

Appendix A: Scoping Meeting Notes

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Chris Phipps
Mountain Classic Real Estate
461 East 200 South Suite 102
Salt Lake City, UT 84111

MEETING DATE: (505) 242-2851, (505) 338-0988

ATTENDEES: Jon Kruse - Lee Engineering; Mathew Grush - CABQ

PROJECT: San Mateo Central Apartments, K-8

REQUESTED CITY ACTION: ☐ Zone Change ☒ Site Development Plan

☐ Subdivision ☐ Building Permit ☐ Sector Plan ☐ Sector Plan Amendment

☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation ☐ Site Plan Amendment

ASSOCIATED APPLICATION: Existing building at 5301 Central will remain as office with residential penthouse. Existing office building at 300 San Mateo will be converted to multifamily. Two new fast-food restaurant pads will be built along San Mateo.

SCOPE OF REPORT:

The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 10th Edition.

ITE 221 – Multifamily Housing (Mid Rise)

AM Peak: 11 ingress; 31 egress

PM Peak: 31 ingress; 21 egress

ITE 934 – Fast Food Restaurant with Drive-Through Window

AM Peak: 117 ingress; 108 egress

PM Peak: 115 ingress; 112 egress

2. Appropriate study area:

Signalized Intersections;

- a. Copper Ave/San Mateo Blvd
- b. Central Ave/San Mateo Blvd

Unsignalized Intersections;

- a. Madeira Dr/Copper Ave
- b. Madeira Dr/Central Ave

Driveway Intersections:

- a. San Mateo Blvd North Access
- b. San Mateo Blvd South Access
- c. Madeira Dr North Site Access

- d. Madeira Dr South Access
- 3. Intersection turning movement counts
 - Study Time – 9-hour turning movement counts from
 - Morning: 6:00 AM-9:00 AM
 - Mid-day: 11:00 AM-2:00 PM
 - Evening: 3:00 PM-6:00 PM
- 4. Type of intersection progression and factors to be used.
San Mateo Blvd and Central Ave will be used in coordination with a CABQ provided 2018 traffic count at the same location to determine an adjustment factor to account for reduced traffic volumes during COVID 19 pandemic.
- 5. Boundaries of area to be used for trip distribution:
 - Copper Ave & San Mateo Blvd
 - Central Ave & San Mateo Blvd
 - Madeira Dr & San Mateo Blvd
 - Madeira Dr & Central Ave
- 6. Basis for trip distribution:
Distribution, and assignment of site trips will be based on turning movement counts, peak hour traffic volumes, and the review of current and future regional traffic models.
- 7. Traffic Assignment. Logical routing on the major street system.
- 8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
None at this time
- 9. Method of intersection capacity analysis –Highway Capacity Software (HCS) software for all signal and stop controls.
Implementation Year: 2021
- 10. Traffic conditions for analysis:
 - a. Existing analysis x yes ___ no - year (2021)
 - b. Project completion year without proposed development – 20221
 - c. Project completion year with proposed development – 2021
 - d. Horizon Year – 20XX
- 11. Background traffic growth.
Method: Growth based on standard data of study roadways from the 2016 and 2040 MRCOG Models (Peak Hour Load). Minimum growth rate to be used is 1%.
- 12. Planned (programmed) traffic improvements.
List planned CIP improvements in study area and projected project implementation year:
 - a. (Office building) Apartment Conversion– 300 San Mateo Blvd, Albuquerque, NM (Implementation Year 2021)
- 13. Items to be included in the study:

- a. Intersection capacity analysis.
 - b. Recommended street, intersection, and signal improvements.
 - c. Site analysis design features such as auxiliary lanes, queuing requirements, threshold analysis, and on-site and access circulation, including intersection spacing.
 - d. If required, mitigated measures.
 - e. Accident analyses ☒ yes ☐ no; Location(s): study intersections
 - f. Weaving analyses ☐ yes ☒ no; Location(s):
14. Report documenting study procedures, assumptions, analyses, conclusions, and recommendations.

SUBMITTAL REQUIREMENTS:

- 1. Number of copies of report required
 - a. 1 paper copy
 - b. 1 digital copy
- 2. Submittal Fee – \$1300 for up to 3 reviews

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 924-3991.

 Matt Grush, P.E., PTOE
 Senior Engineer
 City of Albuquerque, Planning
 Transportation Development Section

 Date

via: email

C: TIS Task Force Attendees, file

Additional Info for NIA:

Due to the request for access for a **new school**, and Bill No. O-13-61, a Neighborhood Impact Assessment (NIA) needs to be prepared. The required information for the NIA is shown below in the scope of report. Refer to Bill No. O-13-61 for additional criteria.

- 1. NIA Requirements – The following sections need to be included to satisfy the NIA ordinance requirements.
 - a. Baseline Community Data – identifying existing conditions with respect to adjacent land uses, traffic patterns, traffic turning movements and volumes, nearby multimodal transportation options, area pedestrian movements, and any other relevant information as determined
 - b. Analysis of the neighborhood impacts, including but not limited to:

- 1) Impacts on pedestrian and bicycle circulation, and pedestrian and bicycle routes
- 2) Automobile and pedestrian conflict points
- 3) Noise and air quality impacts resulting from stacking of idling vehicles or vehicle circulation
- 4) Consistency with existing or planned transit routes and stops
- 5) Other potential impacts as determined



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 12/2020)

Project Title: District 505 Building Permit #: _____ Hydrology File #: _____

Zone Atlas Page: K18 DRB#: _____ EPC#: _____ Work Order#: _____

Legal Description: See included

City Address: 5301 Central and 300 San Mateo NE

Applicant: Equiterra Regenerative Design Contact: Delcie Dobrovolny

Address: 302 Central Ave SE; Albuquerque, NM 87102

Phone#: 505-242-2851 Fax#: _____ E-mail: delcie@equiterra.design

Development Information

Build out/Implementation Year: 2021 Current/Proposed Zoning: MX-M, MX-L, MX-H - no

Project Type: New: ☒ Change of Use: ☒ Same Use/Unchanged: ☐ Same Use/Increased Activity: ☐
proposed changes

Proposed Use (mark all that apply): Residential: ☒ Office: ☒ Retail: ☐ Mixed-Use: ☒

Describe development and Uses:

Existing building at 5301 Central will remain as office with residential penthouse. Existing office building at 300 San Mateo will be converted to multifamily. Two new fast-food restaurant pads will be built along San Mateo

Days and Hours of Operation (if known): _____

Facility

Building Size (sq. ft.): Two new restaurants - 2200 sf each; multifamily at 300 San Mateo - 130,000 sf

Number of Residential Units: 125

Number of Commercial Units: Two restaurants

Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):* Undetermined

Expected Number of Employees (if known):* Undetermined

Expected Number of Delivery Trucks/Buses per Day (if known):* Undetermined

Trip Generations during PM/AM Peak Hour (if known):* 279/ 267

Driveway(s) Located on: Street Name San Mateo Blvd NE, Copper Ave NE, Madiera Dr. NE

Adjacent Roadway(s) Posted Speed: Street Name San Mateo Posted Speed 40

Street Name Copper Posted Speed 25

Madiera ??

Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation/Functional Classification: Major transit corridor
(arterial, collector, local, main street)

Comprehensive Plan Center Designation: Highland Center - Activity
(urban center, employment center, activity center)

Jurisdiction of roadway (NMDOT, City, County): City

Adjacent Roadway(s) Traffic Volume: San Mateo - 28800 Volume-to-Capacity Ratio: San Mateo 0.54 PM
(if applicable)
Routes 66, 766, 777,

Adjacent Transit Service(s): 140 & 141 Nearest Transit Stop(s): Central @ San Mateo/San Mateo @
Central/San Mateo @ Copper

Is site within 660 feet of Premium Transit?: Yes

Current/Proposed Bicycle Infrastructure: Nothing currently exists. Referenced map shows no requirements, but
(bike lanes, trails) PRT notes indicate needing to add a bike lane. Need clarification.

Current/Proposed Sidewalk Infrastructure: No proposed changes to existing.

No bicycle facilities planned on Central or San Mateo in this vicinity. Nearest is Copper Ave. Bicycle Blvd.

Relevant Web-sites for Filling out Roadway Information:

City GIS Information: <http://www.cabq.gov/gis/advanced-map-viewer>

Comprehensive Plan Corridor/Designation: <https://abc-zone.com/document/abc-comp-plan-chapter-5-land-use> (map after Page 5-5)

Road Corridor Classification: <https://www.mrcog-nm.gov/DocumentCenter/View/1920/Long-Range-Roadway-System-LRRS-PDF?bidId=>

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/285/Traffic-Counts> and <https://public.mrcog-nm.gov/taqa/>

Bikeways: http://documents.cabq.gov/planning/adopted-longrange-plans/BTFP/Final/BTFP%20FINAL_Jun25.pdf (Map Pages 75 to 81)

TIS Determination

Note: Changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

Traffic Impact Study (TIS) Required: Yes ☒ No ☐ Borderline ☐

Thresholds Met? Yes ☒ No ☐

Mitigating Reasons for Not Requiring TIS: _____ Previously Studied: ☐

Notes:

 P.E.

4/20/2021

TRAFFIC ENGINEER

DATE

Submittal

The Scoping Form must be submitted as part of any building permit application, DRB application, or EPC application. See the Development Process Manual Chapter 7.4 for additional information.

Submit by email to the City Traffic Engineer mgrush@cabq.gov . Call 924-3362 for information.

Site Plan/Traffic Scoping Checklist

Site plan, building size in sq. ft. (show new, existing, remodel), to include the following items as applicable:

1. Access -- location and width of driveways
2. Sidewalks (Check DPM and IDO for sidewalk requirements. Also, Centers have wider sidewalk requirements.)
3. Bike Lanes (check for designated bike routes, long range bikeway system) ([*check MRCOG Bikeways and Trails in the 2040 MTP map*](#))
4. Location of nearby multi-use trails, if applicable ([*check MRCOG Bikeways and Trails in the 2040 MTP map*](#))
5. Location of nearby transit stops, transit stop amenities (eg. bench, shelter). Note if site is within 660 feet of premium transit.
6. Adjacent roadway(s) configuration (number of lanes, lane widths, turn bays, medians, etc.)
7. Distance from access point(s) to nearest adjacent driveways/intersections.
8. Note if site is within a Center and more specifically if it is within an Urban Center.
9. Note if site is adjacent to a Main Street.
10. Identify traffic volumes on adjacent roadway per MRCOG information. If site generates more than 100 vehicles per hour, identify v/c ratio on this form.

Appendix B:

Turning Movement Count Sheets



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

Count Name: NM299.03
Site Code: San Mateo & Central
Start Date: 05/18/2021
Page No: 1

Turning Movement Data

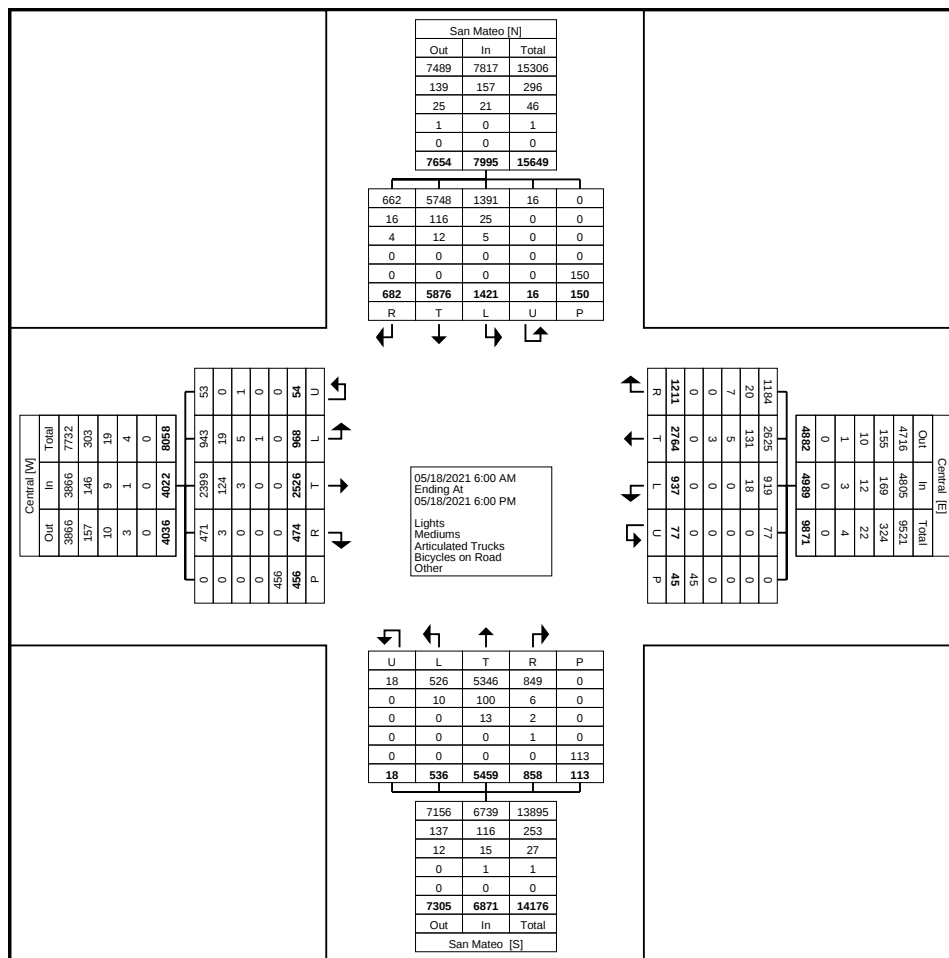
Start Time	San Mateo Southbound							Central Westbound							San Mateo Northbound							Central Eastbound							Int. Total	
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total		
6:00 AM	1	0	57	5	1	2	64	5	1	18	3	1	0	28	3	2	37	3	0	1	45	4	2	17	3	0	0	26	163	
6:15 AM	0	1	72	13	0	1	86	7	3	27	3	2	1	42	6	1	39	8	0	1	54	5	0	14	4	0	3	23	205	
6:30 AM	1	1	147	13	0	1	162	13	3	39	13	2	0	70	9	5	81	1	1	1	97	5	0	27	5	0	9	37	366	
6:45 AM	8	5	161	20	0	3	194	12	5	35	20	0	0	72	5	4	72	1	0	1	82	6	0	30	4	0	2	40	388	
Hourly Total	10	7	437	51	1	7	506	37	12	119	39	5	1	212	23	12	229	13	1	4	278	20	2	88	16	0	14	126	1122	
7:00 AM	6	0	167	26	0	4	199	9	2	50	18	0	2	79	9	0	73	3	0	2	85	3	0	34	12	0	5	49	412	
7:15 AM	5	2	156	18	1	3	182	7	8	47	25	1	0	88	9	0	101	2	0	4	112	8	1	42	16	1	4	68	450	
7:30 AM	4	2	180	26	0	5	212	12	4	59	31	3	1	109	10	3	139	13	0	1	165	4	1	34	20	1	3	60	546	
7:45 AM	14	0	218	36	0	4	268	12	5	60	31	6	1	114	10	2	146	10	0	1	168	9	1	67	31	0	2	108	658	
Hourly Total	29	4	721	106	1	16	861	40	19	216	105	10	4	390	38	5	459	28	0	8	530	24	3	177	79	2	14	285	2066	
8:00 AM	4	2	155	34	0	2	195	13	6	61	19	1	1	100	13	4	111	5	0	2	133	5	1	51	25	0	5	82	510	
8:15 AM	8	0	136	27	0	2	171	15	6	56	19	4	1	100	18	9	123	14	0	1	164	7	2	46	8	0	5	63	498	
8:30 AM	3	1	150	38	0	7	192	11	4	58	19	1	1	93	16	3	138	3	0	2	160	6	2	48	19	0	9	75	520	
8:45 AM	14	4	153	32	0	4	203	25	2	64	20	5	0	116	16	3	130	13	0	0	162	2	1	50	15	2	6	70	551	
Hourly Total	29	7	594	131	0	15	761	64	18	239	77	11	3	409	63	19	502	35	0	5	619	20	6	195	67	2	25	290	2079	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	11	3	155	42	3	4	214	30	5	93	29	1	1	158	24	6	138	18	2	7	188	9	3	58	36	0	28	106	666	
11:15 AM	28	3	155	44	0	5	230	39	10	90	35	1	4	175	28	7	143	16	1	7	195	12	3	90	24	0	19	129	729	
11:30 AM	23	4	169	42	3	6	241	30	14	73	19	4	0	140	16	5	147	23	0	2	191	10	6	69	34	3	26	122	694	
11:45 AM	24	7	160	41	0	4	232	39	10	79	35	3	3	166	27	4	157	15	0	5	203	12	7	68	36	0	13	123	724	
Hourly Total	86	17	639	169	6	19	917	138	39	335	118	9	8	639	95	22	585	72	3	21	777	43	19	285	130	3	86	480	2813	
12:00 PM	16	7	206	49	1	1	279	34	3	99	37	3	0	176	22	4	141	18	1	4	186	13	3	104	42	0	21	162	803	
12:15 PM	31	4	154	46	0	4	235	33	4	89	26	4	1	156	22	6	175	21	1	2	225	11	5	94	34	6	9	150	766	
12:30 PM	19	2	148	50	0	4	219	46	5	109	30	4	1	194	32	6	162	26	0	3	226	16	4	89	32	2	16	143	782	
12:45 PM	18	7	171	43	3	4	242	32	9	79	41	2	0	163	20	3	156	17	1	6	197	15	3	87	24	2	21	131	733	
Hourly Total	84	20	679	188	4	13	975	145	21	376	134	13	2	689	96	19	634	82	3	15	834	55	15	374	132	10	67	586	3084	
1:00 PM	24	8	171	43	0	0	246	29	9	89	24	3	4	154	18	5	161	26	0	5	210	8	3	84	36	2	9	133	743	
1:15 PM	22	5	177	47	1	8	252	35	10	81	31	4	2	161	30	5	148	19	1	10	203	20	3	84	49	0	23	156	772	
1:30 PM	13	3	162	37	0	7	215	47	10	111	31	1	1	200	20	6	150	21	0	7	197	14	3	91	36	4	20	148	760	
1:45 PM	24	4	162	46	0	3	236	25	11	79	33	3	1	151	26	5	152	18	1	2	202	13	3	92	32	1	22	141	730	
Hourly Total	83	20	672	173	1	18	949	136	40	360	119	11	8	666	94	21	611	84	2	24	812	55	12	351	153	7	74	578	3005	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	26	2	169	53	0	9	250	36	5	91	33	1	5	166	15	4	170	20	1	1	210	12	3	92	41	4	17	152	778	
3:15 PM	17	4	191	57	0	3	269	42	5	103	16	2	1	168	17	6	210	25	0	6	258	10	3	88	34	2	19	137	832	
3:30 PM	27	6	205	48	1	11	287	31	8	96	33	0	1	168	30	5	200	15	0	4	250	14	2	98	26	0	15	140	845	

3:45 PM	22	7	194	49	0	4	272	33	13	93	32	4	4	175	21	2	219	26	1	4	269	20	3	87	31	6	15	147	863
Hourly Total	92	19	759	207	1	27	1078	142	31	383	114	7	11	677	83	17	799	86	2	15	987	56	11	365	132	12	66	576	3318
4:00 PM	21	1	177	63	0	4	262	37	10	98	39	1	4	185	24	4	222	23	2	0	275	12	3	81	35	1	12	132	854
4:15 PM	24	0	173	49	0	8	246	34	8	84	34	4	0	164	31	7	214	17	0	4	269	11	4	104	33	1	18	153	832
4:30 PM	18	1	203	58	0	6	280	35	9	99	29	2	0	174	26	2	257	17	0	5	302	5	7	96	29	2	27	139	895
4:45 PM	17	4	147	47	1	3	216	37	13	100	31	1	1	182	29	4	201	20	1	2	255	18	4	86	23	7	14	138	791
Hourly Total	80	6	700	217	1	21	1004	143	40	381	133	8	5	705	110	17	894	77	3	11	1101	46	18	367	120	11	71	562	3372
5:00 PM	23	0	195	50	1	2	269	38	4	92	28	0	0	162	37	3	209	15	0	0	264	8	5	70	39	0	17	122	817
5:15 PM	18	2	151	44	0	1	215	27	6	100	31	1	0	165	24	3	198	13	1	6	239	13	6	96	35	1	4	151	770
5:30 PM	21	6	178	39	0	8	244	29	5	76	22	2	3	134	25	6	198	19	1	3	249	19	5	76	33	4	11	137	764
5:45 PM	18	1	151	46	0	3	216	31	6	87	17	0	0	141	18	8	141	12	2	1	181	10	3	82	32	2	7	129	667
Hourly Total	80	9	675	179	1	14	944	125	21	355	98	3	3	602	104	20	746	59	4	10	933	50	19	324	139	7	39	539	3018
Grand Total	573	109	5876	1421	16	150	7995	970	241	2764	937	77	45	4989	706	152	5459	536	18	113	6871	369	105	2526	968	54	456	4022	23877
Approach %	7.2	1.4	73.5	17.8	0.2	-	-	19.4	4.8	55.4	18.8	1.5	-	-	10.3	2.2	79.4	7.8	0.3	-	-	9.2	2.6	62.8	24.1	1.3	-	-	-
Total %	2.4	0.5	24.6	6.0	0.1	-	33.5	4.1	1.0	11.6	3.9	0.3	-	20.9	3.0	0.6	22.9	2.2	0.1	-	28.8	1.5	0.4	10.6	4.1	0.2	-	16.8	-
Lights	557	105	5748	1391	16	-	7817	944	240	2625	919	77	-	4805	701	148	5346	526	18	-	6739	366	105	2399	943	53	-	3866	23227
% Lights	97.2	96.3	97.8	97.9	100.0	-	97.8	97.3	99.6	95.0	98.1	100.0	-	96.3	99.3	97.4	97.9	98.1	100.0	-	98.1	99.2	100.0	95.0	97.4	98.1	-	96.1	97.3
Mediums	13	3	116	25	0	-	157	19	1	131	18	0	-	169	4	2	100	10	0	-	116	3	0	124	19	0	-	146	588
% Mediums	2.3	2.8	2.0	1.8	0.0	-	2.0	2.0	0.4	4.7	1.9	0.0	-	3.4	0.6	1.3	1.8	1.9	0.0	-	1.7	0.8	0.0	4.9	2.0	0.0	-	3.6	2.5
Articulated Trucks	3	1	12	5	0	-	21	7	0	5	0	0	-	12	1	1	13	0	0	-	15	0	0	3	5	1	-	9	57
% Articulated Trucks	0.5	0.9	0.2	0.4	0.0	-	0.3	0.7	0.0	0.2	0.0	0.0	-	0.2	0.1	0.7	0.2	0.0	0.0	-	0.2	0.0	0.0	0.1	0.5	1.9	-	0.2	0.2
Bicycles on Road	0	0	0	0	0	-	0	0	0	3	0	0	-	3	0	1	0	0	0	-	1	0	0	0	1	0	-	1	5
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.7	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.1	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	13	-	-	-	-	-	1	-	-	-	-	-	-	-	5	-	-	-	-	-	7	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	8.7	-	-	-	-	-	2.2	-	-	-	-	-	-	-	4.4	-	-	-	-	-	1.5	-	-	
Pedestrians	-	-	-	-	-	137	-	-	-	-	-	44	-	-	-	-	-	-	-	108	-	-	-	-	-	449	-	-	
% Pedestrians	-	-	-	-	-	91.3	-	-	-	-	-	97.8	-	-	-	-	-	-	-	95.6	-	-	-	-	-	98.5	-	-	



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

Count Name: NM299.03
Site Code: San Mateo & Central
Start Date: 05/18/2021
Page No: 3



Turning Movement Data Plot



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

Count Name: NM299.03
Site Code: San Mateo & Central
Start Date: 05/18/2021
Page No: 4

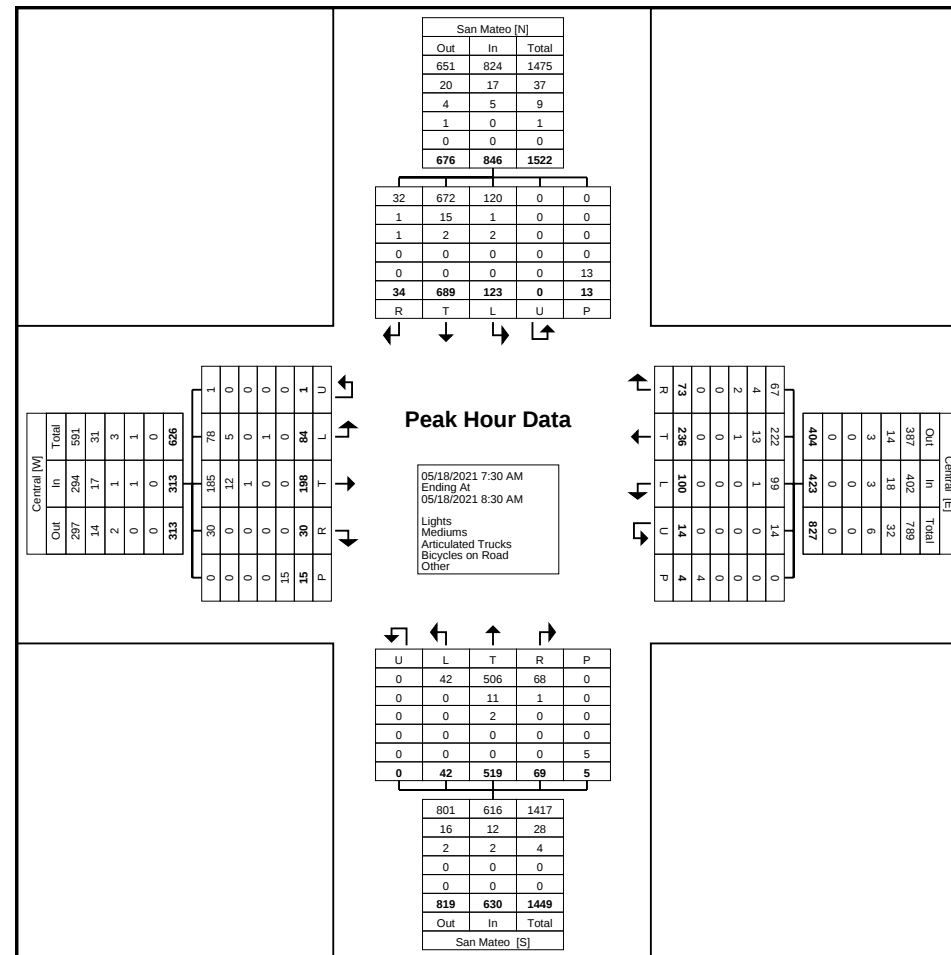
Turning Movement Peak Hour Data (7:30 AM)

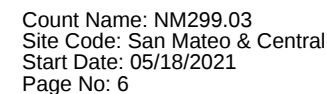
Start Time	San Mateo Southbound							Central Westbound							San Mateo Northbound							Central Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	4	2	180	26	0	5	212	12	4	59	31	3	1	109	10	3	139	13	0	1	165	4	1	34	20	1	3	60	546
7:45 AM	14	0	218	36	0	4	268	12	5	60	31	6	1	114	10	2	146	10	0	1	168	9	1	67	31	0	2	108	658
8:00 AM	4	2	155	34	0	2	195	13	6	61	19	1	1	100	13	4	111	5	0	2	133	5	1	51	25	0	5	82	510
8:15 AM	8	0	136	27	0	2	171	15	6	56	19	4	1	100	18	9	123	14	0	1	164	7	2	46	8	0	5	63	498
Total	30	4	689	123	0	13	846	52	21	236	100	14	4	423	51	18	519	42	0	5	630	25	5	198	84	1	15	313	2212
Approach %	3.5	0.5	81.4	14.5	0.0	-	-	12.3	5.0	55.8	23.6	3.3	-	-	8.1	2.9	82.4	6.7	0.0	-	-	8.0	1.6	63.3	26.8	0.3	-	-	-
Total %	1.4	0.2	31.1	5.6	0.0	-	38.2	2.4	0.9	10.7	4.5	0.6	-	19.1	2.3	0.8	23.5	1.9	0.0	-	28.5	1.1	0.2	9.0	3.8	0.0	-	14.2	-
PHF	0.536	0.500	0.790	0.854	0.000	-	0.789	0.867	0.875	0.967	0.806	0.583	-	0.928	0.708	0.500	0.889	0.750	0.000	-	0.938	0.694	0.625	0.739	0.677	0.250	-	0.725	0.840
Lights	28	4	672	120	0	-	824	46	21	222	99	14	-	402	50	18	506	42	0	-	616	25	5	185	78	1	-	294	2136
% Lights	93.3	100.0	97.5	97.6	-	-	97.4	88.5	100.0	94.1	99.0	100.0	-	95.0	98.0	100.0	97.5	100.0	-	-	97.8	100.0	100.0	93.4	92.9	100.0	-	93.9	96.6
Mediums	1	0	15	1	0	-	17	4	0	13	1	0	-	18	1	0	11	0	0	-	12	0	0	12	5	0	-	17	64
% Mediums	3.3	0.0	2.2	0.8	-	-	2.0	7.7	0.0	5.5	1.0	0.0	-	4.3	2.0	0.0	2.1	0.0	-	-	1.9	0.0	0.0	6.1	6.0	0.0	-	5.4	2.9
Articulated Trucks	1	0	2	2	0	-	5	2	0	1	0	0	-	3	0	0	2	0	0	-	2	0	0	1	0	0	-	1	11
% Articulated Trucks	3.3	0.0	0.3	1.6	-	-	0.6	3.8	0.0	0.4	0.0	0.0	-	0.7	0.0	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.5	0.0	0.0	-	0.3	0.5
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	1	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	1.2	0.0	-	0.3	0.0
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	23.1	-	-	-	-	-	0.0	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	4	-	-	-	-	-	-	-	5	-	-	-	-	-	15	-	-	-
% Pedestrians	-	-	-	-	-	76.9	-	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-



