

Appendix A: Scoping Meeting Notes

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 Dobrovolsky – Equiterra

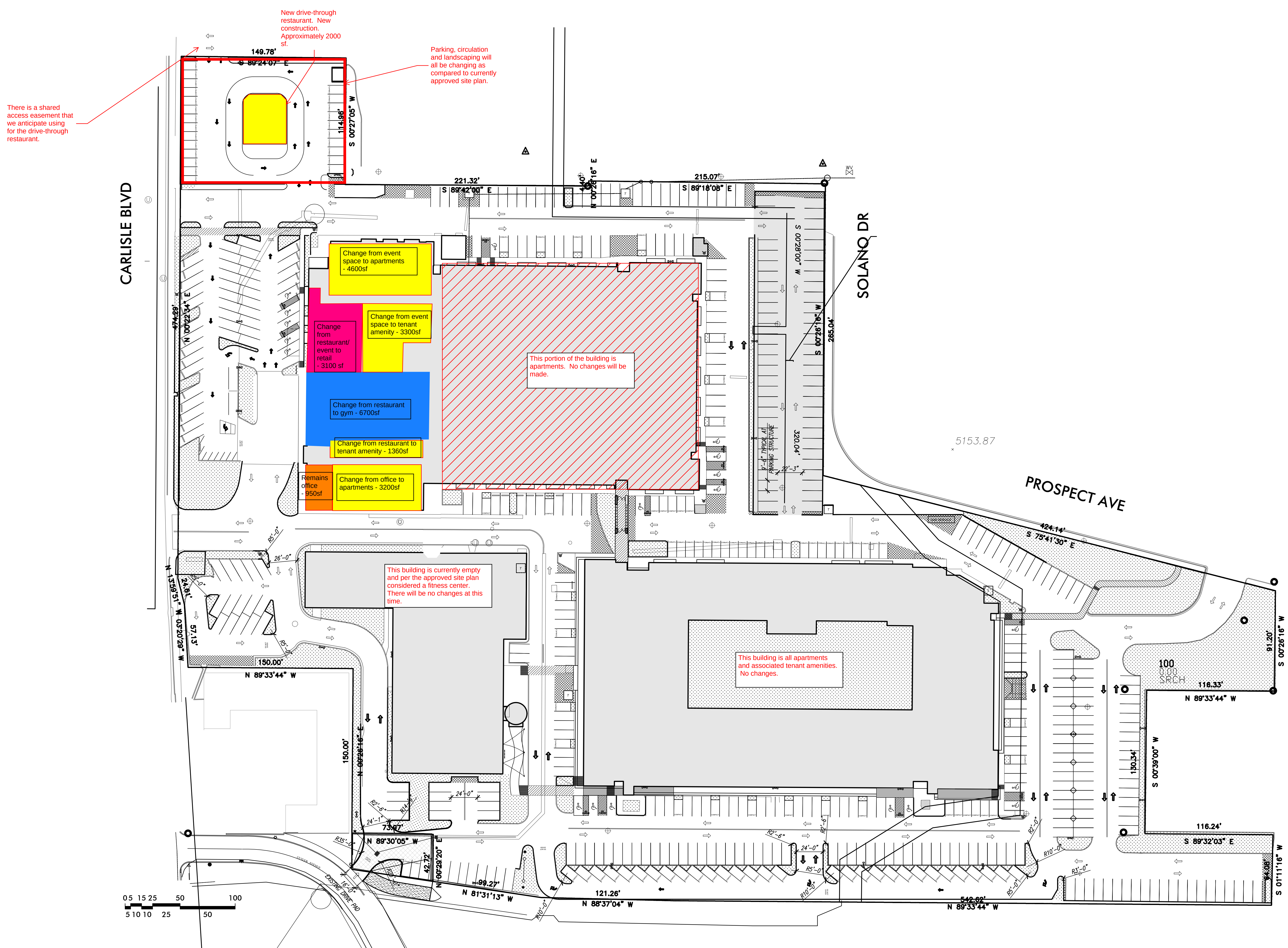
1. Introductions
2. Review of Site Plan
 - a. Site Plan & land Uses
3. Discussion of Scope for TIS
 - a. Study Intersections
 - i. Site Driveways
 - ii. Menaul Blvd & Carlisle Blvd
 - iii. Carlisle Blvd & Prospect Ave
 - iv. Carlisle Blvd & Cutler Ave
 - v. Carlisle Blvd & I-40 WB
 - vi. **Carlisle Blvd & 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:

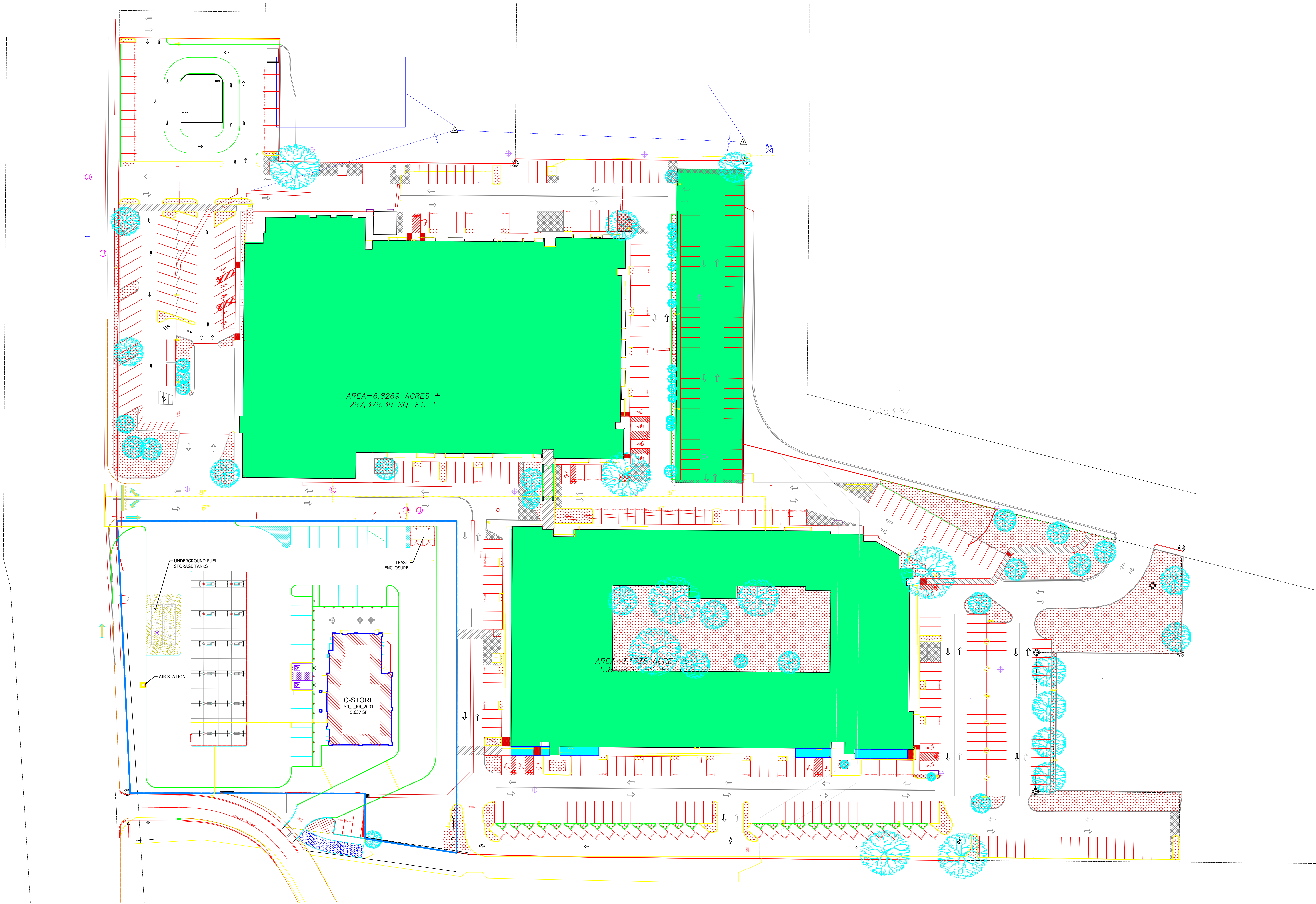


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- i. **Kmart South of I-40 (Modulus Architects)**
- e. Build-out Year and Growth Rate
 - i. Build-Out Year (2022)
 - 1. Will look at MRCOG Model Projections and calculate growth rate (if any), otherwise will assume 1% growth per year.
- f. Analysis 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)





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
Page No: 1

Turning Movement Data

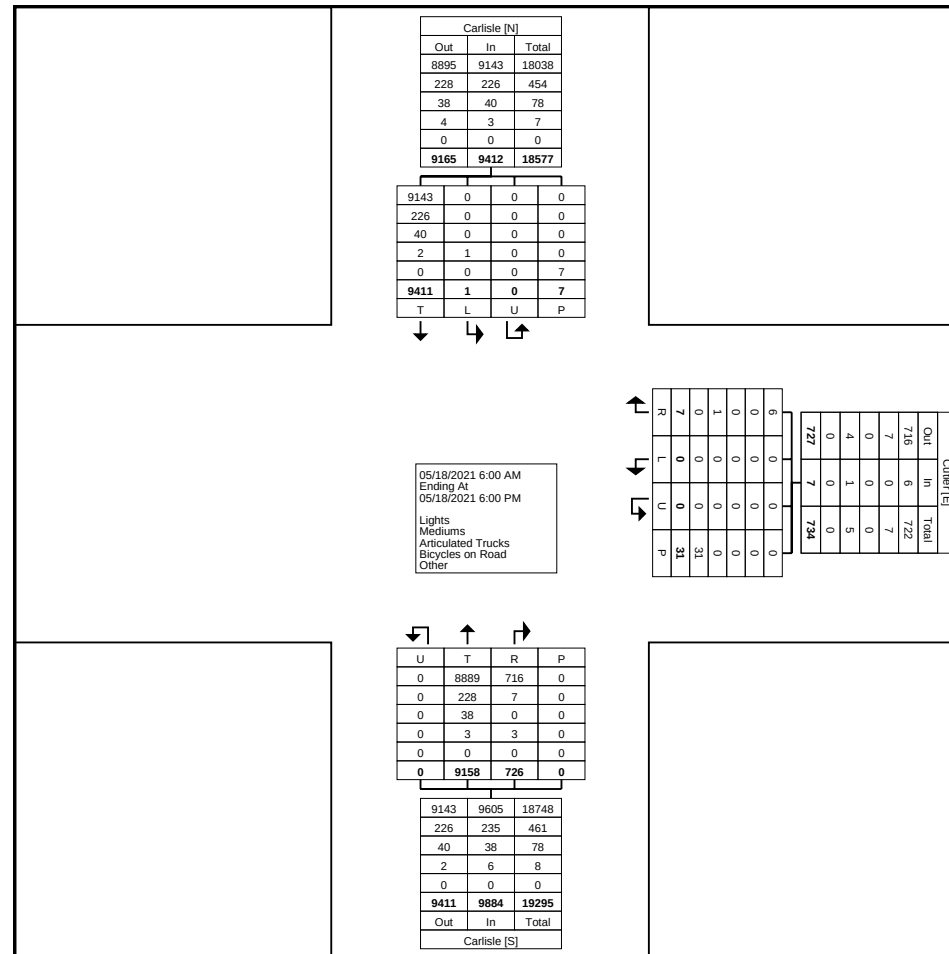
Start Time	Carlisle Southbound					Cutler Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:00 AM	69	0	0	0	69	0	0	0	0	0	4	87	0	0	91	160
6:15 AM	92	0	0	1	92	0	0	0	3	0	3	95	0	0	98	190
6:30 AM	118	0	0	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
 Page No: 3





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Count Name: NM299.03
 Site Code: SCUAWV
 Start Date: 05/18/2021
 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

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	
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	-	-	-	-	-	-	-



Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021
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Count Name: NM299.03
Site Code: SCUAWV
Start Date: 05/18/2021
Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

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	
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	-	-	-	-	-	-	-



Count Name: NM299.03
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Page No: 7





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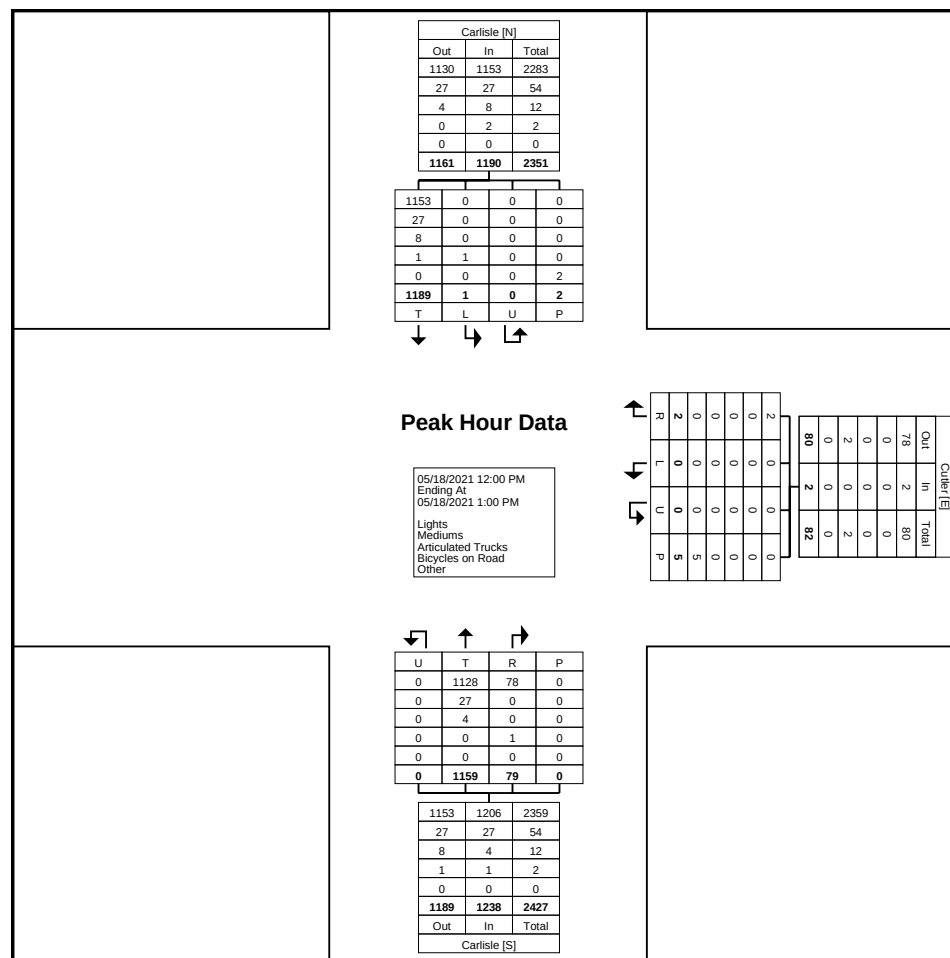
Count Name: NM299.03
 Site Code: SCUAWV
 Start Date: 05/18/2021
 Page No: 8

Turning Movement Peak Hour Data (12:00 PM)

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	
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	-	-	-	-	-	-	-



Count Name: NM299.03
Site Code: SCUAWV
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Count Name: NM299.03
 Site Code: SCUAWV
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 Page No: 10

Turning Movement Peak Hour Data (3:45 PM)

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	
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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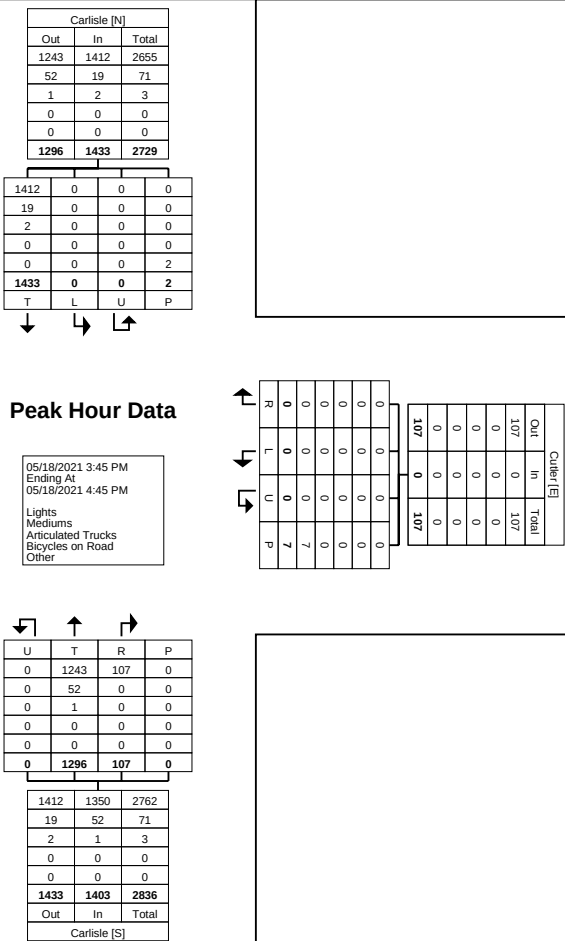
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Count Name: NM299.03

Site Code: SCUAWV

Start Date: 05/18/2021

Page No: 11



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



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Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021
Page No: 1

Turning Movement Data

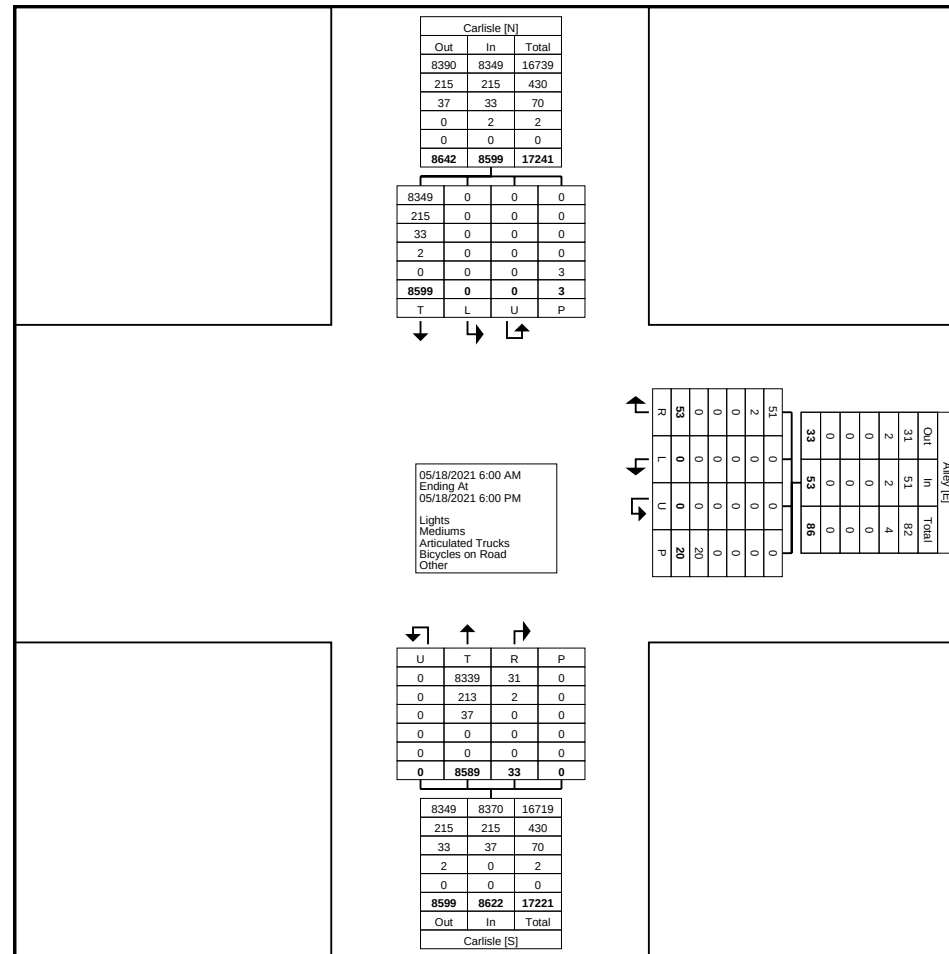
Start Time	Carlisle Southbound					Alley Westbound					Carlisle Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:00 AM	63	0	0	0	63	0	0	0	0	0	0	90	0	0	90	153
6:15 AM	79	0	0	0	79	0	0	0	0	0	0	79	0	0	79	158
6:30 AM	107	0	0	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
 Page No: 3



Turning Movement Data Plot



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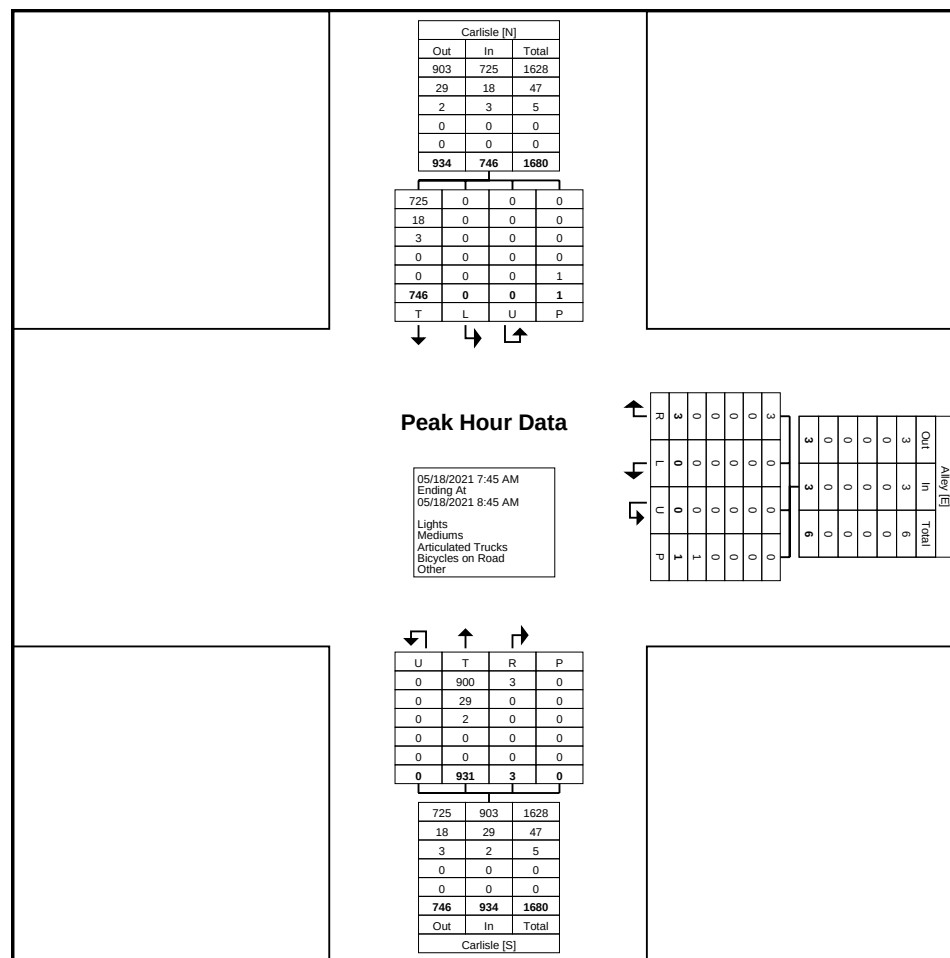
Count Name: NM299.03
 Site Code: SCU962
 Start Date: 05/18/2021
 Page No: 4

Turning Movement Peak Hour Data (7:45 AM)

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	
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	-	-	-	-	-	-	-



Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021
Page No: 5



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
 Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

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	
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	-	-	-	-	-	-	-



Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021
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Count Name: NM299.03
 Site Code: SCU962
 Start Date: 05/18/2021
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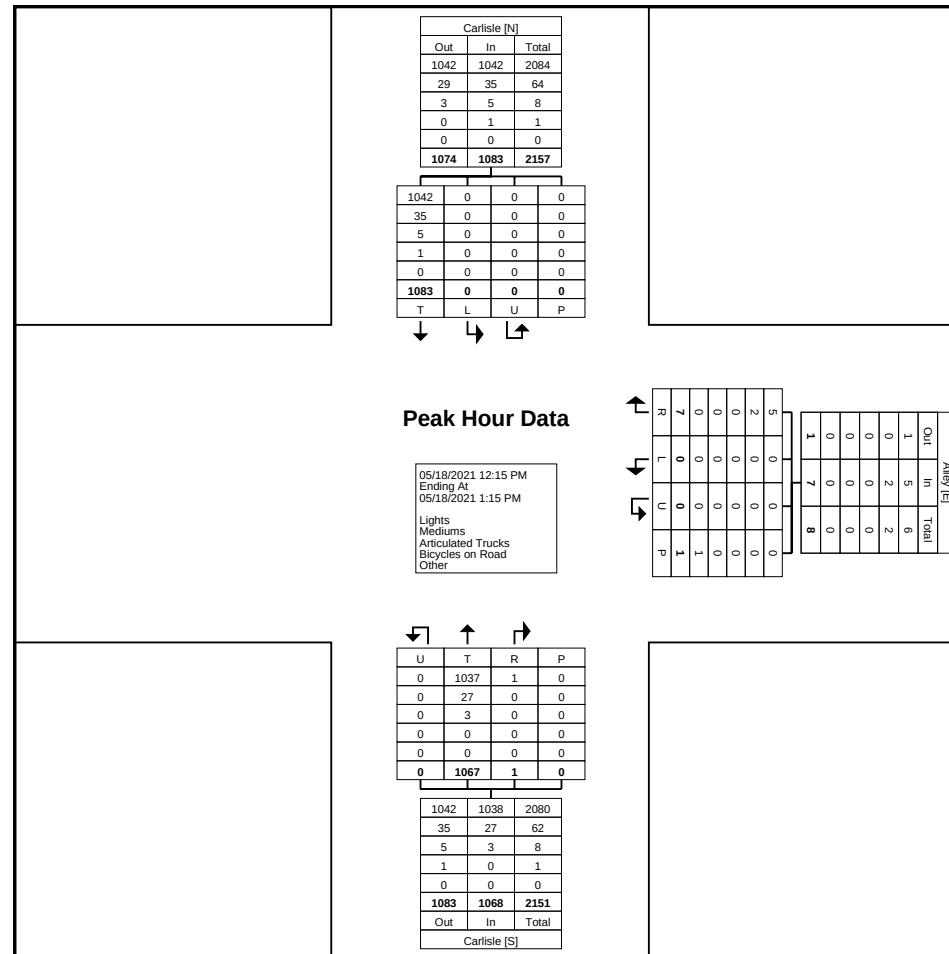
Turning Movement Peak Hour Data (12:15 PM)

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	
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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Count Name: NM299.03
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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
 Page No: 10

