Pond Option B-3 **7/25/06**

		Average End Area Method			
		Volume			Cummulative Volume
Elevation	**Area of Contour (Sq. Ft)**	**Cu. Yd.**	**Cu. Ft.**	**Acre*Ft**	**Acre*Ft**
4945	57,337.00				
		2,053.89	55,455.00	1.27	1.27
4944	53,573.00				
		1,919.17	51,817.50	1.19	2.46
4943	50,062.00				
		1,789.96	48,329.00	1.11	3.57
4942	46,596.00				
		1,663.72	44,920.50	1.03	4.60
4941	43,245.00				
		1,541.70	41,626.00	0.96	5.56
4940	40,007.00				
		1,423.87	38,444.50	0.88	6.44
4939	36,882.00				
		1,310.24	35,376.50	0.81	7.25
4938	33,871.00				
		1,200.81	32,422.00	0.74	7.99
4937	30,973.00				
		1,095.59	29,581.00	0.68	8.67
4936	28,189.00				
		994.67	26,856.00	0.62	9.29
4935	25,523.00				

Available Pond Volume = 9.29 Acre*Ft
Required Pond Volume = 7.26 Acre*Ft
Difference = 2.03 Acre*Ft This option *is* feasible.

TRAFFIC ENGINEERING, TRANSPORTATION DIVISION ____ DATE

UTILITIES DEVELOPMENT ____ DATE

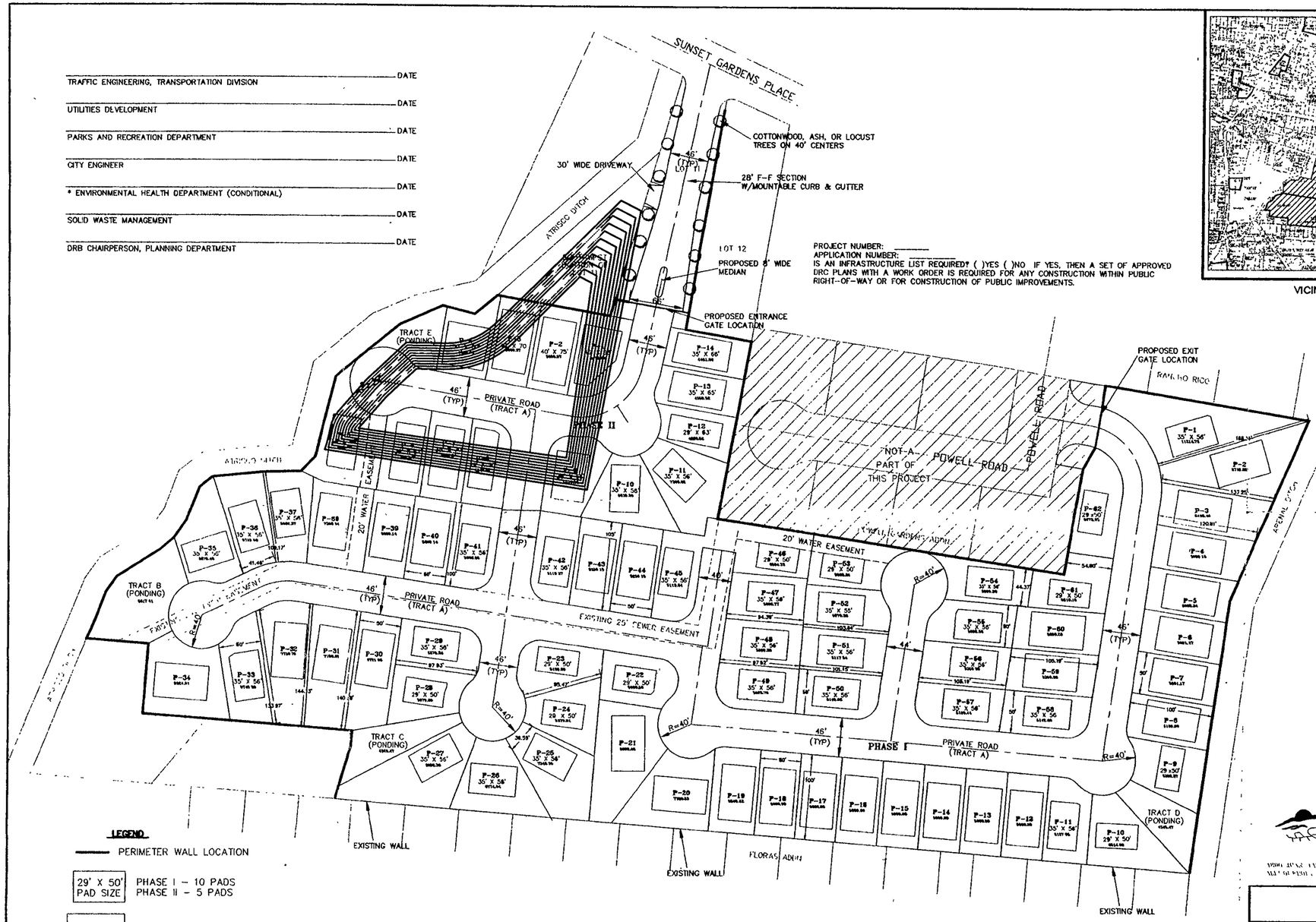
PARKS AND RECREATION DEPARTMENT ____ DATE

CITY ENGINEER ____ DATE

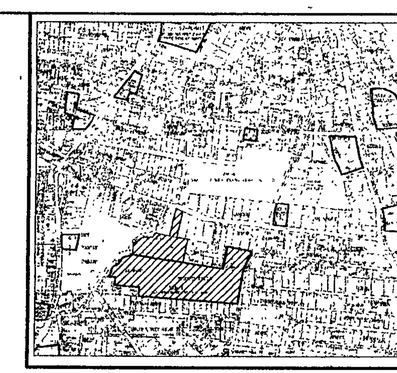
* ENVIRONMENTAL HEALTH DEPARTMENT (CONDITIONAL) ____ DATE

SOLID WASTE MANAGEMENT ____ DATE

DRB CHAIRPERSON, PLANNING DEPARTMENT ____ DATE



PROJECT NUMBER: _____
APPLICATION NUMBER: _____
IS AN INFRASTRUCTURE LIST REQUIRED? ( )YES ( )NO IF YES, THEN A SET OF APPROVED DRC PLANS WITH A WORK ORDER IS REQUIRED FOR ANY CONSTRUCTION WITHIN PUBLIC RIGHT-OF-WAY OR FOR CONSTRUCTION OF PUBLIC IMPROVEMENTS.



VICINITY MAP K-12-Z

LEGEND

PERIMETER WALL LOCATION

29' X 50' PAD SIZE	PHASE I – 10 PADS PHASE II – 5 PADS
35' X 56' PAD SIZE	PHASE I – 24 PADS PHASE II – 7 PADS
40' X 65' PAD SIZE	PHASE I – 28 PADS PHASE II – 2 PADS

N

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

Z:\PROJECTS\SUNSET-VILLA\BASE\TOGETHER\SITE-PLAN.DWG 11-9-04 3:25:41 pm EST

AS BUILT INFORMATION

CONTRACTOR
WORK STAKED BY DATE
WORK STAKED BY DATE
FIELD VERIFICATION BY DATE
DRAWINGS CORRECTED BY DATE
MICRO-FILM INFORMATION
RECORDED BY DATE
NO

BENCH MARK

NO.	BY	DATE

SURVEY INFORMATION
FIELD NOTES

ENGINEER'S SEAL

NO.	DATE	REMARKS	BY

DESIGN
DESIGNED BY DATE
DRAWN BY DATE
CHECKED BY DATE

Thompson Engineering Consultants, Inc.

CITY OF ALBUQUERQUE
PUBLIC WORKS DEPARTMENT
TRANSPORTATION DEVELOPMENT

SITE DEVELOPMENT PLAN FOR SUBDIVISION
SUNSET VILLA

DESIGN REVIEW COMMITTEE	CITY ENGINEER APPROVAL		MO./DAY/YR.	MO./DAY/YR.
			11/10/04	

City Project No.	Zone Map No.	Sheet	Of
____	K-12-Z	1	3

Provided by Brad Bingham, CA, on 5 Jan 06

1833
663
666
1931

FIVE POINTS ROAD
DRAINAGE IMPROVEMENT PROJECT
PHASE II

BERNALILLO COUNTY PWD
RFP NO. 03-05-RS

DESIGN REPORT

March 2005

WILSON
& COMPANY

K-12/D000

FIGURE 6: NOTICE OF D.R.C. SESSION PROCESSING DATE 3/10/2005

PROJECT NO: 794881 ZONE ATLAS: K-12 DRB NO: —

PROJECT NAME: Five Points Road Drainage Improv's, Ph. II

☐ Scheduled with the D.R.C. on Fri. Mar. 18, '05 at 9:00 (6)*
Plaza Del Sol/2nd Fl.
☐ No DRC Meeting Scheduled. Please ~~[illegible]~~ comments by _____

LOCATION: Five Points Rd., Atrisco Rd. to Gatewood Rd. SW

TYPE OF PROJECT: ☒-AHBA (County) ☐-CIP ☐-PWC ☐-SAD ☐-ALL PRIVATE

PROJECT COORDINATOR: Elias Archuleta Phone: 348-4135

Company: Wilson & Co.

Design Engineer: Frank Williams Phone: 848-1500

Company: Bernalillo County Pub. Works

The Project Is Scheduled For The Following DRC Session:

☒-Pre-Design Review II ☐-Final Plan Review ☐-_____
☐-Preliminary Plan Review ☐-Signature Review ☐-Route for Signature

The Project Relates To City Infrastructure Systems:

☐-Water ☐-San. Sewer ☐-Paving ☒-Storm Drainage ☐-_____

The Attached Package Includes:

Indicated below are the Departments/Divisions that have received project documents and/or are invited to attend. **It will be the Project Coodinator's responsibility to notify consulting engineering firms of date and time of scheduled meetings.**

D-Drawings MU-Markups M-Memo Only S-Spec's E-Estimate R-Report

		D	MU	M	S	E	R
DRC Chairman Kevin	Design Review Section	☒	☐	☐	☐	☐	☐
Traffic Dev.	Transportation Development	☒	☐	☐	☐	☐	☐
Utility Dev.	Utility Development	☒	☐	☐	☐	☐	☐
Utility Des. (CIP)	Utility Design	☐	☐	☐	☐	☐	☐
Water Utl.	Water Utilities (Shutoff Plans)	☐	☐	☐	☐	☐	☐
Hydr. Dev.	Hydrology Development	☒	☐	☐	☐	☐	☐
Hydr. Des. (CIP)	Hydrology Design	☐	☐	☐	☐	☐	☐
Const. Div.	Construction Division	☒	☐	☐	☐	☐	☐
Parks & Rec.	Parks & Recreation Department	☐	☐	☐	☐	☐	☐
Dave Harmon	Traffic Operations Division	☐	☐	☐	☐	☐	☐
Joe Luehring	Construction Coordinator	☐	☐	☐	☐	☐	☐
Donald Bartlett	Risk Management	☐	☐	☐	☐	☐	☐
George Gee	City Architect	☐	☐	☐	☐	☐	☐
Gene Bustamante	General Services Dept.	☐	☐	☐	☐	☐	☐
Tom Murphy	Transit Department	☐	☐	☐	☐	☐	☐
Greg Smith	PWD/Legal	☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐
		☐	☐	☐	☐	☐	☐
				Memos Only			

Master Scheduler Design Review Section

Notified Elias of DRC date & time on 3/4/05 at — via- Courier

Notified _____ of DRC date & time on _____ at _____ via- _____

WILSON
&COMPANY
4900 Lang Avenue NE
Albuquerque, NM 87109
505-348-1000

Albuquerque
Colorado Springs
Colton
Denver
Durango
Houston
Lenexa, KS
Kansas City, MO
Oklahoma City
Phoenix
Salina, KS
San Diego
Wichita

Letter of Transmittal

Date: March 10, 2005
To: City of Albuquerque
Development Review Committee

Attn: Mike Zamora
Project Name: Five Points Road Drainage Improvements – Phase II
Project No.: X4-210-030

We are sending you:
[x] Attached
[] Under separate cover via

The following items:
[] Originals
[] Prints
[X] Report
[] Plans
[] Samples
[] Specifications
[] Copy of letter
[] Change order
[] Reviewed Submittals

Copies	Date	Description
5	3/9/05	Five Points Revised Design Report

These are transmitted as checked below:
[] For approval
[] For your use
[] As required
[X] For review and comment
[]
[] Approved as submitted
[] Approved as noted
[] Returned for corrections
[] Resubmit ____ copies for review
[] Submit _____ copies for distribution
[] Return ____ corrected prints

Remarks:
Please redistribute this revised report. This report is for the DRC scheduled for 3/18/05 at 9:00 AM. Please disregard the previous report, a new section detailing drainage alternatives was added to the revised report.

RECEIVED
MAR 1 0 2005
PWD/DESIGN REVIEW

Action requested:
Copies to:
Signed: Elias Archuleta
If enclosures are not as noted, kindly notify us at once.

FRI 3/18/05 9 AM

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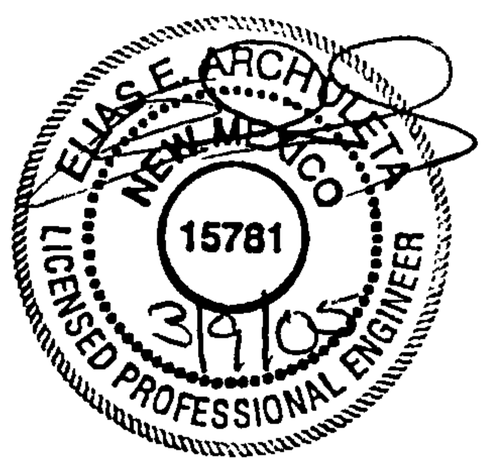


REPORT CERTIFICATION

I, Elias Archuleta of Wilson & Company, NMPE #15781 hereby certify that this Design Report was assembled and completed under my supervision. Any modifications to or revisions of this report from the reviewing agency will be incorporated into this report.

INTRODUCTION AND BACKGROUND

Five Points Drainage Improvements Project, Phase II is the second phase of a two-phase project intended to improve drainage and safety along Five Points Road from Atrisco Drive to the Five Points Intersection. The first phase of the project began approximately 350 feet east of the Arenal Ditch and ended at the Five Points intersection. This phase of the project has been constructed. The proposed project includes the installation of a new storm drain and reconstruction of the existing roadway.

The proposed storm drain system will include the installation of a storm drain trunk line, curb drop inlets, manholes, detention pond and lift station. The proposed detention pond will be located on an open field north of Five Points Road. Drainage from the Arenal Ditch west to the Atrisco Ditch will be collected in the proposed storm drain trunk line and directed to the proposed detention pond and lift station. Drainage west of the Atrisco Ditch will be collected in curb drop inlets to be constructed with the City of Albuquerque's Atrisco Drive Project scheduled for construction in spring/summer 2005. Drainage east of the Arenal Ditch will be collected with curb drop inlets constructed with the first phase of Five Points Road. The drainage from the retention pond/lift station will be conveyed through a new pipe to the proposed storm drain in Atrisco Drive, which will outfall to the Isleta Drain.

The improvements to the roadway will require removal of the existing surfacing and reconstruction of the roadway. The horizontal and vertical alignments will be modified to minimize the right of way acquisition and to help facilitate drainage collection. The reconstructed roadway will include 14-foot driving lanes, modified curb and gutter, 6-foot sidewalks (depending on Right of Way), wheelchair ramps and realignment of existing intersections as needed.

Due to the limited width of public property through the corridor, some right of way acquisition will be required to accommodate the 6-foot sidewalks, ADA compliant driveways, wheelchair ramps, intersection improvements, and road realignments. In addition the Sunset Villa property north of the roadway will need to be acquired for the construction of the detention pond and lift station. Some utility relocations will also be required due to the installation of the storm drain and intersection and roadway improvements.

VICINITY MAP
FIVE POINTS ROAD

EXISTING CONDITIONS

Roadway

The existing roadway consists of two twelve (12) foot lanes through out the project corridor. The existing road from the Atrisco Drive to the Atrisco Ditch has mountable curb and gutter. The remainder of the corridor does not have curb and gutter. All but one horizontal curve meets the existing posted speed limit of 35 mph. It is located over the Atrisco Ditch on the west end of the project, and only meets a 25 mph design speed. This curve is currently signed with a flashing beacon and object markers. Guardrail has also been installed on the outside of the curve. The two vertical curves over the Atrisco and Arenal Ditches currently do not meet a 35 mph design speed for stopping sight distance. The slope on the remainder of the roadway ranges from flat to moderate. The slope from Atrisco Drive east to the Atrisco Ditch slopes toward Atrisco at a minimum slope of 0.5%. Between the Atrisco and Arenal Drains the roadway remains relatively flat leaving many ponding locations with no apparent outfall for surface runoff. From the Arenal Ditch east, the roadway slopes to the east at an approximate slope of 1.5%.

Some intersections have limited sight distance as a result of fences, walls or vegetation that is impeding the sight triangle for vehicles entering Five Points Road from side streets. Since Five Points Road runs a diagonal toward the southeast, most intersections between the two ditches are on a significant skew. Of particular concern are the intersections of Goff Blvd. and Gatewood Ave. The subsequent reduction in visibility and capacity impacts a greater number of users at these two higher volume intersections. There are some streetlights on the corridor, however the spacing sporadic at best. The types of lights do not appear to meet current standards for roadway lighting.

Right of Way/Access Control

The right of way varies from 36' to 65'. A detailed right of way analysis is being completed to determine the right of way through the corridor. Most properties have walls or fences fronting the roadway. The right of way analysis will determine where encroachments of walls or other facilities exist. At most intersections there is no right of way to allow for wheelchair ramps or sight distance. There is also no access control on the corridor. Several private driveways along the roadway enter at or near street intersections causing a greater potential for conflict.

Drainage

Five Points Road runs through a portion of Albuquerque's South Valley, which by nature is virtually flat with no existing drainage systems. Ponding of rain runoff is a common occurrence along the edge of Five Points Road and of all roads in the area. The existing slope on Five Points Road is relatively flat between the Atrisco and Arenal Ditches, with numerous low points allowing ponding to occur along the road edge. There is currently no curb and gutter on this section of the roadway. Five Points Road serves as the natural outfall for some of the adjacent roads and properties. The existing conveyance of these flows to the road is slow and inefficient due to the flat grades in this area. Runoff for Five Points Road from Atrisco Drive to the Atrisco Ditch flows to Atrisco Drive via existing curb and gutter. Runoff on Five Points Road flows from the Arenal Ditch east to the end of the Phase I improvements, where the flow enters curb drop inlets built with Phase I.

Existing Utilities and MRGCD Ditches

MRGCD Ditches

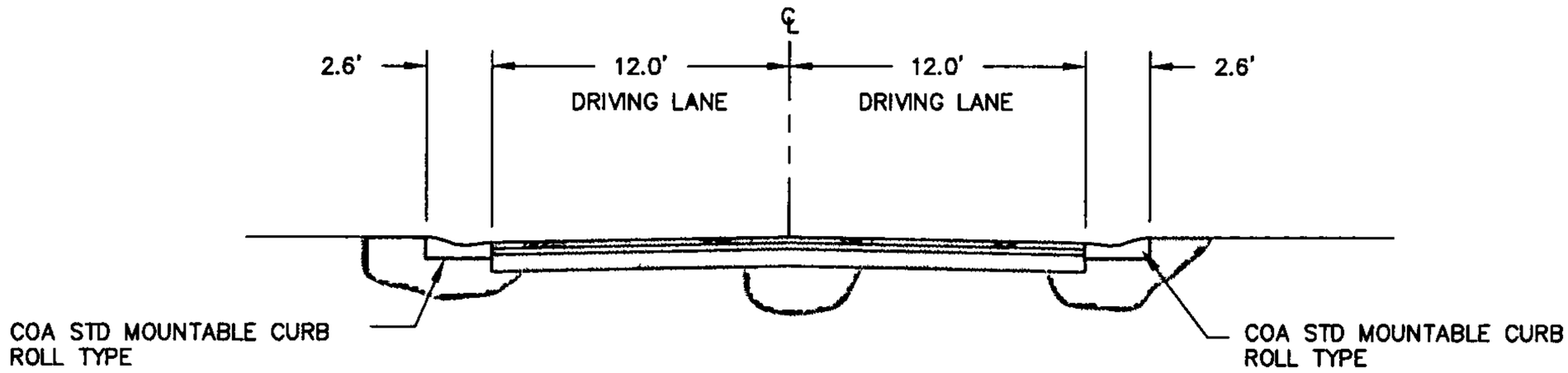
Two MRGCD ditches cross Five Points Road through the project boundaries. The Atrisco Ditch crosses Five Points Road approximately 300-et east of Atrisco Road and causes a high point, which raises the road elevation approximately 1.5-feet. The crossing also occurs on a sharp horizontal curve. The Arenal Ditch crosses Five Points approximately 120-feet west of Gatewood Avenue. The ditch causes a high point in the road, which raises the road elevation nearly 3 feet. The existing road profile as it crosses the ditch consists of three 100-foot vertical curves placed back to back through the crossing. This results in severely reduced sight distance for vehicles on Gatewood Ave.

Utilities

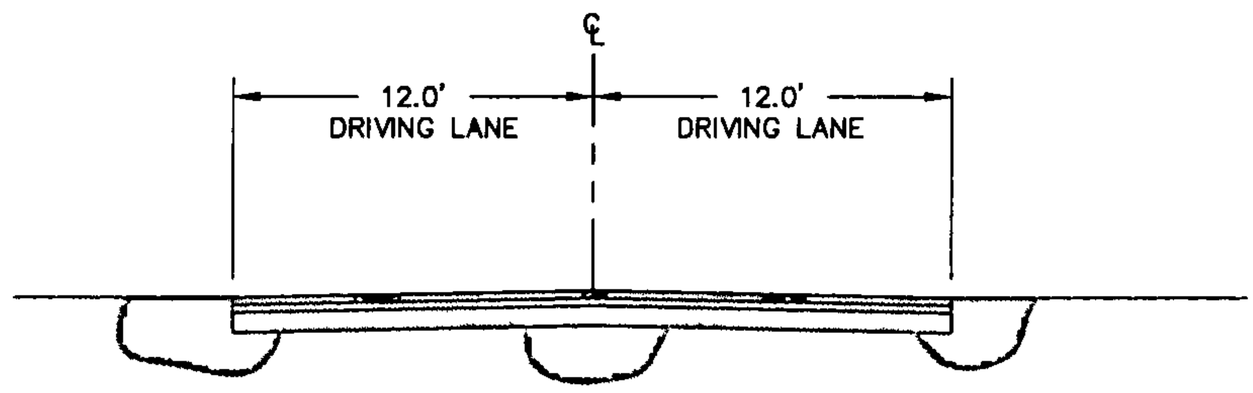
The Five Points corridor contains numerous utilities along the roadway and in the subgrade. The City of Albuquerque has two waterlines and a sanitary sewer line running the length of the project. A 16-inch asbestos concrete main waterline runs right of existing roadway centerline from Atrisco Drive to Gatewood Ave. A 12-inch asbestos concrete waterline runs to the right of the existing centerline form Atrisco Drive to Goff Blvd. From Goff Blvd. to the end of Phase II, a 6-inch asbestos concrete waterline runs near the left edge of the roadway. A 24-inch vitrified clay pipe sanitary sewer line runs near the existing centerline of the roadway from Atrisco Drive to Goff Blvd. The 24-inch sanitary sewer line proceeds south on Goff Blvd. From Goff Blvd. to the Phase I/Phase II boundary,

an 8-inch vitrified clay pipe sanitary sewer is located along the centerline of the existing roadway.