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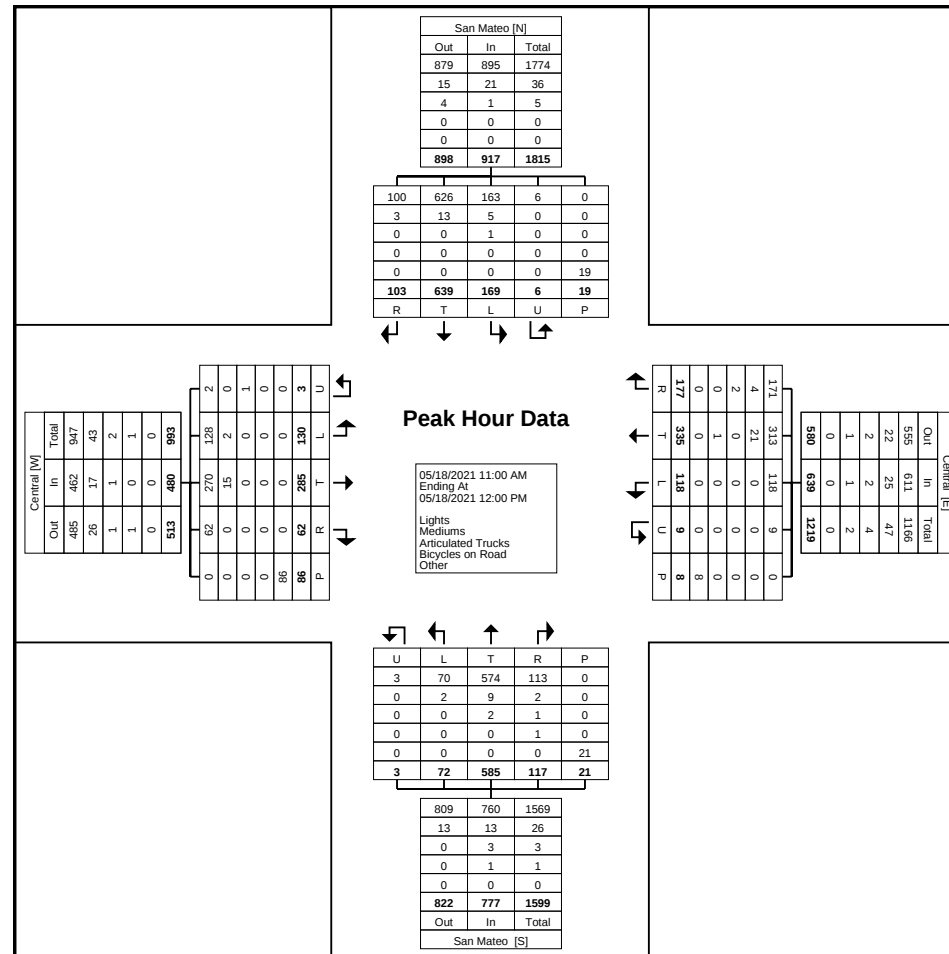






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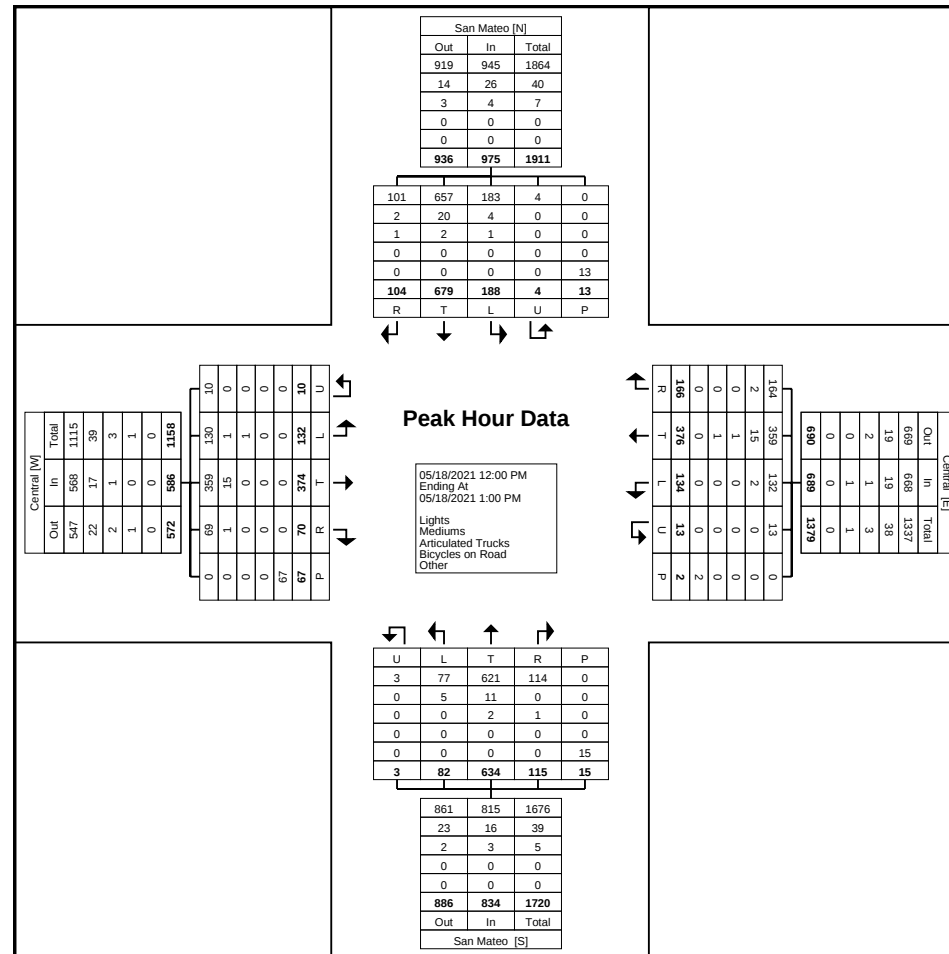
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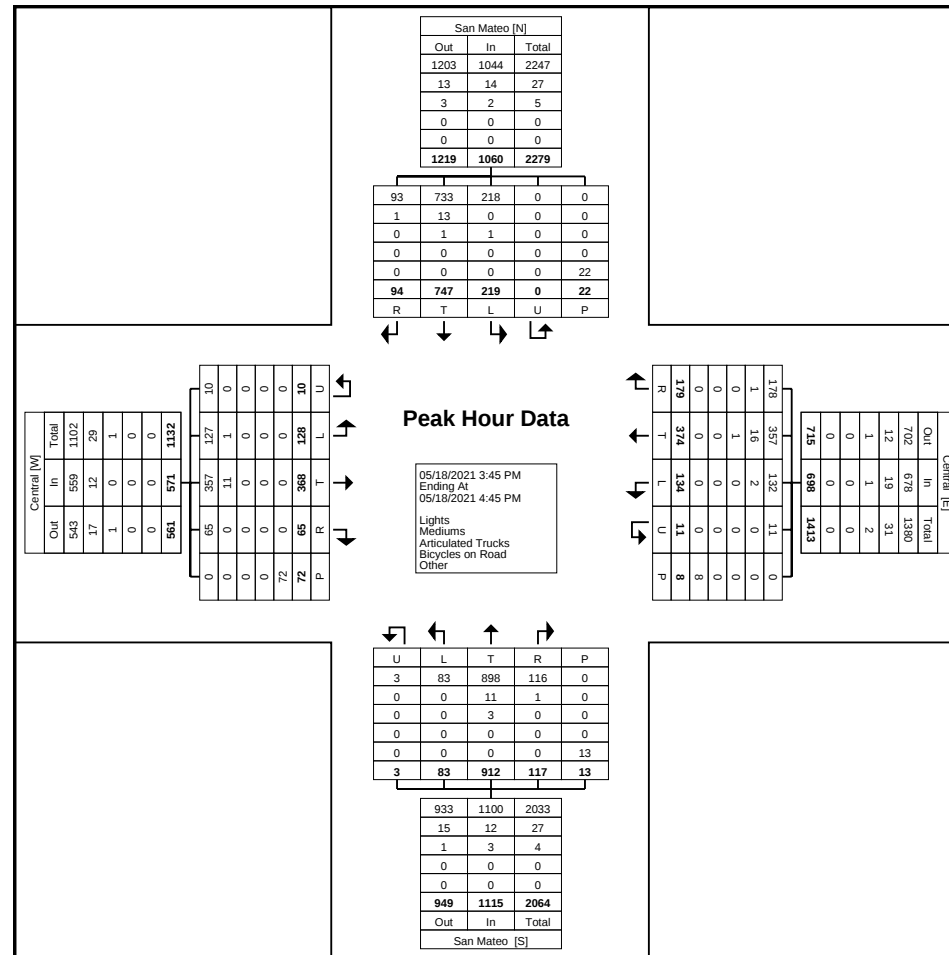
Turning Movement Peak Hour Data (3:45 PM)

Start Time	San Mateo Southbound							Central Westbound							San Mateo Northbound							Central Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
3:45 PM	22	7	194	49	0	4	272	33	13	93	32	4	4	175	21	2	219	26	1	4	269	20	3	87	31	6	15	147	863
4:00 PM	21	1	177	63	0	4	262	37	10	98	39	1	4	185	24	4	222	23	2	0	275	12	3	81	35	1	12	132	854
4:15 PM	24	0	173	49	0	8	246	34	8	84	34	4	0	164	31	7	214	17	0	4	269	11	4	104	33	1	18	153	832
4:30 PM	18	1	203	58	0	6	280	35	9	99	29	2	0	174	26	2	257	17	0	5	302	5	7	96	29	2	27	139	895
Total	85	9	747	219	0	22	1060	139	40	374	134	11	8	698	102	15	912	83	3	13	1115	48	17	368	128	10	72	571	3444
Approach %	8.0	0.8	70.5	20.7	0.0	-	-	19.9	5.7	53.6	19.2	1.6	-	-	9.1	1.3	81.8	7.4	0.3	-	-	8.4	3.0	64.4	22.4	1.8	-	-	-
Total %	2.5	0.3	21.7	6.4	0.0	-	30.8	4.0	1.2	10.9	3.9	0.3	-	20.3	3.0	0.4	26.5	2.4	0.1	-	32.4	1.4	0.5	10.7	3.7	0.3	-	16.6	-
PHF	0.885	0.321	0.920	0.869	0.000	-	0.946	0.939	0.769	0.944	0.859	0.688	-	0.943	0.823	0.536	0.887	0.798	0.375	-	0.923	0.600	0.607	0.885	0.914	0.417	-	0.933	0.962
Lights	84	9	733	218	0	-	1044	138	40	357	132	11	-	678	102	14	898	83	3	-	1100	48	17	357	127	10	-	559	3381
% Lights	98.8	100.0	98.1	99.5	-	-	98.5	99.3	100.0	95.5	98.5	100.0	-	97.1	100.0	93.3	98.5	100.0	100.0	-	98.7	100.0	100.0	97.0	99.2	100.0	-	97.9	98.2
Mediums	1	0	13	0	0	-	14	1	0	16	2	0	-	19	0	1	11	0	0	-	12	0	0	11	1	0	-	12	57
% Mediums	1.2	0.0	1.7	0.0	-	-	1.3	0.7	0.0	4.3	1.5	0.0	-	2.7	0.0	6.7	1.2	0.0	0.0	-	1.1	0.0	0.0	3.0	0.8	0.0	-	2.1	1.7
Articulated Trucks	0	0	1	1	0	-	2	0	0	1	0	0	-	1	0	0	3	0	0	-	3	0	0	0	0	0	-	0	6
% Articulated Trucks	0.0	0.0	0.1	0.5	-	-	0.2	0.0	0.0	0.3	0.0	0.0	-	0.1	0.0	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	1	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	9.1	-	-	-	-	-	0.0	-	-	-	-	-	-	-	0.0	-	-	-	-	-	1.4	-	-	
Pedestrians	-	-	-	-	-	20	-	-	-	-	-	8	-	-	-	-	-	-	-	13	-	-	-	-	-	71	-	-	
% Pedestrians	-	-	-	-	-	90.9	-	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	98.6	-	-	



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Turning Movement Data

Start Time	Madeira Dr Southbound						Central Westbound						Madeira Dr Northbound						Central Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	28	0	0	0	28	4	0	0	0	1	4	3	29	0	0	0	32	64
6:15 AM	0	0	0	0	0	0	0	41	0	0	0	41	1	0	0	0	1	1	1	30	0	0	1	31	73
6:30 AM	0	0	0	0	0	0	0	67	0	0	0	67	2	0	0	0	2	2	2	55	0	0	0	57	126
6:45 AM	1	0	0	0	1	1	2	67	0	0	0	69	3	0	0	0	0	3	1	58	0	0	1	59	132
Hourly Total	1	0	0	0	1	1	2	203	0	0	0	205	10	0	0	0	4	10	7	172	0	0	2	179	395
7:00 AM	1	0	0	0	1	1	0	69	0	0	0	69	1	0	0	0	0	1	7	60	0	0	0	67	138
7:15 AM	0	0	0	0	2	0	1	82	0	0	0	83	2	0	0	0	1	2	4	69	0	0	1	73	158
7:30 AM	2	0	0	0	2	2	4	109	0	0	0	113	8	0	0	0	0	8	4	78	0	0	1	82	205
7:45 AM	0	0	0	0	0	0	0	116	0	0	0	116	5	0	0	0	0	5	9	109	0	0	0	118	239
Hourly Total	3	0	0	0	5	3	5	376	0	0	0	381	16	0	0	0	1	16	24	316	0	0	2	340	740
8:00 AM	2	0	0	0	1	2	0	95	0	0	0	95	3	0	0	0	1	3	3	98	0	0	0	101	201
8:15 AM	0	0	0	0	2	0	2	98	0	0	0	100	5	0	0	0	1	5	1	96	0	0	0	97	202
8:30 AM	0	0	0	0	1	0	3	95	0	0	0	98	9	0	0	0	1	9	7	104	0	0	0	111	218
8:45 AM	1	0	0	0	1	1	2	118	0	0	1	120	5	0	0	0	1	5	8	93	0	0	1	101	227
Hourly Total	3	0	0	0	5	3	7	406	0	0	1	413	22	0	0	0	4	22	19	391	0	0	1	410	848
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	4	0	0	0	3	4	3	154	0	0	1	157	5	0	0	0	4	5	5	131	0	0	1	136	302
11:15 AM	1	0	0	0	4	1	10	170	0	0	1	180	11	0	0	0	2	11	3	167	0	0	0	170	362
11:30 AM	1	0	0	0	1	1	4	146	0	0	2	150	12	0	0	0	6	12	7	133	0	0	0	140	303
11:45 AM	1	0	0	0	1	1	6	153	0	0	0	159	9	0	0	0	2	9	4	154	0	0	0	158	327
Hourly Total	7	0	0	0	9	7	23	623	0	0	4	646	37	0	0	0	14	37	19	585	0	0	1	604	1294
12:00 PM	2	0	0	0	3	2	3	163	0	0	0	166	18	0	0	0	0	18	7	173	0	0	3	180	366
12:15 PM	2	0	0	0	2	2	7	159	0	0	1	166	8	0	0	0	2	8	5	164	0	0	0	169	345
12:30 PM	2	0	0	0	2	2	0	178	0	0	0	178	6	0	0	0	1	6	2	170	0	1	0	173	359
12:45 PM	3	0	0	0	3	3	3	157	0	0	0	160	6	0	0	0	5	6	3	154	0	0	0	157	326
Hourly Total	9	0	0	0	10	9	13	657	0	0	1	670	38	0	0	0	8	38	17	661	0	1	3	679	1396
1:00 PM	1	0	0	0	5	1	3	160	0	0	0	163	6	0	0	0	1	6	2	150	0	0	0	152	322
1:15 PM	4	0	0	0	4	4	4	152	0	0	1	156	5	0	0	0	3	5	5	161	0	0	0	166	331
1:30 PM	4	0	0	0	5	4	3	189	0	0	1	192	7	0	0	0	4	7	4	152	0	0	2	156	359
1:45 PM	3	0	0	0	4	3	4	146	0	0	3	150	8	0	0	0	1	8	5	161	0	0	0	166	327
Hourly Total	12	0	0	0	18	12	14	647	0	0	5	661	26	0	0	0	9	26	16	624	0	0	2	640	1339
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	0	0	0	3	1	5	157	0	0	1	162	5	0	0	0	5	5	3	170	0	0	1	173	341
3:15 PM	0	0	0	0	2	0	1	167	0	0	0	168	5	0	0	0	4	5	1	170	0	0	0	171	344
3:30 PM	2	0	0	0	8	2	7	170	0	0	1	177	1	0	0	0	2	1	2	189	0	0	0	191	371

3:45 PM	2	0	0	0	4	2	4	173	0	0	0	177	4	0	0	0	3	4	7	157	0	0	0	164	347
Hourly Total	5	0	0	0	17	5	17	667	0	0	2	684	15	0	0	0	14	15	13	686	0	0	1	699	1403
4:00 PM	5	0	0	0	2	5	4	177	0	0	0	181	8	0	0	0	0	8	6	179	0	0	0	185	379
4:15 PM	1	0	0	0	2	1	2	159	0	0	3	161	3	0	0	0	4	3	2	189	0	0	0	191	356
4:30 PM	2	0	0	0	3	2	6	169	0	0	0	175	6	0	0	0	3	6	3	184	0	0	0	187	370
4:45 PM	0	0	0	0	2	0	3	174	0	0	2	177	7	0	0	0	2	7	4	163	0	0	1	167	351
Hourly Total	8	0	0	0	9	8	15	679	0	0	5	694	24	0	0	0	9	24	15	715	0	0	1	730	1456
5:00 PM	3	0	0	0	0	3	3	157	0	0	1	160	5	0	0	0	2	5	2	159	0	0	0	161	329
5:15 PM	2	0	0	0	0	2	4	157	0	0	0	161	7	0	0	0	1	7	2	160	0	0	0	162	332
5:30 PM	3	0	0	0	4	3	1	133	0	0	0	134	4	0	0	0	2	4	1	148	0	0	0	149	290
5:45 PM	5	0	0	0	1	5	2	140	0	0	0	142	2	0	0	0	1	2	4	151	0	0	0	155	304
Hourly Total	13	0	0	0	5	13	10	587	0	0	1	597	18	0	0	0	6	18	9	618	0	0	0	627	1255
Grand Total	61	0	0	0	79	61	106	4845	0	0	19	4951	206	0	0	0	69	206	139	4768	0	1	13	4908	10126
Approach %	100.0	0.0	0.0	0.0	-	-	2.1	97.9	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	2.8	97.1	0.0	0.0	-	-	-
Total %	0.6	0.0	0.0	0.0	-	0.6	1.0	47.8	0.0	0.0	-	48.9	2.0	0.0	0.0	0.0	-	2.0	1.4	47.1	0.0	0.0	-	48.5	-
Lights	60	0	0	0	-	60	105	4666	0	0	-	4771	204	0	0	0	-	204	137	4603	0	1	-	4741	9776
% Lights	98.4	-	-	-	-	98.4	99.1	96.3	-	-	-	96.4	99.0	-	-	-	-	99.0	98.6	96.5	-	100.0	-	96.6	96.5
Mediums	1	0	0	0	-	1	1	165	0	0	-	166	2	0	0	0	-	2	2	152	0	0	-	154	323
% Mediums	1.6	-	-	-	-	1.6	0.9	3.4	-	-	-	3.4	1.0	-	-	-	-	1.0	1.4	3.2	-	0.0	-	3.1	3.2
Articulated Trucks	0	0	0	0	-	0	0	12	0	0	-	12	0	0	0	0	-	0	0	12	0	0	-	12	24
% Articulated Trucks	0.0	-	-	-	-	0.0	0.0	0.2	-	-	-	0.2	0.0	-	-	-	-	0.0	0.0	0.3	-	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	3
% Bicycles on Road	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	10.1	-	-	-	-	-	0.0	-	-	-	-	-	2.9	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	71	-	-	-	-	-	19	-	-	-	-	-	67	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	89.9	-	-	-	-	-	100.0	-	-	-	-	-	97.1	-	-	-	-	-	100.0	-	-



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Albuquerque, New Mexico, United States

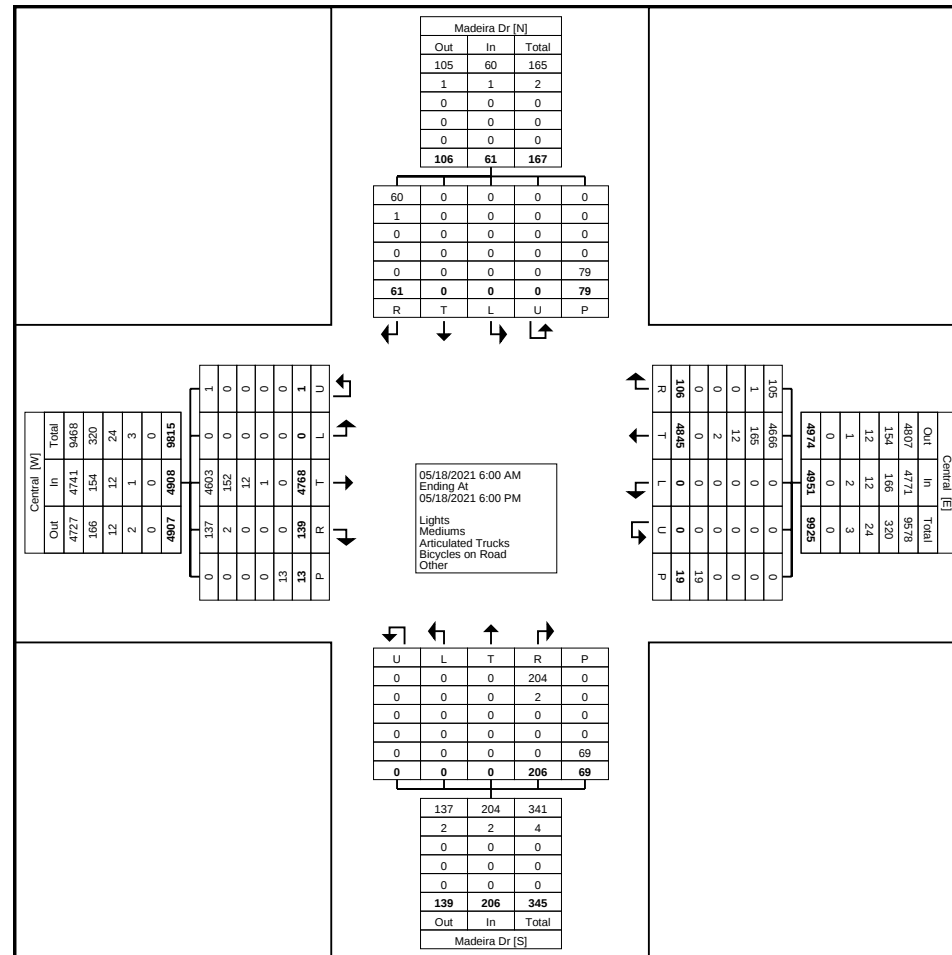
jkruse@lee-eng.com

Count Name: NM299.03

Site Code: SCU5C6

Start Date: 05/18/2021

Page No: 3



Turning Movement Data Plot



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Count Name: NM299.03
 Site Code: SCU5C6
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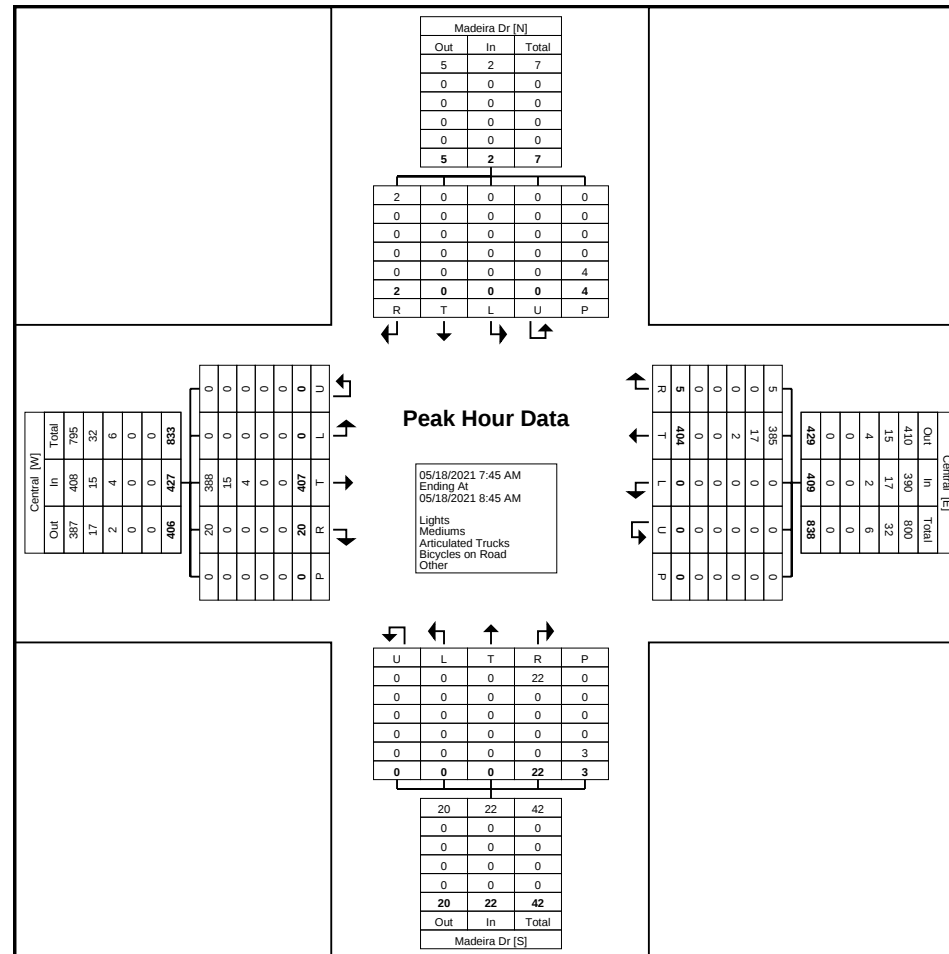
Turning Movement Peak Hour Data (7:45 AM)

Start Time	Madeira Dr Southbound						Central Westbound						Madeira Dr Northbound						Central Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	0	0	0	0	0	0	0	116	0	0	0	116	5	0	0	0	0	5	9	109	0	0	0	118	239
8:00 AM	2	0	0	0	1	2	0	95	0	0	0	95	3	0	0	0	1	3	3	98	0	0	0	101	201
8:15 AM	0	0	0	0	2	0	2	98	0	0	0	100	5	0	0	0	1	5	1	96	0	0	0	97	202
8:30 AM	0	0	0	0	1	0	3	95	0	0	0	98	9	0	0	0	1	9	7	104	0	0	0	111	218
Total	2	0	0	0	4	2	5	404	0	0	0	409	22	0	0	0	3	22	20	407	0	0	0	427	860
Approach %	100.0	0.0	0.0	0.0	-	-	1.2	98.8	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	4.7	95.3	0.0	0.0	-	-	-
Total %	0.2	0.0	0.0	0.0	-	0.2	0.6	47.0	0.0	0.0	-	47.6	2.6	0.0	0.0	0.0	-	2.6	2.3	47.3	0.0	0.0	-	49.7	-
PHF	0.250	0.000	0.000	0.000	-	0.250	0.417	0.871	0.000	0.000	-	0.881	0.611	0.000	0.000	0.000	-	0.611	0.556	0.933	0.000	0.000	-	0.905	0.900
Lights	2	0	0	0	-	2	5	385	0	0	-	390	22	0	0	0	-	22	20	388	0	0	-	408	822
% Lights	100.0	-	-	-	-	100.0	100.0	95.3	-	-	-	95.4	100.0	-	-	-	-	100.0	100.0	95.3	-	-	-	95.6	95.6
Mediums	0	0	0	0	-	0	0	17	0	0	-	17	0	0	0	0	-	0	0	15	0	0	-	15	32
% Mediums	0.0	-	-	-	-	0.0	0.0	4.2	-	-	-	4.2	0.0	-	-	-	-	0.0	0.0	3.7	-	-	-	3.5	3.7
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	4	0	0	-	4	6
% Articulated Trucks	0.0	-	-	-	-	0.0	0.0	0.5	-	-	-	0.5	0.0	-	-	-	-	0.0	0.0	1.0	-	-	-	0.9	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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



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Count Name: NM299.03
 Site Code: SCU5C6
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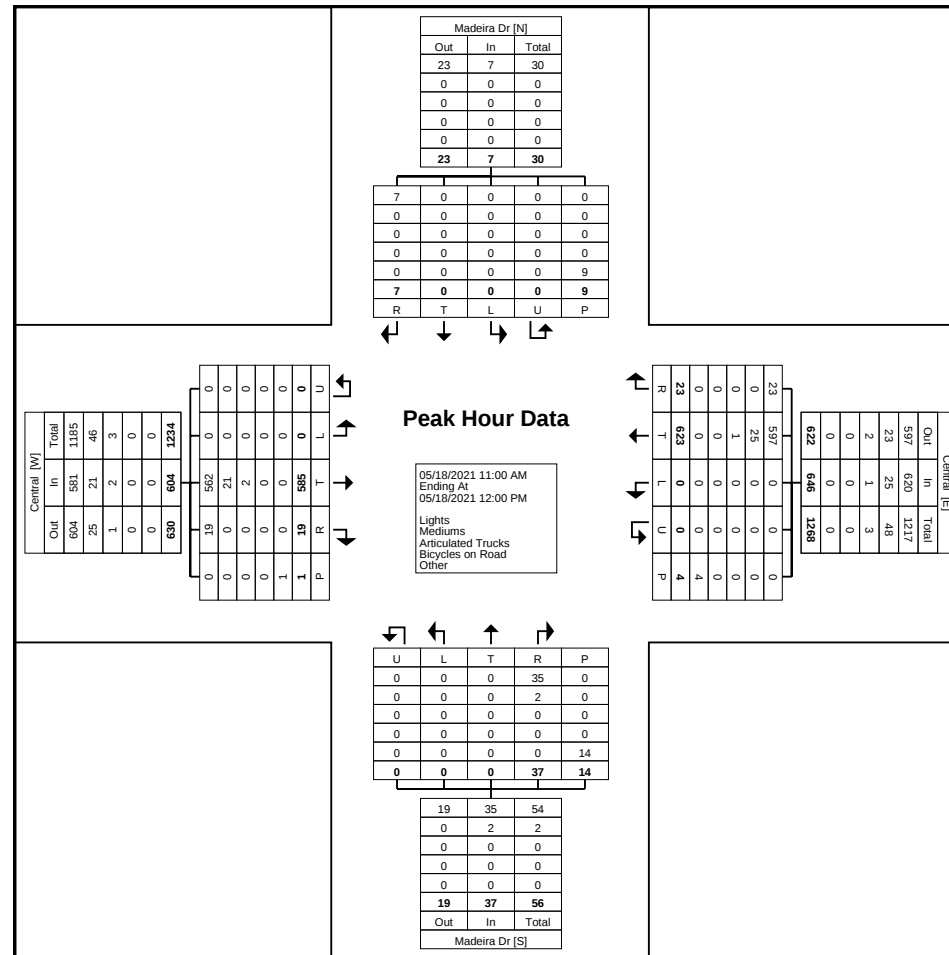
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Madeira Dr Southbound						Central Westbound						Madeira Dr Northbound						Central Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	4	0	0	0	3	4	3	154	0	0	1	157	5	0	0	0	4	5	5	131	0	0	1	136	302
11:15 AM	1	0	0	0	4	1	10	170	0	0	1	180	11	0	0	0	2	11	3	167	0	0	0	170	362
11:30 AM	1	0	0	0	1	1	4	146	0	0	2	150	12	0	0	0	6	12	7	133	0	0	0	140	303
11:45 AM	1	0	0	0	1	1	6	153	0	0	0	159	9	0	0	0	2	9	4	154	0	0	0	158	327
Total	7	0	0	0	9	7	23	623	0	0	4	646	37	0	0	0	14	37	19	585	0	0	1	604	1294
Approach %	100.0	0.0	0.0	0.0	-	-	3.6	96.4	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	3.1	96.9	0.0	0.0	-	-	-
Total %	0.5	0.0	0.0	0.0	-	0.5	1.8	48.1	0.0	0.0	-	49.9	2.9	0.0	0.0	0.0	-	2.9	1.5	45.2	0.0	0.0	-	46.7	-
PHF	0.438	0.000	0.000	0.000	-	0.438	0.575	0.916	0.000	0.000	-	0.897	0.771	0.000	0.000	0.000	-	0.771	0.679	0.876	0.000	0.000	-	0.888	0.894
Lights	7	0	0	0	-	7	23	597	0	0	-	620	35	0	0	0	-	35	19	562	0	0	-	581	1243
% Lights	100.0	-	-	-	-	100.0	100.0	95.8	-	-	-	96.0	94.6	-	-	-	-	94.6	100.0	96.1	-	-	-	96.2	96.1
Mediums	0	0	0	0	-	0	0	25	0	0	-	25	2	0	0	0	-	2	0	21	0	0	-	21	48
% Mediums	0.0	-	-	-	-	0.0	0.0	4.0	-	-	-	3.9	5.4	-	-	-	-	5.4	0.0	3.6	-	-	-	3.5	3.7
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	2	0	0	-	2	3
% Articulated Trucks	0.0	-	-	-	-	0.0	0.0	0.2	-	-	-	0.2	0.0	-	-	-	-	0.0	0.0	0.3	-	-	-	0.3	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	7.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	4	-	-	-	-	-	13	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	92.9	-	-	-	-	-	100.0	-	-



