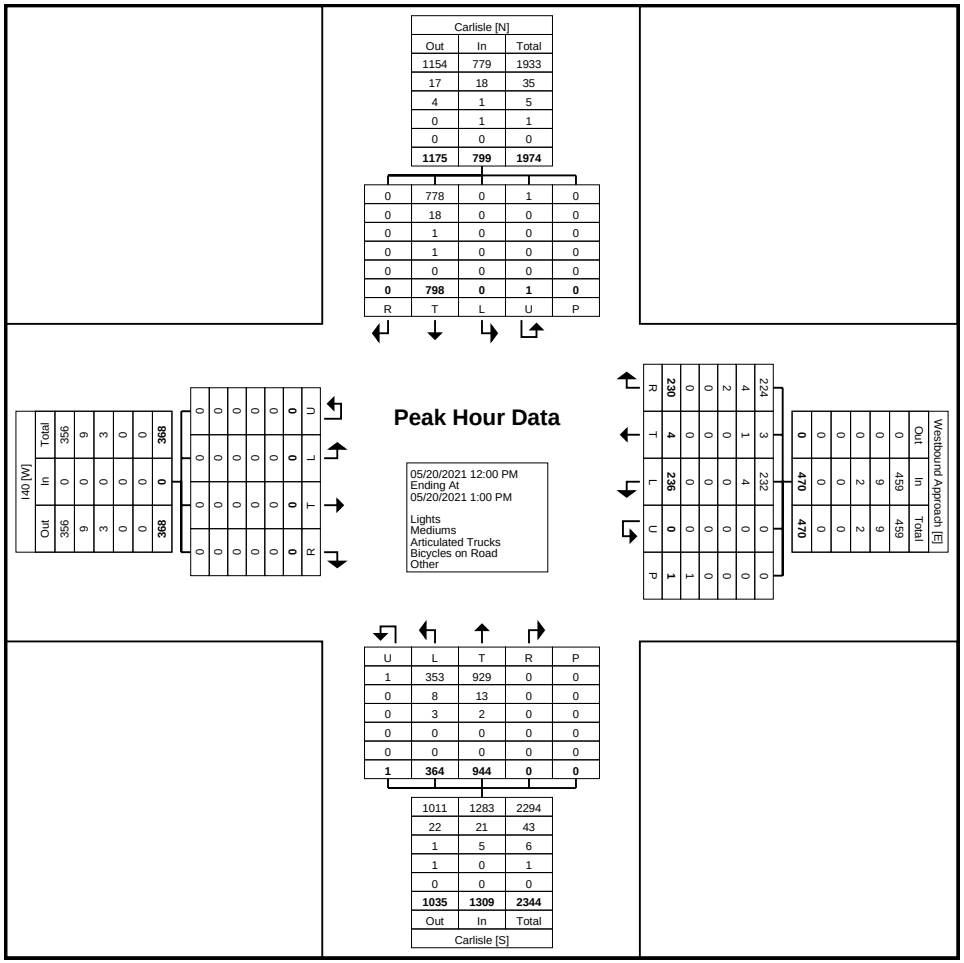

Turning Movement Peak Hour Data Plot (12:00 PM)

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Count Name: NM299.03
Site Code: SCUAX6
Start Date: 05/20/2021

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Carlisle Southbound							Westbound Approach Westbound							Carlisle Northbound							I40 Eastbound						
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	App. Total	Int. Total
3:15 PM	0	0	213	0	0	0	213	91	9	0	71	0	0	171	0	0	289	124	0	0	413	0	0	0	0	0	0	797
3:30 PM	0	0	215	0	1	0	216	65	14	0	78	0	0	157	0	0	283	106	0	0	389	0	0	0	0	0	0	762
3:45 PM	0	0	199	0	0	0	199	79	8	0	63	0	0	150	0	0	300	118	0	0	418	0	0	0	0	0	0	767
4:00 PM	0	0	231	0	0	0	231	69	10	2	61	0	1	142	0	0	291	122	0	0	413	0	0	0	0	0	0	786
Total	0	0	858	0	1	0	859	304	41	2	273	0	1	620	0	0	1163	470	0	0	1633	0	0	0	0	0	0	3112
Approach %	0.0	0.0	99.9	0.0	0.1	-	-	49.0	6.6	0.3	44.0	0.0	-	-	0.0	0.0	71.2	28.8	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	27.6	0.0	0.0	-	27.6	9.8	1.3	0.1	8.8	0.0	-	19.9	0.0	0.0	37.4	15.1	0.0	-	52.5	0.0	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.929	0.000	0.250	-	0.930	0.835	0.732	0.250	0.875	0.000	-	0.906	0.000	0.000	0.969	0.948	0.000	-	0.977	0.000	0.000	0.000	0.000	0.000	0.000	0.976
Lights	0	0	844	0	1	-	845	282	41	2	268	0	-	593	0	0	1136	459	0	-	1595	0	0	0	0	0	0	3033
% Lights	-	-	98.4	-	100.0	-	98.4	92.8	100.0	100.0	98.2	-	-	95.6	-	-	97.7	97.7	-	-	97.7	-	-	-	-	-	-	97.5
Mediums	0	0	11	0	0	-	11	21	0	0	5	0	-	26	0	0	24	7	0	-	31	0	0	0	0	0	0	68
% Mediums	-	-	1.3	-	0.0	-	1.3	6.9	0.0	0.0	1.8	-	-	4.2	-	-	2.1	1.5	-	-	1.9	-	-	-	-	-	-	2.2
Articulated Trucks	0	0	3	0	0	-	3	1	0	0	0	0	-	1	0	0	3	4	0	-	7	0	0	0	0	0	0	11
% Articulated Trucks	-	-	0.3	-	0.0	-	0.3	0.3	0.0	0.0	0.0	-	-	0.2	-	-	0.3	0.9	-	-	0.4	-	-	-	-	-	-	0.4
Bicycles on Road	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
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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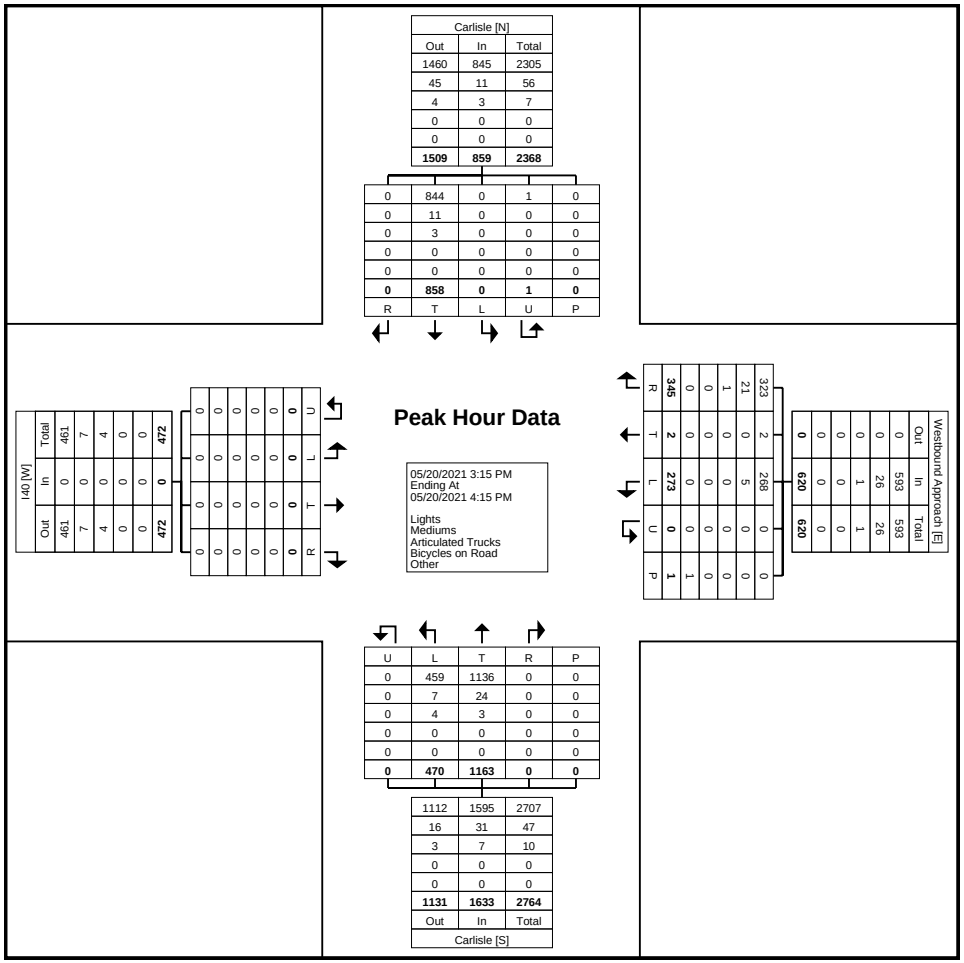

Turning Movement Peak Hour Data Plot (3:15 PM)

Lee Engineering, LLC
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Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/20/2021

Turning Movement Data

Start Time	Carlisle Southbound					Carlisle Northbound					WB I40 Eastbound					
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Int. Total
6:00 AM	41	42	0	0	83	80	0	0	0	80	0	0	0	0	0	163
6:15 AM	35	52	0	1	87	88	0	0	0	88	0	0	0	0	0	175
6:30 AM	46	60	0	0	106	126	0	0	0	126	0	0	0	0	0	232
6:45 AM	39	80	0	0	119	193	0	0	0	193	0	0	0	0	0	312
Hourly Total	161	234	0	1	395	487	0	0	0	487	0	0	0	0	0	882
7:00 AM	49	88	0	0	137	190	0	0	0	190	0	0	0	0	0	327
7:15 AM	53	106	0	0	159	194	0	0	0	194	0	0	0	0	0	353
7:30 AM	73	146	0	0	219	254	0	0	0	254	0	0	0	0	0	473
7:45 AM	69	160	0	0	229	311	0	0	0	311	0	0	0	0	0	540
Hourly Total	244	500	0	0	744	949	0	0	0	949	0	0	0	0	0	1693
8:00 AM	61	142	0	0	203	295	0	0	0	295	0	0	0	1	0	498
8:15 AM	61	152	0	0	213	249	0	0	0	249	0	0	0	0	0	462
8:30 AM	62	153	0	0	215	273	0	0	0	273	0	0	0	0	0	488
8:45 AM	65	126	0	0	191	279	0	0	1	279	0	0	0	1	0	470
Hourly Total	249	573	0	0	822	1096	0	0	1	1096	0	0	0	2	0	1918
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	107	171	0	0	278	253	0	0	0	253	0	0	0	0	0	531
11:15 AM	96	175	0	0	271	266	0	0	0	266	0	0	0	0	0	537
11:30 AM	90	181	0	0	271	255	0	0	0	255	0	0	0	0	0	526
11:45 AM	102	198	0	0	300	275	0	0	0	275	0	0	0	0	0	575
Hourly Total	395	725	0	0	1120	1049	0	0	0	1049	0	0	0	0	0	2169
12:00 PM	91	207	0	0	298	295	0	0	0	295	0	0	0	0	0	593
12:15 PM	116	190	0	0	306	319	0	0	0	319	0	0	0	0	0	625
12:30 PM	100	180	0	0	280	278	0	0	0	278	0	0	0	0	0	558
12:45 PM	113	207	0	0	320	294	0	0	0	294	0	0	0	0	0	614
Hourly Total	420	784	0	0	1204	1186	0	0	0	1186	0	0	0	0	0	2390
1:00 PM	133	189	0	0	322	289	0	0	0	289	0	0	0	0	0	611
1:15 PM	105	153	0	0	258	280	0	0	0	280	0	0	0	0	0	538
1:30 PM	91	182	0	0	273	302	0	0	0	302	0	0	0	0	0	575
1:45 PM	112	198	0	0	310	281	0	0	0	281	0	0	0	0	0	591
Hourly Total	441	722	0	0	1163	1152	0	0	0	1152	0	0	0	0	0	2315
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	112	188	0	0	300	263	0	0	0	263	0	0	0	0	0	563
3:15 PM	124	201	0	1	325	374	0	0	0	374	0	0	0	0	0	699
3:30 PM	144	226	0	0	370	358	0	0	0	358	0	0	0	0	0	728
3:45 PM	109	196	0	0	305	353	0	0	0	353	0	0	0	0	0	658

Hourly Total	489	811	0	1	1300	1348	0	0	0	1348	0	0	0	0	0	2648
4:00 PM	134	228	0	0	362	349	0	0	0	349	0	0	0	0	0	711
4:15 PM	136	200	0	0	336	335	0	0	0	335	0	0	0	0	0	671
4:30 PM	125	249	0	0	374	300	0	0	0	300	0	0	0	0	0	674
4:45 PM	131	222	0	0	353	322	0	0	0	322	0	0	0	0	0	675
Hourly Total	526	899	0	0	1425	1306	0	0	0	1306	0	0	0	0	0	2731
5:00 PM	140	261	0	0	401	322	0	0	0	322	0	0	0	0	0	723
5:15 PM	111	233	0	0	344	325	0	0	0	325	0	0	0	0	0	669
5:30 PM	121	225	0	0	346	285	0	0	0	285	0	0	0	0	0	631
5:45 PM	97	179	0	0	276	241	0	0	0	241	0	0	0	0	0	517
Hourly Total	469	898	0	0	1367	1173	0	0	0	1173	0	0	0	0	0	2540
Grand Total	3394	6146	0	2	9540	9746	0	0	1	9746	0	0	0	2	0	19286
Approach %	35.6	64.4	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	17.6	31.9	0.0	-	49.5	50.5	0.0	0.0	-	50.5	0.0	0.0	0.0	-	0.0	-
Lights	3297	5991	0	-	9288	9501	0	0	-	9501	0	0	0	-	0	18789
% Lights	97.1	97.5	-	-	97.4	97.5	-	-	-	97.5	-	-	-	-	-	97.4
Mediums	78	137	0	-	215	202	0	0	-	202	0	0	0	-	0	417
% Mediums	2.3	2.2	-	-	2.3	2.1	-	-	-	2.1	-	-	-	-	-	2.2
Articulated Trucks	19	15	0	-	34	40	0	0	-	40	0	0	0	-	0	74
% Articulated Trucks	0.6	0.2	-	-	0.4	0.4	-	-	-	0.4	-	-	-	-	-	0.4
Bicycles on Road	0	3	0	-	3	3	0	0	-	3	0	0	0	-	0	6
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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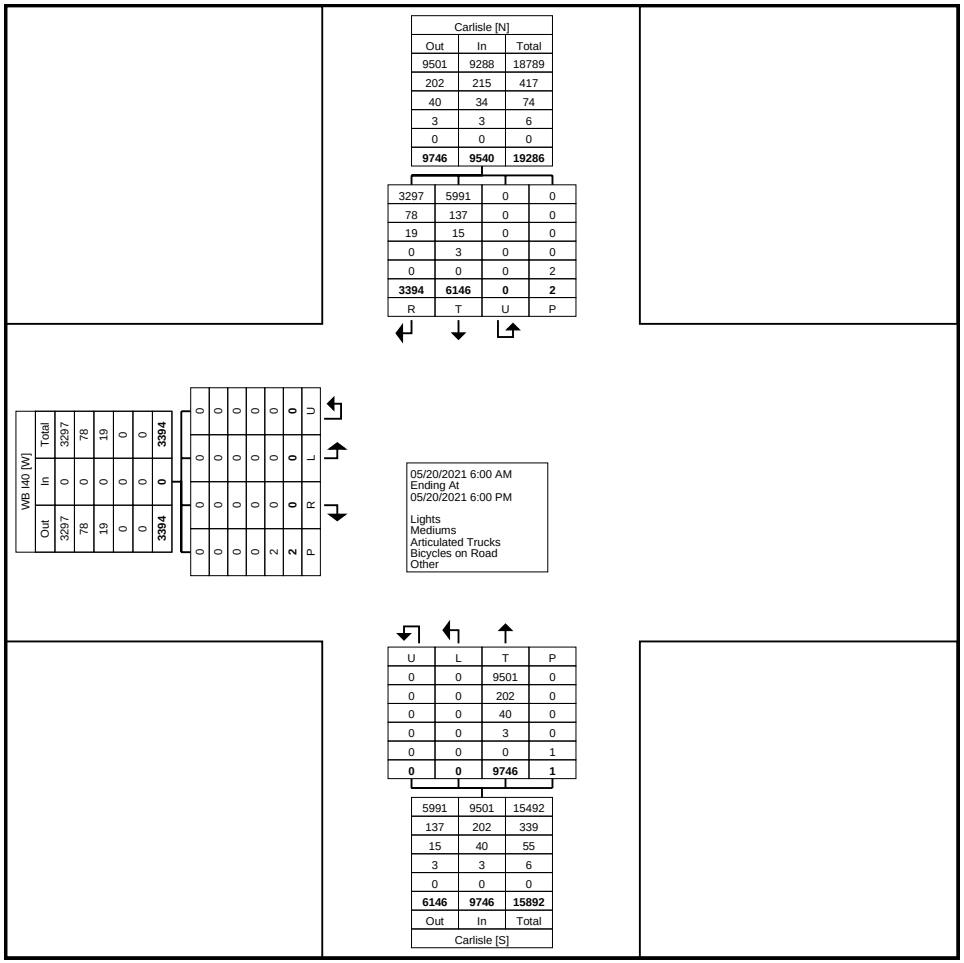
Start Date: 05/20/2021



Turning Movement Data Plot

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Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/20/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound					Carlisle Northbound					WB I40 Eastbound					
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	69	160	0	0	229	311	0	0	0	311	0	0	0	0	0	540
8:00 AM	61	142	0	0	203	295	0	0	0	295	0	0	0	1	0	498
8:15 AM	61	152	0	0	213	249	0	0	0	249	0	0	0	0	0	462
8:30 AM	62	153	0	0	215	273	0	0	0	273	0	0	0	0	0	488
Total	253	607	0	0	860	1128	0	0	0	1128	0	0	0	1	0	1988
Approach %	29.4	70.6	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	12.7	30.5	0.0	-	43.3	56.7	0.0	0.0	-	56.7	0.0	0.0	0.0	-	0.0	-
PHF	0.917	0.948	0.000	-	0.939	0.907	0.000	0.000	-	0.907	0.000	0.000	0.000	-	0.000	0.920
Lights	237	585	0	-	822	1087	0	0	-	1087	0	0	0	-	0	1909
% Lights	93.7	96.4	-	-	95.6	96.4	-	-	-	96.4	-	-	-	-	-	96.0
Mediums	9	19	0	-	28	28	0	0	-	28	0	0	0	-	0	56
% Mediums	3.6	3.1	-	-	3.3	2.5	-	-	-	2.5	-	-	-	-	-	2.8
Articulated Trucks	7	3	0	-	10	12	0	0	-	12	0	0	0	-	0	22
% Articulated Trucks	2.8	0.5	-	-	1.2	1.1	-	-	-	1.1	-	-	-	-	-	1.1
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	-	-	0.0	0.1	-	-	-	0.1	-	-	-	-	-	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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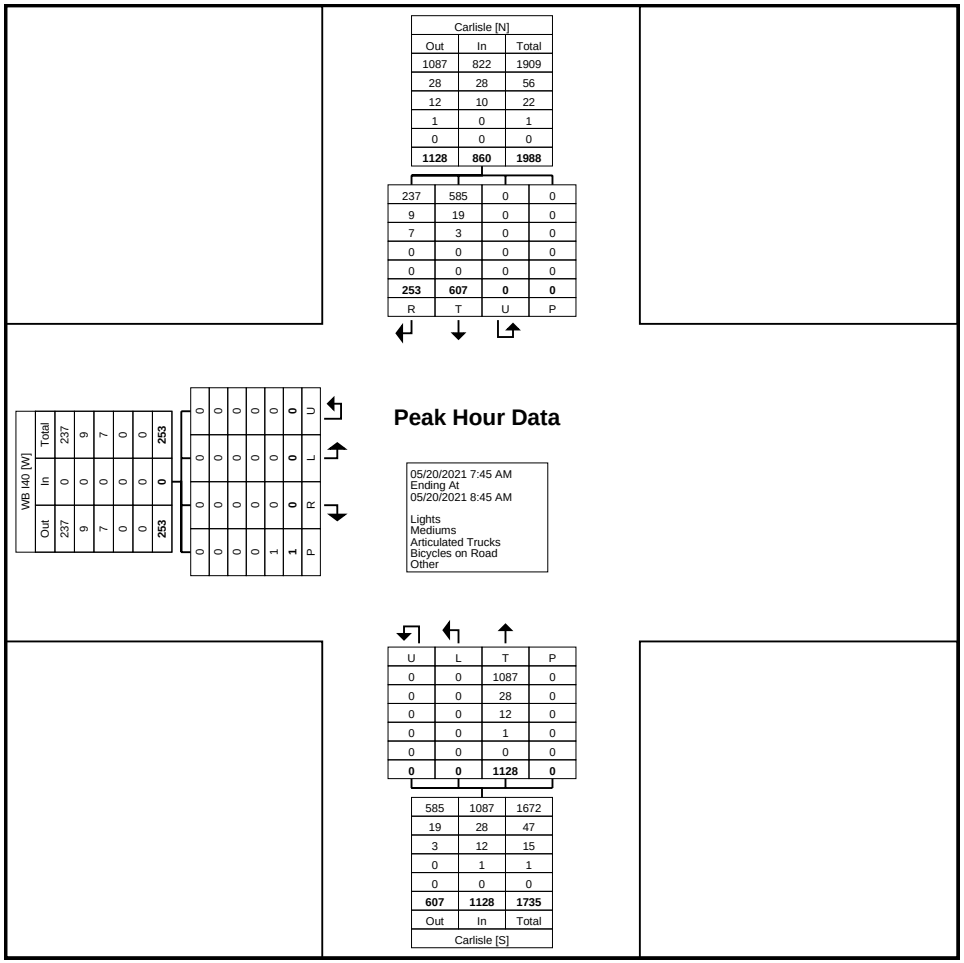

Turning Movement Peak Hour Data Plot (7:45 AM)

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Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/20/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound					Carlisle Northbound					WB I40 Eastbound					
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Int. Total
11:00 AM	107	171	0	0	278	253	0	0	0	253	0	0	0	0	0	531
11:15 AM	96	175	0	0	271	266	0	0	0	266	0	0	0	0	0	537
11:30 AM	90	181	0	0	271	255	0	0	0	255	0	0	0	0	0	526
11:45 AM	102	198	0	0	300	275	0	0	0	275	0	0	0	0	0	575
Total	395	725	0	0	1120	1049	0	0	0	1049	0	0	0	0	0	2169
Approach %	35.3	64.7	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	18.2	33.4	0.0	-	51.6	48.4	0.0	0.0	-	48.4	0.0	0.0	0.0	-	0.0	-
PHF	0.923	0.915	0.000	-	0.933	0.954	0.000	0.000	-	0.954	0.000	0.000	0.000	-	0.000	0.943
Lights	384	707	0	-	1091	1022	0	0	-	1022	0	0	0	-	0	2113
% Lights	97.2	97.5	-	-	97.4	97.4	-	-	-	97.4	-	-	-	-	-	97.4
Mediums	10	17	0	-	27	22	0	0	-	22	0	0	0	-	0	49
% Mediums	2.5	2.3	-	-	2.4	2.1	-	-	-	2.1	-	-	-	-	-	2.3
Articulated Trucks	1	1	0	-	2	5	0	0	-	5	0	0	0	-	0	7
% Articulated Trucks	0.3	0.1	-	-	0.2	0.5	-	-	-	0.5	-	-	-	-	-	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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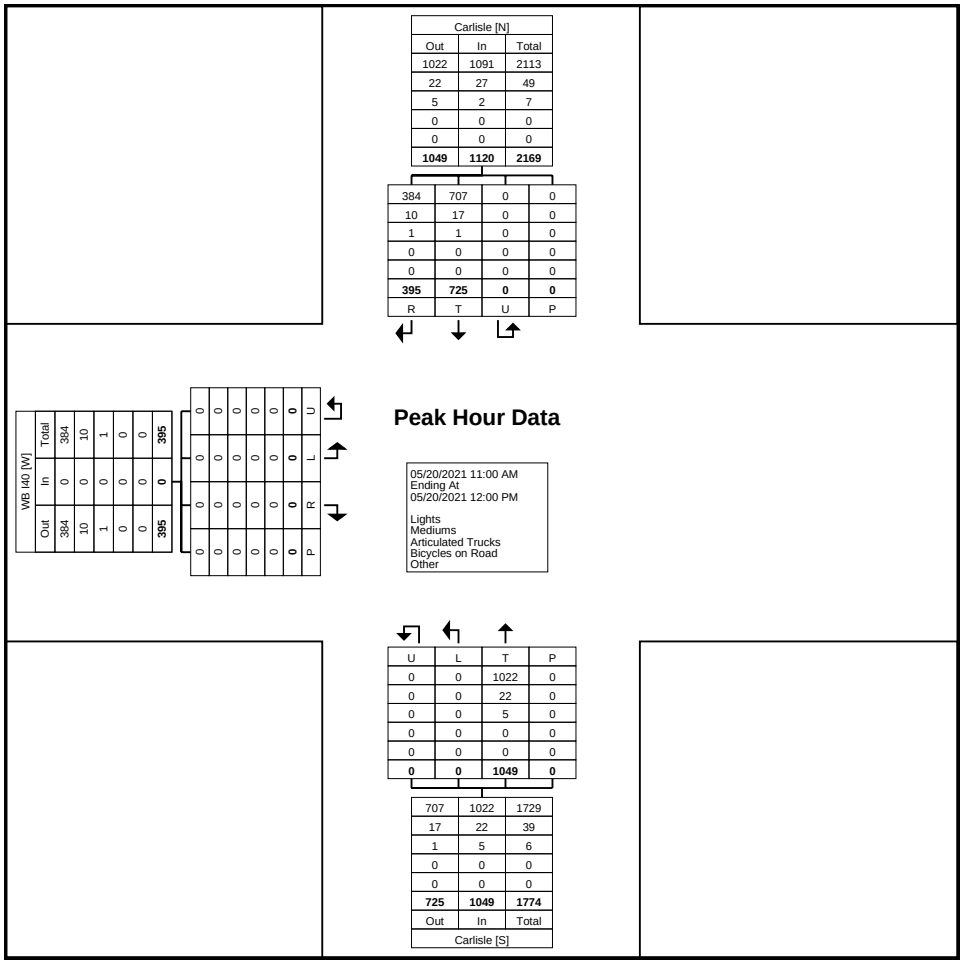
Start Date: 05/20/2021



Turning Movement Peak Hour Data Plot (11:00 AM)

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Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/20/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carlisle Southbound					Carlisle Northbound					WB I40 Eastbound					
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Int. Total
12:15 PM	116	190	0	0	306	319	0	0	0	319	0	0	0	0	0	625
12:30 PM	100	180	0	0	280	278	0	0	0	278	0	0	0	0	0	558
12:45 PM	113	207	0	0	320	294	0	0	0	294	0	0	0	0	0	614
1:00 PM	133	189	0	0	322	289	0	0	0	289	0	0	0	0	0	611
Total	462	766	0	0	1228	1180	0	0	0	1180	0	0	0	0	0	2408
Approach %	37.6	62.4	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	19.2	31.8	0.0	-	51.0	49.0	0.0	0.0	-	49.0	0.0	0.0	0.0	-	0.0	-
PHF	0.868	0.925	0.000	-	0.953	0.925	0.000	0.000	-	0.925	0.000	0.000	0.000	-	0.000	0.963
Lights	450	747	0	-	1197	1157	0	0	-	1157	0	0	0	-	0	2354
% Lights	97.4	97.5	-	-	97.5	98.1	-	-	-	98.1	-	-	-	-	-	97.8
Mediums	10	17	0	-	27	18	0	0	-	18	0	0	0	-	0	45
% Mediums	2.2	2.2	-	-	2.2	1.5	-	-	-	1.5	-	-	-	-	-	1.9
Articulated Trucks	2	1	0	-	3	5	0	0	-	5	0	0	0	-	0	8
% Articulated Trucks	0.4	0.1	-	-	0.2	0.4	-	-	-	0.4	-	-	-	-	-	0.3
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.1	-	-	0.1	0.0	-	-	-	0.0	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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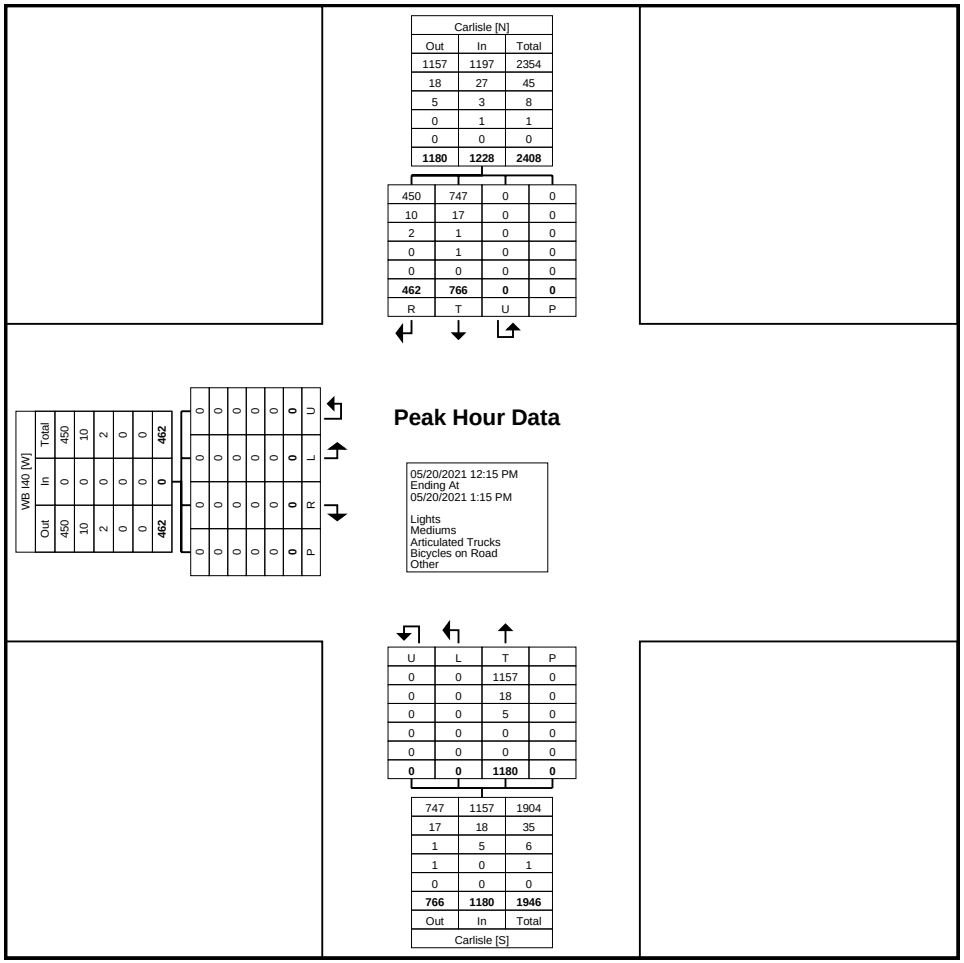

Turning Movement Peak Hour Data Plot (12:15 PM)

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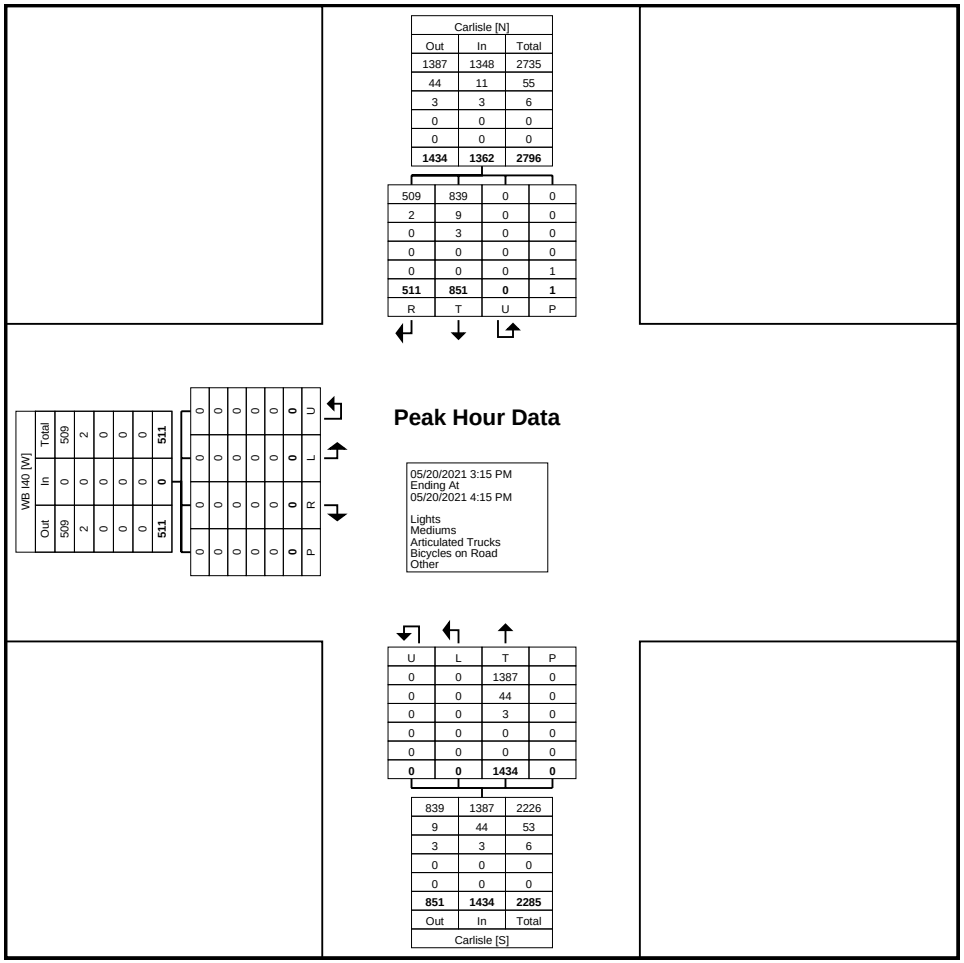
Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/20/2021

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Carlisle Southbound					Carlisle Northbound					WB I40 Eastbound					
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Int. Total
3:15 PM	124	201	0	1	325	374	0	0	0	374	0	0	0	0	0	699
3:30 PM	144	226	0	0	370	358	0	0	0	358	0	0	0	0	0	728
3:45 PM	109	196	0	0	305	353	0	0	0	353	0	0	0	0	0	658
4:00 PM	134	228	0	0	362	349	0	0	0	349	0	0	0	0	0	711
Total	511	851	0	1	1362	1434	0	0	0	1434	0	0	0	0	0	2796
Approach %	37.5	62.5	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	18.3	30.4	0.0	-	48.7	51.3	0.0	0.0	-	51.3	0.0	0.0	0.0	-	0.0	-
PHF	0.887	0.933	0.000	-	0.920	0.959	0.000	0.000	-	0.959	0.000	0.000	0.000	-	0.000	0.960
Lights	509	839	0	-	1348	1387	0	0	-	1387	0	0	0	-	0	2735
% Lights	99.6	98.6	-	-	99.0	96.7	-	-	-	96.7	-	-	-	-	-	97.8
Mediums	2	9	0	-	11	44	0	0	-	44	0	0	0	-	0	55
% Mediums	0.4	1.1	-	-	0.8	3.1	-	-	-	3.1	-	-	-	-	-	2.0
Articulated Trucks	0	3	0	-	3	3	0	0	-	3	0	0	0	-	0	6
% Articulated Trucks	0.0	0.4	-	-	0.2	0.2	-	-	-	0.2	-	-	-	-	-	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com



Turning Movement Peak Hour Data Plot (3:15 PM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021