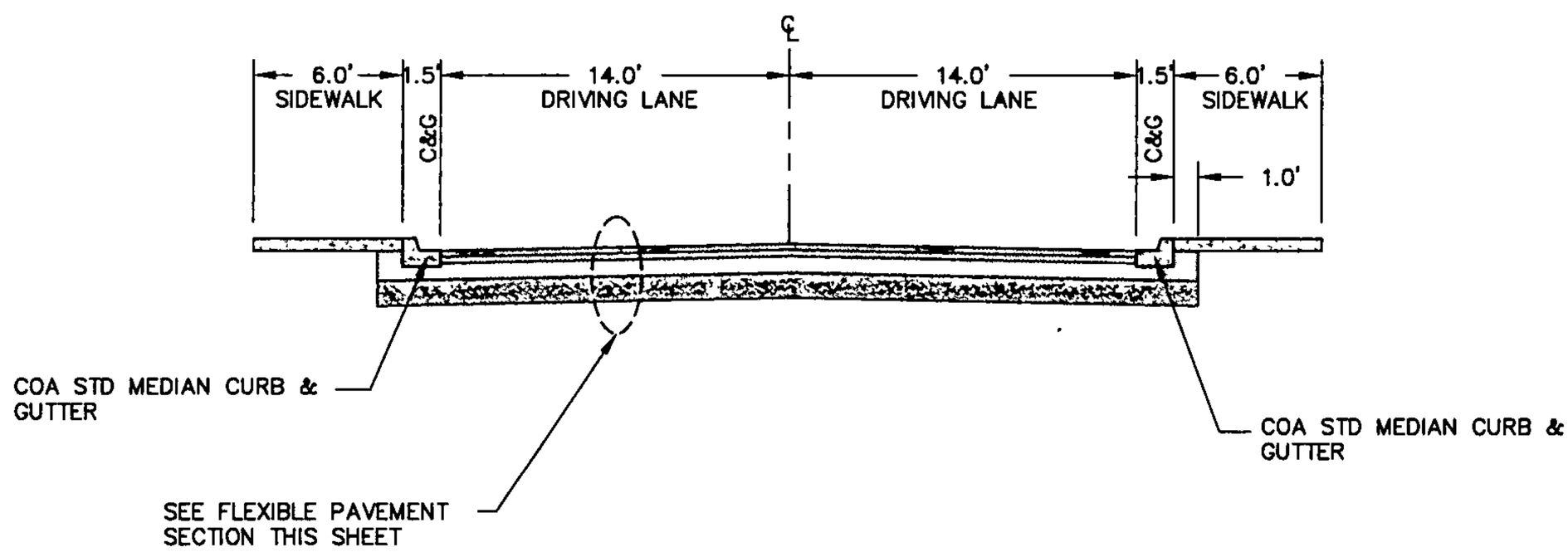
All electric power lines in the corridor are overhead and primarily run along the left right of way line, with service lines and poles located on both sides of the roadway along the right of way. It appears that all of communications/telephone lines are joint use overhead lines located on the overhead electric poles. A 5-inch very high-pressure gas line runs along the right of way line on the right side of the road. A 4-inch gas line runs along the left right of way line. An underground cable television line runs from Atrisco Drive to approximately 30-feet east of Hooper Road, on the left side of the roadway. An underground communication line is located near the right of way line on the right side of the roadway from Goff Blvd. to the Arenal Ditch, at which point it crosses the road and attaches to the an overhead line.



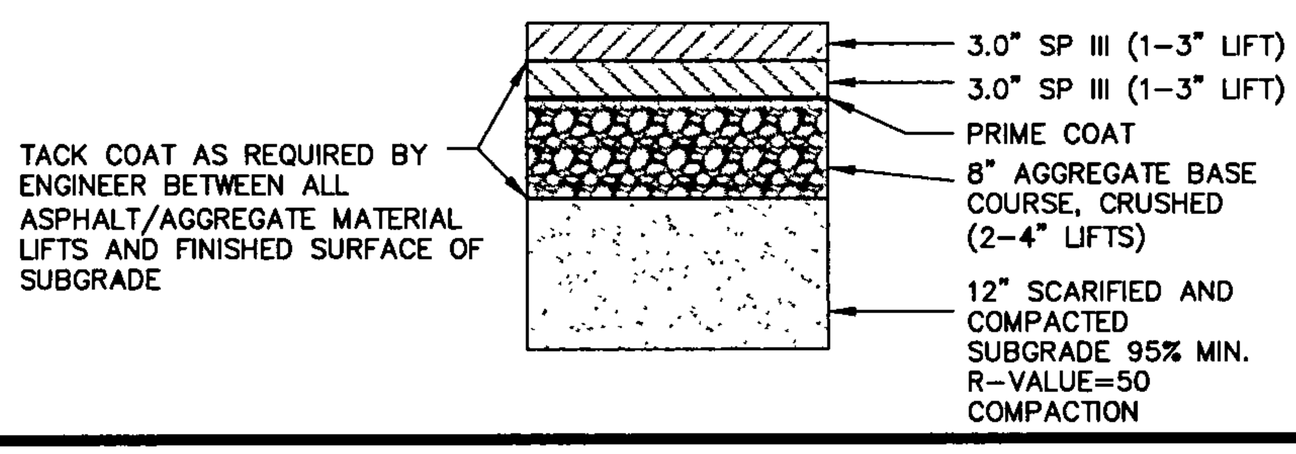
EXISTING TYPICAL SECTION
SCALE: 1"=10'



EXISTING TYPICAL SECTION
SCALE: 1"=10'



PROPOSED TYPICAL SECTION
SCALE: 1"=10'



WILSON &COMPANY

TYPICAL SECTION
FIVE POINTS ROAD

ENGINEERING CRITERIA AND METHODOLOGY

This report is developed in accordance with Bernalillo County, City of Albuquerque and New Mexico Department of Transportation regulations, ordinances and design criteria. Detailed design criteria are derived predominately from the City of Albuquerque Development Process Manual (DPM) with reference to the Policy on Geometric Design of Highways and Street (AASHTO), Manual on Uniform Traffic Control Devices (FHWA) and the Roadside Design Guide (AASHTO). Intersection capacity will be determined using the Synchro program, which generates a traffic model and determines level of service based on the Highway Capacity Manual (TRB). Intersection control will be determined using MUTCD warrants. Roadway features such as lane widths, sidewalk widths and intersection geometry will be primarily based on City of Albuquerque requirements as dictated in the Development Process Manual.

PROPOSED IMPROVEMENTS

Drainage

A storm drain system is proposed to handle the roadway drainage as well as drainage from the surrounding neighborhoods. A detailed drainage report prepared in conjunction with this report analyzed the roadway and two neighborhoods bounding the roadway. The report contains recommendations for Five Points Road to safely convey the runoff from these surrounding areas.

Drainage Alternatives

This portion of the report documents the design iterations involved in producing the recommended drainage solution. A total of four alternatives were developed in response to the drainage challenges that exist along the corridor and within the surrounding neighborhoods. The alternatives were evaluated with respect to cost, impacts to public and private properties, constructability, maintenance, and overall system efficiency. At the beginning of the project four alternatives were out line and those are as follows:

Alternative 1: Utilizing a possible tie to the storm drain system in the City's Atrisco Project to drain some or all of the roadway flows.

Alternatives 2: Collecting the runoff in a detention pond near the road and pump the runoff into the existing Isleta/Bridge System via the storm drain constructed with Five Points Road Project, Phase I.

Alternative 3: Utilize pond constructed with the planned Bernalillo County Community Center southwest of the project area to detain runoff then outfall to the Isleta Drain. This option would require the construction of a storm drain system through the neighborhood southwest of Five Points Road. This system would provide a system for future drainage expansion in this neighborhood. Currently there are no drainage facilities in this neighborhood and portions of the neighborhood fall within existing floodplains.

Alternative 4: Install a storm drain system in the neighborhood southwest of Five Points Road to drain road flow and route them east to the Isleta/Bridge System.

In the process of analyzing these alternatives, an evolution of the alternatives occurred which resulted in the four alternatives that are described below. The final alternatives address the same issues as the original alternatives, however some concepts were moved around between alternatives in order to make the alternatives more realistic. Alternative Four was found to be the most feasible design incorporating a new detention pond and storm drain while utilizing portions of the existing drainage infrastructure. The final alternatives are described below.

The goal of the first alternative was to enable the Five Points Road storm drain to gravity flow to the stub-out being installed at the Five Points/Atrisco intersection by the City of Albuquerque's Atrisco Road project. The inlets installed within Phase I of the Five Points project would be utilized to collect the runoff generated east of the Arenal Ditch. The runoff generated west of the Arenal Ditch would be collected in a proposed storm drain that would gravity flow to the Atrisco storm sewer. The design would be comprised of a proposed storm drain located within Five Points Road starting with 18-inch Class IV RCP system installed with no less than 1.5' of cover below grade. The pipe would be placed at a minimum slope of 0.10%. The objective was to avoid requiring a pond and lift station to drain to the Atrisco Road storm drain. This alternative was ruled out because the pipe diameters required to convey the design flows caused the invert of the storm drain to fall well below the Atrisco stub-out.

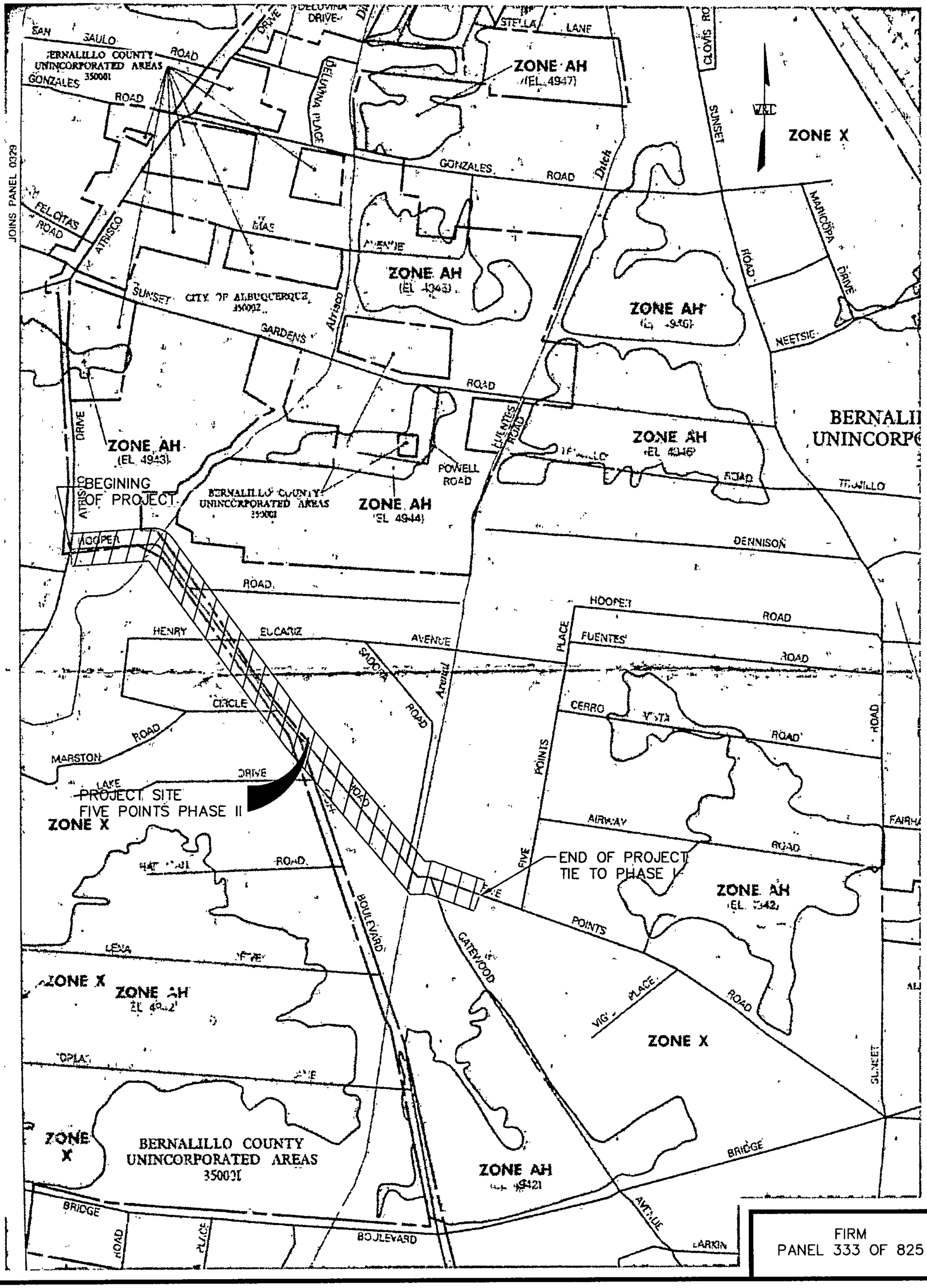
The second alternative also attempted to eliminate the pond and lift station. The flows generated between the Atrisco Ditch and the Arenal Ditch would be split under this scenario. A portion of the flows would be collected in a storm drain that would flow west to the Atrisco storm sewer. The remaining runoff would be collected in a system that would flow east connecting to the storm drain installed with the first phase of the Five Points Project. This option failed because the invert of the storm drain installed with Phase-I, proved to be too shallow to allow for any system connectivity from the west. It was determined that all runoff generated from between the two ditches would need to outfall to the west. This scenario was addressed in Alternative Two

The third alternative utilized three potential storm drain outfall points within Five Points Road. The runoff collected west of the Atrisco Ditch would be collected in inlets at the Atrisco Blvd. intersection and would drain to the Atrisco storm drain. Likewise, the inlets installed with the first phase of the Five Points Project would collect the runoff generated east of the Arenal Ditch. The runoff generated between the Atrisco Drain and the Arenal Ditch would be collected in a system that would outfall to a proposed pond within property of the proposed South Valley Multi-Purpose Family Service Center. This pond would then discharge to the Isleta Drain. The outfall system connecting Five Points Road to this pond would be run through the neighborhood located southwest of Five Points Road. This neighborhood, bounded by Atrisco Drive, Goff Blvd., Bridge Blvd. and Five Points Road, lies within a FEMA designated flood zone encompassing much of the area. This system would offer the opportunity for the neighborhood to be removed from the flood zone. Two storm drain routes were examined for this alternative. The first places a storm drain with a minimum slope of 0.10% from the proposed pond east on Lena Drive and then north on Goff Blvd, which would connect to the Five Points mainline. This alignment results in a detention pond at least eight feet deep, including freeboard. The ultimate depth of the pond would be determined by the contributing drainage area, the size of the inflow pipe and any utility conflicts that may affect the slope of the storm drain discharging into the pond. The contributing area could be expanded to include as much of the flood zone as could be serviced by the constructed mainline. A lift station would be required to discharge the pond volume into the Isleta. The second route analyzed was a route that entered the Family Service Center from the north and used either Henry Circle or Lake Drive to connect to Five Points. Both these routes would have resulted in a pond and lift station in order to drain to the Isleta Drain. In addition, the proposed buildings at the Family Service Center created a barrier between a storm drain entering the property on the north and the proposed pond on the south end of the property.

This alternative is a realistic when utilizing a storm drain in Goff Blvd. and Lena Drive because there are no physical factors that preclude this alternative from being constructed. The issues regarding this alternative pertain to the coordination between the Family Service Center Project and the Five Points Project design teams. Initial coordination meetings between these teams have resulted in three main concerns relating to this alternative. The first is and most prominent is the schedules. The Family Services Center Project is scheduled to go to construction this summer (summer 2005). The Family Center team is concerned that placing a pond to service the Five Points Project or surrounding neighborhood could hold back their schedule. The other concerns are over the aesthetics, function and size of the proposed pond. The size of the pond is constrained by the contributing drainage area as well as the space allocated in the proposed site plan. The pond would be located on approximately 0.38 acres in the southeast corner of the property in a section reserved for playing fields. This Family Center team would require that the area still function as playing fields

as well as a pond. This requirement raised safety issues as the public would need to be kept out of the pond during storm events and while water is present in the pond. Coordination to ensure the pond and any fences and gates required limiting access to the pond fit visually with the rest of the Family Center.

The fourth alternative is comprised of a proposed Five Points Road storm drain combined with a new detention pond and lift station located on the Sunset Villa property. This system would utilize the storm drain installed with Phase I as its outfall point. Alternative Four was selected as the preferred alternative since it best met the needs of the corridor. This system is described in detail below.



FIRM
PANEL 333 OF 825

Analysis and Results

A hydrologic analysis was conducted for the area bounded by Five Points Road on the south and west, the Arenal Ditch on the east and the Sunset Villa Property on the north. This area was analyzed due to the fact that Five Points Road would be the logical outfall for the runoff generated by this area. In the current condition the runoff from this area does not appear to flow to Five Points but rather to pond along the residential streets or pond on private property. If future drainage improvements for this area included installation of curb and gutter on the residential streets or installation of a local storm drain system, the logical outfall for surface flows and any internal storm drain systems would be within a Five Points Road storm drain collection system.

The second area to be analyzed was the area bounded by the Atrisco Ditch on the west, Harzman Road on the South and Five Points Road on the north and east. Similar to the previously mentioned neighborhood, the runoff from this neighborhood appears to pond along the local roads and on private property rather than reach Five Points Road. Again, the logical outfall for any drainage improvements would be within a Five Points Road Road storm drain system.

Between the Atrisco and Arenal Ditches, a total flow of 110 cfs could be captured within Five Points Road from the surrounding area. This assumes minor off-site improvements will be implemented to convey these flows to Five Points Road. A storm drain pipe with a minimum diameter of 54-inches required for this section of the system. The storm drain system being constructed with the City of Albuquerque's Atrisco Drive Project places a 24-inch stub-out on Five Points Road. This stub-out allows for a flow rate of approximately 10 cfs to enter the Atrisco system. The flow rate in this section of the Five Points storm drain system compared to the capacity of the connection at Atrisco Drive necessitates the installation of a detention pond. The size of the storm drain pipe and slope of the storm drain for this section of the system will also require a lift station to be constructed with the detention pond. The detention pond will need to be approximately 4.0 acre-feet based on the method outlined in the City of Albuquerque Development Process Manual (DPM). The some of the land north of the proposed pond site lie within FEMA designated flood zones. The pond could be sized to accommodate the runoff generated from these flood zones. A storm sewer could be installed in Fuentes Road which runs along the Arenal Ditch from Sunset Gardens Road south toward the proposed detention pond. This system would offer the opportunity for the properties along Sunset Gardens Road and Powell Road to be removed from the flood zone.

In an interim condition, the storm drain system in Five Points could be installed to meet future capacity requirements and a manhole type lift station can be installed to convey the pipe flows to the connection at Atrisco. In this scenario, the storm drain mainline would be installed in Five Points Road. Instead of constructing the section of the system that would connect the Five Points mainline to the

detention pond, a manhole type lift station would be built at the end of the 54-inch" pipe just east of the Atrisco Ditch. The lift station manhole would then connect to an interim section of 24-inch pipe that would connect the lift station manhole to the section of 24-inch pipe that runs from the Atrisco stub-out to the Atrisco Ditch. It is this 24-inch section of the mainline that would ultimately serve as the outfall for the detention pond. This system would collect the runoff from the proposed roadway and properties that front the roadway and drain to the road. The runoff generated from these basins is approximately 6 cfs, which generates 0.23 acre-ft of runoff. The section of 54-inch pipe would be approximately 760 feet in length and could store approximately 0.30 acre-feet of volume. The detention pond, lift station and the remaining sections of the storm drain would be constructed when the improvements are made in those neighborhoods generating the additional runoff.

Proposed Improvements

The proposed storm drain will system will include curb drop inlets, a storm drain mainline, and detention pond and lift station. The existing profile grade of Five Points Road is relatively flat causing ponding to occur in many locations. To rectify the drainage problems, the minimum slope of 0.5% will be implemented on the proposed roadway. This will create four low points on Five Points Road between the Atrisco and Arenal Ditches. The inlets would be installed at these low points and would be sized to ensure the depth of water in the sump conditions does not exceed the top of the curb. The mainline for this section would flow from low point west of the Arenal Ditch west to the Atrisco Ditch. At this point the mainline would turn and follow the east bank of the Atrisco Ditch north to the detention pond. In the interim condition, the manhole type lift station would be constructed at the point where the mainline turns to follow the ditch bank. If selected, the detention pond and lift station would be constructed on the Sunset Villa Property. The outfall from the pond would likewise follow the bank of the Atrisco ditch south back to Five Points Road. However, the outfall pipe may need to be placed along the west bank of the ditch because the inflow pipe may take up most of the available space along the east bank. Once in Five Points Road, the outfall pipe would connect to the stub-out provided in the Atrisco Drive storm drain system. East of the Arenal Ditch, no additional storm drain will be required, as the inlets needed to pick up the road drainage for this section were constructed with the first phase of the Five Points Road Project.

Roadway

Analysis and Results

Intersection level of service analysis was conducted for the Five Points/Atrisco, Five Points/Goff and Five Points/Gatewood intersections to determine if the intersections are currently exceeding capacity or would exceed their capacity when the 2020-year projections were applied. The analysis was completed using the Synchro simulation program, which determines the level of service, based on the methods outlined in the Highway Capacity Manual. Based on the analysis these intersections are operating at levels of service A in the morning peak hour for all three intersections. In the evening peak hour the intersections at Goff Blvd. and Gatewood Ave. are operating at a level of service A and the Atrisco Drive intersection is operating at level of service C. Based on these levels of service, signals are not required at any intersections in the corridor. Our analysis also ran a signal warrants analysis for these intersections. The warrant analysis was run in accordance the signal warrants outlined in the Manual on Uniform Traffic Control Devices. Based on our analysis signals will not be required at these intersections in either the current or future conditions.

Our analysis did determine that the current geometric design did not meet current design standards for horizontal and vertical alignment in two locations. As previously stated, the horizontal and vertical curves over the Atrisco Ditch do not meet current design standards for the posted speed of 35 mph. At the Arenal ditch, the vertical curve does not meet current design standards. We also determined that the geometry at the Goff Blvd. and Gatewood Ave. would need to be reconfigured to reduce the skew at which these streets intersect Five Points Road. Both intersections have vacant space adjacent to the intersections that would allow realignment without relocating any existing structures. The property at the Goff Blvd. intersection may require additional environmental investigation since it was the site of a former gas station.

Proposed Improvements

The existing roadway will be completely removed from the intersection of Atrisco Drive to the Project Phase I/II boundary approximately 240 feet east of Gatewood Ave. This section of Five Points is listed as a collector and bike route on the City of Albuquerque street and bike system maps. These designations require wider than normal driving lanes to accommodate bicycle traffic and 6' wide sidewalks on both sides of the street as well as ADA accessible ramps at all intersections. The proposed typical section for the roadway will consist of 2-14-foot wide driving lanes, with a modified 1.5-foot wide curb and gutter section and 6-foot sidewalks on both sides of the road. In order lessen the amount right of way acquisition, we

propose reducing the sidewalk to a minimum of 4-foot wide in locations were the 6-foot sidewalk would require removal of an existing wall or other existing features. New driveways would also be constructed at all existing access points, however some driveway locations may need to be relocated due to their proximity to intersections.

The horizontal and vertical alignments for the roadway will be redesigned to accommodate the wider typical section and to facilitate drainage. Due to the varying right of way, the existing roadway centerline alignment will be slightly shifted to reduce the need for additional right of way and to avoid existing features as much as possible. It is not possible to completely eliminate the need for additional right of way and some features may still need to be removed or relocated but we can lessen the impact by changing the roadway centerline. The existing defiant horizontal curve over the Atrisco ditch will be improved, however, due to right of way constraints, the proposed curve will still be rated less than the posted speed therefore advisory signing and an advisory speed will be posted at the curve. In addition, the existing guardrail and flashing beacon and sign located on the north side of the roadway at the curve will be removed and replaced. The intersections at Goff Blvd. and Gatewood Ave. will be realigned to intersect Five Points at a normal angle or at less of a skew than the current condition.

As previously stated, the vertical alignment between the two ditches will be increased to a minimum of a 0.5% grade to promote drainage. In order to lessen the effect of changing the slope of the road on the adjoining properties, the grade will be rolled so that the grade change is not more that one foot at the high and low points. Due to the grade changes, most of the driveways along the corridor will require either work permits or additional right of way in order to be constructed to meet ADA requirements or to provide a reasonable tie-in to the existing property.

In order to improve the safety along the corridor and particularly at the intersections, installation of street lighting is recommended. Due to its character, the roadway and surrounding neighborhood are fairly dark at night and would benefit from some illumination to better delineate the road. Although new retro-reflectorized striping and signing will help, street lighting would greatly increase the safety and security along the corridor. Due to cost and restricted right of way, lighting along the entire roadway may not be feasible, however it is recommended that streetlights be installed at the intersections.