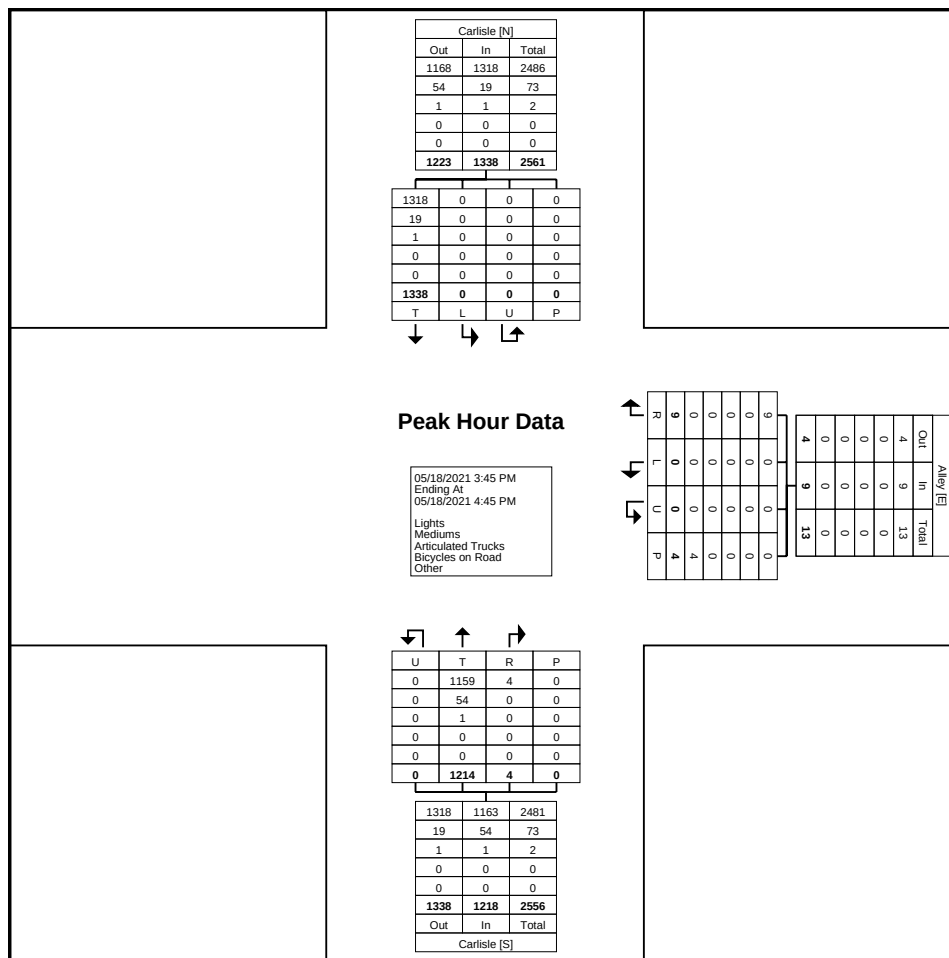
Turning Movement Peak Hour Data (3:45 PM)

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	
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	-	-	-	-	-	-	-



Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
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jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU962
Start Date: 05/18/2021
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Turning Movement Peak Hour Data Plot (3:45 PM)



Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
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jkruse@lee-eng.com

Count Name: NM299.03
Site Code: SCU45V
Start Date: 05/20/2021
Page No: 1

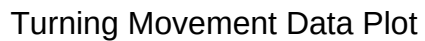
Turning Movement Data

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	0	36	34	291	0	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	0	157	132	1056	0	1	0	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	0	49	38	261	0	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	0	38	34	240	0	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	0	42	30	225	0	0	1	0	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	0	44	39	250	0	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	0	173	141	976	0	0	1	0	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	0	49	30	272	0	0	1	0	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	0	63	38	265	0	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	0	57	26	253	0	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	0	44	25	225	0	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	0	213	119	1015	0	0	1	0	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	0	1167	870	7173	0	4	4	0	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	-	-	-



Count Name: NM299.03
Site Code: SCU45V
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Lee Engineering, LLC

Phoenix, Arizona - Dallas, Texas

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Albuquerque, New Mexico, United States

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Count Name: NM299.03

Site Code: SCU45V

Start Date: 05/20/2021

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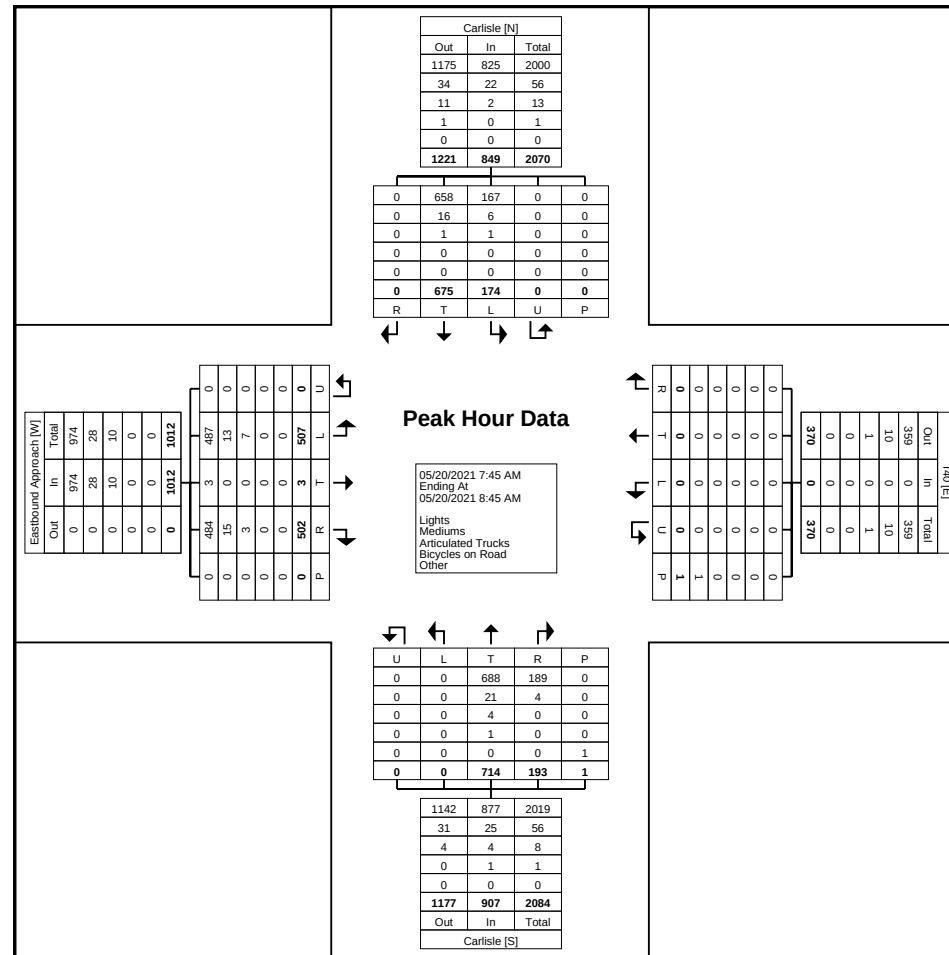
Turning Movement Peak Hour Data (7:45 AM)

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		
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	-	-	-	-	-	-	-	-	-	



Lee Engineering, LLC
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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (7:45 AM)



Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
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Count Name: NM299.03
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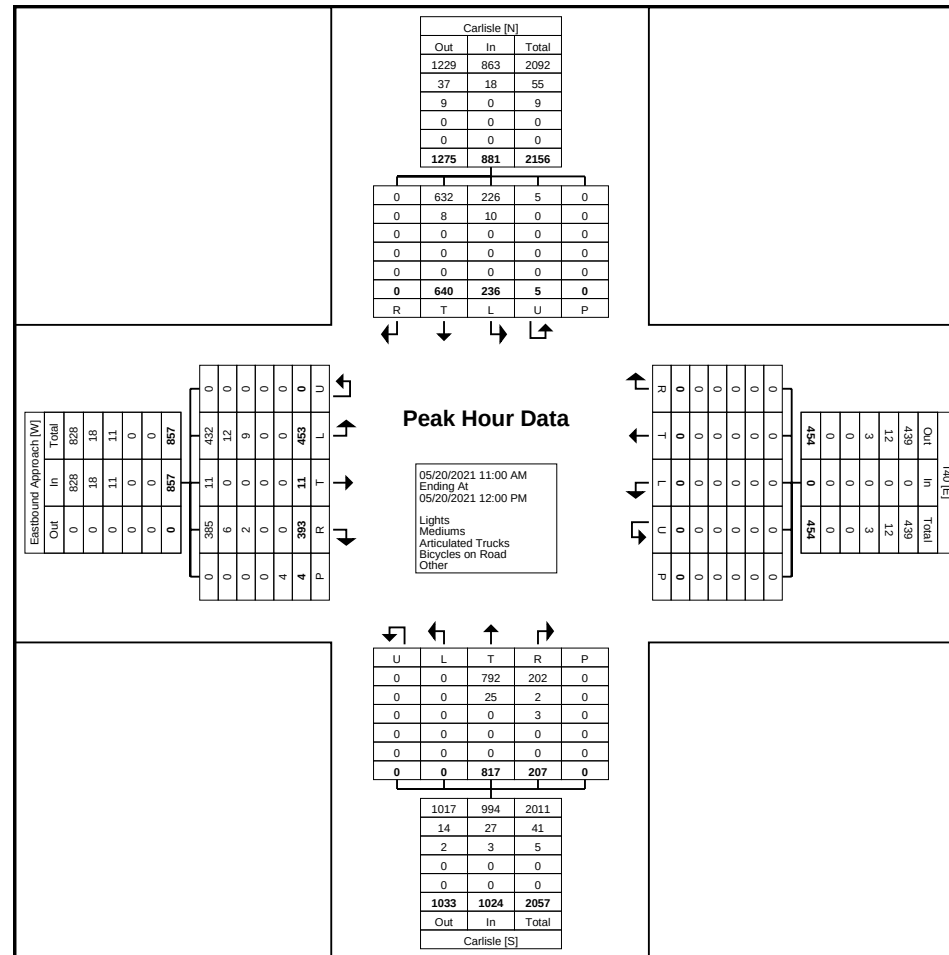
Turning Movement Peak Hour Data (11:00 AM)

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	
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	-	-	-



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



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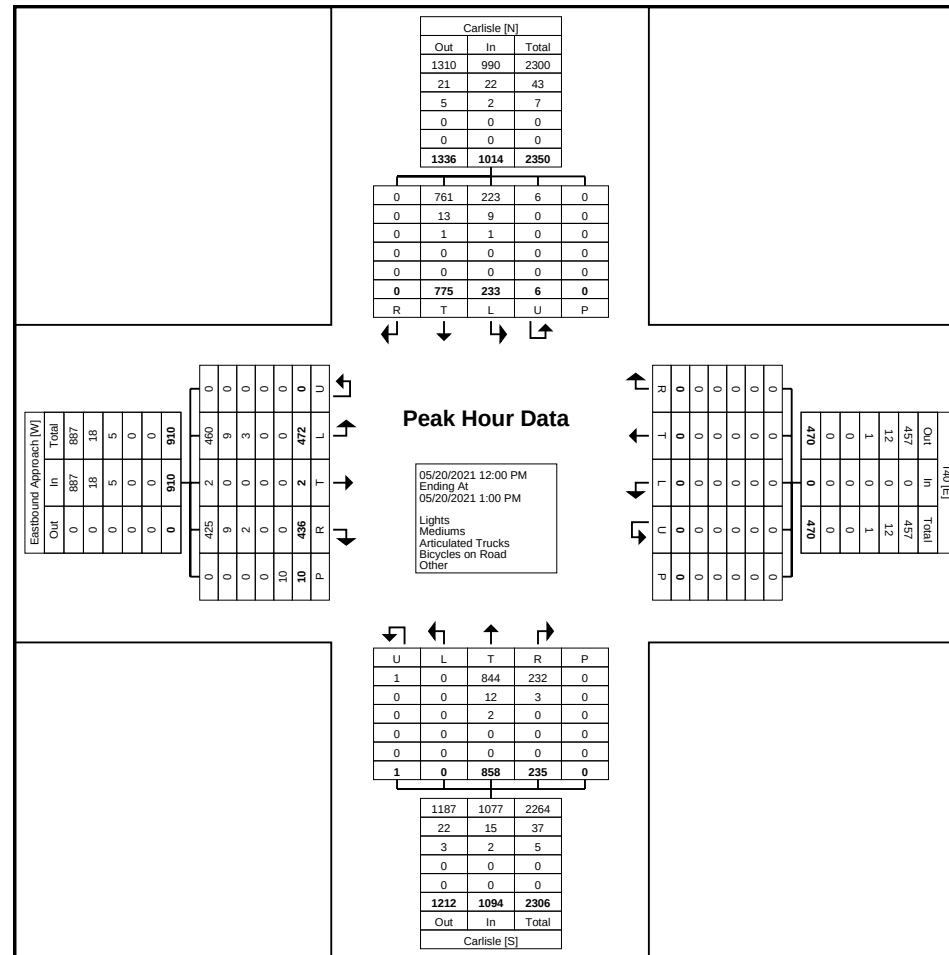
Turning Movement Peak Hour Data (12:00 PM)

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	
12:00 PM	0	0	194	58	1	0	253	0	0	0	0	0	0	0	35	27	226	0	0	0	0	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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Turning Movement Peak Hour Data Plot (12:00 PM)



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Count Name: NM299.03

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Turning Movement Peak Hour Data (3:15 PM)

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	
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	-	-



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Turning Movement Data

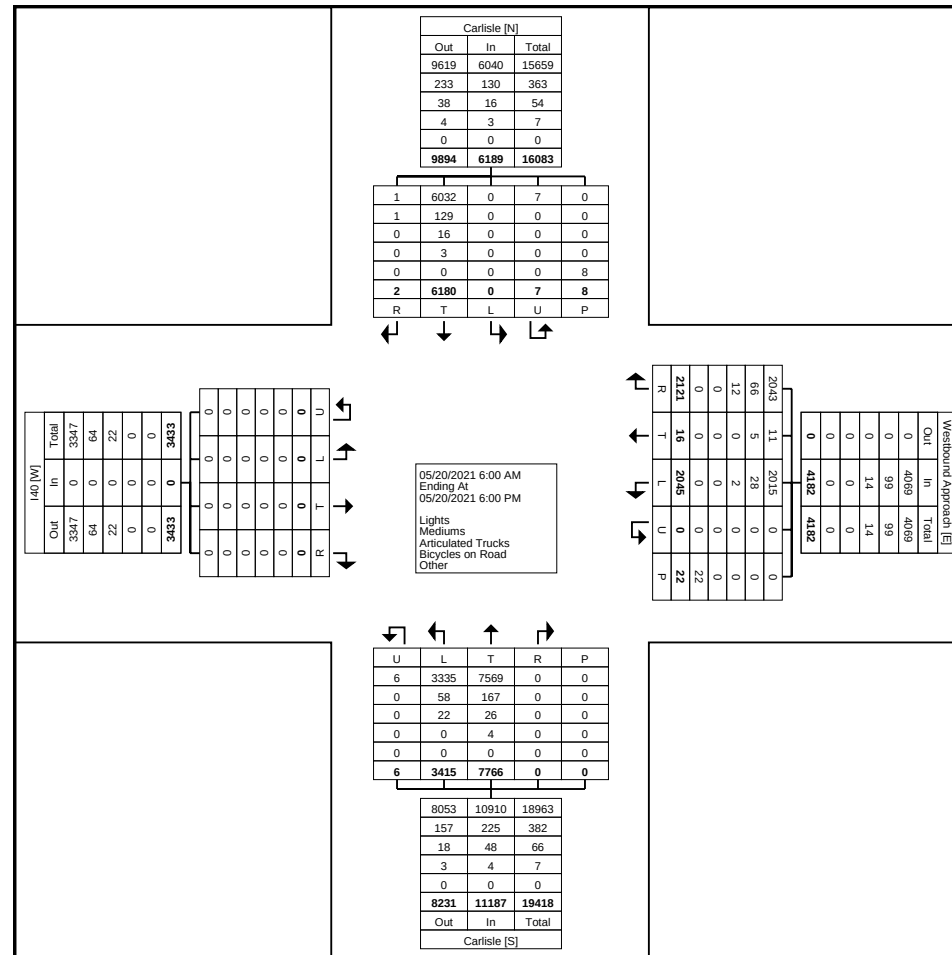
Start Time	Carlisle Southbound							Westbound Approach Westbound							Carlisle Northbound							I40 Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App.Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App.Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App.Total	Right	Right on Red	Thru	Left	U-Turn	App.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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

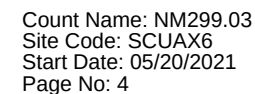


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Turning Movement Data Plot







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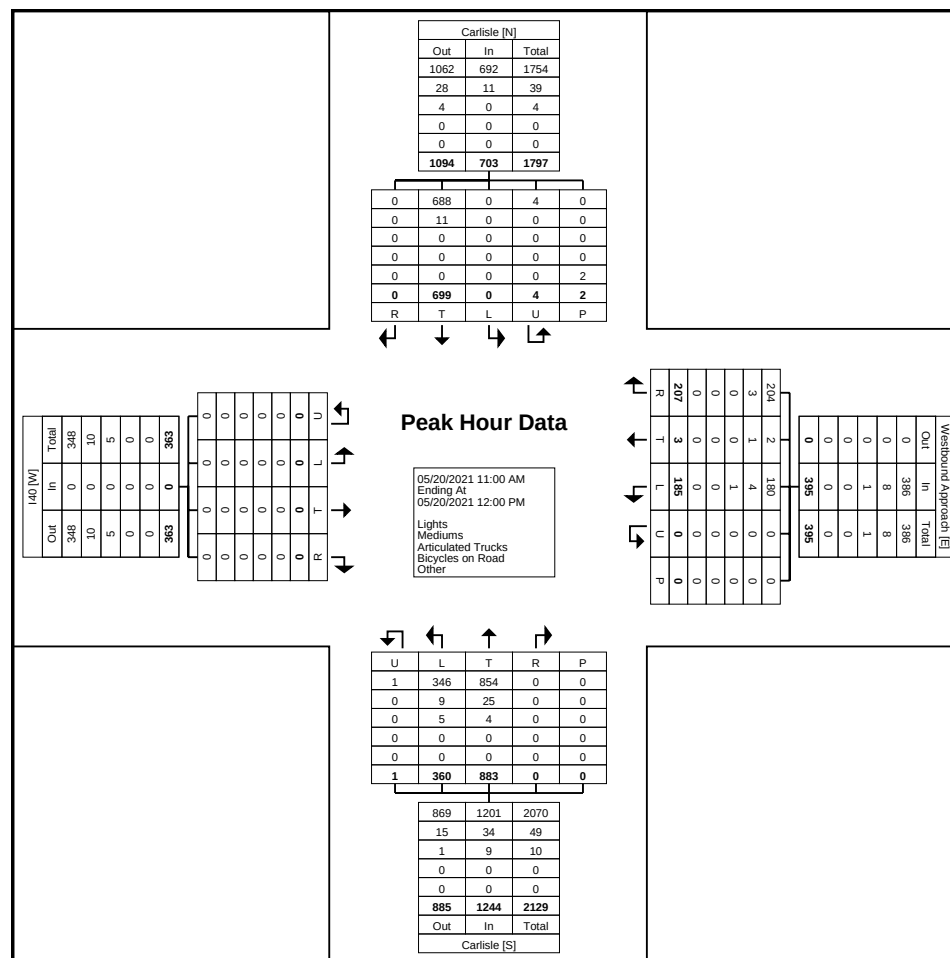
Site Code: SCUAX6

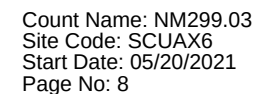
Start Date: 05/20/2021

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Turning Movement Peak Hour Data (11:00 AM)

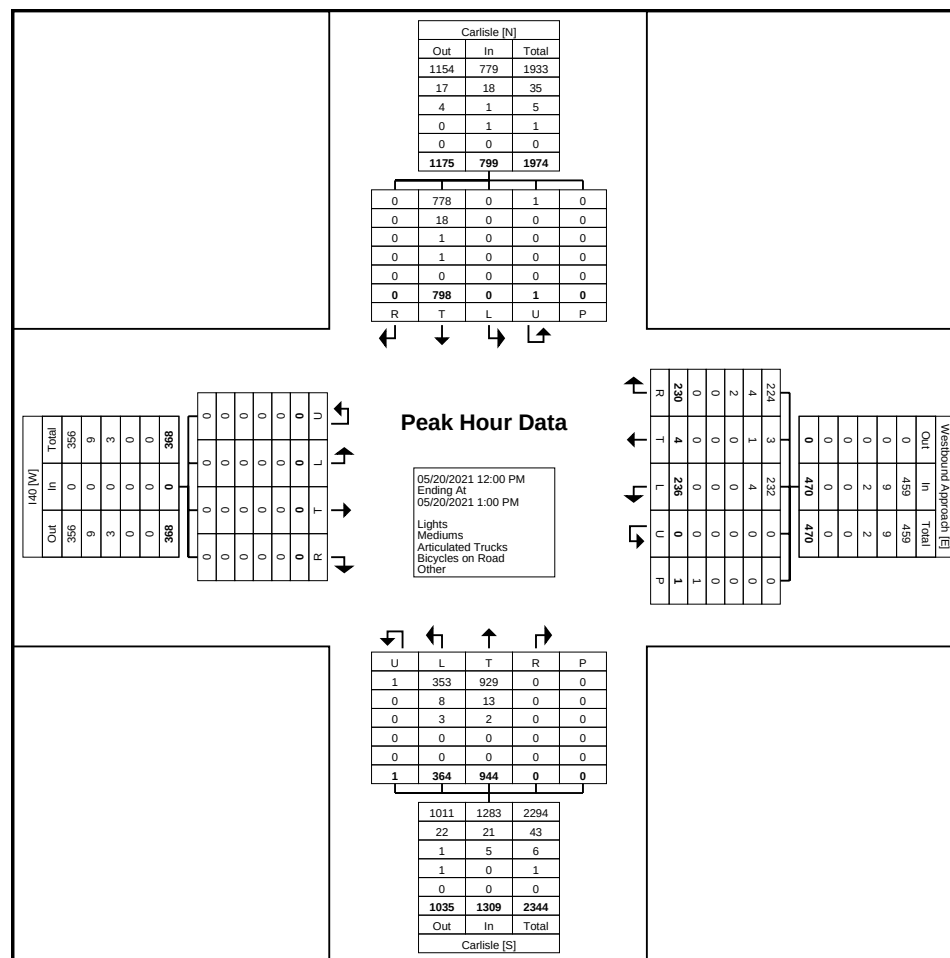
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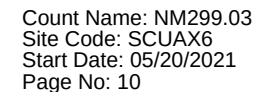






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Turning Movement Data

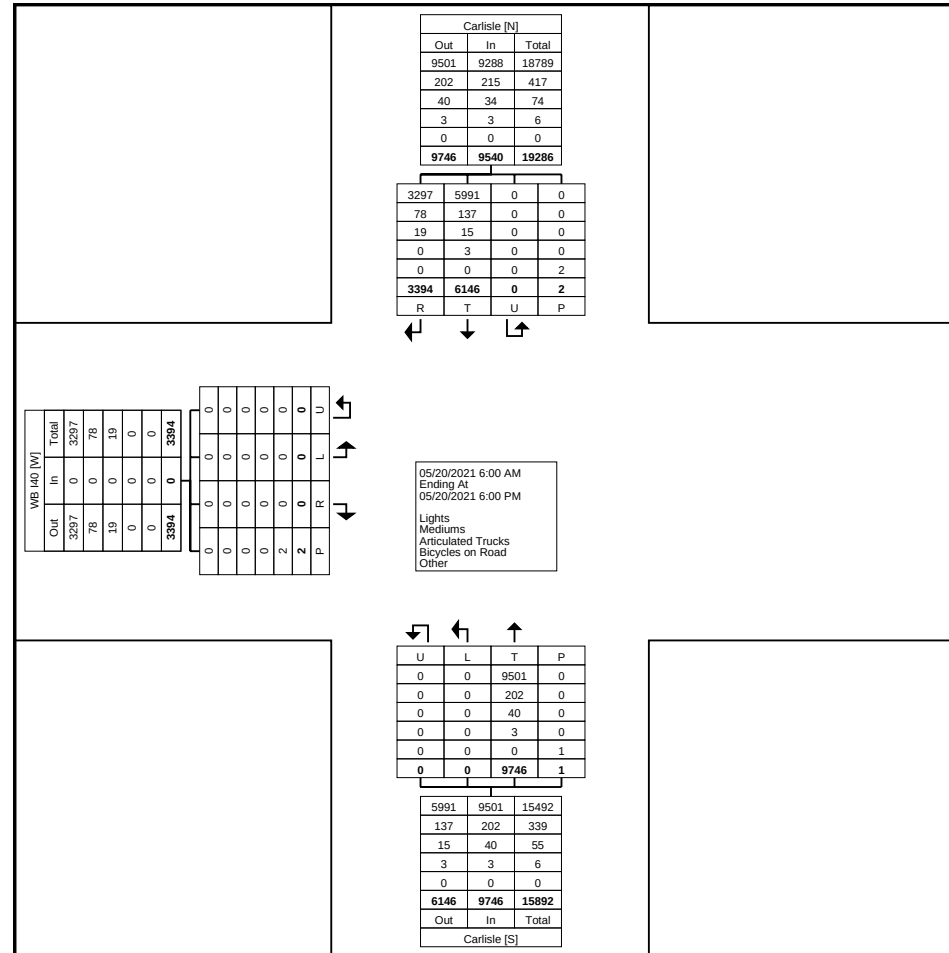
Start Time	Carlisle Southbound					Carlisle Northbound					WB I40 Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
6:00 AM	41	42	0	0	83	80	0	0	0	80	0	0	0	0	0	163
6:15 AM	35	52	0	1	87	88	0	0	0	88	0	0	0	0	0	175
6:30 AM	46	60	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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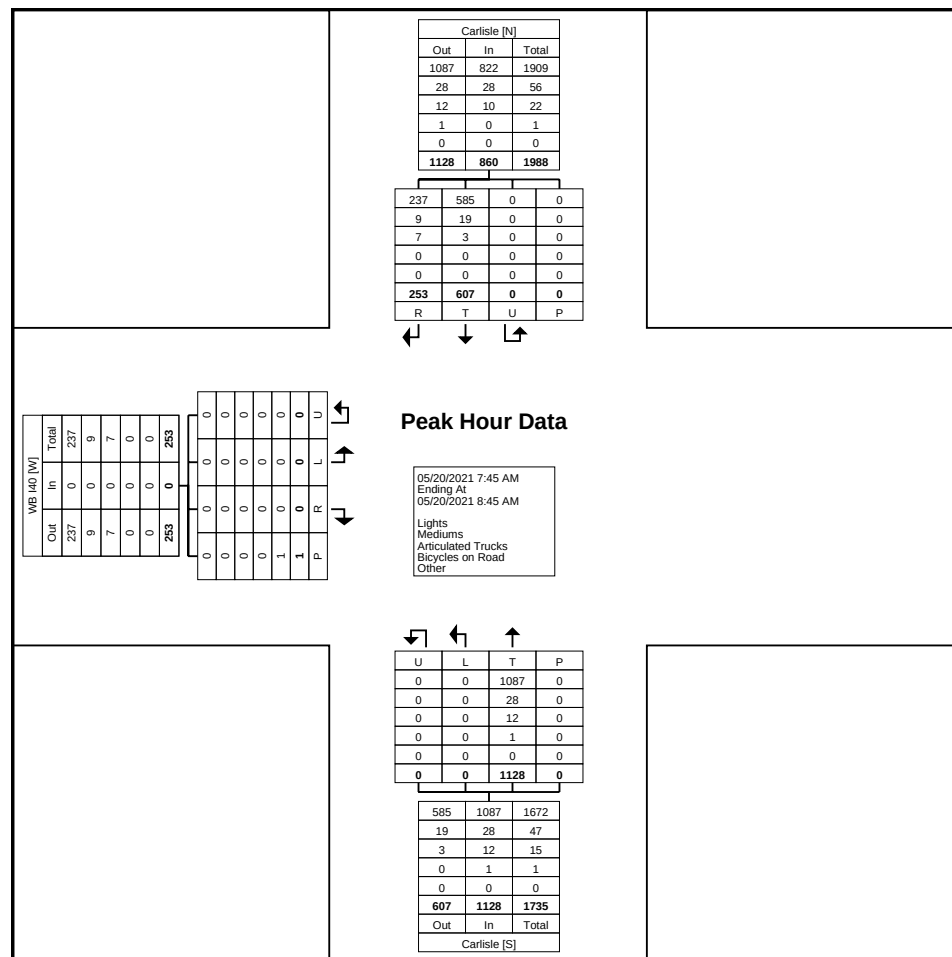
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Carlisle Southbound					Carlisle Northbound					WB I40 Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. 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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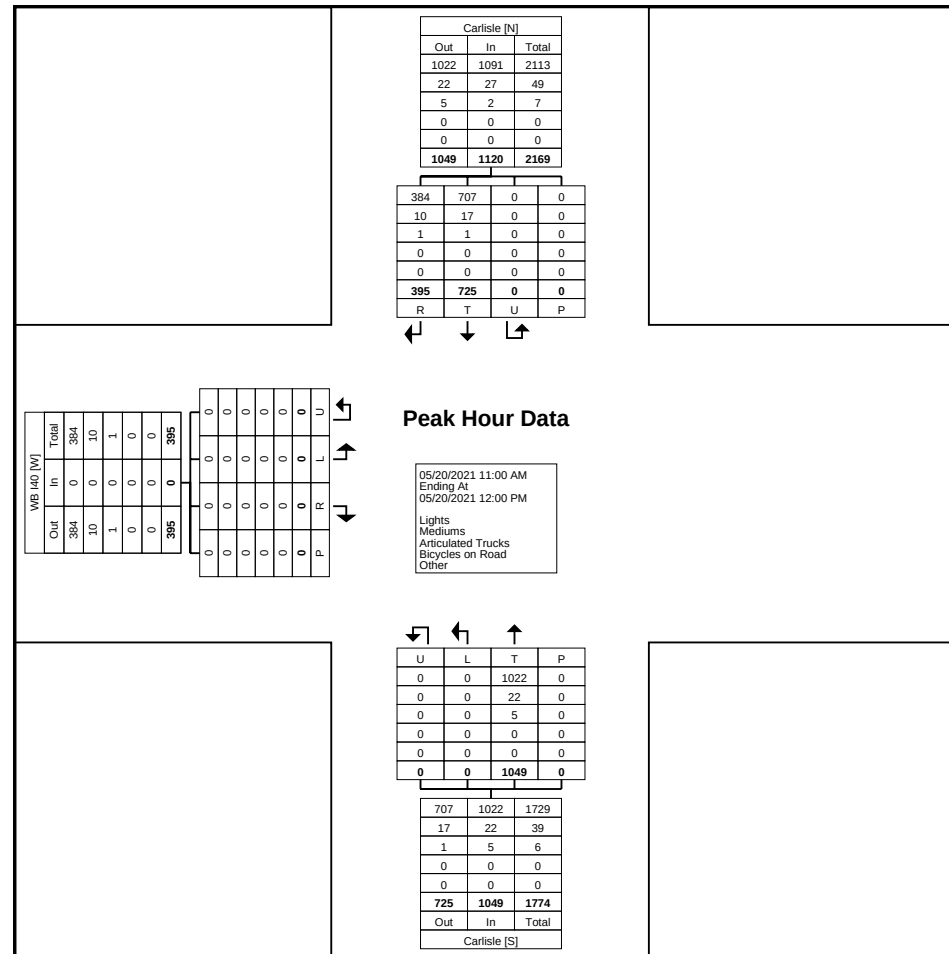