Turning Movement Data

Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	5	4	31	6	0	0	46	5	4	40	13	0	0	62	2	11	50	23	0	0	86	13	3	15	3	0	0	34	228
6:15 AM	0	1	44	8	0	2	53	7	7	30	7	0	0	51	6	3	58	15	0	0	82	25	5	18	6	0	0	54	240
6:30 AM	5	2	76	7	0	3	90	7	6	51	18	0	2	82	8	6	81	22	0	2	117	12	5	23	3	0	1	43	332
6:45 AM	4	4	81	20	0	1	109	14	8	73	14	0	0	109	6	5	112	21	0	0	144	15	3	34	4	0	1	56	418
Hourly Total	14	11	232	41	0	6	298	33	25	194	52	0	2	304	22	25	301	81	0	2	429	65	16	90	16	0	2	187	1218
7:00 AM	9	2	109	18	0	0	138	11	10	68	14	0	0	103	8	4	84	29	0	2	125	23	3	39	7	0	3	72	438
7:15 AM	10	3	115	14	0	1	142	10	6	89	26	0	0	131	13	6	123	26	0	0	168	17	4	56	5	0	0	82	523
7:30 AM	9	4	128	23	0	0	164	29	6	106	21	0	0	162	23	9	152	43	1	0	228	21	4	65	17	0	1	107	661
7:45 AM	18	3	152	35	0	0	208	32	10	126	42	0	0	210	30	17	183	33	0	0	263	32	2	100	20	0	0	154	835
Hourly Total	46	12	504	90	0	1	652	82	32	389	103	0	0	606	74	36	542	131	1	2	784	93	13	260	49	0	4	415	2457
8:00 AM	9	4	128	37	0	0	178	26	7	103	41	0	0	177	31	9	168	39	0	1	247	19	11	78	8	0	0	116	718
8:15 AM	9	2	119	20	0	0	150	19	12	100	27	0	0	158	24	7	120	43	1	0	195	21	8	79	9	0	1	117	620
8:30 AM	11	3	118	40	0	1	172	25	10	86	28	0	1	149	25	5	143	48	1	0	222	34	5	86	16	0	1	141	684
8:45 AM	12	6	118	38	1	0	175	26	9	85	35	0	0	155	32	8	152	53	0	0	245	25	6	91	24	0	0	146	721
Hourly Total	41	15	483	135	1	1	675	96	38	374	131	0	1	639	112	29	583	183	2	1	909	99	30	334	57	0	2	520	2743
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	16	1	141	72	0	0	230	34	23	114	47	1	3	219	43	7	162	28	0	2	240	33	10	107	25	1	5	176	865
11:15 AM	12	4	146	80	1	0	243	45	23	118	46	0	1	232	40	3	140	46	1	2	230	29	10	119	24	0	3	182	887
11:30 AM	21	1	177	59	0	1	258	43	14	128	56	0	5	241	59	3	145	47	2	0	256	24	7	125	26	0	5	182	937
11:45 AM	17	2	176	62	0	4	257	50	18	139	57	1	1	265	59	9	160	44	1	1	273	35	2	137	32	0	1	206	1001
Hourly Total	66	8	640	273	1	5	988	172	78	499	206	2	10	957	201	22	607	165	4	5	999	121	29	488	107	1	14	746	3690
12:00 PM	22	4	168	73	1	3	268	53	15	160	51	0	1	279	44	16	158	32	3	1	253	33	7	137	21	2	1	200	1000
12:15 PM	25	6	170	81	0	1	282	45	8	162	61	0	1	276	39	14	157	50	0	1	260	38	10	135	23	0	2	206	1024
12:30 PM	32	1	167	92	1	0	293	55	16	155	55	1	1	282	41	10	158	61	2	0	272	27	6	126	22	1	1	182	1029
12:45 PM	37	3	201	80	0	1	321	45	16	160	60	1	0	282	49	4	180	34	0	1	267	46	2	133	28	0	2	209	1079
Hourly Total	116	14	706	326	2	5	1164	198	55	637	227	2	3	1119	173	44	653	177	5	3	1052	144	25	531	94	3	6	797	4132
1:00 PM	20	4	182	62	0	1	268	65	14	163	53	0	1	295	58	8	159	48	1	1	274	44	1	129	25	2	0	201	1038
1:15 PM	24	1	173	74	1	3	273	62	17	149	67	0	0	295	38	10	157	48	0	3	253	41	1	112	31	0	2	185	1006
1:30 PM	17	7	137	63	0	2	224	58	10	137	55	0	0	260	34	9	160	33	1	0	237	33	5	133	25	0	1	196	917
1:45 PM	18	5	166	84	0	1	273	52	10	145	72	0	0	279	40	13	148	43	0	0	244	34	2	127	19	2	2	184	980
Hourly Total	79	17	658	283	1	7	1038	237	51	594	247	0	1	1129	170	40	624	172	2	4	1008	152	9	501	100	4	5	766	3941
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	29	4	204	58	0	1	295	50	11	161	59	0	0	281	42	9	188	63	2	2	304	31	4	118	23	1	1	177	1057
3:15 PM	32	4	201	69	0	0	306	46	11	146	63	0	1	266	58	10	171	44	2	1	285	34	1	130	19	0	0	184	1041
3:30 PM	16	1	161	70	0	1	248	63	16	178	70	0	2	327	57	11	179	42	0	1	289	38	3	146	26	1	1	214	1078

3:45 PM	24	1	217	74	0	2	316	43	15	147	58	0	2	263	57	2	188	47	1	1	295	48	4	135	23	1	0	211	1085
Hourly Total	101	10	783	271	0	4	1165	202	53	632	250	0	5	1137	214	32	726	196	5	5	1173	151	12	529	91	3	2	786	4261
4:00 PM	16	4	193	84	0	1	297	65	20	179	73	0	0	337	48	9	182	56	1	2	296	46	7	173	23	1	0	250	1180
4:15 PM	17	3	225	62	0	4	307	59	19	140	63	0	0	281	64	6	190	45	1	1	306	44	6	116	25	0	0	191	1085
4:30 PM	17	10	239	62	0	0	328	59	17	182	74	0	0	332	43	19	181	44	0	2	287	42	5	137	26	0	3	210	1157
4:45 PM	21	4	217	80	0	0	322	64	21	128	64	1	0	278	46	10	194	36	2	0	288	40	11	135	22	1	0	209	1097
Hourly Total	71	21	874	288	0	5	1254	247	77	629	274	1	0	1228	201	44	747	181	4	5	1177	172	29	561	96	2	3	860	4519
5:00 PM	30	5	233	73	0	1	341	63	16	167	68	0	2	314	33	8	161	49	1	2	252	60	8	189	35	0	2	292	1199
5:15 PM	15	0	252	66	0	1	333	50	18	130	60	0	0	258	60	23	158	41	2	0	284	35	7	107	19	0	0	168	1043
5:30 PM	23	1	201	62	0	0	287	43	21	113	83	0	0	260	32	21	161	35	1	2	250	25	8	124	28	0	1	185	982
5:45 PM	18	3	183	49	0	0	253	36	15	105	52	0	0	208	27	12	149	24	0	1	212	29	9	74	10	1	1	123	796
Hourly Total	86	9	869	250	0	2	1214	192	70	515	263	0	2	1040	152	64	629	149	4	5	998	149	32	494	92	1	4	768	4020
Grand Total	620	117	5749	1957	5	36	8448	1459	479	4463	1753	5	24	8159	1319	336	5412	1435	27	32	8529	1146	195	3788	702	14	42	5845	30981
Approach %	7.3	1.4	68.1	23.2	0.1	-	-	17.9	5.9	54.7	21.5	0.1	-	-	15.5	3.9	63.5	16.8	0.3	-	-	19.6	3.3	64.8	12.0	0.2	-	-	-
Total %	2.0	0.4	18.6	6.3	0.0	-	27.3	4.7	1.5	14.4	5.7	0.0	-	26.3	4.3	1.1	17.5	4.6	0.1	-	27.5	3.7	0.6	12.2	2.3	0.0	-	18.9	-
Lights	611	113	5630	1938	5	-	8297	1445	475	4335	1728	5	-	7988	1291	334	5296	1329	27	-	8277	1051	187	3690	698	14	-	5640	30202
% Lights	98.5	96.6	97.9	99.0	100.0	-	98.2	99.0	99.2	97.1	98.6	100.0	-	97.9	97.9	99.4	97.9	92.6	100.0	-	97.0	91.7	95.9	97.4	99.4	100.0	-	96.5	97.5
Mediums	4	3	97	17	0	-	121	11	4	111	19	0	-	145	21	2	94	94	0	-	211	84	6	89	4	0	-	183	660
% Mediums	0.6	2.6	1.7	0.9	0.0	-	1.4	0.8	0.8	2.5	1.1	0.0	-	1.8	1.6	0.6	1.7	6.6	0.0	-	2.5	7.3	3.1	2.3	0.6	0.0	-	3.1	2.1
Articulated Trucks	5	1	21	2	0	-	29	2	0	17	5	0	-	24	6	0	21	12	0	-	39	10	2	8	0	0	-	20	112
% Articulated Trucks	0.8	0.9	0.4	0.1	0.0	-	0.3	0.1	0.0	0.4	0.3	0.0	-	0.3	0.5	0.0	0.4	0.8	0.0	-	0.5	0.9	1.0	0.2	0.0	0.0	-	0.3	0.4
Bicycles on Road	0	0	1	0	0	-	1	1	0	0	1	0	-	2	1	0	1	0	0	-	2	1	0	1	0	0	-	2	7
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.1	0.0	-	0.0	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	8	-	-	-	-	-	-	4	-	-	-	-	-	-	3	-	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	-	22.2	-	-	-	-	-	-	16.7	-	-	-	-	-	-	9.4	-	-	-	-	-	-	9.5	-	-
Pedestrians	-	-	-	-	-	28	-	-	-	-	-	-	20	-	-	-	-	-	-	29	-	-	-	-	-	-	38	-	-
% Pedestrians	-	-	-	-	-	77.8	-	-	-	-	-	-	83.3	-	-	-	-	-	-	90.6	-	-	-	-	-	-	90.5	-	-

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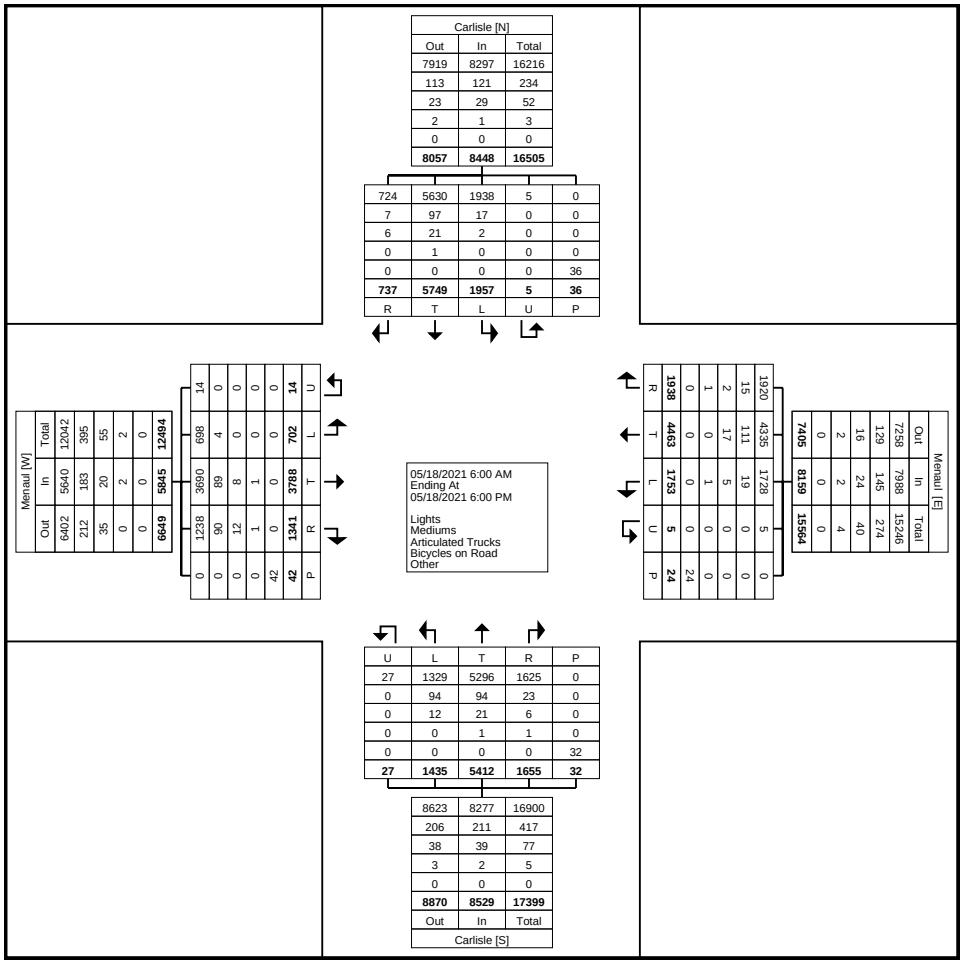
Site Code: SCU9LK
Start Date: 05/18/2021



Turning Movement Data Plot

Lee Engineering, LLC
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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	18	3	152	35	0	0	208	32	10	126	42	0	0	210	30	17	183	33	0	0	263	32	2	100	20	0	0	154	835
8:00 AM	9	4	128	37	0	0	178	26	7	103	41	0	0	177	31	9	168	39	0	1	247	19	11	78	8	0	0	116	718
8:15 AM	9	2	119	20	0	0	150	19	12	100	27	0	0	158	24	7	120	43	1	0	195	21	8	79	9	0	1	117	620
8:30 AM	11	3	118	40	0	1	172	25	10	86	28	0	1	149	25	5	143	48	1	0	222	34	5	86	16	0	1	141	684
Total	47	12	517	132	0	1	708	102	39	415	138	0	1	694	110	38	614	163	2	1	927	106	26	343	53	0	2	528	2857
Approach %	6.6	1.7	73.0	18.6	0.0	-	-	14.7	5.6	59.8	19.9	0.0	-	-	11.9	4.1	66.2	17.6	0.2	-	-	20.1	4.9	65.0	10.0	0.0	-	-	-
Total %	1.6	0.4	18.1	4.6	0.0	-	24.8	3.6	1.4	14.5	4.8	0.0	-	24.3	3.9	1.3	21.5	5.7	0.1	-	32.4	3.7	0.9	12.0	1.9	0.0	-	18.5	-
PHF	0.653	0.750	0.850	0.825	0.000	-	0.851	0.797	0.813	0.823	0.821	0.000	-	0.826	0.887	0.559	0.839	0.849	0.500	-	0.881	0.779	0.591	0.858	0.663	0.000	-	0.857	0.855
Lights	45	12	506	127	0	-	690	101	38	392	135	0	-	666	106	38	598	149	2	-	893	99	25	330	53	0	-	507	2756
% Lights	95.7	100.0	97.9	96.2	-	-	97.5	99.0	97.4	94.5	97.8	-	-	96.0	96.4	100.0	97.4	91.4	100.0	-	96.3	93.4	96.2	96.2	100.0	-	-	96.0	96.5
Mediums	2	0	10	5	0	-	17	1	1	20	3	0	-	25	2	0	14	14	0	-	30	5	1	10	0	0	-	16	88
% Mediums	4.3	0.0	1.9	3.8	-	-	2.4	1.0	2.6	4.8	2.2	-	-	3.6	1.8	0.0	2.3	8.6	0.0	-	3.2	4.7	3.8	2.9	0.0	-	-	3.0	3.1
Articulated Trucks	0	0	1	0	0	-	1	0	0	3	0	0	-	3	2	0	2	0	0	-	4	2	0	3	0	0	-	5	13
% Articulated Trucks	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.7	0.0	-	-	0.4	1.8	0.0	0.3	0.0	0.0	-	0.4	1.9	0.0	0.9	0.0	-	-	0.9	0.5
Bicycles on Road	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
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-

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Count Name: NM299.03
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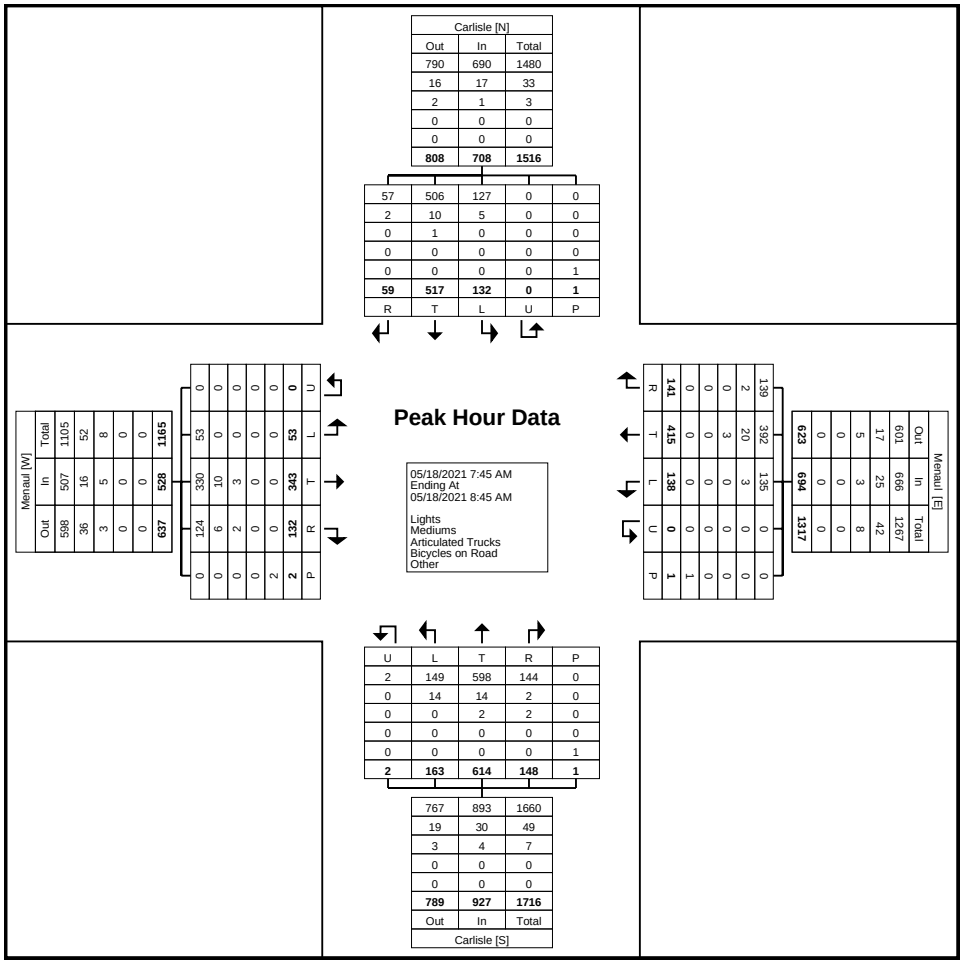
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (7:45 AM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
11:00 AM	16	1	141	72	0	0	230	34	23	114	47	1	3	219	43	7	162	28	0	2	240	33	10	107	25	1	5	176	865
11:15 AM	12	4	146	80	1	0	243	45	23	118	46	0	1	232	40	3	140	46	1	2	230	29	10	119	24	0	3	182	887
11:30 AM	21	1	177	59	0	1	258	43	14	128	56	0	5	241	59	3	145	47	2	0	256	24	7	125	26	0	5	182	937
11:45 AM	17	2	176	62	0	4	257	50	18	139	57	1	1	265	59	9	160	44	1	1	273	35	2	137	32	0	1	206	1001
Total	66	8	640	273	1	5	988	172	78	499	206	2	10	957	201	22	607	165	4	5	999	121	29	488	107	1	14	746	3690
Approach %	6.7	0.8	64.8	27.6	0.1	-	-	18.0	8.2	52.1	21.5	0.2	-	-	20.1	2.2	60.8	16.5	0.4	-	-	16.2	3.9	65.4	14.3	0.1	-	-	-
Total %	1.8	0.2	17.3	7.4	0.0	-	26.8	4.7	2.1	13.5	5.6	0.1	-	25.9	5.4	0.6	16.4	4.5	0.1	-	27.1	3.3	0.8	13.2	2.9	0.0	-	20.2	-
PHF	0.786	0.500	0.904	0.853	0.250	-	0.957	0.860	0.848	0.897	0.904	0.500	-	0.903	0.852	0.611	0.937	0.878	0.500	-	0.915	0.864	0.725	0.891	0.836	0.250	-	0.905	0.922
Lights	65	7	627	269	1	-	969	169	77	488	205	2	-	941	195	22	591	155	4	-	967	114	27	473	106	1	-	721	3598
% Lights	98.5	87.5	98.0	98.5	100.0	-	98.1	98.3	98.7	97.8	99.5	100.0	-	98.3	97.0	100.0	97.4	93.9	100.0	-	96.8	94.2	93.1	96.9	99.1	100.0	-	96.6	97.5
Mediums	0	1	11	3	0	-	15	2	1	9	1	0	-	13	6	0	10	8	0	-	24	5	2	14	1	0	-	22	74
% Mediums	0.0	12.5	1.7	1.1	0.0	-	1.5	1.2	1.3	1.8	0.5	0.0	-	1.4	3.0	0.0	1.6	4.8	0.0	-	2.4	4.1	6.9	2.9	0.9	0.0	-	2.9	2.0
Articulated Trucks	1	0	2	1	0	-	4	1	0	2	0	0	-	3	0	0	5	2	0	-	7	2	0	1	0	0	-	3	17
% Articulated Trucks	1.5	0.0	0.3	0.4	0.0	-	0.4	0.6	0.0	0.4	0.0	0.0	-	0.3	0.0	0.0	0.8	1.2	0.0	-	0.7	1.7	0.0	0.2	0.0	0.0	-	0.4	0.5
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	40.0	-	-	-	-	-	-	30.0	-	-	-	-	-	-	20.0	-	-	-	-	-	-	14.3	-	-
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	-	7	-	-	-	-	-	-	4	-	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	-	60.0	-	-	-	-	-	-	70.0	-	-	-	-	-	-	80.0	-	-	-	-	-	-	85.7	-	-

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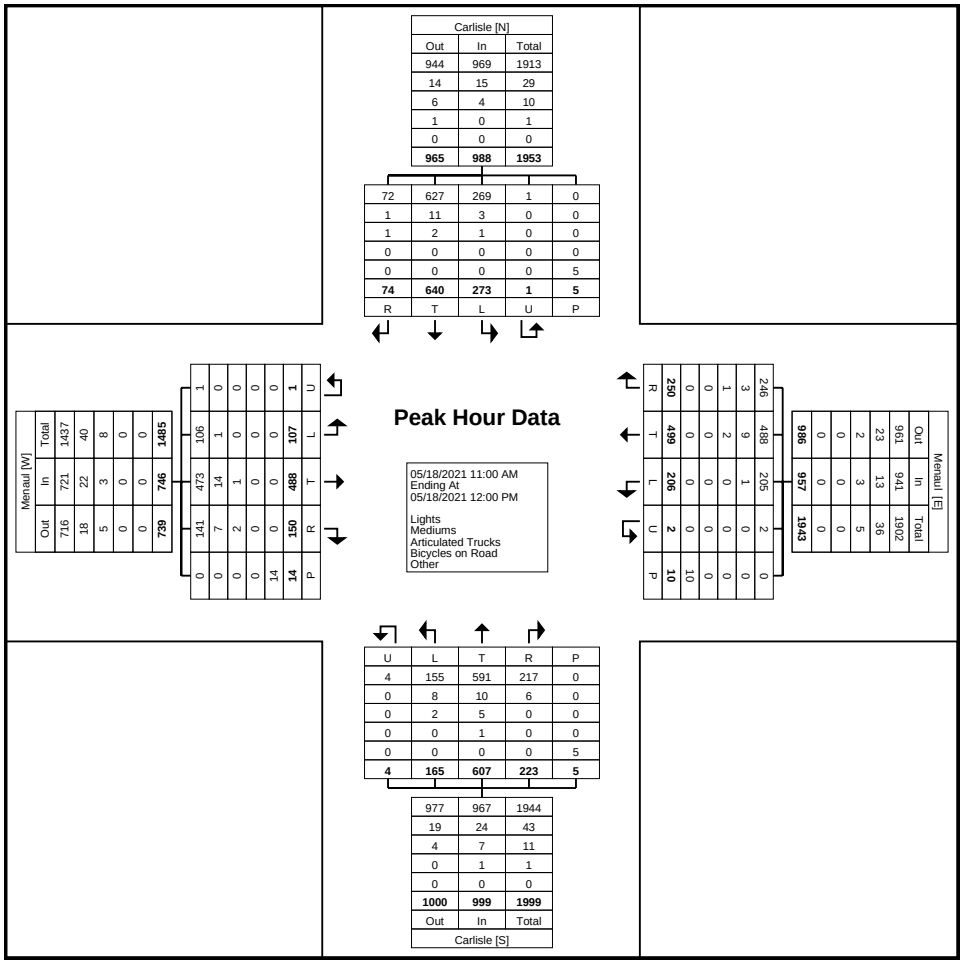
Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (11:00 AM)

Lee Engineering, LLC
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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
12:15 PM	25	6	170	81	0	1	282	45	8	162	61	0	1	276	39	14	157	50	0	1	260	38	10	135	23	0	2	206	1024
12:30 PM	32	1	167	92	1	0	293	55	16	155	55	1	1	282	41	10	158	61	2	0	272	27	6	126	22	1	1	182	1029
12:45 PM	37	3	201	80	0	1	321	45	16	160	60	1	0	282	49	4	180	34	0	1	267	46	2	133	28	0	2	209	1079
1:00 PM	20	4	182	62	0	1	268	65	14	163	53	0	1	295	58	8	159	48	1	1	274	44	1	129	25	2	0	201	1038
Total	114	14	720	315	1	3	1164	210	54	640	229	2	3	1135	187	36	654	193	3	3	1073	155	19	523	98	3	5	798	4170
Approach %	9.8	1.2	61.9	27.1	0.1	-	-	18.5	4.8	56.4	20.2	0.2	-	-	17.4	3.4	61.0	18.0	0.3	-	-	19.4	2.4	65.5	12.3	0.4	-	-	-
Total %	2.7	0.3	17.3	7.6	0.0	-	27.9	5.0	1.3	15.3	5.5	0.0	-	27.2	4.5	0.9	15.7	4.6	0.1	-	25.7	3.7	0.5	12.5	2.4	0.1	-	19.1	-
PHF	0.770	0.583	0.896	0.856	0.250	-	0.907	0.808	0.844	0.982	0.939	0.500	-	0.962	0.806	0.643	0.908	0.791	0.375	-	0.979	0.842	0.475	0.969	0.875	0.375	-	0.955	0.966
Lights	112	12	698	311	1	-	1134	208	54	609	226	2	-	1099	181	34	638	185	3	-	1041	141	19	510	98	3	-	771	4045
% Lights	98.2	85.7	96.9	98.7	100.0	-	97.4	99.0	100.0	95.2	98.7	100.0	-	96.8	96.8	94.4	97.6	95.9	100.0	-	97.0	91.0	100.0	97.5	100.0	100.0	-	96.6	97.0
Mediums	1	1	16	4	0	-	22	2	0	25	2	0	-	29	3	2	16	7	0	-	28	12	0	13	0	0	-	25	104
% Mediums	0.9	7.1	2.2	1.3	0.0	-	1.9	1.0	0.0	3.9	0.9	0.0	-	2.6	1.6	5.6	2.4	3.6	0.0	-	2.6	7.7	0.0	2.5	0.0	0.0	-	3.1	2.5
Articulated Trucks	1	1	5	0	0	-	7	0	0	6	1	0	-	7	3	0	0	1	0	-	4	1	0	0	0	0	-	1	19
% Articulated Trucks	0.9	7.1	0.7	0.0	0.0	-	0.6	0.0	0.0	0.9	0.4	0.0	-	0.6	1.6	0.0	0.0	0.5	0.0	-	0.4	0.6	0.0	0.0	0.0	0.0	-	0.1	0.5
Bicycles on Road	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1	0	0	0	0	-	1	2
% Bicycles on Road	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.6	0.0	0.0	0.0	0.0	-	0.1	0.0
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	33.3	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	66.7	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

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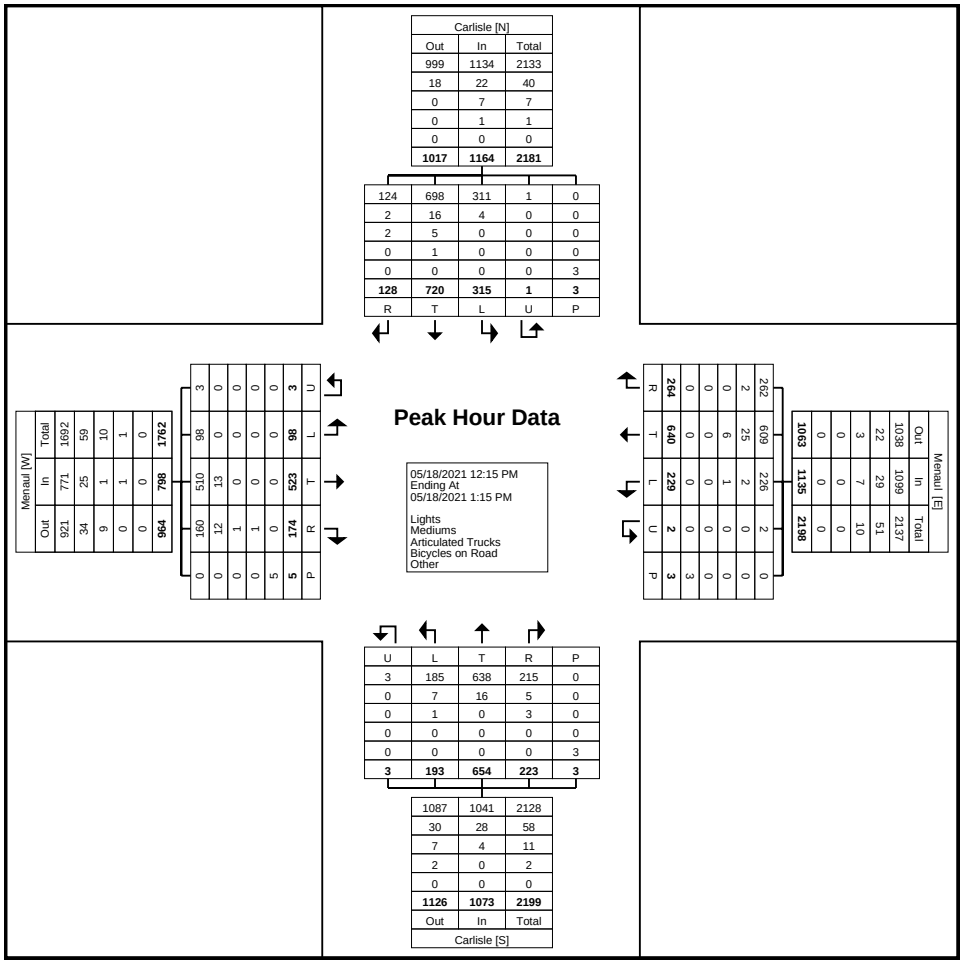
Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (12:15 PM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
4:15 PM	17	3	225	62	0	4	307	59	19	140	63	0	0	281	64	6	190	45	1	1	306	44	6	116	25	0	0	191	1085
4:30 PM	17	10	239	62	0	0	328	59	17	182	74	0	0	332	43	19	181	44	0	2	287	42	5	137	26	0	3	210	1157
4:45 PM	21	4	217	80	0	0	322	64	21	128	64	1	0	278	46	10	194	36	2	0	288	40	11	135	22	1	0	209	1097
5:00 PM	30	5	233	73	0	1	341	63	16	167	68	0	2	314	33	8	161	49	1	2	252	60	8	189	35	0	2	292	1199
Total	85	22	914	277	0	5	1298	245	73	617	269	1	2	1205	186	43	726	174	4	5	1133	186	30	577	108	1	5	902	4538
Approach %	6.5	1.7	70.4	21.3	0.0	-	-	20.3	6.1	51.2	22.3	0.1	-	-	16.4	3.8	64.1	15.4	0.4	-	-	20.6	3.3	64.0	12.0	0.1	-	-	-
Total %	1.9	0.5	20.1	6.1	0.0	-	28.6	5.4	1.6	13.6	5.9	0.0	-	26.6	4.1	0.9	16.0	3.8	0.1	-	25.0	4.1	0.7	12.7	2.4	0.0	-	19.9	-
PHF	0.708	0.550	0.956	0.866	0.000	-	0.952	0.957	0.869	0.848	0.909	0.250	-	0.907	0.727	0.566	0.936	0.888	0.500	-	0.926	0.775	0.682	0.763	0.771	0.250	-	0.772	0.946
Lights	84	22	902	276	0	-	1284	244	72	606	268	1	-	1191	186	43	714	152	4	-	1099	180	30	570	108	1	-	889	4463
% Lights	98.8	100.0	98.7	99.6	-	-	98.9	99.6	98.6	98.2	99.6	100.0	-	98.8	100.0	100.0	98.3	87.4	100.0	-	97.0	96.8	100.0	98.8	100.0	100.0	-	98.6	98.3
Mediums	0	0	11	1	0	-	12	0	1	10	1	0	-	12	0	0	9	21	0	-	30	5	0	7	0	0	-	12	66
% Mediums	0.0	0.0	1.2	0.4	-	-	0.9	0.0	1.4	1.6	0.4	0.0	-	1.0	0.0	0.0	1.2	12.1	0.0	-	2.6	2.7	0.0	1.2	0.0	0.0	-	1.3	1.5
Articulated Trucks	1	0	1	0	0	-	2	0	0	1	0	0	-	1	0	0	3	1	0	-	4	1	0	0	0	0	-	1	8
% Articulated Trucks	1.2	0.0	0.1	0.0	-	-	0.2	0.0	0.0	0.2	0.0	0.0	-	0.1	0.0	0.0	0.4	0.6	0.0	-	0.4	0.5	0.0	0.0	0.0	0.0	-	0.1	0.2
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.4	0.0	0.0	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	20.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	-	2	-	-	-	-	-	-	5	-	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	80.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-

Lee Engineering, LLC
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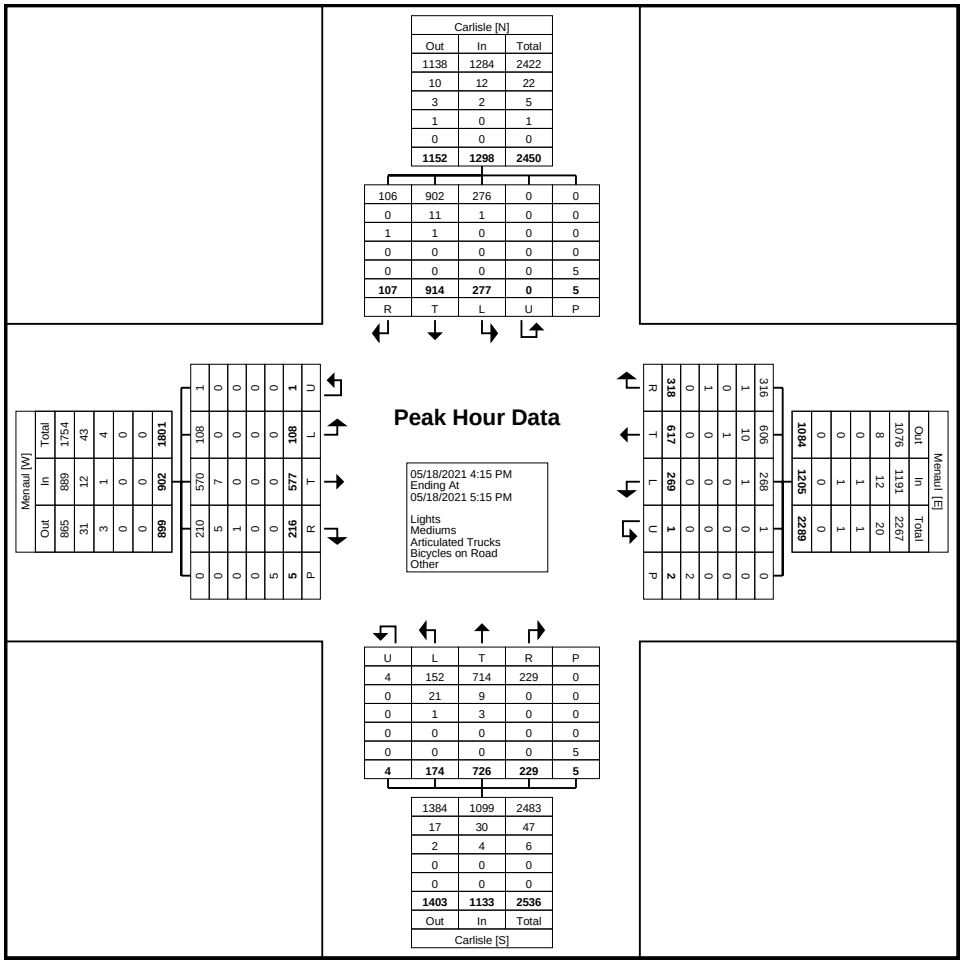
Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (4:15 PM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021