IMPACTS ON UTILITIES

The installation of the storm drain will require the relocation of the 6-inch gas line from Goff Blvd. to the end of the Arenal Ditch. The 6-inch waterline will be relocated to run parallel to the 16-inch waterline. The storm drain main line is

planned to parallel the existing 24-inch sanitary sewer line, in west bound lanes of the proposed road in order to avoid relocating portions of the sanitary sewer line. Relocating even part of the sanitary sewer line may be difficult because the line is placed at minimum slope for most of the run through the corridor. Therefore, any relocation that would add length to the line risks flattening the slope on the line to the point that the sanitary sewer line would no longer have a positive outfall. One area of concern with regard to the storm drain conflicting with the sanitary sewer is at the Atrisco Ditch. The existing sanitary sewer in this location does not follow the centerline of the road but rather has an angle point that is outside of the roadway. To parallel the sanitary sewer in this location would result in the storm drain being approximately 12 feet outside of the roadway. This is the location where the storm drain would turn and follow the Atrisco ditch to the proposed detention pond. The right of way in this location is not apparent at this time so it is not known if additional property would be required. To avoid placing the storm drain outside of the existing right of way, approximately 80 linear feet of the sanitary sewer would need to be relocated and two new manholes would need to be installed. This would create a chamfer in the sanitary line and would shorten the pipe run by about 5 feet. The decision to relocate the sanitary sewer line will depend on discussions with the City of Albuquerque and the amount of available right of way.

Additional conflicts between the storm drain and the water and sanitary sewer lines may arise where connector pipes are installed to connect the curb drop inlets to the storm drain main line. It is also assumed that all sanitary sewer service connections and most water service connections will need to be replaced due to either conflicts with the proposed improvements or due their condition.

A couple of power poles may need to be relocated near the intersections due to the addition of curb returns and wheelchair ramps. At least three additional power poles may require relocation due the wider typical section and sidewalk. The 5-inch very high-pressure gas line and the 4-inch gas line both run along the right of way on both sides of the road. There may be some impacts on these lines due to the construction of the driveway pads. However, since most of the driveways are intended to tie in within 6 inches of the existing ground these impacts are expected to be minimal. The underground communication line running from Goff Blvd. to the Arenal Ditch also runs along the right of way line on the right side of the road, and is expected to be impacted minimally.

ESTIMATED CONSTRUCTION COST

Based on preliminary design data the cost for the construction of the roadway is as follows:

Roadway & Storm Drain	$1,093,157
Engineering & Contingencies (10%)	$ 109,350
Utility Adjustments	$ 20,000

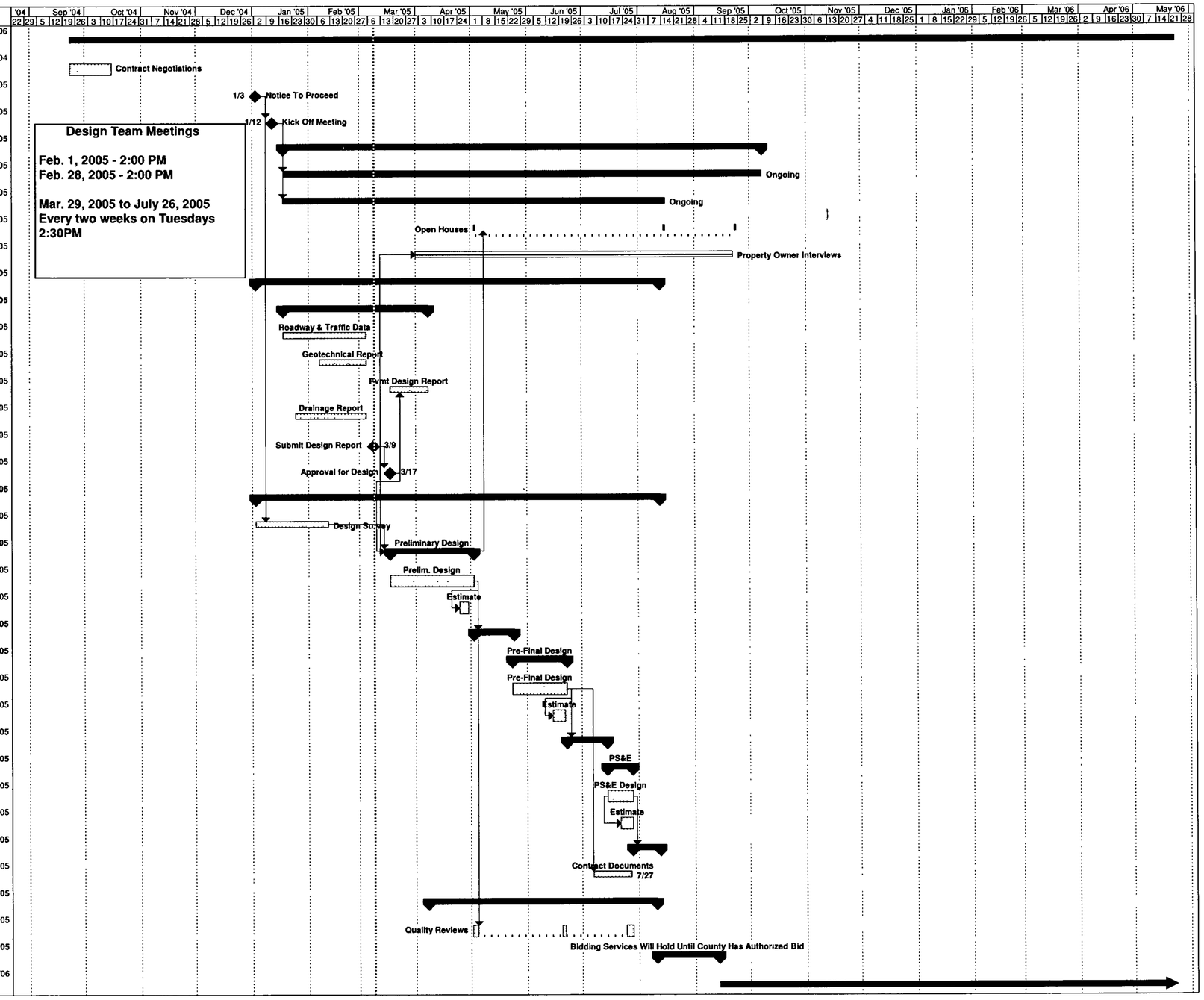
Right of Way for Roadway	$ 40,000
Total Roadway	**$1,262,507**
Interim Drainage Lift Station (Manhole Type, Complete in Place)	$ 200,000
Lift Station & Pond (Lift Station, Pond Grading)	$1,050,155
Land For Lift Station (9.25 acres @ $20,000/acre)	$ 185,000

ESTIMATED CONSTRUCTION TIME PERIOD

The Five Points Road Project consists of approximately one-half mile of a moderately traveled urban collector. The construction of the roadway will most likely require construction phases that close one half of the road at a time. Due to the limited right of way available, closing half the road will most likely require one-way traffic during construction. To minimize the inconvenience to the residents along the corridor, work zones can be limited to not exceed a quarter of a mile. This phasing would result in at least four phases of construction, with an independent phase included for the construction of the pond. Based on the length of the roadway, type of work being constructed and the complexities in dealing with utilities in a narrow corridor, the estimated time of construction for the Five Points Road Project is six months (180 days).

Proposed Schedule for Bernalillo County RFP No. 03-05-RS
Five Points Road Drainage Improvements Project: Gatewood Avenue to Atrisco Drive

ID	Task Name	Duration	Start	Finish
1	**Five Points Road Improvements List of Activities**	**434 days**	**Sep 23 '04**	**May 23 '06**
2	Contract Negotiations	17 days	Sep 23 '04	Oct 15 '04
3	Contract Award/Notice To Proceed	0 days	Jan 3 '05	Jan 3 '05
4	Project Kick-Off Meeting	0 days	Jan 12 '05	Jan 12 '05
5	**Coordination**	**189 days**	**Jan 18 '05**	**Oct 7 '05**
6	**Agency-NMDOT,AMAFCA,COA, MRGCD**	189 days	Jan 18 '05	Oct 7 '05
7	**Utilities-COA,ComCast,Qwest,PNM**	150 days	Jan 18 '05	Aug 15 '05
8	**Public Information Meetings (3 Meetings)**	3 days	May 3 '05	Sep 23 '05
9	**Property Owner Meetings**	124 days	Apr 1 '05	Sep 21 '05
10	**Design Activities**	**160 days**	**Jan 3 '05**	**Aug 12 '05**
11	**Design Report (Submit 10)**	**58 days**	**Jan 18 '05**	**Apr 7 '05**
12	Roadway and Traffic Data	34 days	Jan 18 '05	Mar 4 '05
13	Geotechnical Report (Review)	20 days	Feb 7 '05	Mar 4 '05
14	Pavement Design Report	15 days	Mar 18 '05	Apr 7 '05
15	Drainage Report (Submit 4)	29 days	Jan 25 '05	Mar 4 '05
16	Submit Design Report	0 days	Mar 9 '05	Mar 9 '05
17	County Approval to Commence Design	0 days	Mar 17 '05	Mar 17 '05
18	**Roadway Design**	**160 days**	**Jan 3 '05**	**Aug 12 '05**
19	**Location Survey**	30 days	Jan 3 '05	Feb 11 '05
20	**Preliminary Design Submittal - 30%**	**32 days**	**Mar 18 '05**	**May 2 '05**
21	Preliminary Design	32 days	Mar 18 '05	May 2 '05
22	Estimate	5 days	Apr 25 '05	Apr 29 '05
23	**Submit to Bernalillo County**	**16 days**	**May 3 '05**	**May 24 '05**
28	**Pre-Final Design Submittal - 90%**	**22 days**	**May 24 '05**	**Jun 22 '05**
29	Pre-Final Design	22 days	May 24 '05	Jun 22 '05
30	Estimate	5 days	Jun 15 '05	Jun 21 '05
31	**Submit to Bernalillo County**	**16 days**	**Jun 23 '05**	**Jul 14 '05**
36	**PS&E - 99%**	**10 days**	**Jul 15 '05**	**Jul 28 '05**
37	PS&E Design	10 days	Jul 15 '05	Jul 28 '05
38	Estimate	5 days	Jul 22 '05	Jul 28 '05
39	**Submit to Bernalillo County**	**11 days**	**Jul 28 '05**	**Aug 12 '05**
43	**Contract Documents**	15 days	Jul 7 '05	Jul 27 '05
44	**Right-of-Way Design**	**89 days**	**Apr 8 '05**	**Aug 10 '05**
49	**Quality Review of Documents**	9 days	May 2 '05	Jul 28 '05
50	**Bidding Services**	**24 days**	**Aug 10 '05**	**Sep 13 '05**
58	**Construction Related Services**	180 days	Sep 14 '05	May 23 '06



Mar 9 '05

Appendix A

Intersection Capacity Summary Sheets

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	9	199	210	13	109	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	216	228	14	118	126
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	598	235			242	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	598	235			242	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	73			91	
cM capacity (veh/h)	423	804			1324	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	226	242	245
Volume Left	10	0	118
Volume Right	216	14	0
cSH	774	1700	1324
Volume to Capacity	0.29	0.14	0.09
Queue Length (ft)	30	0	7
Control Delay (s)	11.6	0.0	4.3
Lane LOS	B		A
Approach Delay (s)	11.6	0.0	4.3
Approach LOS	B		

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	120	3	3	64	78	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	130	3	3	70	85	87
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	204	128	172			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	204	128	172			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	100	100			
cM capacity (veh/h)	782	922	1405			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	134	73	172
Volume Left	130	3	0
Volume Right	3	0	87
cSH	785	1405	1700
Volume to Capacity	0.17	0.00	0.10
Queue Length (ft)	15	0	0
Control Delay (s)	10.5	0.4	0.0
Lane LOS	B	A	
Approach Delay (s)	10.5	0.4	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Gatewood Ave & Five Points Rd

3/3/2005

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	5	8	10	83	66	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	9	11	90	72	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	186	74	77			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	186	74	77			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	797	987	1521			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	14	101	77
Volume Left	5	11	0
Volume Right	9	0	5
cSH	904	1521	1700
Volume to Capacity	0.02	0.01	0.05
Queue Length (ft)	1	1	0
Control Delay (s)	9.0	0.8	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	0.8	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	6	285	187	13	243	264
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	310	203	14	264	287
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1026	210			217	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1026	210			217	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	63			80	
cM capacity (veh/h)	209	830			1352	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	316	217	551
Volume Left	7	0	264
Volume Right	310	14	0
cSH	782	1700	1352
Volume to Capacity	0.40	0.13	0.20
Queue Length (ft)	49	0	18
Control Delay (s)	12.7	0.0	5.0
Lane LOS	B		A
Approach Delay (s)	12.7	0.0	5.0
Approach LOS	B		

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	163	6	10	117	91	161
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	177	7	11	127	99	175
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	335	186	274			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	335	186	274			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	73	99	99			
cM capacity (veh/h)	654	856	1289			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	184	138	274
Volume Left	177	11	0
Volume Right	7	0	175
cSH	660	1289	1700
Volume to Capacity	0.28	0.01	0.16
Queue Length (ft)	28	1	0
Control Delay (s)	12.5	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	12.5	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	4	16	10	128	88	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	17	11	139	96	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	263	102	109			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	263	102	109			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	99			
cM capacity (veh/h)	721	953	1482			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	22	150	109
Volume Left	4	11	0
Volume Right	17	0	13
cSH	895	1482	1700
Volume to Capacity	0.02	0.01	0.06
Queue Length (ft)	2	1	0
Control Delay (s)	9.1	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.1	0.6	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix B

MRCOG Traffic Count Summary Tables

MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS

Wednesday, October 22, 2003

TRAFFIC COUNTS SUMMARY TABLES

GOFF (FIVE POINTS) EAST OF ATRISCO / BERNALILLO

Standard plus data

COG ID: 262362
STATE ID: CFL5026B001.559 11DA

Start Time: 09:45
End Time: 10:15

Start Date: 09/29/03
End Date: 10/01/03

Direction: EBD

DAY 1

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
00	7	2	2	0	2	1	10	32	34	31	36	34
15	5	2	2	2	0	5	13	35	46	22	26	34
30	4	4	3	1	2	8	22	34	36	29	35	33
45	4	5	1	0	5	7	28	29	29	28	34	39

peak 15 min time & volume = 8:15 46 peak hour start time & volume = 7:45 145 peak hour factor= 0.79

	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24
00	38	47	48	36	73	71	50	58	28	28	14	8
15	46	58	47	57	55	52	57	41	26	32	19	9
30	39	55	44	51	67	59	50	36	21	19	10	7
45	45	36	63	81	56	58	68	32	25	16	8	9

peak 15 min time & volume = 15:45 81 peak hour start time & volume = 15:45 276 peak hour factor= 0.85 total volume = 2756

DAY 2

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
00	5	5	2	1	1	3	13	42	39	32	30	36
15	4	4	2	1	1	9	22	37	33	30	28	42
30	5	1	3	1	4	7	22	35	38	25	37	41
45	3	1	0	3	1	8	31	47	32	23	45	29

peak 15 min time & volume = 7:45 47 peak hour start time & volume = 7:00 161 peak hour factor= 0.86

	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24
00	34	44	39	43	62	58	47	59	27	30	20	10
15	37	35	35	44	59	58	47	57	38	21	10	17
30	51	37	39	49	49	74	59	38	33	22	9	12
45	52	47	56	48	49	56	58	45	34	18	16	5

peak 15 min time & volume = 17:30 74 peak hour start time & volume = 17:00 246 peak hour factor= 0.83 total volume = 2751

48 Hour Volume EBD	= 5507	48 Hour Volume	= 11976
Average daily volume EBD	= 2753	Average daily volume	= 5987
AM peak hour average	= 153	LCF	= 0.982
PM peak hour average	= 261	MAF	= 0.984
Preliminary AAWDT	= 5785		

MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS

Wednesday, October 22, 2003

TRAFFIC COUNTS SUMMARY TABLES

GOFF (FIVE POINTS) EAST OF ATRISCO / BERNALILLO

Standard plus data

COG ID: 262362
STATE ID: CFL5026B001.559 11DA

Start Time: 09:45
End Time: 10:15

Start Date: 09/29/03
End Date: 10/01/03

Direction: WBD

DAY 1

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	
00	10	6	1	0	0	5	24	49	71	40	31	35	
15	6	4	3	0	3	10	31	35	62	36	48	52	
30	6	2	2	3	4	4	35	58	49	42	56	50	
45	1	3	1	1	4	9	34	41	39	49	46	39	

peak 15 min time & volume = 8:00 71 peak hour start time & volume = 7:30 232 peak hour factor= 0.82

	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	
00	43	50	27	62	54	56	55	47	39	23	17	8	
15	47	55	53	66	55	60	53	50	26	22	11	6	
30	47	56	81	63	76	73	60	46	20	26	19	3	
45	48	59	52	69	73	40	60	43	15	17	8	0	

peak 15 min time & volume = 16:30 76 peak hour start time & volume = 16:30 265 peak hour factor= 0.87 total volume = 3179

DAY 2

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	
00	2	3	0	2	2	8	16	57	50	44	44	49	
15	6	3	0	1	0	7	30	53	53	38	40	44	
30	0	0	0	0	4	2	41	64	41	41	55	54	
45	7	5	0	4	4	22	35	47	51	48	69	26	

peak 15 min time & volume = 7:30 64 peak hour start time & volume = 7:00 221 peak hour factor= 0.86

	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	
00	45	43	41	38	71	77	71	61	44	31	12	12	
15	54	52	54	75	53	57	55	57	41	24	16	5	
30	69	44	48	59	73	77	61	35	28	12	15	11	
45	61	62	43	67	53	81	43	33	24	18	8	4	

peak 15 min time & volume = 17:45 81 peak hour start time & volume = 17:00 292 peak hour factor= 0.90 total volume = 3290

48 Hour Volume WBD = 6469
Average daily volume WBD = 3234
AM peak hour average = 226
PM peak hour average = 278

MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS

Thursday, July 10, 2003

TRAFFIC COUNTS SUMMARY TABLES

ATRISCO (S) SOUTH OF CENTRAL / BERNALILLO

Standard plus data

COG ID: 257442
STATE ID: CFL5004B002.693 11DA

Start Time: 07:15
End Time: 11:15

Start Date: 06/16/03
End Date: 06/18/03

Direction: NBD

DAY 1

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
00	5	5	3	9	2	7	67	86	81	73	69	82
15	5	3	8	3	3	24	67	100	81	59	69	83
30	10	7	3	6	9	42	88	126	78	78	88	87
45	5	1	0	5	14	35	100	120	77	80	93	74

peak 15 min time & volume = 7:30 126 peak hour start time & volume = 7:00 432 peak hour factor= 0.86

	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24
00	94	89	85	93	95	100	109	97	84	46	33	19
15	95	89	74	94	96	110	77	106	94	52	32	11
30	88	96	97	92	98	104	87	83	62	44	23	19
45	107	83	96	90	110	109	94	75	51	44	22	8

peak 15 min time & volume = 16:45 110 peak hour start time & volume = 17:15 432 peak hour factor= 0.98 total volume = 5876

DAY 2

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
00	6	2	4	3	5	11	58	74	89	70	58	89
15	5	4	3	3	3	27	63	98	76	52	77	74
30	3	4	5	5	9	45	94	102	72	89	84	101
45	3	8	1	2	11	29	80	115	93	72	98	97

peak 15 min time & volume = 7:45 115 peak hour start time & volume = 7:15 404 peak hour factor= 0.88

	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24
00	109	98	69	86	102	111	91	110	63	46	29	15
15	108	85	89	97	92	90	123	79	56	50	36	10
30	114	73	94	83	103	120	154	74	64	32	21	17
45	92	92	103	90	111	87	103	68	56	32	19	10

peak 15 min time & volume = 18:30 154 peak hour start time & volume = 18:15 490 peak hour factor= 0.80 total volume = 5832

48 Hour Volume NBD = 11708
Average daily volume NBD = 5854
AM peak hour average = 418
PM peak hour average = 461
Preliminary AAWDT = 10311

48 Hour Volume = 22061
Average daily volume = 11030
LCF = 0.982
MAF = 0.952

MIDDLE RIO GRANDE COUNCIL OF GOVERNMENTS

Thursday, July 10, 2003

TRAFFIC COUNTS SUMMARY TABLES

ATRISCO (S) SOUTH OF CENTRAL / BERNALILLO

Standard plus data

COG ID: 257442
STATE ID: CFL5004B002.693 11DA

Start Time: 07:15
End Time: 11:15

Start Date: 06/16/03
End Date: 06/18/03

Direction: SBD

DAY 1

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
00	11	5	4	7	4	3	23	32	49	41	66	86
15	15	10	3	5	0	4	20	37	48	41	60	59
30	10	7	2	1	4	8	31	36	50	58	72	77
45	7	5	4	4	2	13	24	46	56	42	71	89

peak 15 min time & volume = 9:30 58 peak hour start time & volume = 8:00 203 peak hour factor= 0.88

	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24
00	73	71	80	93	120	139	119	76	85	59	47	30
15	88	74	84	94	128	126	112	82	68	61	32	27
30	91	76	65	123	108	127	93	78	53	55	33	26
45	93	84	79	96	128	142	77	65	72	40	29	12

peak 15 min time & volume = 17:45 142 peak hour start time & volume = 17:00 534 peak hour factor= 0.94 total volume = 5165

DAY 2

	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
00	13	10	8	3	1	5	15	27	58	47	62	69
15	9	8	4	5	2	6	26	51	44	43	54	71
30	6	9	7	4	1	11	26	46	42	59	61	80
45	5	6	4	1	3	9	29	49	51	49	61	103

peak 15 min time & volume = 9:30 59 peak hour start time & volume = 7:15 204 peak hour factor= 0.86

	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24
00	86	71	69	91	116	154	110	83	84	76	36	18
15	69	76	85	84	110	135	116	94	62	48	31	26
30	86	72	73	111	132	137	115	103	61	47	28	17
45	61	80	95	106	126	101	104	91	62	46	28	13

peak 15 min time & volume = 17:00 154 peak hour start time & volume = 16:45 552 peak hour factor= 0.90 total volume = 5188