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



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Count Name: NM299.03
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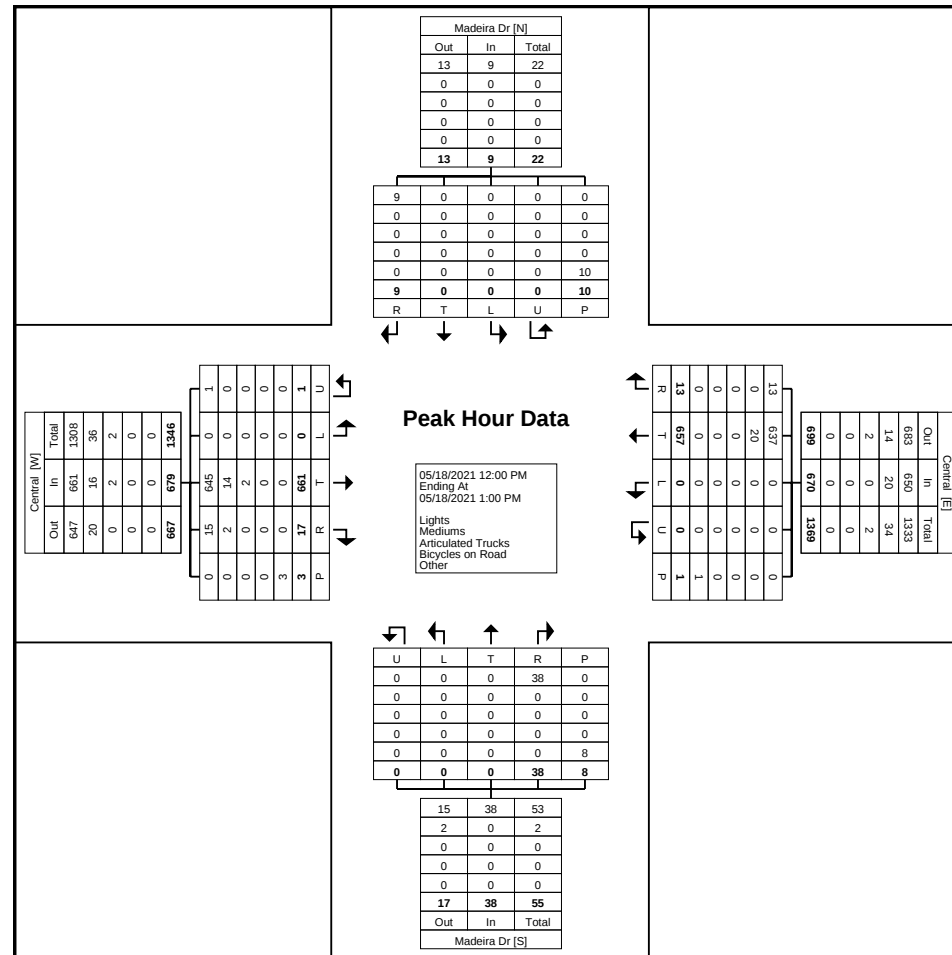
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Madeira Dr Southbound						Central Westbound						Madeira Dr Northbound						Central Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	2	0	0	0	3	2	3	163	0	0	0	166	18	0	0	0	0	18	7	173	0	0	3	180	366
12:15 PM	2	0	0	0	2	2	7	159	0	0	1	166	8	0	0	0	2	8	5	164	0	0	0	169	345
12:30 PM	2	0	0	0	2	2	0	178	0	0	0	178	6	0	0	0	1	6	2	170	0	1	0	173	359
12:45 PM	3	0	0	0	3	3	3	157	0	0	0	160	6	0	0	0	5	6	3	154	0	0	0	157	326
Total	9	0	0	0	10	9	13	657	0	0	1	670	38	0	0	0	8	38	17	661	0	1	3	679	1396
Approach %	100.0	0.0	0.0	0.0	-	-	1.9	98.1	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	2.5	97.3	0.0	0.1	-	-	-
Total %	0.6	0.0	0.0	0.0	-	0.6	0.9	47.1	0.0	0.0	-	48.0	2.7	0.0	0.0	0.0	-	2.7	1.2	47.3	0.0	0.1	-	48.6	-
PHF	0.750	0.000	0.000	0.000	-	0.750	0.464	0.923	0.000	0.000	-	0.941	0.528	0.000	0.000	0.000	-	0.528	0.607	0.955	0.000	0.250	-	0.943	0.954
Lights	9	0	0	0	-	9	13	637	0	0	-	650	38	0	0	0	-	38	15	645	0	1	-	661	1358
% Lights	100.0	-	-	-	-	100.0	100.0	97.0	-	-	-	97.0	100.0	-	-	-	-	100.0	88.2	97.6	-	100.0	-	97.3	97.3
Mediums	0	0	0	0	-	0	0	20	0	0	-	20	0	0	0	0	-	0	2	14	0	0	-	16	36
% Mediums	0.0	-	-	-	-	0.0	0.0	3.0	-	-	-	3.0	0.0	-	-	-	-	0.0	11.8	2.1	-	0.0	-	2.4	2.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2	0	0	-	2	2
% Articulated Trucks	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0	0.3	-	0.0	-	0.3	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	10.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	90.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (12:00 PM)



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Count Name: NM299.03
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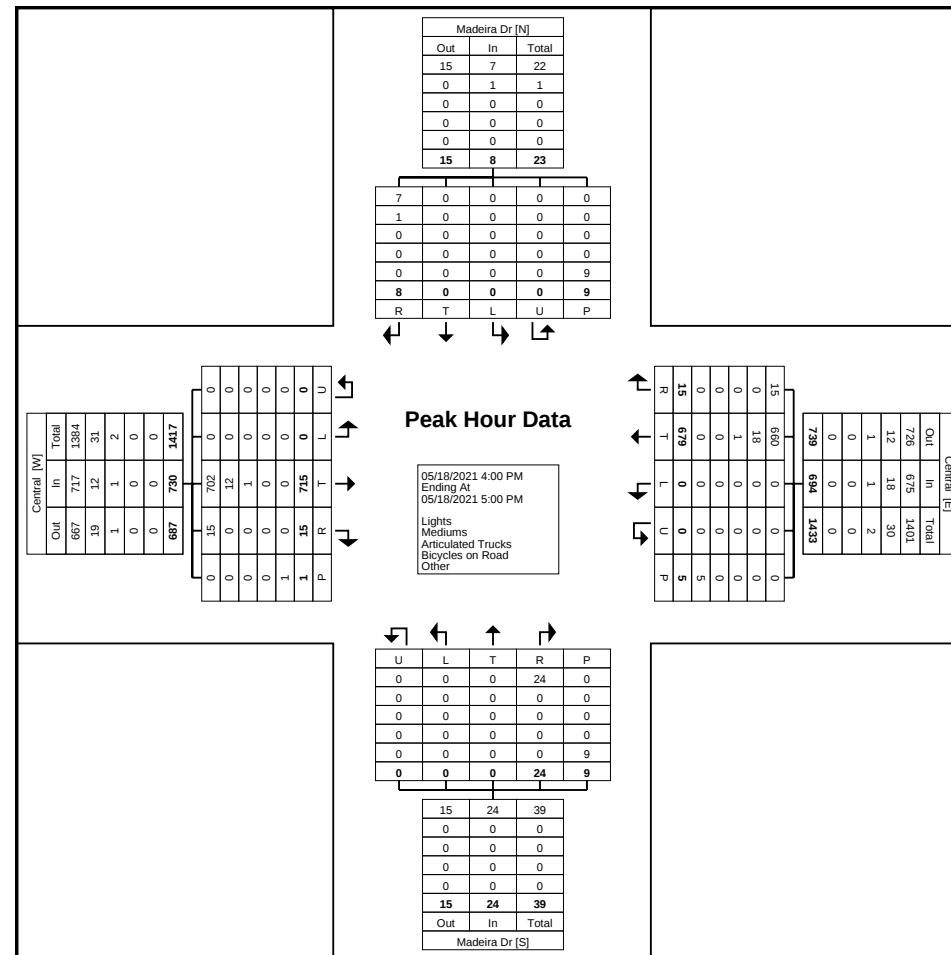
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Madeira Dr Southbound						Central Westbound						Madeira Dr Northbound						Central Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	5	0	0	0	2	5	4	177	0	0	0	181	8	0	0	0	0	8	6	179	0	0	0	185	379
4:15 PM	1	0	0	0	2	1	2	159	0	0	3	161	3	0	0	0	4	3	2	189	0	0	0	191	356
4:30 PM	2	0	0	0	3	2	6	169	0	0	0	175	6	0	0	0	3	6	3	184	0	0	0	187	370
4:45 PM	0	0	0	0	2	0	3	174	0	0	2	177	7	0	0	0	2	7	4	163	0	0	1	167	351
Total	8	0	0	0	9	8	15	679	0	0	5	694	24	0	0	0	9	24	15	715	0	0	1	730	1456
Approach %	100.0	0.0	0.0	0.0	-	-	2.2	97.8	0.0	0.0	-	-	100.0	0.0	0.0	0.0	-	-	2.1	97.9	0.0	0.0	-	-	-
Total %	0.5	0.0	0.0	0.0	-	0.5	1.0	46.6	0.0	0.0	-	47.7	1.6	0.0	0.0	0.0	-	1.6	1.0	49.1	0.0	0.0	-	50.1	-
PHF	0.400	0.000	0.000	0.000	-	0.400	0.625	0.959	0.000	0.000	-	0.959	0.750	0.000	0.000	0.000	-	0.750	0.625	0.946	0.000	0.000	-	0.955	0.960
Lights	7	0	0	0	-	7	15	660	0	0	-	675	24	0	0	0	-	24	15	702	0	0	-	717	1423
% Lights	87.5	-	-	-	-	87.5	100.0	97.2	-	-	-	97.3	100.0	-	-	-	-	100.0	100.0	98.2	-	-	-	98.2	97.7
Mediums	1	0	0	0	-	1	0	18	0	0	-	18	0	0	0	0	-	0	0	12	0	0	-	12	31
% Mediums	12.5	-	-	-	-	12.5	0.0	2.7	-	-	-	2.6	0.0	-	-	-	-	0.0	0.0	1.7	-	-	-	1.6	2.1
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Articulated Trucks	0.0	-	-	-	-	0.0	0.0	0.1	-	-	-	0.1	0.0	-	-	-	-	0.0	0.0	0.1	-	-	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	11.1	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	88.9	-	-	-	-	-	100.0	-	-



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: NM299.03
Site Code: SCUAX4
Start Date: 05/18/2021
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Turning Movement Data

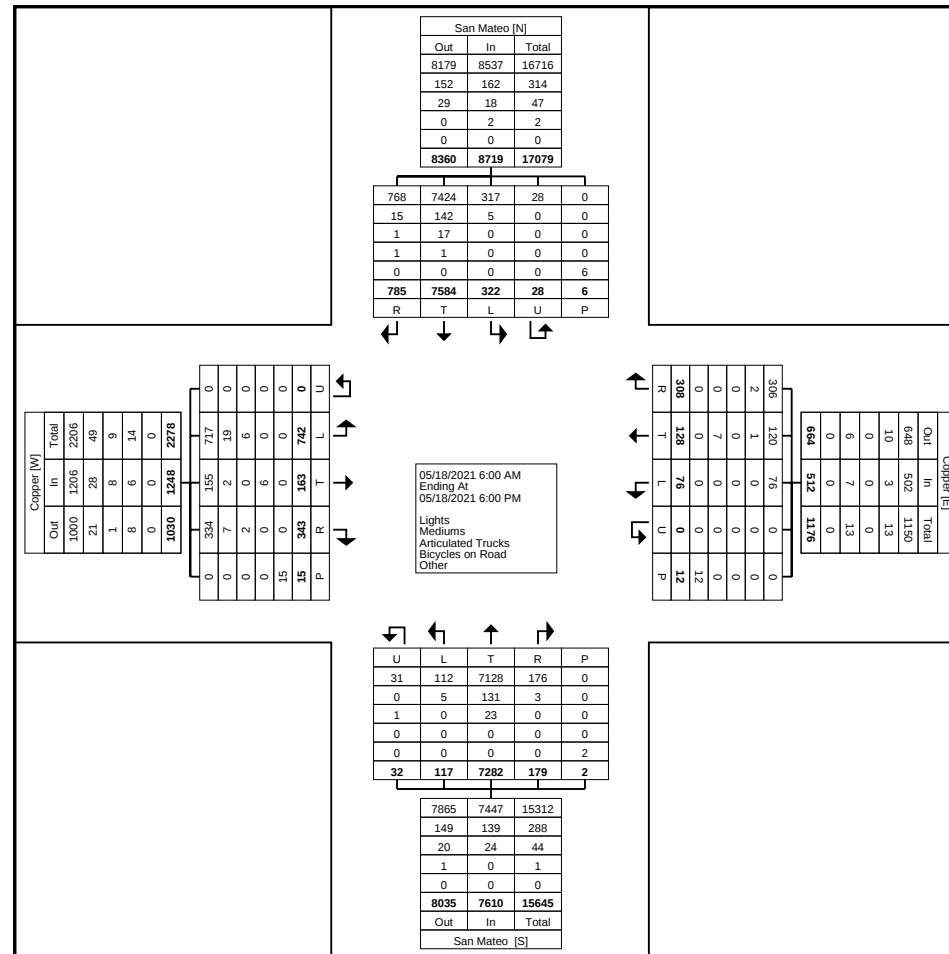
Start Time	San Mateo Southbound							Copper Westbound							San Mateo Northbound							Copper Eastbound							Int. Total	
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total		
6:00 AM	7	1	71	1	0	0	80	1	4	1	0	0	1	6	0	0	48	0	0	0	0	48	0	2	0	12	0	0	14	148
6:15 AM	6	1	97	3	0	0	107	4	1	1	1	0	0	7	1	0	56	0	0	1	1	57	2	0	0	5	0	0	7	178
6:30 AM	4	1	166	0	0	0	171	4	2	1	0	0	0	7	2	0	89	1	0	0	0	92	0	0	0	6	0	0	6	276
6:45 AM	9	1	192	6	0	0	208	5	2	1	3	0	0	11	0	0	86	1	0	0	0	87	0	0	2	5	0	0	7	313
Hourly Total	26	4	526	10	0	0	566	14	9	4	4	0	1	31	3	0	279	2	0	1	1	284	2	2	2	28	0	0	34	915
7:00 AM	7	1	197	3	0	1	208	3	5	1	1	0	0	10	2	0	110	1	1	0	0	114	3	1	2	6	0	0	12	344
7:15 AM	18	2	207	3	0	0	230	3	2	2	0	0	0	7	0	0	137	2	1	0	0	140	2	3	1	5	0	0	11	388
7:30 AM	11	0	220	7	0	0	238	4	4	3	3	0	0	14	3	0	164	1	1	0	0	169	4	2	1	10	0	0	17	438
7:45 AM	9	6	231	7	0	0	253	4	4	3	1	0	0	12	2	0	181	1	1	0	0	185	5	5	2	7	0	0	19	469
Hourly Total	45	9	855	20	0	1	929	14	15	9	5	0	0	43	7	0	592	5	4	0	0	608	14	11	6	28	0	0	59	1639
8:00 AM	19	1	192	10	0	1	222	0	2	4	2	0	0	8	6	0	138	1	2	0	0	147	0	6	2	14	0	0	22	399
8:15 AM	24	6	125	9	0	0	164	1	7	0	1	0	0	9	2	1	146	3	1	0	0	153	1	2	1	17	0	0	21	347
8:30 AM	22	4	199	8	0	2	233	2	5	2	0	0	0	9	3	1	181	1	1	0	0	187	4	0	3	13	0	0	20	449
8:45 AM	30	5	198	14	0	0	247	5	3	6	1	0	0	15	3	0	165	4	3	0	0	175	2	2	4	17	0	0	25	462
Hourly Total	95	16	714	41	0	3	866	8	17	12	4	0	0	41	14	2	630	9	7	0	0	662	7	10	10	61	0	0	88	1657
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	26	0	196	8	0	0	230	3	4	4	1	0	2	12	4	0	198	3	2	0	0	207	3	4	4	22	0	1	33	482
11:15 AM	19	2	195	8	1	0	225	3	2	1	4	0	3	10	8	0	201	3	1	0	0	213	2	5	6	20	0	1	33	481
11:30 AM	29	1	214	13	3	0	260	2	4	3	5	0	1	14	8	0	201	9	1	0	0	219	8	8	6	25	0	0	47	540
11:45 AM	36	2	241	7	0	0	286	11	0	5	2	0	0	18	1	0	216	7	1	1	1	225	8	4	3	22	0	0	37	566
Hourly Total	110	5	846	36	4	0	1001	19	10	13	12	0	6	54	21	0	816	22	5	1	1	864	21	21	19	89	0	2	150	2069
12:00 PM	25	0	255	12	1	0	293	5	7	6	7	0	1	25	3	1	226	5	1	0	0	236	10	6	0	29	0	0	45	599
12:15 PM	25	0	213	9	1	0	248	5	2	4	2	0	0	13	10	3	221	6	1	0	0	241	10	8	7	20	0	0	45	547
12:30 PM	19	1	209	8	2	0	239	7	1	4	1	0	0	13	4	1	250	5	1	0	0	261	3	6	8	28	0	0	45	558
12:45 PM	20	5	256	7	1	0	289	7	3	7	2	0	0	19	10	0	192	6	0	0	0	208	3	3	7	27	0	1	40	556
Hourly Total	89	6	933	36	5	0	1069	24	13	21	12	0	1	70	27	5	889	22	3	0	0	946	26	23	22	104	0	1	175	2260
1:00 PM	17	2	225	12	1	0	257	5	3	6	1	0	0	15	5	2	229	1	0	0	0	237	5	7	3	17	0	0	32	541
1:15 PM	17	1	235	17	1	0	271	5	3	3	3	0	0	14	6	1	232	5	1	0	0	245	6	6	8	16	0	0	36	566
1:30 PM	24	4	204	14	2	0	248	3	8	5	4	0	0	20	4	1	241	2	1	0	0	249	12	3	5	32	0	1	52	569
1:45 PM	23	2	225	9	1	0	260	6	6	3	2	0	0	17	12	1	198	5	0	0	0	216	6	8	4	19	0	0	37	530
Hourly Total	81	9	889	52	5	0	1036	19	20	17	10	0	0	66	27	5	900	13	2	0	0	947	29	24	20	84	0	1	157	2206
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	21	3	237	11	2	0	274	3	3	5	1	0	0	12	5	0	253	3	1	0	0	262	5	7	8	40	0	1	60	608
3:15 PM	28	2	261	13	1	0	305	3	8	3	3	0	0	17	6	0	260	4	3	0	0	273	7	4	9	27	0	1	47	642
3:30 PM	27	5	237	10	2	1	281	3	8	5	3	0	2	19	7	0	260	0	0	0	0	267	8	4	9	30	0	2	51	618

3:45 PM	30	0	269	10	0	0	309	7	6	6	0	0	2	19	8	0	274	4	0	0	286	8	7	7	36	0	0	58	672
Hourly Total	106	10	1004	44	5	1	1169	16	25	19	7	0	4	67	26	0	1047	11	4	0	1088	28	22	33	133	0	4	216	2540
4:00 PM	24	2	225	16	4	0	271	5	9	4	3	0	0	21	8	0	295	9	1	0	313	16	15	3	49	0	2	83	688
4:15 PM	16	0	250	12	0	0	278	8	7	6	5	0	0	26	6	0	310	1	1	0	318	4	5	8	24	0	1	41	663
4:30 PM	14	5	250	13	0	0	282	9	9	1	1	0	0	20	5	1	298	3	2	0	309	7	6	5	36	0	2	54	665
4:45 PM	20	3	228	8	0	0	259	5	2	7	5	0	0	19	2	0	299	3	1	0	305	6	4	5	19	0	2	34	617
Hourly Total	74	10	953	49	4	0	1090	27	27	18	14	0	0	86	21	1	1202	16	5	0	1245	33	30	21	128	0	7	212	2633
5:00 PM	17	2	229	14	2	0	264	4	5	4	2	0	0	15	4	0	255	6	0	0	265	10	2	11	39	0	0	62	606
5:15 PM	26	3	209	4	2	1	244	5	5	1	1	0	0	12	7	1	274	4	0	0	286	4	4	9	21	0	0	38	580
5:30 PM	14	3	211	5	1	0	234	5	1	4	0	0	0	10	2	0	207	4	1	0	214	6	7	7	20	0	0	40	498
5:45 PM	23	2	215	11	0	0	251	0	6	6	5	0	0	17	5	1	191	3	1	0	201	3	4	3	7	0	0	17	486
Hourly Total	80	10	864	34	5	1	993	14	17	15	8	0	0	54	18	2	927	17	2	0	966	23	17	30	87	0	0	157	2170
Grand Total	706	79	7584	322	28	6	8719	155	153	128	76	0	12	512	164	15	7282	117	32	2	7610	183	160	163	742	0	15	1248	18089
Approach %	8.1	0.9	87.0	3.7	0.3	-	-	30.3	29.9	25.0	14.8	0.0	-	-	2.2	0.2	95.7	1.5	0.4	-	-	14.7	12.8	13.1	59.5	0.0	-	-	-
Total %	3.9	0.4	41.9	1.8	0.2	-	48.2	0.9	0.8	0.7	0.4	0.0	-	2.8	0.9	0.1	40.3	0.6	0.2	-	42.1	1.0	0.9	0.9	4.1	0.0	-	6.9	-
Lights	691	77	7424	317	28	-	8537	154	152	120	76	0	-	502	162	14	7128	112	31	-	7447	178	156	155	717	0	-	1206	17692
% Lights	97.9	97.5	97.9	98.4	100.0	-	97.9	99.4	99.3	93.8	100.0	-	-	98.0	98.8	93.3	97.9	95.7	96.9	-	97.9	97.3	97.5	95.1	96.6	-	-	96.6	97.8
Mediums	13	2	142	5	0	-	162	1	1	1	0	0	-	3	2	1	131	5	0	-	139	4	3	2	19	0	-	28	332
% Mediums	1.8	2.5	1.9	1.6	0.0	-	1.9	0.6	0.7	0.8	0.0	-	-	0.6	1.2	6.7	1.8	4.3	0.0	-	1.8	2.2	1.9	1.2	2.6	-	-	2.2	1.8
Articulated Trucks	1	0	17	0	0	-	18	0	0	0	0	0	-	0	0	0	23	0	1	-	24	1	1	0	6	0	-	8	50
% Articulated Trucks	0.1	0.0	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	3.1	-	0.3	0.5	0.6	0.0	0.8	-	-	0.6	0.3
Bicycles on Road	1	0	1	0	0	-	2	0	0	7	0	0	-	7	0	0	0	0	0	-	0	0	0	6	0	0	-	6	15
% Bicycles on Road	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	5.5	0.0	-	-	1.4	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	3.7	0.0	-	-	0.5	0.1
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	16.7	-	-	-	-	-	-	25.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	13.3	-	-
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	-	9	-	-	-	-	-	-	1	-	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	-	83.3	-	-	-	-	-	-	75.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	86.7	-	-

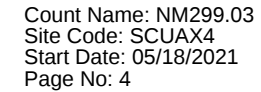


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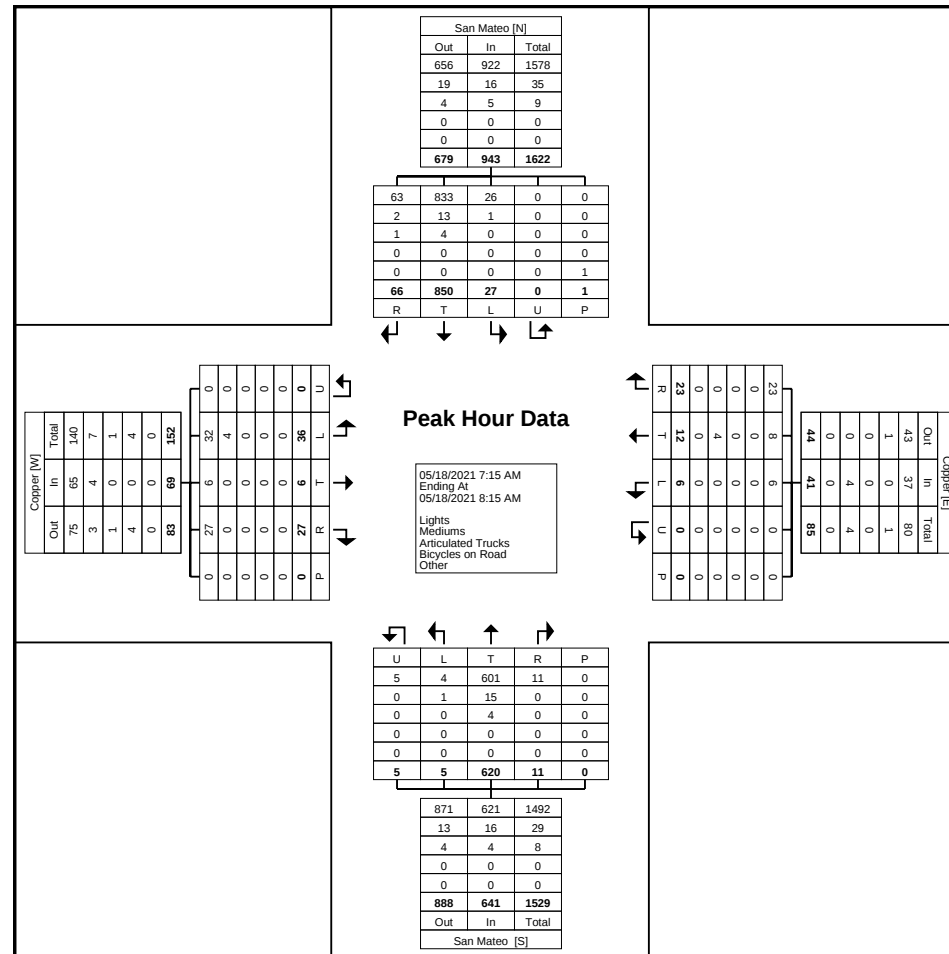
Turning Movement Data Plot





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Turning Movement Peak Hour Data Plot (7:15 AM)



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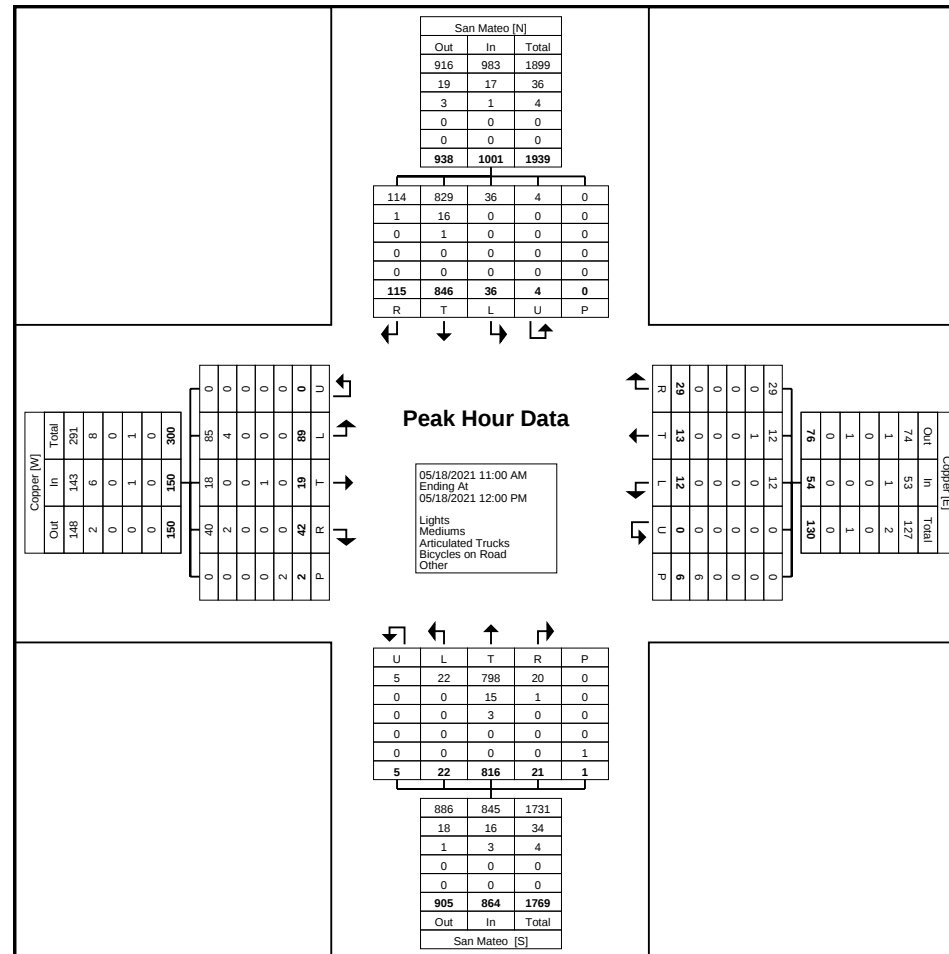
Turning Movement Peak Hour Data (11:00 AM)