Turning Movement Data

Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	61	0	0	0	61	1	0	0	0	0	1	0	91	8	0	0	99	2	0	0	0	2	2	163
6:15 AM	0	80	1	0	0	81	0	0	3	0	1	3	1	79	8	3	0	91	5	0	1	0	0	6	181
6:30 AM	1	112	0	1	0	114	0	1	1	0	0	2	1	125	10	0	0	136	2	0	0	0	1	2	254
6:45 AM	2	110	3	0	0	115	1	0	6	0	0	7	3	147	14	3	0	167	6	0	0	0	0	6	295
Hourly Total	3	363	4	1	0	371	2	1	10	0	1	13	5	442	40	6	0	493	15	0	1	0	3	16	893
7:00 AM	2	150	0	0	0	152	1	0	5	0	0	6	1	131	17	3	0	152	16	0	4	0	0	20	330
7:15 AM	11	151	0	1	0	163	4	0	4	0	0	8	4	143	14	2	0	163	10	0	5	0	0	15	349
7:30 AM	7	167	1	1	0	176	3	0	1	0	1	4	1	210	28	3	0	242	11	0	3	0	1	14	436
7:45 AM	4	217	1	0	0	222	2	0	4	0	1	6	2	272	22	1	0	297	4	0	2	0	0	6	531
Hourly Total	24	685	2	2	0	713	10	0	14	0	2	24	8	756	81	9	0	854	41	0	14	0	1	55	1646
8:00 AM	10	190	2	2	0	204	5	0	2	0	1	7	5	236	29	3	1	273	7	0	4	0	1	11	495
8:15 AM	5	171	3	1	2	180	2	0	3	0	0	5	2	188	19	1	0	210	8	1	4	0	1	13	408
8:30 AM	4	184	2	1	0	191	2	0	5	0	0	7	0	205	24	2	0	231	14	0	4	0	1	18	447
8:45 AM	1	185	3	0	1	189	0	1	3	0	2	4	1	240	20	3	0	264	13	0	5	0	0	18	475
Hourly Total	20	730	10	4	3	764	9	1	13	0	3	23	8	869	92	9	1	978	42	1	17	0	3	60	1825
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	13	215	2	3	0	233	2	0	5	0	0	7	3	246	14	2	0	265	12	0	4	0	0	16	521
11:15 AM	13	212	5	2	1	232	4	0	3	0	0	7	2	222	20	1	0	245	20	0	3	0	0	23	507
11:30 AM	5	262	1	0	0	268	5	0	2	0	0	7	1	229	20	3	0	253	18	0	7	0	3	25	553
11:45 AM	10	258	2	2	0	272	4	0	1	0	1	5	3	266	24	3	0	296	12	0	7	0	0	19	592
Hourly Total	41	947	10	7	1	1005	15	0	11	0	1	26	9	963	78	9	0	1059	62	0	21	0	3	83	2173
12:00 PM	12	245	1	2	0	260	0	0	5	0	2	5	5	253	27	5	2	290	14	0	2	0	1	16	571
12:15 PM	12	263	3	3	0	281	3	0	0	0	1	3	7	260	20	5	2	292	21	0	4	0	1	25	601
12:30 PM	8	256	3	0	0	267	3	0	2	0	2	5	1	271	21	5	2	298	14	0	5	0	0	19	589
12:45 PM	16	292	6	2	0	316	2	1	2	0	1	5	2	255	24	1	1	282	19	0	4	0	1	23	626
Hourly Total	48	1056	13	7	0	1124	8	1	9	0	6	18	15	1039	92	16	7	1162	68	0	15	0	3	83	2387
1:00 PM	11	264	5	2	0	282	6	1	5	0	0	12	4	259	15	2	0	280	15	1	5	0	0	21	595
1:15 PM	7	270	1	3	0	281	6	0	3	0	2	9	2	243	23	3	1	271	8	0	4	0	2	12	573
1:30 PM	7	221	3	1	0	232	3	0	4	0	0	7	2	243	14	2	0	261	15	0	4	0	0	19	519
1:45 PM	2	268	4	1	0	275	7	0	6	0	1	13	4	227	7	2	1	240	10	0	5	0	0	15	543
Hourly Total	27	1023	13	7	0	1070	22	1	18	0	3	41	12	972	59	9	2	1052	48	1	18	0	2	67	2230
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	15	293	4	1	0	313	2	0	4	0	4	6	1	309	11	0	1	321	11	0	6	0	0	17	657
3:15 PM	14	292	3	0	0	309	2	0	4	0	2	6	8	257	23	3	0	291	15	0	4	0	0	19	625
3:30 PM	4	279	3	1	0	287	1	0	3	0	0	4	2	312	12	1	0	327	17	0	2	0	0	19	637

3:45 PM	9	323	8	1	1	341	2	0	0	0	2	2	4	285	10	7	0	306	8	0	2	0	1	10	659
Hourly Total	42	1187	18	3	1	1250	7	0	11	0	8	18	15	1163	56	11	1	1245	51	0	14	0	1	65	2578
4:00 PM	7	305	3	4	1	319	3	0	3	0	0	6	4	323	14	7	1	348	18	0	2	0	2	20	693
4:15 PM	9	324	2	0	1	335	4	0	5	0	1	9	3	278	22	2	0	305	25	0	5	0	0	30	679
4:30 PM	6	345	5	3	0	359	2	0	5	0	0	7	2	295	15	2	0	314	14	1	2	0	1	17	697
4:45 PM	10	312	5	2	0	329	2	0	2	0	0	4	8	271	16	1	0	296	18	0	3	0	0	21	650
Hourly Total	32	1286	15	9	2	1342	11	0	15	0	1	26	17	1167	67	12	1	1263	75	1	12	0	3	88	2719
5:00 PM	8	345	6	2	0	361	5	0	8	0	0	13	5	261	21	3	0	290	25	0	4	0	0	29	693
5:15 PM	20	324	6	1	0	351	4	0	2	0	0	6	7	272	23	2	0	304	13	0	6	0	0	19	680
5:30 PM	7	303	7	0	0	317	4	0	5	0	2	9	7	254	17	2	0	280	16	0	1	0	0	17	623
5:45 PM	7	263	0	0	0	270	3	2	6	0	1	11	9	200	11	3	0	223	6	1	2	0	1	9	513
Hourly Total	42	1235	19	3	0	1299	16	2	21	0	3	39	28	987	72	10	0	1097	60	1	13	0	1	74	2509
Grand Total	279	8512	104	43	7	8938	100	6	122	0	28	228	117	8358	637	91	12	9203	462	4	125	0	20	591	18960
Approach %	3.1	95.2	1.2	0.5	-	-	43.9	2.6	53.5	0.0	-	-	1.3	90.8	6.9	1.0	-	-	78.2	0.7	21.2	0.0	-	-	-
Total %	1.5	44.9	0.5	0.2	-	47.1	0.5	0.0	0.6	0.0	-	1.2	0.6	44.1	3.4	0.5	-	48.5	2.4	0.0	0.7	0.0	-	3.1	-
Lights	274	8254	102	43	-	8673	99	6	122	0	-	227	116	8110	615	90	-	8931	450	4	120	0	-	574	18405
% Lights	98.2	97.0	98.1	100.0	-	97.0	99.0	100.0	100.0	-	-	99.6	99.1	97.0	96.5	98.9	-	97.0	97.4	100.0	96.0	-	-	97.1	97.1
Mediums	4	220	2	0	-	226	1	0	0	0	-	1	1	212	19	1	-	233	6	0	4	0	-	10	470
% Mediums	1.4	2.6	1.9	0.0	-	2.5	1.0	0.0	0.0	-	-	0.4	0.9	2.5	3.0	1.1	-	2.5	1.3	0.0	3.2	-	-	1.7	2.5
Articulated Trucks	0	36	0	0	-	36	0	0	0	0	-	0	0	36	2	0	-	38	3	0	1	0	-	4	78
% Articulated Trucks	0.0	0.4	0.0	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.3	0.0	-	0.4	0.6	0.0	0.8	-	-	0.7	0.4
Bicycles on Road	1	2	0	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	3	0	0	0	-	3	7
% Bicycles on Road	0.4	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	-	0.0	0.6	0.0	0.0	-	-	0.5	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	6	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	3.6	-	-	-	-	-	8.3	-	-	-	-	-	30.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	27	-	-	-	-	-	11	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	96.4	-	-	-	-	-	91.7	-	-	-	-	-	70.0	-	-

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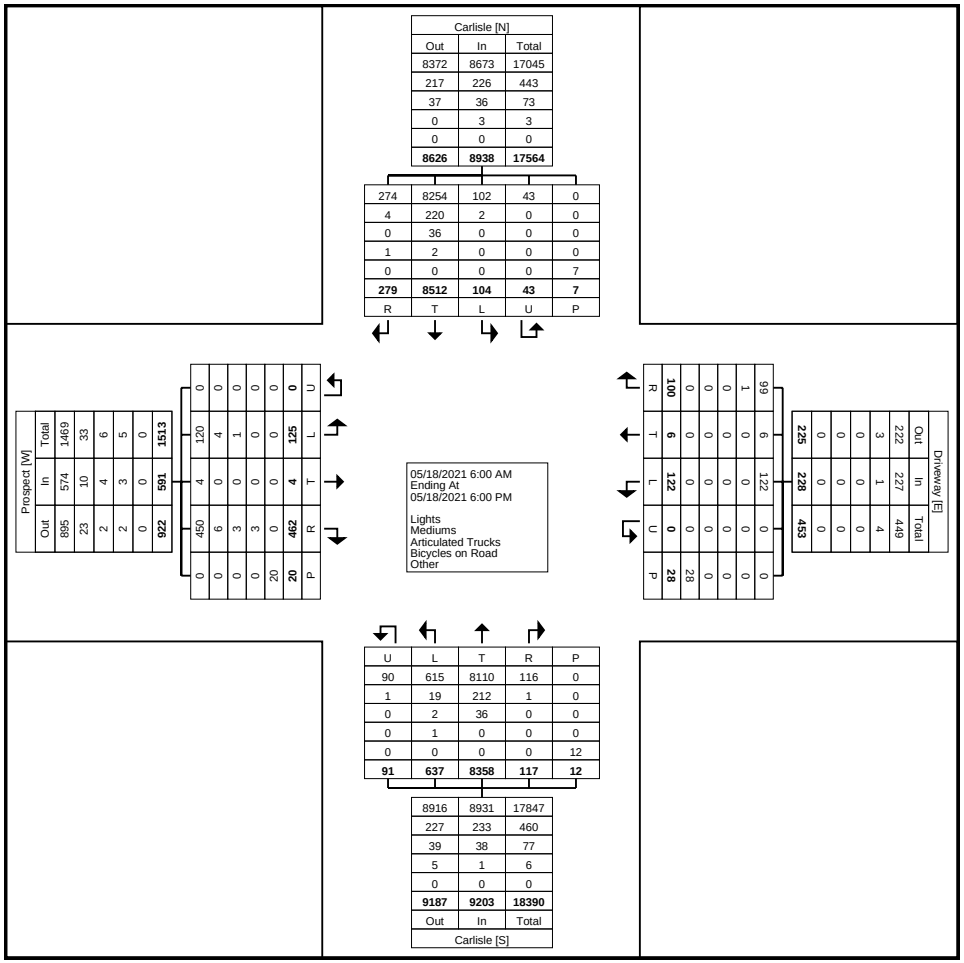
Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021



Turning Movement Data Plot

Lee Engineering, LLC
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Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	4	217	1	0	0	222	2	0	4	0	1	6	2	272	22	1	0	297	4	0	2	0	0	6	531
8:00 AM	10	190	2	2	0	204	5	0	2	0	1	7	5	236	29	3	1	273	7	0	4	0	1	11	495
8:15 AM	5	171	3	1	2	180	2	0	3	0	0	5	2	188	19	1	0	210	8	1	4	0	1	13	408
8:30 AM	4	184	2	1	0	191	2	0	5	0	0	7	0	205	24	2	0	231	14	0	4	0	1	18	447
Total	23	762	8	4	2	797	11	0	14	0	2	25	9	901	94	7	1	1011	33	1	14	0	3	48	1881
Approach %	2.9	95.6	1.0	0.5	-	-	44.0	0.0	56.0	0.0	-	-	0.9	89.1	9.3	0.7	-	-	68.8	2.1	29.2	0.0	-	-	-
Total %	1.2	40.5	0.4	0.2	-	42.4	0.6	0.0	0.7	0.0	-	1.3	0.5	47.9	5.0	0.4	-	53.7	1.8	0.1	0.7	0.0	-	2.6	-
PHF	0.575	0.878	0.667	0.500	-	0.898	0.550	0.000	0.700	0.000	-	0.893	0.450	0.828	0.810	0.583	-	0.851	0.589	0.250	0.875	0.000	-	0.667	0.886
Lights	23	737	7	4	-	771	11	0	14	0	-	25	9	870	88	7	-	974	31	1	11	0	-	43	1813
% Lights	100.0	96.7	87.5	100.0	-	96.7	100.0	-	100.0	-	-	100.0	100.0	96.6	93.6	100.0	-	96.3	93.9	100.0	78.6	-	-	89.6	96.4
Mediums	0	22	1	0	-	23	0	0	0	0	-	0	0	26	4	0	-	30	1	0	2	0	-	3	56
% Mediums	0.0	2.9	12.5	0.0	-	2.9	0.0	-	0.0	-	-	0.0	0.0	2.9	4.3	0.0	-	3.0	3.0	0.0	14.3	-	-	6.3	3.0
Articulated Trucks	0	3	0	0	-	3	0	0	0	0	-	0	0	5	2	0	-	7	1	0	1	0	-	2	12
% Articulated Trucks	0.0	0.4	0.0	0.0	-	0.4	0.0	-	0.0	-	-	0.0	0.0	0.6	2.1	0.0	-	0.7	3.0	0.0	7.1	-	-	4.2	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: NM299.03
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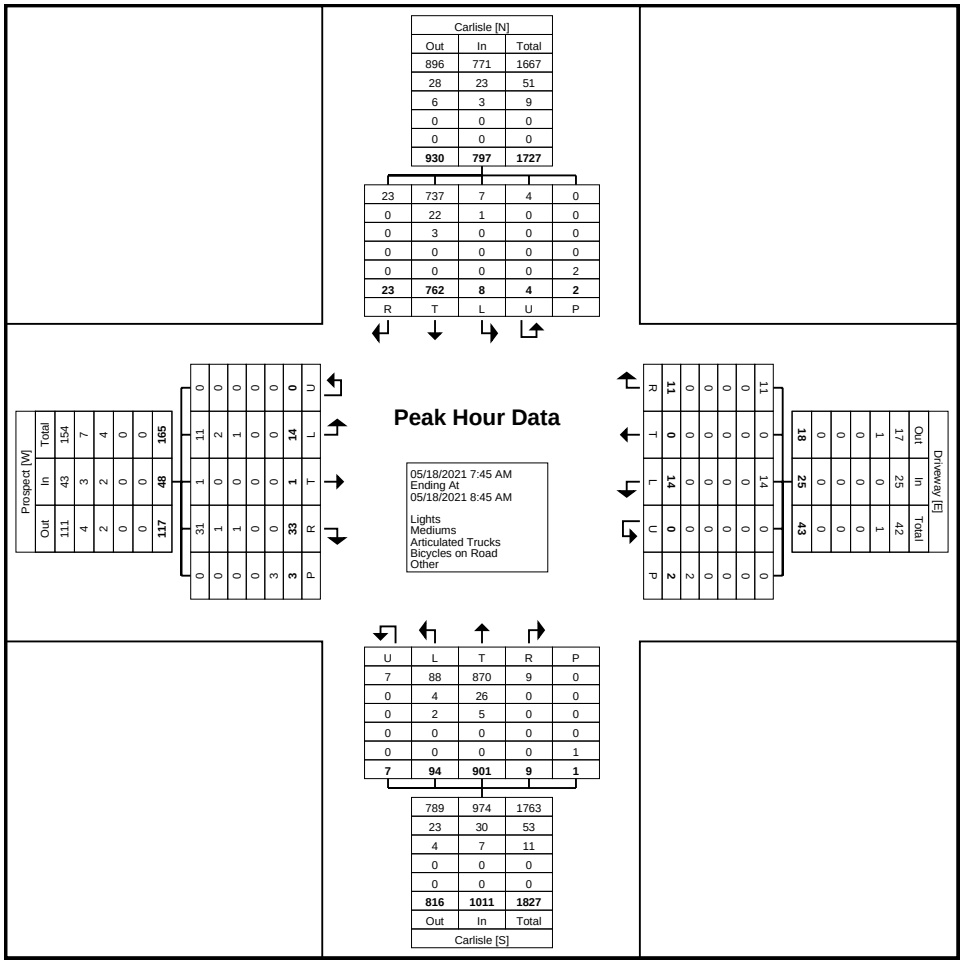
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (7:45 AM)

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Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	13	215	2	3	0	233	2	0	5	0	0	7	3	246	14	2	0	265	12	0	4	0	0	16	521
11:15 AM	13	212	5	2	1	232	4	0	3	0	0	7	2	222	20	1	0	245	20	0	3	0	0	23	507
11:30 AM	5	262	1	0	0	268	5	0	2	0	0	7	1	229	20	3	0	253	18	0	7	0	3	25	553
11:45 AM	10	258	2	2	0	272	4	0	1	0	1	5	3	266	24	3	0	296	12	0	7	0	0	19	592
Total	41	947	10	7	1	1005	15	0	11	0	1	26	9	963	78	9	0	1059	62	0	21	0	3	83	2173
Approach %	4.1	94.2	1.0	0.7	-	-	57.7	0.0	42.3	0.0	-	-	0.8	90.9	7.4	0.8	-	-	74.7	0.0	25.3	0.0	-	-	-
Total %	1.9	43.6	0.5	0.3	-	46.2	0.7	0.0	0.5	0.0	-	1.2	0.4	44.3	3.6	0.4	-	48.7	2.9	0.0	1.0	0.0	-	3.8	-
PHF	0.788	0.904	0.500	0.583	-	0.924	0.750	0.000	0.550	0.000	-	0.929	0.750	0.905	0.813	0.750	-	0.894	0.775	0.000	0.750	0.000	-	0.830	0.918
Lights	41	919	9	7	-	976	14	0	11	0	-	25	8	930	76	9	-	1023	62	0	21	0	-	83	2107
% Lights	100.0	97.0	90.0	100.0	-	97.1	93.3	-	100.0	-	-	96.2	88.9	96.6	97.4	100.0	-	96.6	100.0	-	100.0	-	-	100.0	97.0
Mediums	0	24	1	0	-	25	1	0	0	0	-	1	1	27	2	0	-	30	0	0	0	0	-	0	56
% Mediums	0.0	2.5	10.0	0.0	-	2.5	6.7	-	0.0	-	-	3.8	11.1	2.8	2.6	0.0	-	2.8	0.0	-	0.0	-	-	0.0	2.6
Articulated Trucks	0	4	0	0	-	4	0	0	0	0	-	0	0	6	0	0	-	6	0	0	0	0	-	0	10
% Articulated Trucks	0.0	0.4	0.0	0.0	-	0.4	0.0	-	0.0	-	-	0.0	0.0	0.6	0.0	0.0	-	0.6	0.0	-	0.0	-	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-

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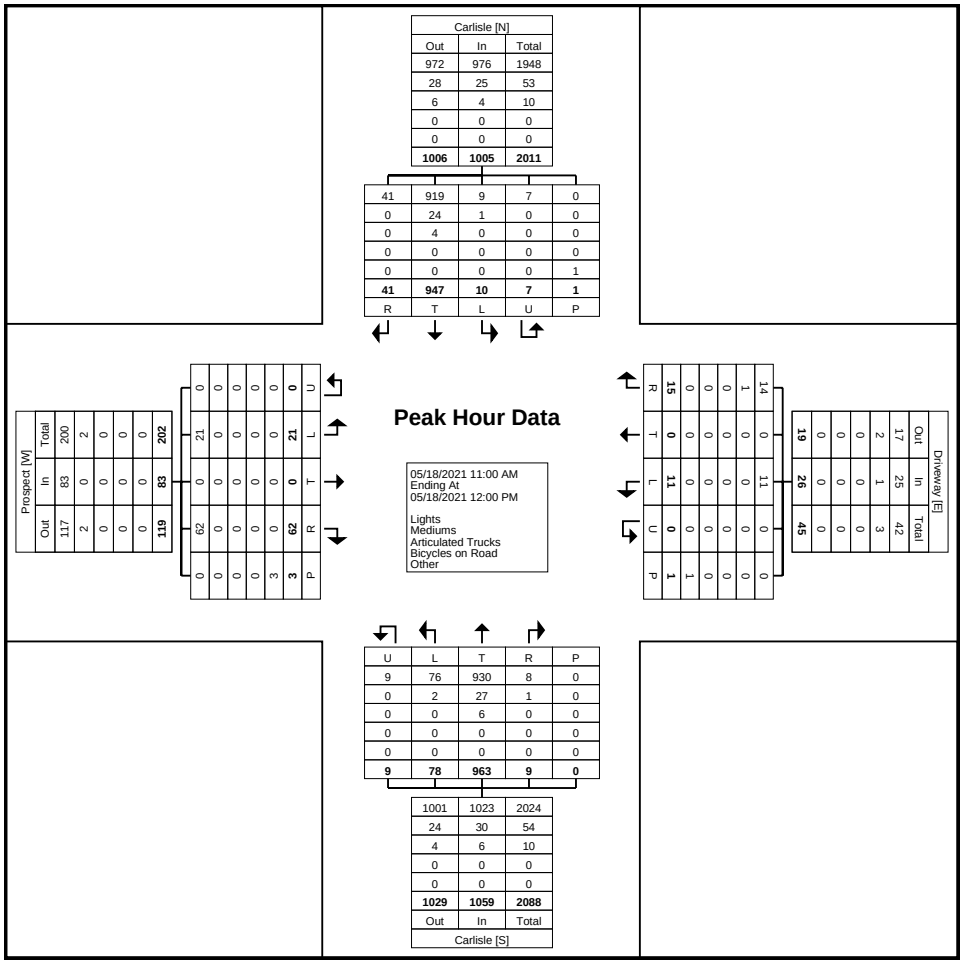
Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (11:00 AM)

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Albuquerque, New Mexico, United States
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Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:15 PM	12	263	3	3	0	281	3	0	0	0	1	3	7	260	20	5	2	292	21	0	4	0	1	25	601
12:30 PM	8	256	3	0	0	267	3	0	2	0	2	5	1	271	21	5	2	298	14	0	5	0	0	19	589
12:45 PM	16	292	6	2	0	316	2	1	2	0	1	5	2	255	24	1	1	282	19	0	4	0	1	23	626
1:00 PM	11	264	5	2	0	282	6	1	5	0	0	12	4	259	15	2	0	280	15	1	5	0	0	21	595
Total	47	1075	17	7	0	1146	14	2	9	0	4	25	14	1045	80	13	5	1152	69	1	18	0	2	88	2411
Approach %	4.1	93.8	1.5	0.6	-	-	56.0	8.0	36.0	0.0	-	-	1.2	90.7	6.9	1.1	-	-	78.4	1.1	20.5	0.0	-	-	-
Total %	1.9	44.6	0.7	0.3	-	47.5	0.6	0.1	0.4	0.0	-	1.0	0.6	43.3	3.3	0.5	-	47.8	2.9	0.0	0.7	0.0	-	3.6	-
PHF	0.734	0.920	0.708	0.583	-	0.907	0.583	0.500	0.450	0.000	-	0.521	0.500	0.964	0.833	0.650	-	0.966	0.821	0.250	0.900	0.000	-	0.880	0.963
Lights	47	1033	17	7	-	1104	14	2	9	0	-	25	14	1015	77	13	-	1119	68	1	18	0	-	87	2335
% Lights	100.0	96.1	100.0	100.0	-	96.3	100.0	100.0	100.0	-	-	100.0	100.0	97.1	96.3	100.0	-	97.1	98.6	100.0	100.0	-	-	98.9	96.8
Mediums	0	34	0	0	-	34	0	0	0	0	-	0	0	27	3	0	-	30	1	0	0	0	-	1	65
% Mediums	0.0	3.2	0.0	0.0	-	3.0	0.0	0.0	0.0	-	-	0.0	0.0	2.6	3.8	0.0	-	2.6	1.4	0.0	0.0	-	-	1.1	2.7
Articulated Trucks	0	6	0	0	-	6	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	9
% Articulated Trucks	0.0	0.6	0.0	0.0	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Road	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-

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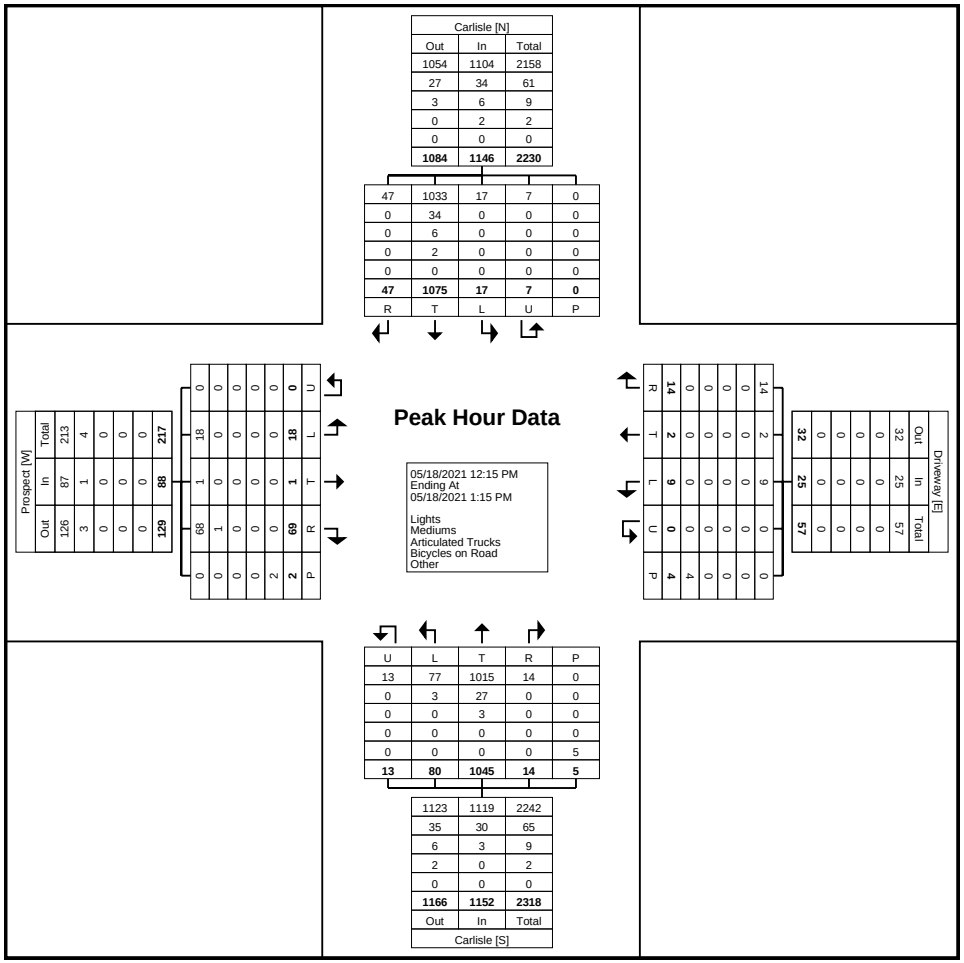

Turning Movement Peak Hour Data Plot (12:15 PM)

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Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021

Turning Movement Peak Hour Data (3:45 PM)

Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:45 PM	9	323	8	1	1	341	2	0	0	0	2	2	4	285	10	7	0	306	8	0	2	0	1	10	659
4:00 PM	7	305	3	4	1	319	3	0	3	0	0	6	4	323	14	7	1	348	18	0	2	0	2	20	693
4:15 PM	9	324	2	0	1	335	4	0	5	0	1	9	3	278	22	2	0	305	25	0	5	0	0	30	679
4:30 PM	6	345	5	3	0	359	2	0	5	0	0	7	2	295	15	2	0	314	14	1	2	0	1	17	697
Total	31	1297	18	8	3	1354	11	0	13	0	3	24	13	1181	61	18	1	1273	65	1	11	0	4	77	2728
Approach %	2.3	95.8	1.3	0.6	-	-	45.8	0.0	54.2	0.0	-	-	1.0	92.8	4.8	1.4	-	-	84.4	1.3	14.3	0.0	-	-	-
Total %	1.1	47.5	0.7	0.3	-	49.6	0.4	0.0	0.5	0.0	-	0.9	0.5	43.3	2.2	0.7	-	46.7	2.4	0.0	0.4	0.0	-	2.8	-
PHF	0.861	0.940	0.563	0.500	-	0.943	0.688	0.000	0.650	0.000	-	0.667	0.813	0.914	0.693	0.643	-	0.915	0.650	0.250	0.550	0.000	-	0.642	0.978
Lights	30	1279	18	8	-	1335	11	0	13	0	-	24	13	1128	58	17	-	1216	64	1	11	0	-	76	2651
% Lights	96.8	98.6	100.0	100.0	-	98.6	100.0	-	100.0	-	-	100.0	100.0	95.5	95.1	94.4	-	95.5	98.5	100.0	100.0	-	-	98.7	97.2
Mediums	1	17	0	0	-	18	0	0	0	0	-	0	0	52	3	1	-	56	0	0	0	0	-	0	74
% Mediums	3.2	1.3	0.0	0.0	-	1.3	0.0	-	0.0	-	-	0.0	0.0	4.4	4.9	5.6	-	4.4	0.0	0.0	0.0	-	-	0.0	2.7
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.1	0.0	0.0	-	0.1	0.0	-	0.0	-	-	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	1.5	0.0	0.0	-	-	1.3	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-

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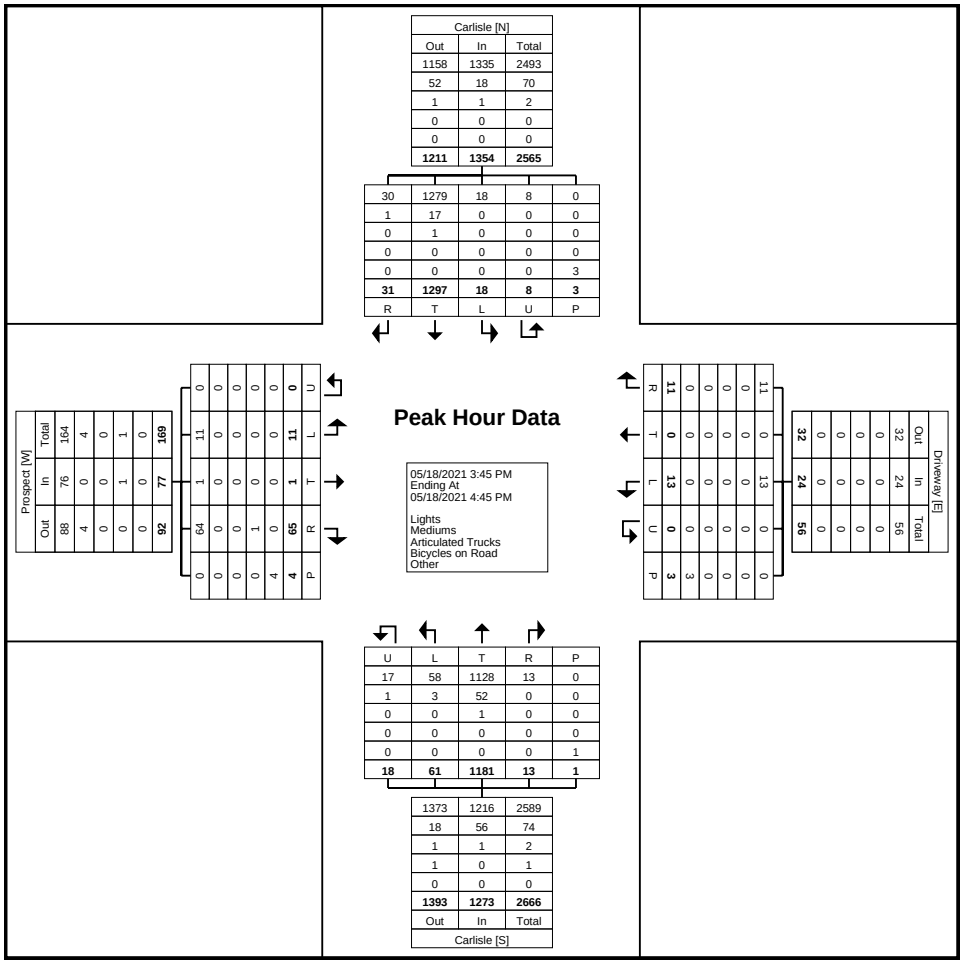
Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (3:45 PM)

Lee Engineering, LLC
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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021

Turning Movement Data

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:00 AM	61	0	0	0	61	0	0	0	0	0	2	90	0	0	92	153
6:15 AM	81	0	0	0	81	0	0	0	0	0	1	81	0	0	82	163
6:30 AM	109	0	0	3	109	0	0	0	0	0	0	124	0	0	124	233
6:45 AM	114	0	0	0	114	0	0	0	1	0	0	151	0	0	151	265
Hourly Total	365	0	0	3	365	0	0	0	1	0	3	446	0	0	449	814
7:00 AM	156	0	0	0	156	1	0	0	0	1	4	135	0	0	139	296
7:15 AM	156	0	0	0	156	1	0	0	0	1	1	152	0	0	153	310
7:30 AM	161	0	0	0	161	1	0	0	1	1	2	223	0	0	225	387
7:45 AM	200	0	0	0	200	1	0	0	1	1	1	284	0	0	285	486
Hourly Total	673	0	0	0	673	4	0	0	2	4	8	794	0	0	802	1479
8:00 AM	195	0	0	0	195	0	0	0	0	0	1	244	0	0	245	440
8:15 AM	176	0	0	0	176	1	0	0	0	1	5	196	0	0	201	378
8:30 AM	196	0	0	0	196	2	0	0	0	2	1	216	0	0	217	415
8:45 AM	177	0	0	0	177	2	0	0	1	2	1	249	0	0	250	429
Hourly Total	744	0	0	0	744	5	0	0	1	5	8	905	0	0	913	1662
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	231	0	0	0	231	2	0	0	0	2	3	252	0	0	255	488
11:15 AM	242	0	0	2	242	1	0	0	1	1	0	233	0	0	233	476
11:30 AM	259	0	0	0	259	1	0	0	0	1	1	249	0	0	250	510
11:45 AM	259	0	0	1	259	3	0	0	1	3	3	278	0	0	281	543
Hourly Total	991	0	0	3	991	7	0	0	2	7	7	1012	0	0	1019	2017
12:00 PM	252	0	0	0	252	5	0	0	0	5	4	250	0	0	254	511
12:15 PM	279	0	0	0	279	2	0	0	0	2	3	269	0	0	272	553
12:30 PM	269	0	0	2	269	3	0	0	0	3	4	270	0	2	274	546
12:45 PM	303	0	0	2	303	0	0	0	2	0	3	261	0	0	264	567
Hourly Total	1103	0	0	4	1103	10	0	0	2	10	14	1050	0	2	1064	2177
1:00 PM	255	1	0	3	256	3	0	0	0	3	3	270	0	0	273	532
1:15 PM	269	0	0	1	269	1	0	0	1	1	2	255	0	0	257	527
1:30 PM	230	0	0	0	230	0	0	0	0	0	0	252	0	0	252	482
1:45 PM	274	0	0	0	274	1	0	0	2	1	1	240	0	0	241	516
Hourly Total	1028	1	0	4	1029	5	0	0	3	5	6	1017	0	0	1023	2057
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	304	0	0	0	304	2	0	0	3	2	3	323	0	0	326	632
3:15 PM	305	0	0	0	305	0	0	0	1	0	7	270	0	0	277	582
3:30 PM	276	0	0	0	276	0	0	0	3	0	2	319	0	0	321	597
3:45 PM	331	0	0	0	331	0	0	0	2	0	7	295	0	0	302	633