48 Hour Volume SBD = 10353
Average daily volume SBD = 5176
AM peak hour average = 203
PM peak hour average = 543

Appendix C

MRCOG Turning Movement Count Summary

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

Weather:Fine
Comments: None
Machine: 2389
Operator: CM

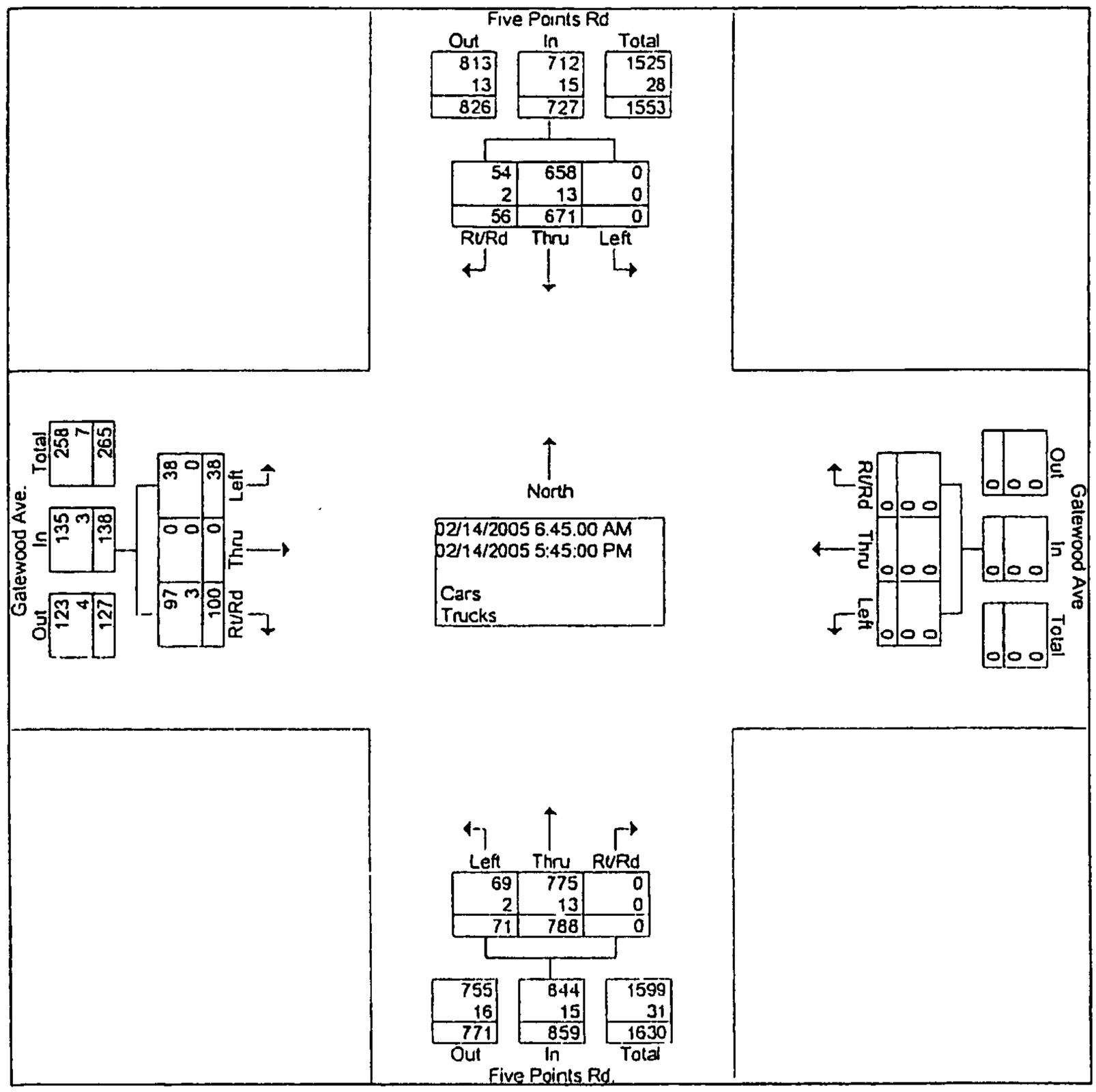
File Name : Gatewood Ave. and Five Points Rd.
Site Code : 00090120
Start Date : 02/14/2005
Page No : 1

Groups Printed- Cars - Trucks

	Five Points Rd. From North					Gatewood Ave. From East					Five Points Rd. From South					Gatewood Ave. From West					
Start Time	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App. Total	Int Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06.45	0	19	1	0	20	0	0	0	0	0	3	10	0	0	13	2	0	2	0	4	37
Total	0	19	1	0	20	0	0	0	0	0	3	10	0	0	13	2	0	2	0	4	37
07.00	0	9	0	0	9	0	0	0	0	0	1	7	0	0	8	0	0	1	0	1	18
07:15	0	15	2	0	17	0	0	0	0	0	0	14	0	0	14	3	0	2	0	5	36
07:30	0	21	2	0	23	0	0	0	0	0	0	12	0	0	12	0	0	5	0	5	40
07:45	0	18	1	0	19	0	0	0	0	0	1	8	0	0	9	2	0	5	0	7	35
Total	0	63	5	0	68	0	0	0	0	0	2	41	0	0	43	5	0	13	0	18	129
08.00	0	21	2	0	23	0	0	0	0	0	2	24	0	0	26	1	0	2	0	3	52
08:15	0	18	1	0	19	0	0	0	0	0	5	14	0	0	19	2	0	4	0	6	44
08:30	0	18	0	0	18	0	0	0	0	0	1	22	0	0	23	1	0	2	0	3	44
08:45	0	9	2	0	11	0	0	0	0	0	2	23	0	0	25	1	0	0	0	1	37
Total	0	66	5	0	71	0	0	0	0	0	10	83	0	0	93	5	0	8	0	13	177
09:00	0	20	0	0	20	0	0	0	0	0	0	21	0	0	21	0	0	2	0	2	43
09:15	0	18	1	0	19	0	0	0	0	0	2	19	0	0	21	0	0	1	0	1	41
09:30	0	11	0	0	11	0	0	0	0	0	1	19	0	0	20	1	0	1	0	2	33
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	49	1	0	50	0	0	0	0	0	3	59	0	0	62	1	0	4	0	5	117
10.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11.00	0	12	2	0	14	0	0	0	0	0	1	19	0	0	20	0	0	5	0	5	39
11.15	0	19	0	0	19	0	0	0	0	0	1	17	0	0	18	1	0	1	0	2	39
11 30	0	16	3	0	19	0	0	0	0	0	2	28	0	0	30	1	0	3	0	4	53
11.45	0	20	1	0	21	0	0	0	0	0	0	16	0	0	16	3	0	5	0	8	45
Total	0	67	6	0	73	0	0	0	0	0	4	80	0	0	84	5	0	14	0	19	176
12:00	0	25	2	0	27	0	0	0	0	0	1	31	0	0	32	0	0	1	0	1	60
12:15	0	19	2	0	21	0	0	0	0	0	1	26	0	0	27	0	0	1	0	1	49
12.30	0	11	1	0	12	0	0	0	0	0	1	22	0	0	23	1	0	5	0	6	41
12.45	0	22	1	0	23	0	0	0	0	0	5	23	0	0	28	1	0	0	0	1	52
Total	0	77	6	0	83	0	0	0	0	0	8	102	0	0	110	2	0	7	0	9	202
13.00	0	17	0	0	17	0	0	0	0	0	1	21	0	0	22	0	0	4	0	4	43
13.15	0	17	0	0	17	0	0	0	0	0	1	21	0	0	22	1	0	4	0	5	44
13:30	0	10	1	0	11	0	0	0	0	0	3	20	0	0	23	0	0	2	0	2	36
13:45	0	16	2	0	18	0	0	0	0	0	1	25	0	0	26	1	0	1	0	2	46
Total	0	60	3	0	63	0	0	0	0	0	6	87	0	0	93	2	0	11	0	13	169
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 00	0	22	3	0	25	0	0	0	0	0	5	19	0	0	24	0	0	4	0	4	53
15:15	0	27	1	0	28	0	0	0	0	0	3	20	0	0	23	1	0	4	0	5	56
15:30	0	26	3	0	29	0	0	0	0	0	4	21	0	0	25	1	0	2	0	3	57
15:45	0	21	2	0	23	0	0	0	0	0	3	38	0	0	41	2	0	2	0	4	68
Total	0	96	9	0	105	0	0	0	0	0	15	98	0	0	113	4	0	12	0	16	234
16 00	0	18	5	0	23	0	0	0	0	0	2	24	0	0	26	1	0	4	0	5	54
16 15	0	26	4	0	30	0	0	0	0	0	0	33	0	0	33	1	0	6	0	7	70
16:30	0	23	1	0	24	0	0	0	0	0	5	33	0	0	38	0	0	4	0	4	66
16 45	0	18	1	0	19	0	0	0	0	0	3	36	0	0	39	0	0	4	0	4	62
Total	0	85	11	0	96	0	0	0	0	0	10	126	0	0	136	2	0	18	0	20	252
17.00	0	26	0	0	26	0	0	0	0	0	4	19	0	0	23	0	0	4	0	4	53
17.15	0	26	2	0	28	0	0	0	0	0	0	25	0	0	25	1	0	3	0	4	57
17 30	0	13	2	0	15	0	0	0	0	0	2	27	0	0	29	4	0	2	0	6	50
17.45	0	24	5	0	29	0	0	0	0	0	4	31	0	0	35	5	0	2	0	7	71
Total	0	89	9	0	98	0	0	0	0	0	10	102	0	0	112	10	0	11	0	21	231
Grand Total	0	671	56	0	727	0	0	0	0	0	71	788	0	0	859	38	0	100	0	138	1724
Apprch %	0 0	92 3	7 7	0 0		0.0	0 0	0 0	0 0		8 3	91 7	0.0	0 0		27 5	0 0	72.5	0 0		
Total %	0.0	38 9	3.2	0.0	42 2	0 0	0 0	0.0	0.0	0 0	4 1	45.7	0 0	0 0	49 8	2.2	0.0	5.8	0.0	8.0	

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

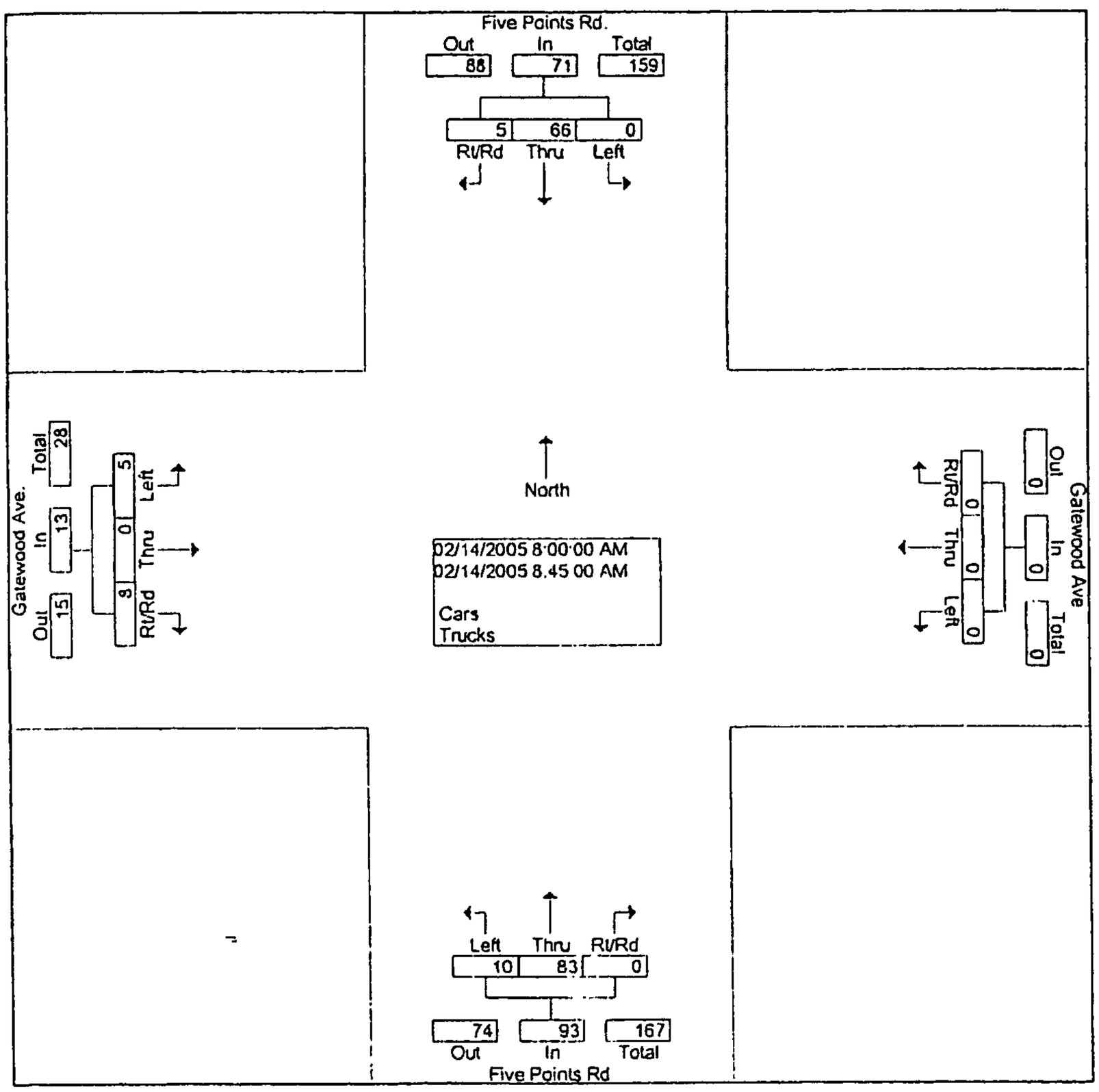
File Name : Gatewood Ave. and Five Points Rd.
Site Code : 00090120
Start Date : 02/14/2005
Page No : 2



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Gatewood Ave. and Five Points Rd.
Site Code : 00090120
Start Date : 02/14/2005
Page No : 3

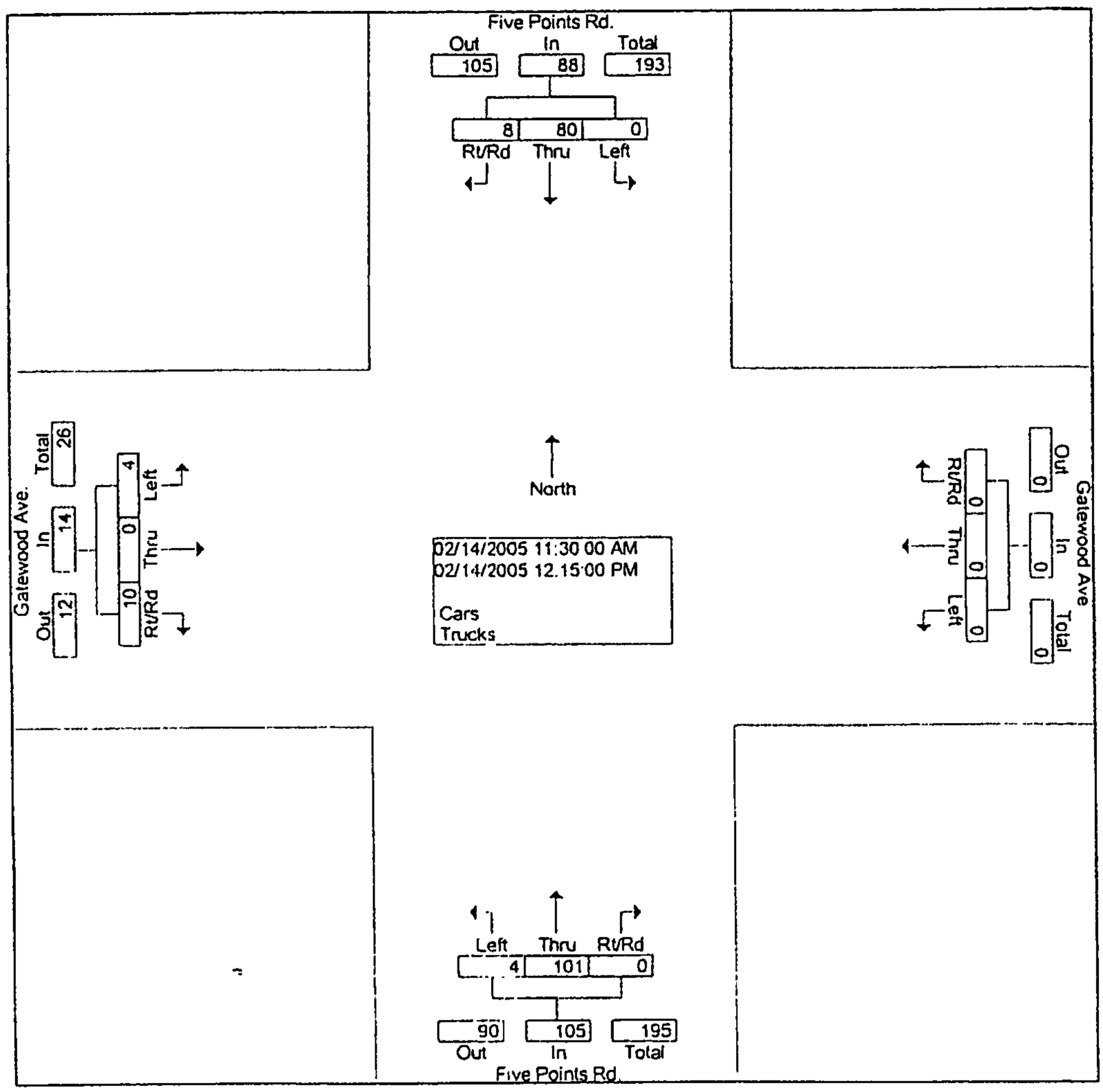
	Five Points Rd. From North					Gatewood Ave. From East					Five Points Rd. From South					Gatewood Ave. From West					
Start Time	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	08:00																				
Volume	0	66	5	0	71	0	0	0	0	0	10	83	0	0	93	5	0	8	0	13	177
Percent	0.0	93.0	7.0	0.0		0.0	0.0	0.0	0.0		10.8	89.2	0.0	0.0		38.5	0.0	61.5	0.0		
Volume	0	66	5	0	71	0	0	0	0	0	10	83	0	0	93	5	0	8	0	13	177
Volume	0	21	2	0	23	0	0	0	0	0	2	24	0	0	26	1	0	2	0	3	52
Peak Factor																					0.851
High Int.	08:00					6:30:00 AM					08:00					08:15					
Volume	0	21	2	0	23	0	0	0	0	0	2	24	0	0	26	2	0	4	0	6	
Peak Factor					0.772										0.894					0.542	



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Gatewood Ave. and Five Points Rd.
Site Code : 00090120
Start Date : 02/14/2005
Page No : 4

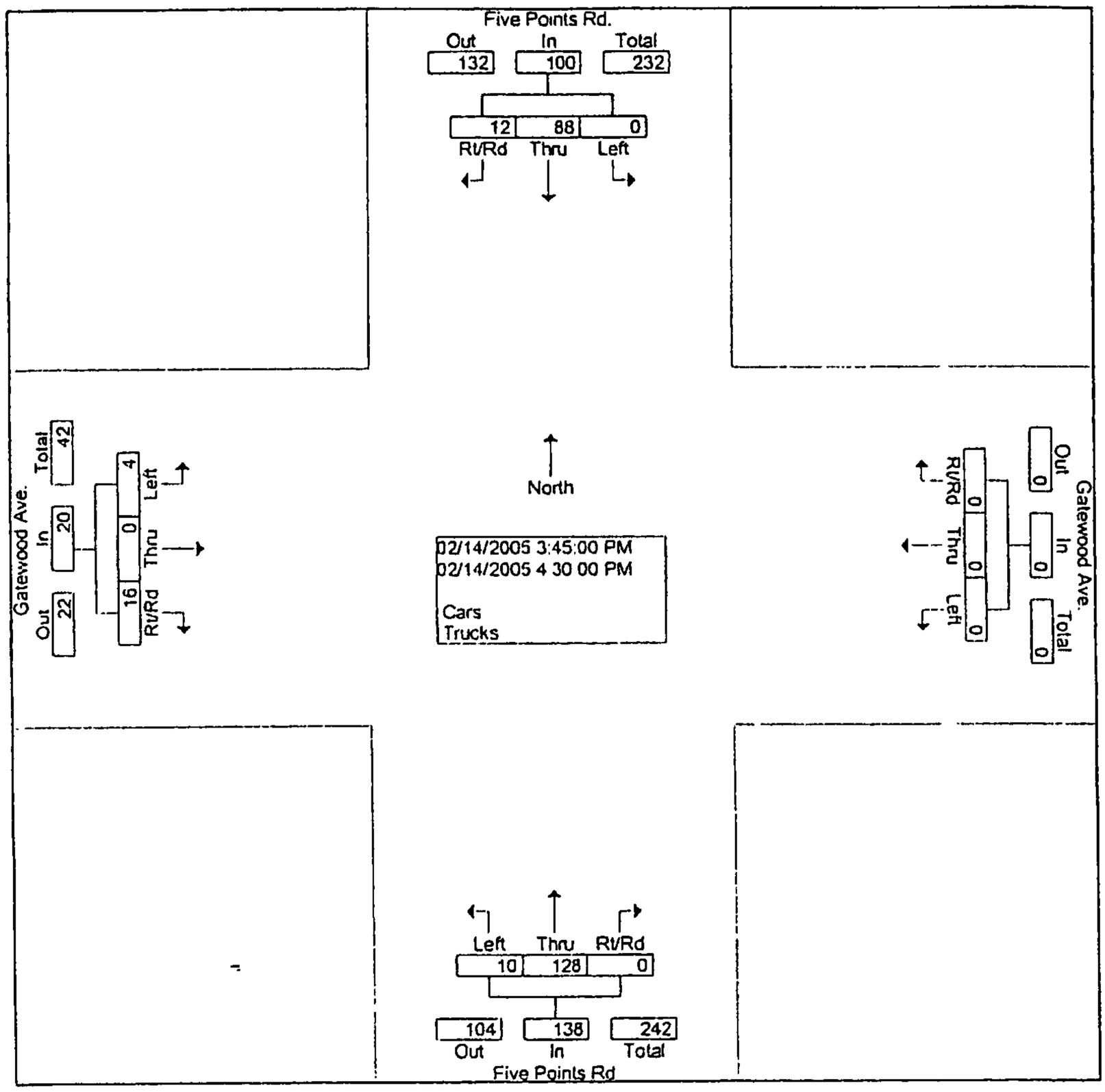
	Five Points Rd. From North					Gatewood Ave. From East					Five Points Rd. From South					Gatewood Ave. From West					
Start Time	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Int Total
Peak Hour From 11 00 to 13 45 - Peak 1 of 1																					
Intersection	11:30																				
Volume	0	80	8	0	88	0	0	0	0	0	4	101	0	0	105	4	0	10	0	14	207
Percent	0.0	90 9	9.1	0 0		0 0	0.0	0.0	0 0		3 8	96 2	0 0	0 0		28 6	0 0	71.4	0.0		
Volume	0	80	8	0	88	0	0	0	0	0	4	101	0	0	105	4	0	10	0	14	207
Volume	0	25	2	0	27	0	0	0	0	0	1	31	0	0	32	0	0	1	0	1	60
Peak Factor																					0 862
High Int.	12:00										12:00					11:45					
Volume	0	25	2	0	27	0	0	0	0	0	1	31	0	0	32	3	0	5	0	8	
Peak Factor					0.815										0 820					0.438	



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Gatewood Ave. and Five Points Rd.
Site Code : 00090120
Start Date : 02/14/2005
Page No : 5

	Five Points Rd. From North					Gatewood Ave. From East					Five Points Rd. From South					Gatewood Ave. From West					
Start Time	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Int Total
Peak Hour From 15 00 to 17:45 - Peak 1 of 1																					
Intersection	15.45																				
Volume	0	88	12	0	100	0	0	0	0	0	10	128	0	0	138	4	0	16	0	20	258
Percent	0 0	88 0	12.0	0 0		0 0	0 0	0 0	0 0		7 2	92 8	0 0	0 0		20.0	0 0	80.0	0.0		
Volume	0	88	12	0	100	0	0	0	0	0	10	128	0	0	138	4	0	16	0	20	258
Volume	0	26	4	0	30	0	0	0	0	0	0	33	0	0	33	1	0	6	0	7	70
Peak Factor																					0 921
High Int	16:15										15:45					16:15					
Volume	0	26	4	0	30	0	0	0	0	0	3	38	0	0	41	1	0	6	0	7	
Peak Factor					0 833										0.841					0.714	