Start Time	San Mateo Southbound							Copper Westbound							San Mateo Northbound							Copper Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	26	0	196	8	0	0	230	3	4	4	1	0	2	12	4	0	198	3	2	0	207	3	4	4	22	0	1	33	482
11:15 AM	19	2	195	8	1	0	225	3	2	1	4	0	3	10	8	0	201	3	1	0	213	2	5	6	20	0	1	33	481
11:30 AM	29	1	214	13	3	0	260	2	4	3	5	0	1	14	8	0	201	9	1	0	219	8	8	6	25	0	0	47	540
11:45 AM	36	2	241	7	0	0	286	11	0	5	2	0	0	18	1	0	216	7	1	1	225	8	4	3	22	0	0	37	566
Total	110	5	846	36	4	0	1001	19	10	13	12	0	6	54	21	0	816	22	5	1	864	21	21	19	89	0	2	150	2069
Approach %	11.0	0.5	84.5	3.6	0.4	-	-	35.2	18.5	24.1	22.2	0.0	-	-	2.4	0.0	94.4	2.5	0.6	-	-	14.0	14.0	12.7	59.3	0.0	-	-	-
Total %	5.3	0.2	40.9	1.7	0.2	-	48.4	0.9	0.5	0.6	0.6	0.0	-	2.6	1.0	0.0	39.4	1.1	0.2	-	41.8	1.0	1.0	0.9	4.3	0.0	-	7.2	-
PHF	0.764	0.625	0.878	0.692	0.333	-	0.875	0.432	0.625	0.650	0.600	0.000	-	0.750	0.656	0.000	0.944	0.611	0.625	-	0.960	0.656	0.656	0.792	0.890	0.000	-	0.798	0.914
Lights	109	5	829	36	4	-	983	19	10	12	12	0	-	53	20	0	798	22	5	-	845	21	19	18	85	0	-	143	2024
% Lights	99.1	100.0	98.0	100.0	100.0	-	98.2	100.0	100.0	92.3	100.0	-	-	98.1	95.2	-	97.8	100.0	100.0	-	97.8	100.0	90.5	94.7	95.5	-	-	95.3	97.8
Mediums	1	0	16	0	0	-	17	0	0	1	0	0	-	1	1	0	15	0	0	-	16	0	2	0	4	0	-	6	40
% Mediums	0.9	0.0	1.9	0.0	0.0	-	1.7	0.0	0.0	7.7	0.0	-	-	1.9	4.8	-	1.8	0.0	0.0	-	1.9	0.0	9.5	0.0	4.5	-	-	4.0	1.9
Articulated Trucks	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	3	0	0	-	3	0	0	0	0	0	-	0	4
% Articulated Trucks	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.4	0.0	0.0	-	0.3	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	5.3	0.0	-	-	0.7	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-



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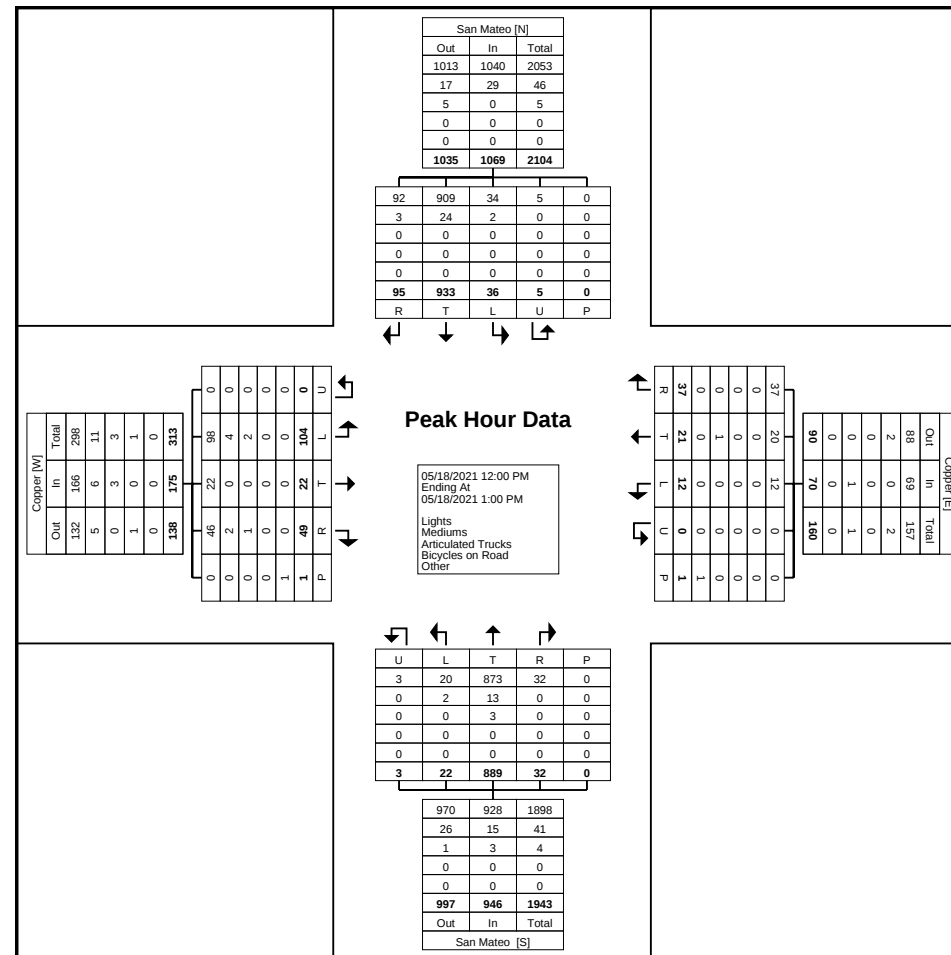
Turning Movement Peak Hour Data (12:00 PM)

Start Time	San Mateo Southbound							Copper Westbound							San Mateo Northbound							Copper Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	25	0	255	12	1	0	293	5	7	6	7	0	1	25	3	1	226	5	1	0	236	10	6	0	29	0	0	45	599
12:15 PM	25	0	213	9	1	0	248	5	2	4	2	0	0	13	10	3	221	6	1	0	241	10	8	7	20	0	0	45	547
12:30 PM	19	1	209	8	2	0	239	7	1	4	1	0	0	13	4	1	250	5	1	0	261	3	6	8	28	0	0	45	558
12:45 PM	20	5	256	7	1	0	289	7	3	7	2	0	0	19	10	0	192	6	0	0	208	3	3	7	27	0	1	40	556
Total	89	6	933	36	5	0	1069	24	13	21	12	0	1	70	27	5	889	22	3	0	946	26	23	22	104	0	1	175	2260
Approach %	8.3	0.6	87.3	3.4	0.5	-	-	34.3	18.6	30.0	17.1	0.0	-	-	2.9	0.5	94.0	2.3	0.3	-	-	14.9	13.1	12.6	59.4	0.0	-	-	-
Total %	3.9	0.3	41.3	1.6	0.2	-	47.3	1.1	0.6	0.9	0.5	0.0	-	3.1	1.2	0.2	39.3	1.0	0.1	-	41.9	1.2	1.0	1.0	4.6	0.0	-	7.7	-
PHF	0.890	0.300	0.911	0.750	0.625	-	0.912	0.857	0.464	0.750	0.429	0.000	-	0.700	0.675	0.417	0.889	0.917	0.750	-	0.906	0.650	0.719	0.688	0.897	0.000	-	0.972	0.943
Lights	87	5	909	34	5	-	1040	24	13	20	12	0	-	69	27	5	873	20	3	-	928	24	22	22	98	0	-	166	2203
% Lights	97.8	83.3	97.4	94.4	100.0	-	97.3	100.0	100.0	95.2	100.0	-	-	98.6	100.0	100.0	98.2	90.9	100.0	-	98.1	92.3	95.7	100.0	94.2	-	-	94.9	97.5
Mediums	2	1	24	2	0	-	29	0	0	0	0	0	-	0	0	0	13	2	0	-	15	1	1	0	4	0	-	6	50
% Mediums	2.2	16.7	2.6	5.6	0.0	-	2.7	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.5	9.1	0.0	-	1.6	3.8	4.3	0.0	3.8	-	-	3.4	2.2
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	3	0	0	-	3	1	0	0	2	0	-	3	6
% Articulated Trucks	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	0.0	0.0	-	0.3	3.8	0.0	0.0	1.9	-	-	1.7	0.3
Bicycles on Road	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	4.8	0.0	-	-	1.4	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (12:00 PM)



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Count Name: NM299.03
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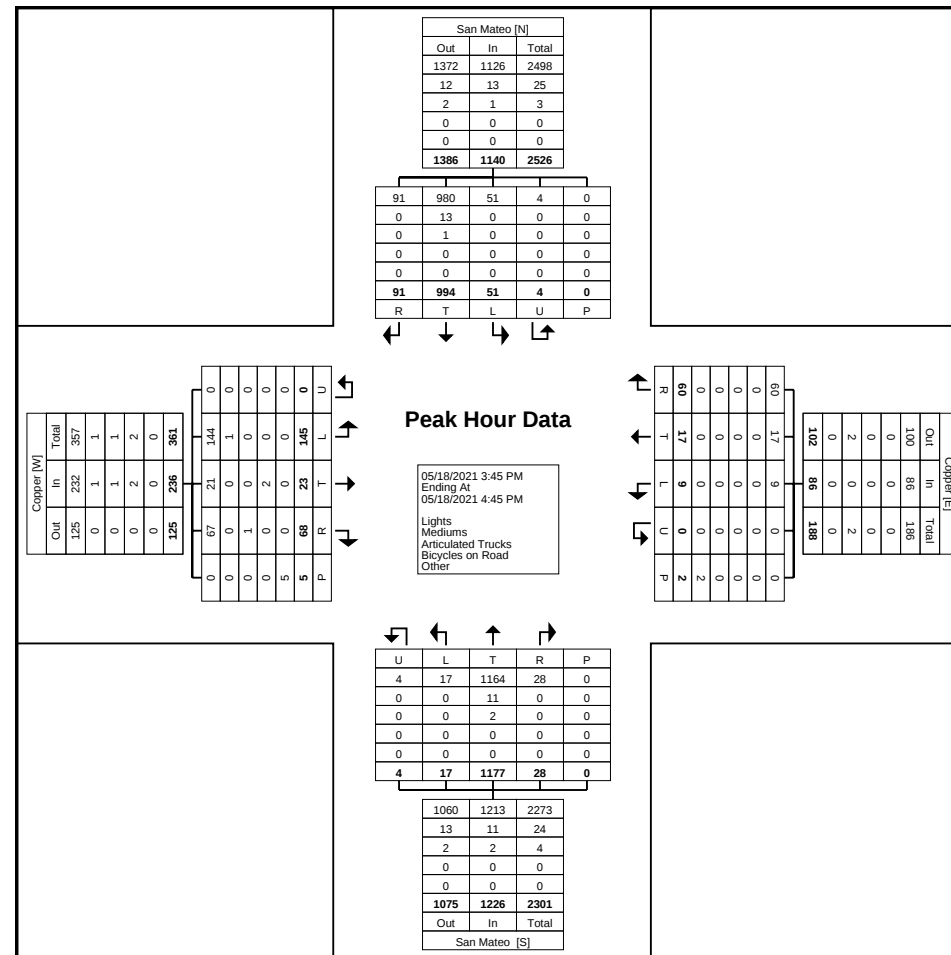
Turning Movement Peak Hour Data (3:45 PM)

Start Time	San Mateo Southbound							Copper Westbound							San Mateo Northbound							Copper Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
3:45 PM	30	0	269	10	0	0	309	7	6	6	0	0	2	19	8	0	274	4	0	0	286	8	7	7	36	0	0	58	672
4:00 PM	24	2	225	16	4	0	271	5	9	4	3	0	0	21	8	0	295	9	1	0	313	16	15	3	49	0	2	83	688
4:15 PM	16	0	250	12	0	0	278	8	7	6	5	0	0	26	6	0	310	1	1	0	318	4	5	8	24	0	1	41	663
4:30 PM	14	5	250	13	0	0	282	9	9	1	1	0	0	20	5	1	298	3	2	0	309	7	6	5	36	0	2	54	665
Total	84	7	994	51	4	0	1140	29	31	17	9	0	2	86	27	1	1177	17	4	0	1226	35	33	23	145	0	5	236	2688
Approach %	7.4	0.6	87.2	4.5	0.4	-	-	33.7	36.0	19.8	10.5	0.0	-	-	2.2	0.1	96.0	1.4	0.3	-	-	14.8	14.0	9.7	61.4	0.0	-	-	-
Total %	3.1	0.3	37.0	1.9	0.1	-	42.4	1.1	1.2	0.6	0.3	0.0	-	3.2	1.0	0.0	43.8	0.6	0.1	-	45.6	1.3	1.2	0.9	5.4	0.0	-	8.8	-
PHF	0.700	0.350	0.924	0.797	0.250	-	0.922	0.806	0.861	0.708	0.450	0.000	-	0.827	0.844	0.250	0.949	0.472	0.500	-	0.964	0.547	0.550	0.719	0.740	0.000	-	0.711	0.977
Lights	84	7	980	51	4	-	1126	29	31	17	9	0	-	86	27	1	1164	17	4	-	1213	35	32	21	144	0	-	232	2657
% Lights	100.0	100.0	98.6	100.0	100.0	-	98.8	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	98.9	100.0	100.0	-	98.9	100.0	97.0	91.3	99.3	-	-	98.3	98.8
Mediums	0	0	13	0	0	-	13	0	0	0	0	0	-	0	0	0	11	0	0	-	11	0	0	0	1	0	-	1	25
% Mediums	0.0	0.0	1.3	0.0	0.0	-	1.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.9	0.0	0.0	-	0.9	0.0	0.0	0.0	0.7	-	-	0.4	0.9
Articulated Trucks	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	1	0	0	0	-	1	4
% Articulated Trucks	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	0.0	-	0.2	0.0	3.0	0.0	0.0	-	-	0.4	0.1
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	2	0	0	-	2	2
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	8.7	0.0	-	-	0.8	0.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: NM299.03
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Turning Movement Peak Hour Data Plot (3:45 PM)



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Count Name: NM299.03
Site Code: SCUAX4
Start Date: 05/20/2021
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Turning Movement Data

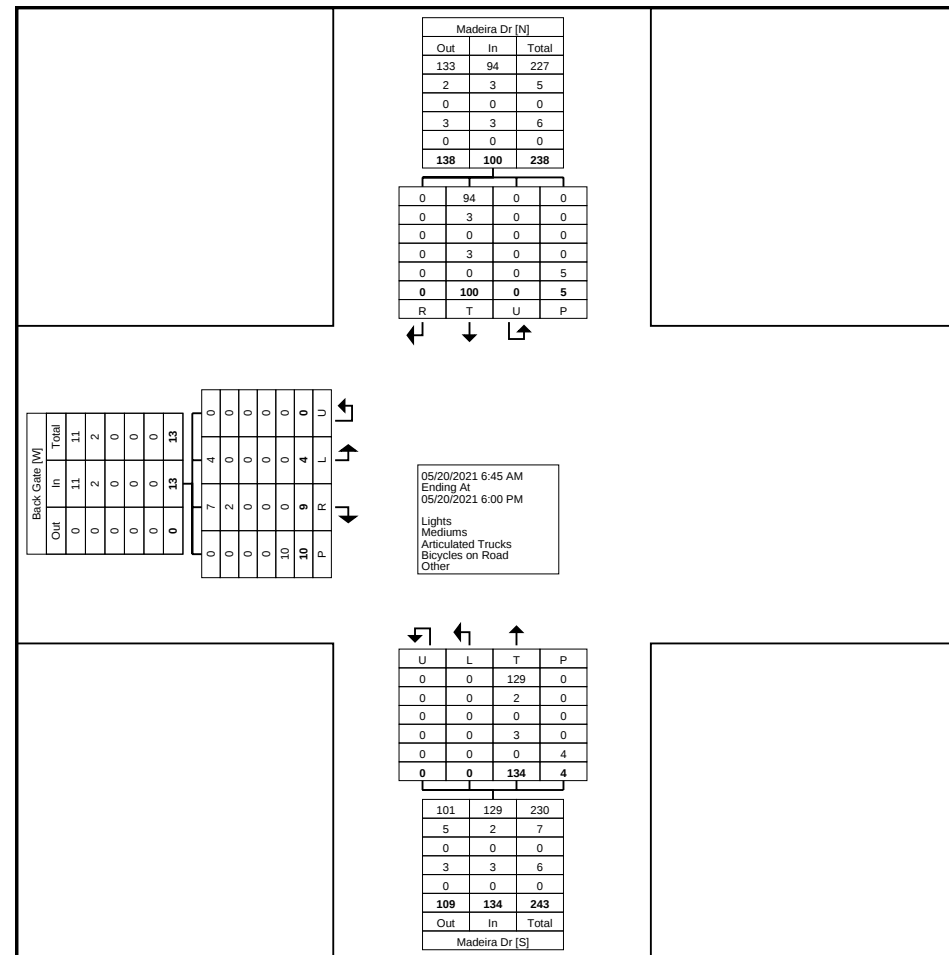
Start Time	Madeira Dr Southbound					Madeira Dr Northbound					Back Gate Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
6:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Hourly Total	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	3
7:15 AM	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	0	0	3	7	0	0	0	7	0	0	0	1	0	10
8:00 AM	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	5
8:15 AM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	4
8:30 AM	0	7	0	1	7	0	0	0	1	0	0	0	0	0	0	7
8:45 AM	0	1	0	0	1	1	0	0	1	1	0	0	0	0	0	2
Hourly Total	0	10	0	1	10	7	0	0	2	7	1	0	0	0	1	18
9:00 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
9:15 AM	0	2	0	0	2	2	0	0	1	2	0	0	0	0	0	4
9:30 AM	0	1	0	0	1	6	0	0	0	6	1	0	0	0	1	8
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	3	0	0	3	11	0	0	1	11	1	0	0	0	1	15
11:00 AM	0	4	0	1	4	5	0	0	0	5	2	0	0	1	2	11
11:15 AM	0	3	0	0	3	4	0	0	0	4	0	1	0	0	1	8
11:30 AM	0	3	0	0	3	3	0	0	0	3	1	1	0	0	2	8
11:45 AM	0	5	0	0	5	3	0	0	0	3	0	0	0	0	0	8
Hourly Total	0	15	0	1	15	15	0	0	0	15	3	2	0	1	5	35
12:00 PM	0	3	0	2	3	4	0	0	0	4	0	0	0	0	0	7
12:15 PM	0	4	0	0	4	9	0	0	0	9	0	0	0	0	0	13
12:30 PM	0	4	0	0	4	5	0	0	0	5	0	0	0	3	0	9
12:45 PM	0	5	0	0	5	5	0	0	0	5	0	0	0	1	0	10
Hourly Total	0	16	0	2	16	23	0	0	0	23	0	0	0	4	0	39
1:00 PM	0	5	0	0	5	3	0	0	0	3	2	0	0	0	2	10
1:15 PM	0	6	0	0	6	8	0	0	0	8	0	0	0	0	0	14
1:30 PM	0	3	0	0	3	4	0	0	0	4	0	1	0	1	1	8
1:45 PM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	4
Hourly Total	0	16	0	0	16	17	0	0	0	17	2	1	0	1	3	36
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	3	0	1	3	5	0	0	0	5	1	0	0	2	1	9
3:15 PM	0	4	0	0	4	4	0	0	0	4	0	0	0	0	0	8
3:30 PM	0	4	0	0	4	6	0	0	0	6	0	0	0	0	0	10

3:45 PM	0	4	0	0	4	3	0	0	0	3	0	0	0	1	0	7
Hourly Total	0	15	0	1	15	18	0	0	0	18	1	0	0	3	1	34
4:00 PM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	6
4:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
4:30 PM	0	2	0	0	2	4	0	0	0	4	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	3	0	0	1	3	1	0	0	0	1	4
Hourly Total	0	6	0	0	6	11	0	0	1	11	1	1	0	0	2	19
5:00 PM	0	7	0	0	7	8	0	0	0	8	0	0	0	0	0	15
5:15 PM	0	3	0	0	3	3	0	0	0	3	0	0	0	0	0	6
5:30 PM	0	2	0	0	2	7	0	0	0	7	0	0	0	0	0	9
5:45 PM	0	3	0	0	3	6	0	0	0	6	0	0	0	0	0	9
Hourly Total	0	15	0	0	15	24	0	0	0	24	0	0	0	0	0	39
Grand Total	0	100	0	5	100	134	0	0	4	134	9	4	0	10	13	247
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	69.2	30.8	0.0	-	-	-
Total %	0.0	40.5	0.0	-	40.5	54.3	0.0	0.0	-	54.3	3.6	1.6	0.0	-	5.3	-
Lights	0	94	0	-	94	129	0	0	-	129	7	4	0	-	11	234
% Lights	-	94.0	-	-	94.0	96.3	-	-	-	96.3	77.8	100.0	-	-	84.6	94.7
Mediums	0	3	0	-	3	2	0	0	-	2	2	0	0	-	2	7
% Mediums	-	3.0	-	-	3.0	1.5	-	-	-	1.5	22.2	0.0	-	-	15.4	2.8
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	3	0	-	3	3	0	0	-	3	0	0	0	-	0	6
% Bicycles on Road	-	3.0	-	-	3.0	2.2	-	-	-	2.2	0.0	0.0	-	-	0.0	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	5	-	-	-	-	4	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Turning Movement Data Plot



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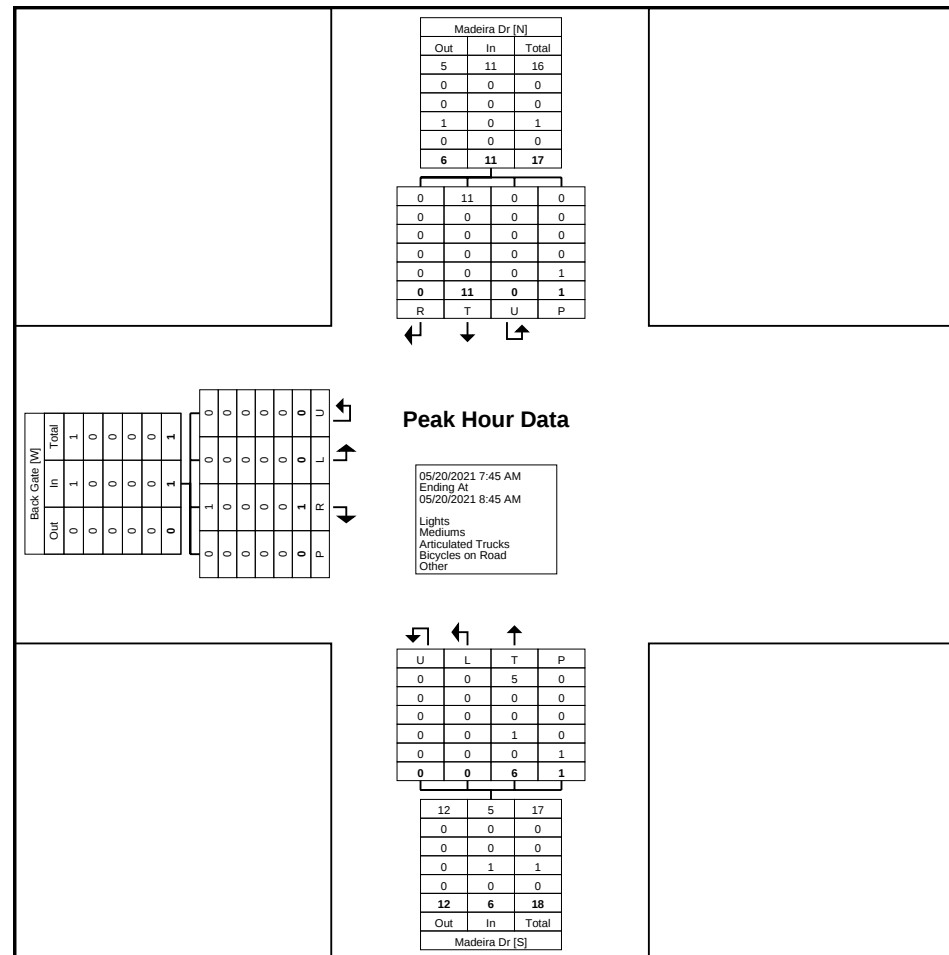
Count Name: NM299.03
 Site Code: SCUAX4
 Start Date: 05/20/2021
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Turning Movement Peak Hour Data (7:45 AM)

Start Time	Madeira Dr Southbound					Madeira Dr Northbound					Back Gate Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	5
8:15 AM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	4
8:30 AM	0	7	0	1	7	0	0	0	1	0	0	0	0	0	0	7
Total	0	11	0	1	11	6	0	0	1	6	1	0	0	0	1	18
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	61.1	0.0	-	61.1	33.3	0.0	0.0	-	33.3	5.6	0.0	0.0	-	5.6	-
PHF	0.000	0.393	0.000	-	0.393	0.375	0.000	0.000	-	0.375	0.250	0.000	0.000	-	0.250	0.643
Lights	0	11	0	-	11	5	0	0	-	5	1	0	0	-	1	17
% Lights	-	100.0	-	-	100.0	83.3	-	-	-	83.3	100.0	-	-	-	100.0	94.4
Mediums	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Mediums	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	-	-	0.0	16.7	-	-	-	16.7	0.0	-	-	-	0.0	5.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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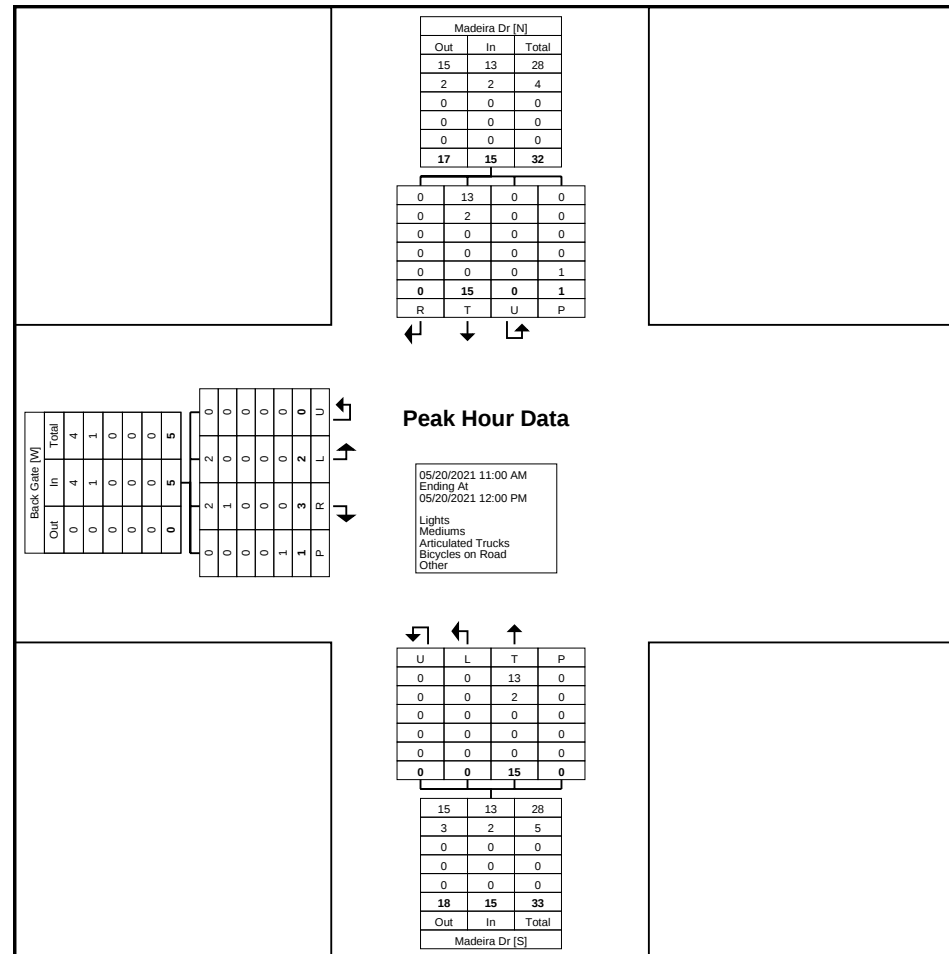
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Madeira Dr Southbound					Madeira Dr Northbound					Back Gate Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
11:00 AM	0	4	0	1	4	5	0	0	0	5	2	0	0	1	2	11
11:15 AM	0	3	0	0	3	4	0	0	0	4	0	1	0	0	1	8
11:30 AM	0	3	0	0	3	3	0	0	0	3	1	1	0	0	2	8
11:45 AM	0	5	0	0	5	3	0	0	0	3	0	0	0	0	0	8
Total	0	15	0	1	15	15	0	0	0	15	3	2	0	1	5	35
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	60.0	40.0	0.0	-	-	-
Total %	0.0	42.9	0.0	-	42.9	42.9	0.0	0.0	-	42.9	8.6	5.7	0.0	-	14.3	-
PHF	0.000	0.750	0.000	-	0.750	0.750	0.000	0.000	-	0.750	0.375	0.500	0.000	-	0.625	0.795
Lights	0	13	0	-	13	13	0	0	-	13	2	2	0	-	4	30
% Lights	-	86.7	-	-	86.7	86.7	-	-	-	86.7	66.7	100.0	-	-	80.0	85.7
Mediums	0	2	0	-	2	2	0	0	-	2	1	0	0	-	1	5
% Mediums	-	13.3	-	-	13.3	13.3	-	-	-	13.3	33.3	0.0	-	-	20.0	14.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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



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Count Name: NM299.03
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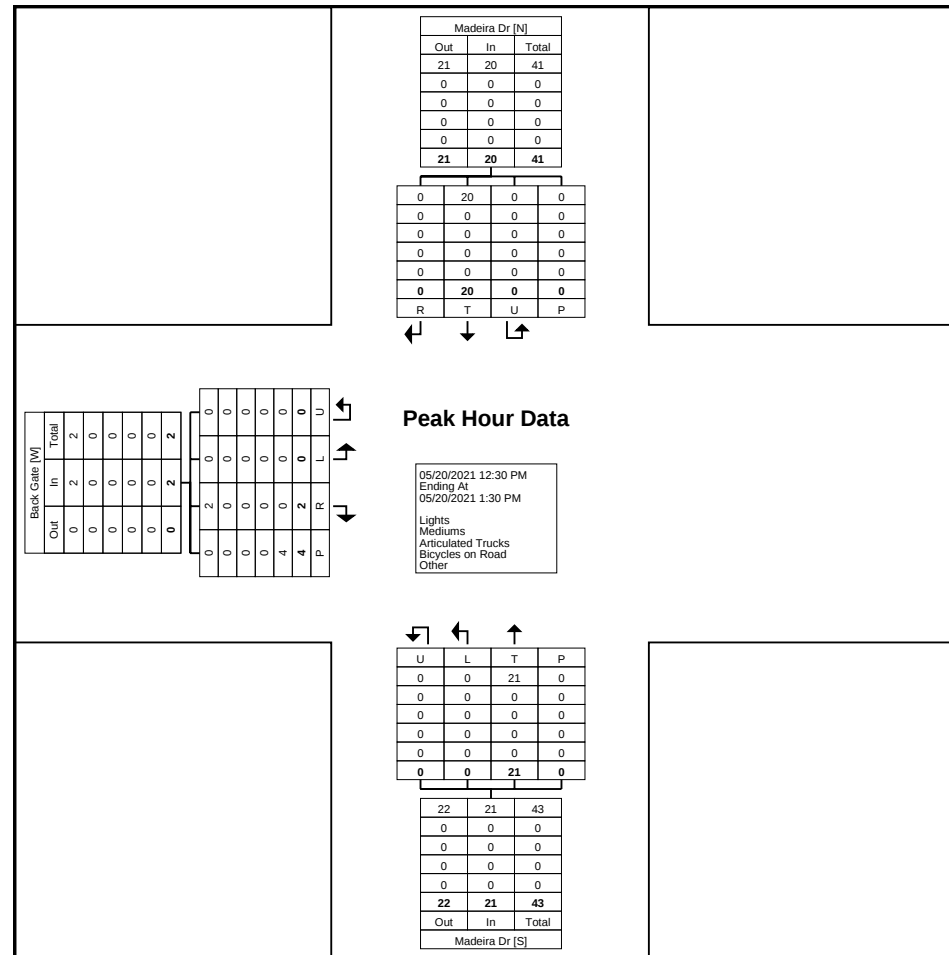
Turning Movement Peak Hour Data (12:30 PM)