Turning Movement Peak Hour Data Plot (7:45 AM)



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



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Site Code: SCUAWV

Start Date: 05/20/2021

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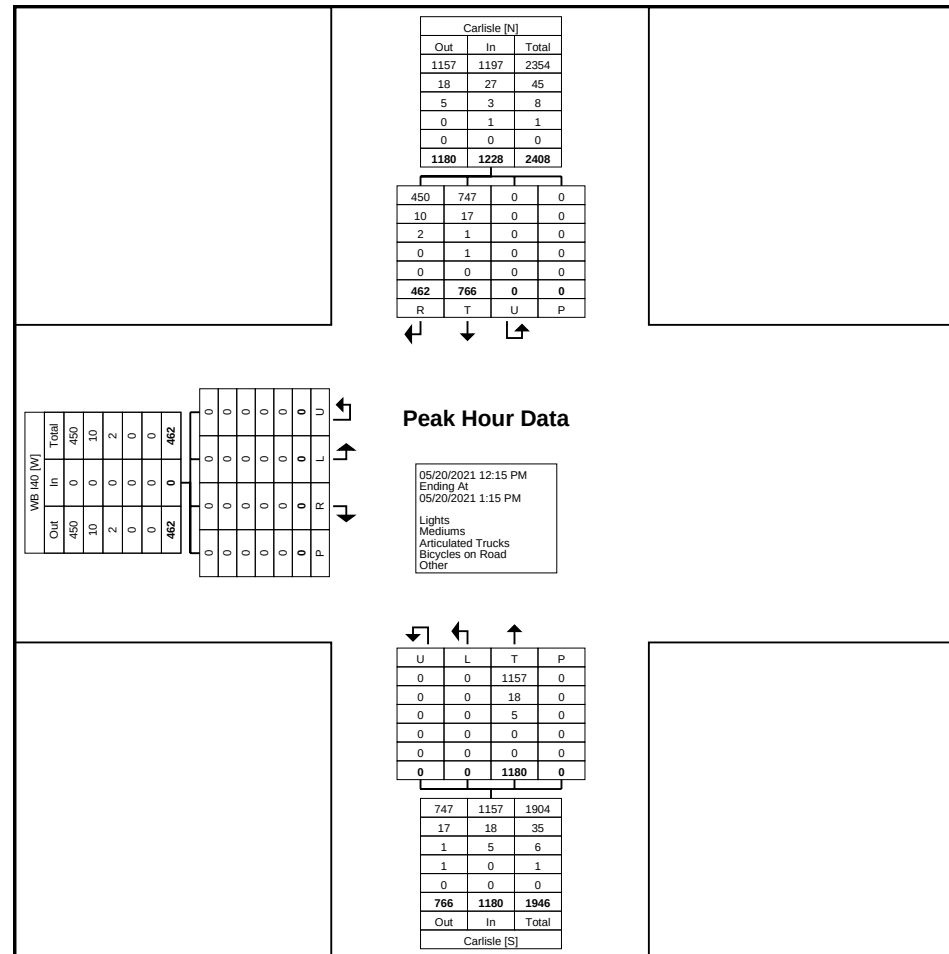
Turning Movement Peak Hour Data (12:15 PM)

[illegible]



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



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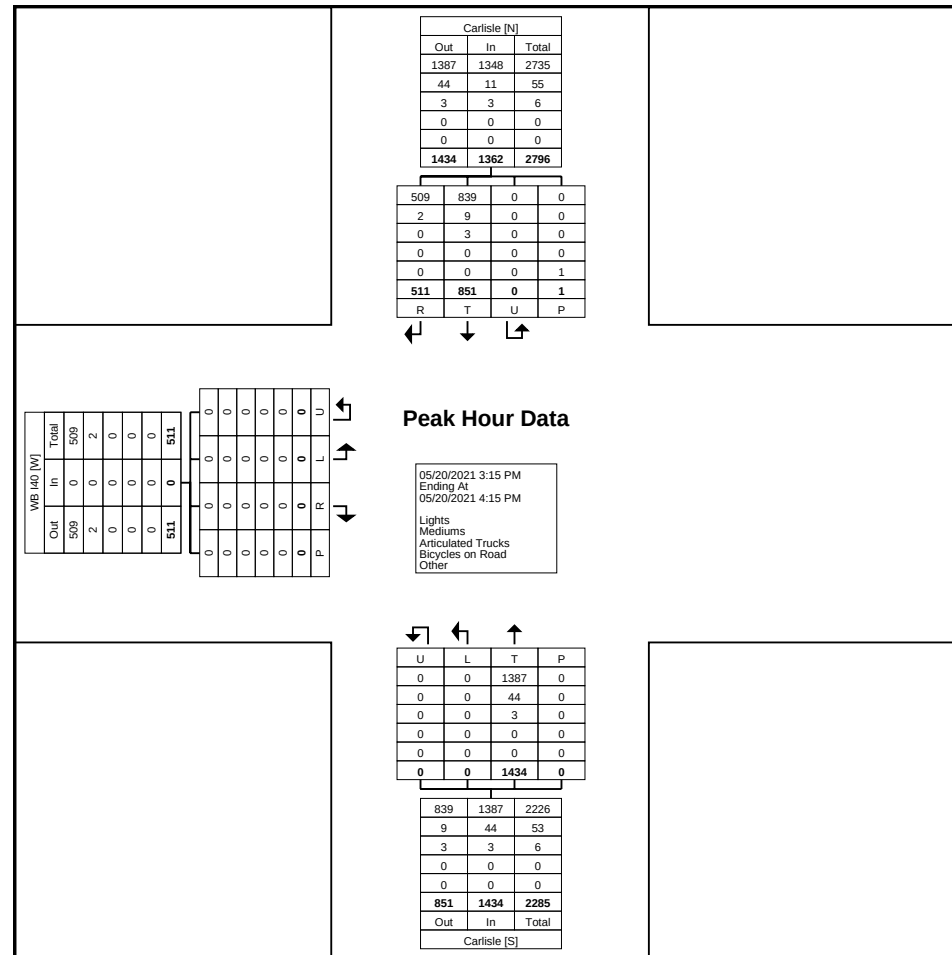
Turning Movement Peak Hour Data (3:15 PM)

[illegible]



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



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Site Code: SCU9LK
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Turning Movement Data

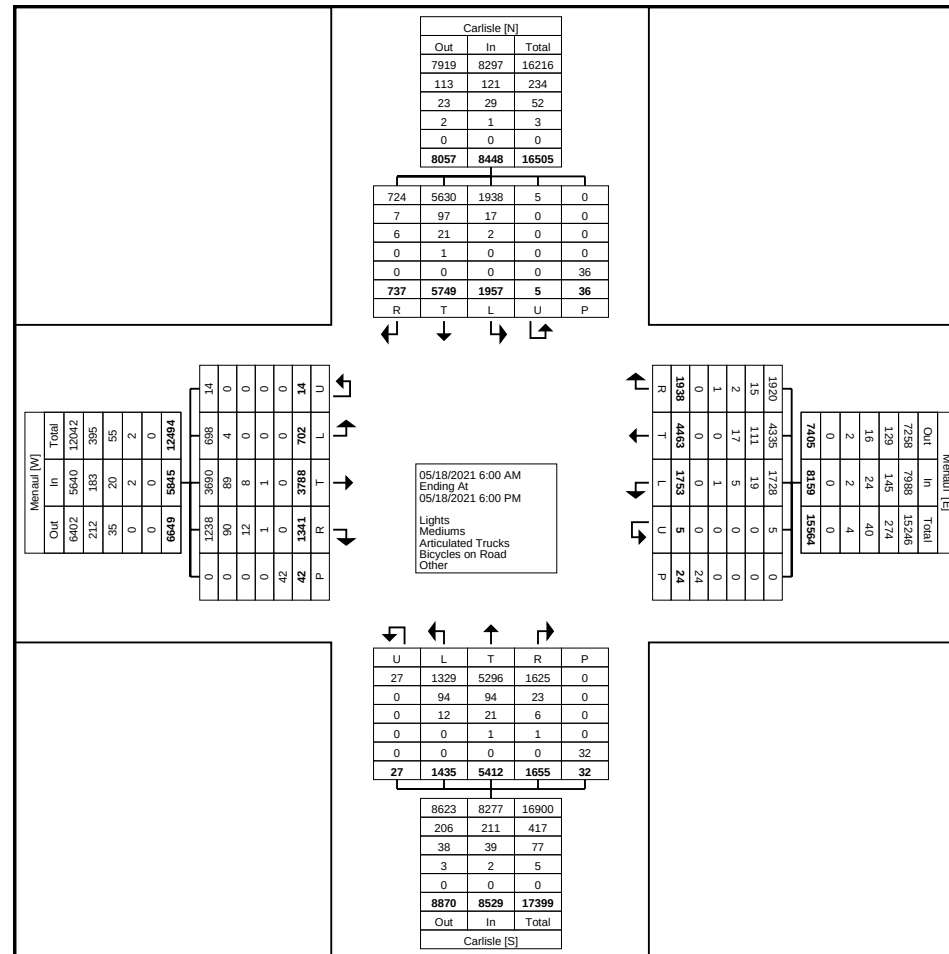
Start Time	Carlisle Southbound							Menaul Westbound							Carlisle Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	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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Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021
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Turning Movement Data Plot



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Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/18/2021
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Turning Movement Peak Hour Data (7:45 AM)

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	
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	-	-	



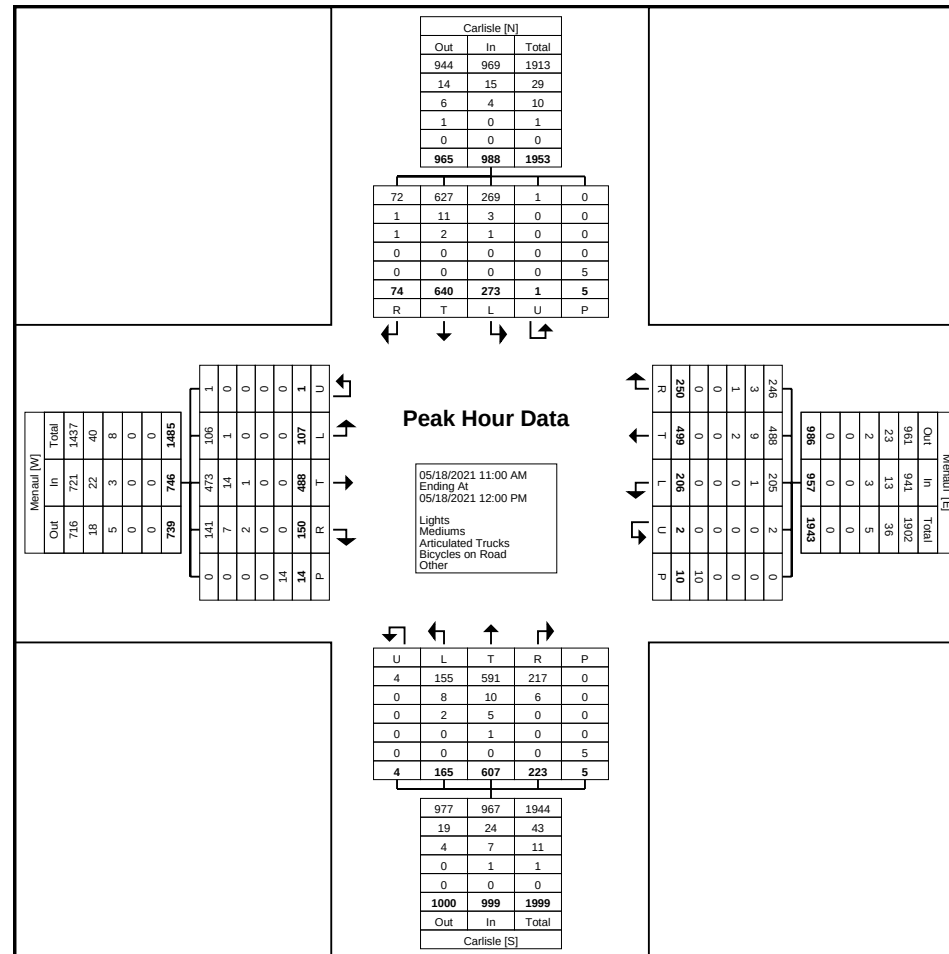
Turning Movement Peak Hour Data (11:00 AM)

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



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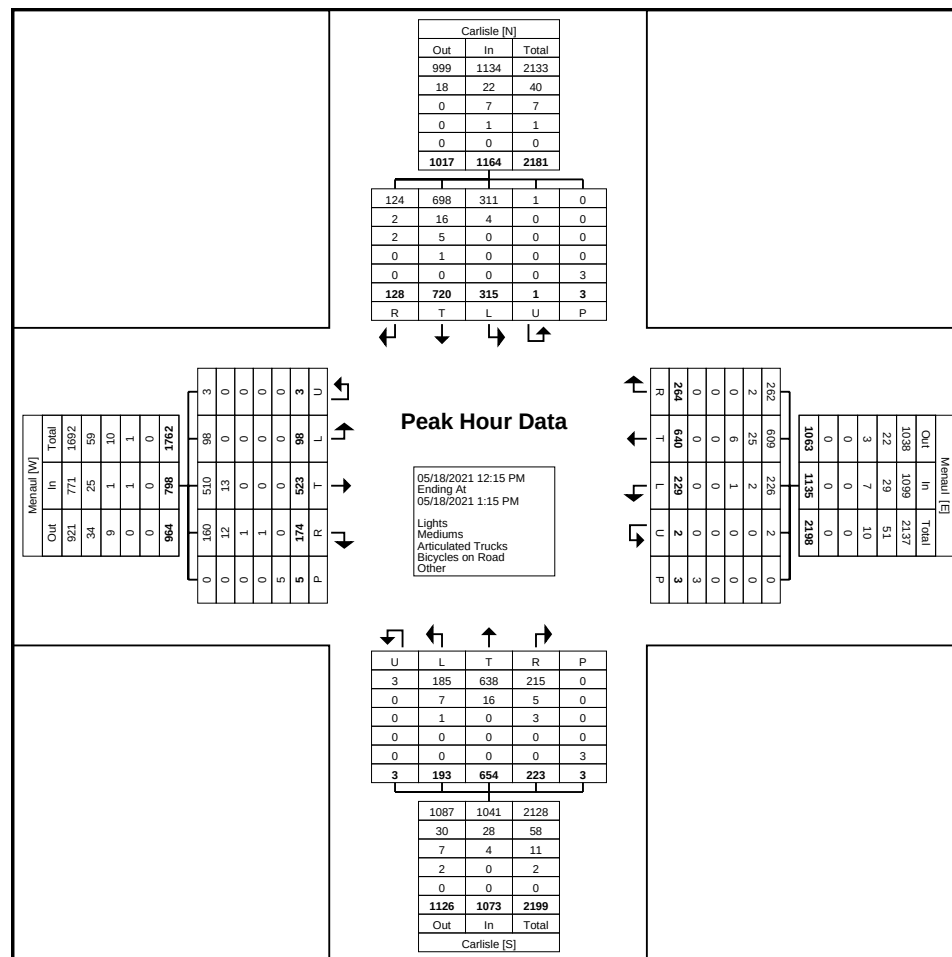
Turning Movement Peak Hour Data (12:15 PM)

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



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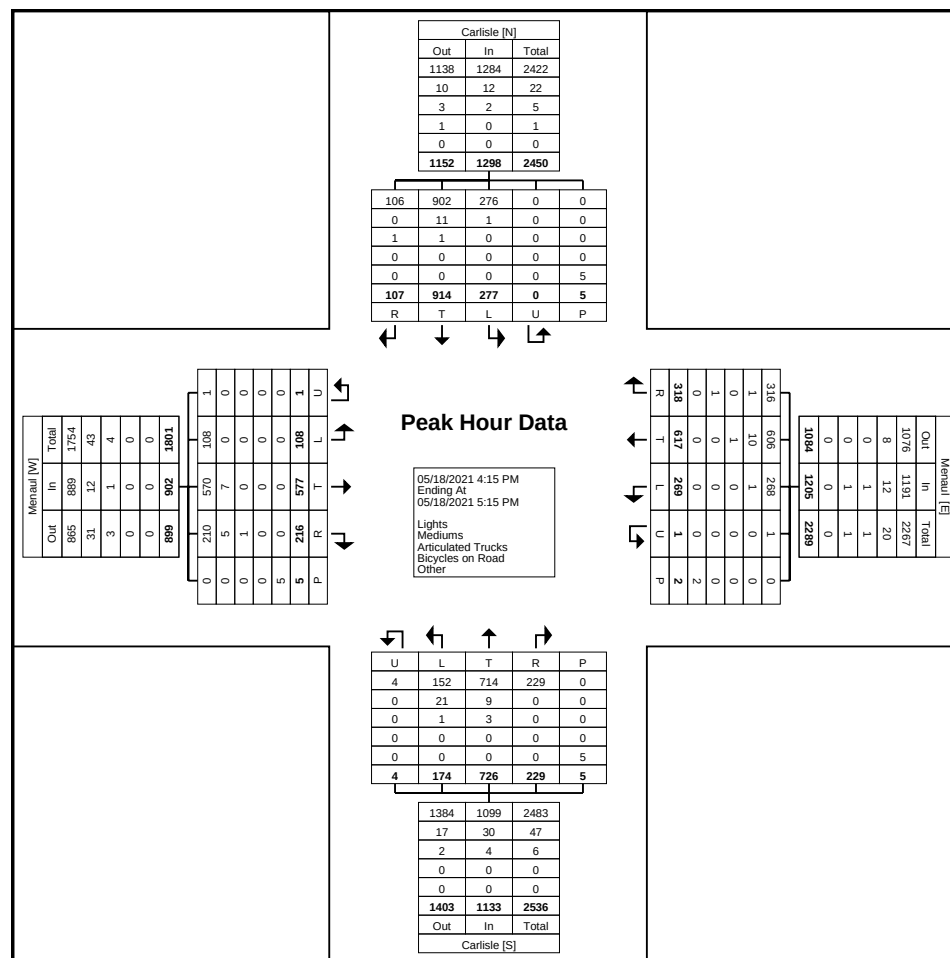
Turning Movement Peak Hour Data (4:15 PM)

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	
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	-	-



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (4:15 PM)



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

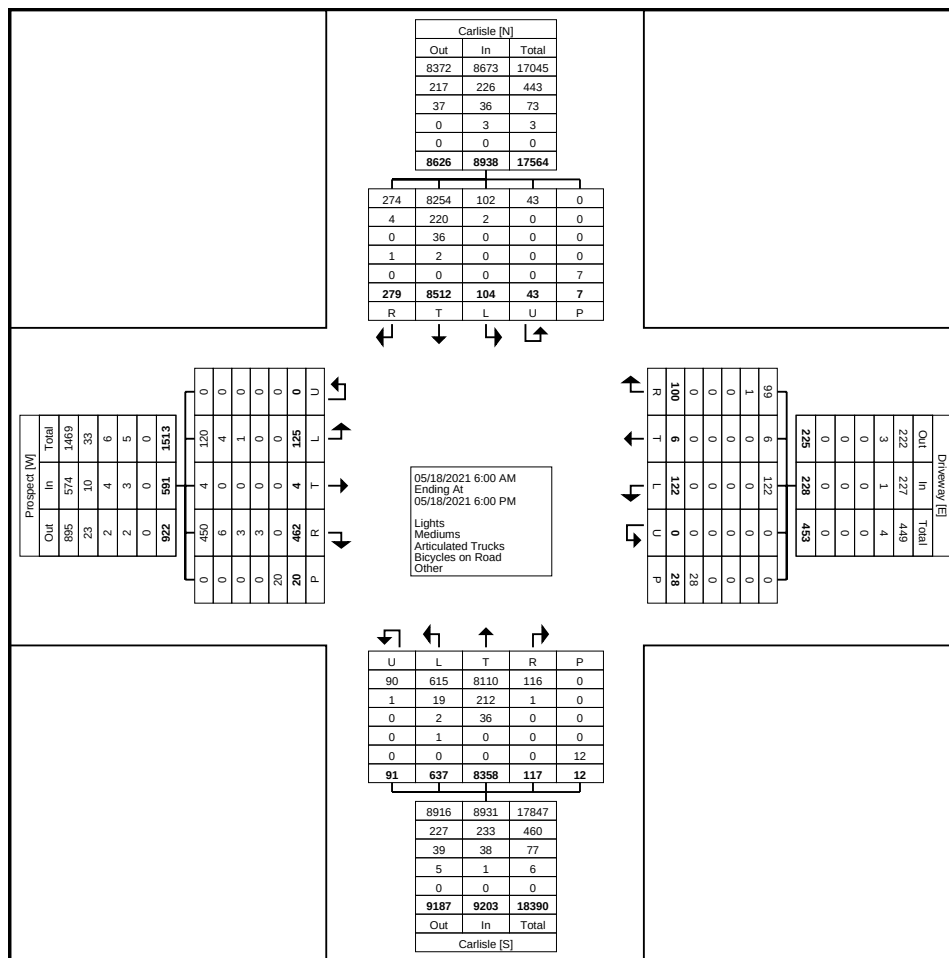
Start Time	Carlisle Southbound						Driveway Westbound						Carlisle Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	61	0	0	0	61	1	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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Turning Movement Data Plot



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



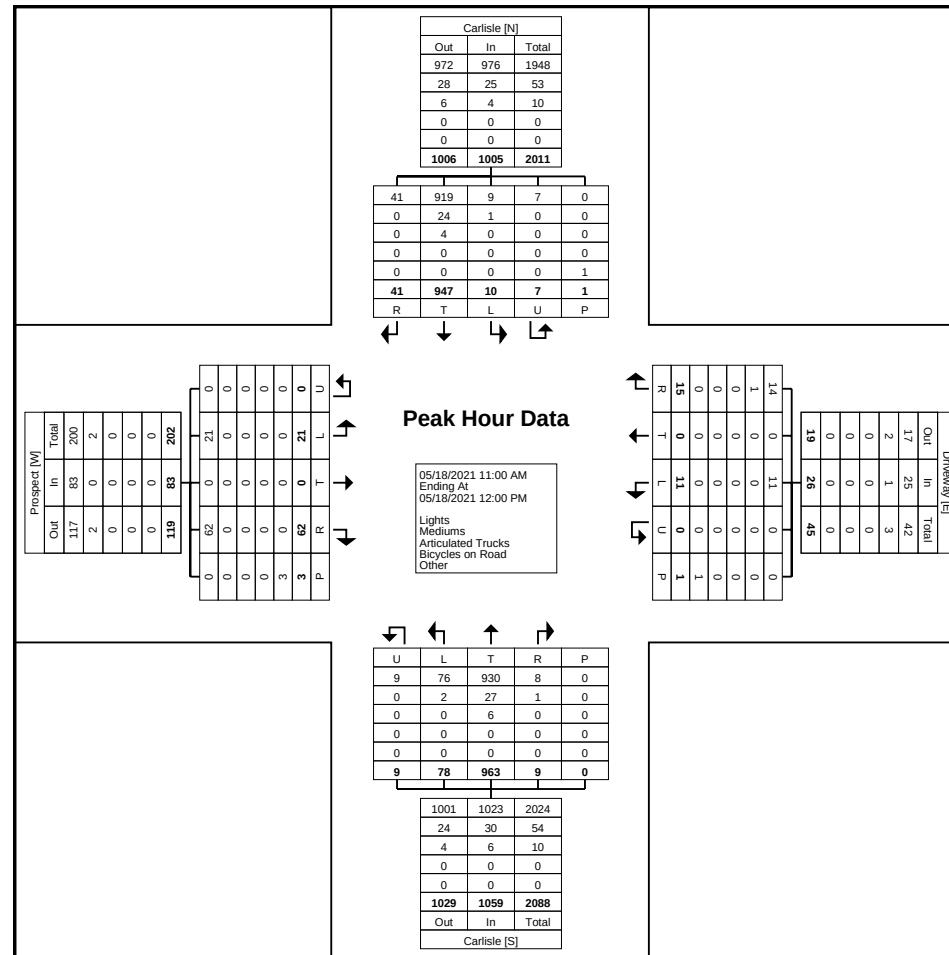
Count Name: NM299.03
Site Code: SCUAX9
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Turning Movement Peak Hour Data Plot (11:00 AM)