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

Weather:Fine
Comments: None
Machine: 2389
Operator: CM

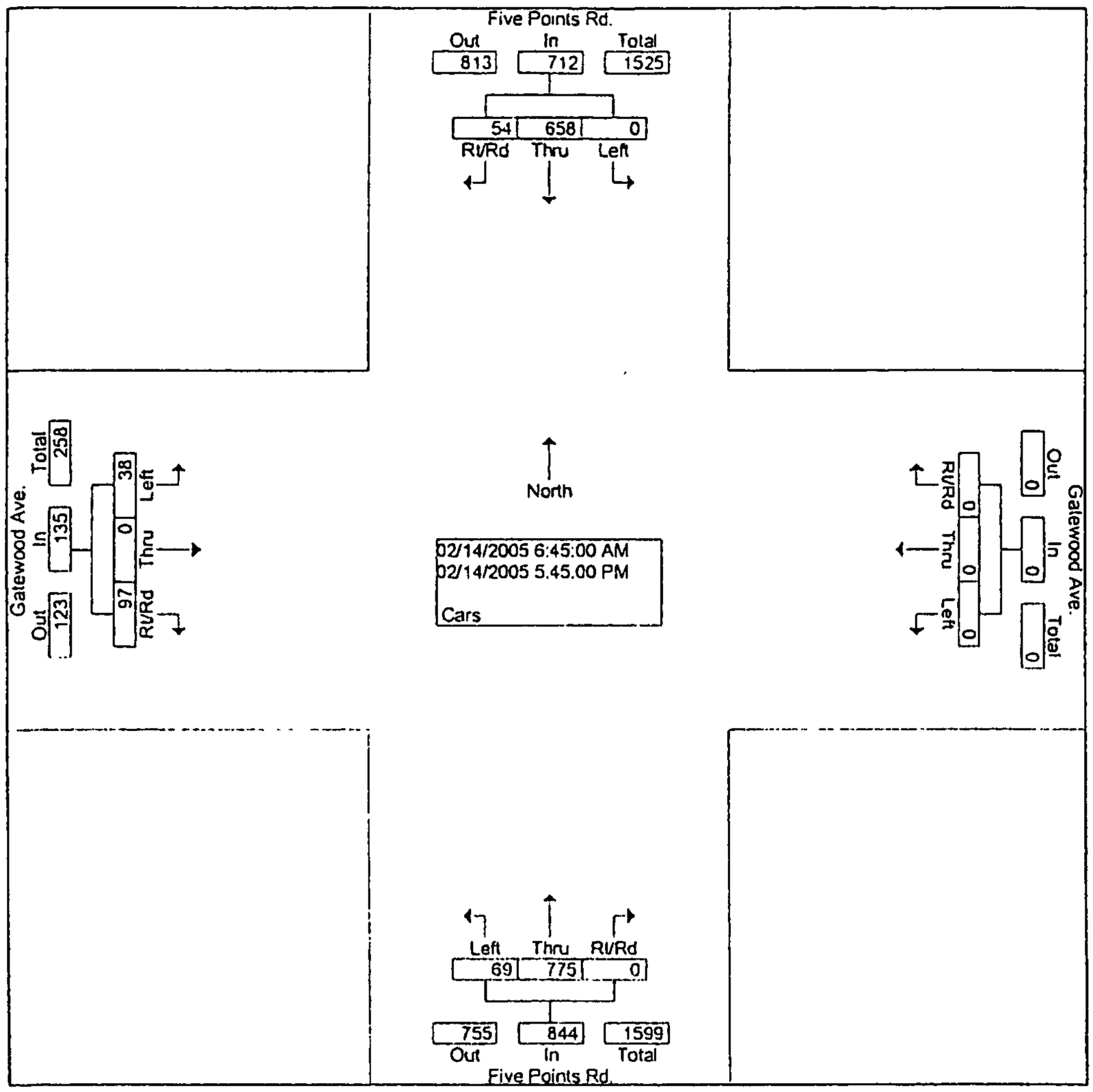
File Name : Gatewood Ave. and Five Points Rd.
Site Code : 00090120
Start Date : 02/14/2005
Page No : 1

Groups Printed- Cars

	Five Points Rd. From North				Gatewood Ave. From East				Five Points Rd. From South				Gatewood Ave. From West				
Start Time	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Int Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	0	19	1	0	0	0	0	0	3	10	0	0	2	0	1	0	36
Total	0	19	1	0	0	0	0	0	3	10	0	0	2	0	1	0	36
07:00	0	9	0	0	0	0	0	0	1	7	0	0	0	0	1	0	18
07:15	0	15	2	0	0	0	0	0	0	14	0	0	3	0	2	0	36
07:30	0	21	1	0	0	0	0	0	0	11	0	0	0	0	5	0	38
07:45	0	18	1	0	0	0	0	0	1	8	0	0	2	0	5	0	35
Total	0	63	4	0	0	0	0	0	2	40	0	0	5	0	13	0	127
08:00	0	20	2	0	0	0	0	0	2	24	0	0	1	0	2	0	51
08:15	0	18	1	0	0	0	0	0	5	13	0	0	2	0	4	0	43
08:30	0	18	0	0	0	0	0	0	0	21	0	0	1	0	2	0	42
08:45	0	9	2	0	0	0	0	0	2	22	0	0	1	0	0	0	36
Total	0	65	5	0	0	0	0	0	9	80	0	0	5	0	8	0	172
09:00	0	18	0	0	0	0	0	0	0	21	0	0	0	0	2	0	41
09:15	0	18	1	0	0	0	0	0	2	19	0	0	0	0	1	0	41
09:30	0	11	0	0	0	0	0	0	1	18	0	0	1	0	1	0	32
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	47	1	0	0	0	0	0	3	58	0	0	1	0	4	0	114
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	11	2	0	0	0	0	0	1	19	0	0	0	0	5	0	38
11:15	0	19	0	0	0	0	0	0	1	17	0	0	1	0	0	0	38
11:30	0	16	3	0	0	0	0	0	2	28	0	0	1	0	3	0	53
11:45	0	20	1	0	0	0	0	0	0	16	0	0	3	0	5	0	45
Total	0	66	6	0	0	0	0	0	4	80	0	0	5	0	13	0	174
12:00	0	25	2	0	0	0	0	0	0	29	0	0	0	0	1	0	57
12:15	0	18	2	0	0	0	0	0	1	26	0	0	0	0	1	0	48
12:30	0	11	1	0	0	0	0	0	1	21	0	0	1	0	5	0	40
12:45	0	22	1	0	0	0	0	0	5	23	0	0	1	0	0	0	52
Total	0	76	6	0	0	0	0	0	7	99	0	0	2	0	7	0	197
13:00	0	17	0	0	0	0	0	0	1	21	0	0	0	0	4	0	43
13:15	0	17	0	0	0	0	0	0	1	21	0	0	1	0	4	0	44
13:30	0	10	1	0	0	0	0	0	3	20	0	0	0	0	2	0	36
13:45	0	16	1	0	0	0	0	0	1	25	0	0	1	0	1	0	45
Total	0	60	2	0	0	0	0	0	6	87	0	0	2	0	11	0	168
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	22	3	0	0	0	0	0	5	19	0	0	0	0	4	0	53
15:15	0	27	1	0	0	0	0	0	3	20	0	0	1	0	4	0	56
15:30	0	25	3	0	0	0	0	0	4	19	0	0	1	0	2	0	54
15:45	0	19	2	0	0	0	0	0	3	37	0	0	2	0	2	0	65
Total	0	93	9	0	0	0	0	0	15	95	0	0	4	0	12	0	228
16:00	0	18	5	0	0	0	0	0	2	24	0	0	1	0	3	0	53
16:15	0	23	4	0	0	0	0	0	0	33	0	0	1	0	6	0	67
16:30	0	23	1	0	0	0	0	0	5	32	0	0	0	0	4	0	65
16:45	0	18	1	0	0	0	0	0	3	36	0	0	0	0	4	0	62
Total	0	82	11	0	0	0	0	0	10	125	0	0	2	0	17	0	247
17:00	0	24	0	0	0	0	0	0	4	19	0	0	0	0	4	0	51
17:15	0	26	2	0	0	0	0	0	0	25	0	0	1	0	3	0	57
17:30	0	13	2	0	0	0	0	0	2	26	0	0	4	0	2	0	49
17:45	0	24	5	0	0	0	0	0	4	31	0	0	5	0	2	0	71
Total	0	87	9	0	0	0	0	0	10	101	0	0	10	0	11	0	228
Grand Total	0	658	54	0	0	0	0	0	69	775	0	0	38	0	97	0	1691
Apprch %	0.0	92.4	7.6	0.0	0.0	0.0	0.0	0.0	8.2	91.8	0.0	0.0	28.1	0.0	71.9	0.0	
Total %	0.0	38.9	3.2	0.0	0.0	0.0	0.0	0.0	4.1	45.8	0.0	0.0	2.2	0.0	5.7	0.0	

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Gatewood Ave. and Five Points Rd.
Site Code : 00090120
Start Date : 02/14/2005
Page No : 2



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

Weather:Fine
Comments: None
Machine: 2389
Operator: CM

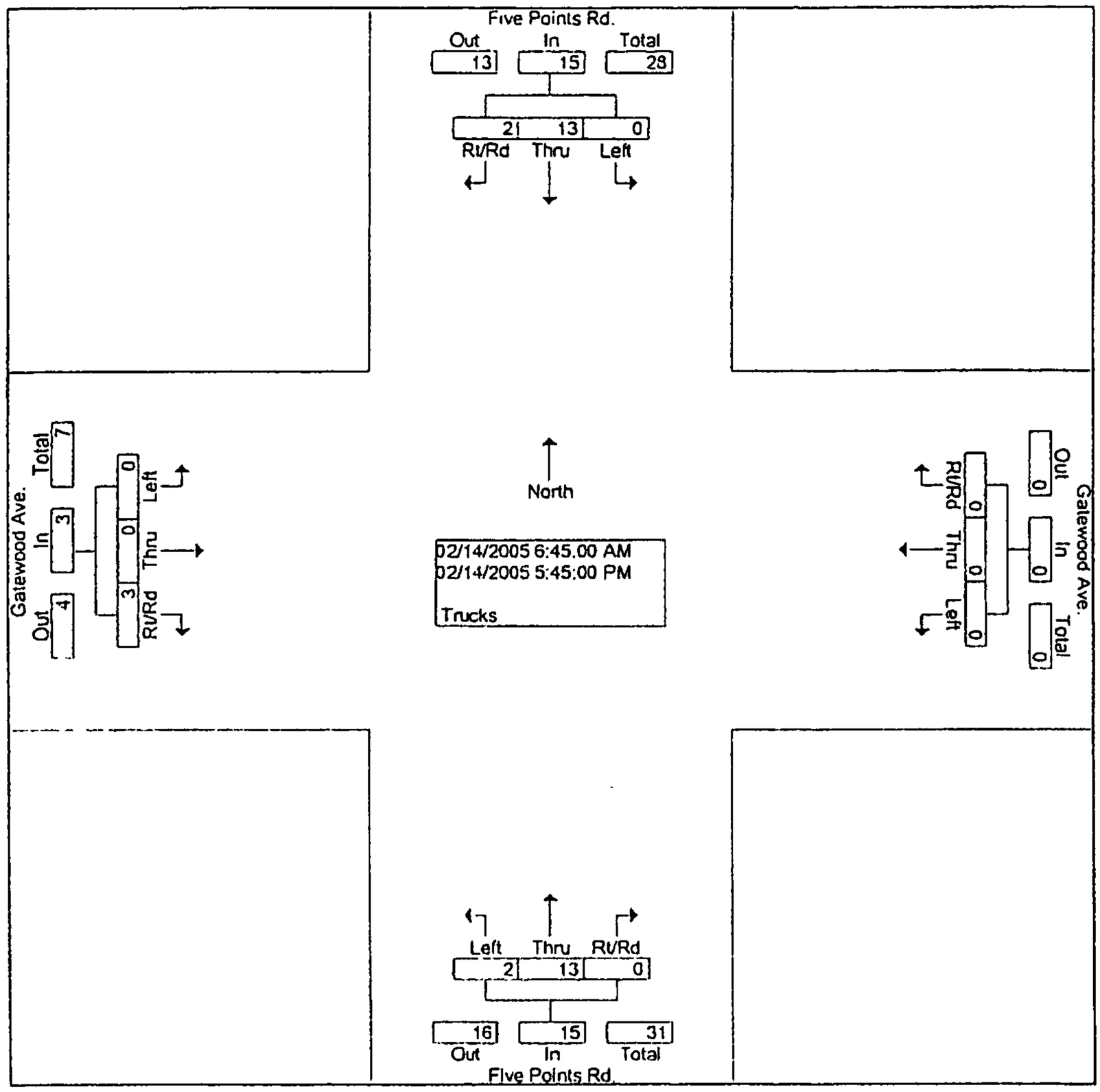
File Name : Gatewood Ave. and Five Points Rd.
Site Code : 00090120
Start Date : 02/14/2005
Page No : 1

Groups Printed- Trucks

	Five Points Rd. From North				Gatewood Ave. From East				Five Points Rd. From South				Gatewood Ave. From West				
Start Time	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Int Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	5
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
12:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	5
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
15:45	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Total	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
16:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	5
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Grand Total	0	13	2	0	0	0	0	0	2	13	0	0	0	0	3	0	33
Apprch %	0.0	86.7	13.3	0.0	0.0	0.0	0.0	0.0	13.3	86.7	0.0	0.0	0.0	0.0	100.0	0.0	
Total %	0.0	39.4	6.1	0.0	0.0	0.0	0.0	0.0	6.1	39.4	0.0	0.0	0.0	0.0	9.1	0.0	

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Gatewood Ave. and Five Points Rd.
Site Code : 00090120
Start Date : 02/14/2005
Page No : 2



BICYCLE AND PEDESTRIAN CROSSINGS

Location Five Point RD - Gatewood AVE COGID 90120
Date 2 / 14 / 05 Operator Cheyne Machine Number 2389

Time	North ↓ South		North ↑ South		West ← East		West → East	
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak Period 6:45 - 9:45		II	I	IIII I				II
	TOTAL # BIKES 0	TOTAL # PEDS 2	TOTAL # BIKES 1	TOTAL # PEDS 6	TOTAL # BIKES 0	TOTAL # PEDS 0	TOTAL # BIKES 0	TOTAL # PEDS 2
Midday Peak Period 11:00 - 2:00	I	II		IIII				
	TOTAL # BIKES 1	TOTAL # PEDS 2	TOTAL # BIKES 0	TOTAL # PEDS 5	TOTAL # BIKES 0	TOTAL # PEDS 0	TOTAL # BIKES 0	TOTAL # PEDS 0
Afternoon Peak Period 3:00 - 6:00	I	III		II		IIII		II
	TOTAL # BIKES 1	TOTAL # PEDS 3	TOTAL # BIKES 0	TOTAL # PEDS 2	TOTAL # BIKES 0	TOTAL # PEDS 4	TOTAL # BIKES 0	TOTAL # PEDS 2

TOP OF COUNTING BOARD

Five-legged intersection additional information sheet.

N-5-Points to South Gateway	②	
N-5 Points to South 5-Points	③	

	⑯	
Gatewood To NORTH 5-Points	⑮	
Gatewood to South-5-Points	⑭	
	⑬	

South 5-Points to Gatewood	⑫	
South-5-Points to North-5-Points	⑪	

BOTTOM OF COUNTING BOARD

Gatewood

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

Weather: Fine
Comments: None
Machine: 2386
Operator: PA

File Name : GOFFBL~1
Site Code : 00090119
Start Date : 02/14/2005
Page No : 1

Groups Printed- Cars - Trucks

	Five Points Rd. From North					Goff Blvd. From East					Five Points Rd. From South					Goff Blvd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45	0	15	14	0	29	0	0	0	0	0	0	11	0	0	11	13	0	1	0	14	54
Total	0	15	14	0	29	0	0	0	0	0	0	11	0	0	11	13	0	1	0	14	54
07:00	0	13	6	0	19	0	0	0	0	0	0	7	0	0	7	24	0	1	0	25	51
07:15	0	16	18	0	34	0	0	0	0	0	1	16	0	0	17	27	0	0	0	27	78
07:30	0	23	18	0	41	0	0	0	0	0	0	12	0	0	12	35	0	1	0	36	89
07:45	0	20	28	0	48	0	0	0	0	0	1	14	0	0	15	27	0	1	0	28	91
Total	0	72	70	0	142	0	0	0	0	0	2	49	0	0	51	113	0	3	0	116	309
08:00	0	19	16	0	35	0	0	0	0	0	1	22	0	0	23	31	0	1	0	32	90
08:15	0	18	15	0	33	0	0	0	0	0	2	12	0	0	14	21	0	0	0	21	68
08:30	0	16	19	0	35	0	0	0	0	0	2	22	0	0	24	33	0	0	0	33	92
08:45	0	12	19	0	31	0	0	0	0	0	2	23	0	0	25	20	0	1	0	21	77
Total	0	65	69	0	134	0	0	0	0	0	7	79	0	0	86	105	0	2	0	107	327
09:00	0	16	16	0	32	0	0	0	0	0	0	19	0	0	19	29	0	1	0	30	81
09:15	0	17	14	0	31	0	0	0	0	0	0	19	0	0	19	31	0	1	0	32	82
09:30	0	11	17	0	28	0	0	0	0	0	1	22	0	0	23	25	0	0	0	25	76
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	44	47	0	91	0	0	0	0	0	1	60	0	0	61	85	0	2	0	87	239
10.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	14	15	0	29	0	0	0	0	0	3	17	0	0	20	31	0	1	0	32	81
11:15	0	16	18	0	34	0	0	0	0	0	1	16	0	0	17	25	0	2	0	27	78
11:30	0	18	17	0	35	0	0	0	0	0	1	30	0	0	31	31	0	0	0	31	97
11:45	0	24	27	0	51	0	0	0	0	0	2	17	0	0	19	21	0	0	0	21	91
Total	0	72	77	0	149	0	0	0	0	0	7	80	0	0	87	108	0	3	0	111	347
12:00	0	25	12	0	37	0	0	0	0	0	2	32	0	0	34	31	0	1	0	32	103
12:15	0	16	21	0	37	0	0	0	0	0	0	23	0	0	23	43	0	1	0	44	104
12:30	0	10	25	0	35	0	0	0	0	0	0	28	0	0	28	27	0	0	0	27	90
12:45	0	26	20	0	46	0	0	0	0	0	2	16	0	0	18	21	0	1	0	22	86
Total	0	77	78	0	155	0	0	0	0	0	4	99	0	0	103	122	0	3	0	125	383
13:00	0	14	39	0	53	0	0	0	0	0	2	20	0	0	22	25	0	2	0	27	102
13:15	0	17	18	0	35	0	0	0	0	0	1	24	0	0	25	31	0	1	0	32	92
13:30	3	11	31	0	45	0	0	0	0	0	0	17	0	0	17	26	0	2	0	28	90
13:45	0	16	30	0	46	0	0	0	0	0	2	29	0	0	31	36	0	1	0	37	114
Total	3	58	118	0	179	0	0	0	0	0	5	90	0	0	95	118	0	6	0	124	398
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15.00	0	23	31	0	54	0	0	0	0	0	1	17	0	0	18	41	0	1	0	42	114
15:15	0	24	40	0	64	0	0	0	0	0	1	20	0	0	21	40	0	1	0	41	126
15:30	0	29	24	0	53	0	0	0	0	0	1	22	0	0	23	45	0	1	0	46	122
15:45	0	22	37	0	59	0	0	0	0	0	0	38	0	0	38	31	0	2	0	33	130
Total	0	98	132	0	230	0	0	0	0	0	3	97	0	0	100	157	0	5	0	162	492
16:00	0	20	40	0	60	0	0	0	0	0	3	24	0	0	27	32	0	3	0	35	122
16:15	0	24	45	0	69	0	0	0	0	0	4	37	0	0	41	43	0	2	0	45	155
16:30	0	22	37	0	59	0	0	0	0	0	3	29	0	0	32	37	0	0	0	37	128
16:45	0	18	32	0	50	0	0	0	0	0	1	30	0	0	31	45	0	1	0	46	127
Total	0	84	154	0	238	0	0	0	0	0	11	120	0	0	131	157	0	6	0	163	532
17:00	0	27	47	0	74	0	0	0	0	0	2	21	0	0	23	38	0	3	0	41	138
17:15	0	21	37	2	60	0	0	0	0	0	3	23	0	0	26	36	0	1	0	37	123
17:30	0	12	35	0	47	0	0	0	0	0	3	31	0	0	34	54	0	2	0	56	137
17:45	0	23	25	0	48	0	0	0	0	0	1	32	0	0	33	46	0	1	0	47	128
Total	0	83	144	2	229	0	0	0	0	0	9	107	0	0	116	174	0	7	0	181	526
Grand Total	3	668	903	2	1576	0	0	0	0	0	49	792	0	0	841	1152	0	38	0	1190	3607
Apprch %	0.2	42.4	57.3	0.1		0.0	0.0	0.0	0.0		5.8	94.2	0.0	0.0		96.8	0.0	3.2	0.0		
Total %	0.1	18.5	25.0	0.1	43.7	0.0	0.0	0.0	0.0	0.0	1.4	22.0	0.0	0.0	23.3	31.9	0.0	1.1	0.0	33.0	

Mid-Region Council of Governments
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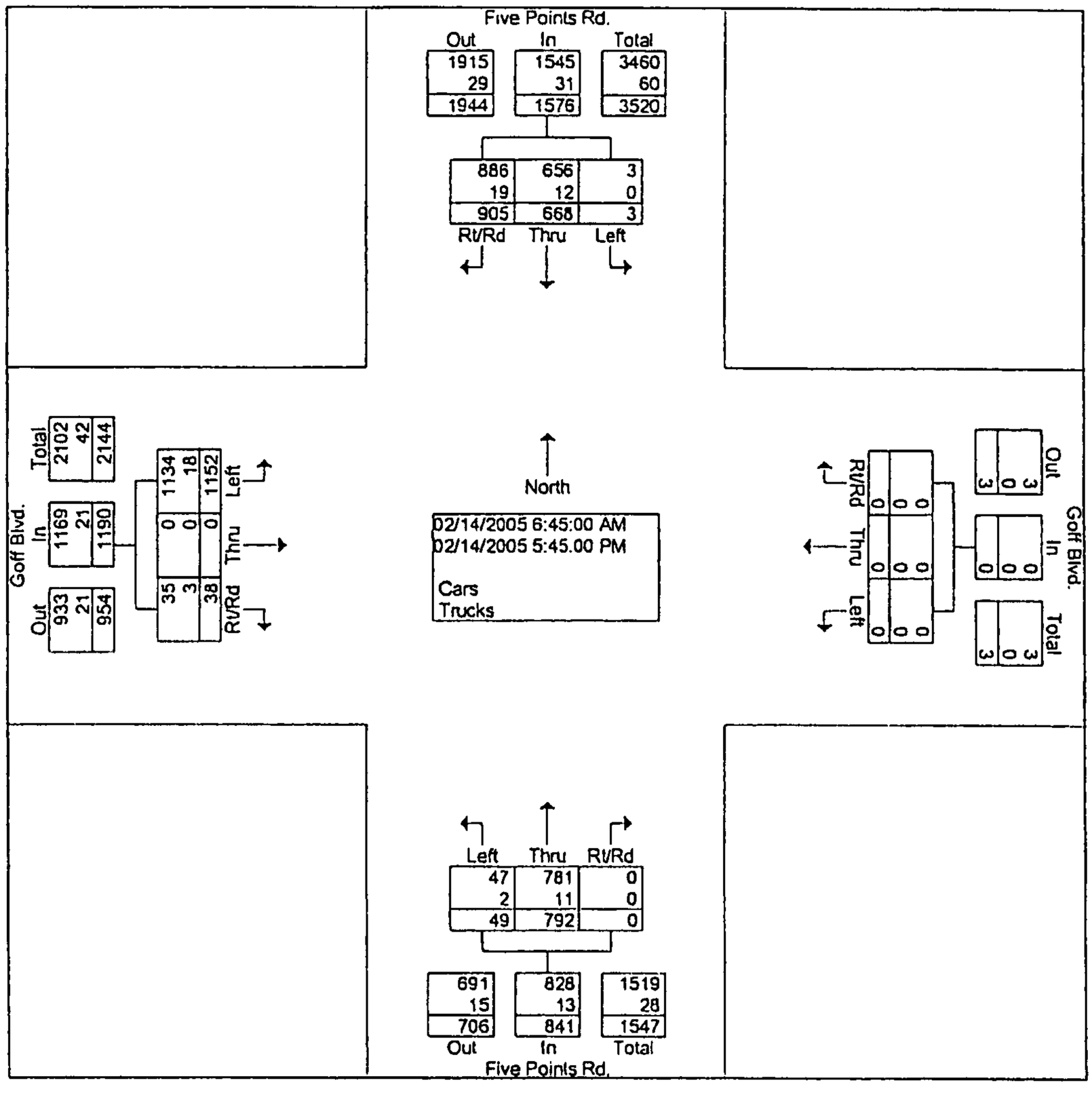