Start Time	Madeira Dr Southbound					Madeira Dr Northbound					Back Gate Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
12:30 PM	0	4	0	0	4	5	0	0	0	5	0	0	0	3	0	9
12:45 PM	0	5	0	0	5	5	0	0	0	5	0	0	0	1	0	10
1:00 PM	0	5	0	0	5	3	0	0	0	3	2	0	0	0	2	10
1:15 PM	0	6	0	0	6	8	0	0	0	8	0	0	0	0	0	14
Total	0	20	0	0	20	21	0	0	0	21	2	0	0	4	2	43
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.0	46.5	0.0	-	46.5	48.8	0.0	0.0	-	48.8	4.7	0.0	0.0	-	4.7	-
PHF	0.000	0.833	0.000	-	0.833	0.656	0.000	0.000	-	0.656	0.250	0.000	0.000	-	0.250	0.768
Lights	0	20	0	-	20	21	0	0	-	21	2	0	0	-	2	43
% Lights	-	100.0	-	-	100.0	100.0	-	-	-	100.0	100.0	-	-	-	100.0	100.0
Mediums	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Mediums	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States
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Count Name: NM299.03
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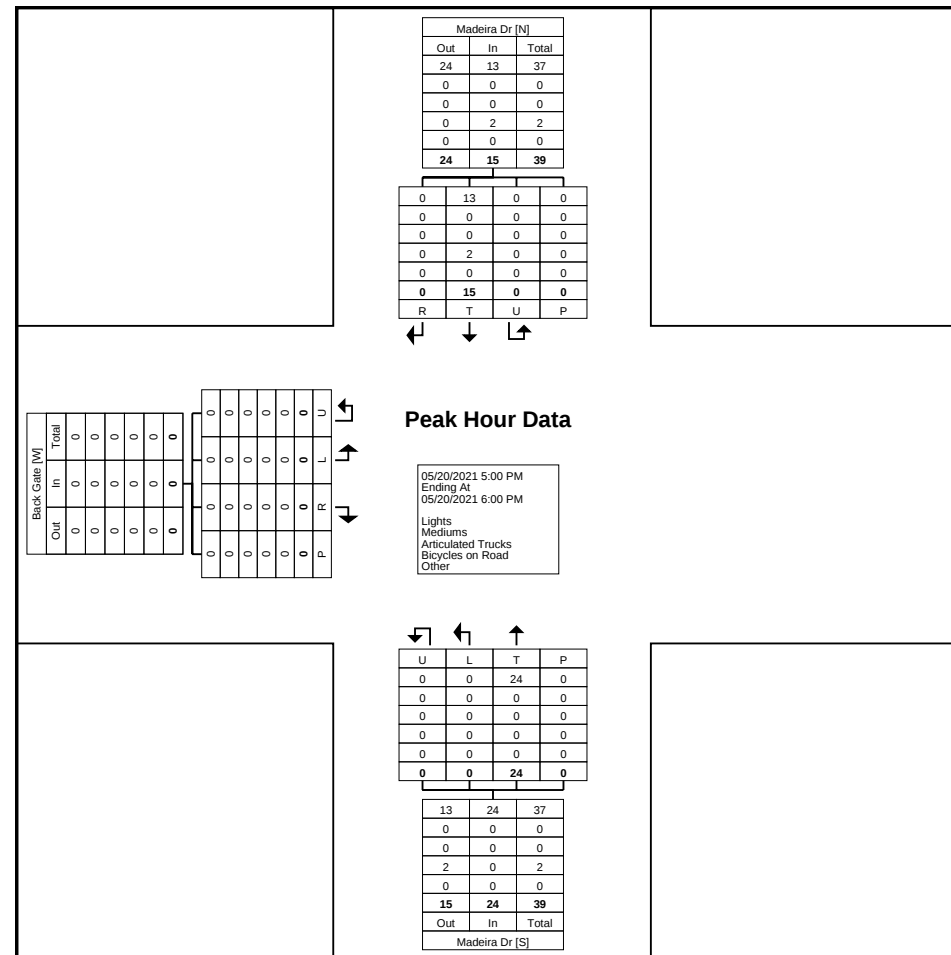




Count Name: NM299.03
Site Code: SCUAX4
Start Date: 05/20/2021
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Count Name: NM299.03
Site Code: SCUAX4
Start Date: 05/20/2021
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Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/20/2021
Page No: 1

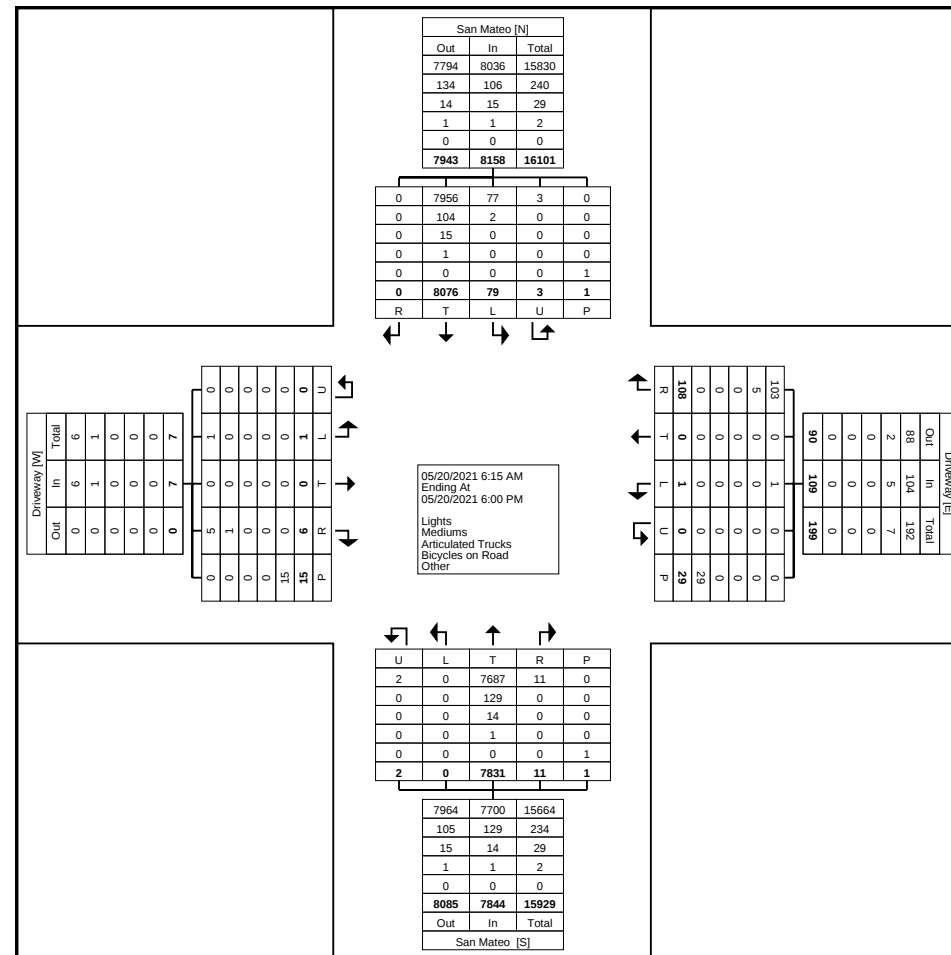
Turning Movement Data

Start Time	San Mateo Southbound						Driveway Westbound						San Mateo Northbound						Driveway Eastbound						Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total		
6:15 AM	0	105	4	0	0	109	0	0	0	0	1	0	0	63	0	0	0	0	63	0	0	0	0	0	0	172
6:30 AM	0	150	1	0	0	151	1	0	0	0	0	1	1	75	0	0	0	0	76	0	0	0	0	0	0	228
6:45 AM	0	177	5	0	0	182	0	0	0	0	0	0	0	97	0	0	0	0	97	0	0	0	0	0	0	279
Hourly Total	0	432	10	0	0	442	1	0	0	0	1	1	1	235	0	0	0	0	236	0	0	0	0	0	0	679
7:00 AM	0	194	5	0	0	199	2	0	0	0	0	2	0	117	0	0	0	0	117	0	0	0	0	0	0	318
7:15 AM	0	187	5	0	0	192	0	0	0	0	2	0	0	135	0	0	0	0	135	0	0	0	0	2	0	327
7:30 AM	0	202	3	0	0	205	0	0	0	0	4	0	0	159	0	0	0	0	159	0	0	0	0	1	0	364
7:45 AM	0	265	7	0	0	272	1	0	0	0	0	1	0	190	0	0	0	0	190	0	0	0	0	0	0	463
Hourly Total	0	848	20	0	0	868	3	0	0	0	6	3	0	601	0	0	0	0	601	0	0	0	0	3	0	1472
8:00 AM	0	227	5	0	0	232	1	0	0	0	1	1	0	178	0	0	0	0	178	0	0	0	0	0	0	411
8:15 AM	0	154	1	0	0	155	0	0	0	0	0	0	0	157	0	0	0	0	157	1	0	0	0	0	1	313
8:30 AM	0	139	1	0	0	140	4	0	0	0	0	4	0	185	0	0	0	0	185	0	0	0	0	0	0	329
8:45 AM	0	195	1	0	0	196	0	0	0	0	0	0	1	181	0	0	0	0	182	0	0	0	0	0	0	378
Hourly Total	0	715	8	0	0	723	5	0	0	0	1	5	1	701	0	0	0	0	702	1	0	0	0	0	1	1431
9:00 AM	0	168	3	0	0	171	5	0	0	0	0	5	1	125	0	0	0	0	126	0	0	0	0	0	0	302
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	168	3	0	0	171	5	0	0	0	0	5	1	125	0	0	0	0	126	0	0	0	0	0	0	302
11:00 AM	0	247	6	0	0	253	5	0	0	0	1	5	0	256	0	0	0	0	256	0	0	0	0	0	0	514
11:15 AM	0	216	1	0	0	217	6	0	1	0	2	7	0	228	0	0	1	0	228	0	0	0	0	0	0	452
11:30 AM	0	213	3	0	0	216	4	0	0	0	2	4	0	209	0	1	0	0	210	0	0	1	0	1	1	431
11:45 AM	0	244	3	1	0	248	8	0	0	0	0	8	1	212	0	1	0	0	214	0	0	0	0	0	0	470
Hourly Total	0	920	13	1	0	934	23	0	1	0	5	24	1	905	0	2	1	0	908	0	0	1	0	1	1	1867
12:00 PM	0	233	3	0	0	236	9	0	0	0	0	9	1	240	0	0	0	0	241	0	0	0	0	1	0	486
12:15 PM	0	249	1	0	0	250	6	0	0	0	3	6	1	260	0	0	0	0	261	0	0	0	0	0	0	517
12:30 PM	0	224	4	1	0	229	4	0	0	0	1	4	0	228	0	0	0	0	228	0	0	0	0	2	0	461
12:45 PM	0	260	2	0	0	262	5	0	0	0	2	5	0	235	0	0	0	0	235	0	0	0	0	0	0	502
Hourly Total	0	966	10	1	0	977	24	0	0	0	6	24	2	963	0	0	0	0	965	0	0	0	0	3	0	1966
1:00 PM	0	256	4	0	0	260	3	0	0	0	3	3	0	221	0	0	0	0	221	2	0	0	0	0	2	486
1:15 PM	0	225	1	0	0	226	1	0	0	0	0	1	1	215	0	0	0	0	216	0	0	0	0	0	0	443
1:30 PM	0	220	0	0	0	220	5	0	0	0	0	5	1	239	0	0	0	0	240	0	0	0	0	0	0	465
1:45 PM	0	239	1	0	0	240	1	0	0	0	2	1	0	251	0	0	0	0	251	0	0	0	0	0	0	492
Hourly Total	0	940	6	0	0	946	10	0	0	0	5	10	2	926	0	0	0	0	928	2	0	0	0	0	2	1886
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	259	0	0	0	259	4	0	0	0	1	4	1	268	0	0	0	0	269	0	0	0	0	0	0	532
3:15 PM	0	239	2	0	0	241	4	0	0	0	0	4	0	288	0	0	0	0	288	0	0	0	0	1	0	533

3:30 PM	0	284	2	0	0	286	4	0	0	0	1	4	0	283	0	0	0	283	0	0	0	0	0	0	573
3:45 PM	0	281	1	0	0	282	3	0	0	0	0	3	0	294	0	0	0	294	0	0	0	0	2	0	579
Hourly Total	0	1063	5	0	0	1068	15	0	0	0	2	15	1	1133	0	0	0	1134	0	0	0	0	3	0	2217
4:00 PM	0	252	0	0	0	252	8	0	0	0	0	8	0	328	0	0	0	328	0	0	0	0	1	0	588
4:15 PM	0	256	1	0	0	257	1	0	0	0	0	1	0	301	0	0	0	301	0	0	0	0	1	0	559
4:30 PM	0	261	1	0	0	262	3	0	0	0	1	3	1	304	0	0	0	305	0	0	0	0	0	0	570
4:45 PM	0	242	0	0	0	242	0	0	0	0	1	0	0	282	0	0	0	282	0	0	0	0	0	0	524
Hourly Total	0	1011	2	0	0	1013	12	0	0	0	2	12	1	1215	0	0	0	1216	0	0	0	0	2	0	2241
5:00 PM	0	276	1	1	1	278	6	0	0	0	0	6	0	300	0	0	0	300	2	0	0	0	1	2	586
5:15 PM	0	276	0	0	0	276	3	0	0	0	0	3	0	277	0	0	0	277	1	0	0	0	1	1	557
5:30 PM	0	239	1	0	0	240	1	0	0	0	0	1	0	230	0	0	0	230	0	0	0	0	1	0	471
5:45 PM	0	222	0	0	0	222	0	0	0	0	1	0	1	220	0	0	0	221	0	0	0	0	0	0	443
Hourly Total	0	1013	2	1	1	1016	10	0	0	0	1	10	1	1027	0	0	0	1028	3	0	0	0	3	3	2057
Grand Total	0	8076	79	3	1	8158	108	0	1	0	29	109	11	7831	0	2	1	7844	6	0	1	0	15	7	16118
Approach %	0.0	99.0	1.0	0.0	-	-	99.1	0.0	0.9	0.0	-	-	0.1	99.8	0.0	0.0	-	-	85.7	0.0	14.3	0.0	-	-	-
Total %	0.0	50.1	0.5	0.0	-	50.6	0.7	0.0	0.0	0.0	-	0.7	0.1	48.6	0.0	0.0	-	48.7	0.0	0.0	0.0	0.0	-	0.0	-
Lights	0	7956	77	3	-	8036	103	0	1	0	-	104	11	7687	0	2	-	7700	5	0	1	0	-	6	15846
% Lights	-	98.5	97.5	100.0	-	98.5	95.4	-	100.0	-	-	95.4	100.0	98.2	-	100.0	-	98.2	83.3	-	100.0	-	-	85.7	98.3
Mediums	0	104	2	0	-	106	5	0	0	0	-	5	0	129	0	0	-	129	1	0	0	0	-	1	241
% Mediums	-	1.3	2.5	0.0	-	1.3	4.6	-	0.0	-	-	4.6	0.0	1.6	-	0.0	-	1.6	16.7	-	0.0	-	-	14.3	1.5
Articulated Trucks	0	15	0	0	-	15	0	0	0	0	-	0	0	14	0	0	-	14	0	0	0	0	-	0	29
% Articulated Trucks	-	0.2	0.0	0.0	-	0.2	0.0	-	0.0	-	-	0.0	0.0	0.2	-	0.0	-	0.2	0.0	-	0.0	-	-	0.0	0.2
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	27.6	-	-	-	-	-	0.0	-	-	-	-	-	20.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	21	-	-	-	-	-	1	-	-	-	-	-	12	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	72.4	-	-	-	-	-	100.0	-	-	-	-	-	80.0	-	-



Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/20/2021
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Turning Movement Data Plot



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

Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/20/2021
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	San Mateo Southbound						Driveway Westbound						San Mateo Northbound						Driveway Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	0	187	5	0	0	192	0	0	0	0	2	0	0	135	0	0	0	135	0	0	0	0	2	0	327
7:30 AM	0	202	3	0	0	205	0	0	0	0	4	0	0	159	0	0	0	159	0	0	0	0	1	0	364
7:45 AM	0	265	7	0	0	272	1	0	0	0	0	1	0	190	0	0	0	190	0	0	0	0	0	0	463
8:00 AM	0	227	5	0	0	232	1	0	0	0	1	1	0	178	0	0	0	178	0	0	0	0	0	0	411
Total	0	881	20	0	0	901	2	0	0	0	7	2	0	662	0	0	0	662	0	0	0	0	3	0	1565
Approach %	0.0	97.8	2.2	0.0	-	-	100.0	0.0	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	56.3	1.3	0.0	-	57.6	0.1	0.0	0.0	0.0	-	0.1	0.0	42.3	0.0	0.0	-	42.3	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.831	0.714	0.000	-	0.828	0.500	0.000	0.000	0.000	-	0.500	0.000	0.871	0.000	0.000	-	0.871	0.000	0.000	0.000	0.000	-	0.000	0.845
Lights	0	862	20	0	-	882	2	0	0	0	-	2	0	643	0	0	-	643	0	0	0	0	-	0	1527
% Lights	-	97.8	100.0	-	-	97.9	100.0	-	-	-	-	100.0	-	97.1	-	-	-	97.1	-	-	-	-	-	-	97.6
Mediums	0	17	0	0	-	17	0	0	0	0	-	0	0	16	0	0	-	16	0	0	0	0	-	0	33
% Mediums	-	1.9	0.0	-	-	1.9	0.0	-	-	-	-	0.0	-	2.4	-	-	-	2.4	-	-	-	-	-	-	2.1
Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	4
% Articulated Trucks	-	0.2	0.0	-	-	0.2	0.0	-	-	-	-	0.0	-	0.3	-	-	-	0.3	-	-	-	-	-	-	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	-	-	-	-	0.0	-	0.2	-	-	-	0.2	-	-	-	-	-	-	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	28.6	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	71.4	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Lee Engineering, LLC

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Albuquerque, New Mexico, United States

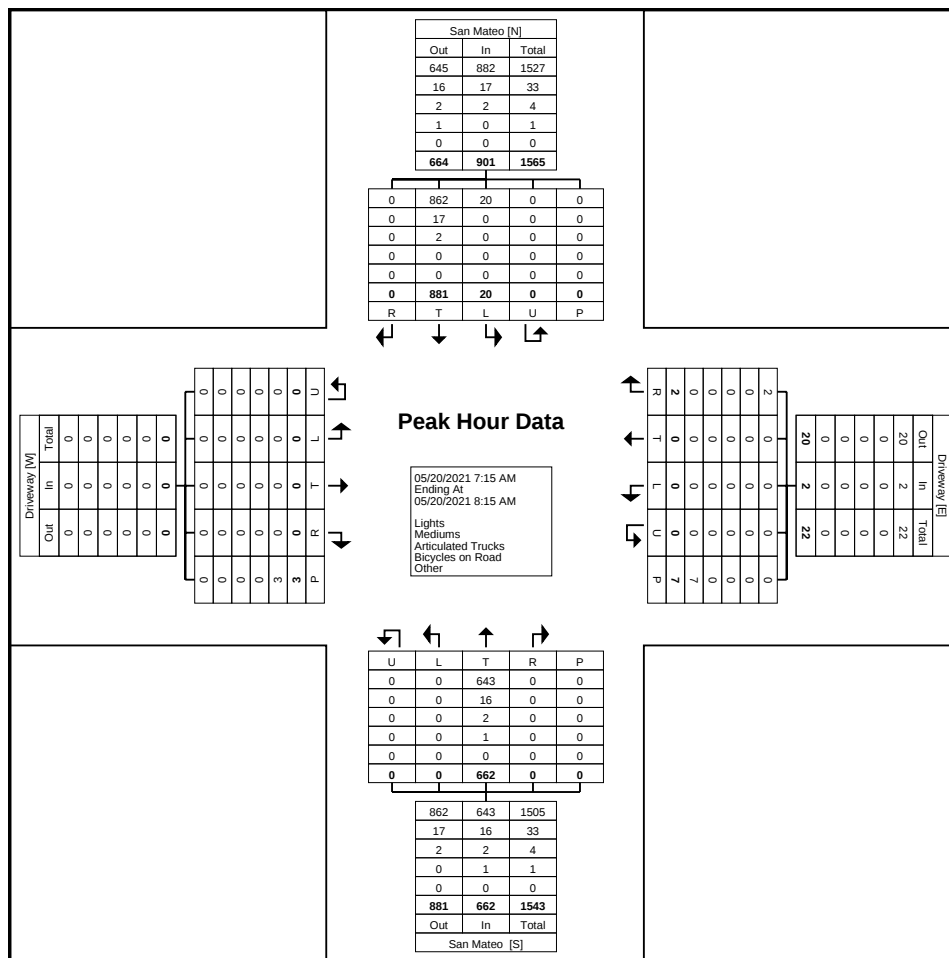
jkruse@lee-eng.com

Count Name: NM299.03

Site Code: SCUAX9

Start Date: 05/20/2021

Page No: 5



Turning Movement Peak Hour Data Plot (7:15 AM)



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

Count Name: NM299.03
Site Code: SCUAX9
Start Date: 05/20/2021
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Turning Movement Peak Hour Data (11:00 AM)

Start Time	San Mateo Southbound						Driveway Westbound						San Mateo Northbound						Driveway Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	0	247	6	0	0	253	5	0	0	0	1	5	0	256	0	0	0	256	0	0	0	0	0	0	514
11:15 AM	0	216	1	0	0	217	6	0	1	0	2	7	0	228	0	0	1	228	0	0	0	0	0	0	452
11:30 AM	0	213	3	0	0	216	4	0	0	0	2	4	0	209	0	1	0	210	0	0	1	0	1	1	431
11:45 AM	0	244	3	1	0	248	8	0	0	0	0	8	1	212	0	1	0	214	0	0	0	0	0	0	470
Total	0	920	13	1	0	934	23	0	1	0	5	24	1	905	0	2	1	908	0	0	1	0	1	1	1867
Approach %	0.0	98.5	1.4	0.1	-	-	95.8	0.0	4.2	0.0	-	-	0.1	99.7	0.0	0.2	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	49.3	0.7	0.1	-	50.0	1.2	0.0	0.1	0.0	-	1.3	0.1	48.5	0.0	0.1	-	48.6	0.0	0.0	0.1	0.0	-	0.1	-
PHF	0.000	0.931	0.542	0.250	-	0.923	0.719	0.000	0.250	0.000	-	0.750	0.250	0.884	0.000	0.500	-	0.887	0.000	0.000	0.250	0.000	-	0.250	0.908
Lights	0	900	12	1	-	913	22	0	1	0	-	23	1	891	0	2	-	894	0	0	1	0	-	1	1831
% Lights	-	97.8	92.3	100.0	-	97.8	95.7	-	100.0	-	-	95.8	100.0	98.5	-	100.0	-	98.5	-	-	100.0	-	-	100.0	98.1
Mediums	0	18	1	0	-	19	1	0	0	0	-	1	0	14	0	0	-	14	0	0	0	0	-	0	34
% Mediums	-	2.0	7.7	0.0	-	2.0	4.3	-	0.0	-	-	4.2	0.0	1.5	-	0.0	-	1.5	-	-	0.0	-	-	0.0	1.8
Articulated Trucks	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.2	0.0	0.0	-	0.2	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	1	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-



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 jkruse@lee-eng.com

Count Name: NM299.03
 Site Code: SCUAX9
 Start Date: 05/20/2021
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Turning Movement Peak Hour Data (12:00 PM)

Start Time	San Mateo Southbound						Driveway Westbound						San Mateo Northbound						Driveway Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	0	233	3	0	0	236	9	0	0	0	0	9	1	240	0	0	0	241	0	0	0	0	1	0	486
12:15 PM	0	249	1	0	0	250	6	0	0	0	3	6	1	260	0	0	0	261	0	0	0	0	0	0	517
12:30 PM	0	224	4	1	0	229	4	0	0	0	1	4	0	228	0	0	0	228	0	0	0	0	2	0	461
12:45 PM	0	260	2	0	0	262	5	0	0	0	2	5	0	235	0	0	0	235	0	0	0	0	0	0	502
Total	0	966	10	1	0	977	24	0	0	0	6	24	2	963	0	0	0	965	0	0	0	0	3	0	1966
Approach %	0.0	98.9	1.0	0.1	-	-	100.0	0.0	0.0	0.0	-	-	0.2	99.8	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	49.1	0.5	0.1	-	49.7	1.2	0.0	0.0	0.0	-	1.2	0.1	49.0	0.0	0.0	-	49.1	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.929	0.625	0.250	-	0.932	0.667	0.000	0.000	0.000	-	0.667	0.500	0.926	0.000	0.000	-	0.924	0.000	0.000	0.000	0.000	-	0.000	0.951
Lights	0	952	10	1	-	963	22	0	0	0	-	22	2	947	0	0	-	949	0	0	0	0	-	0	1934
% Lights	-	98.6	100.0	100.0	-	98.6	91.7	-	-	-	-	91.7	100.0	98.3	-	-	-	98.3	-	-	-	-	-	-	98.4
Mediums	0	9	0	0	-	9	2	0	0	0	-	2	0	14	0	0	-	14	0	0	0	0	-	0	25
% Mediums	-	0.9	0.0	0.0	-	0.9	8.3	-	-	-	-	8.3	0.0	1.5	-	-	-	1.5	-	-	-	-	-	-	1.3
Articulated Trucks	0	5	0	0	-	5	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	7
% Articulated Trucks	-	0.5	0.0	0.0	-	0.5	0.0	-	-	-	-	0.0	0.0	0.2	-	-	-	0.2	-	-	-	-	-	-	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	-	-	-	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	3	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-



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Count Name: NM299.03
 Site Code: SCUAX9
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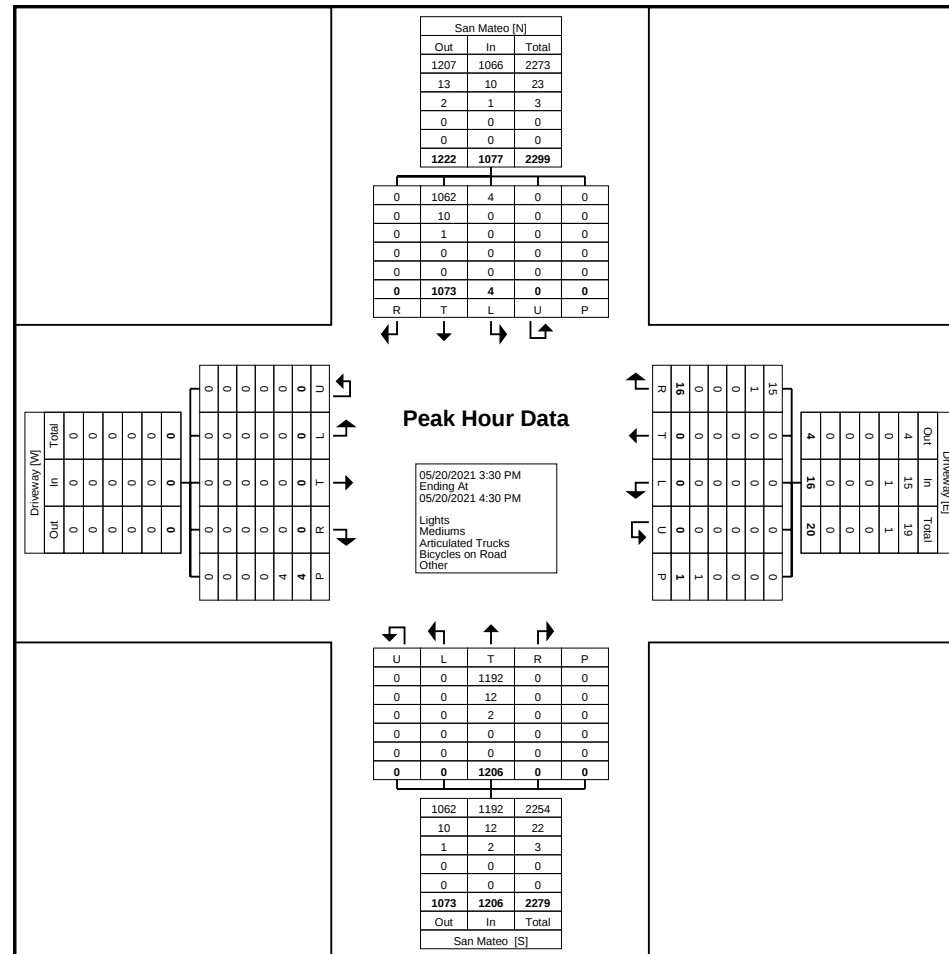
Turning Movement Peak Hour Data (3:30 PM)

Start Time	San Mateo Southbound						Driveway Westbound						San Mateo Northbound						Driveway Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:30 PM	0	284	2	0	0	286	4	0	0	0	1	4	0	283	0	0	0	283	0	0	0	0	0	0	573
3:45 PM	0	281	1	0	0	282	3	0	0	0	0	3	0	294	0	0	0	294	0	0	0	0	2	0	579
4:00 PM	0	252	0	0	0	252	8	0	0	0	0	8	0	328	0	0	0	328	0	0	0	0	1	0	588
4:15 PM	0	256	1	0	0	257	1	0	0	0	0	1	0	301	0	0	0	301	0	0	0	0	1	0	559
Total	0	1073	4	0	0	1077	16	0	0	0	1	16	0	1206	0	0	0	1206	0	0	0	0	4	0	2299
Approach %	0.0	99.6	0.4	0.0	-	-	100.0	0.0	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	46.7	0.2	0.0	-	46.8	0.7	0.0	0.0	0.0	-	0.7	0.0	52.5	0.0	0.0	-	52.5	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.945	0.500	0.000	-	0.941	0.500	0.000	0.000	0.000	-	0.500	0.000	0.919	0.000	0.000	-	0.919	0.000	0.000	0.000	0.000	-	0.000	0.977
Lights	0	1062	4	0	-	1066	15	0	0	0	-	15	0	1192	0	0	-	1192	0	0	0	0	-	0	2273
% Lights	-	99.0	100.0	-	-	99.0	93.8	-	-	-	-	93.8	-	98.8	-	-	-	98.8	-	-	-	-	-	-	98.9
Mediums	0	10	0	0	-	10	1	0	0	0	-	1	0	12	0	0	-	12	0	0	0	0	-	0	23
% Mediums	-	0.9	0.0	-	-	0.9	6.3	-	-	-	-	6.3	-	1.0	-	-	-	1.0	-	-	-	-	-	-	1.0
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	3
% Articulated Trucks	-	0.1	0.0	-	-	0.1	0.0	-	-	-	-	0.0	-	0.2	-	-	-	0.2	-	-	-	-	-	-	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	-	-	-	-	0.0	-	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