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Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/18/2021
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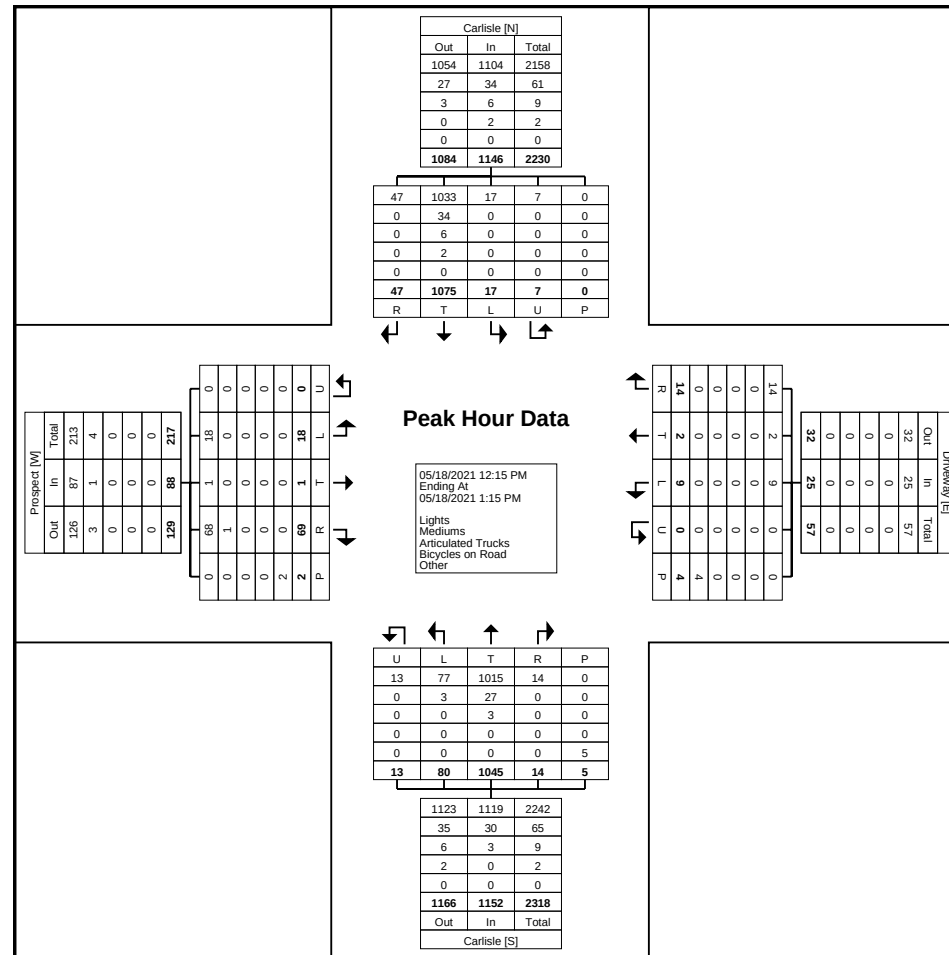
Turning Movement Peak Hour Data (12:15 PM)

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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Count Name: NM299.03
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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
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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	-	-



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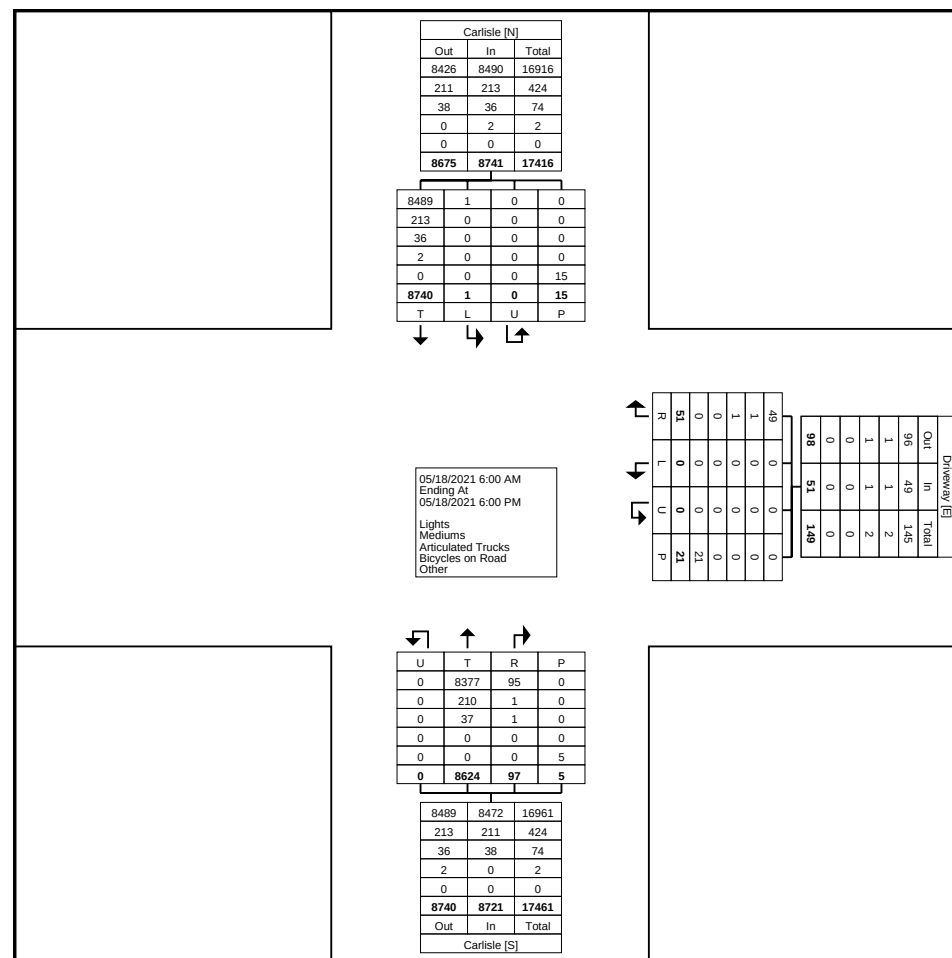
Turning Movement Data

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	-	-



Count Name: NM299.03
Site Code: SCU5DE
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Turning Movement Data Plot



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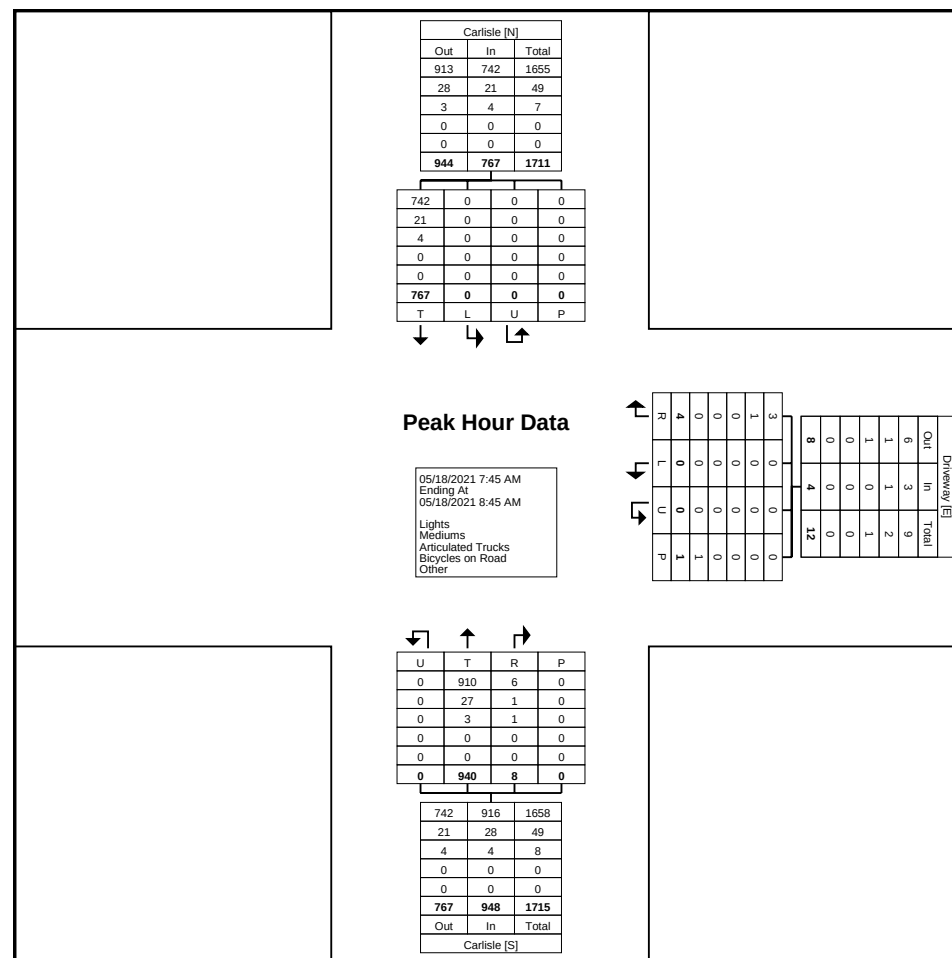
Count Name: NM299.03
Site Code: SCU5DE
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Turning Movement Peak Hour Data (7:45 AM)

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	
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	-	-	-	-	-	-	-



Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021
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Turning Movement Peak Hour Data Plot (7:45 AM)



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 jkruse@lee-eng.com

Count Name: NM299.03
 Site Code: SCU5DE
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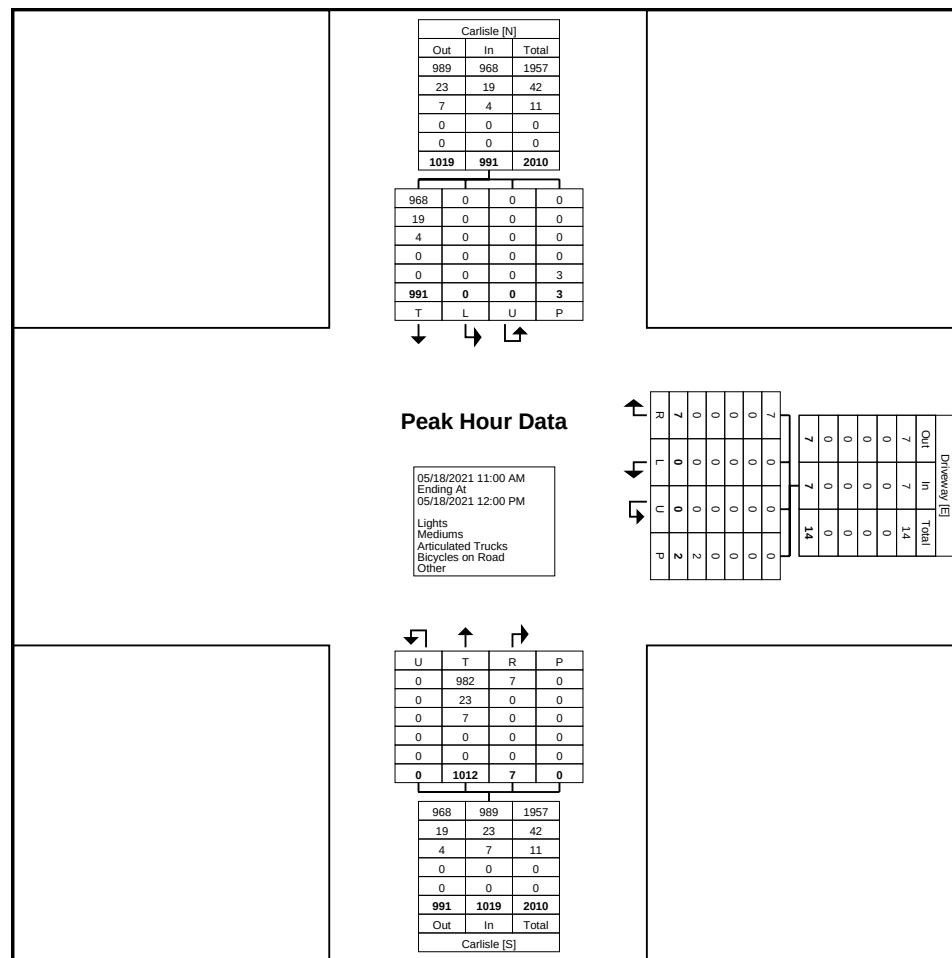
Turning Movement Peak Hour Data (11:00 AM)

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	
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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Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021
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Turning Movement Peak Hour Data Plot (11:00 AM)



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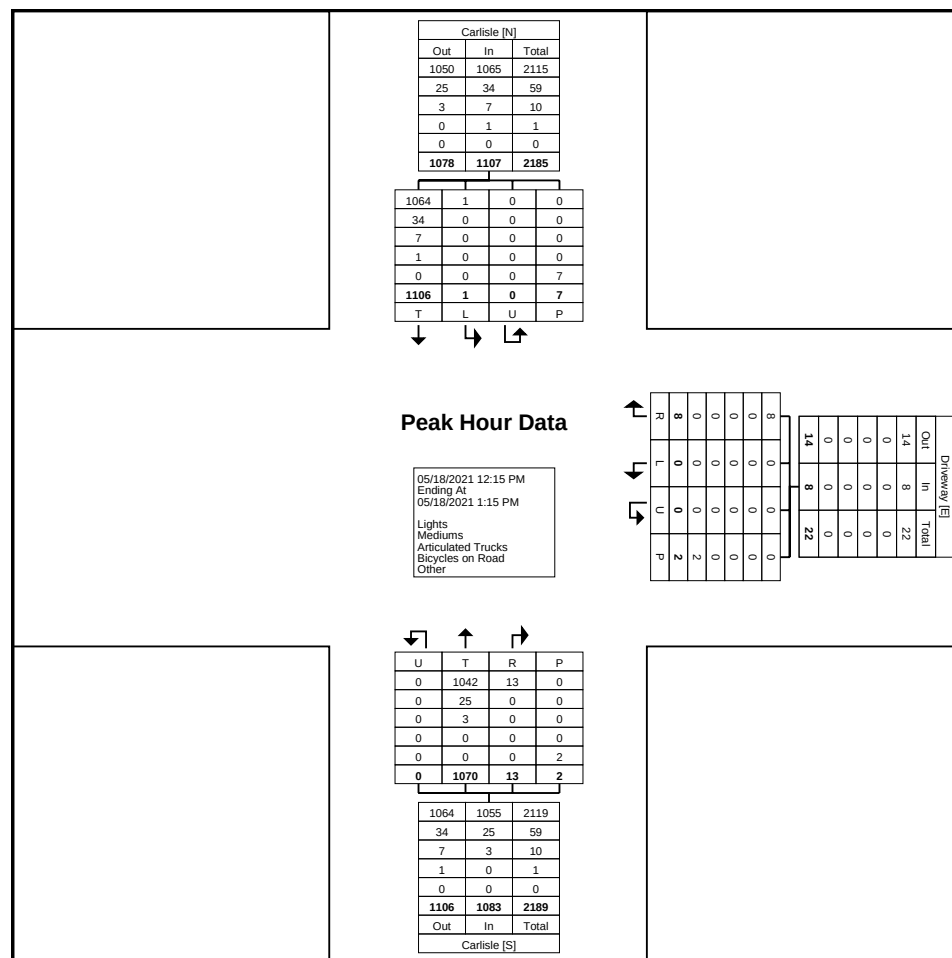
Count Name: NM299.03
 Site Code: SCU5DE
 Start Date: 05/18/2021
 Page No: 8

Turning Movement Peak Hour Data (12:15 PM)

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	
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	-	-



Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021
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Turning Movement Peak Hour Data Plot (12:15 PM)



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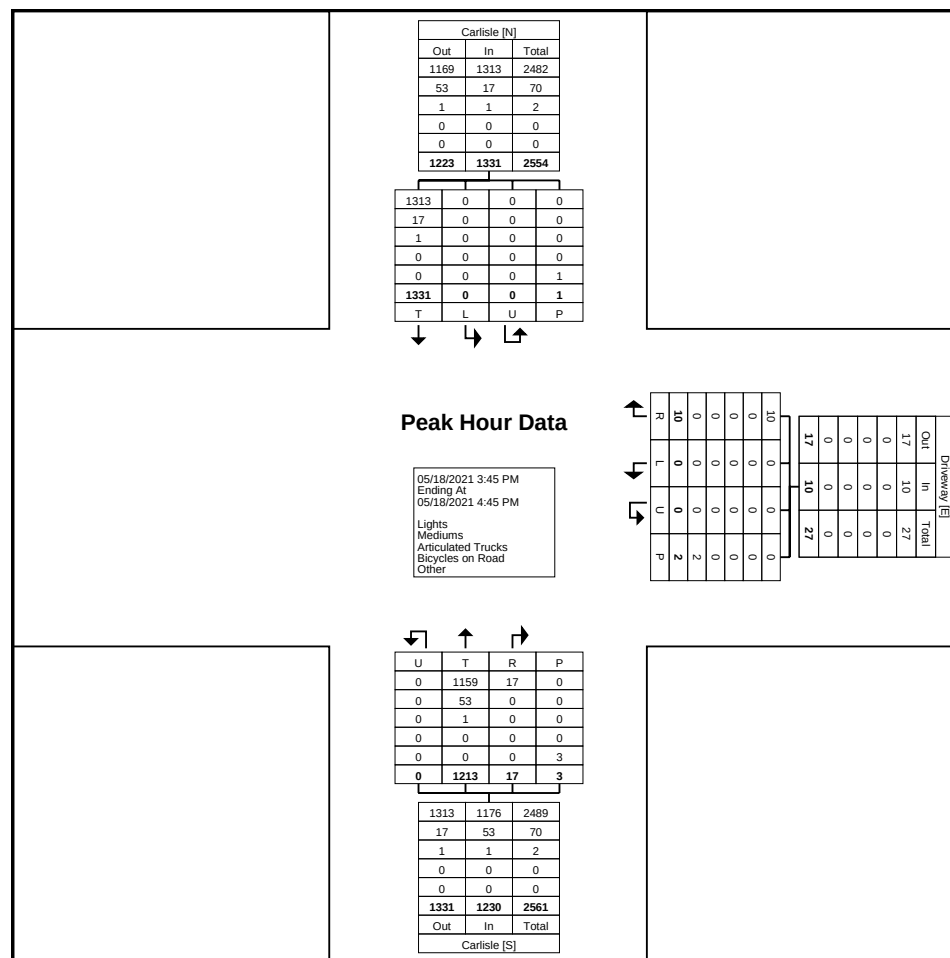
Count Name: NM299.03
 Site Code: SCU5DE
 Start Date: 05/18/2021
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Turning Movement Peak Hour Data (3:45 PM)

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	
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	-	-



Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/18/2021
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Turning Movement Peak Hour Data Plot (3:45 PM)



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

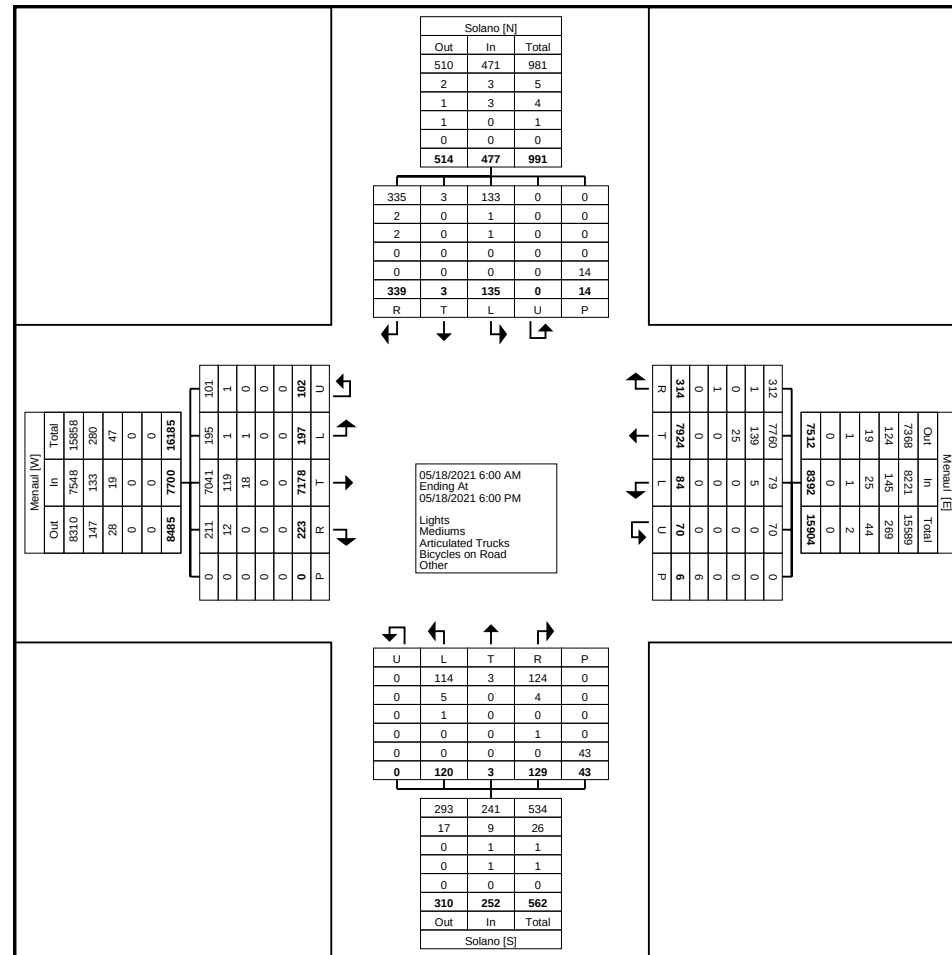
Start Time	Solano Southbound							Menaul Westbound							Solano Northbound							Menaul Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	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	-	-	-	-	-	-	-	-	-

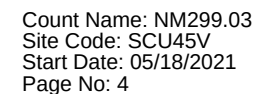


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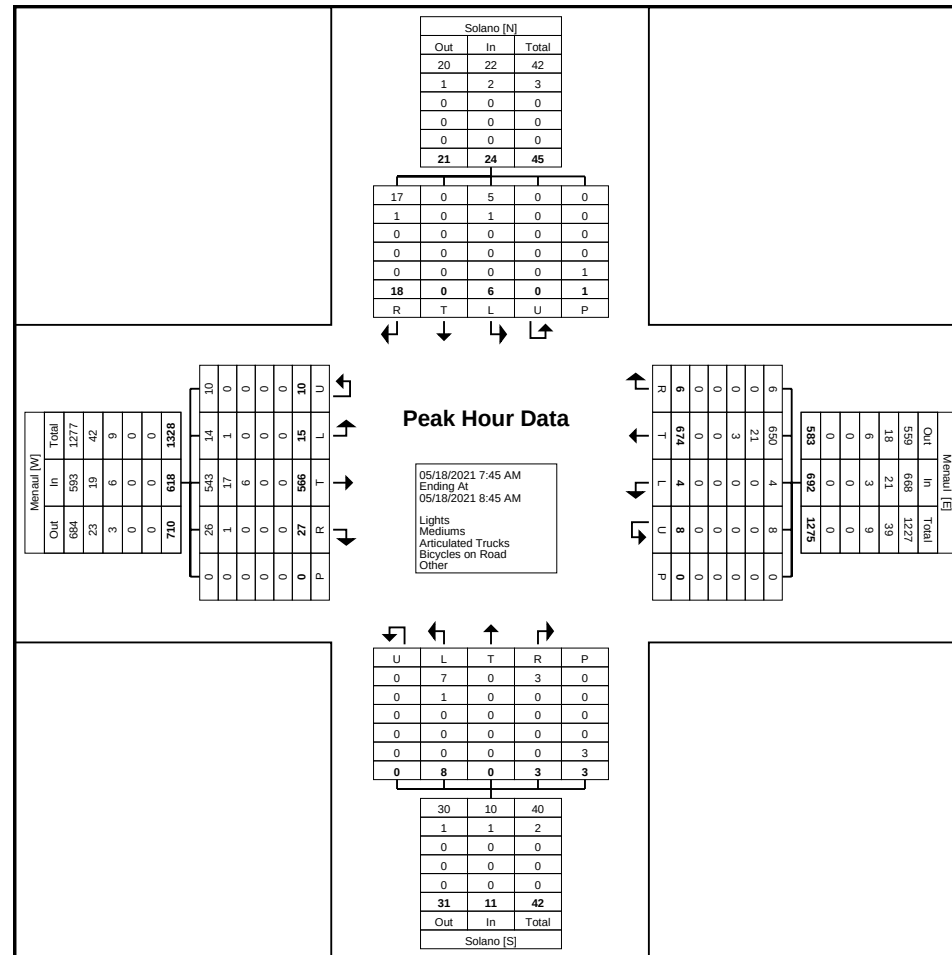
Turning Movement Data Plot





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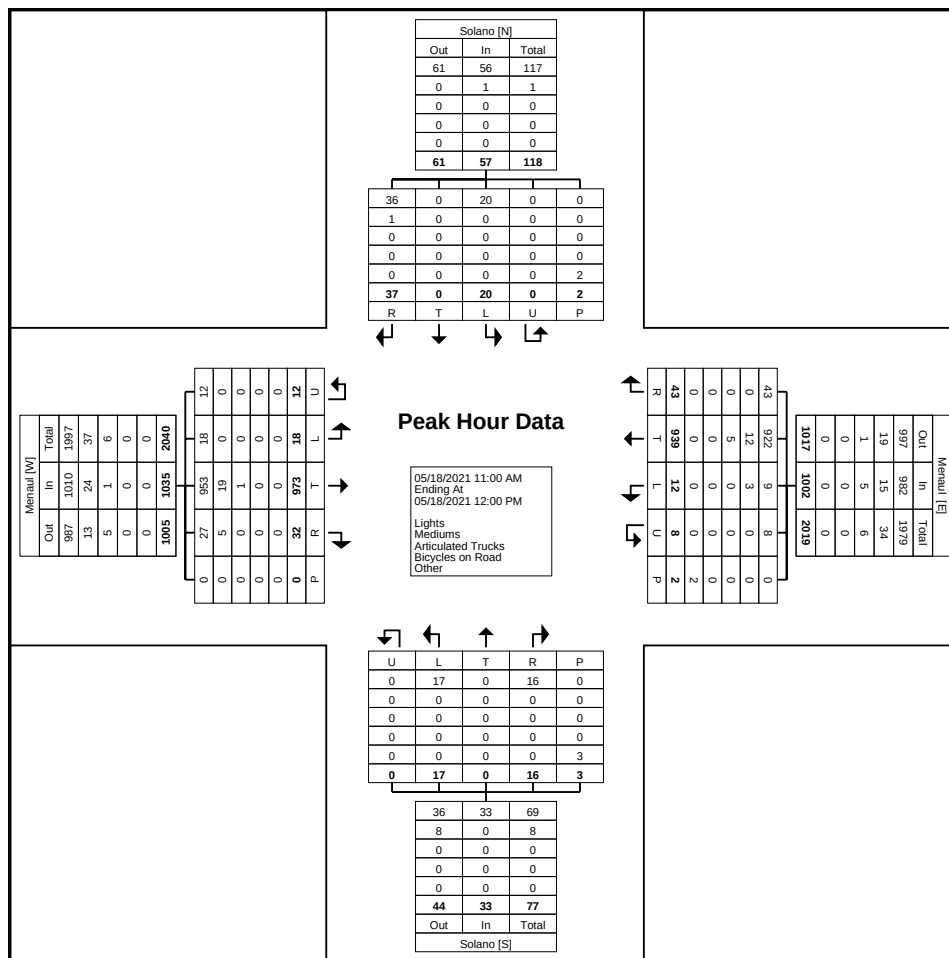
Turning Movement Peak Hour Data (11:00 AM)