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : GOFFBL~1
Site Code : 00090119
Start Date : 02/14/2005
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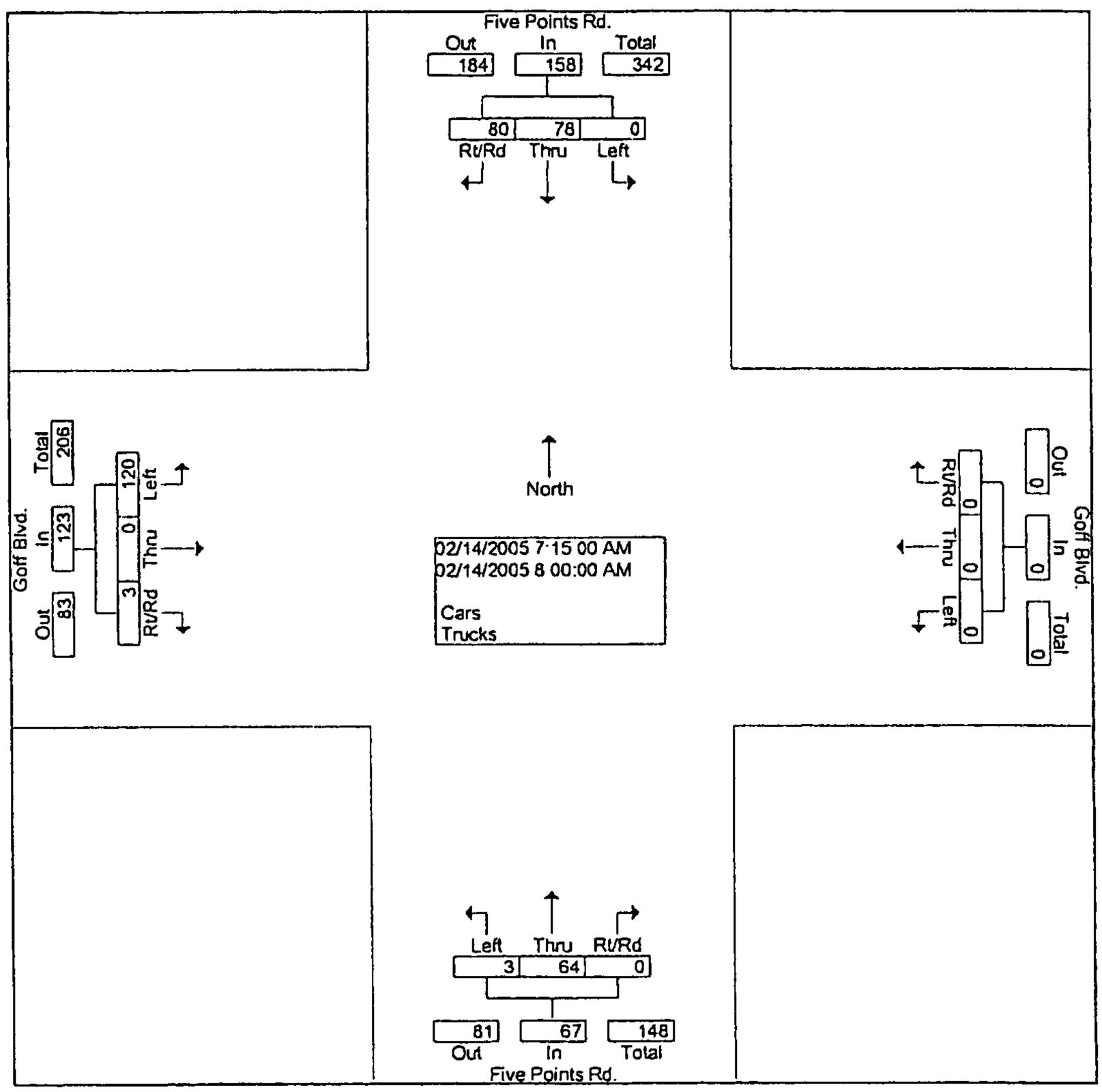
	Five Points Rd. From North					Goff Blvd. From East					Five Points Rd. From South					Goff Blvd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	07:15																				
Volume	0	78	80	0	158	0	0	0	0	0	3	64	0	0	67	120	0	3	0	123	348
Percent	0.0	49.4	50.6	0.0		0.0	0.0	0.0	0.0		4.5	95.5	0.0	0.0		97.6	0.0	2.4	0.0		
Volume	0	78	80	0	158	0	0	0	0	0	3	64	0	0	67	120	0	3	0	123	348
Volume	0	20	28	0	48	0	0	0	0	0	1	14	0	0	15	27	0	1	0	28	91
Peak Factor																					0.956
High Int.	07:45					6:30:00 AM					08:00					07:30					
Volume	0	20	28	0	48	0	0	0	0	0	1	22	0	0	23	35	0	1	0	36	
Peak Factor					0.823										0.728					0.854	



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : GOFFBL~1
Site Code : 00090119
Start Date : 02/14/2005
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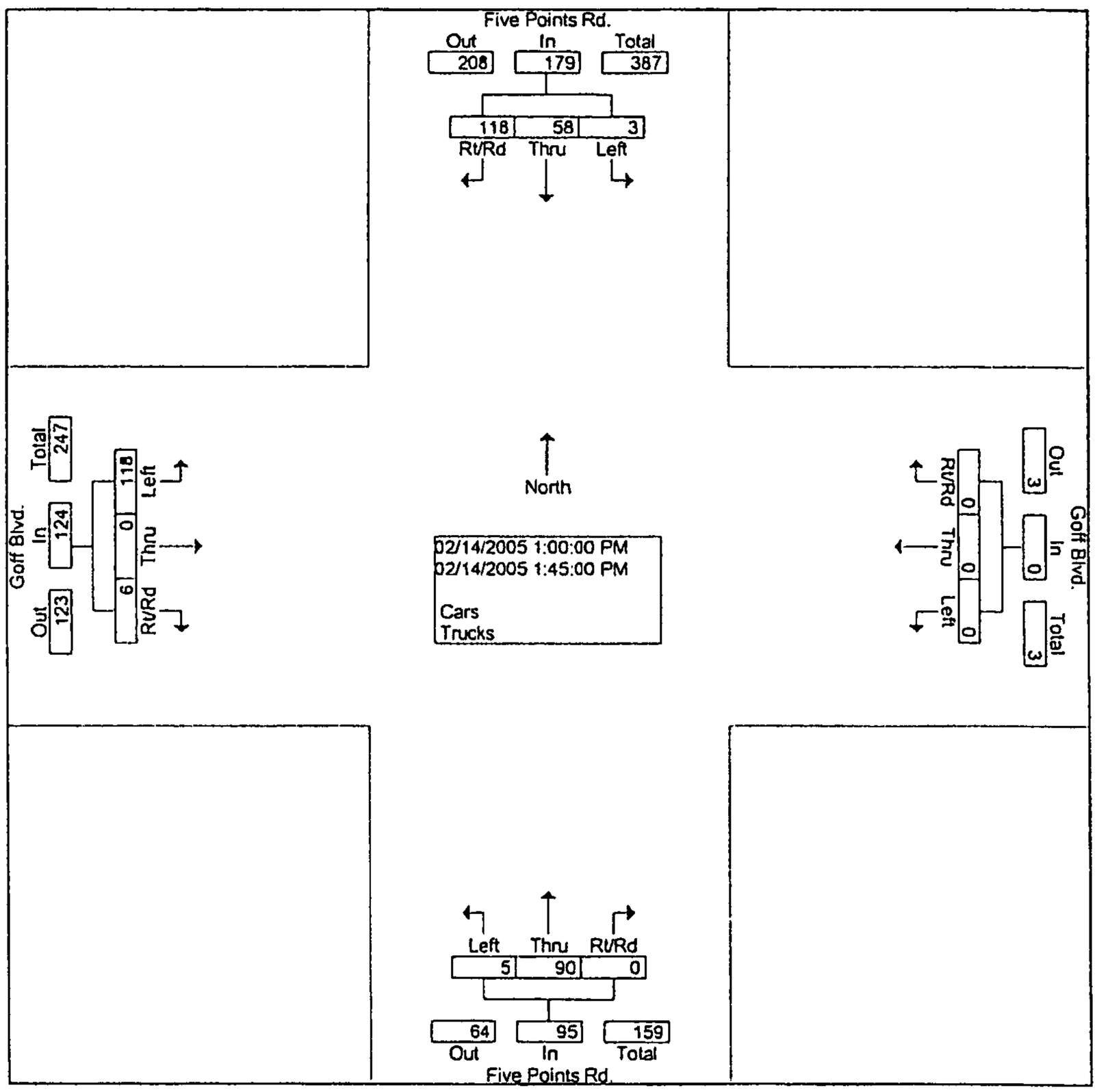
	Five Points Rd. From North					Goff Blvd. From East					Five Points Rd. From South					Goff Blvd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Int Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection	13:00																				
Volume	3	58	118	0	179	0	0	0	0	0	5	90	0	0	95	118	0	6	0	124	398
Percent	1.7	32.4	65.9	0.0		0.0	0.0	0.0	0.0		5.3	94.7	0.0	0.0		95.2	0.0	4.8	0.0		
Volume	3	58	118	0	179	0	0	0	0	0	5	90	0	0	95	118	0	6	0	124	398
Volume	0	16	30	0	46	0	0	0	0	0	2	29	0	0	31	36	0	1	0	37	114
Peak Factor																					0.873
High Int.	13:00										13:45					13:45					
Volume	0	14	39	0	53	0	0	0	0	0	2	29	0	0	31	36	0	1	0	37	
Peak Factor					0.844										0.766					0.838	



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

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Site Code : 00090119
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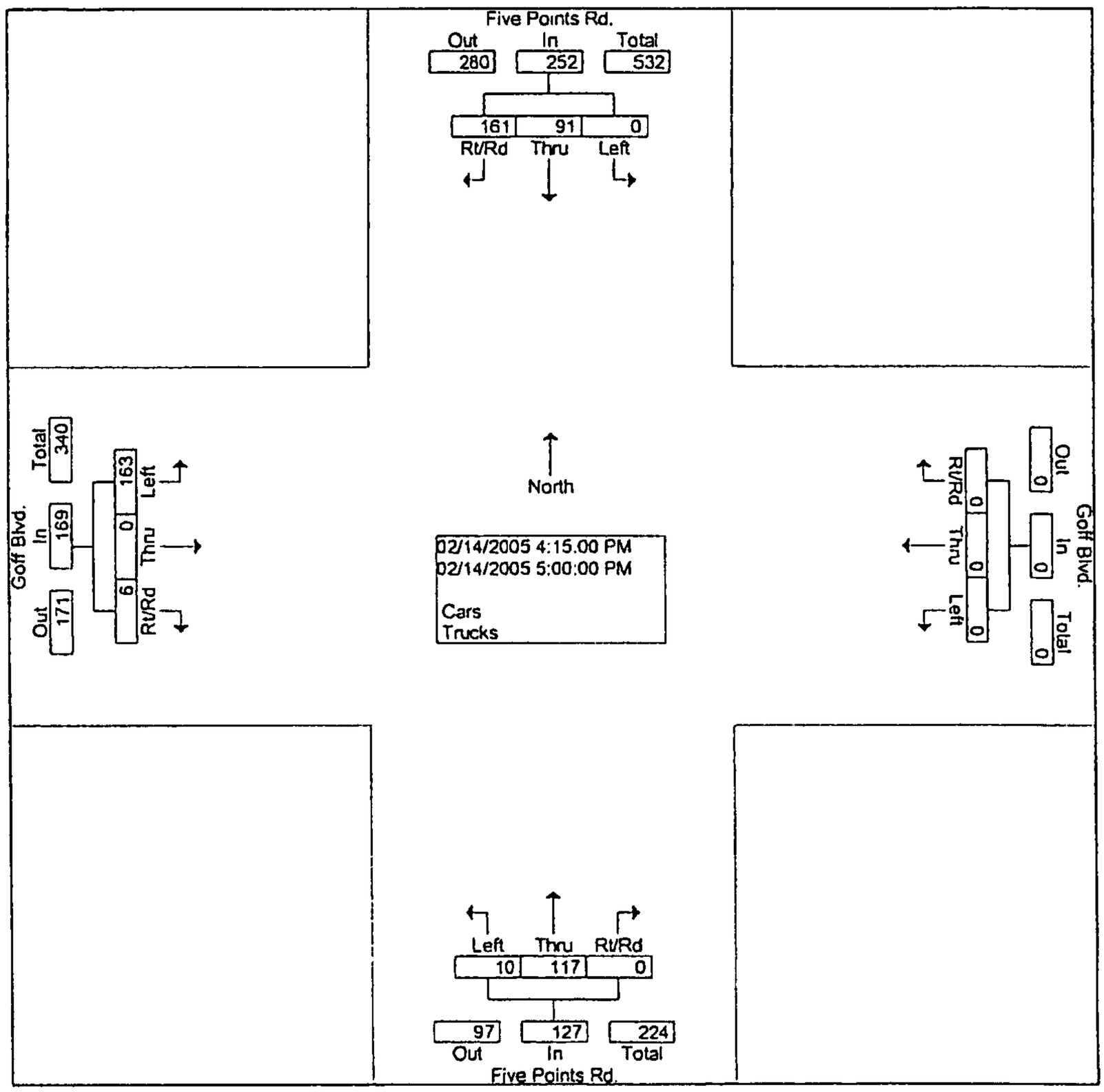
	Five Points Rd. From North					Goff Blvd. From East					Five Points Rd. From South					Goff Blvd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App Total	Int. Total
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	16:15																				
Volume	0	91	161	0	252	0	0	0	0	0	10	117	0	0	127	163	0	6	0	169	548
Percent	0.0	36.1	63.9	0.0		0.0	0.0	0.0	0.0		7.9	92.1	0.0	0.0		96.4	0.0	3.6	0.0		
Volume	0	91	161	0	252	0	0	0	0	0	10	117	0	0	127	163	0	6	0	169	548
Volume	0	24	45	0	69	0	0	0	0	0	4	37	0	0	41	43	0	2	0	45	155
Peak Factor																					0.884
High Int.	17:00										16:15					16:45					
Volume	0	27	47	0	74	0	0	0	0	0	4	37	0	0	41	45	0	1	0	46	
Peak Factor					0.851										0.774					0.918	



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

Weather: Fine
Comments: None
Machine: 2386
Operator: PA

File Name : GOFFBL~1
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Groups Printed- Cars

	Five Points Rd. From North				Goff Blvd. From East				Five Points Rd. From South				Goff Blvd. From West				
Start Time	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	0	15	14	0	0	0	0	0	0	11	0	0	13	0	1	0	54
Total	0	15	14	0	0	0	0	0	0	11	0	0	13	0	1	0	54
07:00	0	13	6	0	0	0	0	0	0	7	0	0	23	0	1	0	50
07:15	0	16	18	0	0	0	0	0	1	15	0	0	26	0	0	0	76
07:30	0	23	18	0	0	0	0	0	0	11	0	0	34	0	0	0	86
07:45	0	20	27	0	0	0	0	0	1	14	0	0	27	0	1	0	90
Total	0	72	69	0	0	0	0	0	2	47	0	0	110	0	2	0	302
08:00	0	18	15	0	0	0	0	0	1	22	0	0	31	0	1	0	88
08:15	0	18	15	0	0	0	0	0	1	12	0	0	21	0	0	0	67
08:30	0	16	19	0	0	0	0	0	2	21	0	0	32	0	0	0	90
08:45	0	12	19	0	0	0	0	0	2	23	0	0	20	0	1	0	77
Total	0	64	68	0	0	0	0	0	6	78	0	0	104	0	2	0	322
09:00	0	14	16	0	0	0	0	0	0	19	0	0	29	0	1	0	79
09:15	0	17	14	0	0	0	0	0	0	18	0	0	30	0	1	0	80
09:30	0	11	17	0	0	0	0	0	1	22	0	0	25	0	0	0	76
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	42	47	0	0	0	0	0	1	59	0	0	84	0	2	0	235
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	13	15	0	0	0	0	0	3	17	0	0	31	0	1	0	80
11:15	0	16	18	0	0	0	0	0	1	16	0	0	25	0	2	0	78
11:30	0	18	16	0	0	0	0	0	1	30	0	0	31	0	0	0	96
11:45	0	24	27	0	0	0	0	0	1	17	0	0	21	0	0	0	90
Total	0	71	76	0	0	0	0	0	6	80	0	0	108	0	3	0	344
12:00	0	24	12	0	0	0	0	0	2	30	0	0	29	0	1	0	98
12:15	0	16	20	0	0	0	0	0	0	23	0	0	43	0	1	0	103
12:30	0	10	25	0	0	0	0	0	0	28	0	0	27	0	0	0	90
12:45	0	26	19	0	0	0	0	0	2	16	0	0	20	0	1	0	84
Total	0	76	76	0	0	0	0	0	4	97	0	0	119	0	3	0	375
13:00	0	14	39	0	0	0	0	0	2	20	0	0	24	0	2	0	101
13:15	0	17	18	0	0	0	0	0	1	24	0	0	31	0	1	0	92
13:30	3	11	30	0	0	0	0	0	0	17	0	0	26	0	2	0	89
13:45	0	16	29	0	0	0	0	0	2	29	0	0	34	0	0	0	110
Total	3	58	116	0	0	0	0	0	5	90	0	0	115	0	5	0	392
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	23	30	0	0	0	0	0	1	17	0	0	39	0	1	0	111
15:15	0	23	40	0	0	0	0	0	1	20	0	0	39	0	1	0	124
15:30	0	29	23	0	0	0	0	0	1	20	0	0	44	0	1	0	118
15:45	0	21	34	0	0	0	0	0	0	37	0	0	30	0	2	0	124
Total	0	96	127	0	0	0	0	0	3	94	0	0	152	0	5	0	477
16:00	0	19	38	0	0	0	0	0	3	24	0	0	32	0	3	0	119
16:15	0	22	44	0	0	0	0	0	4	37	0	0	43	0	2	0	152
16:30	0	21	37	0	0	0	0	0	3	28	0	0	36	0	0	0	125
16:45	0	18	31	0	0	0	0	0	1	30	0	0	45	0	1	0	126
Total	0	80	150	0	0	0	0	0	11	119	0	0	156	0	6	0	522
17:00	0	26	46	0	0	0	0	0	2	21	0	0	38	0	2	0	135
17:15	0	21	35	2	0	0	0	0	3	23	0	0	36	0	1	0	121
17:30	0	12	35	0	0	0	0	0	3	30	0	0	53	0	2	0	135
17:45	0	23	25	0	0	0	0	0	1	32	0	0	46	0	1	0	128
Total	0	82	141	2	0	0	0	0	9	106	0	0	173	0	6	0	519
Grand Total	3	656	884	2	0	0	0	0	47	781	0	0	1134	0	35	0	3542
Apprch %	0.2	42.5	57.2	0.1	0.0	0.0	0.0	0.0	5.7	94.3	0.0	0.0	97.0	0.0	3.0	0.0	
Total %	0.1	18.5	25.0	0.1	0.0	0.0	0.0	0.0	1.3	22.0	0.0	0.0	32.0	0.0	1.0	0.0	

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

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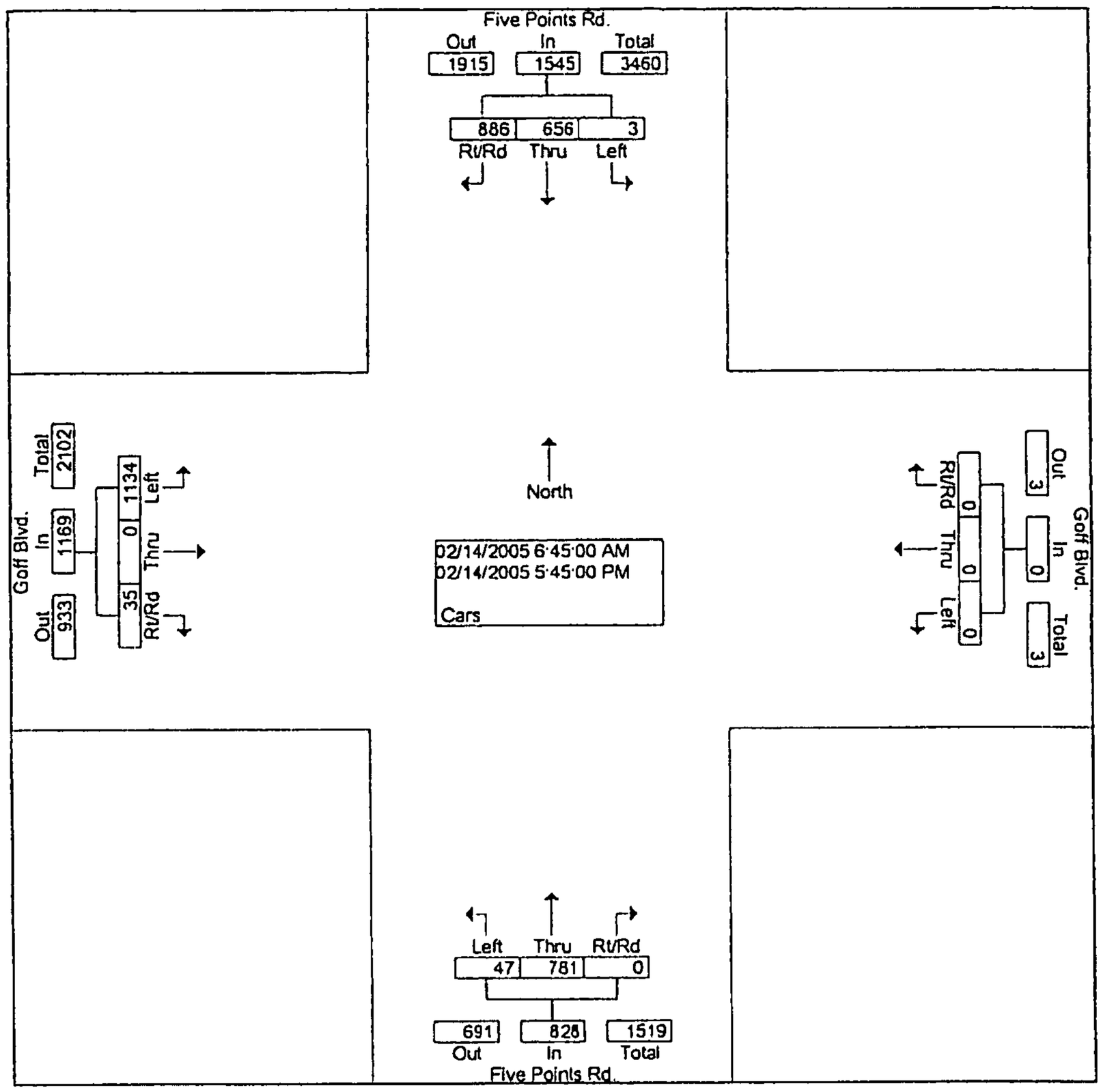

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

Weather: Fine
Comments: None
Machine: 2386
Operator: PA

File Name : GOFFBL~1
Site Code : 00090119
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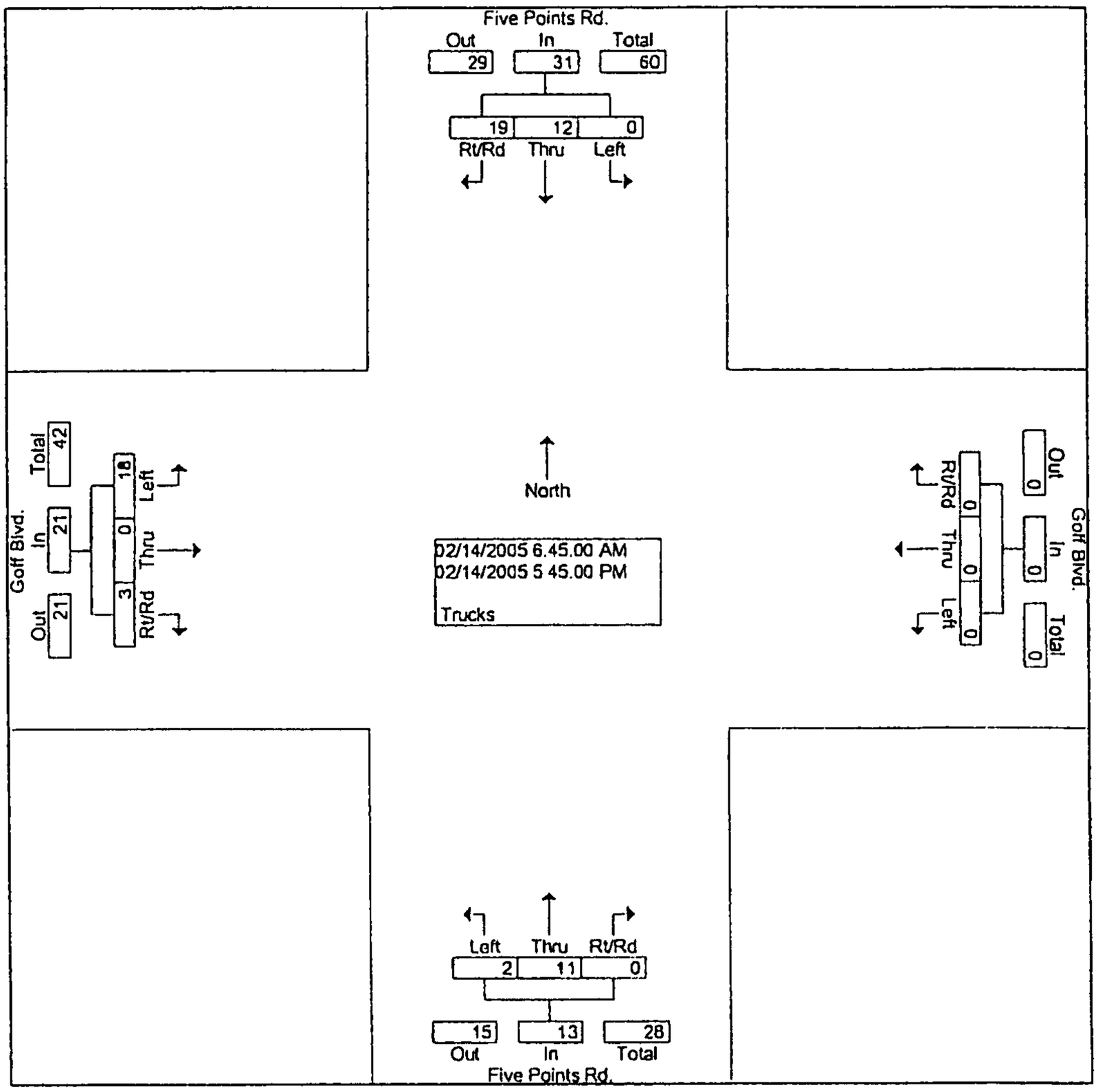
Groups Printed- Trucks