Hourly Total	1216	0	0	0	1216	2	0	0	9	2	19	1207	0	0	1226	2444
4:00 PM	308	0	0	1	308	2	0	0	0	2	3	332	0	0	335	645
4:15 PM	345	0	0	0	345	6	0	0	0	6	4	286	0	0	290	641
4:30 PM	347	0	0	0	347	2	0	0	0	2	3	300	0	3	303	652
4:45 PM	346	0	0	0	346	3	0	0	0	3	4	276	0	0	280	629
Hourly Total	1346	0	0	1	1346	13	0	0	0	13	14	1194	0	3	1208	2567
5:00 PM	351	0	0	0	351	4	0	0	1	4	7	267	0	0	274	629
5:15 PM	352	0	0	0	352	0	0	0	0	0	5	275	0	0	280	632
5:30 PM	305	0	0	0	305	1	0	0	0	1	4	253	0	0	257	563
5:45 PM	266	0	0	0	266	0	0	0	0	0	2	204	0	0	206	472
Hourly Total	1274	0	0	0	1274	5	0	0	1	5	18	999	0	0	1017	2296
Grand Total	8740	1	0	15	8741	51	0	0	21	51	97	8624	0	5	8721	17513
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	1.1	98.9	0.0	-	-	-
Total %	49.9	0.0	0.0	-	49.9	0.3	0.0	0.0	-	0.3	0.6	49.2	0.0	-	49.8	-
Lights	8489	1	0	-	8490	49	0	0	-	49	95	8377	0	-	8472	17011
% Lights	97.1	100.0	-	-	97.1	96.1	-	-	-	96.1	97.9	97.1	-	-	97.1	97.1
Mediums	213	0	0	-	213	1	0	0	-	1	1	210	0	-	211	425
% Mediums	2.4	0.0	-	-	2.4	2.0	-	-	-	2.0	1.0	2.4	-	-	2.4	2.4
Articulated Trucks	36	0	0	-	36	1	0	0	-	1	1	37	0	-	38	75
% Articulated Trucks	0.4	0.0	-	-	0.4	2.0	-	-	-	2.0	1.0	0.4	-	-	0.4	0.4
Bicycles on Road	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	4.8	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	15	-	-	-	-	20	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	95.2	-	-	-	-	100.0	-	-

Lee Engineering, LLC
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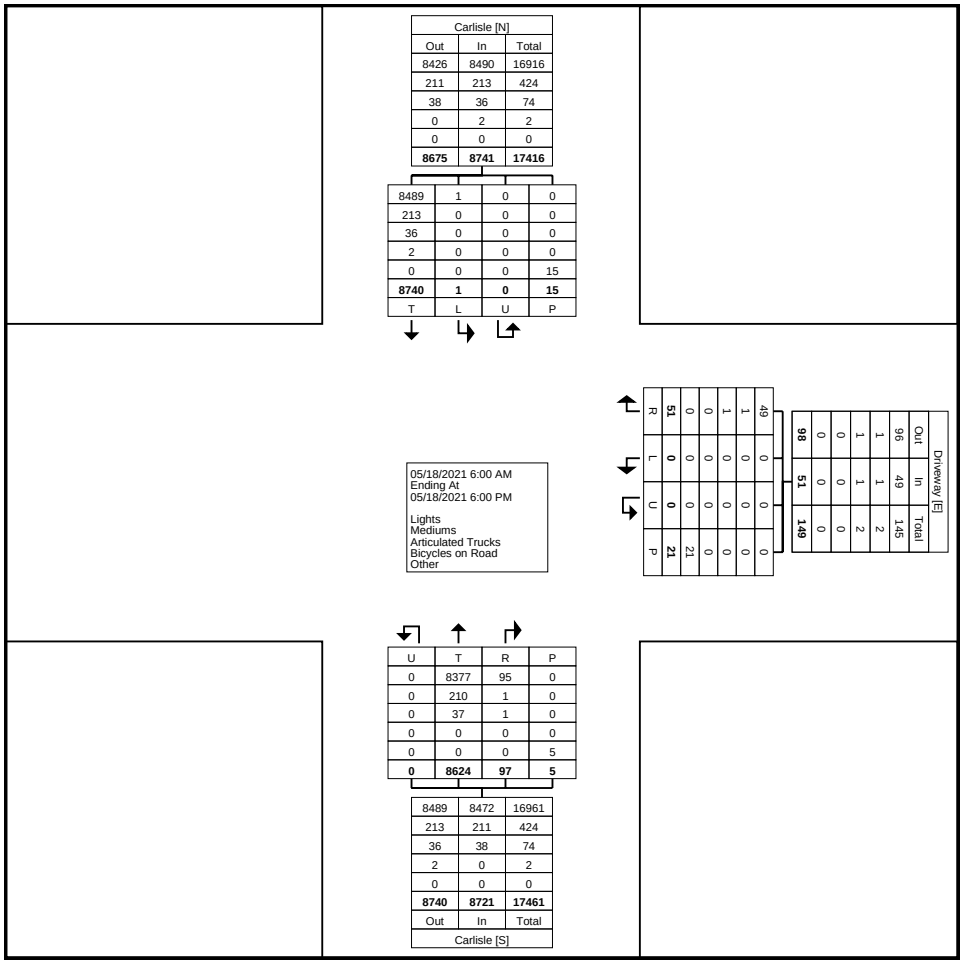
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021



Turning Movement Data Plot

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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
7:45 AM	200	0	0	0	200	1	0	0	1	1	1	284	0	0	285	486
8:00 AM	195	0	0	0	195	0	0	0	0	0	1	244	0	0	245	440
8:15 AM	176	0	0	0	176	1	0	0	0	1	5	196	0	0	201	378
8:30 AM	196	0	0	0	196	2	0	0	0	2	1	216	0	0	217	415
Total	767	0	0	0	767	4	0	0	1	4	8	940	0	0	948	1719
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.8	99.2	0.0	-	-	-
Total %	44.6	0.0	0.0	-	44.6	0.2	0.0	0.0	-	0.2	0.5	54.7	0.0	-	55.1	-
PHF	0.959	0.000	0.000	-	0.959	0.500	0.000	0.000	-	0.500	0.400	0.827	0.000	-	0.832	0.884
Lights	742	0	0	-	742	3	0	0	-	3	6	910	0	-	916	1661
% Lights	96.7	-	-	-	96.7	75.0	-	-	-	75.0	75.0	96.8	-	-	96.6	96.6
Mediums	21	0	0	-	21	1	0	0	-	1	1	27	0	-	28	50
% Mediums	2.7	-	-	-	2.7	25.0	-	-	-	25.0	12.5	2.9	-	-	3.0	2.9
Articulated Trucks	4	0	0	-	4	0	0	0	-	0	1	3	0	-	4	8
% Articulated Trucks	0.5	-	-	-	0.5	0.0	-	-	-	0.0	12.5	0.3	-	-	0.4	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Lee Engineering, LLC
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Albuquerque, New Mexico, United States
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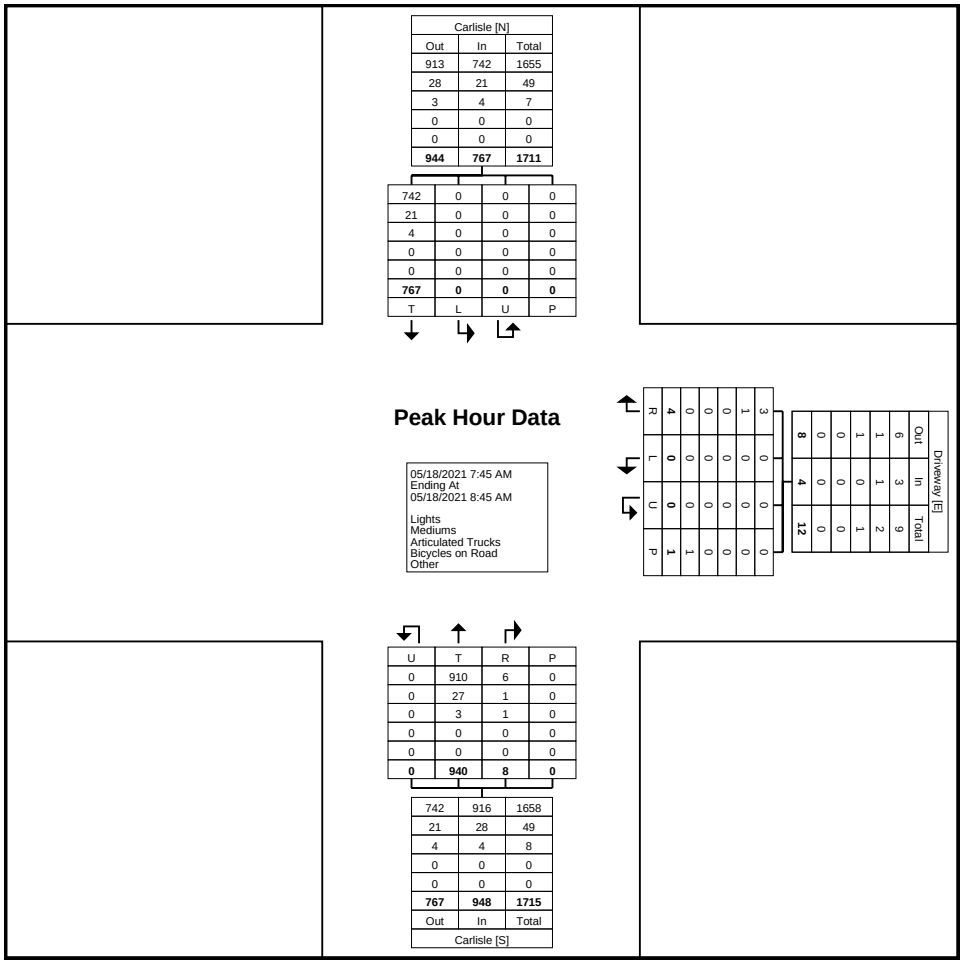

Turning Movement Peak Hour Data Plot (7:45 AM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
11:00 AM	231	0	0	0	231	2	0	0	0	2	3	252	0	0	255	488
11:15 AM	242	0	0	2	242	1	0	0	1	1	0	233	0	0	233	476
11:30 AM	259	0	0	0	259	1	0	0	0	1	1	249	0	0	250	510
11:45 AM	259	0	0	1	259	3	0	0	1	3	3	278	0	0	281	543
Total	991	0	0	3	991	7	0	0	2	7	7	1012	0	0	1019	2017
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.7	99.3	0.0	-	-	-
Total %	49.1	0.0	0.0	-	49.1	0.3	0.0	0.0	-	0.3	0.3	50.2	0.0	-	50.5	-
PHF	0.957	0.000	0.000	-	0.957	0.583	0.000	0.000	-	0.583	0.583	0.910	0.000	-	0.907	0.929
Lights	968	0	0	-	968	7	0	0	-	7	7	982	0	-	989	1964
% Lights	97.7	-	-	-	97.7	100.0	-	-	-	100.0	100.0	97.0	-	-	97.1	97.4
Mediums	19	0	0	-	19	0	0	0	-	0	0	23	0	-	23	42
% Mediums	1.9	-	-	-	1.9	0.0	-	-	-	0.0	0.0	2.3	-	-	2.3	2.1
Articulated Trucks	4	0	0	-	4	0	0	0	-	0	0	7	0	-	7	11
% Articulated Trucks	0.4	-	-	-	0.4	0.0	-	-	-	0.0	0.0	0.7	-	-	0.7	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	50.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	50.0	-	-	-	-	-	-	-

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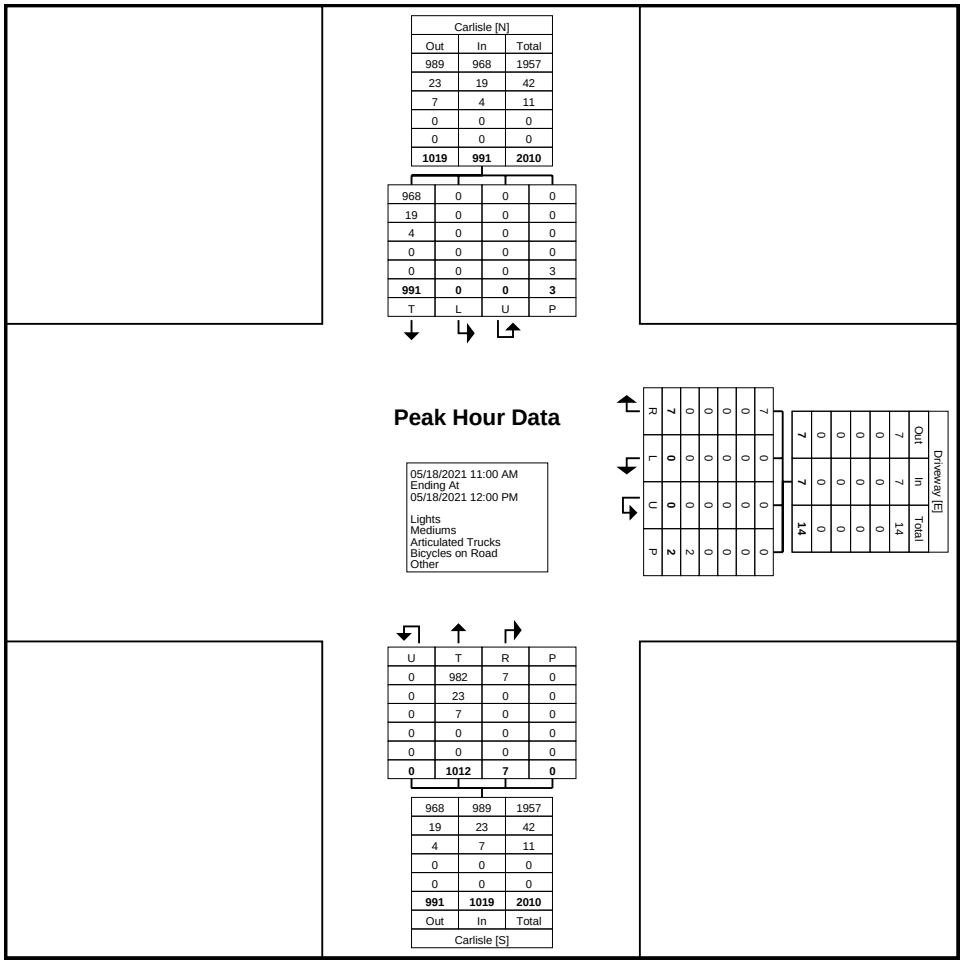

Turning Movement Peak Hour Data Plot (11:00 AM)

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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
12:15 PM	279	0	0	0	279	2	0	0	0	2	3	269	0	0	272	553
12:30 PM	269	0	0	2	269	3	0	0	0	3	4	270	0	2	274	546
12:45 PM	303	0	0	2	303	0	0	0	2	0	3	261	0	0	264	567
1:00 PM	255	1	0	3	256	3	0	0	0	3	3	270	0	0	273	532
Total	1106	1	0	7	1107	8	0	0	2	8	13	1070	0	2	1083	2198
Approach %	99.9	0.1	0.0	-	-	100.0	0.0	0.0	-	-	1.2	98.8	0.0	-	-	-
Total %	50.3	0.0	0.0	-	50.4	0.4	0.0	0.0	-	0.4	0.6	48.7	0.0	-	49.3	-
PHF	0.913	0.250	0.000	-	0.913	0.667	0.000	0.000	-	0.667	0.813	0.991	0.000	-	0.988	0.969
Lights	1064	1	0	-	1065	8	0	0	-	8	13	1042	0	-	1055	2128
% Lights	96.2	100.0	-	-	96.2	100.0	-	-	-	100.0	100.0	97.4	-	-	97.4	96.8
Mediums	34	0	0	-	34	0	0	0	-	0	0	25	0	-	25	59
% Mediums	3.1	0.0	-	-	3.1	0.0	-	-	-	0.0	0.0	2.3	-	-	2.3	2.7
Articulated Trucks	7	0	0	-	7	0	0	0	-	0	0	3	0	-	3	10
% Articulated Trucks	0.6	0.0	-	-	0.6	0.0	-	-	-	0.0	0.0	0.3	-	-	0.3	0.5
Bicycles on Road	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.1	0.0	-	-	0.1	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	7	-	-	-	-	2	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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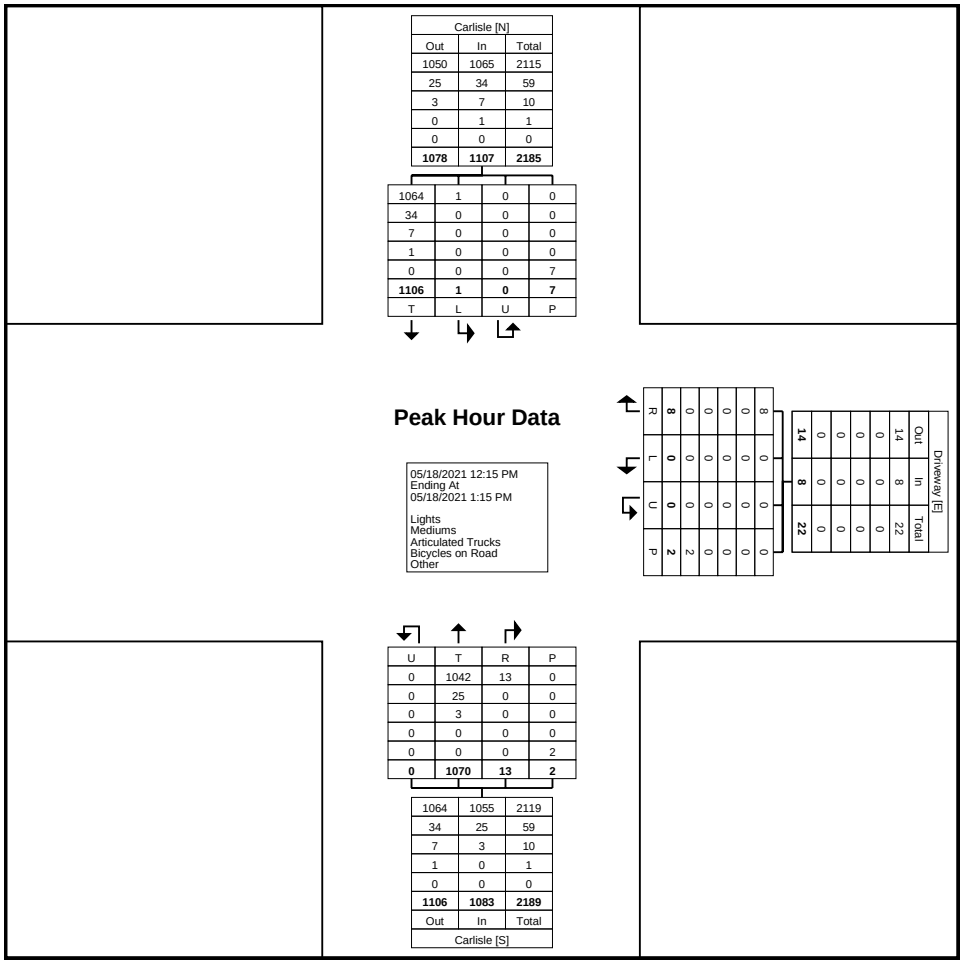

Turning Movement Peak Hour Data Plot (12:15 PM)

Lee Engineering, LLC
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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021

Turning Movement Peak Hour Data (3:45 PM)

Start Time	Carlisle Southbound					Driveway Westbound					Carlisle Northbound					
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Int. Total
3:45 PM	331	0	0	0	331	0	0	0	2	0	7	295	0	0	302	633
4:00 PM	308	0	0	1	308	2	0	0	0	2	3	332	0	0	335	645
4:15 PM	345	0	0	0	345	6	0	0	0	6	4	286	0	0	290	641
4:30 PM	347	0	0	0	347	2	0	0	0	2	3	300	0	3	303	652
Total	1331	0	0	1	1331	10	0	0	2	10	17	1213	0	3	1230	2571
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	1.4	98.6	0.0	-	-	-
Total %	51.8	0.0	0.0	-	51.8	0.4	0.0	0.0	-	0.4	0.7	47.2	0.0	-	47.8	-
PHF	0.959	0.000	0.000	-	0.959	0.417	0.000	0.000	-	0.417	0.607	0.913	0.000	-	0.918	0.986
Lights	1313	0	0	-	1313	10	0	0	-	10	17	1159	0	-	1176	2499
% Lights	98.6	-	-	-	98.6	100.0	-	-	-	100.0	100.0	95.5	-	-	95.6	97.2
Mediums	17	0	0	-	17	0	0	0	-	0	0	53	0	-	53	70
% Mediums	1.3	-	-	-	1.3	0.0	-	-	-	0.0	0.0	4.4	-	-	4.3	2.7
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Articulated Trucks	0.1	-	-	-	0.1	0.0	-	-	-	0.0	0.0	0.1	-	-	0.1	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	2	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
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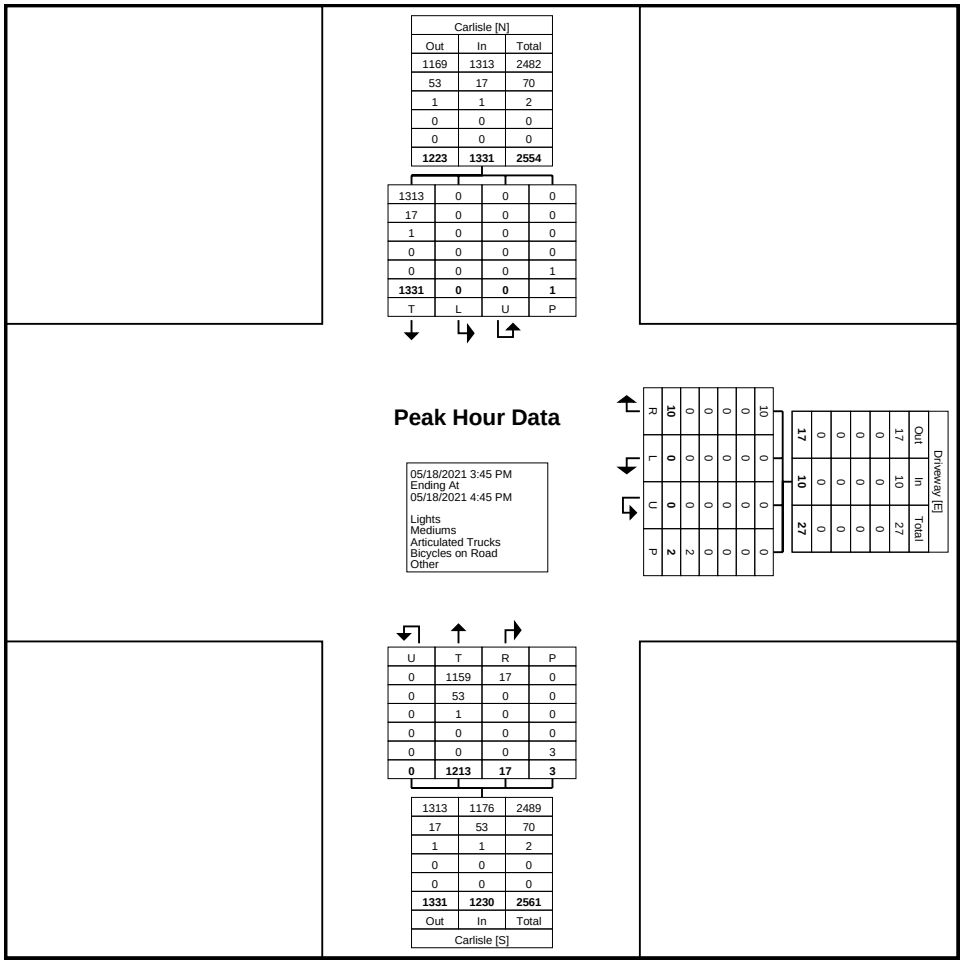


Turning Movement Peak Hour Data Plot (3:45 PM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/18/2021

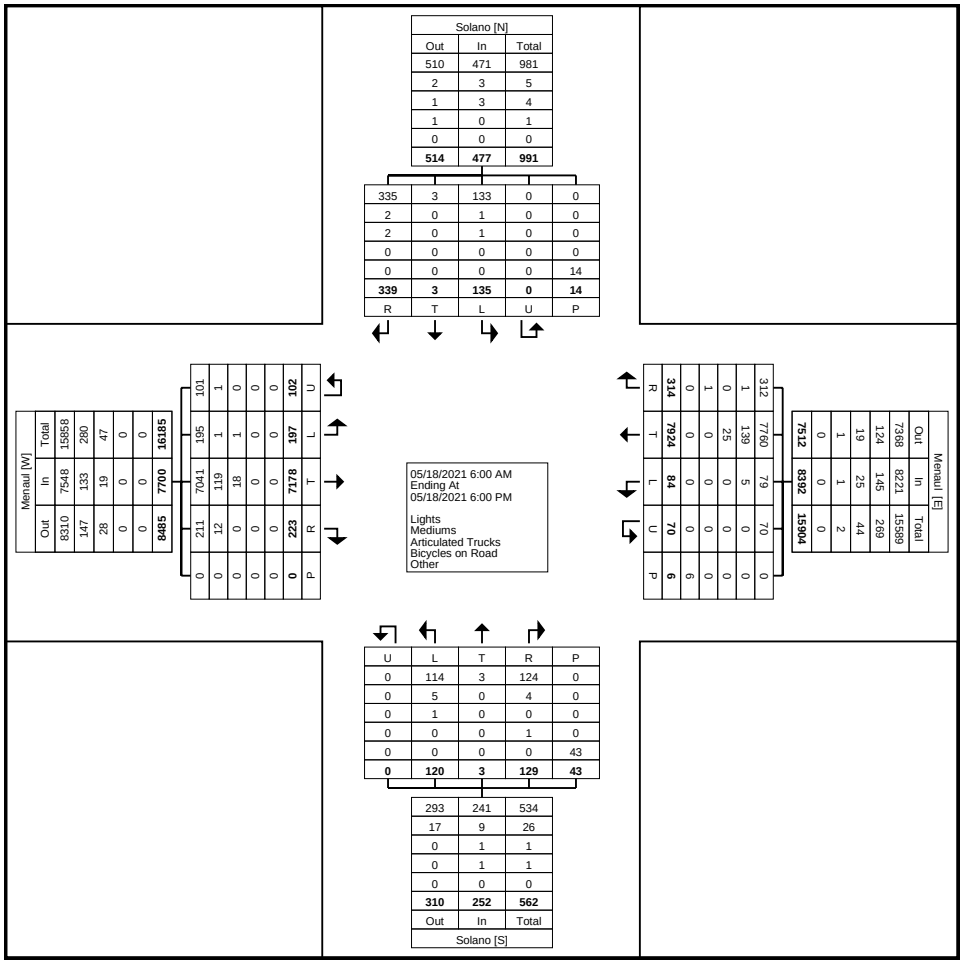
Turning Movement Data

Start Time	Solano Southbound							Menaul Westbound							Solano Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	4	0	0	0	0	4	2	0	55	0	0	0	57	0	0	0	3	0	0	3	2	1	32	2	0	0	37	101
6:15 AM	0	2	1	0	0	2	3	0	0	52	0	0	0	52	0	0	0	3	0	0	3	3	0	31	2	0	0	36	94
6:30 AM	0	2	0	0	0	1	2	1	0	77	0	1	0	79	0	0	0	0	0	0	0	1	1	38	2	0	0	42	123
6:45 AM	0	0	0	1	0	0	1	0	0	109	0	0	0	109	0	0	1	1	0	0	2	7	1	58	3	1	0	70	182
Hourly Total	0	8	1	1	0	3	10	3	0	293	0	1	0	297	0	0	1	7	0	0	8	13	3	159	9	1	0	185	500
7:00 AM	0	0	0	0	0	0	0	0	0	106	1	0	0	107	0	0	0	0	0	1	0	2	0	59	4	1	0	66	173
7:15 AM	0	1	0	1	0	1	2	1	0	131	0	0	1	132	0	1	0	1	0	1	2	2	0	81	3	2	0	88	224
7:30 AM	1	0	0	0	0	0	1	0	0	159	0	0	0	159	2	2	0	5	0	0	9	1	0	121	2	2	0	126	295
7:45 AM	0	3	0	0	0	1	3	2	0	215	1	2	0	220	0	1	0	3	0	0	4	11	0	162	2	1	0	176	403
Hourly Total	1	4	0	1	0	2	6	3	0	611	2	2	1	618	2	4	0	9	0	2	15	16	0	423	11	6	0	456	1095
8:00 AM	1	3	0	1	0	0	5	3	0	161	2	3	0	169	0	0	0	4	0	2	4	7	0	131	5	3	0	146	324
8:15 AM	4	3	0	2	0	0	9	1	0	148	1	1	0	151	0	0	0	1	0	0	1	4	0	127	3	4	0	138	299
8:30 AM	1	3	0	3	0	0	7	0	0	150	0	2	0	152	0	2	0	0	0	1	2	5	0	146	5	2	0	158	319
8:45 AM	1	1	0	1	0	0	3	9	0	160	2	2	0	173	1	0	0	3	0	3	4	7	0	165	6	0	0	178	358
Hourly Total	7	10	0	7	0	0	24	13	0	619	5	8	0	645	1	2	0	8	0	6	11	23	0	569	19	9	0	620	1300
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	2	5	0	9	0	0	16	10	0	217	5	4	2	236	0	3	0	3	0	2	6	10	0	230	3	3	0	246	504
11:15 AM	2	9	0	4	0	0	15	8	0	233	3	2	0	246	0	6	0	2	0	0	8	7	0	236	4	2	0	249	518
11:30 AM	3	6	0	5	0	1	14	12	0	237	2	2	0	253	0	2	0	2	0	0	4	4	0	246	4	3	0	257	528
11:45 AM	0	10	0	2	0	1	12	13	0	252	2	0	0	267	0	5	0	10	0	1	15	11	0	261	7	4	0	283	577
Hourly Total	7	30	0	20	0	2	57	43	0	939	12	8	2	1002	0	16	0	17	0	3	33	32	0	973	18	12	0	1035	2127
12:00 PM	0	8	0	5	0	0	13	19	0	267	4	2	0	292	0	5	0	4	0	1	9	6	0	257	9	2	0	274	588
12:15 PM	0	15	0	4	0	0	19	16	0	266	2	2	1	286	0	4	0	3	0	1	7	6	0	264	5	1	0	276	588
12:30 PM	0	13	0	4	0	0	17	13	0	287	5	5	0	310	0	6	0	3	0	0	9	5	0	268	4	4	0	281	617
12:45 PM	0	17	0	9	0	0	26	14	0	277	5	7	0	303	0	4	0	3	0	0	7	12	0	254	9	2	0	277	613
Hourly Total	0	53	0	22	0	0	75	62	0	1097	16	16	1	1191	0	19	0	13	0	2	32	29	0	1043	27	9	0	1108	2406
1:00 PM	2	8	0	6	0	1	16	10	0	295	5	2	0	312	0	6	0	5	0	1	11	12	0	241	4	3	0	260	599
1:15 PM	0	8	1	5	0	0	14	14	0	270	4	1	0	289	0	4	1	4	0	2	9	7	0	227	4	4	0	242	554
1:30 PM	0	9	0	3	0	2	12	11	0	256	3	4	0	274	0	9	0	5	0	1	14	3	0	215	6	3	0	227	527
1:45 PM	1	18	0	9	0	0	28	12	0	265	5	3	0	285	0	3	0	7	0	1	10	5	0	252	10	3	0	270	593
Hourly Total	3	43	1	23	0	3	70	47	0	1086	17	10	0	1160	0	22	1	21	0	5	44	27	0	935	24	13	0	999	2273
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	13	0	5	0	0	18	10	0	268	3	3	0	284	0	4	0	6	0	2	10	5	0	231	3	5	0	244	556
3:15 PM	0	16	0	8	0	1	24	19	0	267	3	1	0	290	1	5	0	3	0	2	9	12	0	251	10	5	0	278	601
3:30 PM	0	14	0	8	0	0	22	17	0	307	4	1	0	329	0	9	1	2	0	4	12	6	0	277	9	5	0	297	660

3:45 PM	0	8	1	10	0	0	19	13	0	271	7	2	0	293	2	7	0	3	0	1	12	8	0	277	7	0	0	292	616
Hourly Total	0	51	1	31	0	1	83	59	0	1113	17	7	0	1196	3	25	1	14	0	9	43	31	0	1036	29	15	0	1111	2433
4:00 PM	0	11	0	4	0	1	15	12	1	314	2	2	1	331	0	8	0	4	0	4	12	5	0	297	10	3	0	315	673
4:15 PM	0	27	0	9	0	2	36	16	0	289	1	4	0	310	0	1	0	3	0	2	4	4	0	273	6	4	0	287	637
4:30 PM	0	20	0	4	0	0	24	11	0	298	3	3	0	315	0	5	0	8	0	2	13	8	0	260	10	5	0	283	635
4:45 PM	0	10	0	2	0	0	12	11	0	264	2	4	1	281	0	6	0	2	0	1	8	3	0	258	10	4	0	275	576
Hourly Total	0	68	0	19	0	3	87	50	1	1165	8	13	2	1237	0	20	0	17	0	9	37	20	0	1088	36	16	0	1160	2521
5:00 PM	0	16	0	2	0	0	18	9	0	298	3	3	0	313	0	4	0	7	0	4	11	5	0	299	7	8	0	319	661
5:15 PM	0	12	0	1	0	0	13	11	0	260	2	0	0	273	0	6	0	2	0	0	8	6	0	260	9	4	0	279	573
5:30 PM	1	16	0	5	0	0	22	4	0	223	1	1	0	229	0	2	0	4	0	2	6	12	0	227	4	7	0	250	507
5:45 PM	0	9	0	3	0	0	12	9	0	220	1	1	0	231	0	3	0	1	0	1	4	6	0	166	4	2	0	178	425
Hourly Total	1	53	0	11	0	0	65	33	0	1001	7	5	0	1046	0	15	0	14	0	7	29	29	0	952	24	21	0	1026	2166
Grand Total	19	320	3	135	0	14	477	313	1	7924	84	70	6	8392	6	123	3	120	0	43	252	220	3	7178	197	102	0	7700	16821
Approach %	4.0	67.1	0.6	28.3	0.0	-	-	3.7	0.0	94.4	1.0	0.8	-	-	2.4	48.8	1.2	47.6	0.0	-	-	2.9	0.0	93.2	2.6	1.3	-	-	-
Total %	0.1	1.9	0.0	0.8	0.0	-	2.8	1.9	0.0	47.1	0.5	0.4	-	49.9	0.0	0.7	0.0	0.7	0.0	-	1.5	1.3	0.0	42.7	1.2	0.6	-	45.8	-
Lights	18	317	3	133	0	-	471	311	1	7760	79	70	-	8221	6	118	3	114	0	-	241	208	3	7041	195	101	-	7548	16481
% Lights	94.7	99.1	100.0	98.5	-	-	98.7	99.4	100.0	97.9	94.0	100.0	-	98.0	100.0	95.9	100.0	95.0	-	-	95.6	94.5	100.0	98.1	99.0	99.0	-	98.0	98.0
Mediums	1	1	0	1	0	-	3	1	0	139	5	0	-	145	0	4	0	5	0	-	9	12	0	119	1	1	-	133	290
% Mediums	5.3	0.3	0.0	0.7	-	-	0.6	0.3	0.0	1.8	6.0	0.0	-	1.7	0.0	3.3	0.0	4.2	-	-	3.6	5.5	0.0	1.7	0.5	1.0	-	1.7	1.7
Articulated Trucks	0	2	0	1	0	-	3	0	0	25	0	0	-	25	0	0	0	1	0	-	1	0	0	18	1	0	-	19	48
% Articulated Trucks	0.0	0.6	0.0	0.7	-	-	0.6	0.0	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	0.8	-	-	0.4	0.0	0.0	0.3	0.5	0.0	-	0.2	0.3
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	0	0	-	1	0	1	0	0	0	-	1	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.3	0.0	0.0	0.0	0.0	-	0.0	0.0	0.8	0.0	0.0	-	-	0.4	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	-	9	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	21.4	-	-	-	-	-	-	16.7	-	-	-	-	-	-	20.9	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	-	5	-	-	-	-	-	-	34	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	78.6	-	-	-	-	-	-	83.3	-	-	-	-	-	-	79.1	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/18/2021