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	-	-	-	-	-	-	-	-	-



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



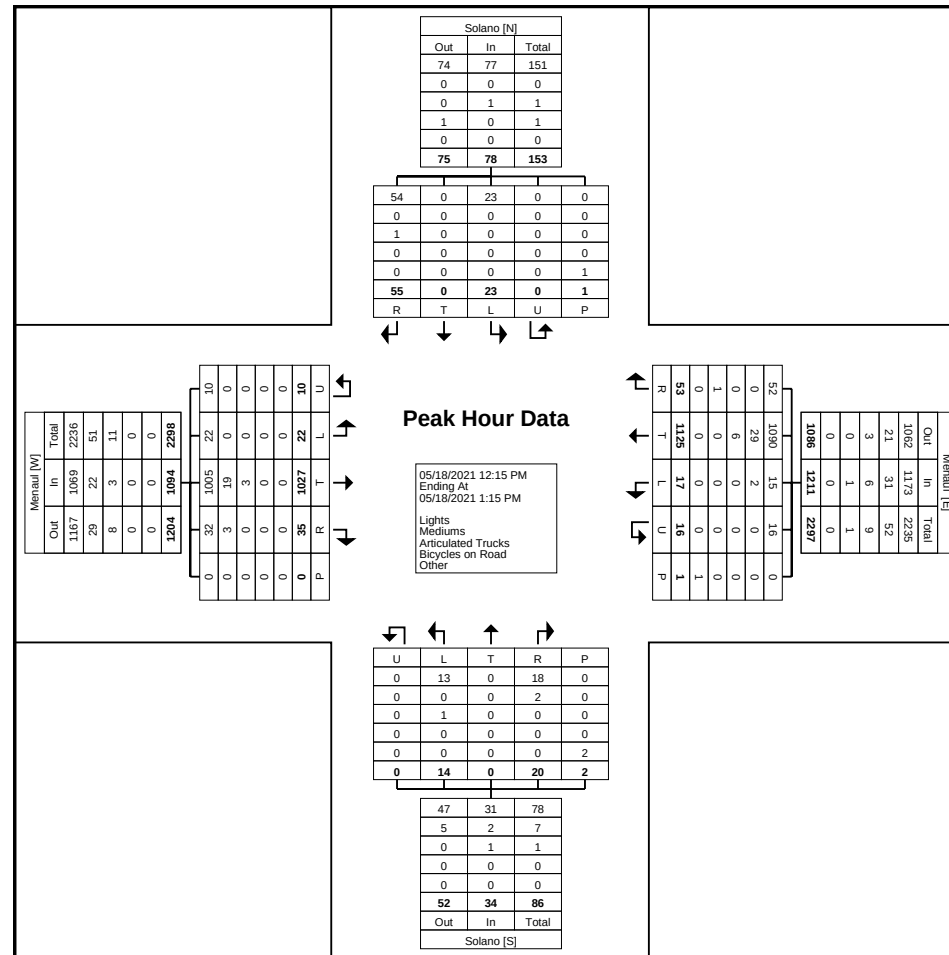
Turning Movement Peak Hour Data (12:15 PM)

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	-	-	-	-	-	-	-	-	-

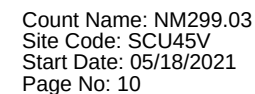


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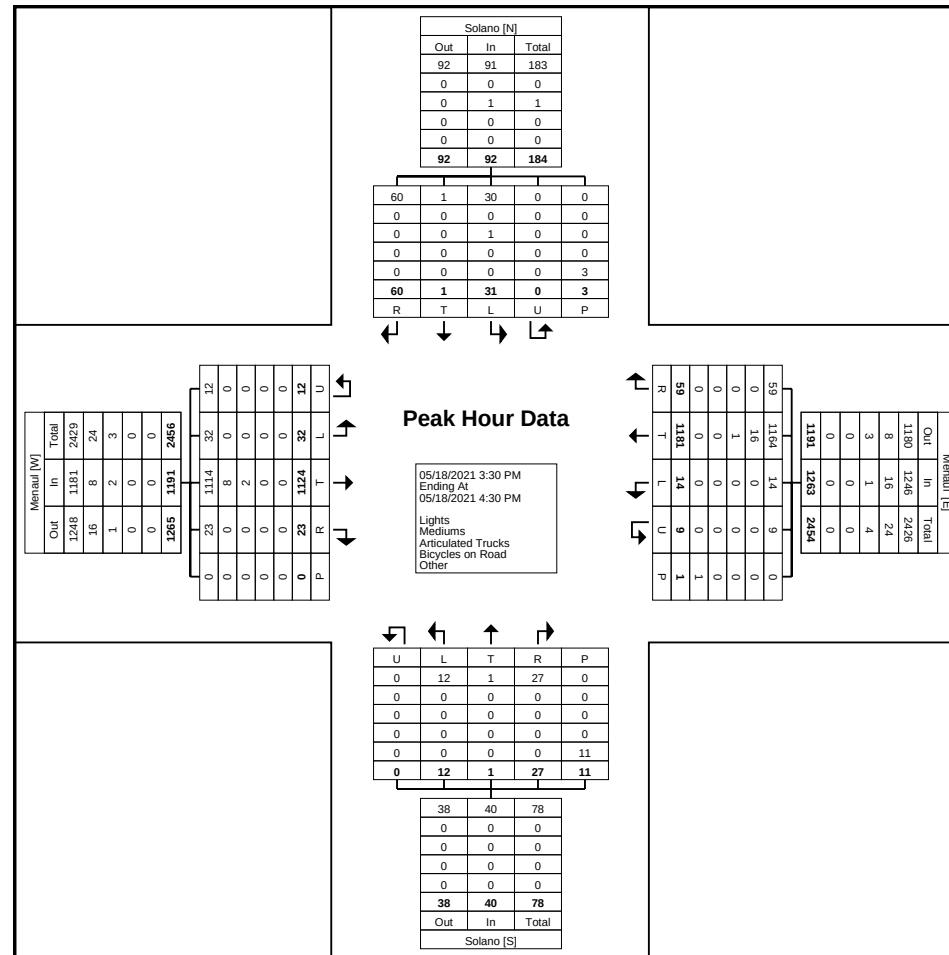
Turning Movement Peak Hour Data Plot (12:15 PM)





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



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Turning Movement Data

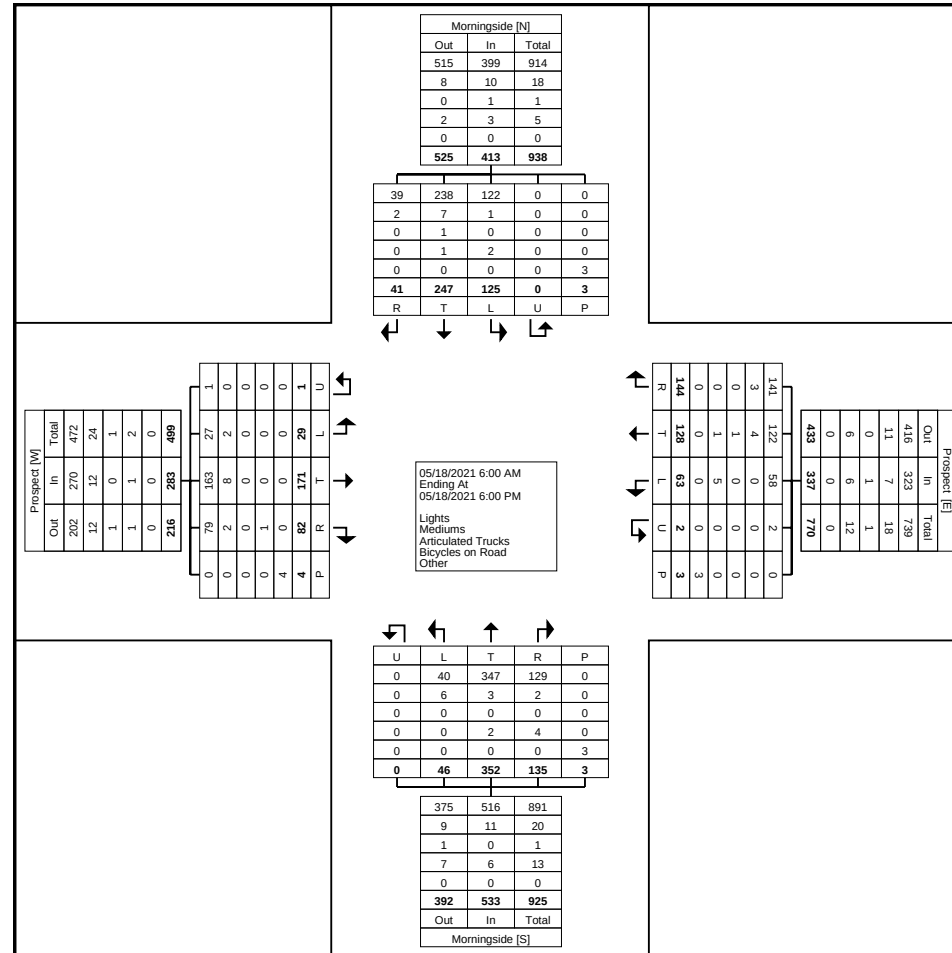
Start Time	Morningside Southbound						Prospect Westbound						Morningside Northbound						Prospect Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	1	2	1	0	0	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	-	-



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jkruse@lee-eng.com

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Turning Movement Data Plot

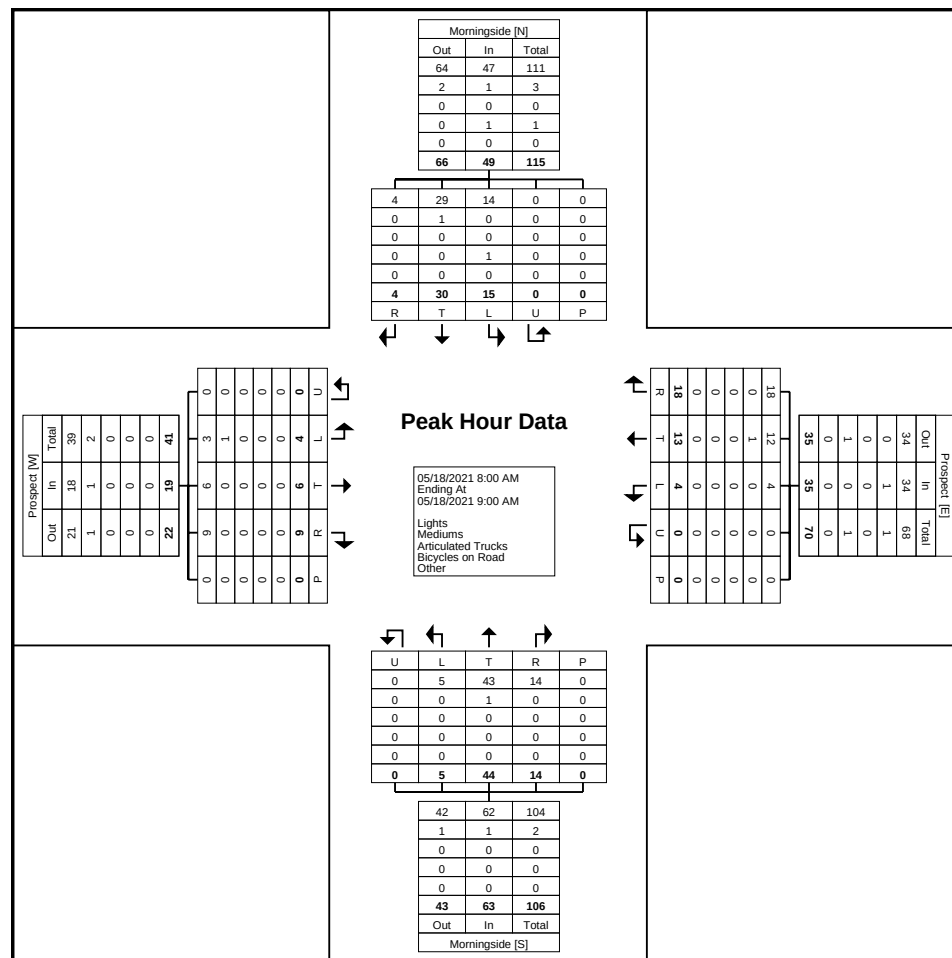
Turning Movement Peak Hour Data (8:00 AM)

[illegible]



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Page No: 5

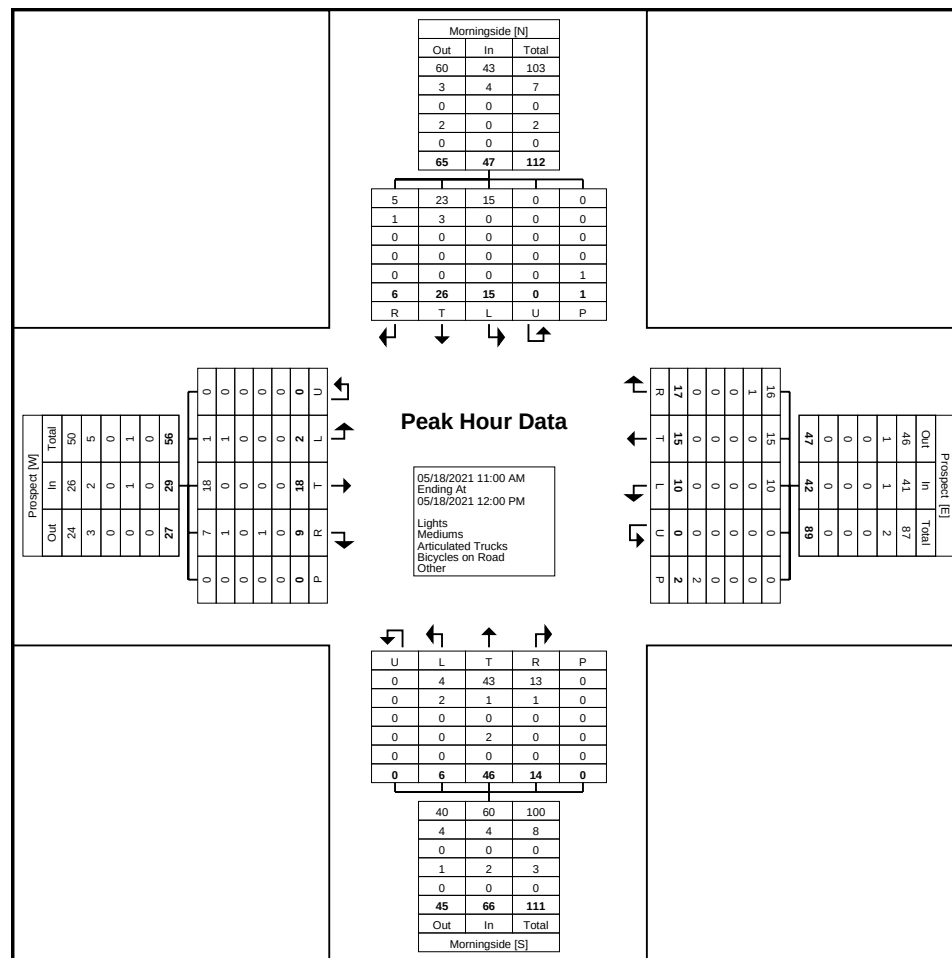


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Count Name: NM299.03
Site Code: SCUAZ3
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Page No: 7

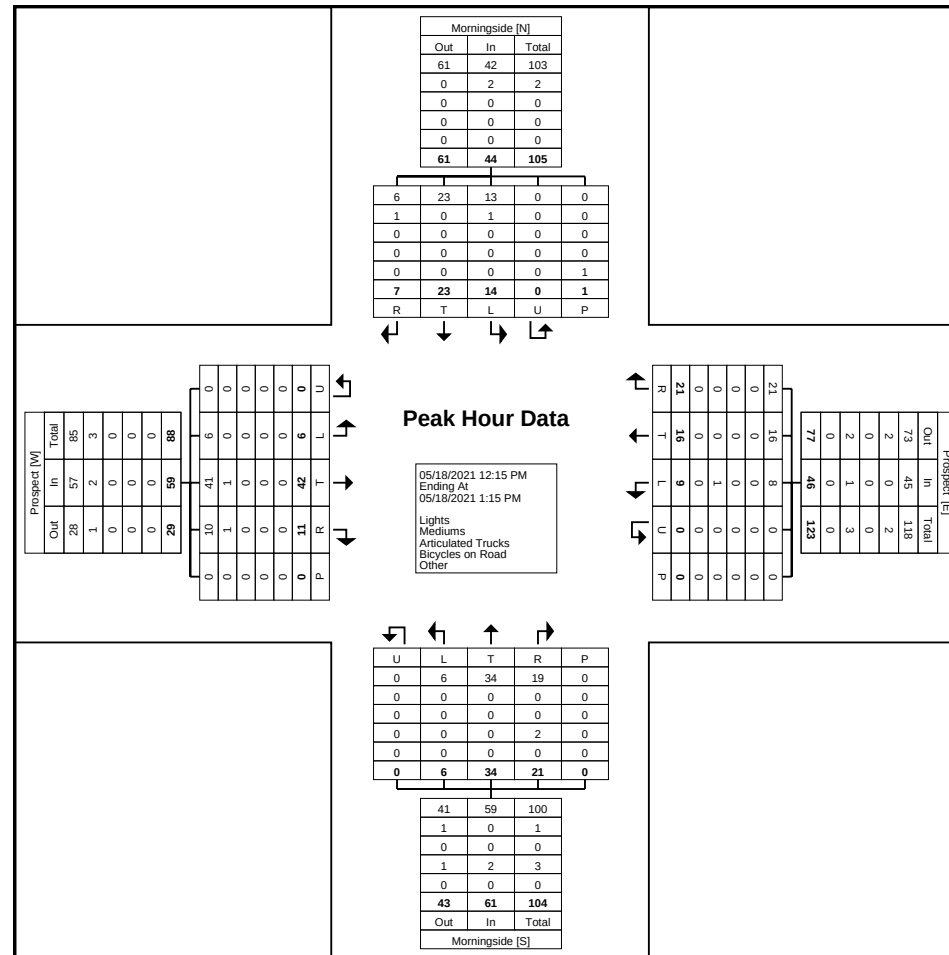


Turning Movement Peak Hour Data Plot (11:00 AM)



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



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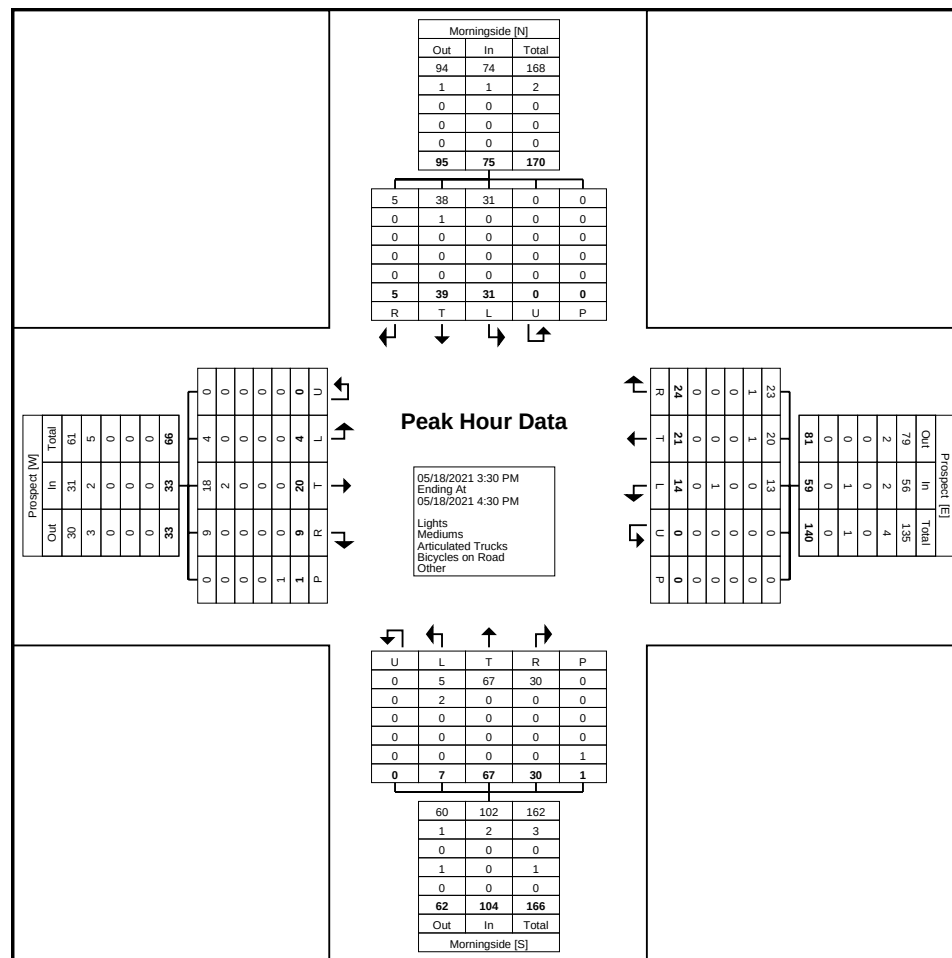
Turning Movement Peak Hour Data (3:30 PM)

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	-	-



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Appendix C:

Trip Generation Manual Excerpts

Multifamily Housing (Low-Rise) (220)

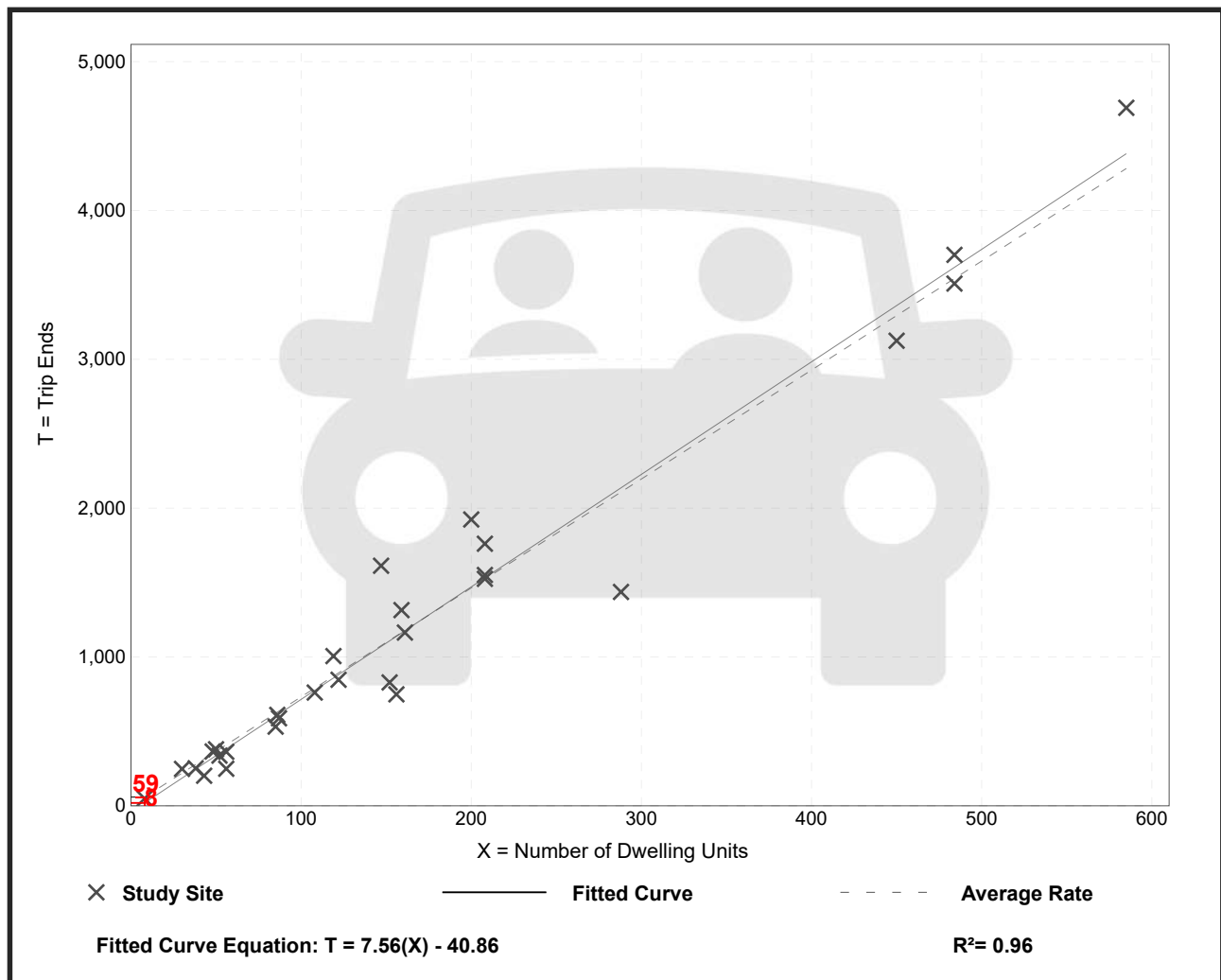
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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)

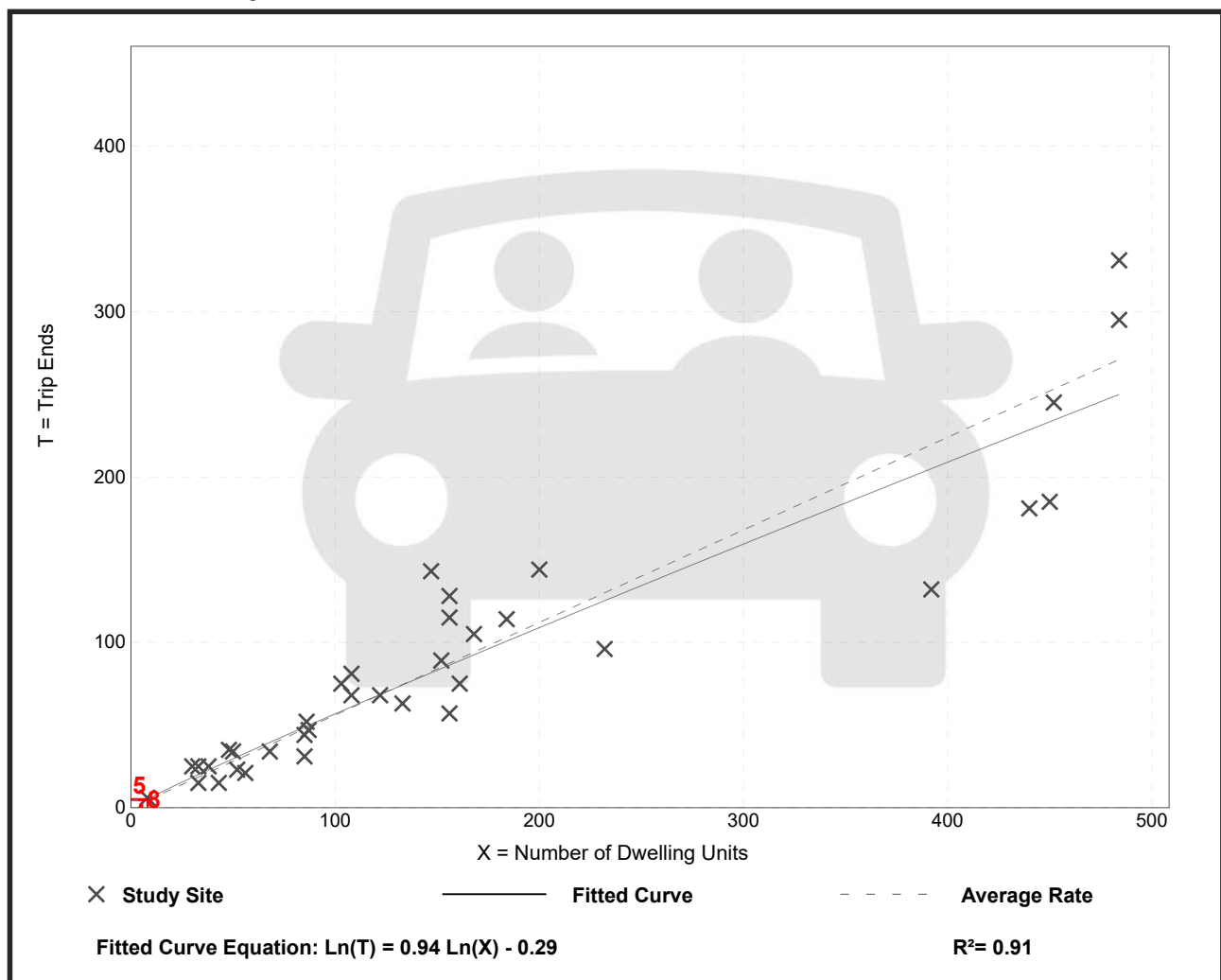
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