Turning Movement Data

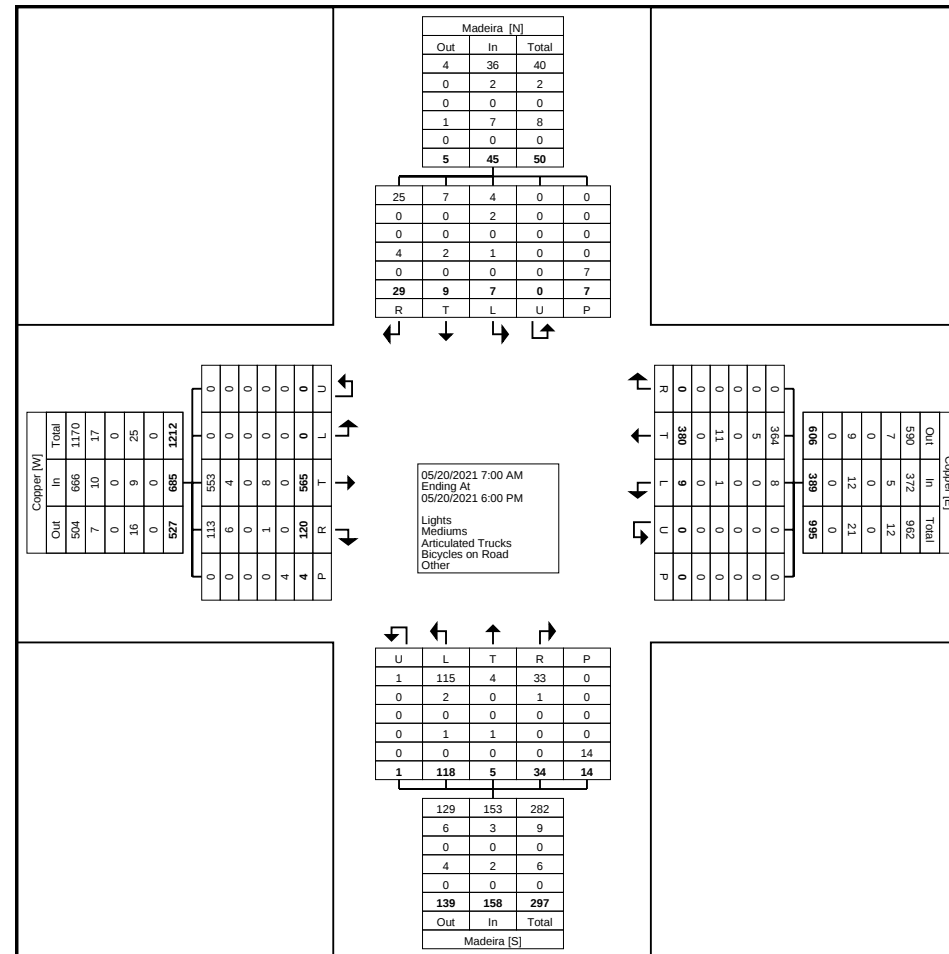
Start Time	Madeira Southbound						Copper Westbound						Madeira Northbound						Copper Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	0	2	0	0	3	0	8	0	0	0	8	1	0	1	0	3	2	0	7	0	0	2	7	20
7:15 AM	2	0	0	0	2	2	0	10	0	0	0	10	1	0	2	0	0	3	1	9	0	0	0	10	25
7:30 AM	1	1	0	0	0	2	0	11	1	0	0	12	1	0	4	0	1	5	0	9	0	0	0	9	28
7:45 AM	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	1	16	0	0	0	17	28
Hourly Total	4	1	2	0	2	7	0	40	1	0	0	41	3	0	7	0	4	10	2	41	0	0	2	43	101
8:00 AM	0	0	0	0	0	0	0	11	1	0	0	12	0	0	3	0	0	3	2	5	0	0	0	7	22
8:15 AM	0	0	0	0	1	0	0	1	1	0	0	2	0	0	2	0	0	2	5	14	0	0	0	19	23
8:30 AM	1	0	0	0	0	1	0	11	0	0	0	11	0	0	4	0	0	4	4	10	0	0	0	14	30
8:45 AM	0	0	0	0	0	0	0	10	0	0	0	10	1	0	4	0	0	5	2	11	0	0	0	13	28
Hourly Total	1	0	0	0	1	1	0	33	2	0	0	35	1	0	13	0	0	14	13	40	0	0	0	53	103
9:00 AM	0	0	0	0	0	0	0	9	0	0	0	9	1	1	4	0	0	6	0	13	0	0	1	13	28
9:15 AM	0	0	0	0	0	0	0	9	0	0	0	9	0	0	1	0	0	1	4	13	0	0	0	17	27
9:30 AM	0	0	0	0	0	0	0	6	0	0	0	6	3	1	5	0	0	9	2	12	0	0	0	14	29
9:45 AM	1	1	1	0	0	3	0	5	0	0	0	5	1	0	1	0	0	2	4	10	0	0	0	14	24
Hourly Total	1	1	1	0	0	3	0	29	0	0	0	29	5	2	11	0	0	18	10	48	0	0	1	58	108
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	1	1	0	0	1	2	0	7	0	0	0	7	2	0	5	0	0	7	6	13	0	0	0	19	35
11:15 AM	0	0	0	0	0	0	0	18	0	0	0	18	0	0	3	0	0	3	4	21	0	0	0	25	46
11:30 AM	0	0	0	0	0	0	0	20	0	0	0	20	0	0	3	0	0	3	3	14	0	0	0	17	40
11:45 AM	2	0	3	0	0	5	0	10	2	0	0	12	0	0	1	0	1	1	7	15	0	0	0	22	40
Hourly Total	3	1	3	0	1	7	0	55	2	0	0	57	2	0	12	0	1	14	20	63	0	0	0	83	161
12:00 PM	0	0	0	0	0	0	0	6	0	0	0	6	4	0	7	0	1	11	3	21	0	0	0	24	41
12:15 PM	0	0	0	0	0	0	0	12	0	0	0	12	0	0	5	0	0	5	3	16	0	0	0	19	36
12:30 PM	0	0	0	0	0	0	0	10	0	0	0	10	1	2	2	0	0	5	7	18	0	0	0	25	40
12:45 PM	1	0	1	0	0	2	0	12	1	0	0	13	1	0	5	0	0	6	2	11	0	0	0	13	34
Hourly Total	1	0	1	0	0	2	0	40	1	0	0	41	6	2	19	0	1	27	15	66	0	0	0	81	151
1:00 PM	0	0	0	0	0	0	0	10	0	0	0	10	1	0	3	1	0	5	9	16	0	0	0	25	40
1:15 PM	2	0	0	0	0	2	0	8	0	0	0	8	2	0	4	0	1	6	5	14	0	0	0	19	35
1:30 PM	3	0	0	0	0	3	0	15	0	0	0	15	2	0	4	0	0	6	7	15	0	0	0	22	46
1:45 PM	1	0	0	0	0	1	0	7	0	0	0	7	0	0	0	0	0	0	1	15	0	0	0	16	24
Hourly Total	6	0	0	0	0	6	0	40	0	0	0	40	5	0	11	1	1	17	22	60	0	0	0	82	145
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	1	0	0	0	1	0	13	0	0	0	13	2	0	2	0	1	4	3	25	0	0	0	28	46
3:15 PM	3	3	0	0	0	6	0	19	0	0	0	19	1	0	2	0	1	3	3	26	0	0	0	29	57
3:30 PM	1	1	0	0	2	2	0	14	0	0	0	14	0	0	4	0	1	4	4	21	0	0	0	25	45

3:45 PM	1	0	0	0	0	1	0	10	0	0	0	10	1	0	5	0	1	6	4	18	0	0	1	22	39
Hourly Total	5	5	0	0	2	10	0	56	0	0	0	56	4	0	13	0	4	17	14	90	0	0	1	104	187
4:00 PM	0	0	0	0	0	0	0	14	0	0	0	14	1	0	5	0	3	6	8	21	0	0	0	29	49
4:15 PM	1	0	0	0	1	1	0	12	1	0	0	13	1	0	8	0	0	9	2	18	0	0	0	20	43
4:30 PM	2	1	0	0	0	3	0	10	0	0	0	10	1	0	2	0	0	3	3	22	0	0	0	25	41
4:45 PM	3	0	0	0	0	3	0	10	0	0	0	10	0	0	6	0	0	6	0	19	0	0	0	19	38
Hourly Total	6	1	0	0	1	7	0	46	1	0	0	47	3	0	21	0	3	24	13	80	0	0	0	93	171
5:00 PM	0	0	0	0	0	0	0	11	1	0	0	12	2	0	6	0	0	8	3	19	0	0	0	22	42
5:15 PM	1	0	0	0	0	1	0	11	0	0	0	11	1	0	3	0	0	4	4	18	0	0	0	22	38
5:30 PM	0	0	0	0	0	0	0	10	0	0	0	10	1	1	0	0	0	2	3	20	0	0	0	23	35
5:45 PM	1	0	0	0	0	1	0	9	1	0	0	10	1	0	2	0	0	3	1	20	0	0	0	21	35
Hourly Total	2	0	0	0	0	2	0	41	2	0	0	43	5	1	11	0	0	17	11	77	0	0	0	88	150
Grand Total	29	9	7	0	7	45	0	380	9	0	0	389	34	5	118	1	14	158	120	565	0	0	4	685	1277
Approach %	64.4	20.0	15.6	0.0	-	-	0.0	97.7	2.3	0.0	-	-	21.5	3.2	74.7	0.6	-	-	17.5	82.5	0.0	0.0	-	-	-
Total %	2.3	0.7	0.5	0.0	-	3.5	0.0	29.8	0.7	0.0	-	30.5	2.7	0.4	9.2	0.1	-	12.4	9.4	44.2	0.0	0.0	-	53.6	-
Lights	25	7	4	0	-	36	0	364	8	0	-	372	33	4	115	1	-	153	113	553	0	0	-	666	1227
% Lights	86.2	77.8	57.1	-	-	80.0	-	95.8	88.9	-	-	95.6	97.1	80.0	97.5	100.0	-	96.8	94.2	97.9	-	-	-	97.2	96.1
Mediums	0	0	2	0	-	2	0	5	0	0	-	5	1	0	2	0	-	3	6	4	0	0	-	10	20
% Mediums	0.0	0.0	28.6	-	-	4.4	-	1.3	0.0	-	-	1.3	2.9	0.0	1.7	0.0	-	1.9	5.0	0.7	-	-	-	1.5	1.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Road	4	2	1	0	-	7	0	11	1	0	-	12	0	1	1	0	-	2	1	8	0	0	-	9	30
% Bicycles on Road	13.8	22.2	14.3	-	-	15.6	-	2.9	11.1	-	-	3.1	0.0	20.0	0.8	0.0	-	1.3	0.8	1.4	-	-	-	1.3	2.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-



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Count Name: NM299.03
Site Code: SCU5DE
Start Date: 05/20/2021
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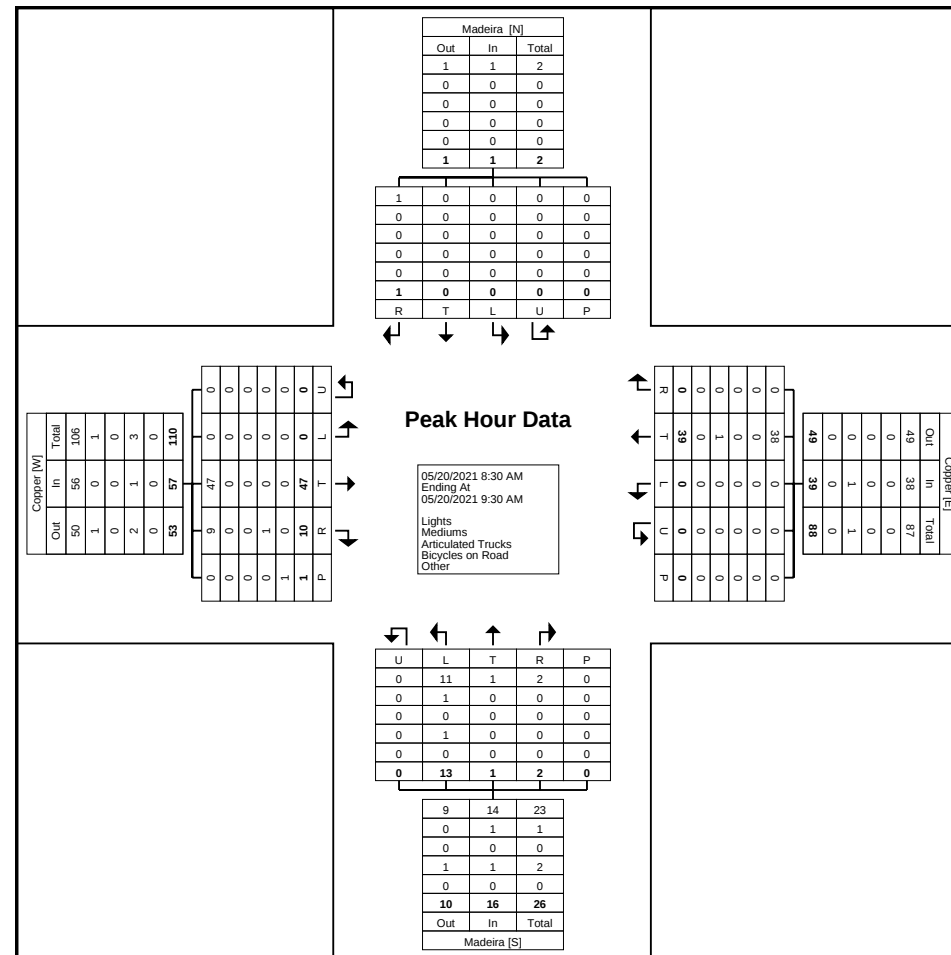


Turning Movement Data Plot



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Turning Movement Peak Hour Data Plot (8:30 AM)



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Count Name: NM299.03
 Site Code: SCU5DE
 Start Date: 05/20/2021
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Turning Movement Peak Hour Data (11:00 AM)

Start Time	Madeira Southbound						Copper Westbound						Madeira Northbound						Copper Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	1	1	0	0	1	2	0	7	0	0	0	7	2	0	5	0	0	7	6	13	0	0	0	19	35
11:15 AM	0	0	0	0	0	0	0	18	0	0	0	18	0	0	3	0	0	3	4	21	0	0	0	25	46
11:30 AM	0	0	0	0	0	0	0	20	0	0	0	20	0	0	3	0	0	3	3	14	0	0	0	17	40
11:45 AM	2	0	3	0	0	5	0	10	2	0	0	12	0	0	1	0	1	1	7	15	0	0	0	22	40
Total	3	1	3	0	1	7	0	55	2	0	0	57	2	0	12	0	1	14	20	63	0	0	0	83	161
Approach %	42.9	14.3	42.9	0.0	-	-	0.0	96.5	3.5	0.0	-	-	14.3	0.0	85.7	0.0	-	-	24.1	75.9	0.0	0.0	-	-	-
Total %	1.9	0.6	1.9	0.0	-	4.3	0.0	34.2	1.2	0.0	-	35.4	1.2	0.0	7.5	0.0	-	8.7	12.4	39.1	0.0	0.0	-	51.6	-
PHF	0.375	0.250	0.250	0.000	-	0.350	0.000	0.688	0.250	0.000	-	0.713	0.250	0.000	0.600	0.000	-	0.500	0.714	0.750	0.000	0.000	-	0.830	0.875
Lights	2	1	2	0	-	5	0	55	1	0	-	56	1	0	11	0	-	12	18	60	0	0	-	78	151
% Lights	66.7	100.0	66.7	-	-	71.4	-	100.0	50.0	-	-	98.2	50.0	-	91.7	-	-	85.7	90.0	95.2	-	-	-	94.0	93.8
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	1	0	1	0	-	2	2	2	0	0	-	4	6
% Mediums	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	50.0	-	8.3	-	-	14.3	10.0	3.2	-	-	-	4.8	3.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Road	1	0	1	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	4
% Bicycles on Road	33.3	0.0	33.3	-	-	28.6	-	0.0	50.0	-	-	1.8	0.0	-	0.0	-	-	0.0	0.0	1.6	-	-	-	1.2	2.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Phoenix, Arizona - Dallas, Texas

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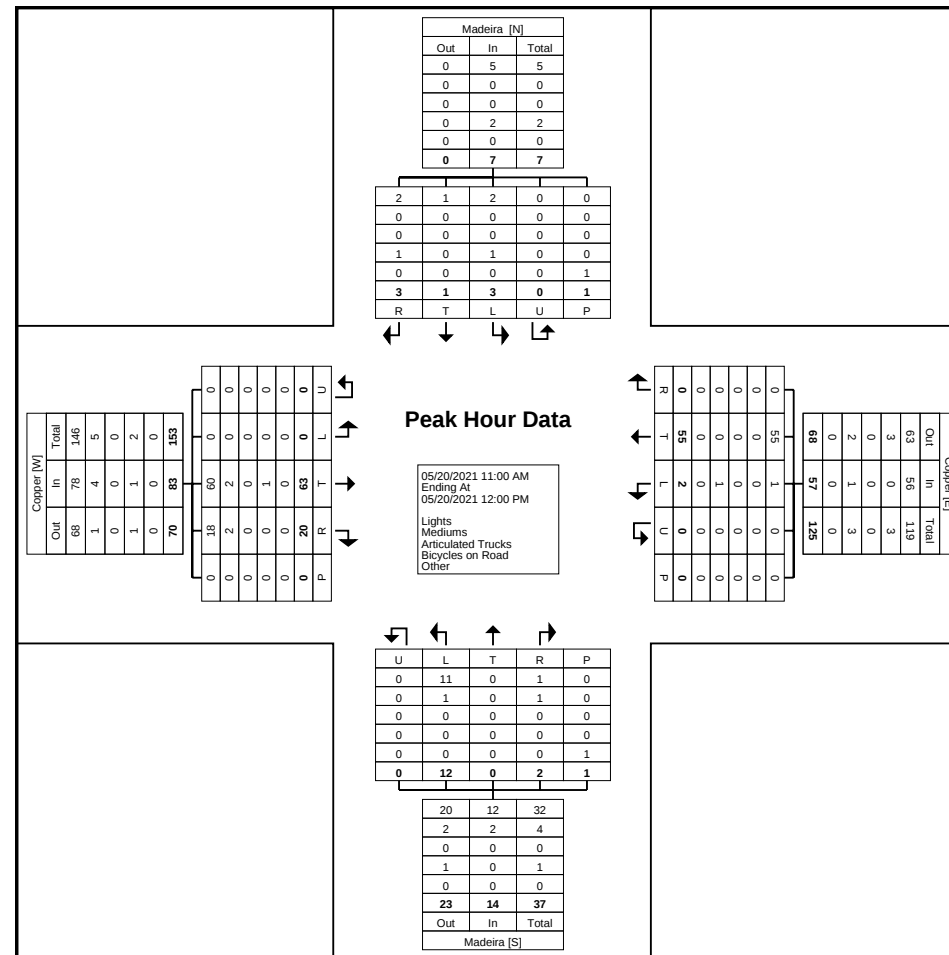
jkruse@lee-eng.com

Count Name: NM299.03

Site Code: SCU5DE

Start Date: 05/20/2021

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



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Count Name: NM299.03
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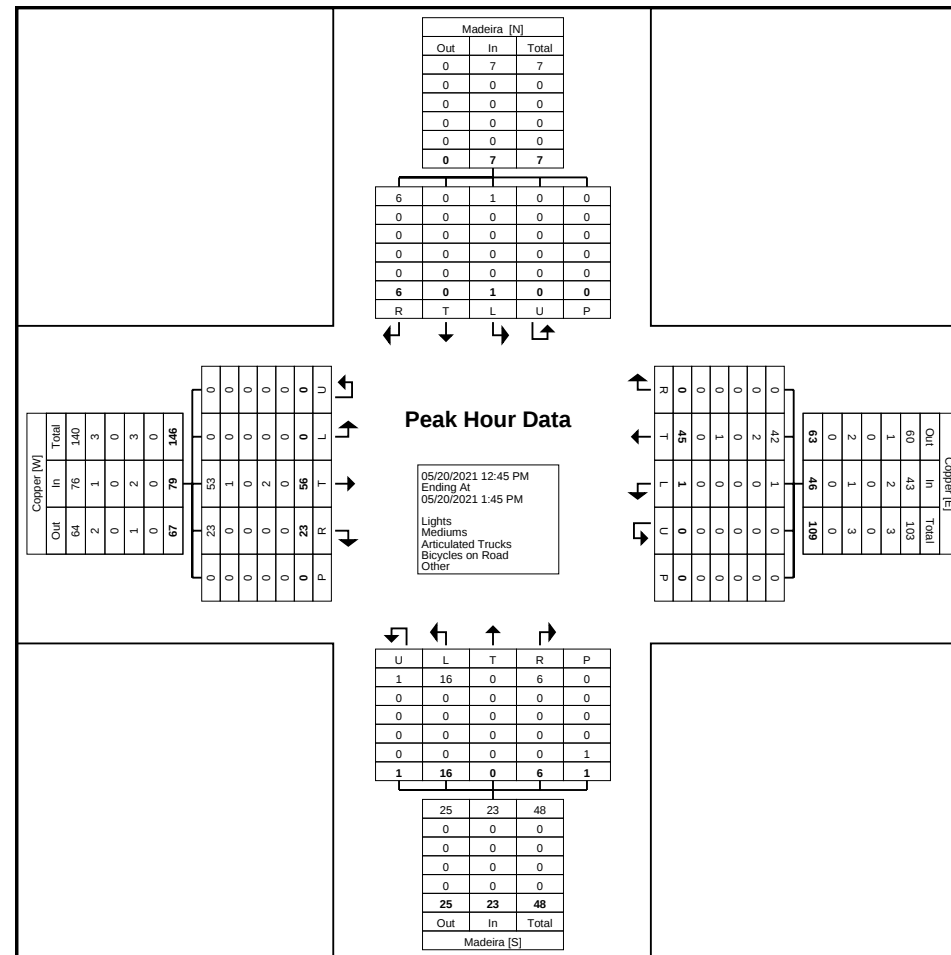
Turning Movement Peak Hour Data (12:45 PM)

Start Time	Madeira Southbound						Copper Westbound						Madeira Northbound						Copper Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:45 PM	1	0	1	0	0	2	0	12	1	0	0	13	1	0	5	0	0	6	2	11	0	0	0	13	34
1:00 PM	0	0	0	0	0	0	0	10	0	0	0	10	1	0	3	1	0	5	9	16	0	0	0	25	40
1:15 PM	2	0	0	0	0	2	0	8	0	0	0	8	2	0	4	0	1	6	5	14	0	0	0	19	35
1:30 PM	3	0	0	0	0	3	0	15	0	0	0	15	2	0	4	0	0	6	7	15	0	0	0	22	46
Total	6	0	1	0	0	7	0	45	1	0	0	46	6	0	16	1	1	23	23	56	0	0	0	79	155
Approach %	85.7	0.0	14.3	0.0	-	-	0.0	97.8	2.2	0.0	-	-	26.1	0.0	69.6	4.3	-	-	29.1	70.9	0.0	0.0	-	-	-
Total %	3.9	0.0	0.6	0.0	-	4.5	0.0	29.0	0.6	0.0	-	29.7	3.9	0.0	10.3	0.6	-	14.8	14.8	36.1	0.0	0.0	-	51.0	-
PHF	0.500	0.000	0.250	0.000	-	0.583	0.000	0.750	0.250	0.000	-	0.767	0.750	0.000	0.800	0.250	-	0.958	0.639	0.875	0.000	0.000	-	0.790	0.842
Lights	6	0	1	0	-	7	0	42	1	0	-	43	6	0	16	1	-	23	23	53	0	0	-	76	149
% Lights	100.0	-	100.0	-	-	100.0	-	93.3	100.0	-	-	93.5	100.0	-	100.0	100.0	-	100.0	100.0	94.6	-	-	-	96.2	96.1
Mediums	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	3
% Mediums	0.0	-	0.0	-	-	0.0	-	4.4	0.0	-	-	4.3	0.0	-	0.0	0.0	-	0.0	0.0	1.8	-	-	-	1.3	1.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	2	0	0	-	2	3
% Bicycles on Road	0.0	-	0.0	-	-	0.0	-	2.2	0.0	-	-	2.2	0.0	-	0.0	0.0	-	0.0	0.0	3.6	-	-	-	2.5	1.9
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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Turning Movement Peak Hour Data Plot (12:45 PM)



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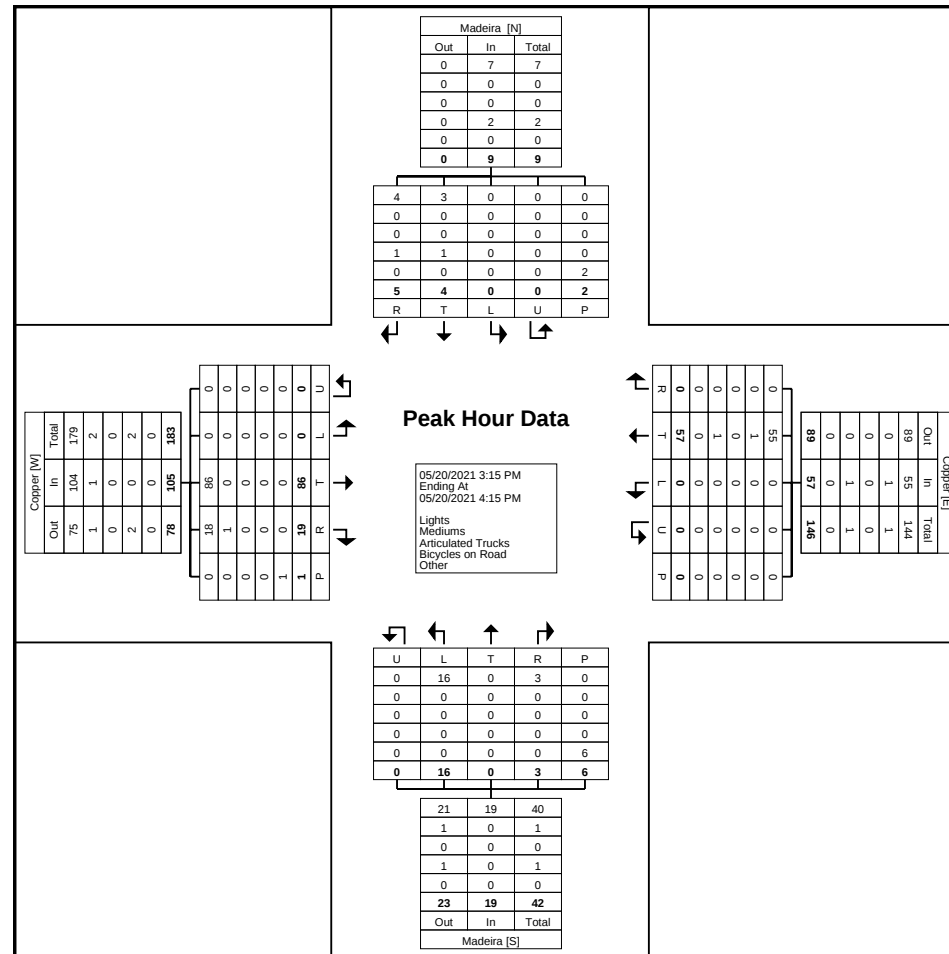
Turning Movement Peak Hour Data (3:15 PM)

Start Time	Madeira Southbound						Copper Westbound						Madeira Northbound						Copper Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:15 PM	3	3	0	0	0	6	0	19	0	0	0	19	1	0	2	0	1	3	3	26	0	0	0	29	57
3:30 PM	1	1	0	0	2	2	0	14	0	0	0	14	0	0	4	0	1	4	4	21	0	0	0	25	45
3:45 PM	1	0	0	0	0	1	0	10	0	0	0	10	1	0	5	0	1	6	4	18	0	0	1	22	39
4:00 PM	0	0	0	0	0	0	0	14	0	0	0	14	1	0	5	0	3	6	8	21	0	0	0	29	49
Total	5	4	0	0	2	9	0	57	0	0	0	57	3	0	16	0	6	19	19	86	0	0	1	105	190
Approach %	55.6	44.4	0.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	15.8	0.0	84.2	0.0	-	-	18.1	81.9	0.0	0.0	-	-	-
Total %	2.6	2.1	0.0	0.0	-	4.7	0.0	30.0	0.0	0.0	-	30.0	1.6	0.0	8.4	0.0	-	10.0	10.0	45.3	0.0	0.0	-	55.3	-
PHF	0.417	0.333	0.000	0.000	-	0.375	0.000	0.750	0.000	0.000	-	0.750	0.750	0.000	0.800	0.000	-	0.792	0.594	0.827	0.000	0.000	-	0.905	0.833
Lights	4	3	0	0	-	7	0	55	0	0	-	55	3	0	16	0	-	19	18	86	0	0	-	104	185
% Lights	80.0	75.0	-	-	-	77.8	-	96.5	-	-	-	96.5	100.0	-	100.0	-	-	100.0	94.7	100.0	-	-	-	99.0	97.4
Mediums	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	2
% Mediums	0.0	0.0	-	-	-	0.0	-	1.8	-	-	-	1.8	0.0	-	0.0	-	-	0.0	5.3	0.0	-	-	-	1.0	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	-	-	0.0	-	0.0	-	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Road	1	1	0	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	20.0	25.0	-	-	-	22.2	-	1.8	-	-	-	1.8	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	1.6
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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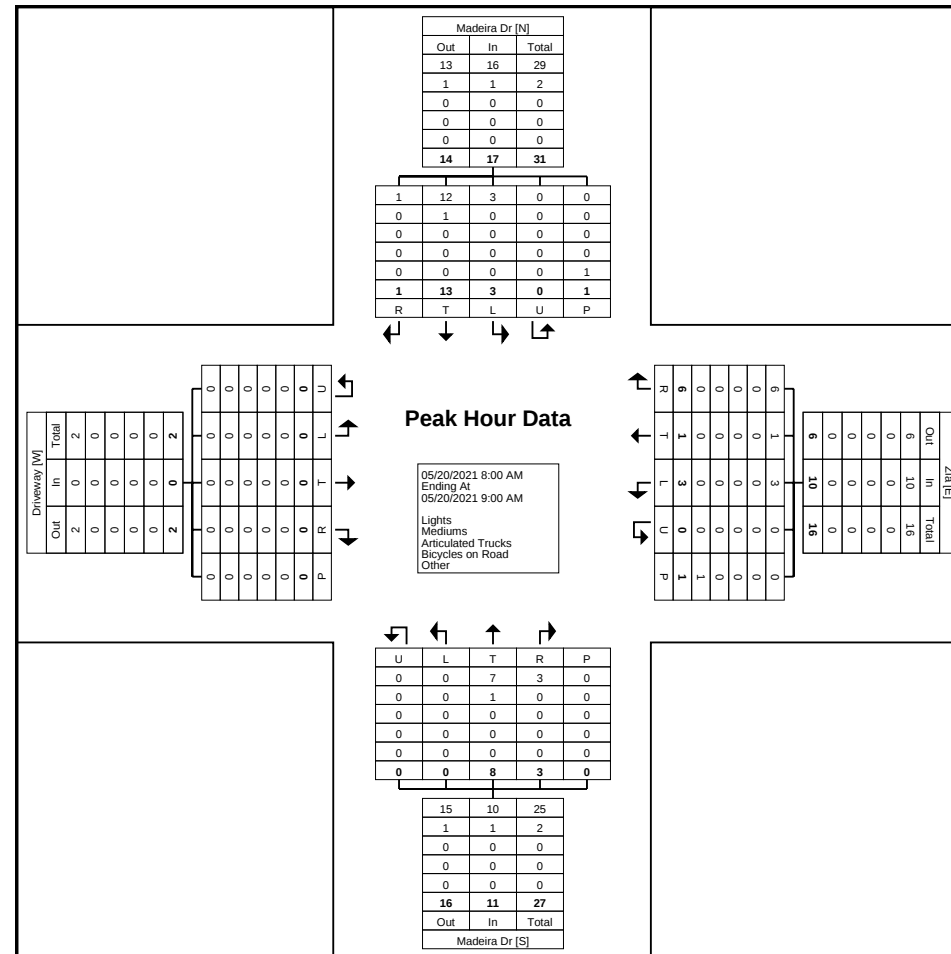
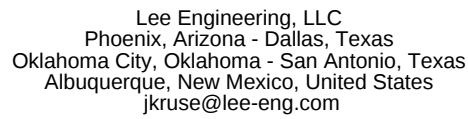
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Count Name: NM299.03
Site Code: SCU962
Start Date: 05/20/2021
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Turning Movement Data