	Five Points Rd. From North				Goff Blvd. From East				Five Points Rd. From South				Goff Blvd. From West				
Start Time	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	3
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	2	0	0	3	0	1	0	7
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	1	1	0	0	1	0	0	0	5
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
12:00	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0	5
12:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
Total	0	1	2	0	0	0	0	0	0	2	0	0	3	0	0	0	8
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	4
Total	0	0	2	0	0	0	0	0	0	0	0	0	3	0	1	0	6
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
15:15	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
15:30	0	0	1	0	0	0	0	0	0	2	0	0	1	0	0	0	4
15:45	0	1	3	0	0	0	0	0	0	1	0	0	1	0	0	0	6
Total	0	2	5	0	0	0	0	0	0	3	0	0	5	0	0	0	15
16:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3
16:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	4	0	0	0	0	0	0	1	0	0	1	0	0	0	10
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
17:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	3	0	0	0	0	0	0	1	0	0	1	0	1	0	7
Grand Total	0	12	19	0	0	0	0	0	2	11	0	0	18	0	3	0	65
Apprch %	0.0	38.7	61.3	0.0	0.0	0.0	0.0	0.0	15.4	84.6	0.0	0.0	85.7	0.0	14.3	0.0	
Total %	0.0	18.5	29.2	0.0	0.0	0.0	0.0	0.0	3.1	16.9	0.0	0.0	27.7	0.0	4.6	0.0	

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : GOFFBL~1
Site Code : 00090119
Start Date : 02/14/2005
Page No : 2



BICYCLE AND PEDESTRIAN CROSSINGS

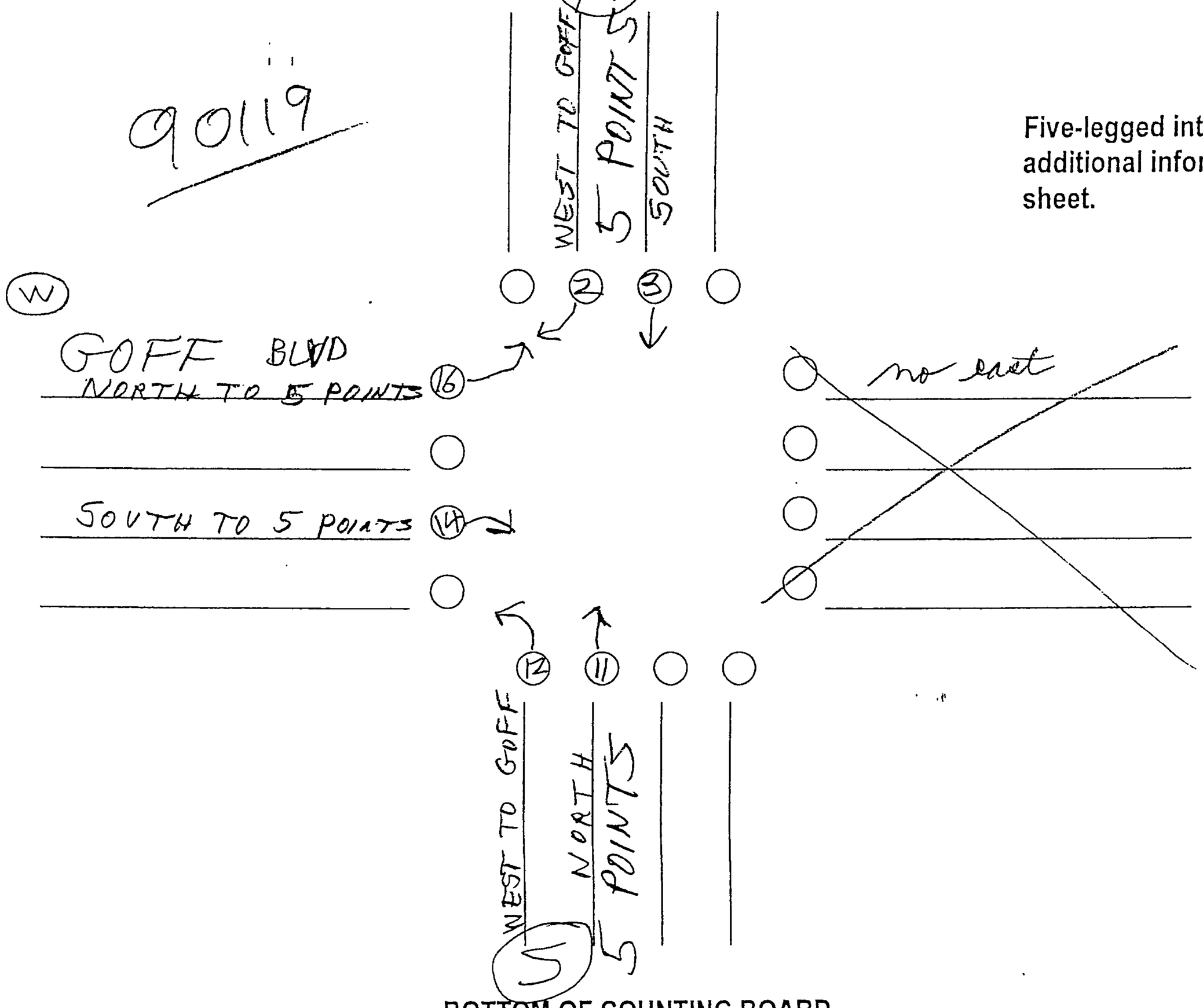
Location FIVE POINTS RD- GOFF BLVD COGID 90119
Date 2/14/05 Operator Pa Machine Number 2386

Time	North ↓ South		North ↑ South		West ← East		West → East	
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak Period 6:45 - 9:45		5	1	2				2
	TOTAL # BIKES 0	TOTAL # PEDS 6	TOTAL # BIKES 1	TOTAL # PEDS 2	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES 0	TOTAL # PEDS 2
Midday Peak Period 11:00 - 2:00		3		3				1
	TOTAL # BIKES 0	TOTAL # PEDS 3	TOTAL # BIKES 0	TOTAL # PEDS 3	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES 0	TOTAL # PEDS 1
Afternoon Peak Period 3:00 - 6:00	1	2	2	4				2
	TOTAL # BIKES 1	TOTAL # PEDS 2	TOTAL # BIKES 2	TOTAL # PEDS 4	TOTAL # BIKES	TOTAL # PEDS	TOTAL # BIKES 0	TOTAL # PEDS 2

TOP OF COUNTING BOARD

90119

Five-legged intersection additional information sheet.



BOTTOM OF COUNTING BOARD

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

Weather: Fine
Comments: None
Machine: 2389
Operator: CM

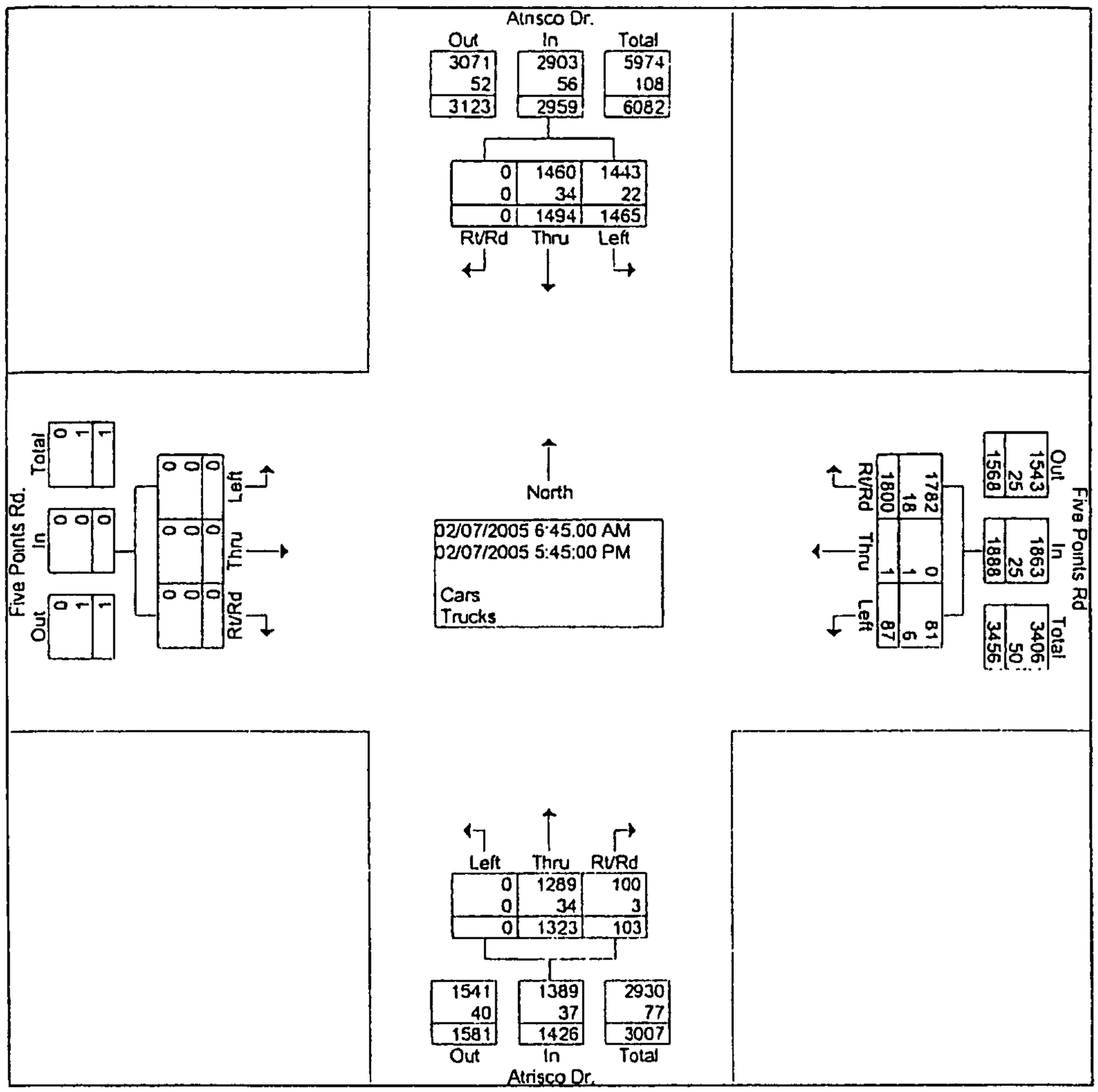
File Name : Five Points Rd. and Atrisco Dr.
Site Code : 00025532
Start Date : 02/07/2005
Page No : 1

Groups Printed- Cars - Trucks

	Atrisco Dr. From North					Five Points Rd. From East					Atrisco Dr. From South					Five Points Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Int Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45	13	30	0	0	43	2	0	19	0	21	0	57	1	0	58	0	0	0	0	0	122
Total	13	30	0	0	43	2	0	19	0	21	0	57	1	0	58	0	0	0	0	0	122
07:00	23	19	0	0	42	1	0	30	0	31	0	36	1	0	37	0	0	0	0	0	110
07:15	27	19	0	0	46	1	0	48	0	49	0	47	4	0	51	0	0	0	0	0	146
07:30	23	41	0	0	64	3	0	47	0	50	0	73	4	0	77	0	0	0	0	0	191
07:45	33	27	0	0	60	2	0	51	0	53	0	60	1	0	61	0	0	0	0	0	174
Total	106	106	0	0	212	7	0	176	0	183	0	216	10	0	226	0	0	0	0	0	621
08:00	32	18	0	0	50	2	0	47	0	49	0	40	4	0	44	0	0	0	0	0	143
08:15	21	30	0	0	51	2	0	54	0	56	0	37	4	0	41	0	0	0	0	0	148
08:30	29	23	0	0	52	5	0	40	0	45	0	33	4	0	37	0	0	0	0	0	134
08:45	13	12	0	0	25	1	0	20	0	21	0	25	0	0	25	0	0	0	0	0	71
Total	95	83	0	0	178	10	0	161	0	171	0	135	12	0	147	0	0	0	0	0	496
09:00	27	47	0	0	74	1	0	39	0	40	0	29	6	0	35	0	0	0	0	0	149
09:15	34	20	0	0	54	1	0	34	0	35	0	25	3	0	28	0	0	0	0	0	117
09:30	27	28	0	0	55	2	0	34	0	36	0	26	5	0	31	0	0	0	0	0	122
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	88	95	0	0	183	4	0	107	0	111	0	80	14	0	94	0	0	0	0	0	388
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	31	38	0	0	69	1	0	52	0	53	0	25	3	0	28	0	0	0	0	0	150
11:15	44	37	0	0	81	1	0	48	0	49	0	22	1	0	23	0	0	0	0	0	153
11:30	35	38	0	0	73	1	0	42	0	43	0	28	4	0	32	0	0	0	0	0	148
11:45	35	37	0	0	72	1	0	42	0	43	0	32	0	0	32	0	0	0	0	0	147
Total	145	150	0	0	295	4	0	184	0	188	0	107	8	0	115	0	0	0	0	0	598
12:00	46	28	0	0	74	1	0	56	0	57	0	36	3	0	39	0	0	0	0	0	170
12:15	43	34	0	0	77	3	0	56	0	59	0	27	0	0	27	0	0	0	0	0	163
12:30	44	30	0	0	74	4	0	63	0	67	0	35	3	0	38	0	0	0	0	0	179
12:45	38	28	0	0	66	0	0	50	0	50	0	25	1	0	26	0	0	0	0	0	142
Total	171	120	0	0	291	8	0	225	0	233	0	123	7	0	130	0	0	0	0	0	654
13:00	66	35	0	0	101	2	0	41	0	43	0	24	1	0	25	0	0	0	0	0	169
13:15	17	7	0	0	24	3	0	21	0	24	0	12	0	0	12	0	0	0	0	0	60
13:30	32	45	0	0	77	3	0	55	0	58	0	16	6	0	22	0	0	0	0	0	157
13:45	43	51	0	0	94	3	0	48	0	51	0	43	9	0	52	0	0	0	0	0	197
Total	158	138	0	0	296	11	0	165	0	176	0	95	16	0	111	0	0	0	0	0	583
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	48	51	0	0	99	1	1	60	0	62	0	39	5	0	44	0	0	0	0	0	205
15:15	52	45	0	0	97	2	0	38	0	40	0	47	2	0	49	0	0	0	0	0	186
15:30	56	54	0	0	110	4	0	67	0	71	0	55	2	0	57	0	0	0	0	0	238
15:45	47	78	0	0	125	3	0	60	0	63	0	36	3	0	39	0	0	0	0	0	227
Total	203	228	0	0	431	10	1	225	0	236	0	177	12	0	189	0	0	0	0	0	856
16:00	60	87	0	0	147	6	0	58	0	64	0	35	2	0	37	0	0	0	0	0	248
16:15	61	62	0	0	123	7	0	67	0	74	0	37	3	0	40	0	0	0	0	0	237
16:30	58	71	0	0	129	3	0	61	0	64	0	37	2	0	39	0	0	0	0	0	232
16:45	64	60	0	0	124	2	0	67	0	69	0	37	3	0	40	0	0	0	0	0	233
Total	243	280	0	0	523	18	0	253	0	271	0	146	10	0	156	0	0	0	0	0	950
17:00	54	66	0	0	120	2	0	78	0	80	0	38	4	0	42	0	0	0	0	0	242
17:15	58	77	0	0	135	4	0	54	0	58	0	49	0	0	49	0	0	0	0	0	242
17:30	66	62	0	0	128	4	0	64	0	68	0	46	4	0	50	0	0	0	0	0	246
17:45	65	59	0	0	124	3	0	89	0	92	0	54	5	0	59	0	0	0	0	0	275
Total	243	264	0	0	507	13	0	285	0	298	0	187	13	0	200	0	0	0	0	0	1005
Grand Total	1465	1494	0	0	2959	87	1	1800	0	1888	0	1323	103	0	1426	0	0	0	0	0	6273
Apprch %	49.5	50.5	0.0	0.0		4.6	0.1	95.3	0.0		0.0	92.8	7.2	0.0		0.0	0.0	0.0	0.0		
Total %	23.4	23.8	0.0	0.0	47.2	1.4	0.0	28.7	0.0	30.1	0.0	21.1	1.6	0.0	22.7	0.0	0.0	0.0	0.0	0.0	

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

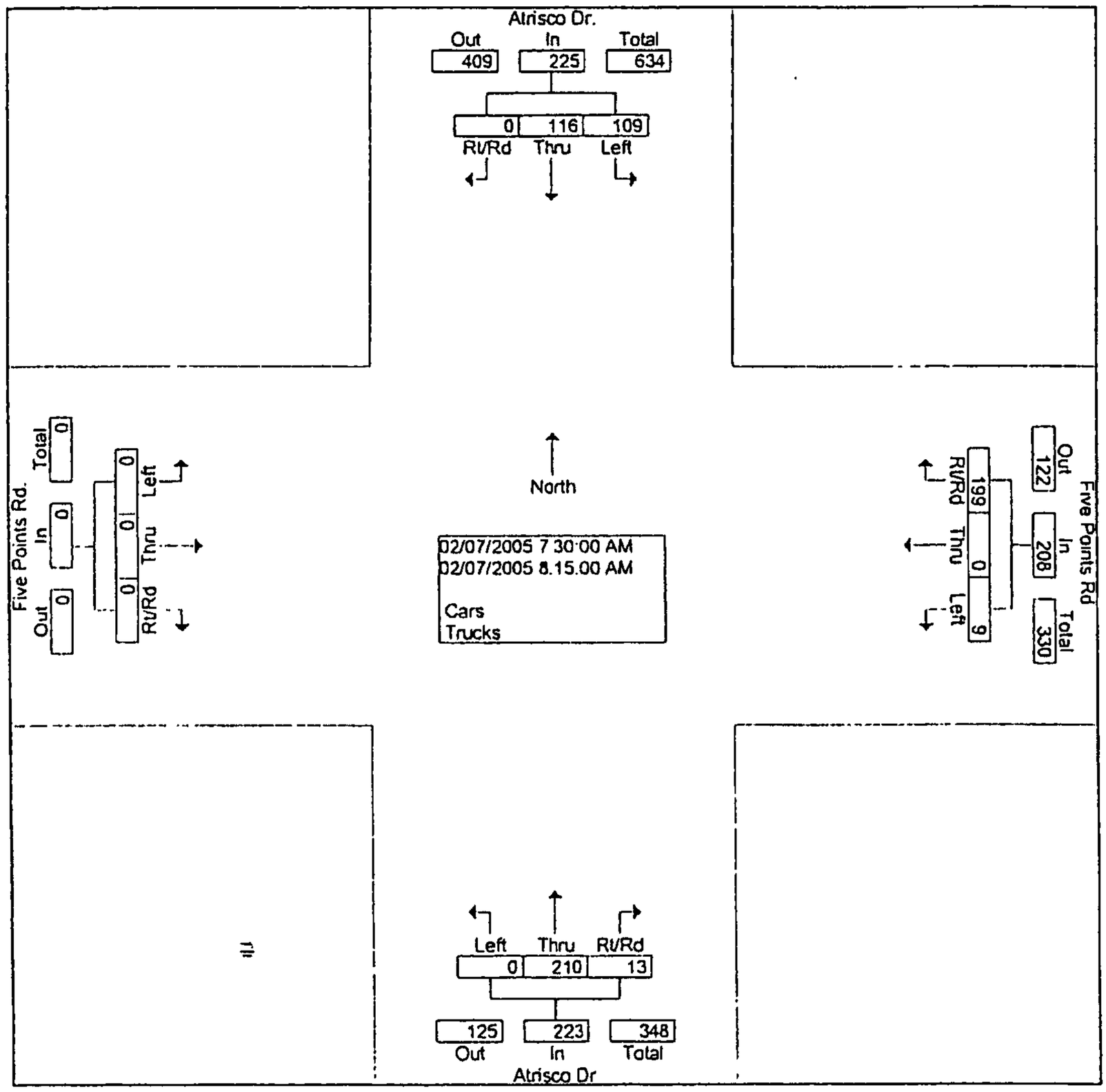
File Name : Five Points Rd. and Atrisco Dr.
Site Code : 00025532
Start Date : 02/07/2005
Page No : 2



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Five Points Rd. and Atrisco Dr.
Site Code : 00025532
Start Date : 02/07/2005
Page No : 3