Turning Movement Data Plot

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/18/2021

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Solano Southbound							Menaul Westbound							Solano Northbound							Menaul Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:45 AM	0	3	0	0	0	1	3	2	0	215	1	2	0	220	0	1	0	3	0	0	4	11	0	162	2	1	0	176	403
8:00 AM	1	3	0	1	0	0	5	3	0	161	2	3	0	169	0	0	0	4	0	2	4	7	0	131	5	3	0	146	324
8:15 AM	4	3	0	2	0	0	9	1	0	148	1	1	0	151	0	0	0	1	0	0	1	4	0	127	3	4	0	138	299
8:30 AM	1	3	0	3	0	0	7	0	0	150	0	2	0	152	0	2	0	0	0	1	2	5	0	146	5	2	0	158	319
Total	6	12	0	6	0	1	24	6	0	674	4	8	0	692	0	3	0	8	0	3	11	27	0	566	15	10	0	618	1345
Approach %	25.0	50.0	0.0	25.0	0.0	-	-	0.9	0.0	97.4	0.6	1.2	-	-	0.0	27.3	0.0	72.7	0.0	-	-	4.4	0.0	91.6	2.4	1.6	-	-	-
Total %	0.4	0.9	0.0	0.4	0.0	-	1.8	0.4	0.0	50.1	0.3	0.6	-	51.4	0.0	0.2	0.0	0.6	0.0	-	0.8	2.0	0.0	42.1	1.1	0.7	-	45.9	-
PHF	0.375	1.000	0.000	0.500	0.000	-	0.667	0.500	0.000	0.784	0.500	0.667	-	0.786	0.000	0.375	0.000	0.500	0.000	-	0.688	0.614	0.000	0.873	0.750	0.625	-	0.878	0.834
Lights	5	12	0	5	0	-	22	6	0	650	4	8	-	668	0	3	0	7	0	-	10	26	0	543	14	10	-	593	1293
% Lights	83.3	100.0	-	83.3	-	-	91.7	100.0	-	96.4	100.0	100.0	-	96.5	-	100.0	-	87.5	-	-	90.9	96.3	-	95.9	93.3	100.0	-	96.0	96.1
Mediums	1	0	0	1	0	-	2	0	0	21	0	0	-	21	0	0	0	1	0	-	1	1	0	17	1	0	-	19	43
% Mediums	16.7	0.0	-	16.7	-	-	8.3	0.0	-	3.1	0.0	0.0	-	3.0	-	0.0	-	12.5	-	-	9.1	3.7	-	3.0	6.7	0.0	-	3.1	3.2
Articulated Trucks	0	0	0	0	0	-	0	0	0	3	0	0	-	3	0	0	0	0	0	-	0	0	0	6	0	0	-	6	9
% Articulated Trucks	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.4	0.0	0.0	-	0.4	-	0.0	-	0.0	-	-	0.0	0.0	-	1.1	0.0	0.0	-	1.0	0.7
Bicycles on Road	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
% Bicycles on Road	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
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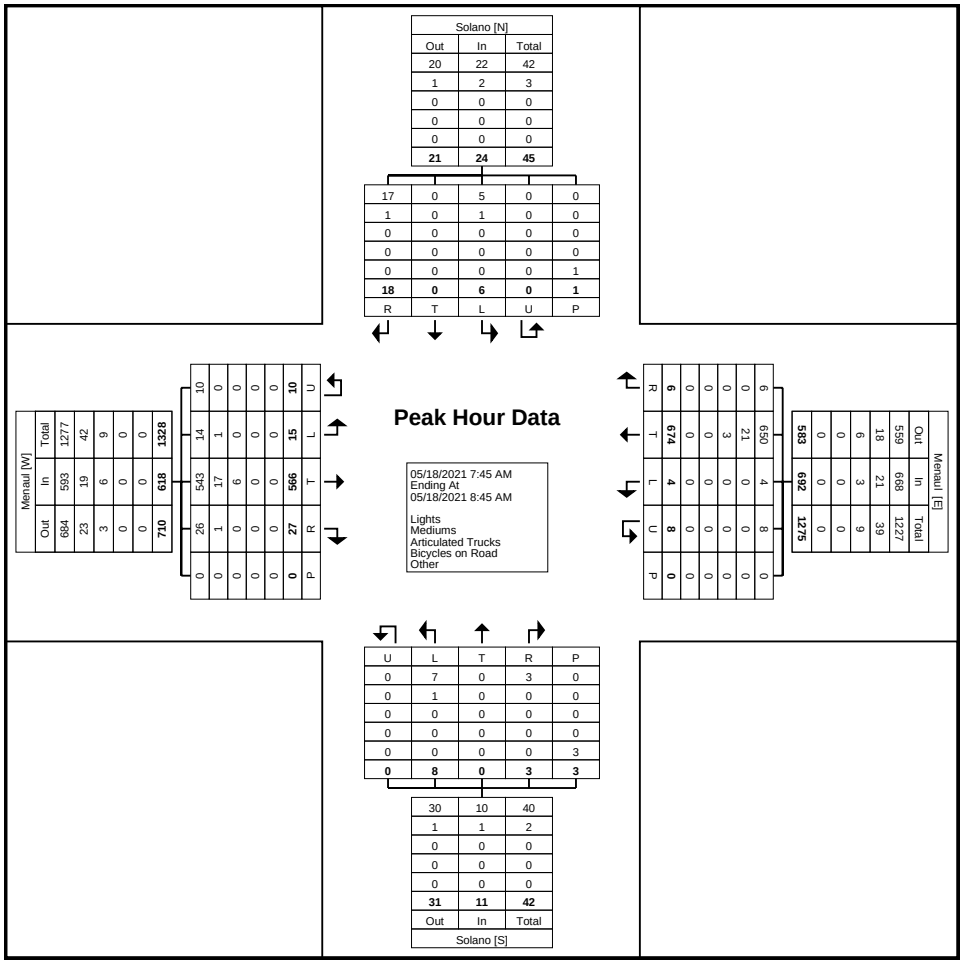

Turning Movement Peak Hour Data Plot (7:45 AM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/18/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Solano Southbound							Menaul Westbound							Solano Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	2	5	0	9	0	0	16	10	0	217	5	4	2	236	0	3	0	3	0	2	6	10	0	230	3	3	0	246	504
11:15 AM	2	9	0	4	0	0	15	8	0	233	3	2	0	246	0	6	0	2	0	0	8	7	0	236	4	2	0	249	518
11:30 AM	3	6	0	5	0	1	14	12	0	237	2	2	0	253	0	2	0	2	0	0	4	4	0	246	4	3	0	257	528
11:45 AM	0	10	0	2	0	1	12	13	0	252	2	0	0	267	0	5	0	10	0	1	15	11	0	261	7	4	0	283	577
Total	7	30	0	20	0	2	57	43	0	939	12	8	2	1002	0	16	0	17	0	3	33	32	0	973	18	12	0	1035	2127
Approach %	12.3	52.6	0.0	35.1	0.0	-	-	4.3	0.0	93.7	1.2	0.8	-	-	0.0	48.5	0.0	51.5	0.0	-	-	3.1	0.0	94.0	1.7	1.2	-	-	-
Total %	0.3	1.4	0.0	0.9	0.0	-	2.7	2.0	0.0	44.1	0.6	0.4	-	47.1	0.0	0.8	0.0	0.8	0.0	-	1.6	1.5	0.0	45.7	0.8	0.6	-	48.7	-
PHF	0.583	0.750	0.000	0.556	0.000	-	0.891	0.827	0.000	0.932	0.600	0.500	-	0.938	0.000	0.667	0.000	0.425	0.000	-	0.550	0.727	0.000	0.932	0.643	0.750	-	0.914	0.922
Lights	7	29	0	20	0	-	56	43	0	922	9	8	-	982	0	16	0	17	0	-	33	27	0	953	18	12	-	1010	2081
% Lights	100.0	96.7	-	100.0	-	-	98.2	100.0	-	98.2	75.0	100.0	-	98.0	-	100.0	-	100.0	-	-	100.0	84.4	-	97.9	100.0	100.0	-	97.6	97.8
Mediums	0	1	0	0	0	-	1	0	0	12	3	0	-	15	0	0	0	0	0	-	0	5	0	19	0	0	-	24	40
% Mediums	0.0	3.3	-	0.0	-	-	1.8	0.0	-	1.3	25.0	0.0	-	1.5	-	0.0	-	0.0	-	-	0.0	15.6	-	2.0	0.0	0.0	-	2.3	1.9
Articulated Trucks	0	0	0	0	0	-	0	0	0	5	0	0	-	5	0	0	0	0	0	-	0	0	0	1	0	0	-	1	6
% Articulated Trucks	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.5	0.0	0.0	-	0.5	-	0.0	-	0.0	-	-	0.0	0.0	-	0.1	0.0	0.0	-	0.1	0.3
Bicycles on Road	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
% Bicycles on Road	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
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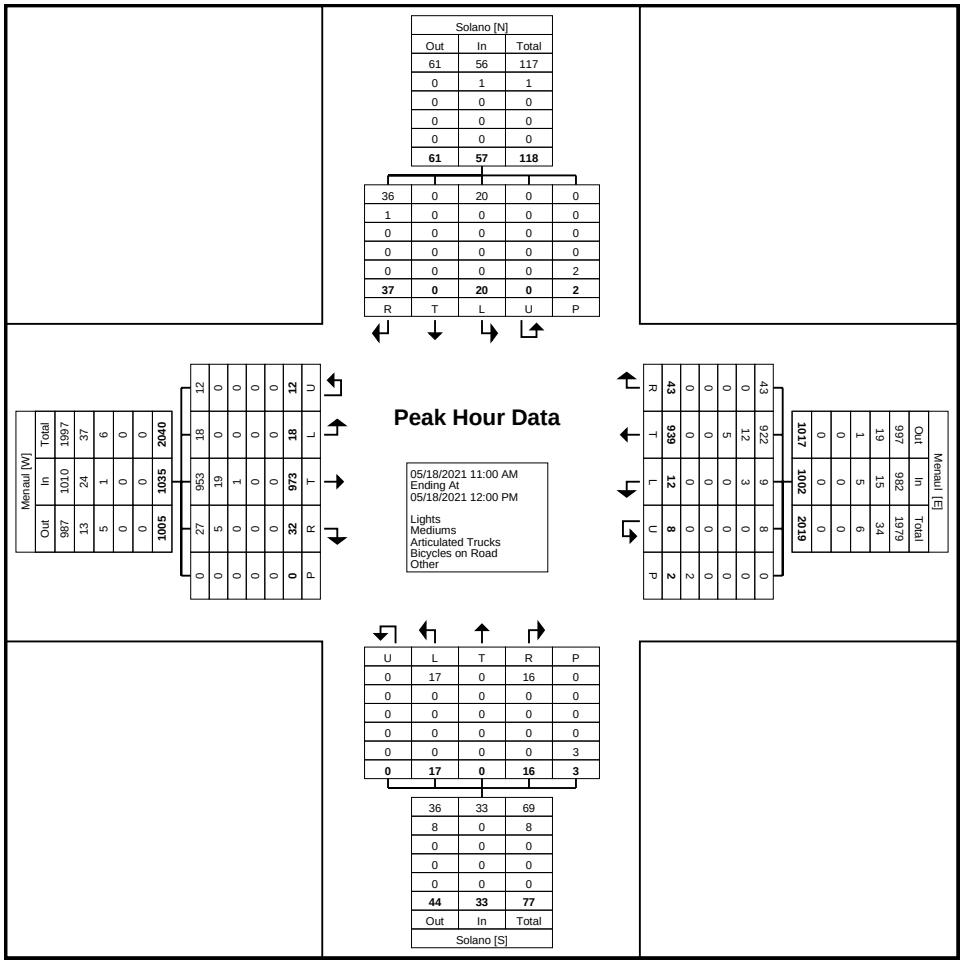

Turning Movement Peak Hour Data Plot (11:00 AM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/18/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Solano Southbound							Menaul Westbound							Solano Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
12:15 PM	0	15	0	4	0	0	19	16	0	266	2	2	1	286	0	4	0	3	0	1	7	6	0	264	5	1	0	276	588
12:30 PM	0	13	0	4	0	0	17	13	0	287	5	5	0	310	0	6	0	3	0	0	9	5	0	268	4	4	0	281	617
12:45 PM	0	17	0	9	0	0	26	14	0	277	5	7	0	303	0	4	0	3	0	0	7	12	0	254	9	2	0	277	613
1:00 PM	2	8	0	6	0	1	16	10	0	295	5	2	0	312	0	6	0	5	0	1	11	12	0	241	4	3	0	260	599
Total	2	53	0	23	0	1	78	53	0	1125	17	16	1	1211	0	20	0	14	0	2	34	35	0	1027	22	10	0	1094	2417
Approach %	2.6	67.9	0.0	29.5	0.0	-	-	4.4	0.0	92.9	1.4	1.3	-	-	0.0	58.8	0.0	41.2	0.0	-	-	3.2	0.0	93.9	2.0	0.9	-	-	-
Total %	0.1	2.2	0.0	1.0	0.0	-	3.2	2.2	0.0	46.5	0.7	0.7	-	50.1	0.0	0.8	0.0	0.6	0.0	-	1.4	1.4	0.0	42.5	0.9	0.4	-	45.3	-
PHF	0.250	0.779	0.000	0.639	0.000	-	0.750	0.828	0.000	0.953	0.850	0.571	-	0.970	0.000	0.833	0.000	0.700	0.000	-	0.773	0.729	0.000	0.958	0.611	0.625	-	0.973	0.979
Lights	2	52	0	23	0	-	77	52	0	1090	15	16	-	1173	0	18	0	13	0	-	31	32	0	1005	22	10	-	1069	2350
% Lights	100.0	98.1	-	100.0	-	-	98.7	98.1	-	96.9	88.2	100.0	-	96.9	-	90.0	-	92.9	-	-	91.2	91.4	-	97.9	100.0	100.0	-	97.7	97.2
Mediums	0	0	0	0	0	-	0	0	0	29	2	0	-	31	0	2	0	0	0	-	2	3	0	19	0	0	-	22	55
% Mediums	0.0	0.0	-	0.0	-	-	0.0	0.0	-	2.6	11.8	0.0	-	2.6	-	10.0	-	0.0	-	-	5.9	8.6	-	1.9	0.0	0.0	-	2.0	2.3
Articulated Trucks	0	1	0	0	0	-	1	0	0	6	0	0	-	6	0	0	0	1	0	-	1	0	0	3	0	0	-	3	11
% Articulated Trucks	0.0	1.9	-	0.0	-	-	1.3	0.0	-	0.5	0.0	0.0	-	0.5	-	0.0	-	7.1	-	-	2.9	0.0	-	0.3	0.0	0.0	-	0.3	0.5
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	-	0.0	-	-	0.0	1.9	-	0.0	0.0	0.0	-	0.1	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
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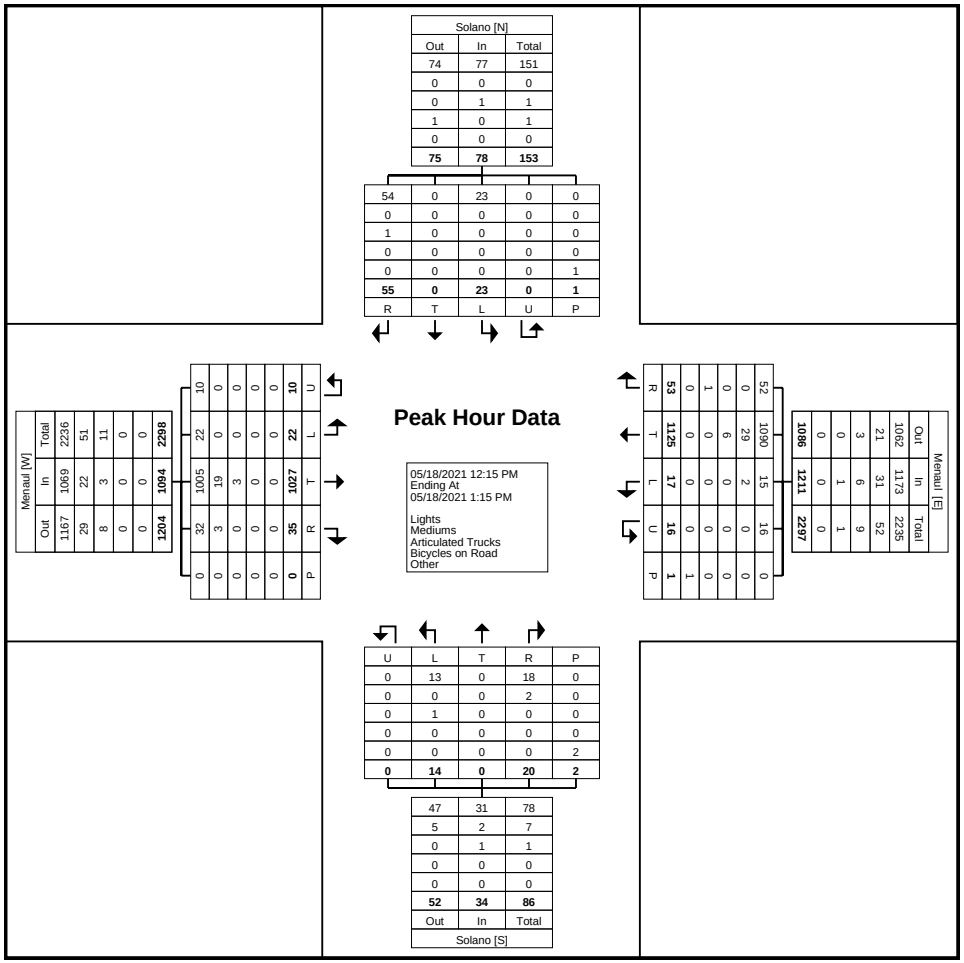

Turning Movement Peak Hour Data Plot (12:15 PM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/18/2021

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Solano Southbound							Menaul Westbound							Solano Northbound							Menaul Eastbound							
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
3:30 PM	0	14	0	8	0	0	22	17	0	307	4	1	0	329	0	9	1	2	0	4	12	6	0	277	9	5	0	297	660
3:45 PM	0	8	1	10	0	0	19	13	0	271	7	2	0	293	2	7	0	3	0	1	12	8	0	277	7	0	0	292	616
4:00 PM	0	11	0	4	0	1	15	12	1	314	2	2	1	331	0	8	0	4	0	4	12	5	0	297	10	3	0	315	673
4:15 PM	0	27	0	9	0	2	36	16	0	289	1	4	0	310	0	1	0	3	0	2	4	4	0	273	6	4	0	287	637
Total	0	60	1	31	0	3	92	58	1	1181	14	9	1	1263	2	25	1	12	0	11	40	23	0	1124	32	12	0	1191	2586
Approach %	0.0	65.2	1.1	33.7	0.0	-	-	4.6	0.1	93.5	1.1	0.7	-	-	5.0	62.5	2.5	30.0	0.0	-	-	1.9	0.0	94.4	2.7	1.0	-	-	-
Total %	0.0	2.3	0.0	1.2	0.0	-	3.6	2.2	0.0	45.7	0.5	0.3	-	48.8	0.1	1.0	0.0	0.5	0.0	-	1.5	0.9	0.0	43.5	1.2	0.5	-	46.1	-
PHF	0.000	0.556	0.250	0.775	0.000	-	0.639	0.853	0.250	0.940	0.500	0.563	-	0.954	0.250	0.694	0.250	0.750	0.000	-	0.833	0.719	0.000	0.946	0.800	0.600	-	0.945	0.961
Lights	0	60	1	30	0	-	91	58	1	1164	14	9	-	1246	2	25	1	12	0	-	40	23	0	1114	32	12	-	1181	2558
% Lights	-	100.0	100.0	96.8	-	-	98.9	100.0	100.0	98.6	100.0	100.0	-	98.7	100.0	100.0	100.0	100.0	-	-	100.0	100.0	-	99.1	100.0	100.0	-	99.2	98.9
Mediums	0	0	0	0	0	-	0	0	0	16	0	0	-	16	0	0	0	0	0	-	0	0	0	8	0	0	-	8	24
% Mediums	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.4	0.0	0.0	-	1.3	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.7	0.0	0.0	-	0.7	0.9
Articulated Trucks	0	0	0	1	0	-	1	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	2	0	0	-	2	4
% Articulated Trucks	-	0.0	0.0	3.2	-	-	1.1	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.2	0.0	0.0	-	0.2	0.2
Bicycles on Road	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
% Bicycles on Road	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	33.3	-	-	-	-	-	-	0.0	-	-	-	-	-	-	18.2	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	9	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	66.7	-	-	-	-	-	-	100.0	-	-	-	-	-	-	81.8	-	-	-	-	-	-	-	-	-

Lee Engineering, LLC
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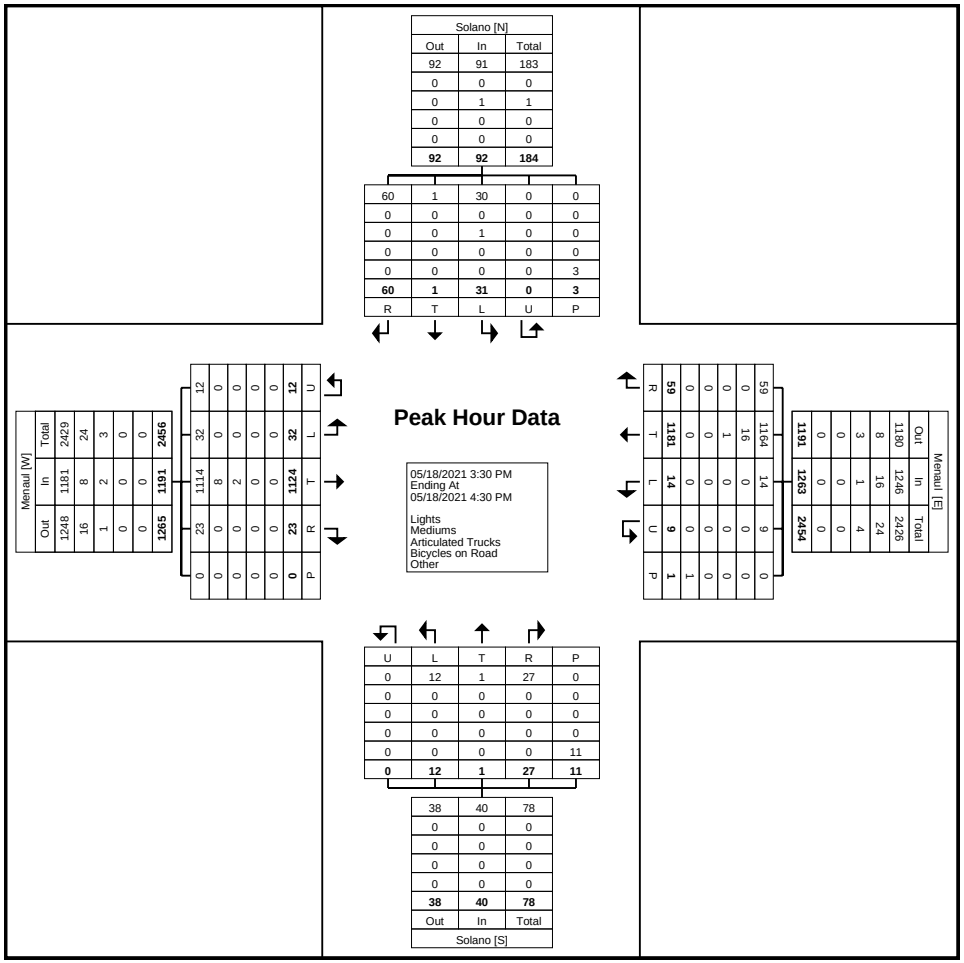
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/18/2021



Turning Movement Peak Hour Data Plot (3:30 PM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAZ3
Start Date: 05/18/2021

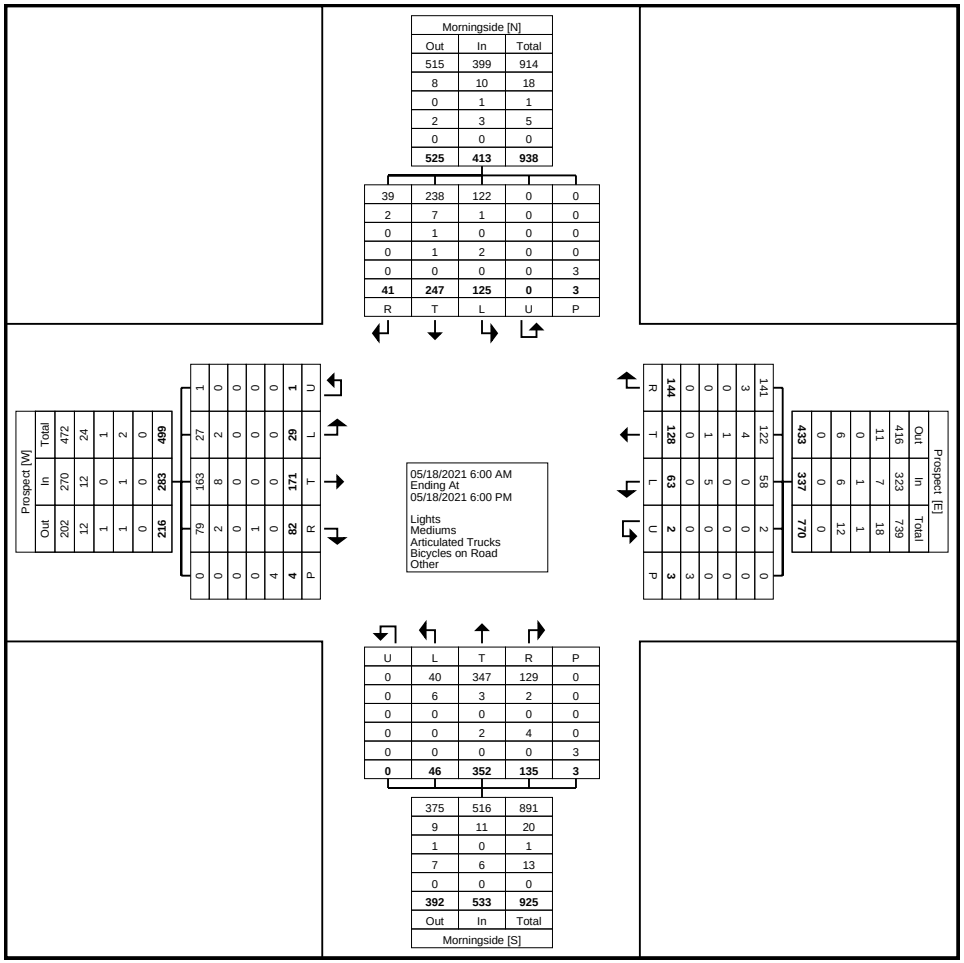
Turning Movement Data

Start Time	Morningside Southbound						Prospect Westbound						Morningside Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	1	2	1	0	0	4	1	1	0	0	1	2	1	5	1	0	1	7	1	1	0	1	0	3	16
6:15 AM	0	4	0	0	0	4	1	0	0	0	0	1	1	1	0	0	0	2	1	0	0	0	0	1	8
6:30 AM	0	2	1	0	0	3	1	1	1	0	0	3	0	2	0	0	0	2	0	1	0	0	0	1	9
6:45 AM	0	3	0	0	0	3	0	3	0	0	0	3	0	5	2	0	0	7	4	3	0	0	1	7	20
Hourly Total	1	11	2	0	0	14	3	5	1	0	1	9	2	13	3	0	1	18	6	5	0	1	1	12	53
7:00 AM	2	4	1	0	0	7	5	1	1	0	0	7	4	6	0	0	0	10	0	0	0	0	0	0	24
7:15 AM	0	6	2	0	0	8	1	3	0	0	0	4	1	5	0	0	0	6	0	1	1	0	1	2	20
7:30 AM	0	2	2	0	0	4	3	6	2	0	0	11	3	7	2	0	0	12	2	0	0	0	1	2	29
7:45 AM	3	8	2	0	0	13	2	4	0	0	0	6	1	9	2	0	0	12	0	3	0	0	0	3	34
Hourly Total	5	20	7	0	0	32	11	14	3	0	0	28	9	27	4	0	0	40	2	4	1	0	2	7	107
8:00 AM	1	14	4	0	0	19	6	3	1	0	0	10	8	18	2	0	0	28	6	1	1	0	0	8	65
8:15 AM	2	4	1	0	0	7	2	4	2	0	0	8	3	9	1	0	0	13	2	1	1	0	0	4	32
8:30 AM	0	3	3	0	0	6	6	3	0	0	0	9	2	9	2	0	0	13	0	1	0	0	0	1	29
8:45 AM	1	9	7	0	0	17	4	3	1	0	0	8	1	8	0	0	0	9	1	3	2	0	0	6	40
Hourly Total	4	30	15	0	0	49	18	13	4	0	0	35	14	44	5	0	0	63	9	6	4	0	0	19	166
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	5	4	0	0	9	5	3	3	0	0	11	5	9	5	0	0	19	3	3	1	0	0	7	46
11:15 AM	2	5	2	0	0	9	7	3	2	0	2	12	3	10	1	0	0	14	0	7	0	0	0	7	42
11:30 AM	2	3	7	0	1	12	3	0	2	0	0	5	4	16	0	0	0	20	2	3	1	0	0	6	43
11:45 AM	2	13	2	0	0	17	2	9	3	0	0	14	2	11	0	0	0	13	4	5	0	0	0	9	53
Hourly Total	6	26	15	0	1	47	17	15	10	0	2	42	14	46	6	0	0	66	9	18	2	0	0	29	184
12:00 PM	0	5	3	0	0	8	3	4	3	0	0	10	6	8	2	0	0	16	4	6	2	0	0	12	46
12:15 PM	2	5	6	0	0	13	5	3	2	0	0	10	6	7	1	0	0	14	5	13	2	0	0	20	57
12:30 PM	3	7	4	0	0	14	5	4	2	0	0	11	9	13	1	0	0	23	1	9	2	0	0	12	60
12:45 PM	1	7	1	0	0	9	5	2	5	0	0	12	3	8	1	0	0	12	1	11	1	0	0	13	46
Hourly Total	6	24	14	0	0	44	18	13	12	0	0	43	24	36	5	0	0	65	11	39	7	0	0	57	209
1:00 PM	1	4	3	0	1	8	6	7	0	0	0	13	3	6	3	0	0	12	4	9	1	0	0	14	47
1:15 PM	2	6	5	0	1	13	3	9	0	0	0	12	7	9	2	0	0	18	3	3	1	0	0	7	50
1:30 PM	0	9	3	0	0	12	6	4	3	0	0	13	5	8	1	0	0	14	1	6	1	0	0	8	47
1:45 PM	4	7	5	0	0	16	4	1	2	1	0	8	0	3	2	0	0	5	0	7	1	0	0	8	37
Hourly Total	7	26	16	0	2	49	19	21	5	1	0	46	15	26	8	0	0	49	8	25	4	0	0	37	181
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	4	3	0	0	8	3	6	1	0	0	10	3	9	2	0	0	14	2	5	0	0	0	7	39
3:15 PM	0	12	4	0	0	16	4	5	2	0	0	11	2	11	2	0	0	15	6	8	0	0	0	14	56
3:30 PM	0	13	11	0	0	24	4	4	4	0	0	12	11	20	3	0	1	34	2	6	0	0	0	8	78

3:45 PM	0	8	5	0	0	13	4	10	2	0	0	16	6	21	0	0	0	27	4	5	1	0	0	10	66
Hourly Total	1	37	23	0	0	61	15	25	9	0	0	49	22	61	7	0	1	90	14	24	1	0	0	39	239
4:00 PM	3	10	8	0	0	21	7	5	4	0	0	16	5	15	3	0	0	23	2	5	3	0	1	10	70
4:15 PM	2	8	7	0	0	17	9	2	4	0	0	15	8	11	1	0	0	20	1	4	0	0	0	5	57
4:30 PM	1	16	3	0	0	20	7	4	3	0	0	14	8	12	0	0	0	20	4	6	0	0	0	10	64
4:45 PM	3	10	2	0	0	15	2	2	3	0	0	7	2	7	0	0	0	9	3	9	2	0	0	14	45
Hourly Total	9	44	20	0	0	73	25	13	14	0	0	52	23	45	4	0	0	72	10	24	5	0	1	39	236
5:00 PM	0	8	3	0	0	11	1	2	1	1	0	5	5	16	2	0	0	23	3	8	1	0	0	12	51
5:15 PM	1	3	3	0	0	7	6	4	2	0	0	12	2	10	1	0	1	13	2	7	2	0	0	11	43
5:30 PM	1	7	4	0	0	12	8	2	2	0	0	12	3	14	1	0	0	18	6	6	1	0	0	13	55
5:45 PM	0	11	3	0	0	14	3	1	0	0	0	4	2	14	0	0	0	16	2	5	1	0	0	8	42
Hourly Total	2	29	13	0	0	44	18	9	5	1	0	33	12	54	4	0	1	70	13	26	5	0	0	44	191
Grand Total	41	247	125	0	3	413	144	128	63	2	3	337	135	352	46	0	3	533	82	171	29	1	4	283	1566
Approach %	9.9	59.8	30.3	0.0	-	-	42.7	38.0	18.7	0.6	-	-	25.3	66.0	8.6	0.0	-	-	29.0	60.4	10.2	0.4	-	-	-
Total %	2.6	15.8	8.0	0.0	-	26.4	9.2	8.2	4.0	0.1	-	21.5	8.6	22.5	2.9	0.0	-	34.0	5.2	10.9	1.9	0.1	-	18.1	-
Lights	39	238	122	0	-	399	141	122	58	2	-	323	129	347	40	0	-	516	79	163	27	1	-	270	1508
% Lights	95.1	96.4	97.6	-	-	96.6	97.9	95.3	92.1	100.0	-	95.8	95.6	98.6	87.0	-	-	96.8	96.3	95.3	93.1	100.0	-	95.4	96.3
Mediums	2	7	1	0	-	10	3	4	0	0	-	7	2	3	6	0	-	11	2	8	2	0	-	12	40
% Mediums	4.9	2.8	0.8	-	-	2.4	2.1	3.1	0.0	0.0	-	2.1	1.5	0.9	13.0	-	-	2.1	2.4	4.7	6.9	0.0	-	4.2	2.6
Articulated Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.4	0.0	-	-	0.2	0.0	0.8	0.0	0.0	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	2	0	-	3	0	1	5	0	-	6	4	2	0	0	-	6	1	0	0	0	-	1	16
% Bicycles on Road	0.0	0.4	1.6	-	-	0.7	0.0	0.8	7.9	0.0	-	1.8	3.0	0.6	0.0	-	-	1.1	1.2	0.0	0.0	0.0	-	0.4	1.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-	-	-	-	100.0	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAZ3
Start Date: 05/18/2021