Start Time	Madeira Dr Southbound						Zia Westbound						Madeira Dr Northbound						Driveway Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:45 AM	0	1	0	0	0	1	2	0	1	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
Hourly Total	0	1	0	0	0	1	2	0	1	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	1	0	0	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	2
7:15 AM	1	0	0	0	0	1	2	0	0	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	6
7:30 AM	0	0	2	0	0	2	2	0	0	0	2	2	0	1	0	0	0	1	0	0	0	0	0	0	5
7:45 AM	0	1	0	0	0	1	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	1	2	0	0	4	5	0	1	0	6	6	0	5	0	0	0	5	0	0	0	0	0	0	15
8:00 AM	0	2	2	0	0	4	2	1	0	0	0	3	2	1	0	0	0	3	0	0	0	0	0	0	10
8:15 AM	1	4	1	0	0	6	1	0	1	0	0	2	1	1	0	0	0	2	0	0	0	0	0	0	10
8:30 AM	0	4	0	0	1	4	0	0	2	0	1	2	0	4	0	0	0	4	0	0	0	0	0	0	10
8:45 AM	0	3	0	0	0	3	3	0	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	8
Hourly Total	1	13	3	0	1	17	6	1	3	0	1	10	3	8	0	0	0	11	0	0	0	0	0	0	38
9:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	4	0	0	0	4	0	0	0	0	0	0	6
9:15 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
9:30 AM	0	3	0	0	0	3	1	0	0	0	0	1	2	7	0	0	0	9	0	0	0	0	0	0	13
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	6	0	0	0	6	3	0	0	0	0	3	2	13	0	0	0	15	0	0	0	0	0	0	24
11:00 AM	0	5	2	0	0	7	1	0	0	0	0	1	1	6	0	0	0	7	0	0	0	0	0	0	15
11:15 AM	0	3	1	0	0	4	1	0	0	0	0	1	2	2	0	0	0	4	0	0	0	0	0	0	9
11:30 AM	0	3	0	0	1	3	1	1	1	0	1	3	0	2	0	0	0	2	0	0	0	0	0	0	8
11:45 AM	1	6	0	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	1	17	3	0	1	21	4	1	1	0	1	6	3	10	0	0	0	13	0	0	0	0	0	0	40
12:00 PM	0	3	0	0	0	3	7	0	1	0	0	8	0	5	0	0	1	5	0	0	0	0	0	0	16
12:15 PM	0	3	0	0	0	3	1	0	2	0	0	3	0	3	0	1	1	4	0	0	0	0	3	0	10
12:30 PM	0	6	1	0	0	7	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	9
12:45 PM	0	3	1	0	0	4	1	0	1	0	0	2	0	5	0	0	0	5	0	0	0	0	1	0	11
Hourly Total	0	15	2	0	0	17	9	0	4	0	0	13	0	15	0	1	2	16	0	0	0	0	4	0	46
1:00 PM	1	7	2	0	0	10	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	15
1:15 PM	0	5	0	0	1	5	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	11
1:30 PM	0	5	1	0	0	6	1	0	0	0	0	1	0	6	0	0	0	6	0	0	0	0	1	0	13
1:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	20	3	0	1	24	2	0	0	0	0	2	0	16	0	0	0	16	0	0	0	0	1	0	42
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	3	2	0	0	5	0	0	0	0	0	0	1	3	1	0	0	5	0	0	0	0	0	0	10
3:15 PM	0	4	2	0	0	6	2	0	1	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	10

3:30 PM	0	3	2	0	0	5	2	0	0	0	0	2	1	3	0	0	0	4	0	0	0	0	0	0	11
3:45 PM	0	5	0	0	0	5	3	0	1	0	1	4	1	3	0	0	0	4	0	0	0	0	0	0	13
Hourly Total	0	15	6	0	0	21	7	0	2	0	1	9	3	10	1	0	0	14	0	0	0	0	0	0	44
4:00 PM	0	4	1	0	0	5	2	0	0	0	1	2	0	4	0	0	0	4	0	0	0	0	0	0	11
4:15 PM	0	2	4	0	0	6	4	0	0	0	0	4	0	5	0	0	0	5	0	0	0	0	0	0	15
4:30 PM	0	3	0	0	0	3	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	6
4:45 PM	0	1	0	0	0	1	0	0	0	0	1	0	2	6	0	0	1	8	0	0	0	0	1	0	9
Hourly Total	0	10	5	0	0	15	7	0	0	0	2	7	2	17	0	0	1	19	0	0	0	0	1	0	41
5:00 PM	0	3	0	0	0	3	1	0	1	0	0	2	0	7	0	0	0	7	0	0	0	0	0	0	12
5:15 PM	0	5	0	0	0	5	1	0	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	9
5:30 PM	0	2	1	0	0	3	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	6
5:45 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
Hourly Total	0	11	2	0	0	13	4	0	1	0	0	5	1	13	0	0	0	14	0	0	0	0	0	0	32
Grand Total	4	109	26	0	3	139	49	2	13	0	11	64	14	108	1	1	3	124	0	0	0	0	6	0	327
Approach %	2.9	78.4	18.7	0.0	-	-	76.6	3.1	20.3	0.0	-	-	11.3	87.1	0.8	0.8	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	1.2	33.3	8.0	0.0	-	42.5	15.0	0.6	4.0	0.0	-	19.6	4.3	33.0	0.3	0.3	-	37.9	0.0	0.0	0.0	0.0	-	0.0	-
Lights	4	103	22	0	-	129	47	1	13	0	-	61	14	104	1	1	-	120	0	0	0	0	-	0	310
% Lights	100.0	94.5	84.6	-	-	92.8	95.9	50.0	100.0	-	-	95.3	100.0	96.3	100.0	100.0	-	96.8	-	-	-	-	-	-	94.8
Mediums	0	5	1	0	-	6	1	1	0	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	10
% Mediums	0.0	4.6	3.8	-	-	4.3	2.0	50.0	0.0	-	-	3.1	0.0	1.9	0.0	0.0	-	1.6	-	-	-	-	-	-	3.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Road	0	1	3	0	-	4	1	0	0	0	-	1	0	2	0	0	-	2	0	0	0	0	-	0	7
% Bicycles on Road	0.0	0.9	11.5	-	-	2.9	2.0	0.0	0.0	-	-	1.6	0.0	1.9	0.0	0.0	-	1.6	-	-	-	-	-	-	2.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	11	-	-	-	-	-	3	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-





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Count Name: NM299.03

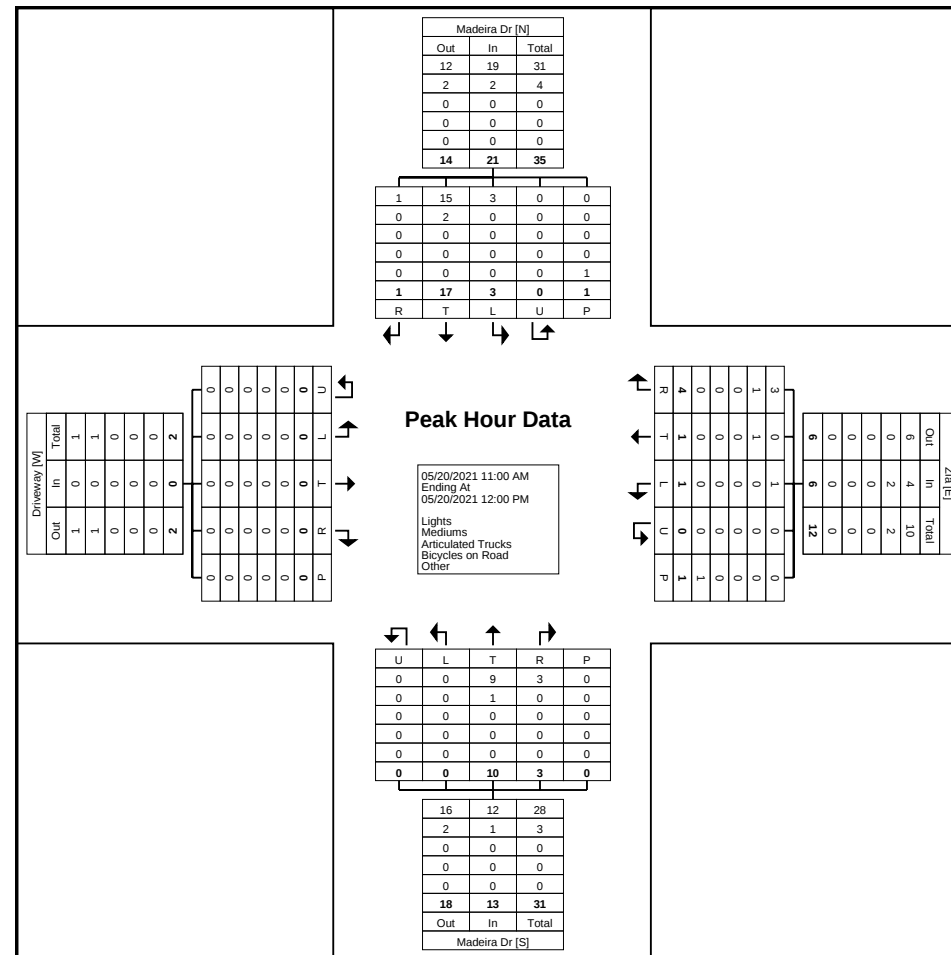
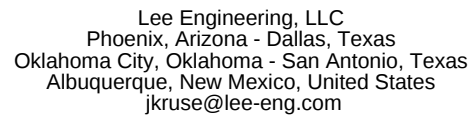
Site Code: SCU962

Start Date: 05/20/2021

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Turning Movement Peak Hour Data (11:00 AM)

[illegible]



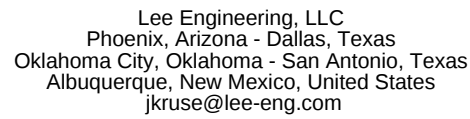


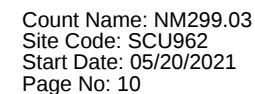
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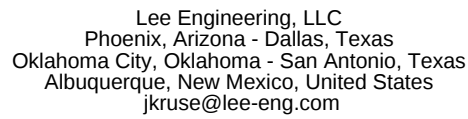
Count Name: NM299.03
 Site Code: SCU962
 Start Date: 05/20/2021
 Page No: 8

Turning Movement Peak Hour Data (12:45 PM)

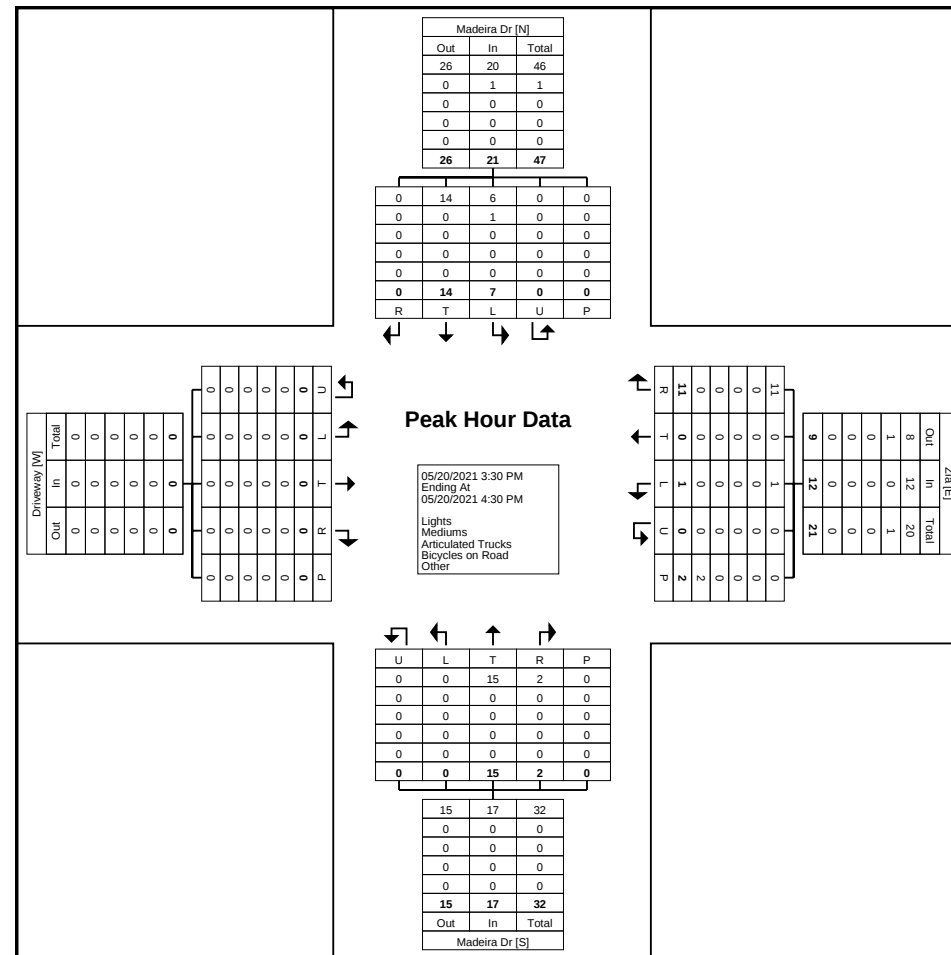
Start Time	Madeira Dr Southbound						Zia Westbound						Madeira Dr Northbound						Driveway Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:45 PM	0	3	1	0	0	4	1	0	1	0	0	2	0	5	0	0	0	5	0	0	0	0	1	0	11
1:00 PM	1	7	2	0	0	10	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	15
1:15 PM	0	5	0	0	1	5	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	11
1:30 PM	0	5	1	0	0	6	1	0	0	0	0	1	0	6	0	0	0	6	0	0	0	0	1	0	13
Total	1	20	4	0	1	25	3	0	1	0	0	4	0	21	0	0	0	21	0	0	0	0	2	0	50
Approach %	4.0	80.0	16.0	0.0	-	-	75.0	0.0	25.0	0.0	-	-	0.0	100.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	2.0	40.0	8.0	0.0	-	50.0	6.0	0.0	2.0	0.0	-	8.0	0.0	42.0	0.0	0.0	-	42.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.250	0.714	0.500	0.000	-	0.625	0.750	0.000	0.250	0.000	-	0.500	0.000	0.875	0.000	0.000	-	0.875	0.000	0.000	0.000	0.000	-	0.000	0.833
Lights	1	20	4	0	-	25	3	0	1	0	-	4	0	20	0	0	-	20	0	0	0	0	-	0	49
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	-	100.0	-	-	100.0	-	95.2	-	-	-	95.2	-	-	-	-	-	-	98.0
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Mediums	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	-	-	0.0	-	-	-	-	-	-	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	-	4.8	-	-	-	4.8	-	-	-	-	-	-	2.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: NM299.03
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Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/20/2021
Page No: 1

Turning Movement Data

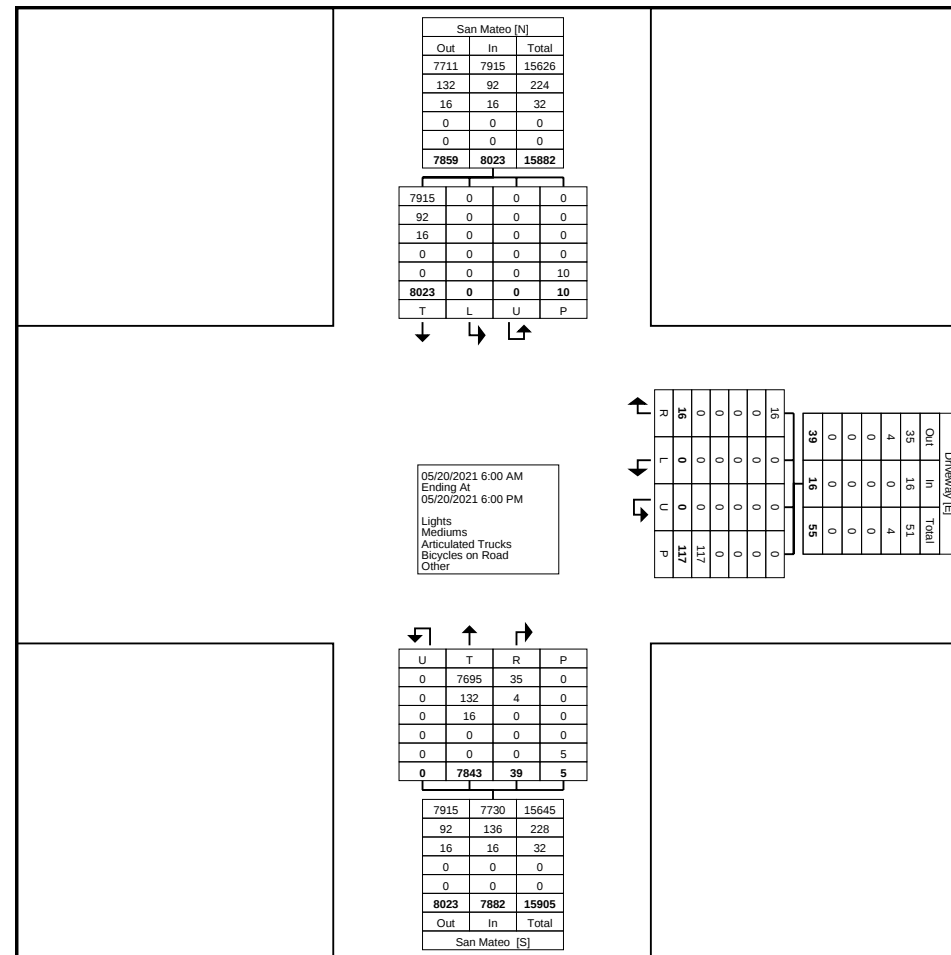
Start Time	San Mateo Southbound					Driveway Westbound					San Mateo Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
6:00 AM	64	0	0	1	64	0	0	0	3	0	0	45	0	0	45	109
6:15 AM	113	0	0	0	113	0	0	0	0	0	1	66	0	0	67	180
6:30 AM	130	0	0	0	130	0	0	0	1	0	2	77	0	0	79	209
6:45 AM	180	0	0	0	180	0	0	0	0	0	2	97	0	0	99	279
Hourly Total	487	0	0	1	487	0	0	0	4	0	5	285	0	0	290	777
7:00 AM	182	0	0	0	182	0	0	0	4	0	1	115	0	0	116	298
7:15 AM	203	0	0	0	203	0	0	0	5	0	0	138	0	0	138	341
7:30 AM	196	0	0	0	196	0	0	0	8	0	1	170	0	0	171	367
7:45 AM	261	0	0	1	261	0	0	0	3	0	2	196	0	1	198	459
Hourly Total	842	0	0	1	842	0	0	0	20	0	4	619	0	1	623	1465
8:00 AM	214	0	0	0	214	0	0	0	5	0	0	179	0	0	179	393
8:15 AM	157	0	0	0	157	1	0	0	3	1	0	161	0	0	161	319
8:30 AM	152	0	0	2	152	0	0	0	5	0	0	181	0	0	181	333
8:45 AM	191	0	0	2	191	0	0	0	1	0	4	193	0	0	197	388
Hourly Total	714	0	0	4	714	1	0	0	14	1	4	714	0	0	718	1433
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	238	0	0	0	238	1	0	0	7	1	2	251	0	0	253	492
11:15 AM	225	0	0	0	225	3	0	0	2	3	2	242	0	0	244	472
11:30 AM	214	0	0	0	214	0	0	0	2	0	0	214	0	0	214	428
11:45 AM	222	0	0	0	222	1	0	0	0	1	4	220	0	0	224	447
Hourly Total	899	0	0	0	899	5	0	0	11	5	8	927	0	0	935	1839
12:00 PM	205	0	0	0	205	4	0	0	2	4	4	234	0	0	238	447
12:15 PM	266	0	0	1	266	0	0	0	10	0	1	257	0	0	258	524
12:30 PM	258	0	0	0	258	0	0	0	4	0	2	231	0	0	233	491
12:45 PM	281	0	0	0	281	1	0	0	2	1	2	237	0	0	239	521
Hourly Total	1010	0	0	1	1010	5	0	0	18	5	9	959	0	0	968	1983
1:00 PM	255	0	0	0	255	1	0	0	6	1	1	223	0	0	224	480
1:15 PM	212	0	0	0	212	0	0	0	7	0	0	216	0	1	216	428
1:30 PM	208	0	0	0	208	0	0	0	6	0	1	245	0	0	246	454
1:45 PM	234	0	0	0	234	0	0	0	4	0	4	255	0	0	259	493
Hourly Total	909	0	0	0	909	1	0	0	23	1	6	939	0	1	945	1855
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	281	0	0	0	281	0	0	0	2	0	0	270	0	1	270	551
3:15 PM	259	0	0	1	259	0	0	0	4	0	1	300	0	0	301	560
3:30 PM	270	0	0	0	270	1	0	0	4	1	0	295	0	0	295	566
3:45 PM	315	0	0	0	315	0	0	0	3	0	0	311	0	0	311	626

Hourly Total	1125	0	0	1	1125	1	0	0	13	1	1	1176	0	1	1177	2303
4:00 PM	228	0	0	0	228	1	0	0	3	1	0	328	0	2	328	557
4:15 PM	261	0	0	0	261	0	0	0	1	0	0	296	0	0	296	557
4:30 PM	248	0	0	0	248	1	0	0	0	1	0	317	0	0	317	566
4:45 PM	260	0	0	0	260	0	0	0	2	0	0	277	0	0	277	537
Hourly Total	997	0	0	0	997	2	0	0	6	2	0	1218	0	2	1218	2217
5:00 PM	273	0	0	1	273	0	0	0	3	0	0	296	0	0	296	569
5:15 PM	293	0	0	0	293	1	0	0	1	1	2	264	0	0	266	560
5:30 PM	241	0	0	0	241	0	0	0	0	0	0	233	0	0	233	474
5:45 PM	233	0	0	1	233	0	0	0	4	0	0	213	0	0	213	446
Hourly Total	1040	0	0	2	1040	1	0	0	8	1	2	1006	0	0	1008	2049
Grand Total	8023	0	0	10	8023	16	0	0	117	16	39	7843	0	5	7882	15921
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.5	99.5	0.0	-	-	-
Total %	50.4	0.0	0.0	-	50.4	0.1	0.0	0.0	-	0.1	0.2	49.3	0.0	-	49.5	-
Lights	7915	0	0	-	7915	16	0	0	-	16	35	7695	0	-	7730	15661
% Lights	98.7	-	-	-	98.7	100.0	-	-	-	100.0	89.7	98.1	-	-	98.1	98.4
Mediums	92	0	0	-	92	0	0	0	-	0	4	132	0	-	136	228
% Mediums	1.1	-	-	-	1.1	0.0	-	-	-	0.0	10.3	1.7	-	-	1.7	1.4
Articulated Trucks	16	0	0	-	16	0	0	0	-	0	0	16	0	-	16	32
% Articulated Trucks	0.2	-	-	-	0.2	0.0	-	-	-	0.0	0.0	0.2	-	-	0.2	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	11	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	9.4	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	10	-	-	-	-	106	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	90.6	-	-	-	-	100.0	-	-



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Count Name: NM299.03
 Site Code: SCU9LK
 Start Date: 05/20/2021
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Turning Movement Data Plot



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Count Name: NM299.03
 Site Code: SCU9LK
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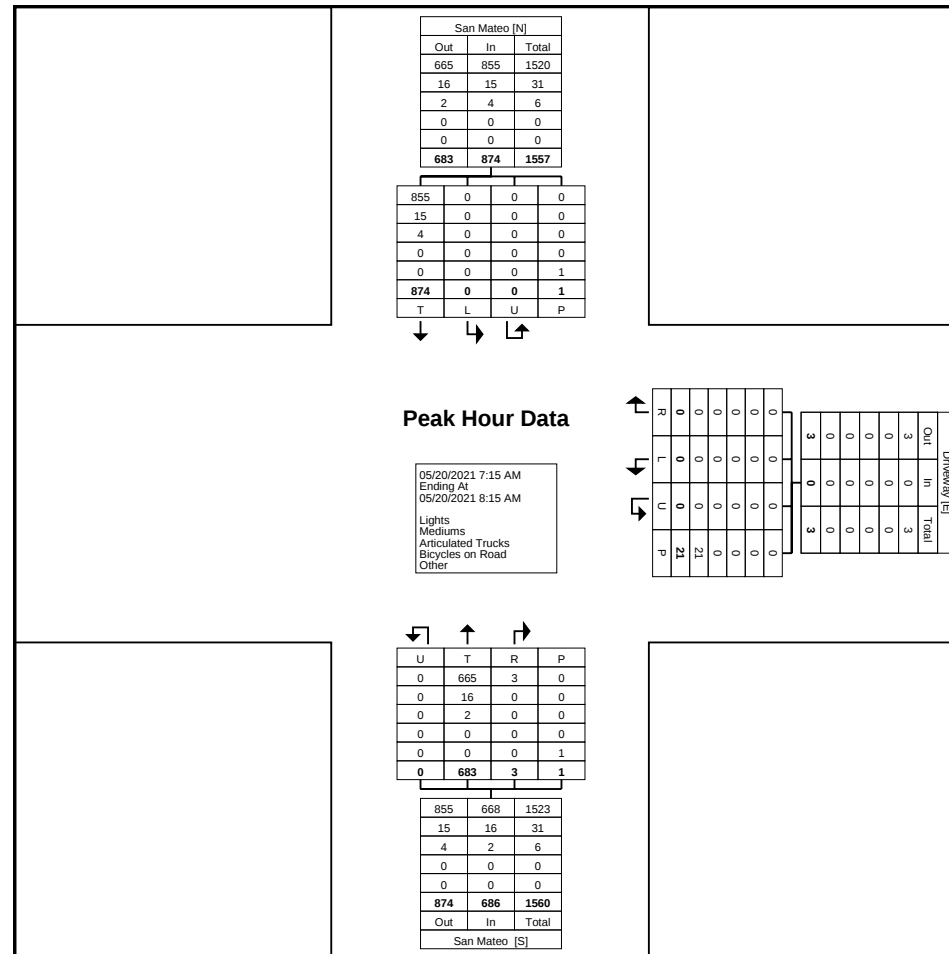
Turning Movement Peak Hour Data (7:15 AM)

Start Time	San Mateo Southbound					Driveway Westbound					San Mateo Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:15 AM	203	0	0	0	203	0	0	0	5	0	0	138	0	0	138	341
7:30 AM	196	0	0	0	196	0	0	0	8	0	1	170	0	0	171	367
7:45 AM	261	0	0	1	261	0	0	0	3	0	2	196	0	1	198	459
8:00 AM	214	0	0	0	214	0	0	0	5	0	0	179	0	0	179	393
Total	874	0	0	1	874	0	0	0	21	0	3	683	0	1	686	1560
Approach %	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.4	99.6	0.0	-	-	-
Total %	56.0	0.0	0.0	-	56.0	0.0	0.0	0.0	-	0.0	0.2	43.8	0.0	-	44.0	-
PHF	0.837	0.000	0.000	-	0.837	0.000	0.000	0.000	-	0.000	0.375	0.871	0.000	-	0.866	0.850
Lights	855	0	0	-	855	0	0	0	-	0	3	665	0	-	668	1523
% Lights	97.8	-	-	-	97.8	-	-	-	-	-	100.0	97.4	-	-	97.4	97.6
Mediums	15	0	0	-	15	0	0	0	-	0	0	16	0	-	16	31
% Mediums	1.7	-	-	-	1.7	-	-	-	-	-	0.0	2.3	-	-	2.3	2.0
Articulated Trucks	4	0	0	-	4	0	0	0	-	0	0	2	0	-	2	6
% Articulated Trucks	0.5	-	-	-	0.5	-	-	-	-	-	0.0	0.3	-	-	0.3	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	14.3	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	18	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	85.7	-	-	-	-	100.0	-	-



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Count Name: NM299.03
 Site Code: SCU9LK
 Start Date: 05/20/2021
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Turning Movement Peak Hour Data Plot (7:15 AM)



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Count Name: NM299.03
 Site Code: SCU9LK
 Start Date: 05/20/2021
 Page No: 6

Turning Movement Peak Hour Data (11:00 AM)