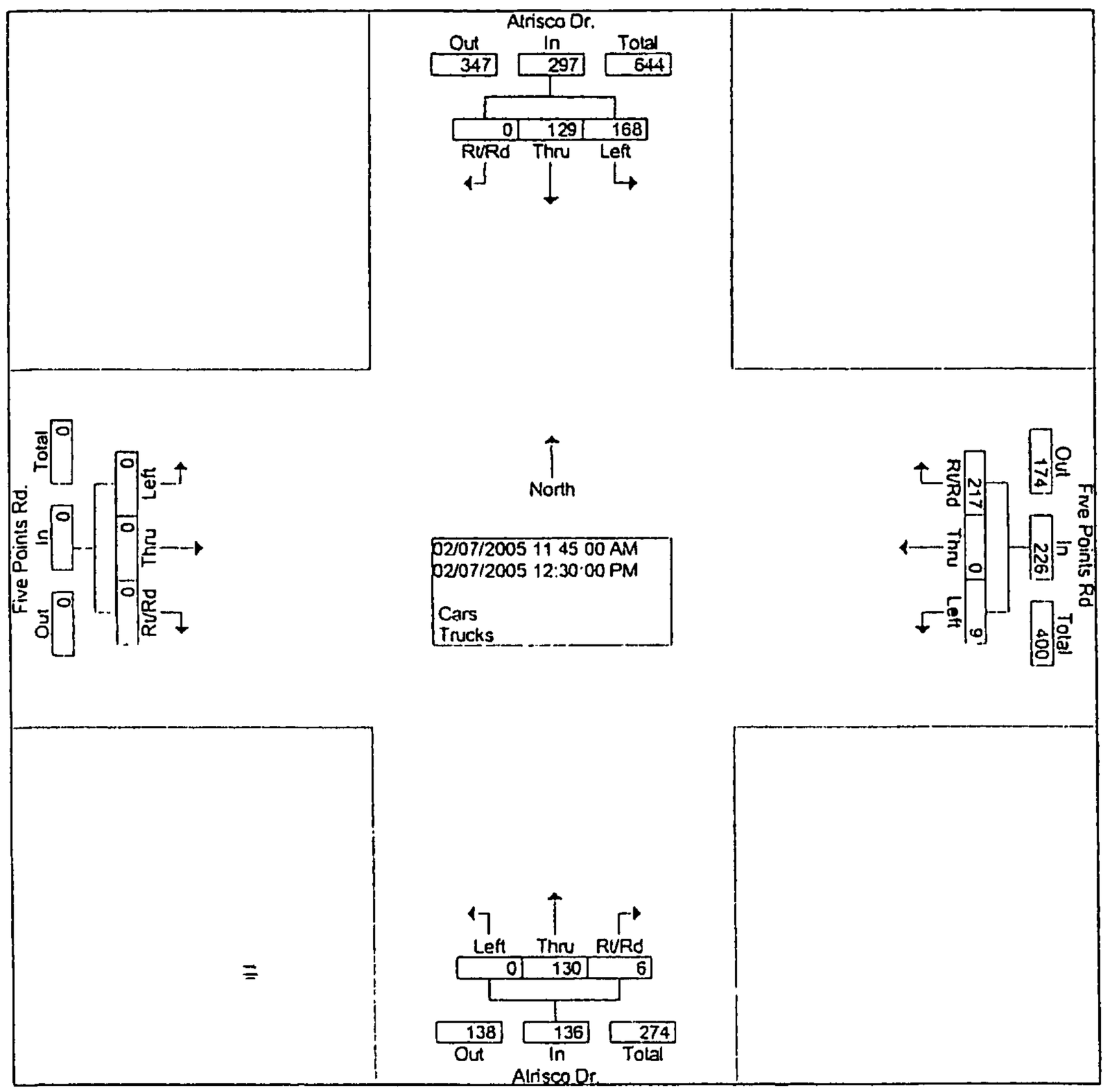
	Atrisco Dr From North					Five Points Rd. From East					Atrisco Dr. From South					Five Points Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App Total	Int. Total
Peak Hour From 06.45 to 09:30 - Peak 1 of 1																					
Intersection	07:30																				
Volume	109	116	0	0	225	9	0	199	0	208	0	210	13	0	223	0	0	0	0	0	656
Percent	48.4	51.6	0.0	0 0		4 3	0 0	95.7	0 0		0.0	94 2	5 8	0.0		0 0	0 0	0.0	0 0		
Volume	109	116	0	0	225	9	0	199	0	208	0	210	13	0	223	0	0	0	0	0	656
Volume	23	41	0	0	64	3	0	47	0	50	0	73	4	0	77	0	0	0	0	0	191
Peak Factor																					0 859
High Int.	07:30					08:15					07:30					6:30:00 AM					
Volume	23	41	0	0	64	2	0	54	0	56	0	73	4	0	77						
Peak Factor					0.879					0.929					0.724						



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Five Points Rd. and Atrisco Dr.
Site Code : 00025532
Start Date : 02/07/2005
Page No : 4

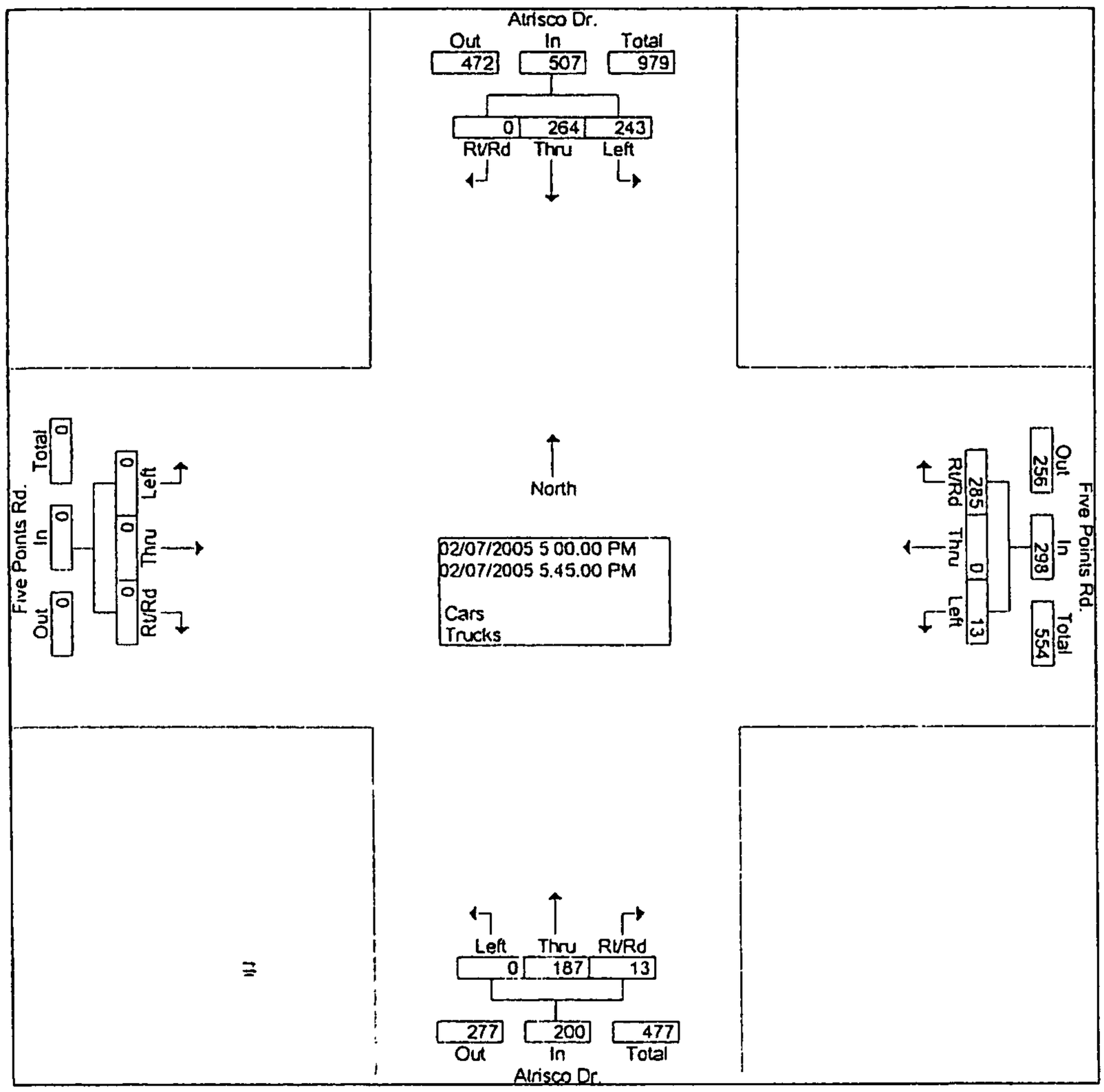
	Atrisco Dr. From North					Five Points Rd. From East					Atrisco Dr. From South					Five Points Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Int Total
Peak Hour From 11 00 to 13.45 - Peak 1 of 1																					
Intersection	11:45																				
Volume	168	129	0	0	297	9	0	217	0	226	0	130	6	0	136	0	0	0	0	0	659
Percent	56.6	43.4	0.0	0.0		4.0	0.0	96.0	0 0		0 0	95.6	4.4	0.0		0 0	0.0	0 0	0.0		
Volume	168	129	0	0	297	9	0	217	0	226	0	130	6	0	136	0	0	0	0	0	659
Volume	44	30	0	0	74	4	0	63	0	67	0	35	3	0	38	0	0	0	0	0	179
Peak Factor																					0.920
High Int.	12:15					12.30					12:00										
Volume	43	34	0	0	77	4	0	63	0	67	0	36	3	0	39						
Peak Factor					0.964					0 843					0 872						



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Five Points Rd. and Atrisco Dr.
Site Code : 00025532
Start Date : 02/07/2005
Page No : 5

	Atrisco Dr From North					Five Points Rd. From East					Atrisco Dr From South					Five Points Rd. From West					
Start Time	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App. Total	Left	Thru	Right	Rt/Rd	App Total	Left	Thru	Right	Rt/Rd	App Total	Int. Total
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection	17.00																				
Volume	243	264	0	0	507	13	0	285	0	298	0	187	13	0	200	0	0	0	0	0	1005
Percent	47.9	52.1	0.0	0.0		4.4	0.0	95.6	0.0		0.0	93.5	6.5	0.0		0.0	0.0	0.0	0.0		
Volume	243	264	0	0	507	13	0	285	0	298	0	187	13	0	200	0	0	0	0	0	1005
Volume	65	59	0	0	124	3	0	89	0	92	0	54	5	0	59	0	0	0	0	0	275
Peak Factor																					0.914
High Int.	17.15					17:45					17:45										
Volume	58	77	0	0	135	3	0	89	0	92	0	54	5	0	59						
Peak Factor					0.939					0.810					0.847						



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

Weather: Fine
Comments: None
Machine: 2389
Operator: CM

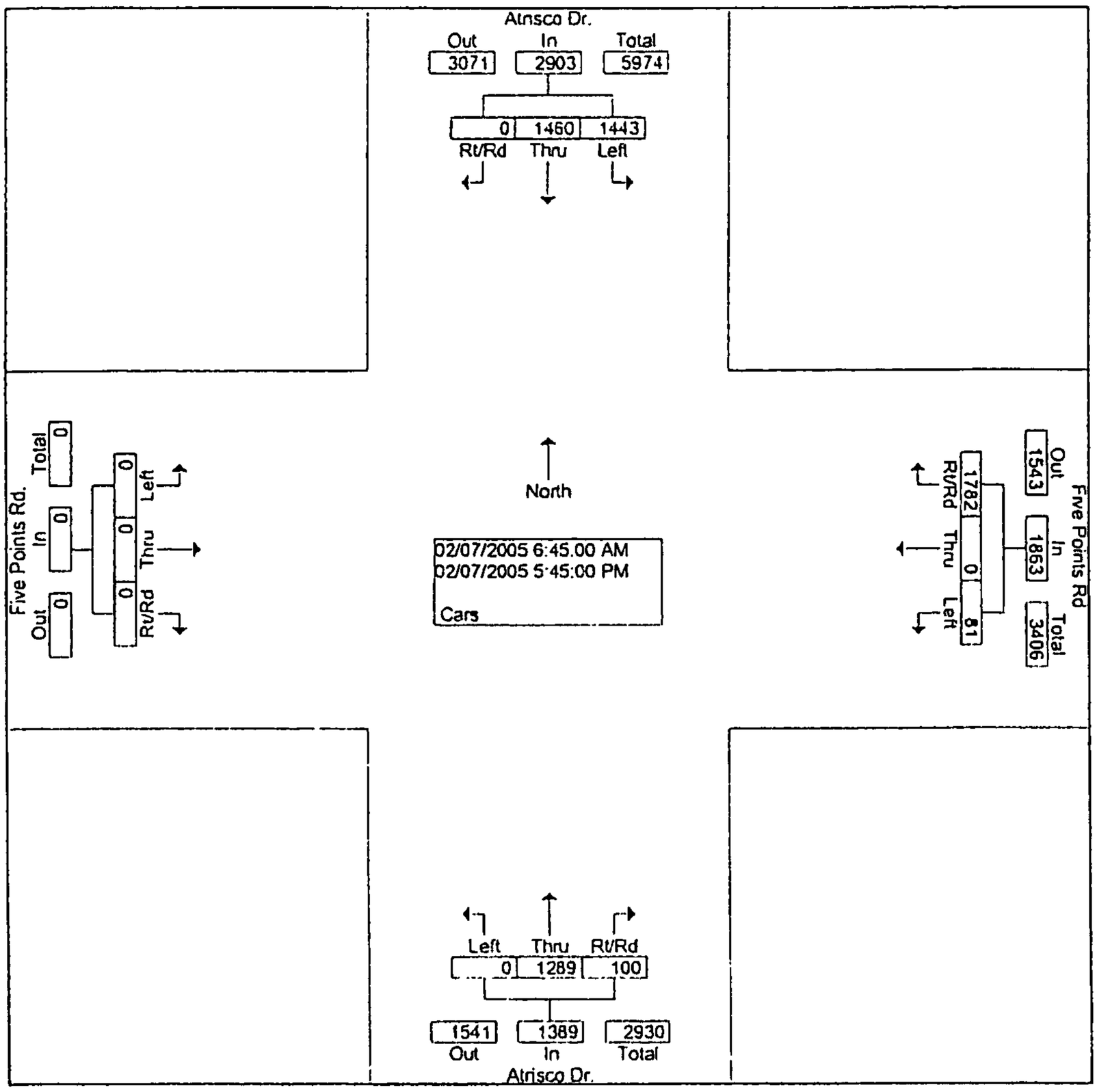
File Name : Five Points Rd. and Atrisco Dr.
Site Code : 00025532
Start Date : 02/07/2005
Page No : 1

Groups Printed- Cars

	Atrisco Dr From North				Five Points Rd. From East				Atrisco Dr. From South				Five Points Rd. From West				
Start Time	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06.45	13	30	0	0	2	0	19	0	0	55	1	0	0	0	0	0	120
Total	13	30	0	0	2	0	19	0	0	55	1	0	0	0	0	0	120
07:00	23	16	0	0	1	0	29	0	0	36	1	0	0	0	0	0	106
07:15	26	18	0	0	1	0	48	0	0	45	4	0	0	0	0	0	142
07.30	22	41	0	0	2	0	45	0	0	71	4	0	0	0	0	0	185
07:45	32	26	0	0	2	0	50	0	0	60	1	0	0	0	0	0	171
Total	103	101	0	0	6	0	172	0	0	212	10	0	0	0	0	0	604
08:00	31	18	0	0	2	0	47	0	0	35	4	0	0	0	0	0	137
08:15	20	29	0	0	2	0	54	0	0	35	4	0	0	0	0	0	144
08:30	29	22	0	0	4	0	40	0	0	32	4	0	0	0	0	0	131
08:45	12	11	0	0	1	0	20	0	0	25	0	0	0	0	0	0	69
Total	92	80	0	0	9	0	161	0	0	127	12	0	0	0	0	0	481
09:00	23	46	0	0	1	0	36	0	0	28	6	0	0	0	0	0	140
09:15	34	18	0	0	1	0	34	0	0	25	3	0	0	0	0	0	115
09:30	27	28	0	0	1	0	34	0	0	26	5	0	0	0	0	0	121
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	92	0	0	3	0	104	0	0	79	14	0	0	0	0	0	376
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	31	35	0	0	1	0	52	0	0	25	3	0	0	0	0	0	147
11:15	42	37	0	0	1	0	48	0	0	21	1	0	0	0	0	0	150
11:30	35	37	0	0	1	0	42	0	0	28	3	0	0	0	0	0	146
11:45	35	37	0	0	1	0	41	0	0	31	0	0	0	0	0	0	145
Total	143	146	0	0	4	0	183	0	0	105	7	0	0	0	0	0	588
12:00	46	23	0	0	1	0	55	0	0	35	3	0	0	0	0	0	163
12:15	43	34	0	0	3	0	54	0	0	26	0	0	0	0	0	0	160
12:30	43	30	0	0	3	0	62	0	0	35	2	0	0	0	0	0	175
12.45	38	28	0	0	0	0	50	0	0	24	1	0	0	0	0	0	141
Total	170	115	0	0	7	0	221	0	0	120	6	0	0	0	0	0	639
13 00	66	35	0	0	2	0	41	0	0	23	1	0	0	0	0	0	168
13.15	17	6	0	0	3	0	20	0	0	12	0	0	0	0	0	0	58
13 30	32	44	0	0	3	0	55	0	0	15	6	0	0	0	0	0	155
13:45	43	50	0	0	2	0	47	0	0	40	9	0	0	0	0	0	191
Total	158	135	0	0	10	0	163	0	0	90	16	0	0	0	0	0	572
14.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15.00	47	50	0	0	1	0	59	0	0	37	5	0	0	0	0	0	199
15:15	51	45	0	0	2	0	37	0	0	44	1	0	0	0	0	0	180
15:30	55	52	0	0	4	0	66	0	0	55	2	0	0	0	0	0	234
15.45	46	77	0	0	3	0	60	0	0	36	3	0	0	0	0	0	225
Total	199	224	0	0	10	0	222	0	0	172	11	0	0	0	0	0	838
16:00	58	85	0	0	5	0	58	0	0	33	2	0	0	0	0	0	241
16:15	61	60	0	0	7	0	67	0	0	36	3	0	0	0	0	0	234
16 30	57	69	0	0	3	0	61	0	0	37	2	0	0	0	0	0	229
16.45	63	60	0	0	2	0	67	0	0	37	3	0	0	0	0	0	232
Total	239	274	0	0	17	0	253	0	0	143	10	0	0	0	0	0	936
17 00	54	66	0	0	2	0	78	0	0	37	4	0	0	0	0	0	241
17.15	57	76	0	0	4	0	54	0	0	49	0	0	0	0	0	0	240
17:30	66	62	0	0	4	0	63	0	0	46	4	0	0	0	0	0	245
17:45	65	59	0	0	3	0	89	0	0	54	5	0	0	0	0	0	275
Total	242	263	0	0	13	0	284	0	0	186	13	0	0	0	0	0	1001
Grand Total	1443	1460	0	0	81	0	1782	0	0	1289	100	0	0	0	0	0	6155
Apprch %	49.7	50 3	0 0	0.0	4 3	0 0	95.7	0 0	0.0	92 8	7 2	0 0	0 0	0 0	0 0	0 0	
Total %	23 4	23.7	0 0	0.0	1 3	0.0	29 0	0.0	0.0	20.9	1.6	0 0	0.0	0 0	0 0	0 0	

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Five Points Rd. and Atrisco Dr.
Site Code : 00025532
Start Date : 02/07/2005
Page No : 2



Mid-Region Council of Governments
IntersectionTurning Movement Analysis

Weather: Fine
Comments: None
Machine: 2389
Operator: CM

File Name : Five Points Rd. and Atrisco Dr.
Site Code : 00025532
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Groups Printed- Trucks

	Atrisco Dr. From North				Five Points Rd. From East				Atrisco Dr. From South				Five Points Rd. From West				
Start Time	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:00	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4
07:15	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
07:30	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6
07:45	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	3	5	0	0	1	0	4	0	0	4	0	0	0	0	0	0	17
08:00	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	6
08:15	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
08:30	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3
08:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	3	0	0	1	0	0	0	0	8	0	0	0	0	0	0	15
09:00	4	1	0	0	0	0	3	0	0	1	0	0	0	0	0	0	9
09:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	3	0	0	1	0	3	0	0	1	0	0	0	0	0	0	12
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
11:30	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
11:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	2	4	0	0	0	0	1	0	0	2	1	0	0	0	0	0	10
12:00	0	5	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7
12:15	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
12:30	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	4
12:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	1	5	0	0	1	0	4	0	0	3	1	0	0	0	0	0	15
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
13:30	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
13:45	0	1	0	0	1	0	1	0	0	3	0	0	0	0	0	0	6
Total	0	3	0	0	1	0	2	0	0	5	0	0	0	0	0	0	11
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	1	0	0	0	1	1	0	0	2	0	0	0	0	0	0	6
15:15	1	0	0	0	0	0	1	0	0	3	1	0	0	0	0	0	6
15:30	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4
15:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	4	0	0	0	1	3	0	0	5	1	0	0	0	0	0	18
16:00	2	2	0	0	1	0	0	0	0	2	0	0	0	0	0	0	7
16:15	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
16:30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	6	0	0	1	0	0	0	0	3	0	0	0	0	0	0	14
17:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Grand Total	22	34	0	0	6	1	18	0	0	34	3	0	0	0	0	0	118
Apprch %	39.3	60.7	0.0	0.0	24.0	4.0	72.0	0.0	0.0	91.9	8.1	0.0	0.0	0.0	0.0	0.0	
Total %	18.6	28.8	0.0	0.0	5.1	0.8	15.3	0.0	0.0	28.8	2.5	0.0	0.0	0.0	0.0	0.0	

Mid-Region Council of Governments
IntersectionTurning Movement Analysis

File Name : Five Points Rd. and Atrisco Dr.
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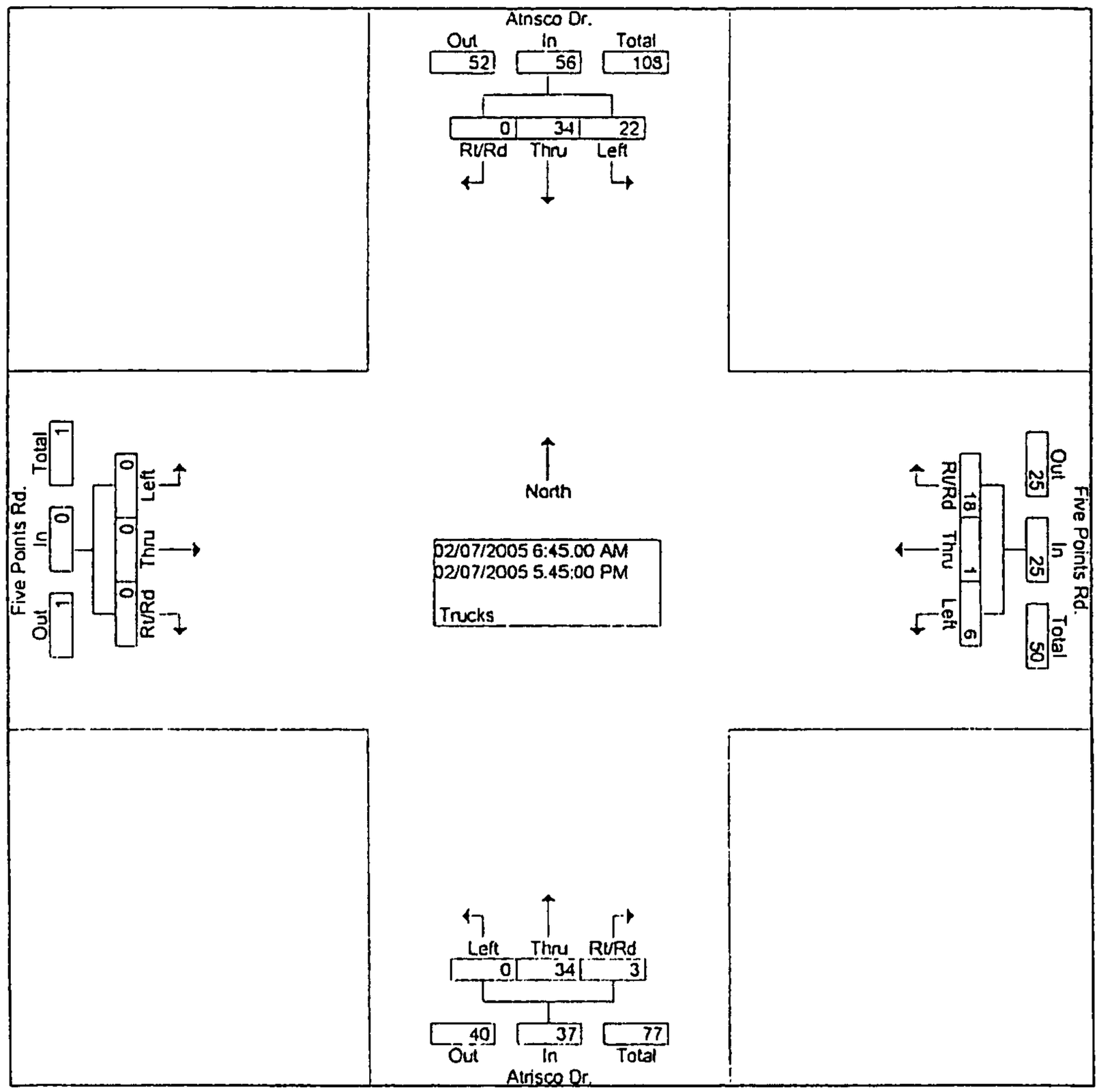

Bicycle And Pedestrian Crossings

Location: Five Points Rd. and Atrisco Dr.

Date: 02/07/05

INT ID: 25532

	Time	North to South		South to North		East to West		West to East	
		Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak	6:45 - 9:45	0	0	0	0	0	1	0	0
Midday Peak	11:00 - 2:00	0	0	1	0	0	0	0	0
Afternoon Peak	3:00 - 6:00	1	0	0	0	0	0	0	2
	Total	1	0	1	0	0	1	0	2

Save

Quit

Print

Reset