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)

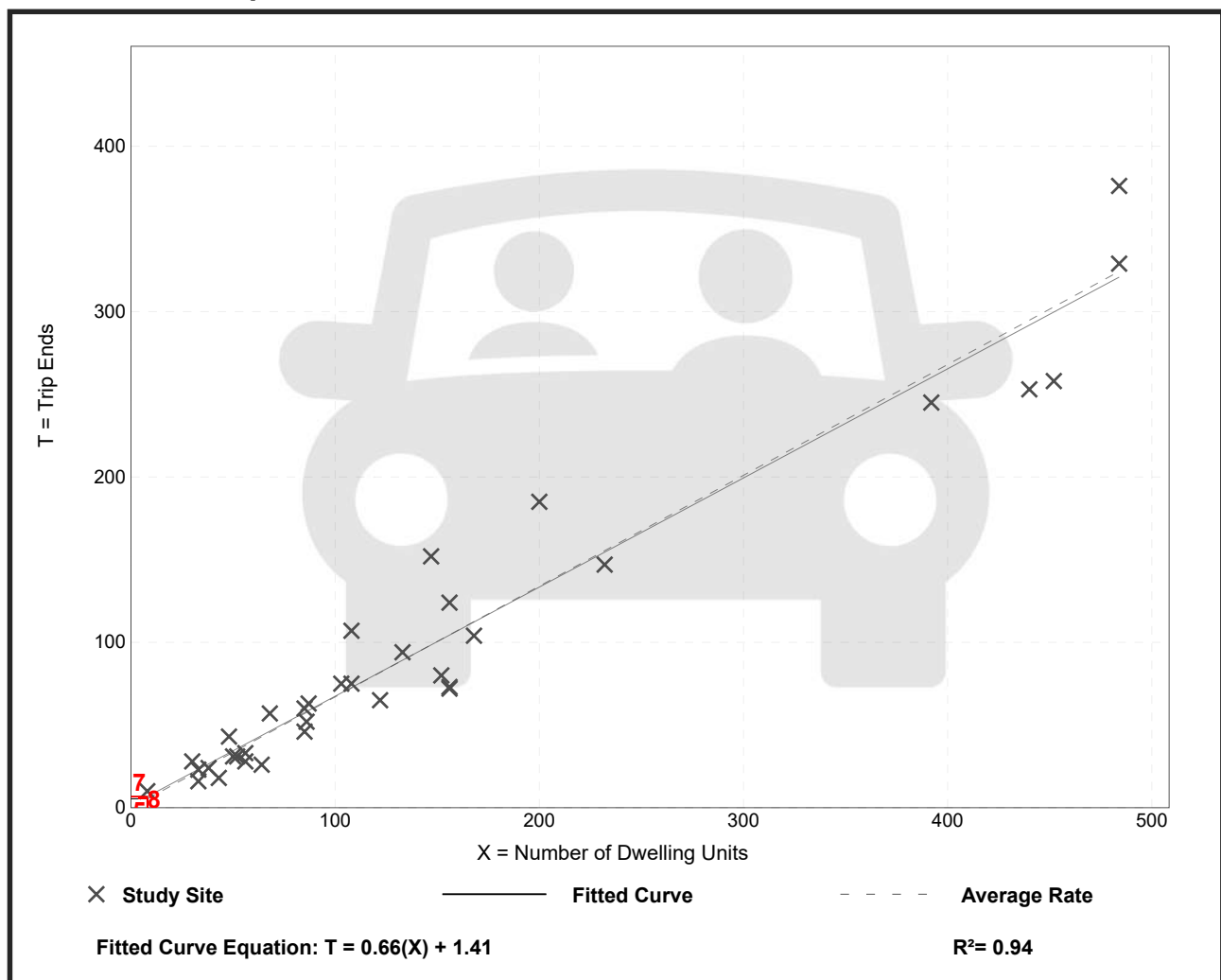
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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)

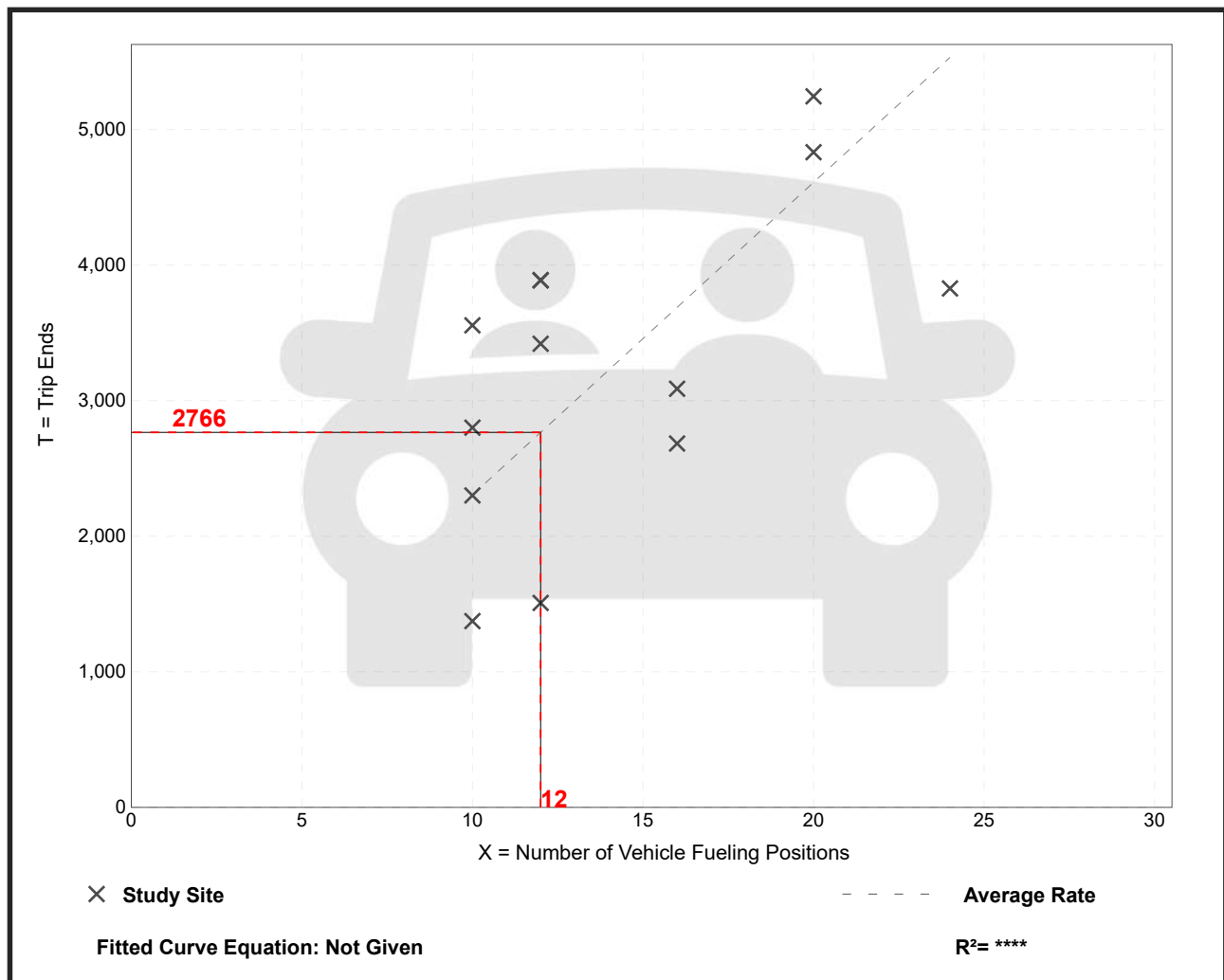
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

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

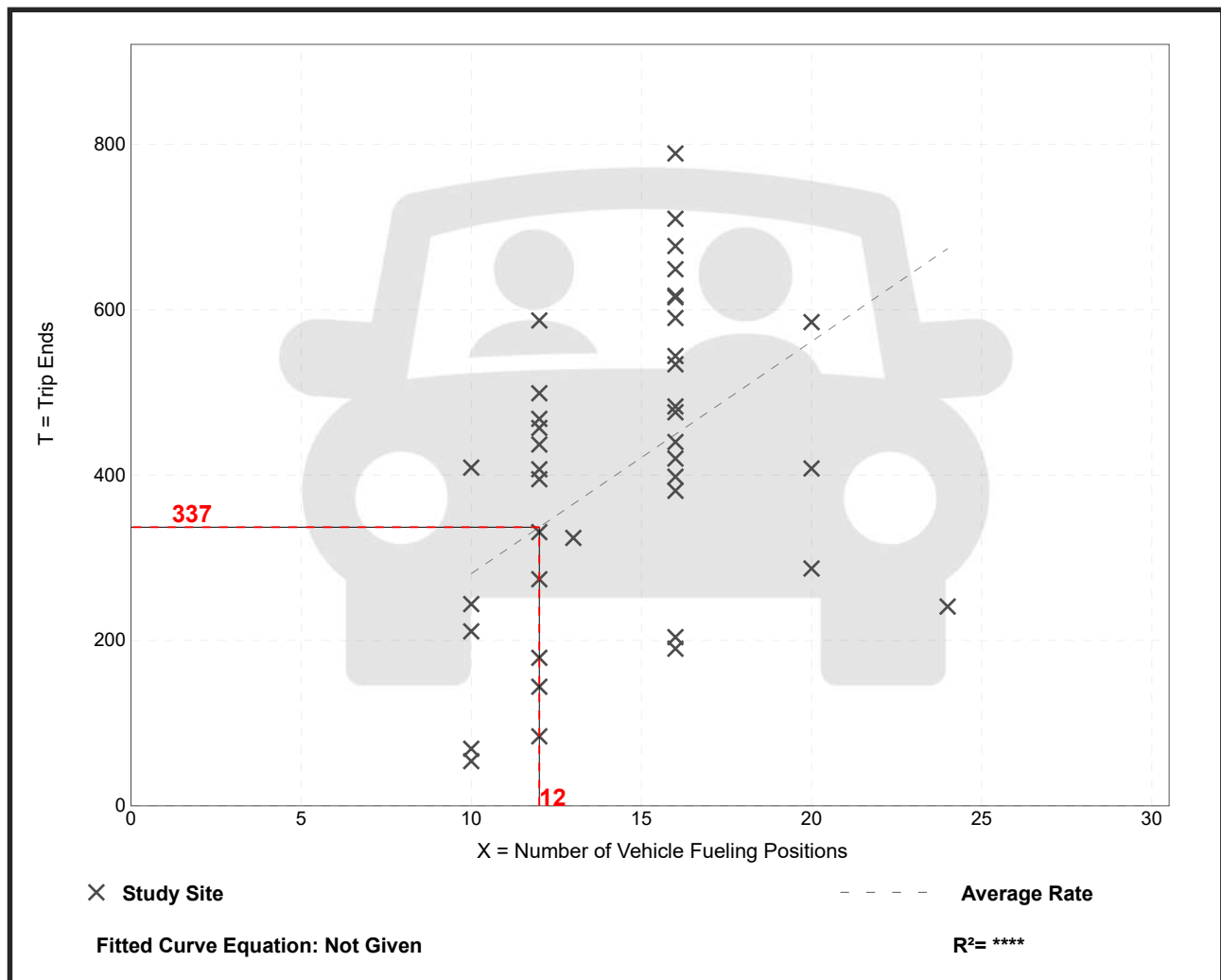
Avg. Num. of Vehicle Fueling Positions: 14

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

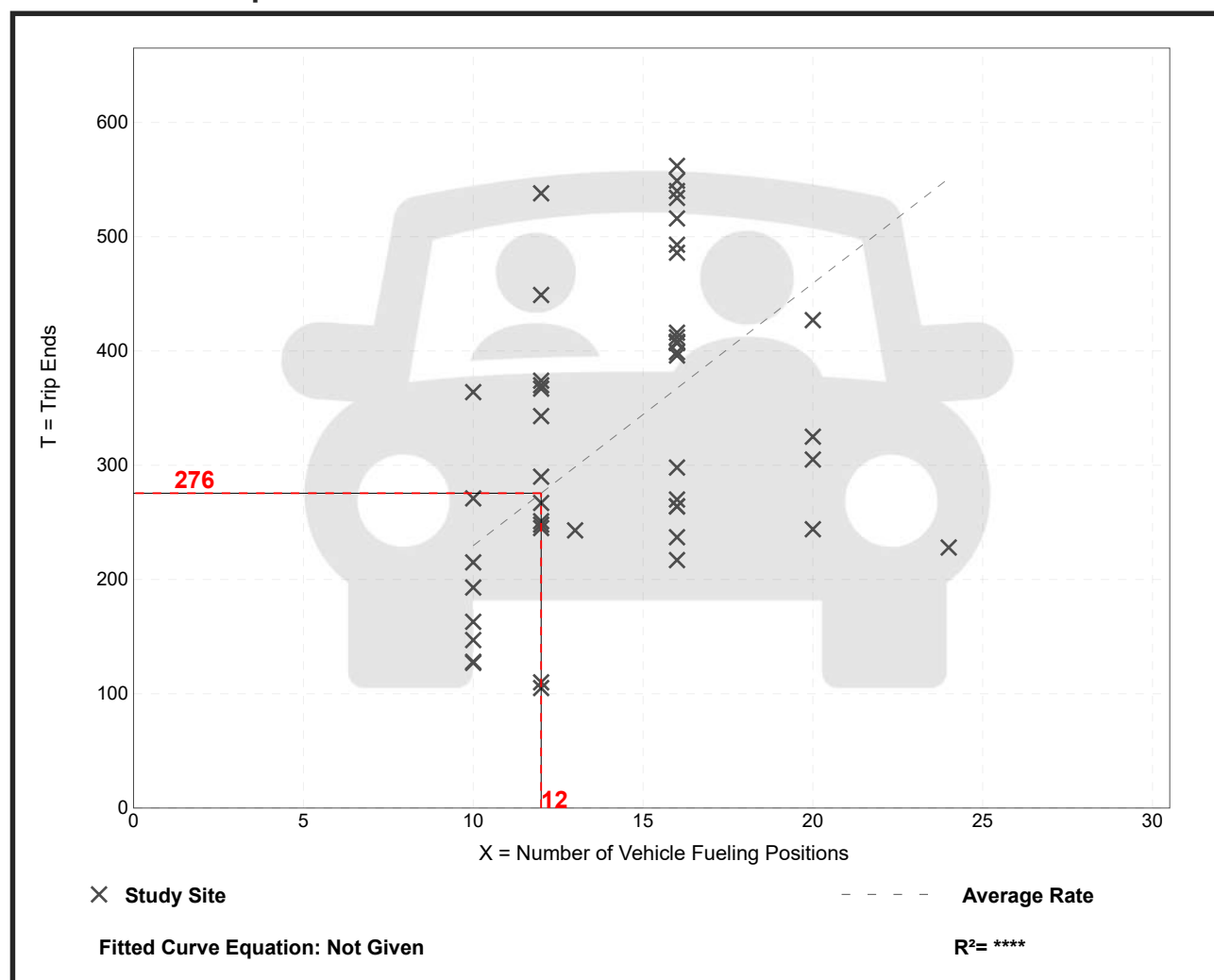
Avg. Num. of Vehicle Fueling Positions: 14

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)

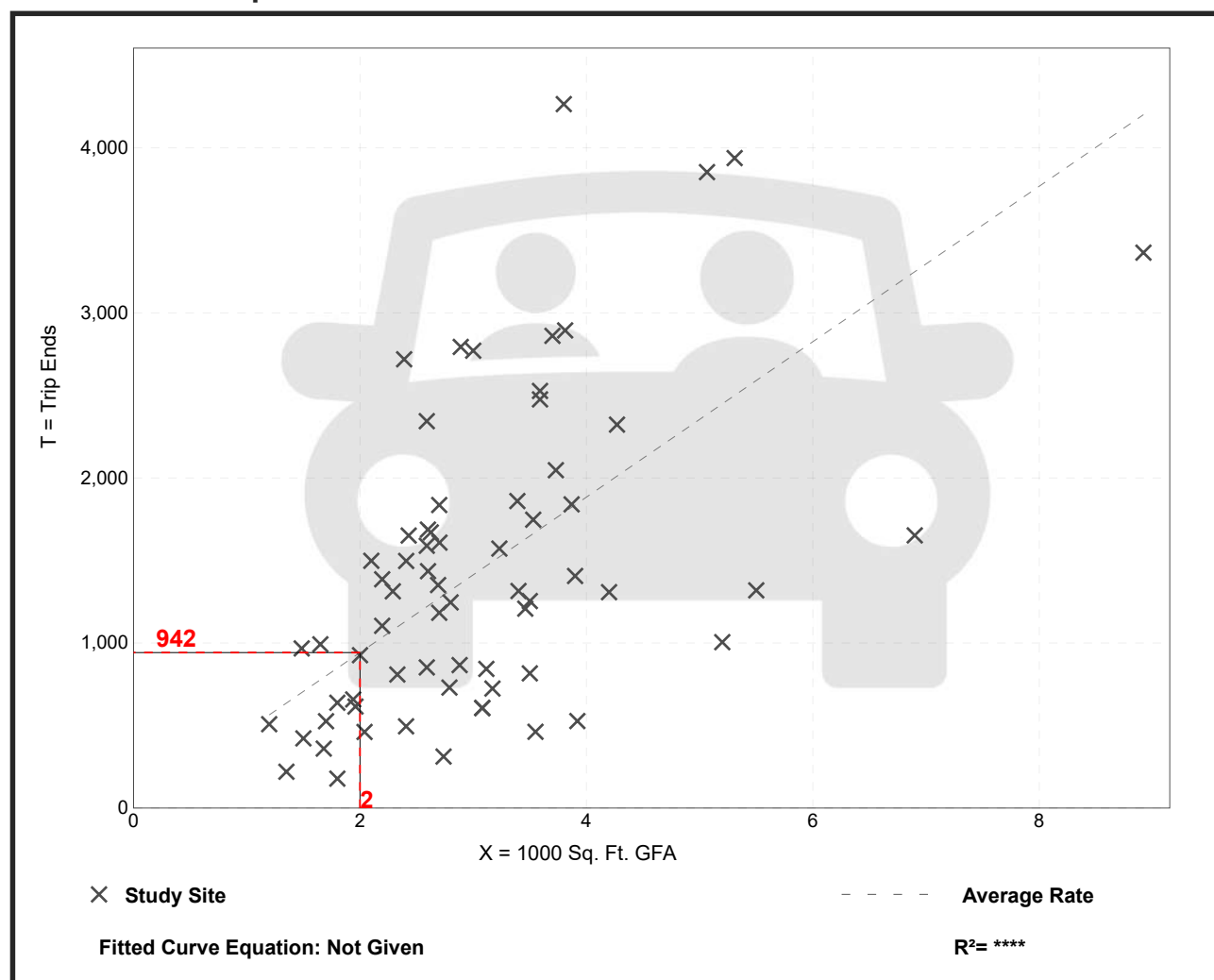
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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)

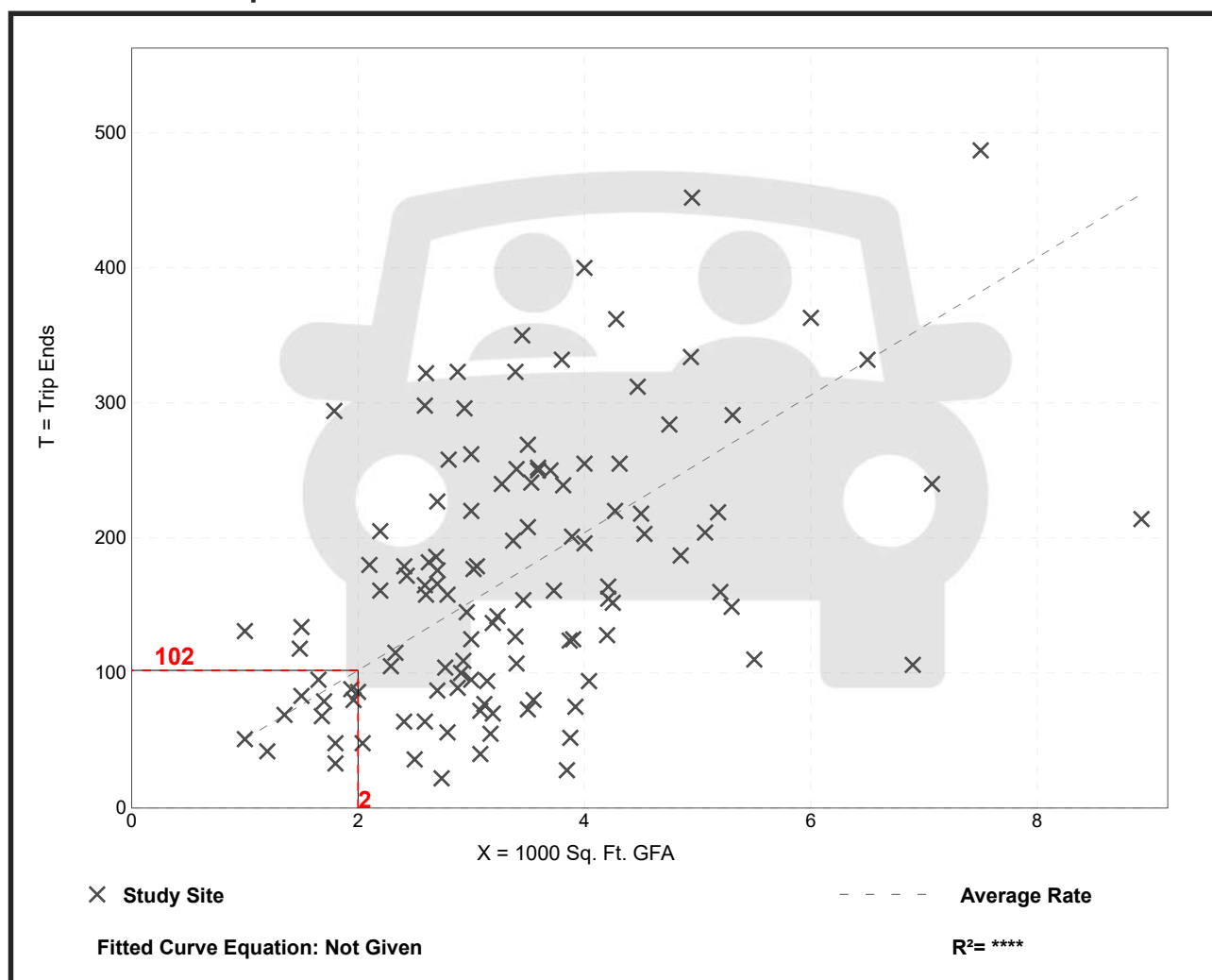
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

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)

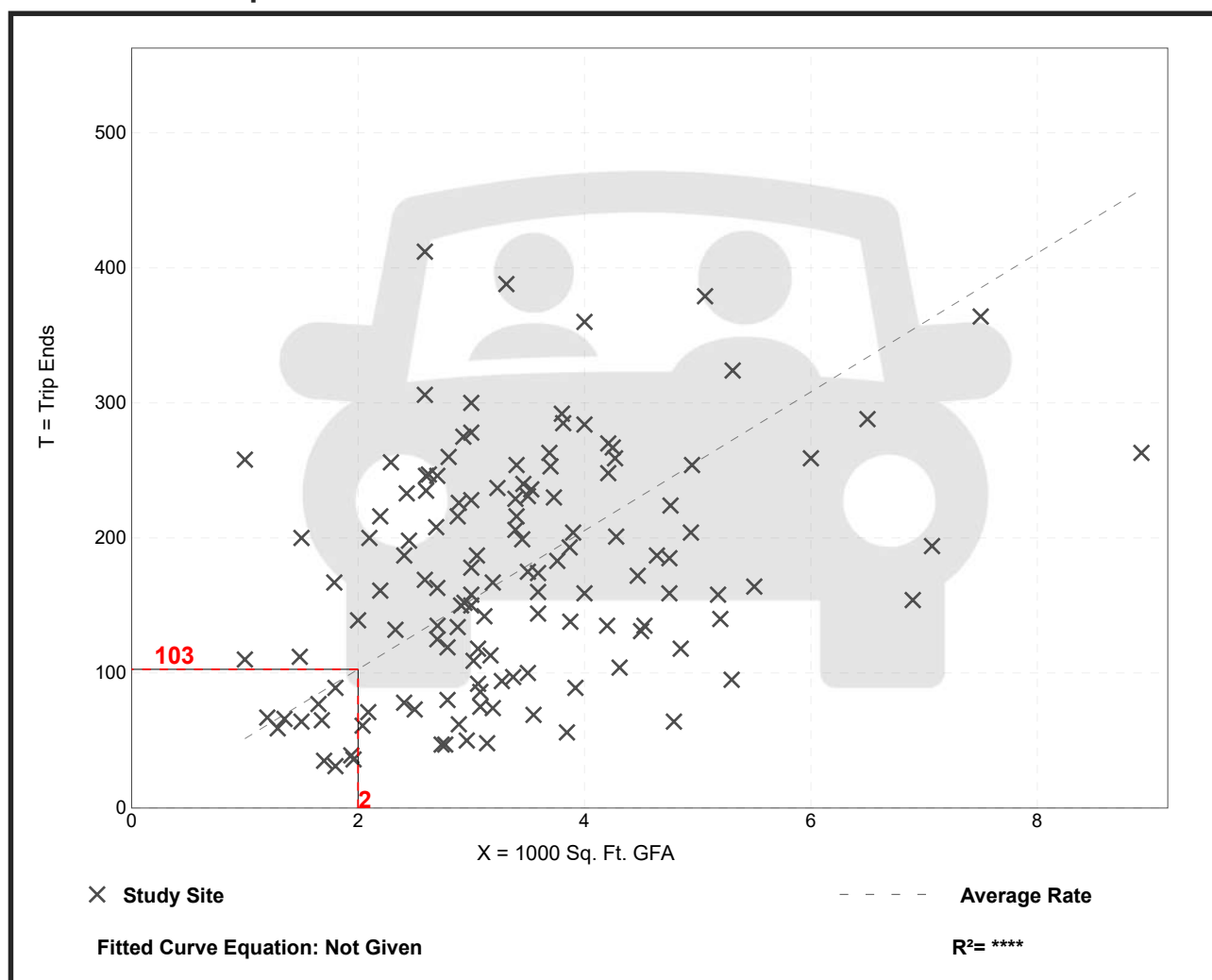
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

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)