Turning Movement Data Plot

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAZ3
Start Date: 05/18/2021

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Morningside Southbound						Prospect Westbound						Morningside Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	1	14	4	0	0	19	6	3	1	0	0	10	8	18	2	0	0	28	6	1	1	0	0	8	65
8:15 AM	2	4	1	0	0	7	2	4	2	0	0	8	3	9	1	0	0	13	2	1	1	0	0	4	32
8:30 AM	0	3	3	0	0	6	6	3	0	0	0	9	2	9	2	0	0	13	0	1	0	0	0	1	29
8:45 AM	1	9	7	0	0	17	4	3	1	0	0	8	1	8	0	0	0	9	1	3	2	0	0	6	40
Total	4	30	15	0	0	49	18	13	4	0	0	35	14	44	5	0	0	63	9	6	4	0	0	19	166
Approach %	8.2	61.2	30.6	0.0	-	-	51.4	37.1	11.4	0.0	-	-	22.2	69.8	7.9	0.0	-	-	47.4	31.6	21.1	0.0	-	-	-
Total %	2.4	18.1	9.0	0.0	-	29.5	10.8	7.8	2.4	0.0	-	21.1	8.4	26.5	3.0	0.0	-	38.0	5.4	3.6	2.4	0.0	-	11.4	-
PHF	0.500	0.536	0.536	0.000	-	0.645	0.750	0.813	0.500	0.000	-	0.875	0.438	0.611	0.625	0.000	-	0.563	0.375	0.500	0.500	0.000	-	0.594	0.638
Lights	4	29	14	0	-	47	18	12	4	0	-	34	14	43	5	0	-	62	9	6	3	0	-	18	161
% Lights	100.0	96.7	93.3	-	-	95.9	100.0	92.3	100.0	-	-	97.1	100.0	97.7	100.0	-	-	98.4	100.0	100.0	75.0	-	-	94.7	97.0
Mediums	0	1	0	0	-	1	0	1	0	0	-	1	0	1	0	0	-	1	0	0	1	0	-	1	4
% Mediums	0.0	3.3	0.0	-	-	2.0	0.0	7.7	0.0	-	-	2.9	0.0	2.3	0.0	-	-	1.6	0.0	0.0	25.0	-	-	5.3	2.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	6.7	-	-	2.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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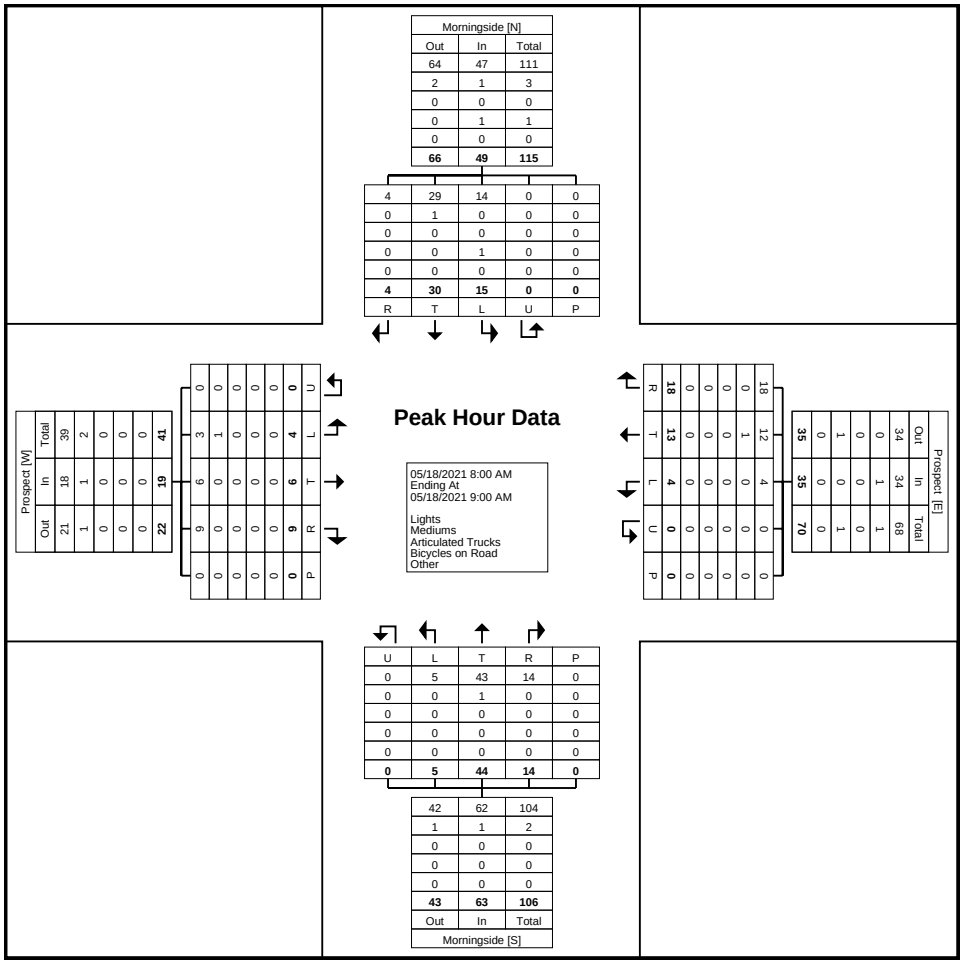

Turning Movement Peak Hour Data Plot (8:00 AM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAZ3
Start Date: 05/18/2021

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Morningside Southbound						Prospect Westbound						Morningside Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	0	5	4	0	0	9	5	3	3	0	0	11	5	9	5	0	0	19	3	3	1	0	0	7	46
11:15 AM	2	5	2	0	0	9	7	3	2	0	2	12	3	10	1	0	0	14	0	7	0	0	0	7	42
11:30 AM	2	3	7	0	1	12	3	0	2	0	0	5	4	16	0	0	0	20	2	3	1	0	0	6	43
11:45 AM	2	13	2	0	0	17	2	9	3	0	0	14	2	11	0	0	0	13	4	5	0	0	0	9	53
Total	6	26	15	0	1	47	17	15	10	0	2	42	14	46	6	0	0	66	9	18	2	0	0	29	184
Approach %	12.8	55.3	31.9	0.0	-	-	40.5	35.7	23.8	0.0	-	-	21.2	69.7	9.1	0.0	-	-	31.0	62.1	6.9	0.0	-	-	-
Total %	3.3	14.1	8.2	0.0	-	25.5	9.2	8.2	5.4	0.0	-	22.8	7.6	25.0	3.3	0.0	-	35.9	4.9	9.8	1.1	0.0	-	15.8	-
PHF	0.750	0.500	0.536	0.000	-	0.691	0.607	0.417	0.833	0.000	-	0.750	0.700	0.719	0.300	0.000	-	0.825	0.563	0.643	0.500	0.000	-	0.806	0.868
Lights	5	23	15	0	-	43	16	15	10	0	-	41	13	43	4	0	-	60	7	18	1	0	-	26	170
% Lights	83.3	88.5	100.0	-	-	91.5	94.1	100.0	100.0	-	-	97.6	92.9	93.5	66.7	-	-	90.9	77.8	100.0	50.0	-	-	89.7	92.4
Mediums	1	3	0	0	-	4	1	0	0	0	-	1	1	1	2	0	-	4	1	0	1	0	-	2	11
% Mediums	16.7	11.5	0.0	-	-	8.5	5.9	0.0	0.0	-	-	2.4	7.1	2.2	33.3	-	-	6.1	11.1	0.0	50.0	-	-	6.9	6.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	1	0	0	0	-	1	3
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	4.3	0.0	-	-	3.0	11.1	0.0	0.0	-	-	3.4	1.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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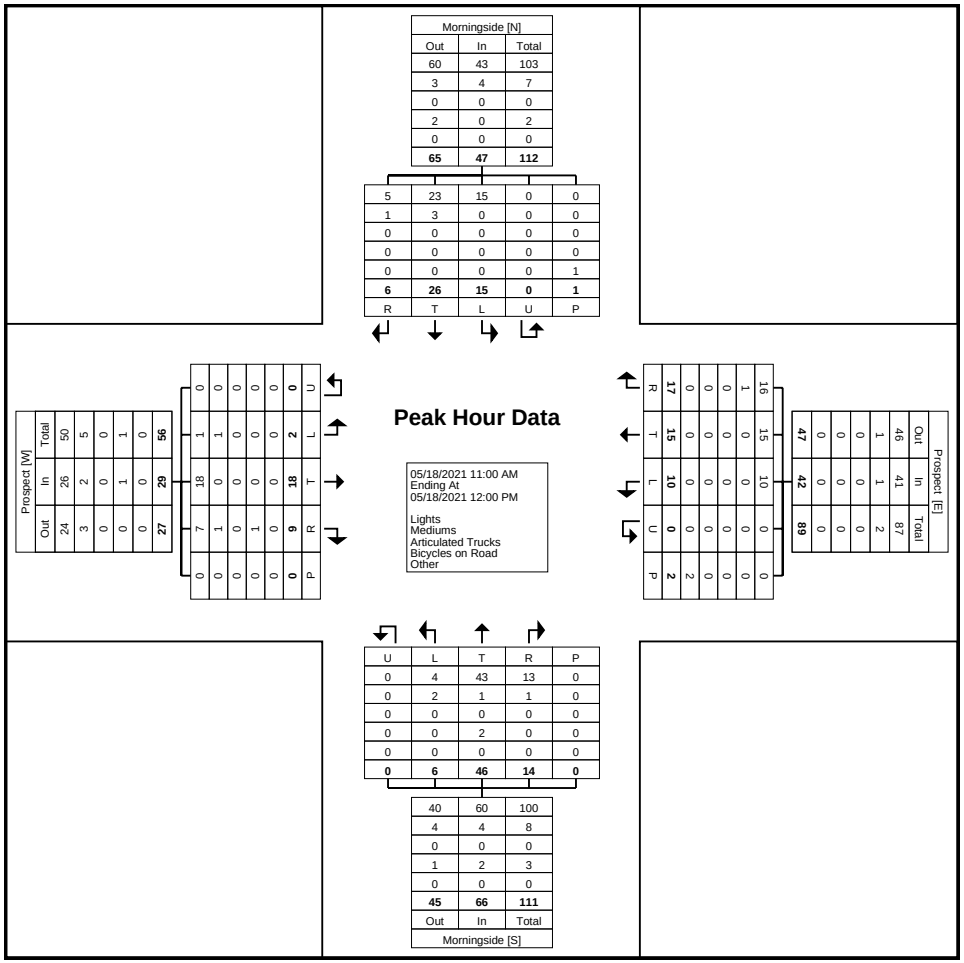

Turning Movement Peak Hour Data Plot (11:00 AM)

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAZ3
Start Date: 05/18/2021

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Morningside Southbound						Prospect Westbound						Morningside Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:15 PM	2	5	6	0	0	13	5	3	2	0	0	10	6	7	1	0	0	14	5	13	2	0	0	20	57
12:30 PM	3	7	4	0	0	14	5	4	2	0	0	11	9	13	1	0	0	23	1	9	2	0	0	12	60
12:45 PM	1	7	1	0	0	9	5	2	5	0	0	12	3	8	1	0	0	12	1	11	1	0	0	13	46
1:00 PM	1	4	3	0	1	8	6	7	0	0	0	13	3	6	3	0	0	12	4	9	1	0	0	14	47
Total	7	23	14	0	1	44	21	16	9	0	0	46	21	34	6	0	0	61	11	42	6	0	0	59	210
Approach %	15.9	52.3	31.8	0.0	-	-	45.7	34.8	19.6	0.0	-	-	34.4	55.7	9.8	0.0	-	-	18.6	71.2	10.2	0.0	-	-	-
Total %	3.3	11.0	6.7	0.0	-	21.0	10.0	7.6	4.3	0.0	-	21.9	10.0	16.2	2.9	0.0	-	29.0	5.2	20.0	2.9	0.0	-	28.1	-
PHF	0.583	0.821	0.583	0.000	-	0.786	0.875	0.571	0.450	0.000	-	0.885	0.583	0.654	0.500	0.000	-	0.663	0.550	0.808	0.750	0.000	-	0.738	0.875
Lights	6	23	13	0	-	42	21	16	8	0	-	45	19	34	6	0	-	59	10	41	6	0	-	57	203
% Lights	85.7	100.0	92.9	-	-	95.5	100.0	100.0	88.9	-	-	97.8	90.5	100.0	100.0	-	-	96.7	90.9	97.6	100.0	-	-	96.6	96.7
Mediums	1	0	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	1	1	0	0	-	2	4
% Mediums	14.3	0.0	7.1	-	-	4.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	9.1	2.4	0.0	-	-	3.4	1.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	2	0	0	0	-	2	0	0	0	0	-	0	3
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	11.1	-	-	2.2	9.5	0.0	0.0	-	-	3.3	0.0	0.0	0.0	-	-	0.0	1.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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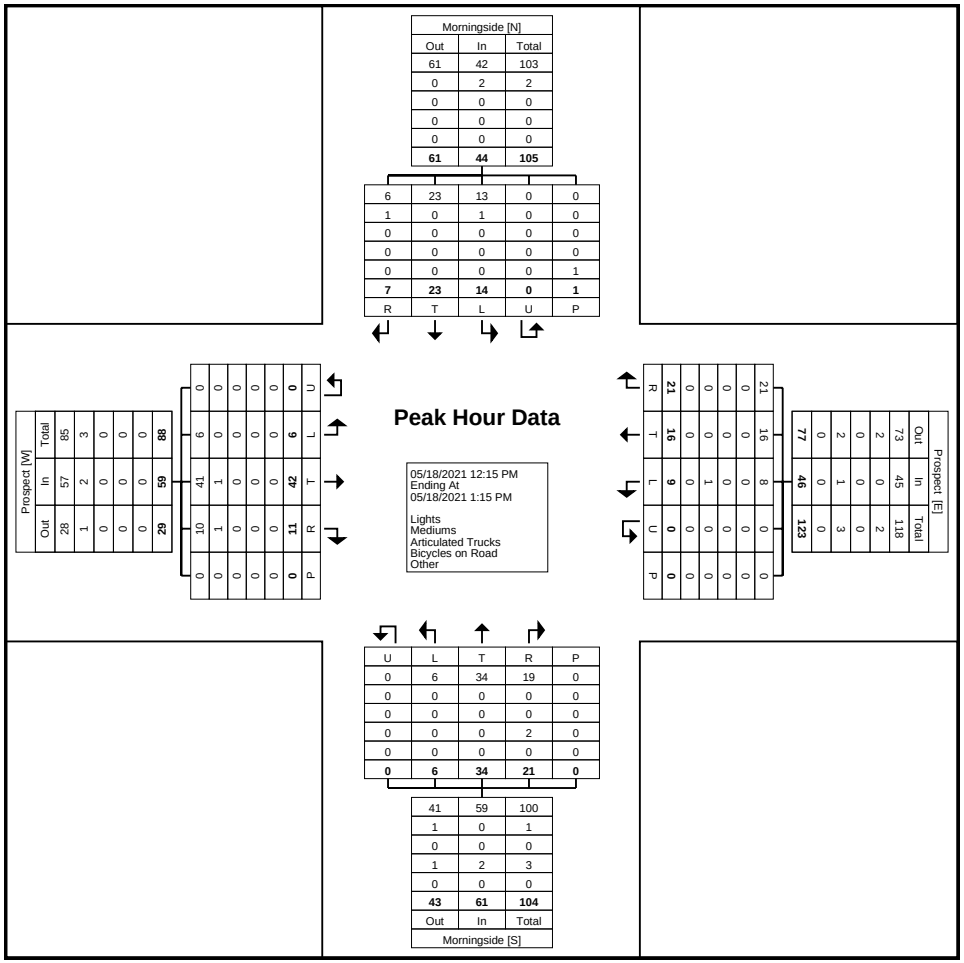


Turning Movement Peak Hour Data Plot (12:15 PM)

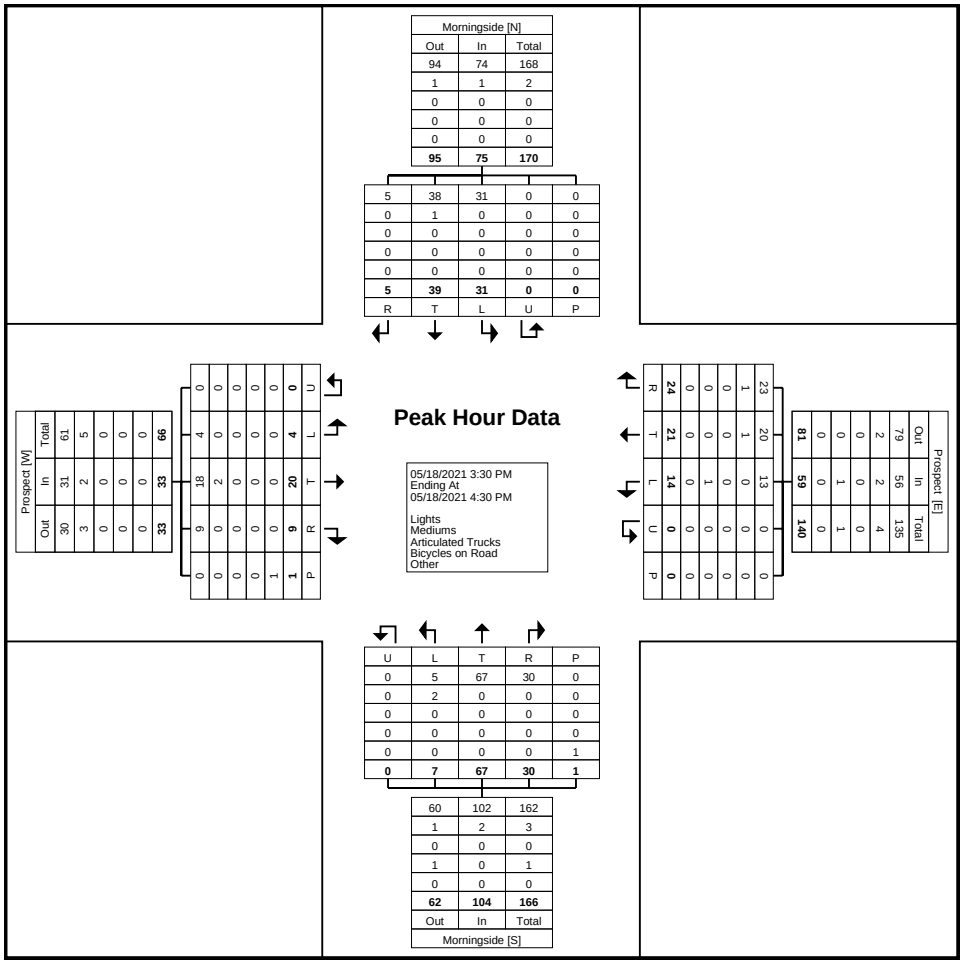
Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCUAZ3
Start Date: 05/18/2021

Turning Movement Peak Hour Data (3:30 PM)

Start Time	Morningside Southbound						Prospect Westbound						Morningside Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	0	13	11	0	0	24	4	4	4	0	0	12	11	20	3	0	1	34	2	6	0	0	0	8	78
3:45 PM	0	8	5	0	0	13	4	10	2	0	0	16	6	21	0	0	0	27	4	5	1	0	0	10	66
4:00 PM	3	10	8	0	0	21	7	5	4	0	0	16	5	15	3	0	0	23	2	5	3	0	1	10	70
4:15 PM	2	8	7	0	0	17	9	2	4	0	0	15	8	11	1	0	0	20	1	4	0	0	0	5	57
Total	5	39	31	0	0	75	24	21	14	0	0	59	30	67	7	0	1	104	9	20	4	0	1	33	271
Approach %	6.7	52.0	41.3	0.0	-	-	40.7	35.6	23.7	0.0	-	-	28.8	64.4	6.7	0.0	-	-	27.3	60.6	12.1	0.0	-	-	-
Total %	1.8	14.4	11.4	0.0	-	27.7	8.9	7.7	5.2	0.0	-	21.8	11.1	24.7	2.6	0.0	-	38.4	3.3	7.4	1.5	0.0	-	12.2	-
PHF	0.417	0.750	0.705	0.000	-	0.781	0.667	0.525	0.875	0.000	-	0.922	0.682	0.798	0.583	0.000	-	0.765	0.563	0.833	0.333	0.000	-	0.825	0.869
Lights	5	38	31	0	-	74	23	20	13	0	-	56	30	67	5	0	-	102	9	18	4	0	-	31	263
% Lights	100.0	97.4	100.0	-	-	98.7	95.8	95.2	92.9	-	-	94.9	100.0	100.0	71.4	-	-	98.1	100.0	90.0	100.0	-	-	93.9	97.0
Mediums	0	1	0	0	-	1	1	1	0	0	-	2	0	0	2	0	-	2	0	2	0	0	-	2	7
% Mediums	0.0	2.6	0.0	-	-	1.3	4.2	4.8	0.0	-	-	3.4	0.0	0.0	28.6	-	-	1.9	0.0	10.0	0.0	-	-	6.1	2.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	7.1	-	-	1.7	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
jkruse@lee-eng.com



Turning Movement Peak Hour Data Plot (3:30 PM)

Appendix C:
Trip Generation Manual Excerpts

Multifamily Housing (Low-Rise)
(220)

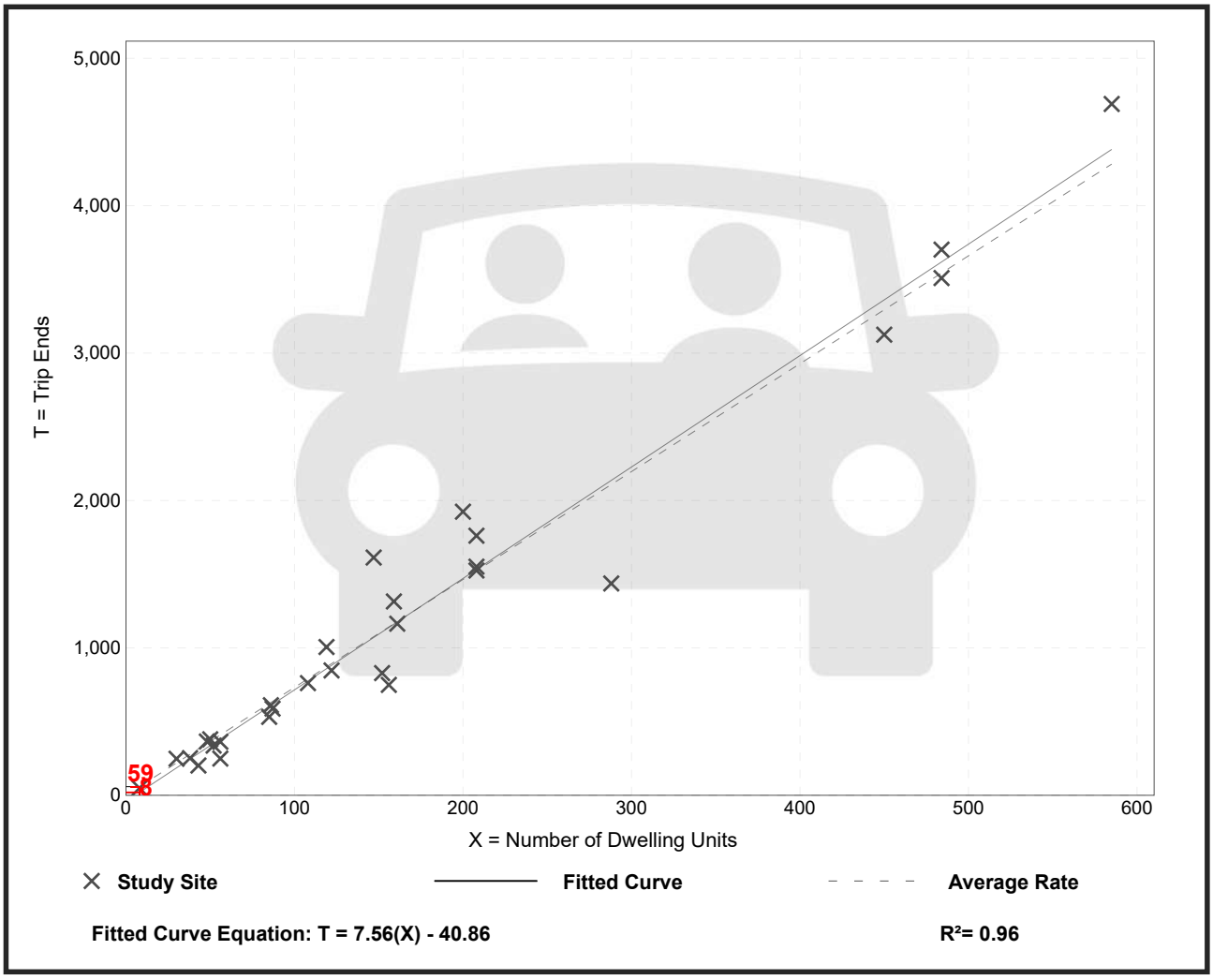
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



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Multifamily Housing (Low-Rise)
(220)

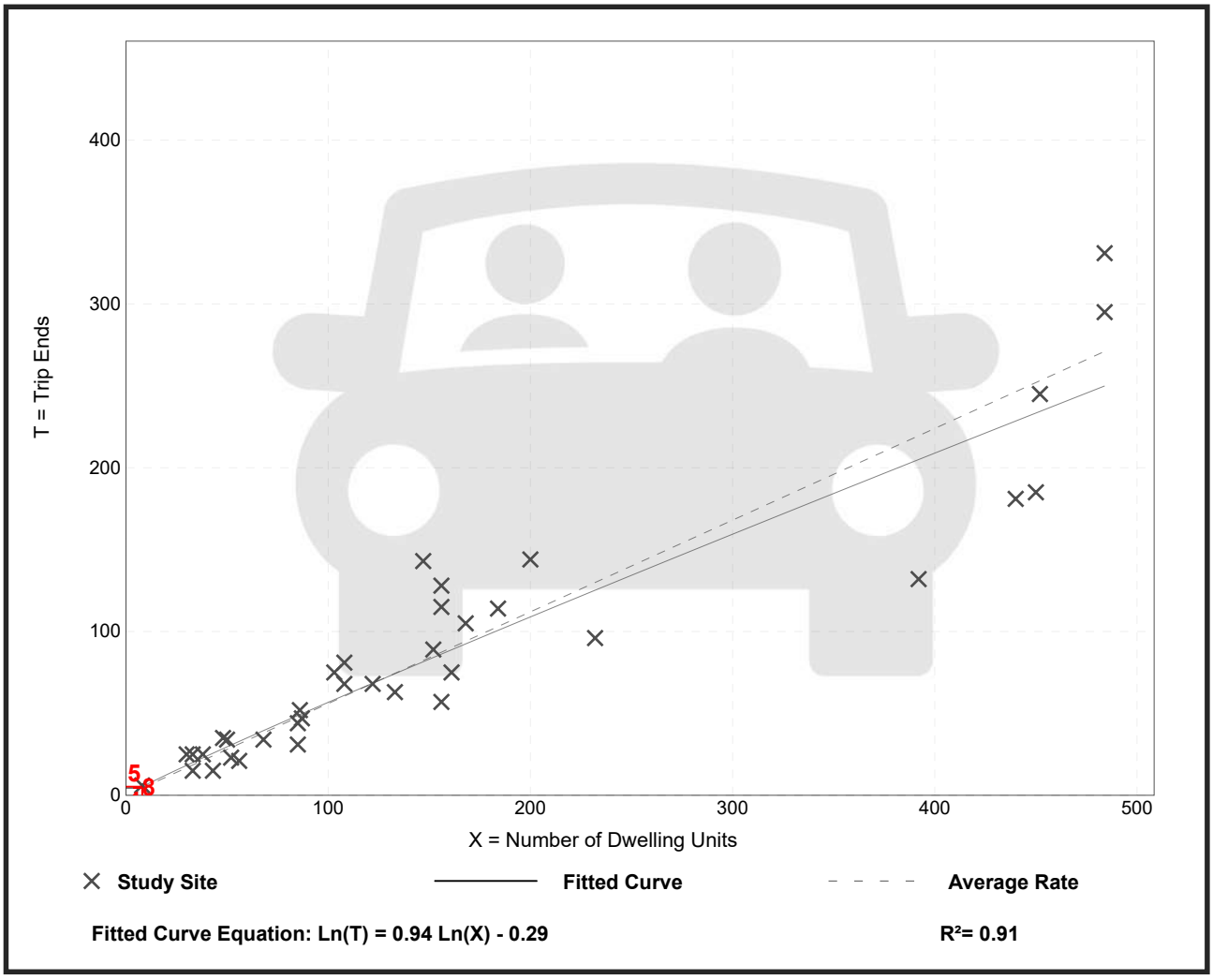
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 36
Avg. Num. of Dwelling Units: 161
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.34 - 0.97	0.15

Data Plot and Equation



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Multifamily Housing (Low-Rise)
(220)

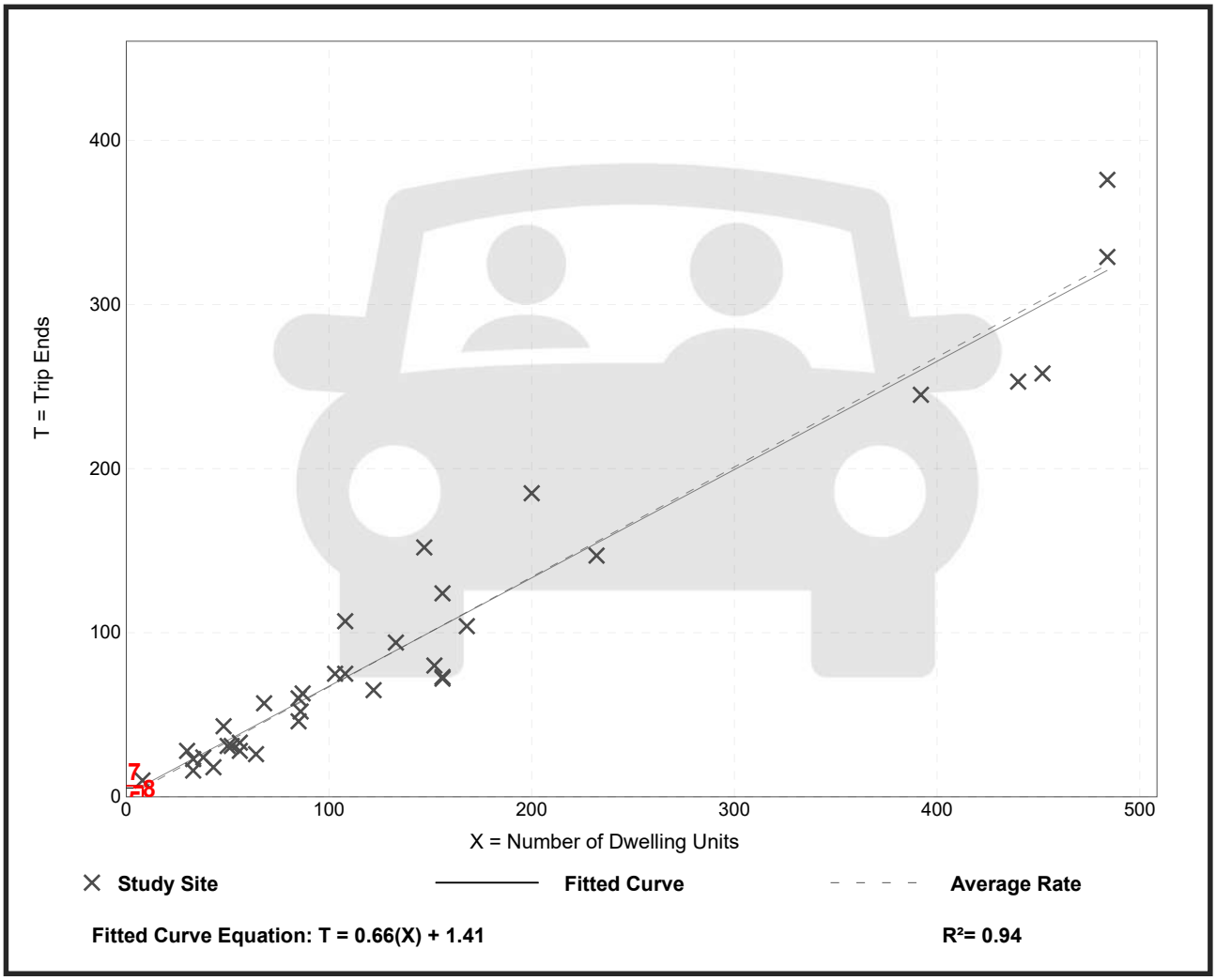
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 35
Avg. Num. of Dwelling Units: 146
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.67	0.41 - 1.25	0.14

Data Plot and Equation



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Super Convenience Market/Gas Station
(960)

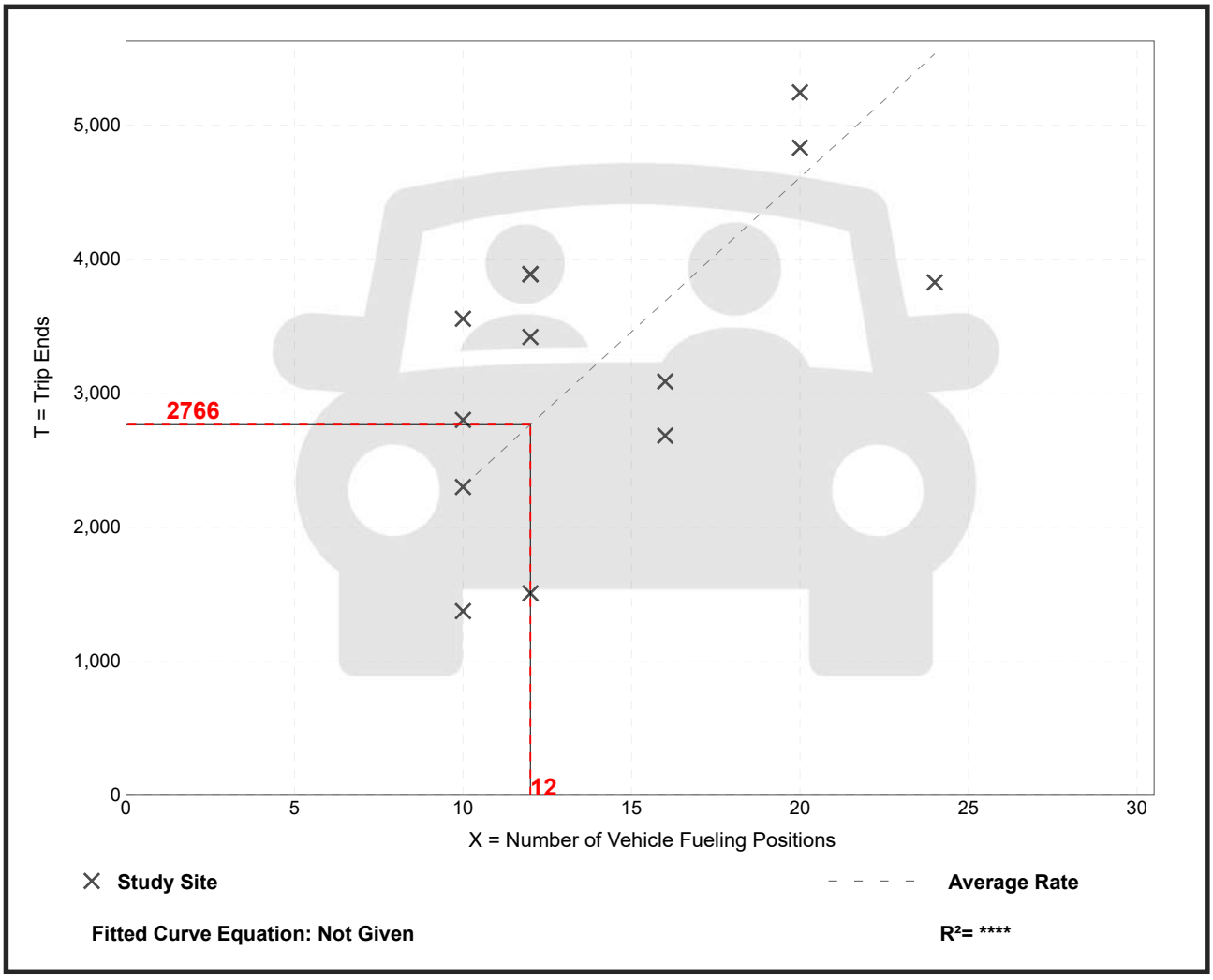
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
230.52	125.67 - 355.60	71.75