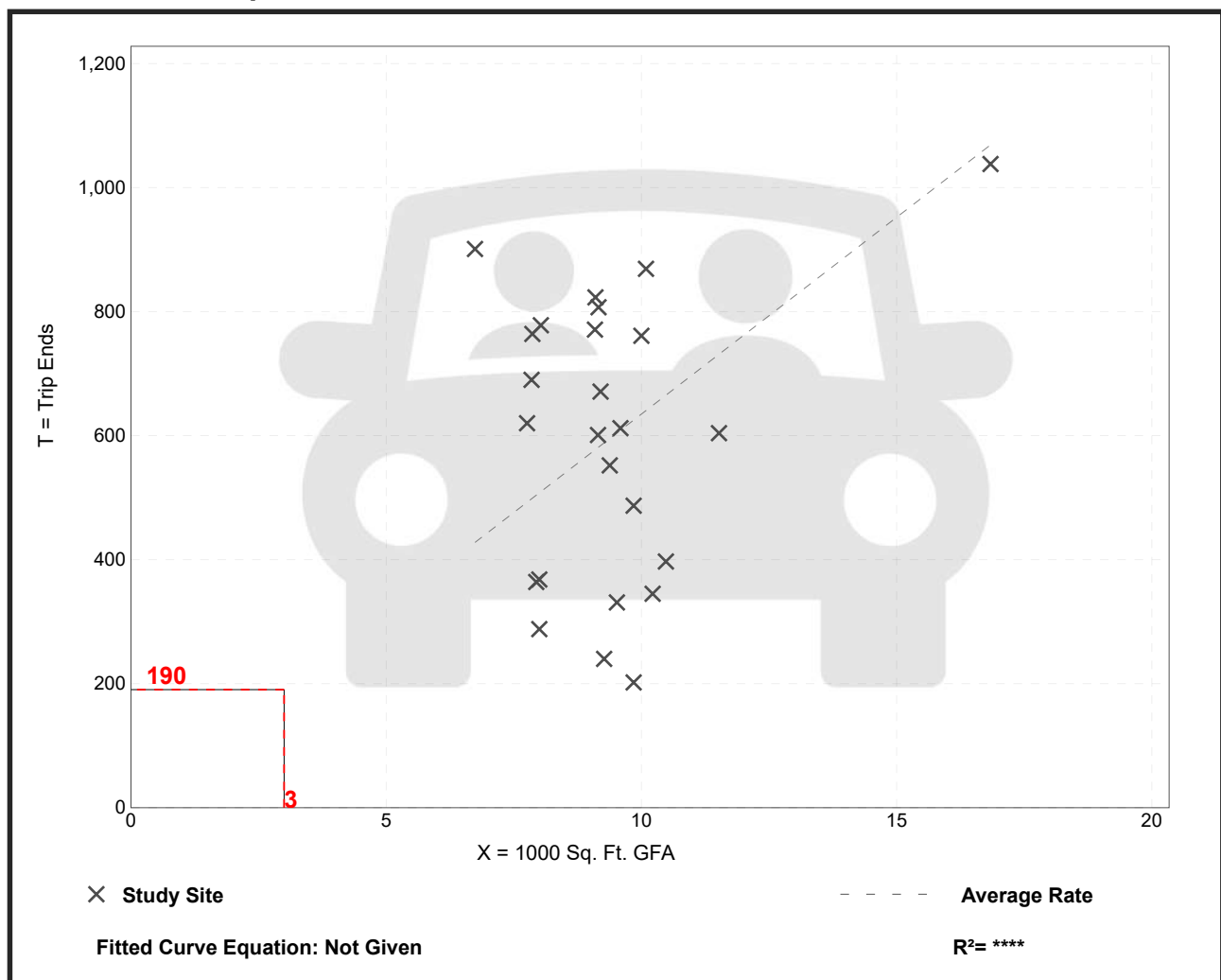
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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



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Variety Store (814)

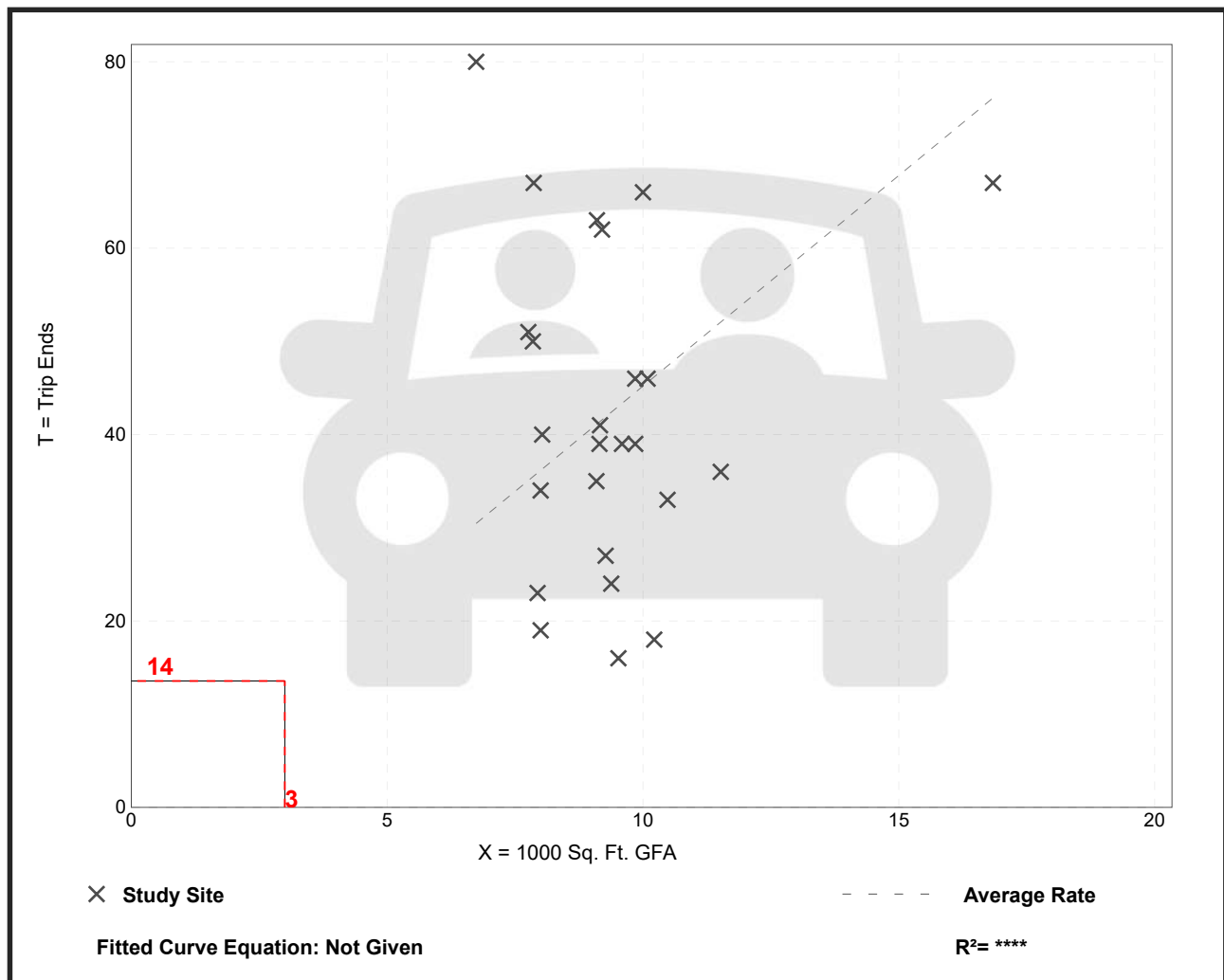
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

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)

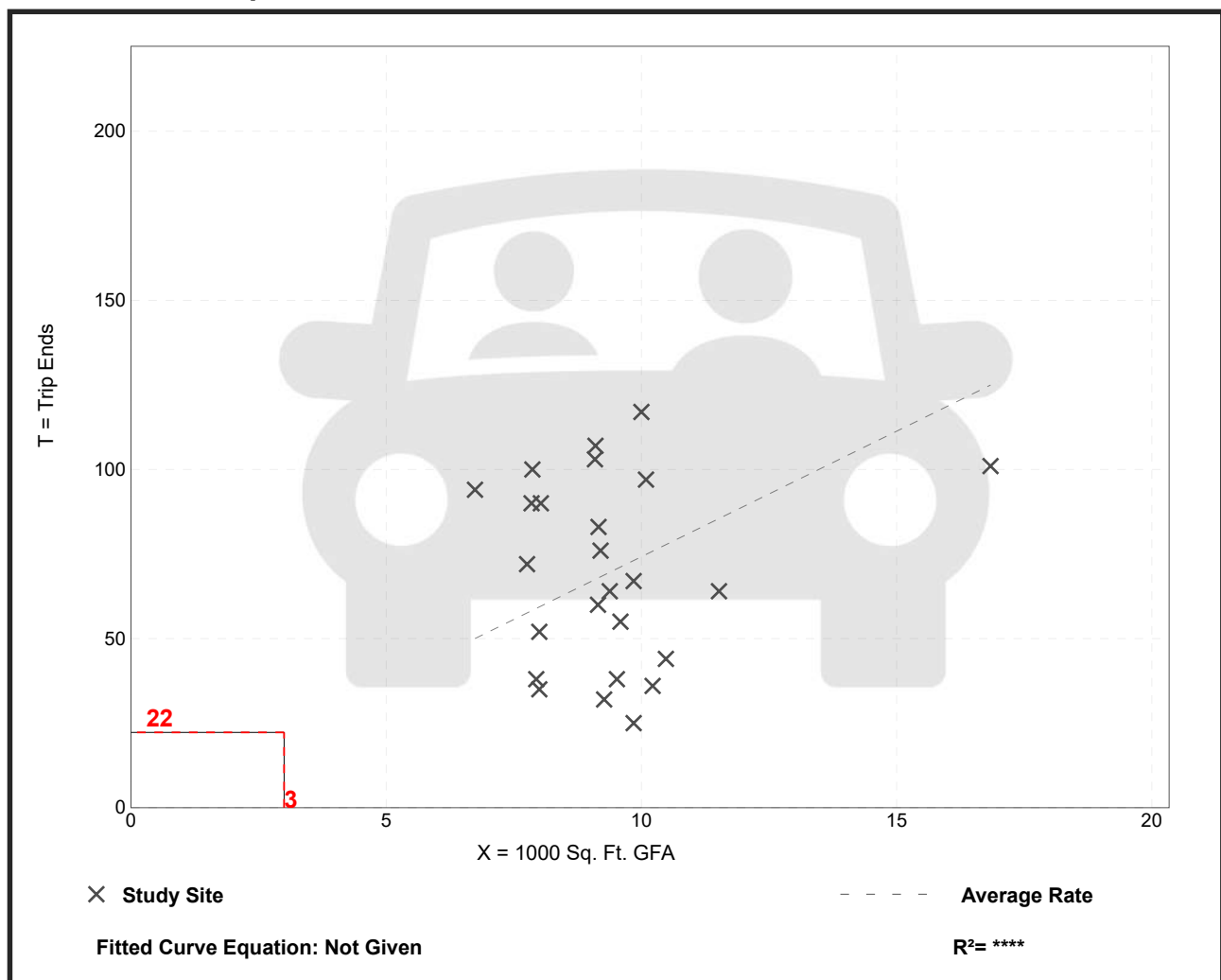
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

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



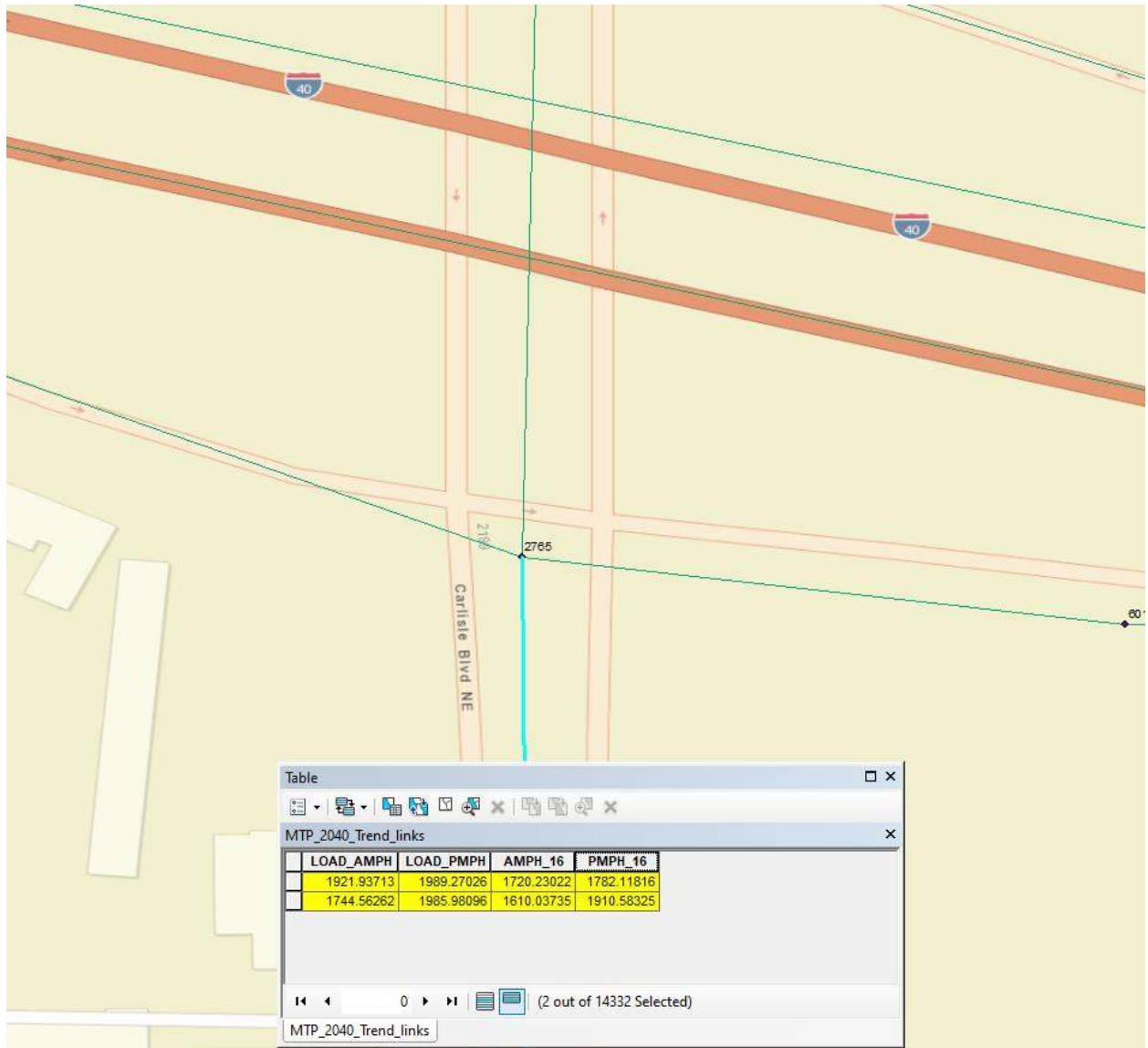
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Appendix D:
HCS Software LOS & Capacity Output
Sheets

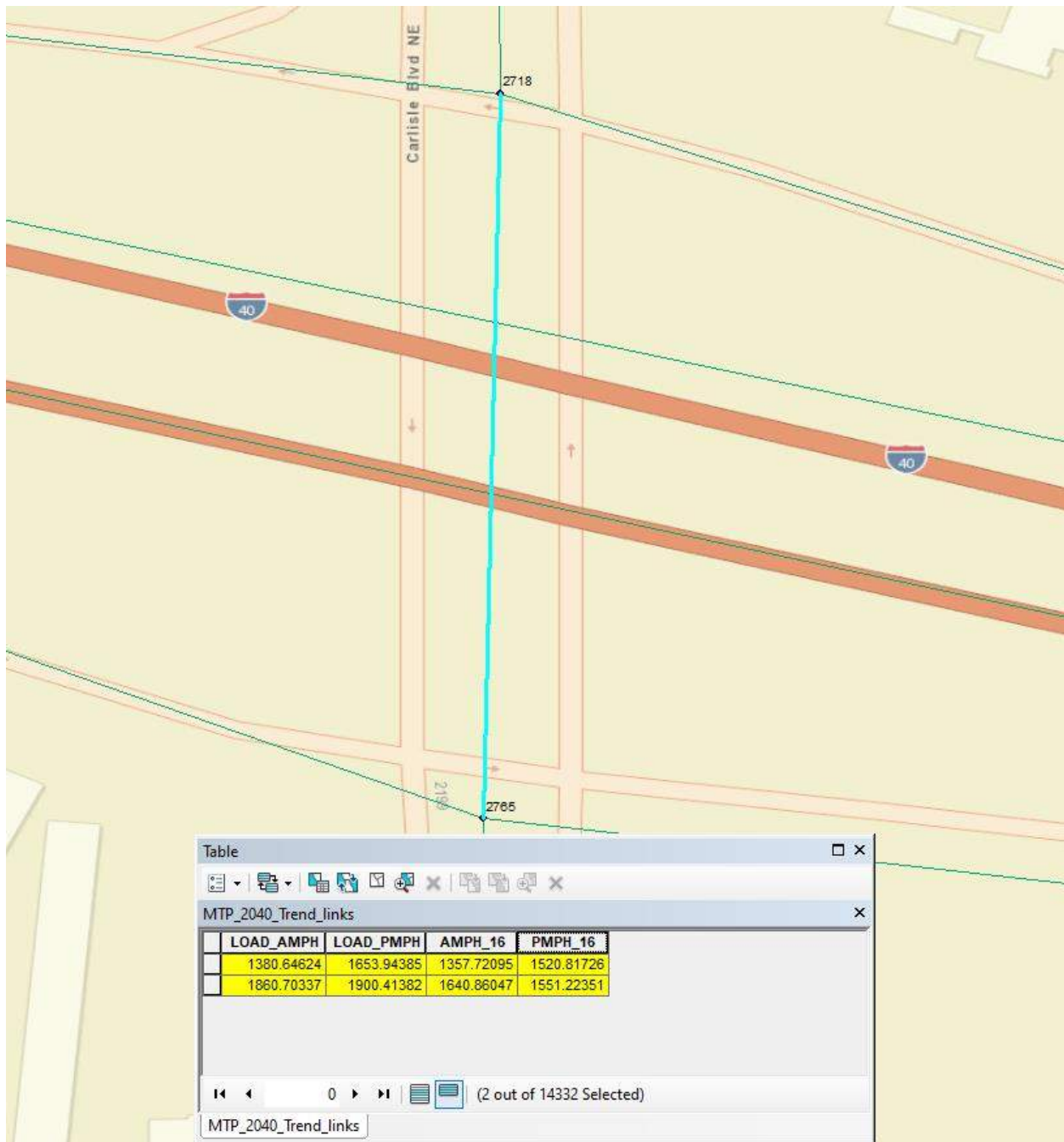
Appendix E:

MRCOG Traffic Growth Data

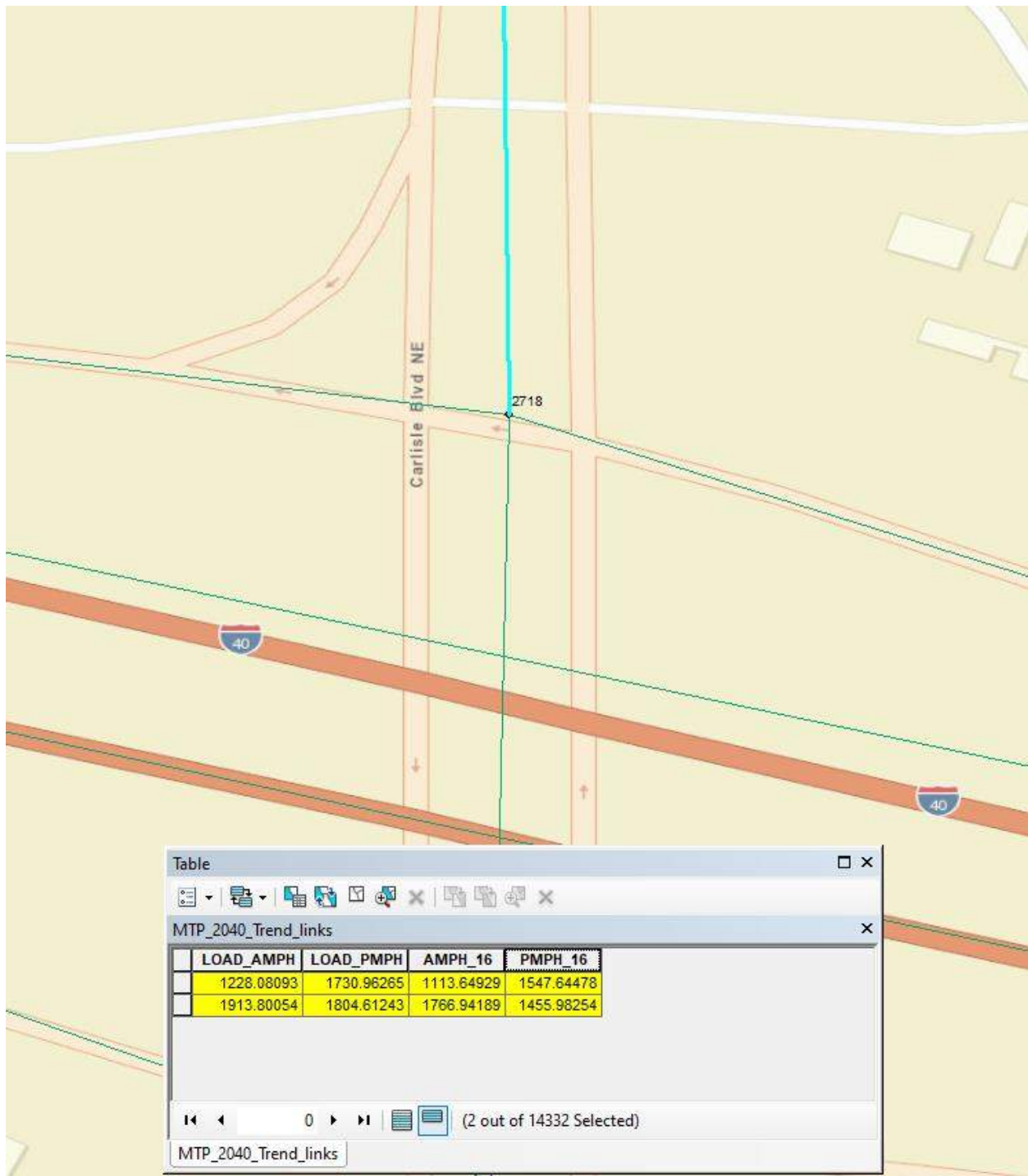
Carlisle Blvd South of I-40



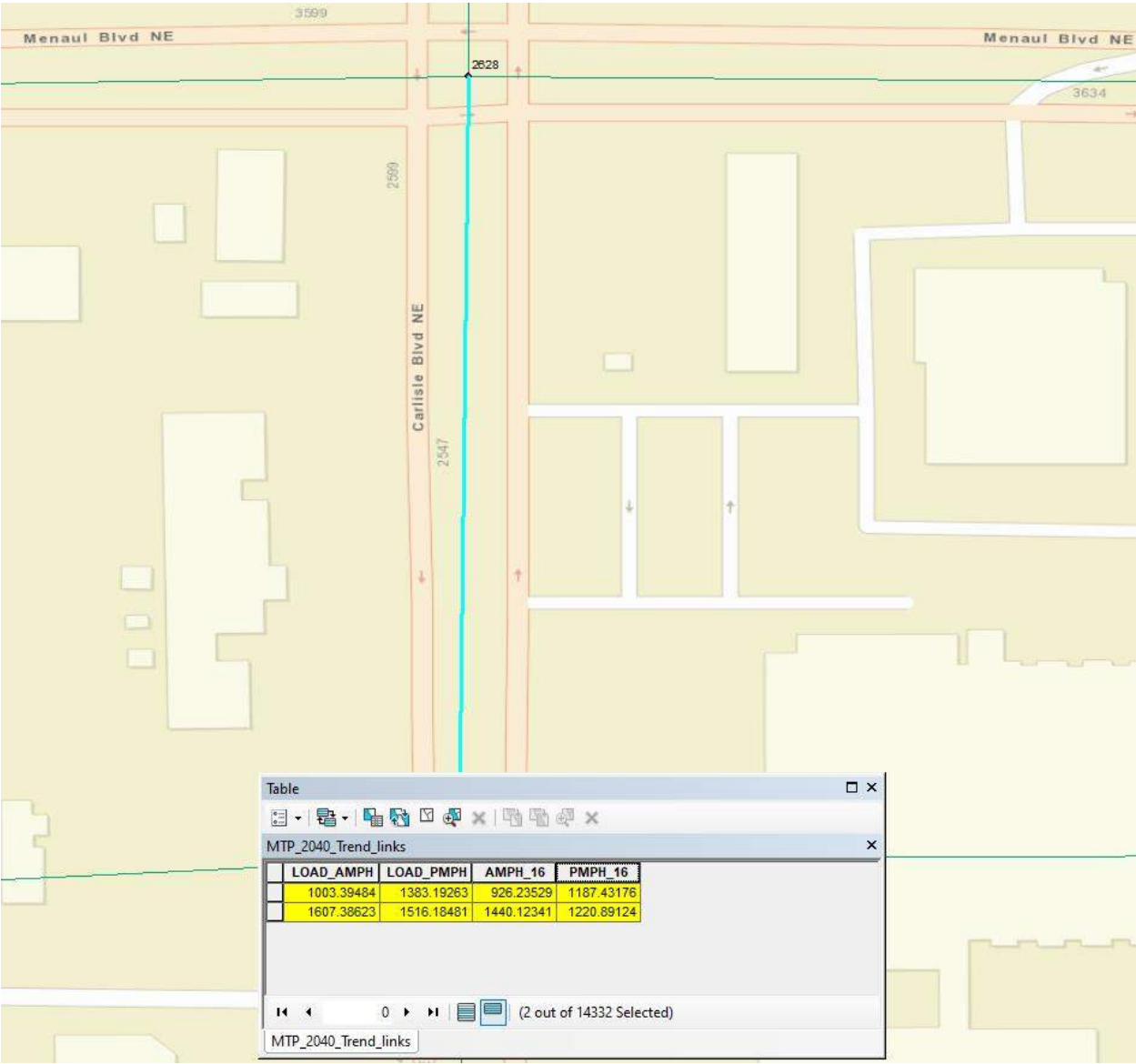
Carlisle Blvd I-40 Overpass



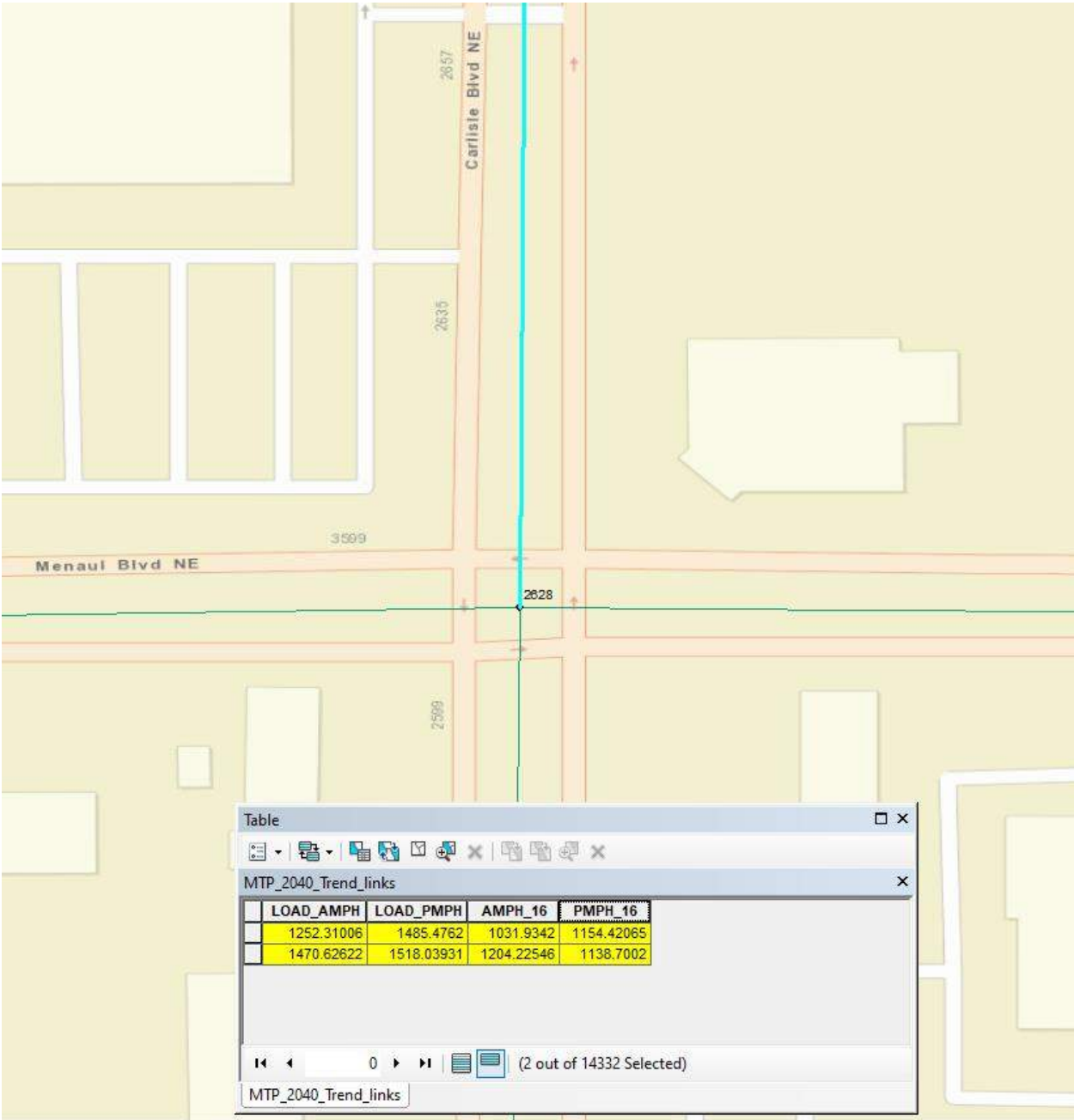
Carlisle Blvd North of I-40



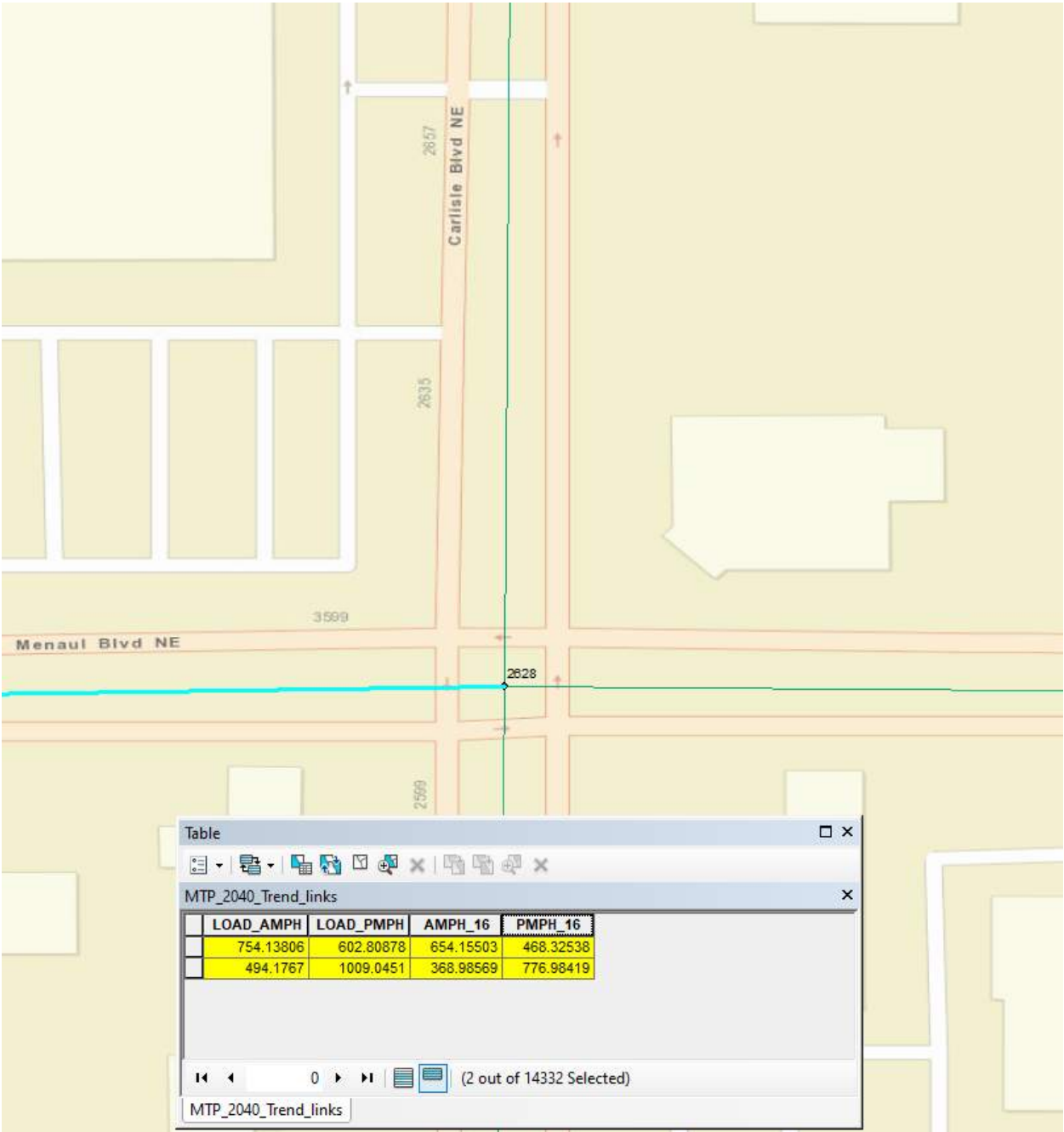
Carlisle Blvd South of Menaul Blvd



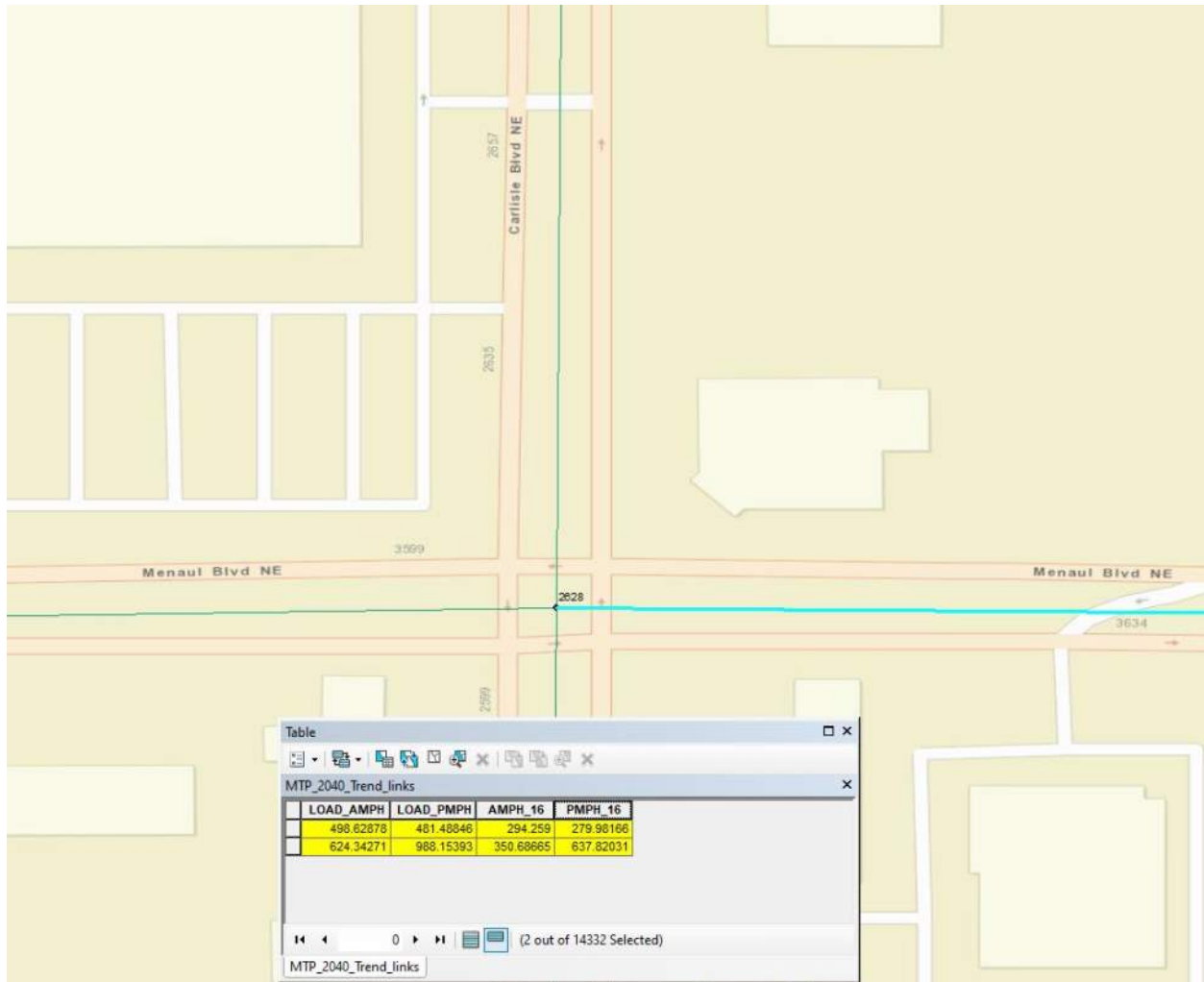
Carlisle Blvd North of Menaul Blvd



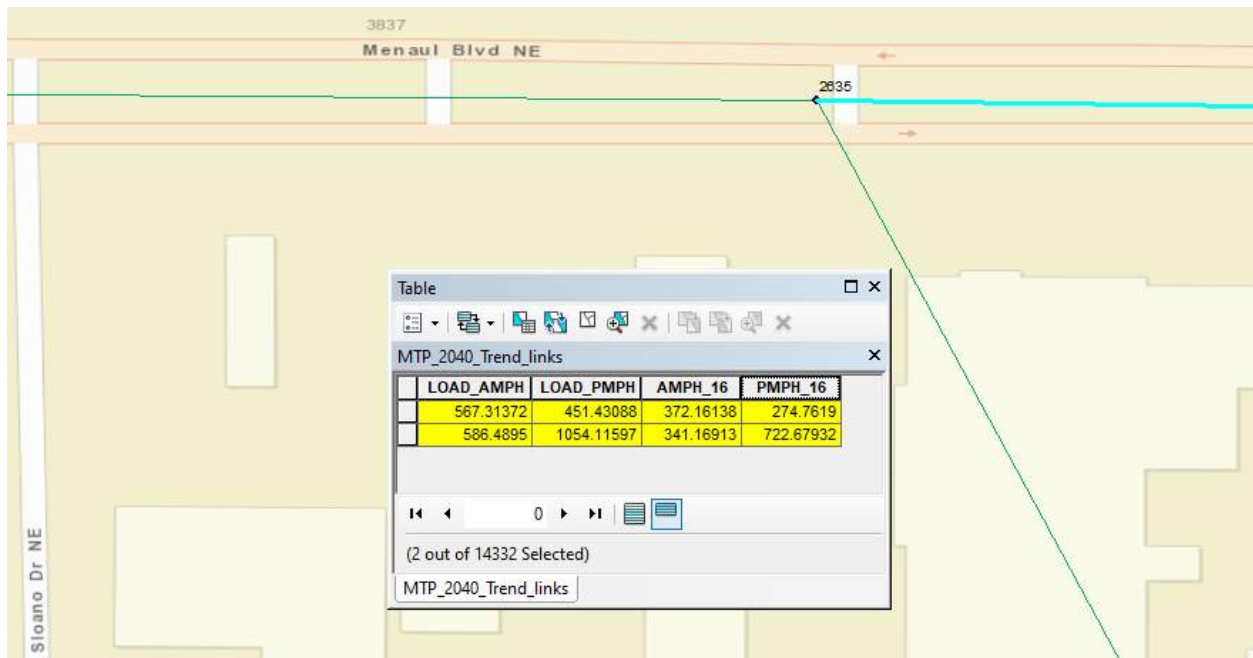
Menaul Blvd West of Carlisle



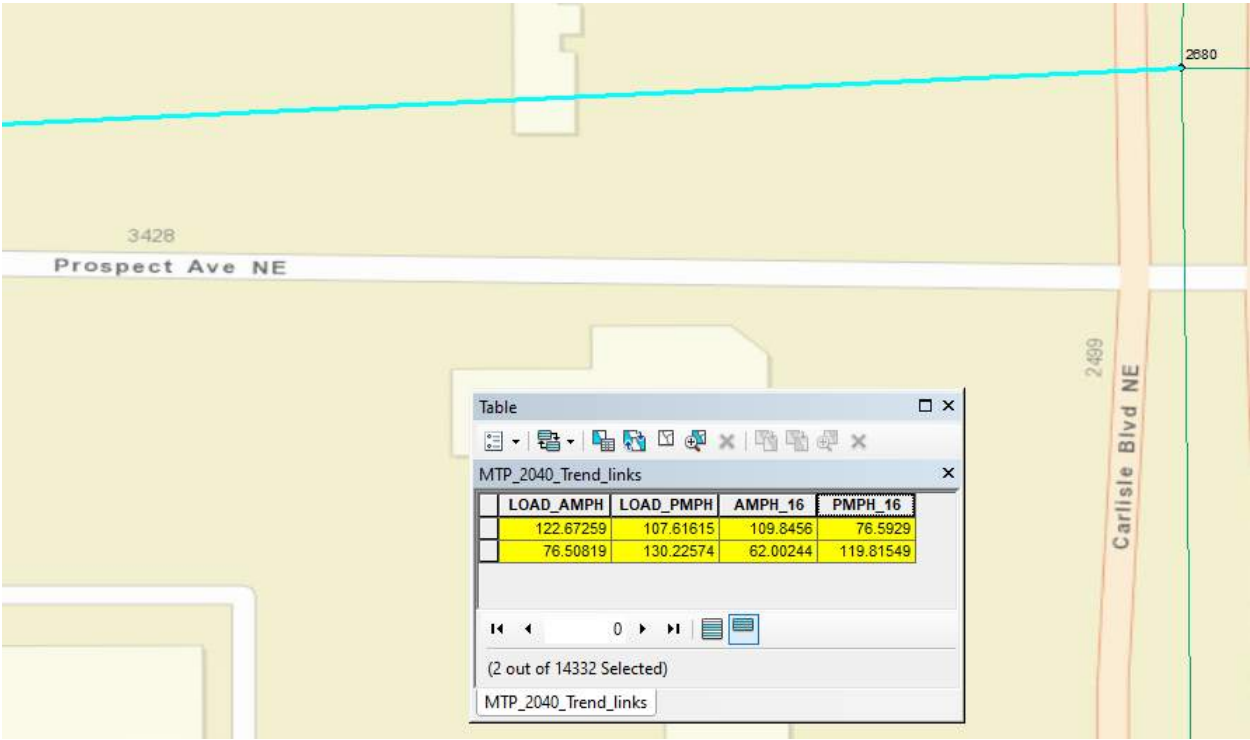
Menaul Blvd East of Carlisle



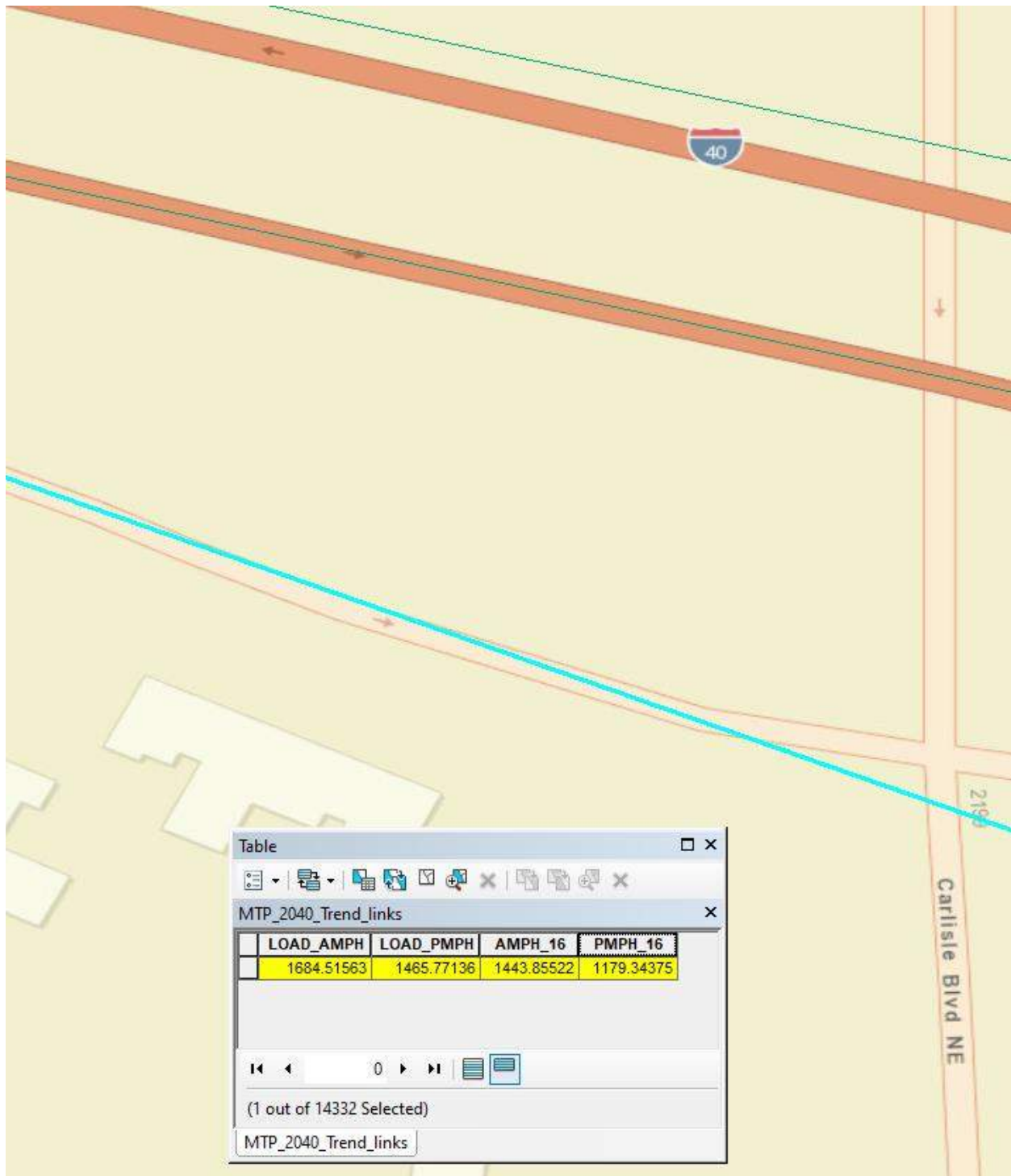
Menaul Blvd East of Solano



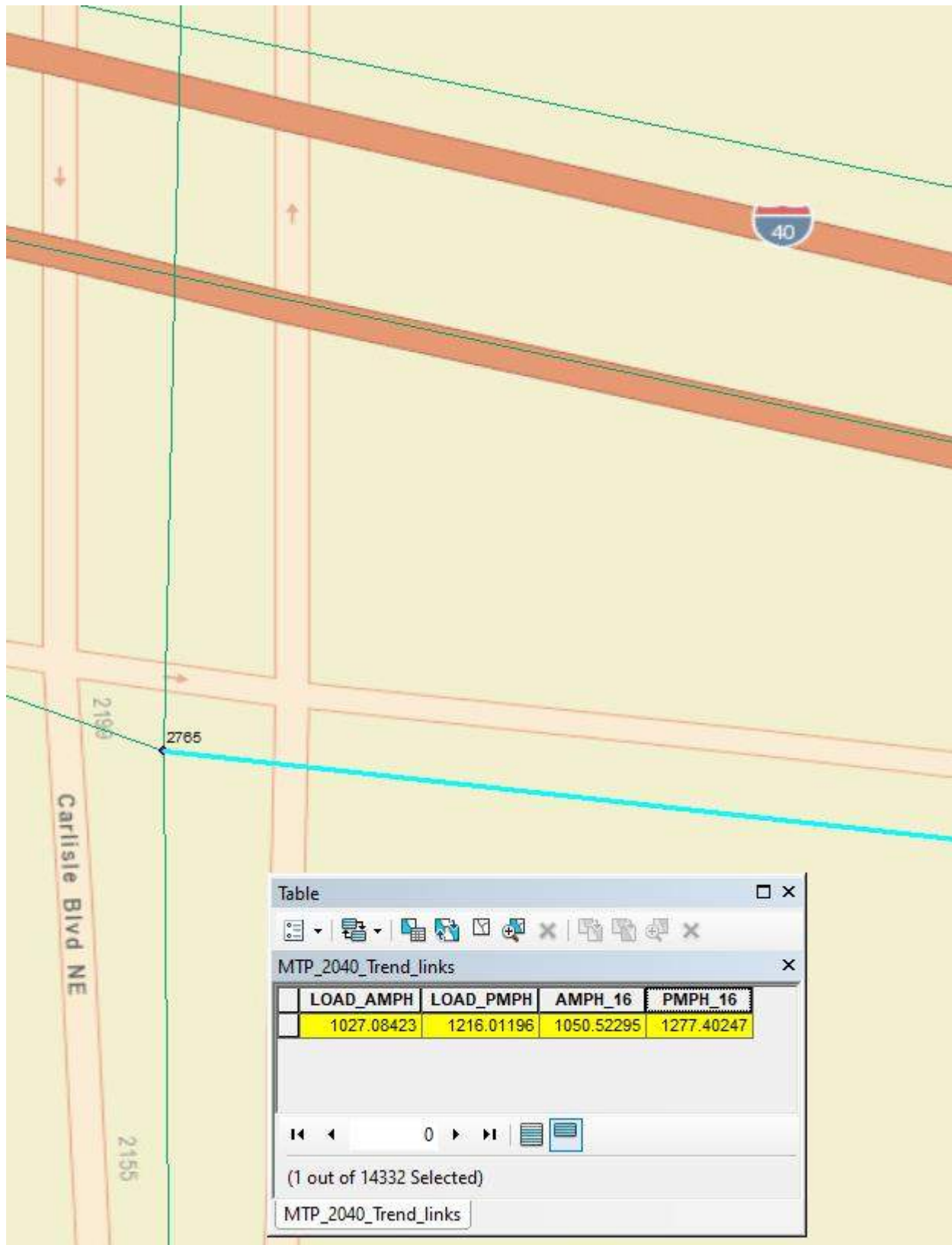
Prospect Ave West of Carlisle Blvd



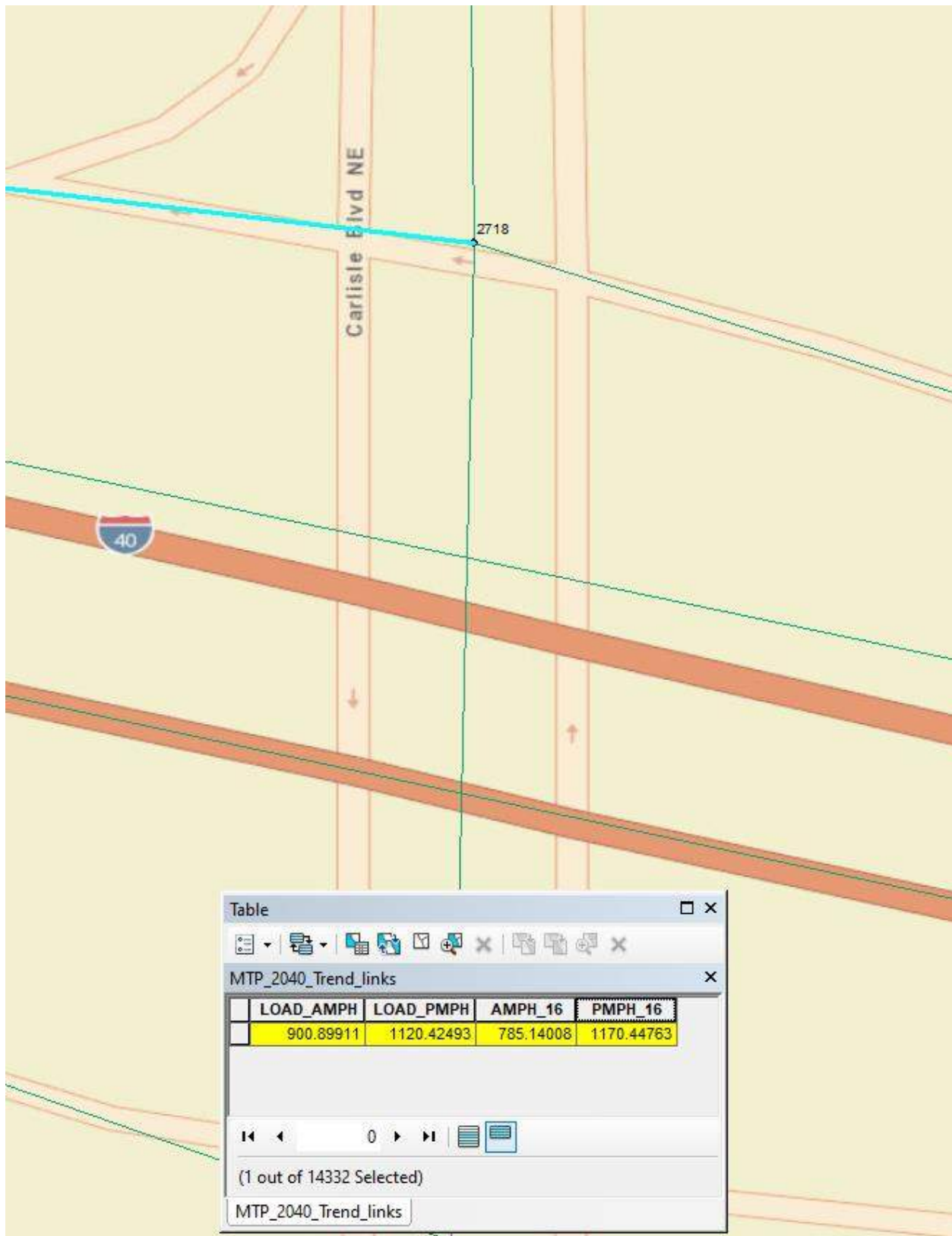
I-40 EB West of Carlisle Blvd (EB)



I-40 EB East of Carlisle Blvd (EB)



I-40 WB West of Carlisle Blvd (WB)



I-40 WB East of Carlisle Blvd (WB)