Data Plot and Equation



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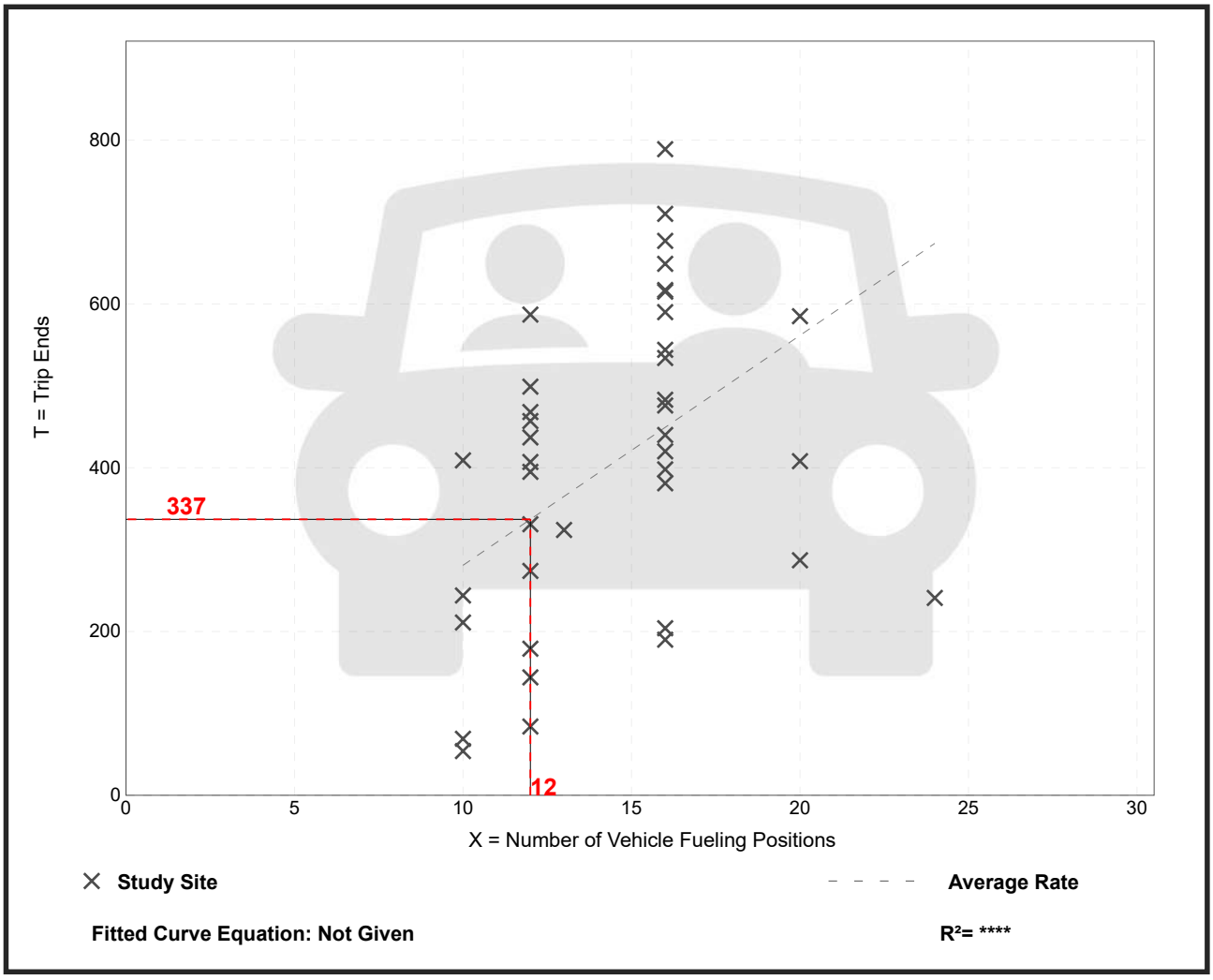
Super Convenience Market/Gas Station
(960)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 39
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
28.08	5.40 - 49.31	11.98

Data Plot and Equation



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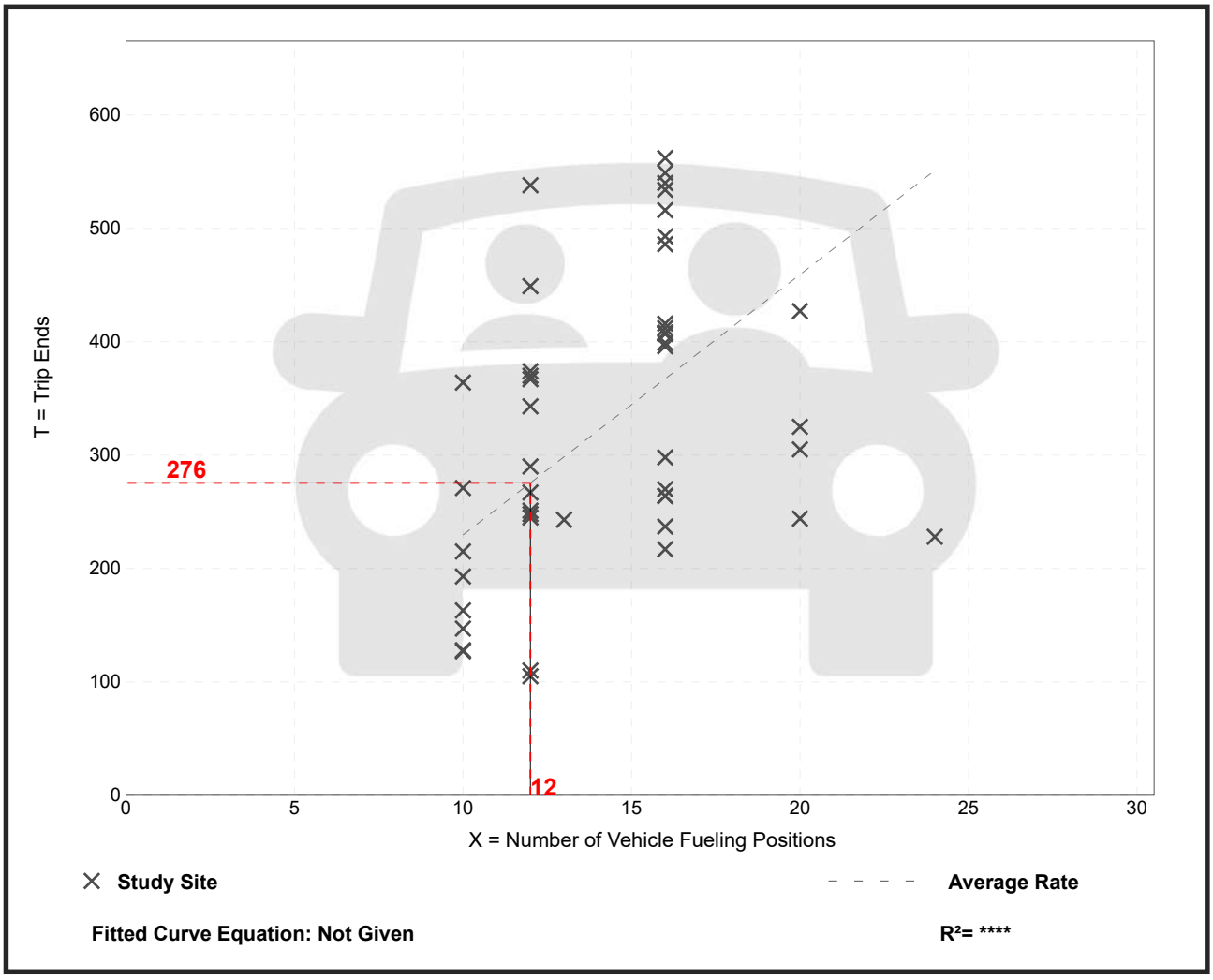
Super Convenience Market/Gas Station
(960)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.96	8.75 - 44.83	8.34

Data Plot and Equation



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Fast-Food Restaurant with Drive-Through Window
(934)

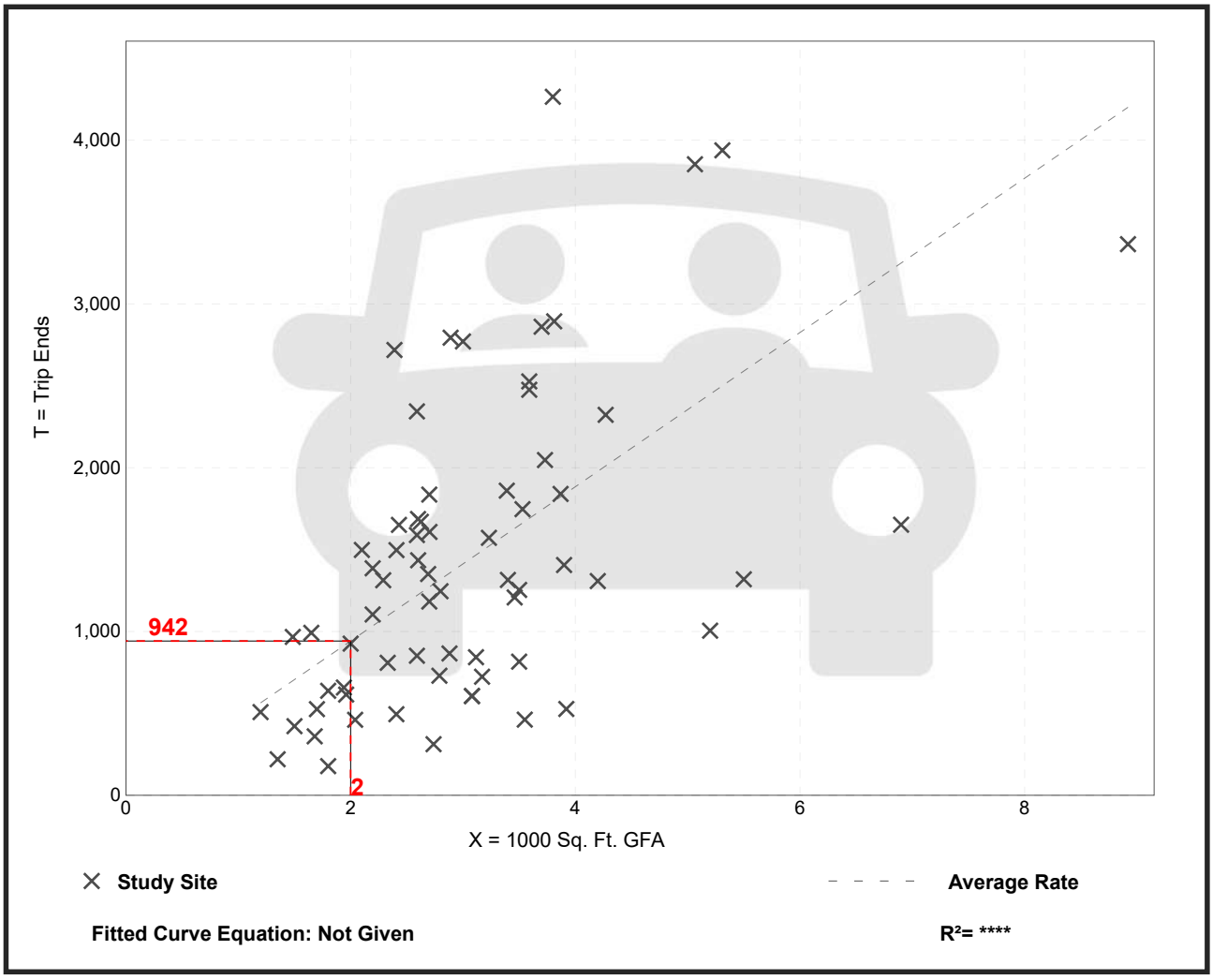
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 67
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
470.95	98.89 - 1137.66	244.44

Data Plot and Equation



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Fast-Food Restaurant with Drive-Through Window
(934)

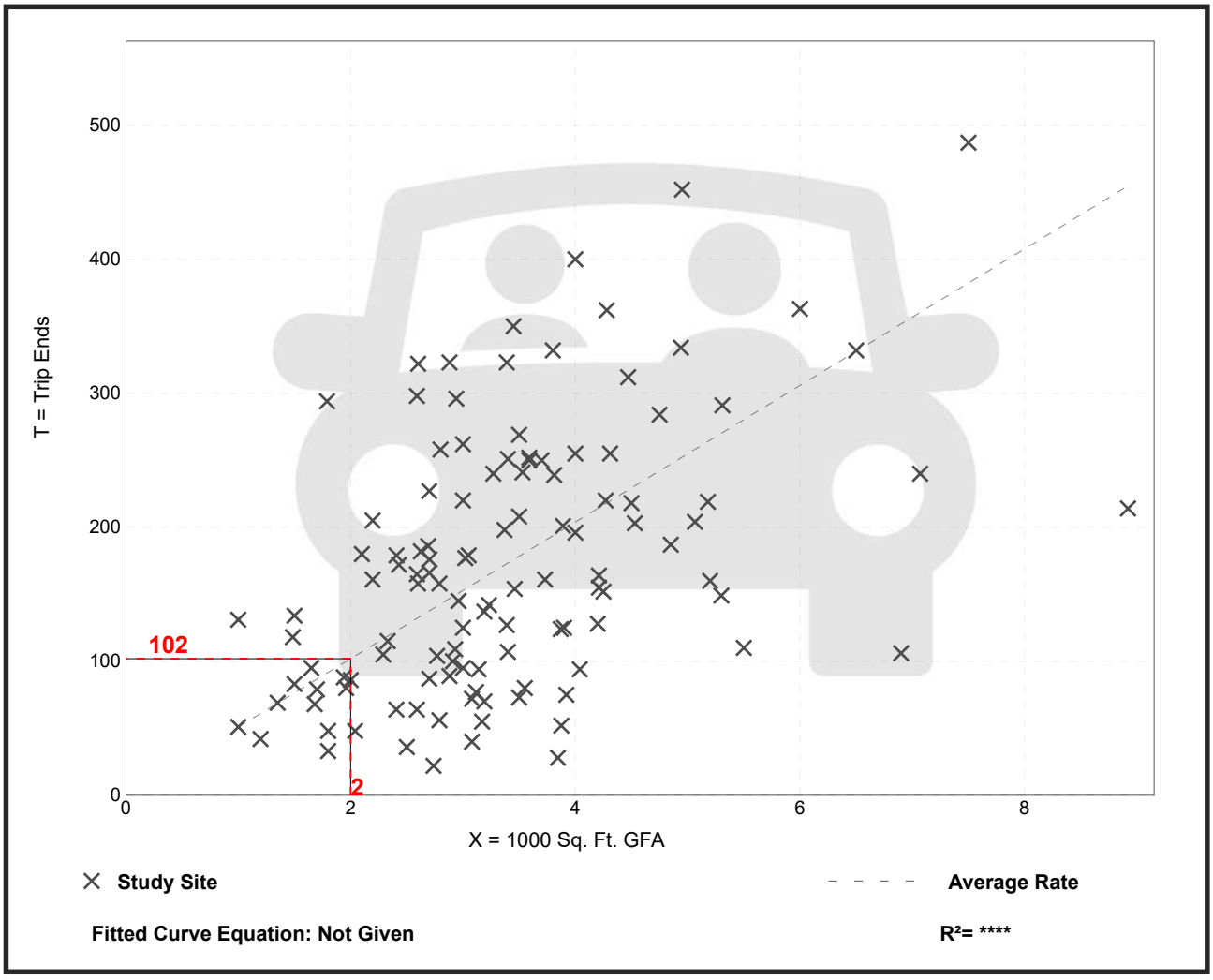
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 117
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.97	7.28 - 164.25	26.22

Data Plot and Equation



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Fast-Food Restaurant with Drive-Through Window
(934)

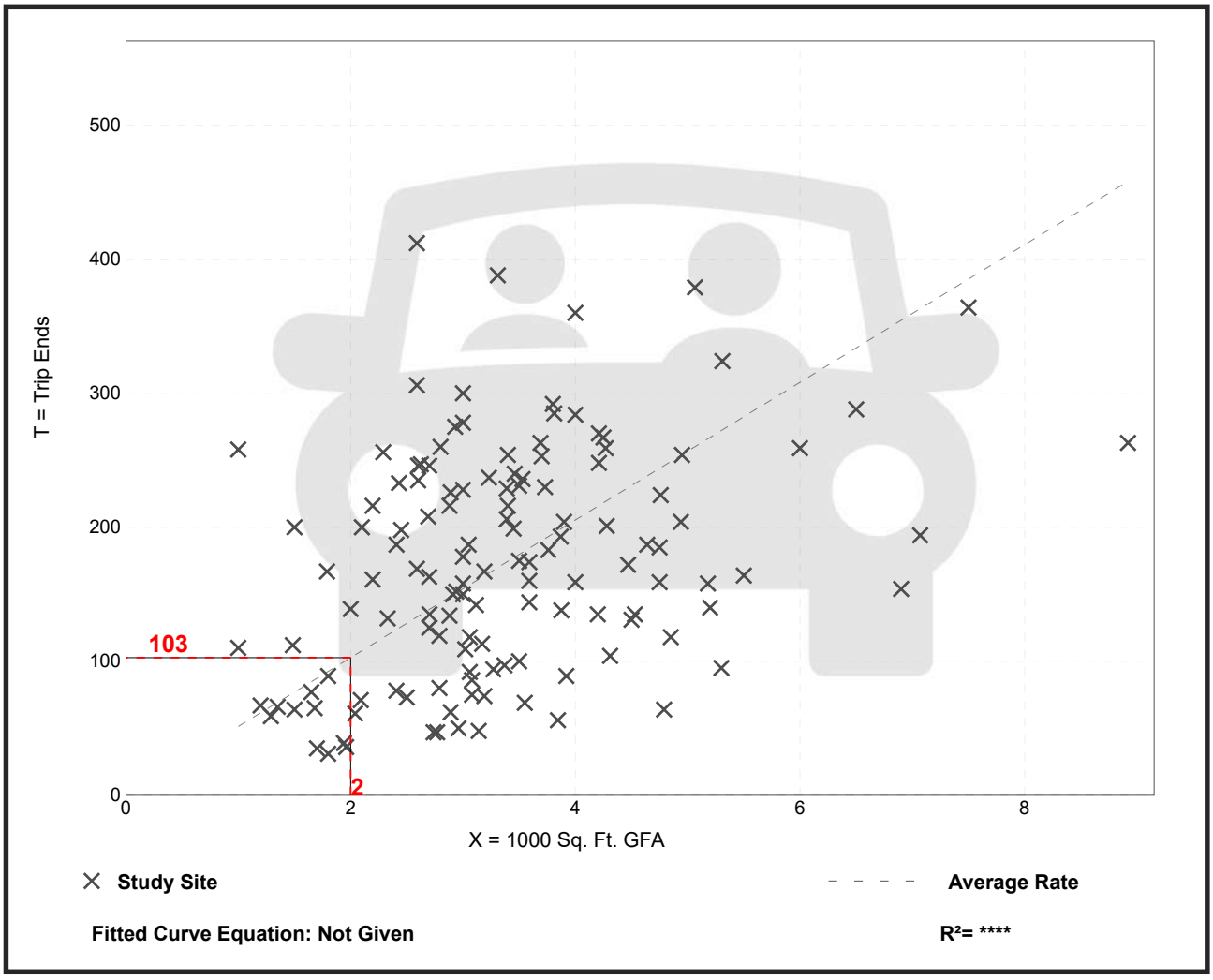
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 132
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
51.36	13.36 - 258.00	27.47

Data Plot and Equation



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Variety Store
(814)

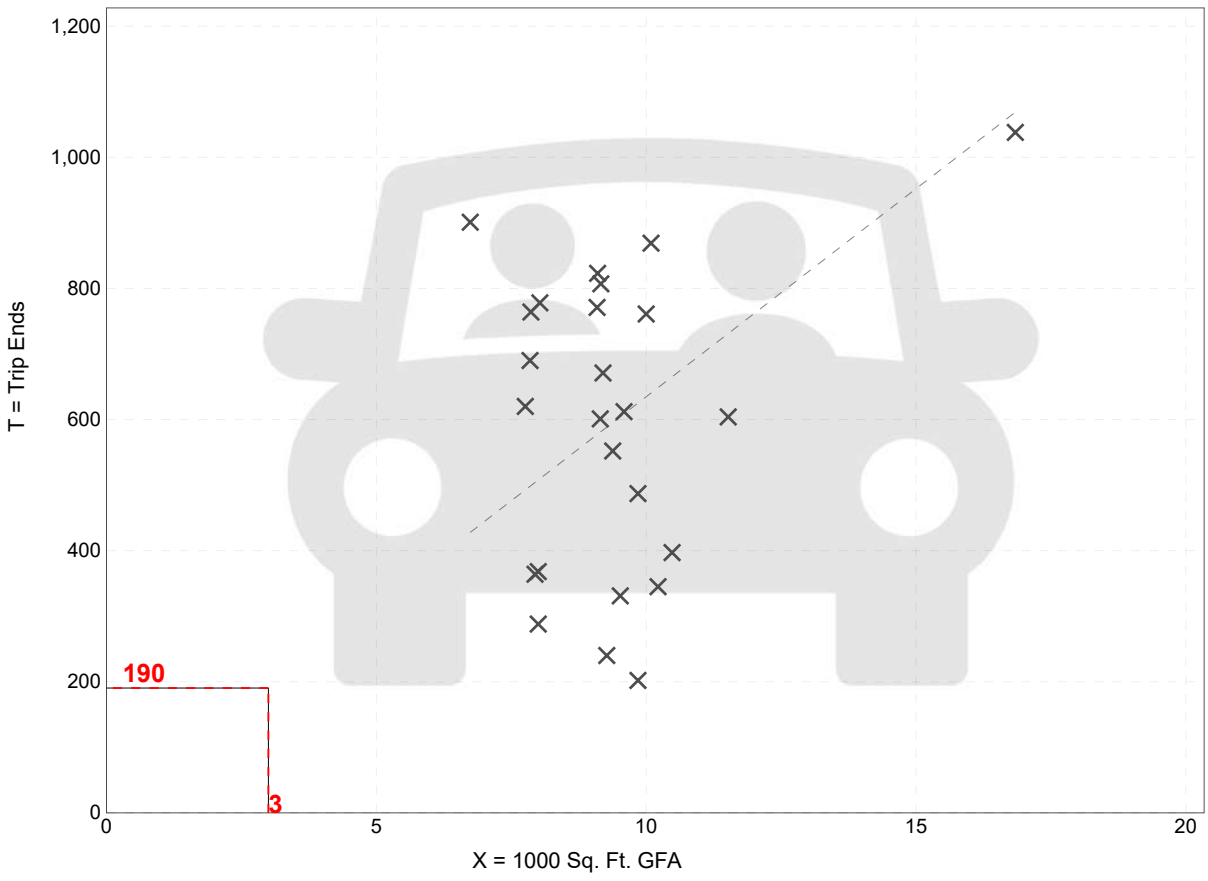
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
63.47	20.51 - 133.68	25.93

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

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Variety Store
(814)

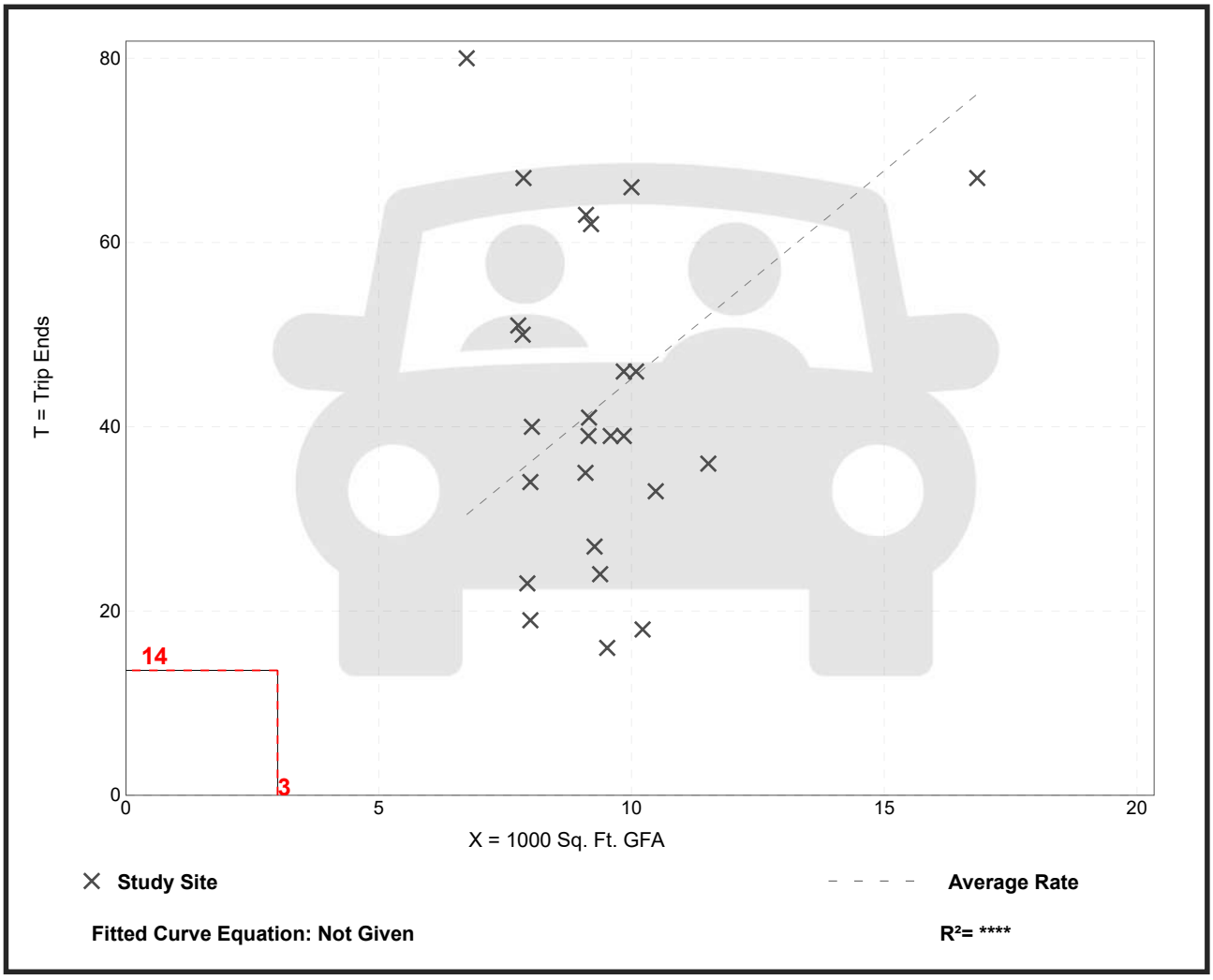
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.52	1.68 - 11.87	2.13

Data Plot and Equation



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Variety Store
(814)

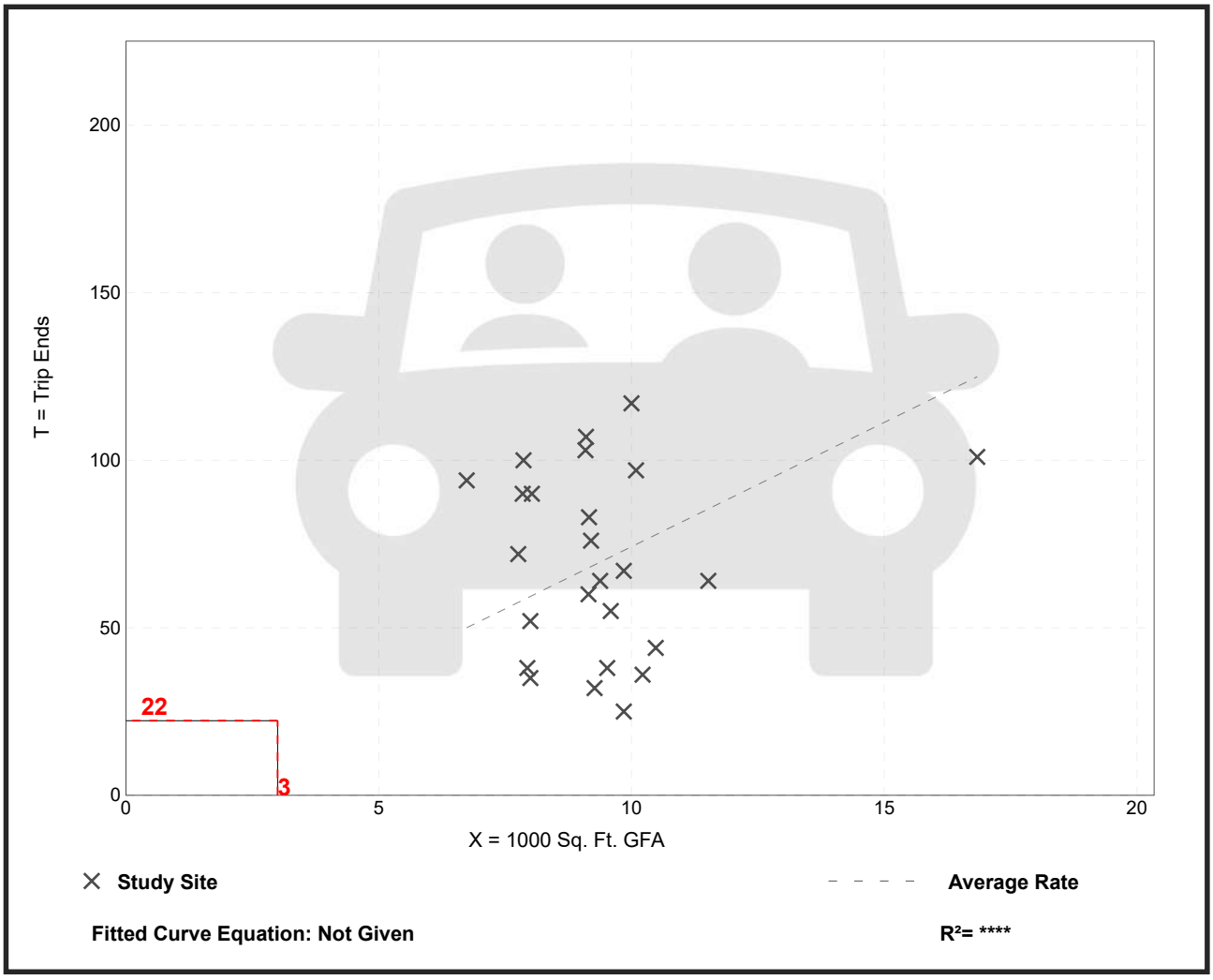
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.42	2.54 - 13.95	3.24

Data Plot and Equation



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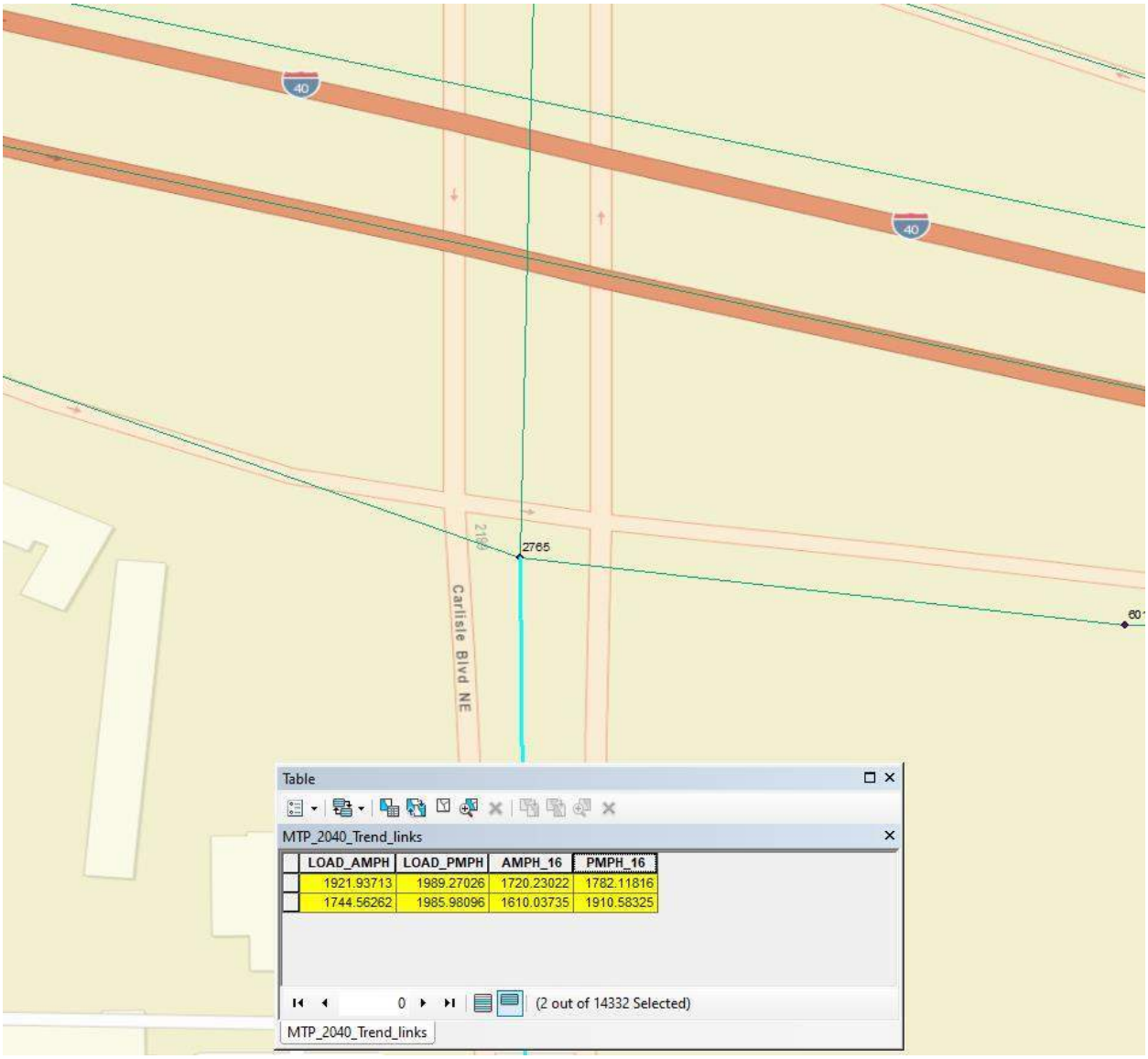
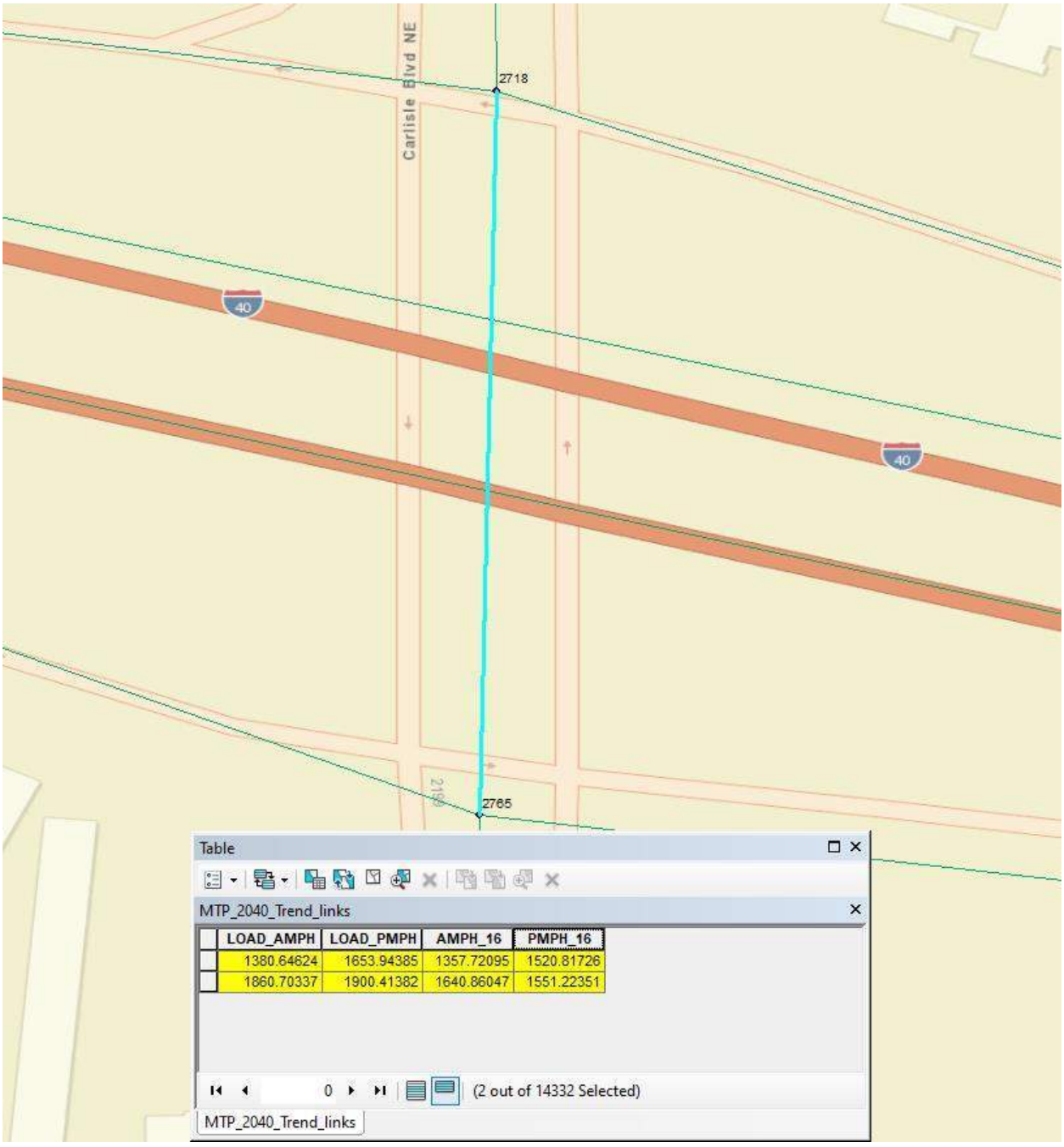
Appendix D:
HCS Software LOS & Capacity Output Sheets

Appendix E:
MRCOG Traffic Growth Data

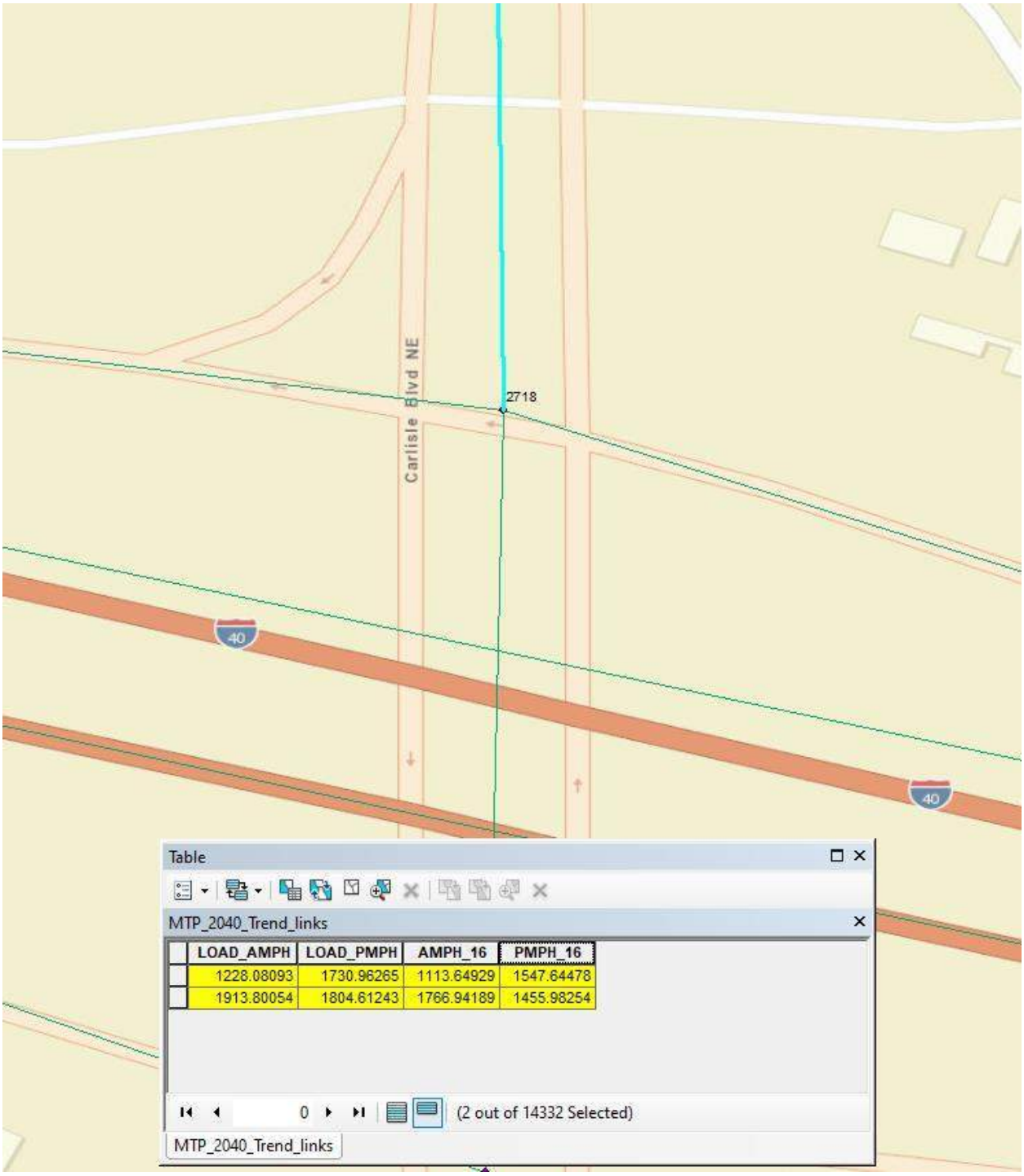
Carlisle Blvd South of I-40



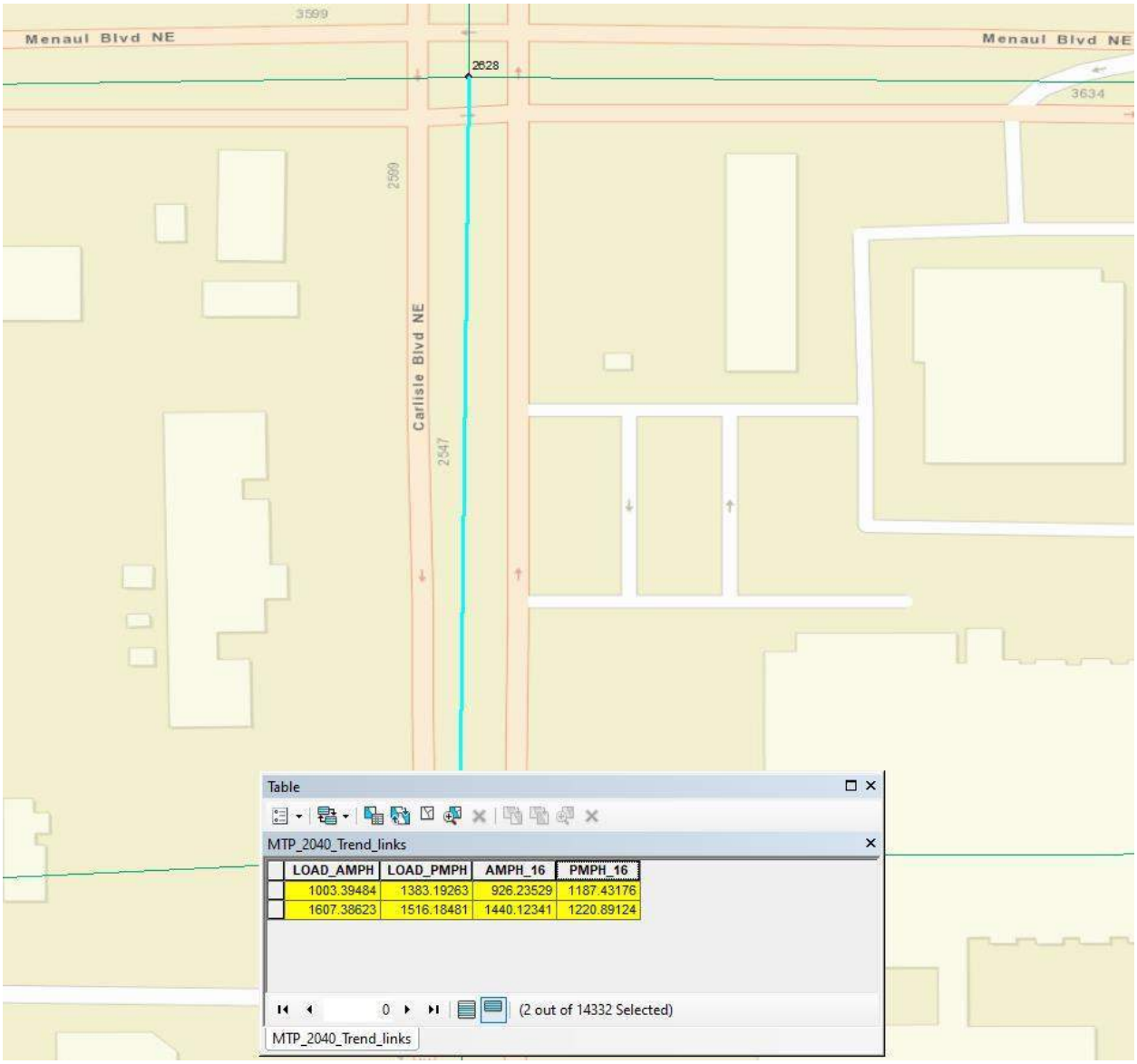
Carlisle Blvd I-40 Overpass



Carlisle Blvd North of I-40



Carlisle Blvd South of Menaul Blvd



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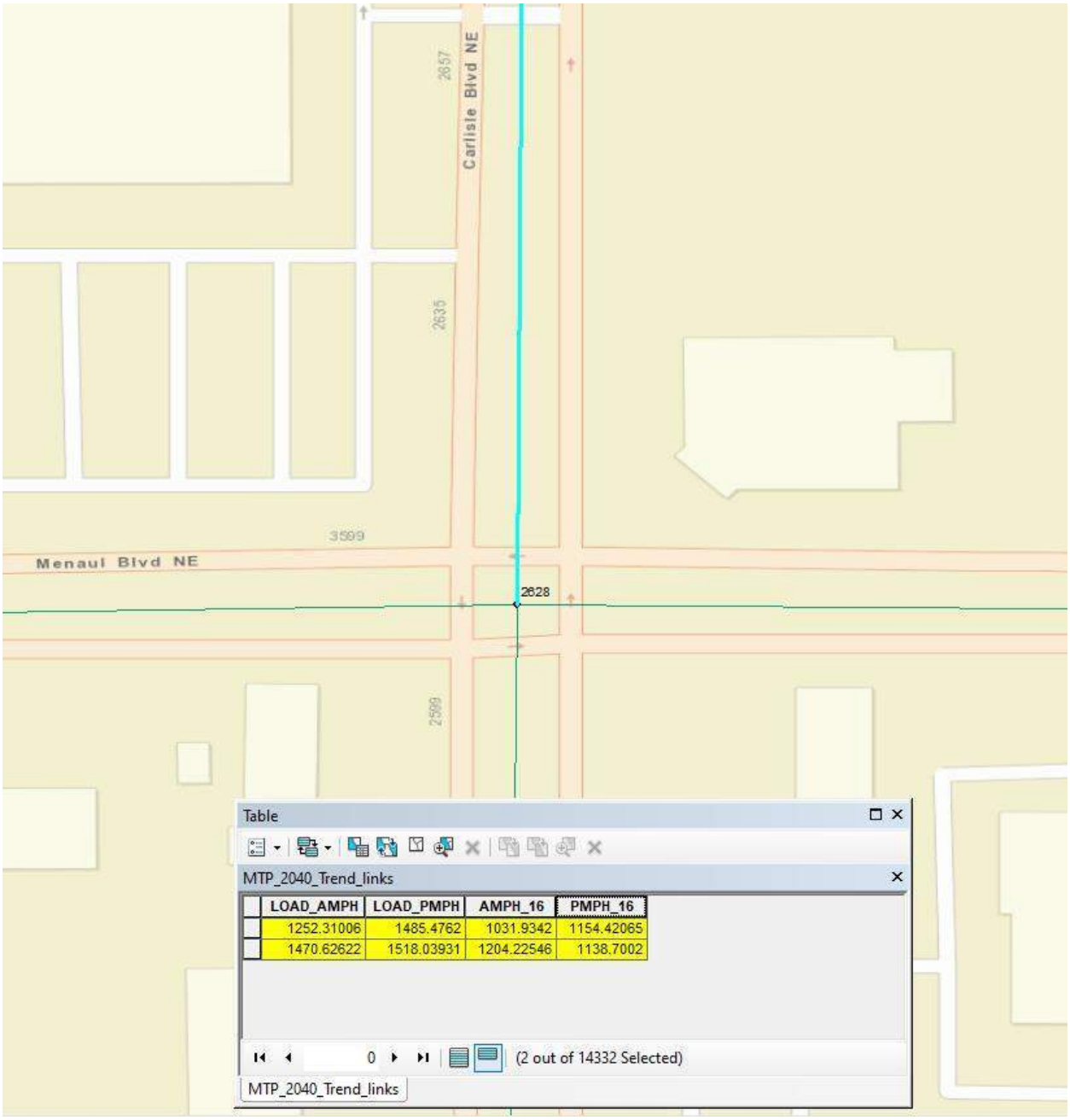
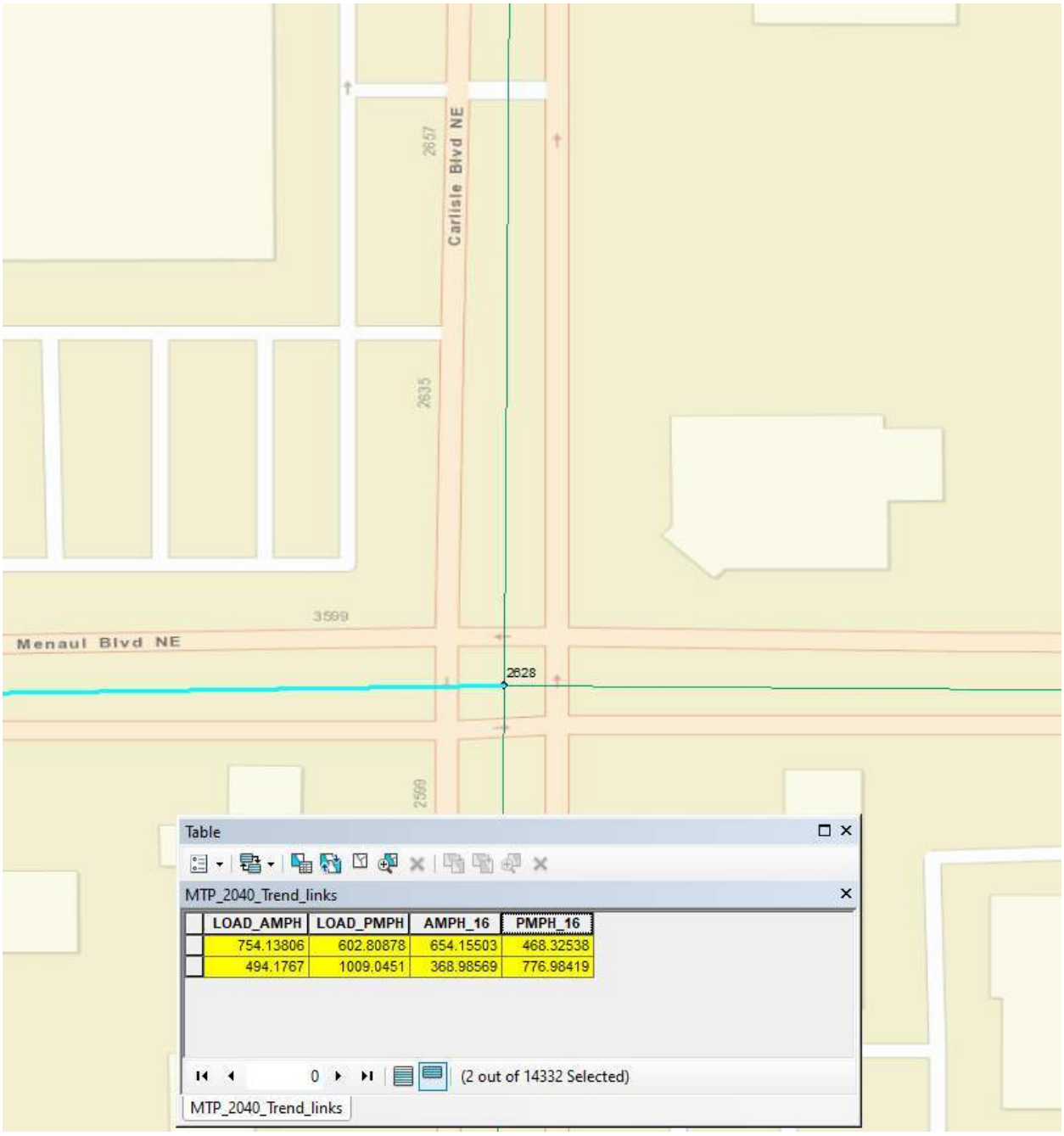


Menaul Blvd West of Carlisle



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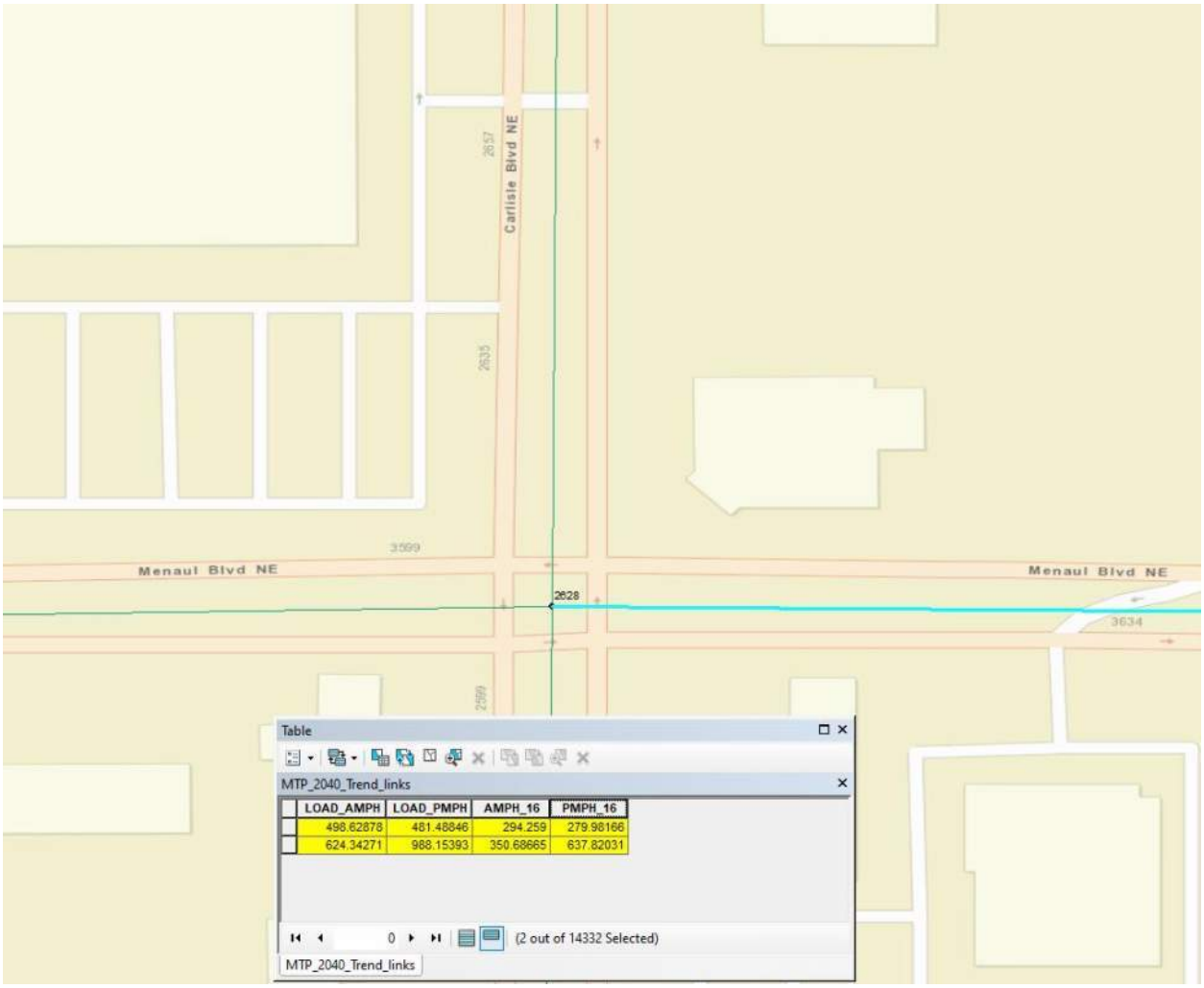
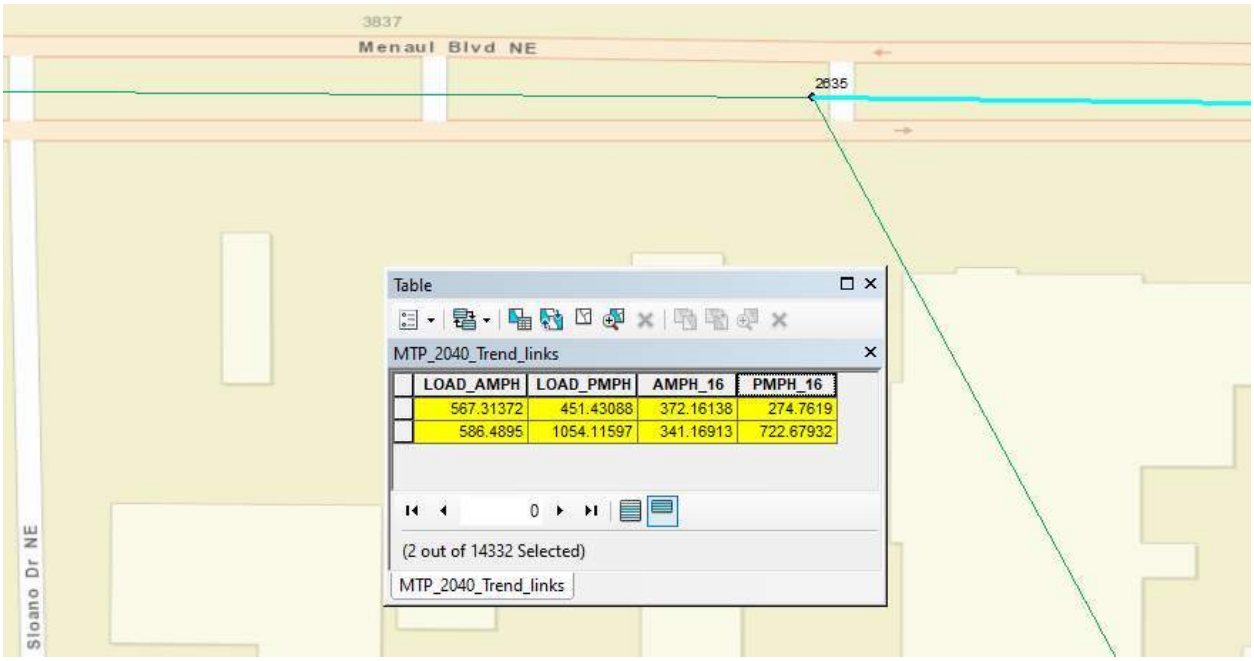
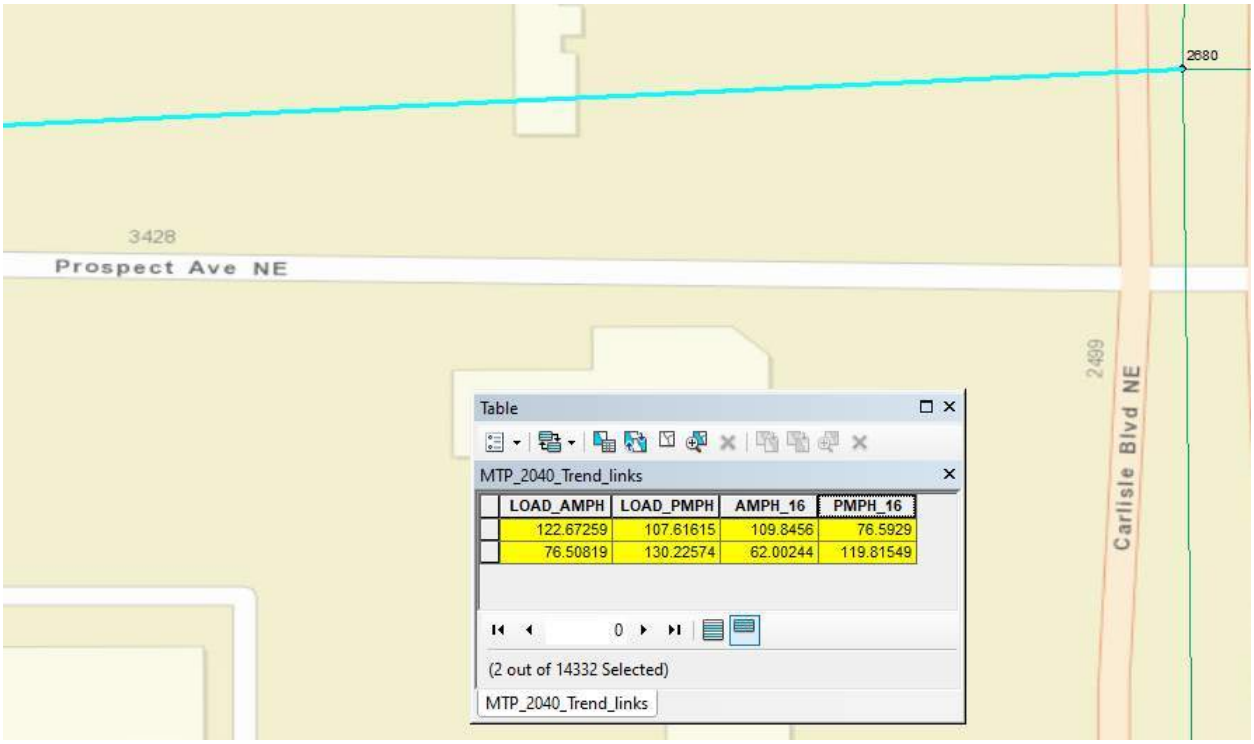


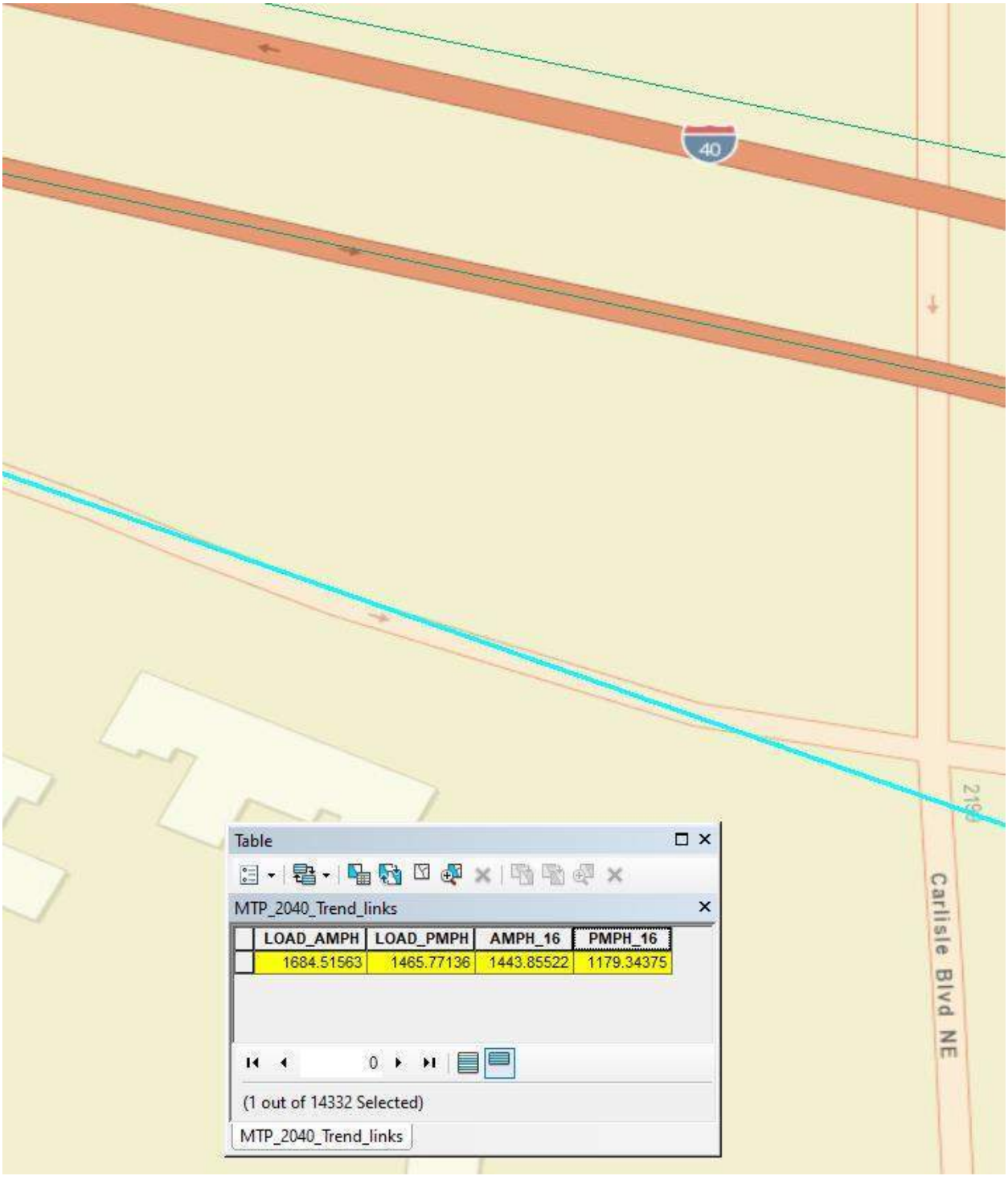
Menaul Blvd East of Solano



Prospect Ave West of Carlisle Blvd



I-40 EB West of Carlisle Blvd (EB)



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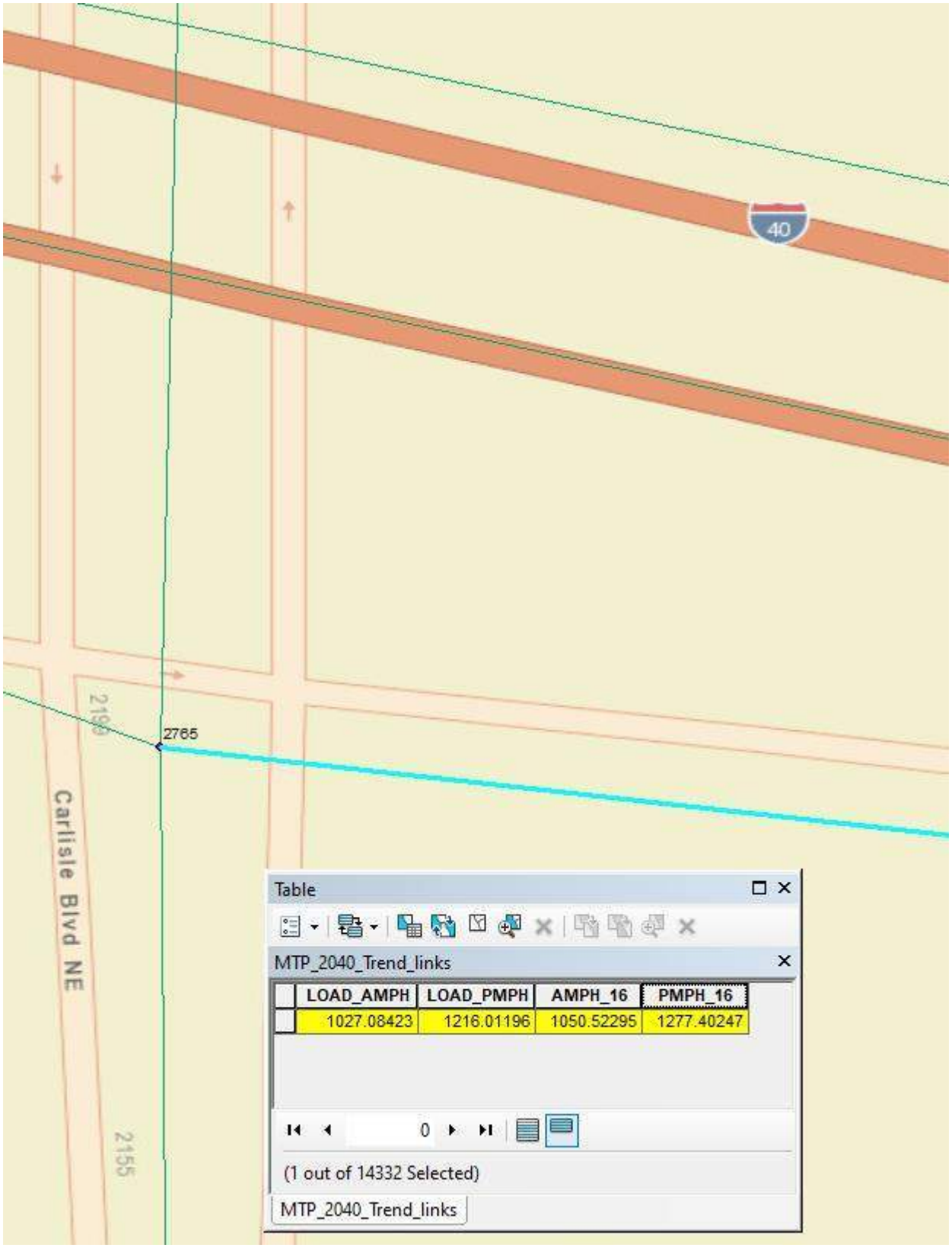
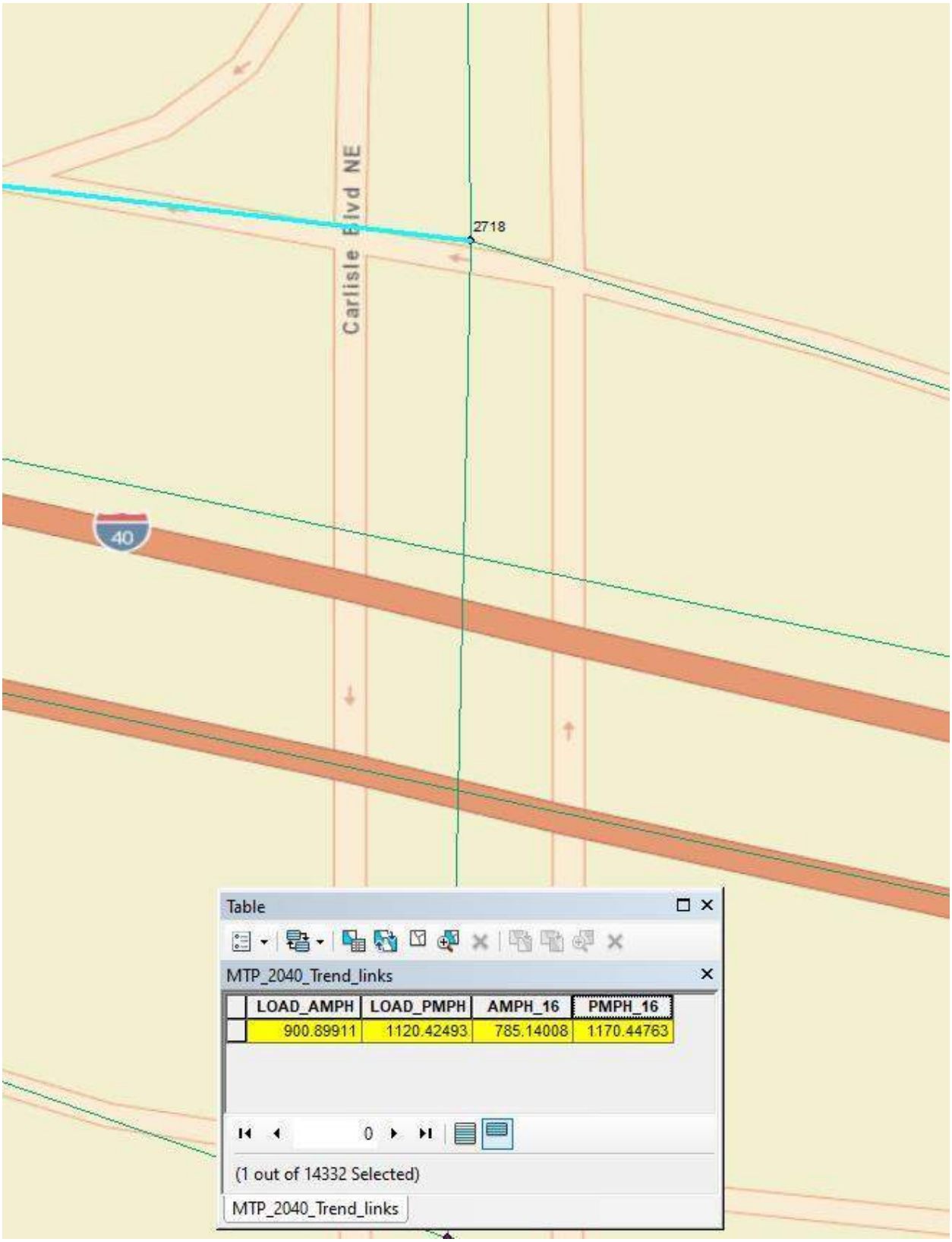


I-40 WB West of Carlisle Blvd (WB)



I-40 WB East of Carlisle Blvd (WB)