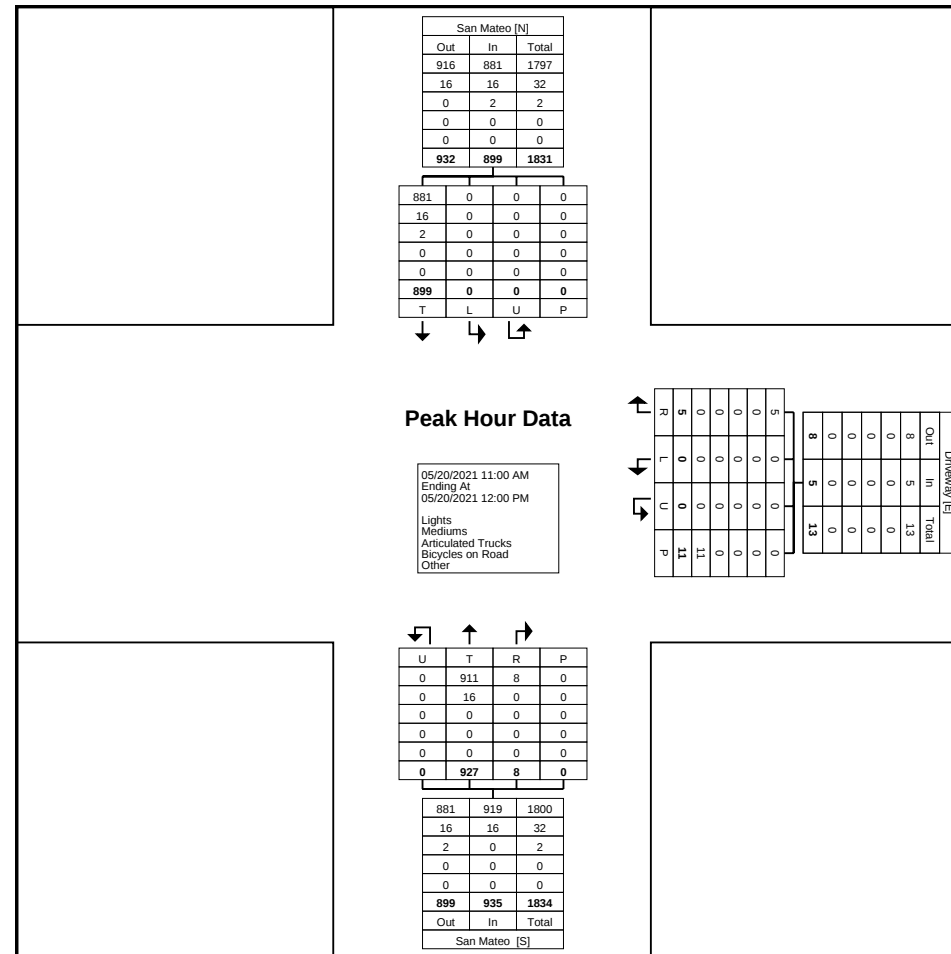
Start Time	San Mateo Southbound					Driveway Westbound					San Mateo Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
11:00 AM	238	0	0	0	238	1	0	0	7	1	2	251	0	0	253	492
11:15 AM	225	0	0	0	225	3	0	0	2	3	2	242	0	0	244	472
11:30 AM	214	0	0	0	214	0	0	0	2	0	0	214	0	0	214	428
11:45 AM	222	0	0	0	222	1	0	0	0	1	4	220	0	0	224	447
Total	899	0	0	0	899	5	0	0	11	5	8	927	0	0	935	1839
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.9	99.1	0.0	-	-	-
Total %	48.9	0.0	0.0	-	48.9	0.3	0.0	0.0	-	0.3	0.4	50.4	0.0	-	50.8	-
PHF	0.944	0.000	0.000	-	0.944	0.417	0.000	0.000	-	0.417	0.500	0.923	0.000	-	0.924	0.934
Lights	881	0	0	-	881	5	0	0	-	5	8	911	0	-	919	1805
% Lights	98.0	-	-	-	98.0	100.0	-	-	-	100.0	100.0	98.3	-	-	98.3	98.2
Mediums	16	0	0	-	16	0	0	0	-	0	0	16	0	-	16	32
% Mediums	1.8	-	-	-	1.8	0.0	-	-	-	0.0	0.0	1.7	-	-	1.7	1.7
Articulated Trucks	2	0	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Articulated Trucks	0.2	-	-	-	0.2	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	11	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



LEE ENGINEERING

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

Count Name: NM299.03
Site Code: SCU9LK
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Turning Movement Peak Hour Data Plot (11:00 AM)



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 jkruse@lee-eng.com

Count Name: NM299.03
 Site Code: SCU9LK
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 Page No: 8

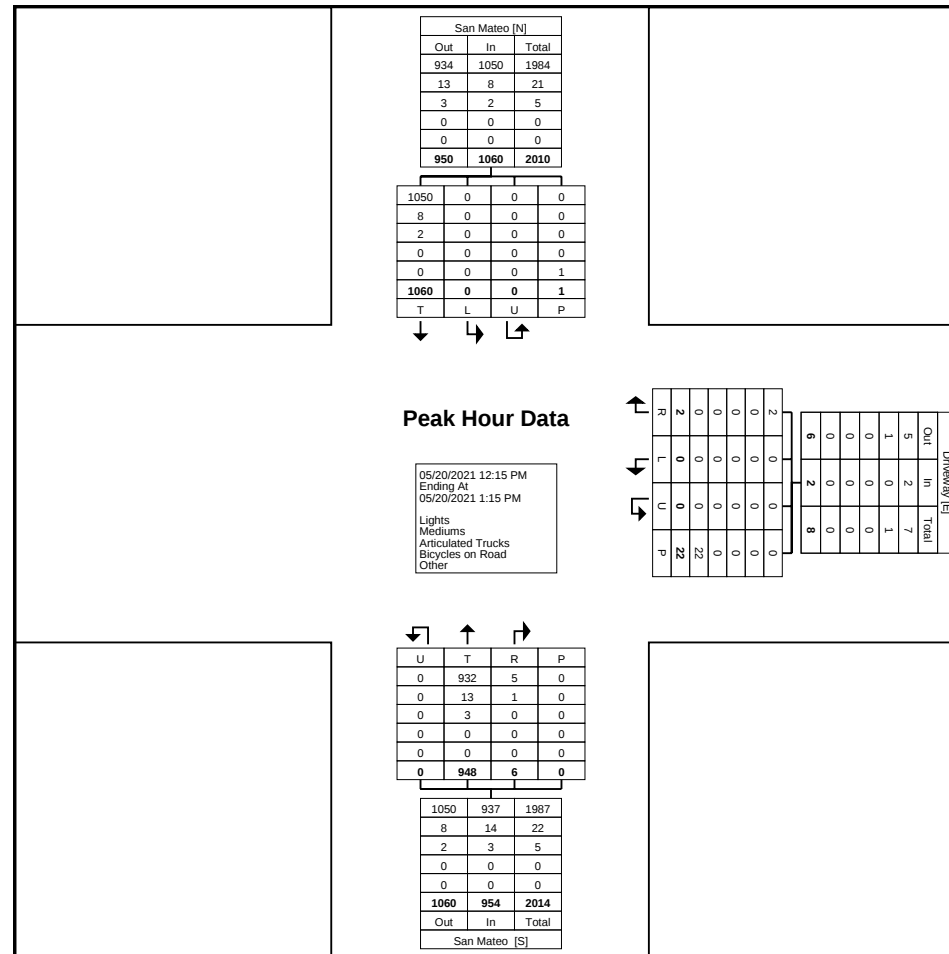
Turning Movement Peak Hour Data (12:15 PM)

Start Time	San Mateo Southbound					Driveway Westbound					San Mateo Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:15 PM	266	0	0	1	266	0	0	0	10	0	1	257	0	0	258	524
12:30 PM	258	0	0	0	258	0	0	0	4	0	2	231	0	0	233	491
12:45 PM	281	0	0	0	281	1	0	0	2	1	2	237	0	0	239	521
1:00 PM	255	0	0	0	255	1	0	0	6	1	1	223	0	0	224	480
Total	1060	0	0	1	1060	2	0	0	22	2	6	948	0	0	954	2016
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.6	99.4	0.0	-	-	-
Total %	52.6	0.0	0.0	-	52.6	0.1	0.0	0.0	-	0.1	0.3	47.0	0.0	-	47.3	-
PHF	0.943	0.000	0.000	-	0.943	0.500	0.000	0.000	-	0.500	0.750	0.922	0.000	-	0.924	0.962
Lights	1050	0	0	-	1050	2	0	0	-	2	5	932	0	-	937	1989
% Lights	99.1	-	-	-	99.1	100.0	-	-	-	100.0	83.3	98.3	-	-	98.2	98.7
Mediums	8	0	0	-	8	0	0	0	-	0	1	13	0	-	14	22
% Mediums	0.8	-	-	-	0.8	0.0	-	-	-	0.0	16.7	1.4	-	-	1.5	1.1
Articulated Trucks	2	0	0	-	2	0	0	0	-	0	0	3	0	-	3	5
% Articulated Trucks	0.2	-	-	-	0.2	0.0	-	-	-	0.0	0.0	0.3	-	-	0.3	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	4	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	18.2	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	18	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	81.8	-	-	-	-	-	-	-



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



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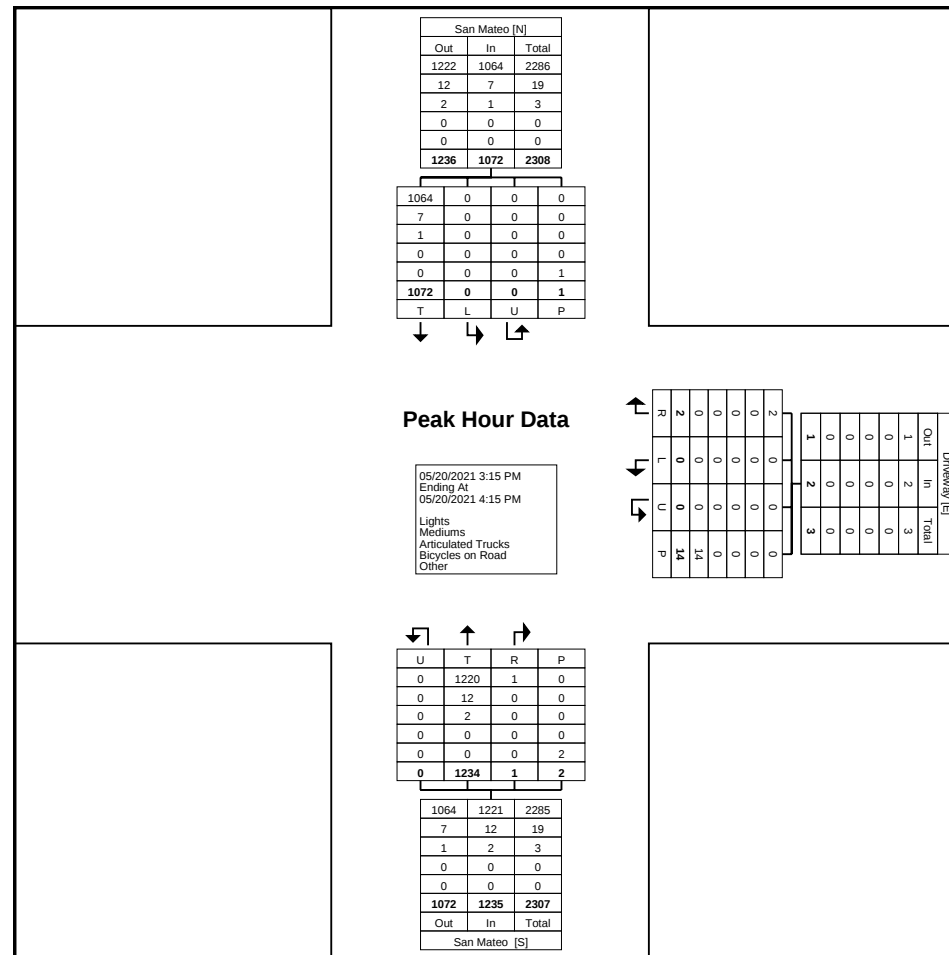
Count Name: NM299.03
 Site Code: SCU9LK
 Start Date: 05/20/2021
 Page No: 10

Turning Movement Peak Hour Data (3:15 PM)

Start Time	San Mateo Southbound					Driveway Westbound					San Mateo Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
3:15 PM	259	0	0	1	259	0	0	0	4	0	1	300	0	0	301	560
3:30 PM	270	0	0	0	270	1	0	0	4	1	0	295	0	0	295	566
3:45 PM	315	0	0	0	315	0	0	0	3	0	0	311	0	0	311	626
4:00 PM	228	0	0	0	228	1	0	0	3	1	0	328	0	2	328	557
Total	1072	0	0	1	1072	2	0	0	14	2	1	1234	0	2	1235	2309
Approach %	100.0	0.0	0.0	-	-	100.0	0.0	0.0	-	-	0.1	99.9	0.0	-	-	-
Total %	46.4	0.0	0.0	-	46.4	0.1	0.0	0.0	-	0.1	0.0	53.4	0.0	-	53.5	-
PHF	0.851	0.000	0.000	-	0.851	0.500	0.000	0.000	-	0.500	0.250	0.941	0.000	-	0.941	0.922
Lights	1064	0	0	-	1064	2	0	0	-	2	1	1220	0	-	1221	2287
% Lights	99.3	-	-	-	99.3	100.0	-	-	-	100.0	100.0	98.9	-	-	98.9	99.0
Mediums	7	0	0	-	7	0	0	0	-	0	0	12	0	-	12	19
% Mediums	0.7	-	-	-	0.7	0.0	-	-	-	0.0	0.0	1.0	-	-	1.0	0.8
Articulated Trucks	1	0	0	-	1	0	0	0	-	0	0	2	0	-	2	3
% Articulated Trucks	0.1	-	-	-	0.1	0.0	-	-	-	0.0	0.0	0.2	-	-	0.2	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	0.0	-	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	7.1	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	13	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	92.9	-	-	-	-	100.0	-	-



Count Name: NM299.03
Site Code: SCU9LK
Start Date: 05/20/2021
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Appendix C:

Trip Generation Manual Excerpts

Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 27

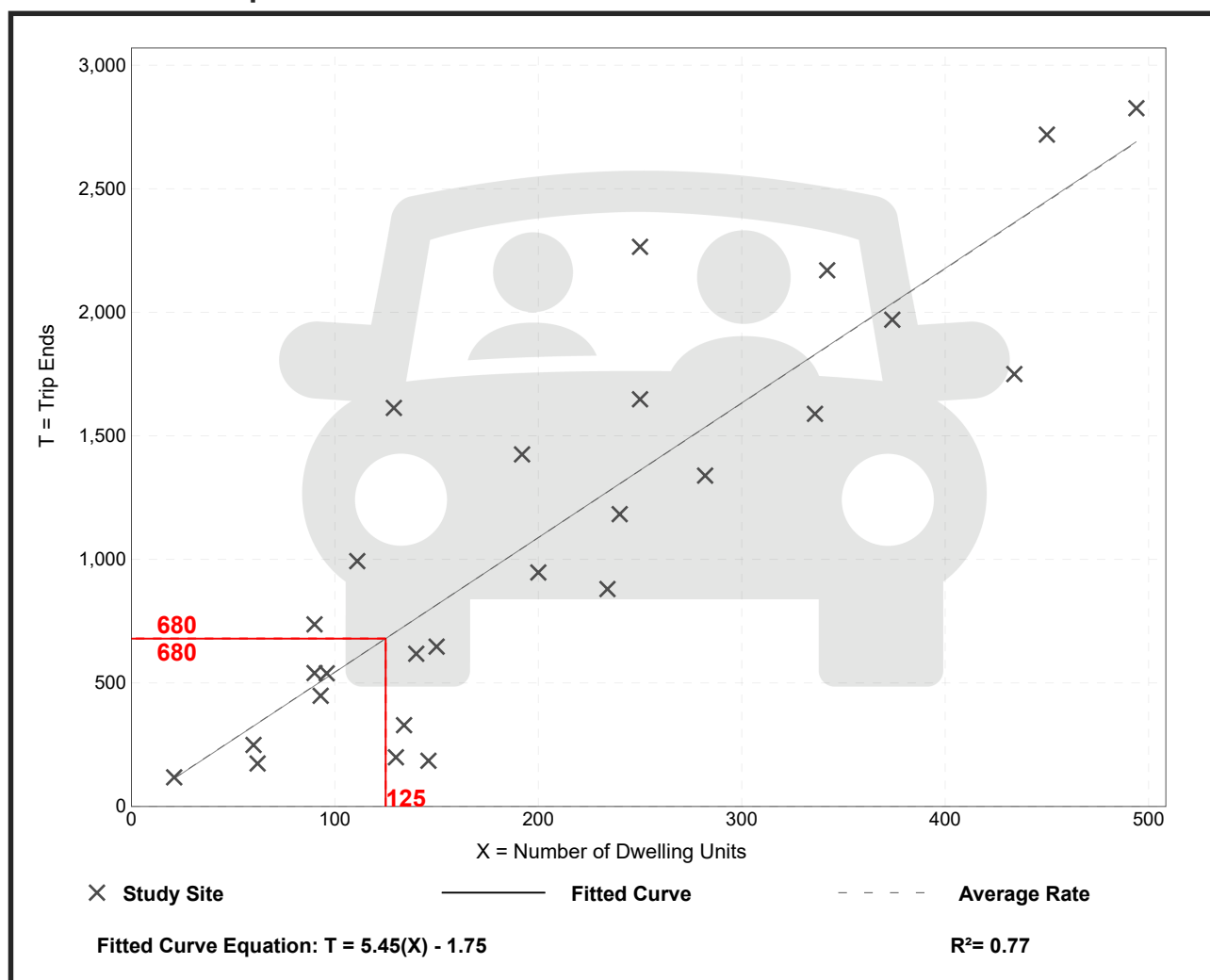
Avg. Num. of Dwelling Units: 205

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



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Multifamily Housing (Mid-Rise) (221)

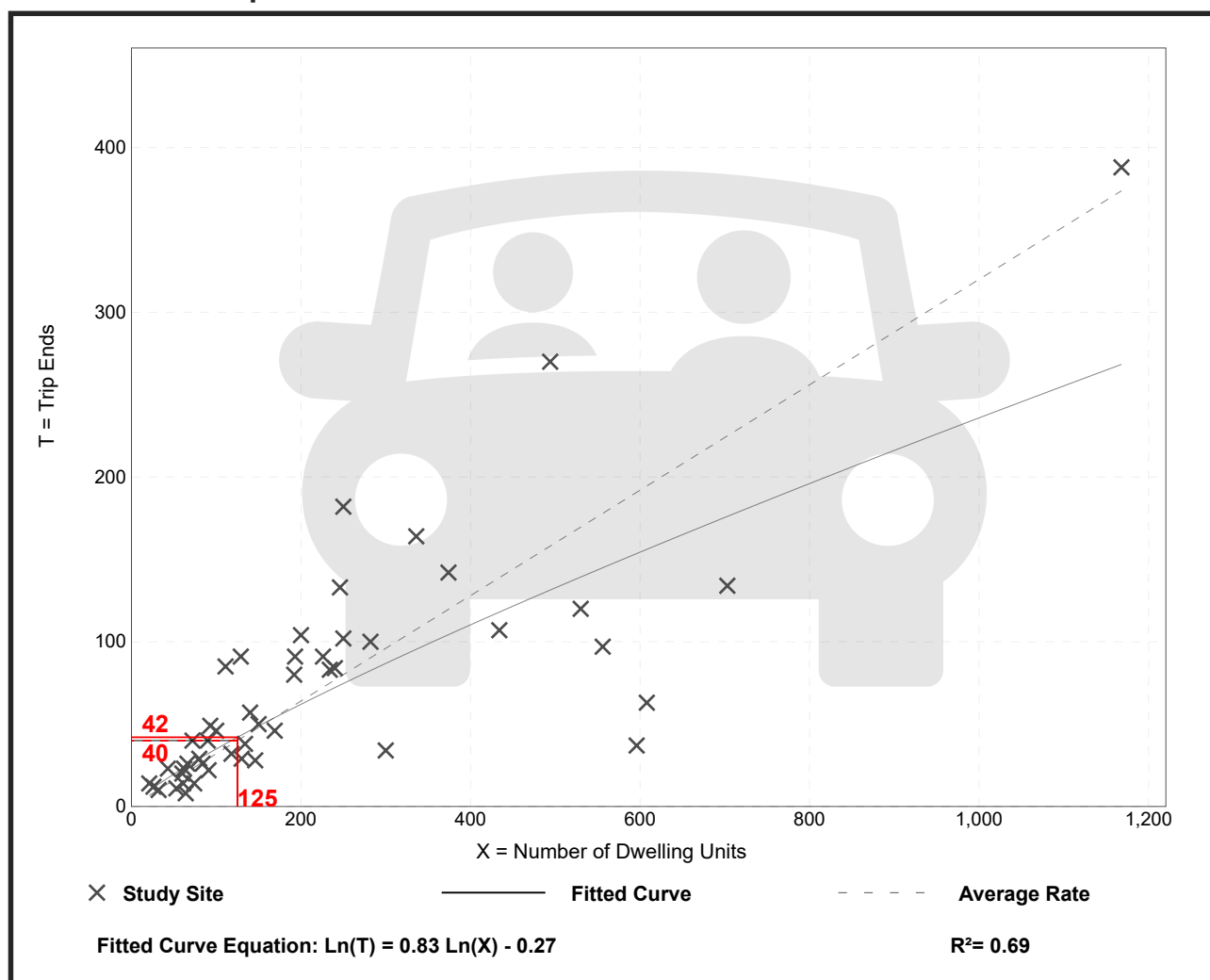
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 48
 Avg. Num. of Dwelling Units: 225
 Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.06 - 0.77	0.17

Data Plot and Equation



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Multifamily Housing (Mid-Rise) (221)

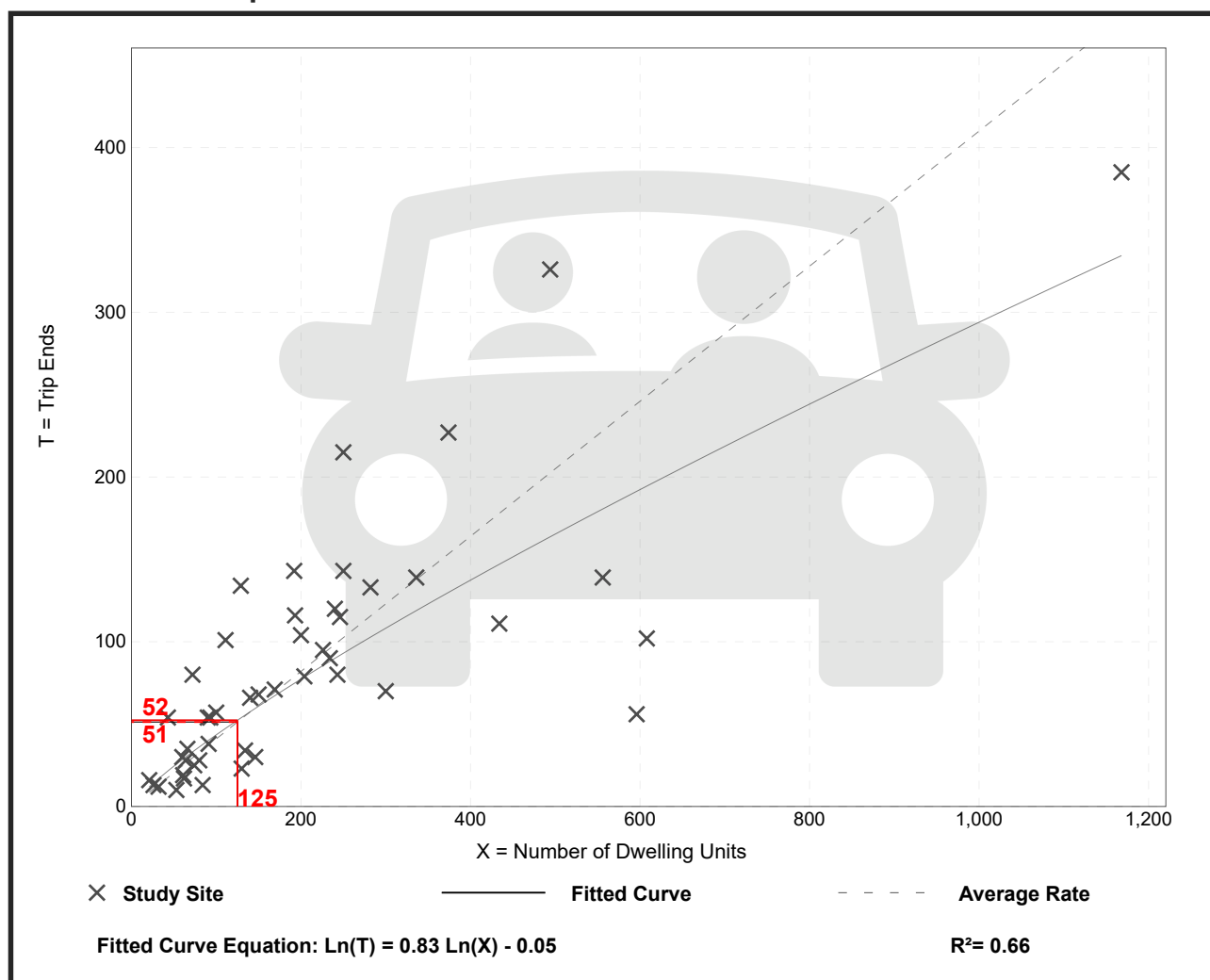
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 47
Avg. Num. of Dwelling Units: 211
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.09 - 1.26	0.22

Data Plot and Equation



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

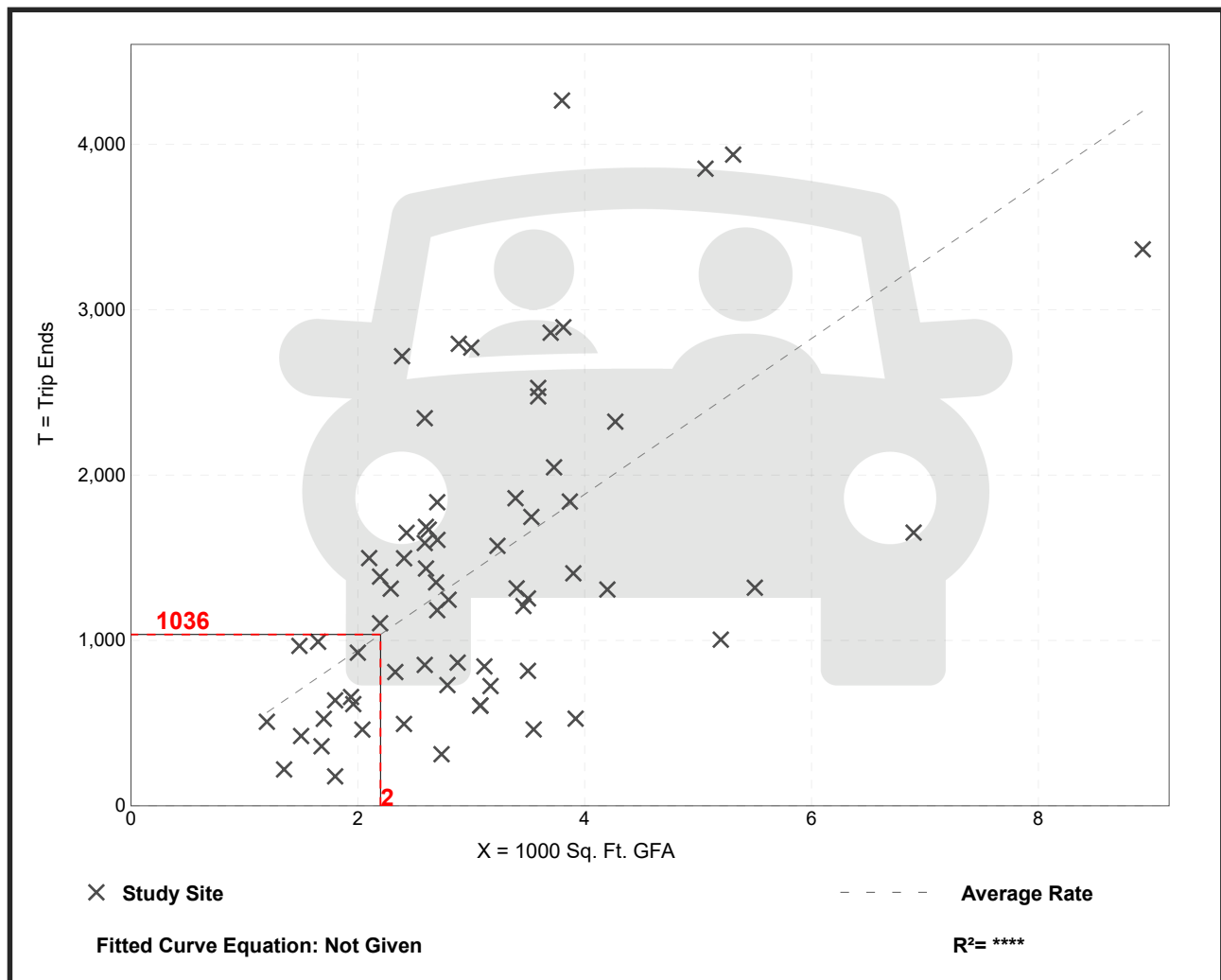
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



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

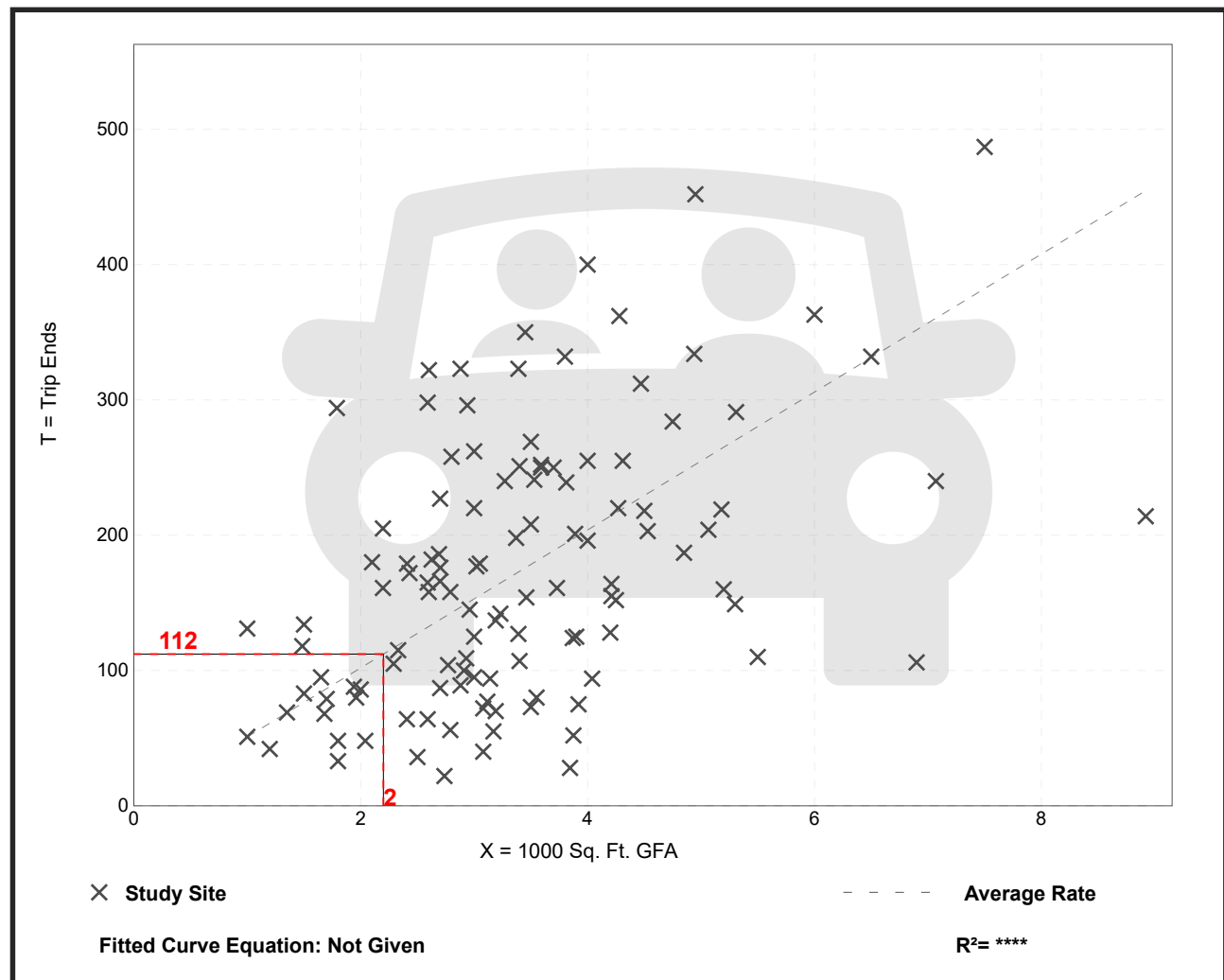
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



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

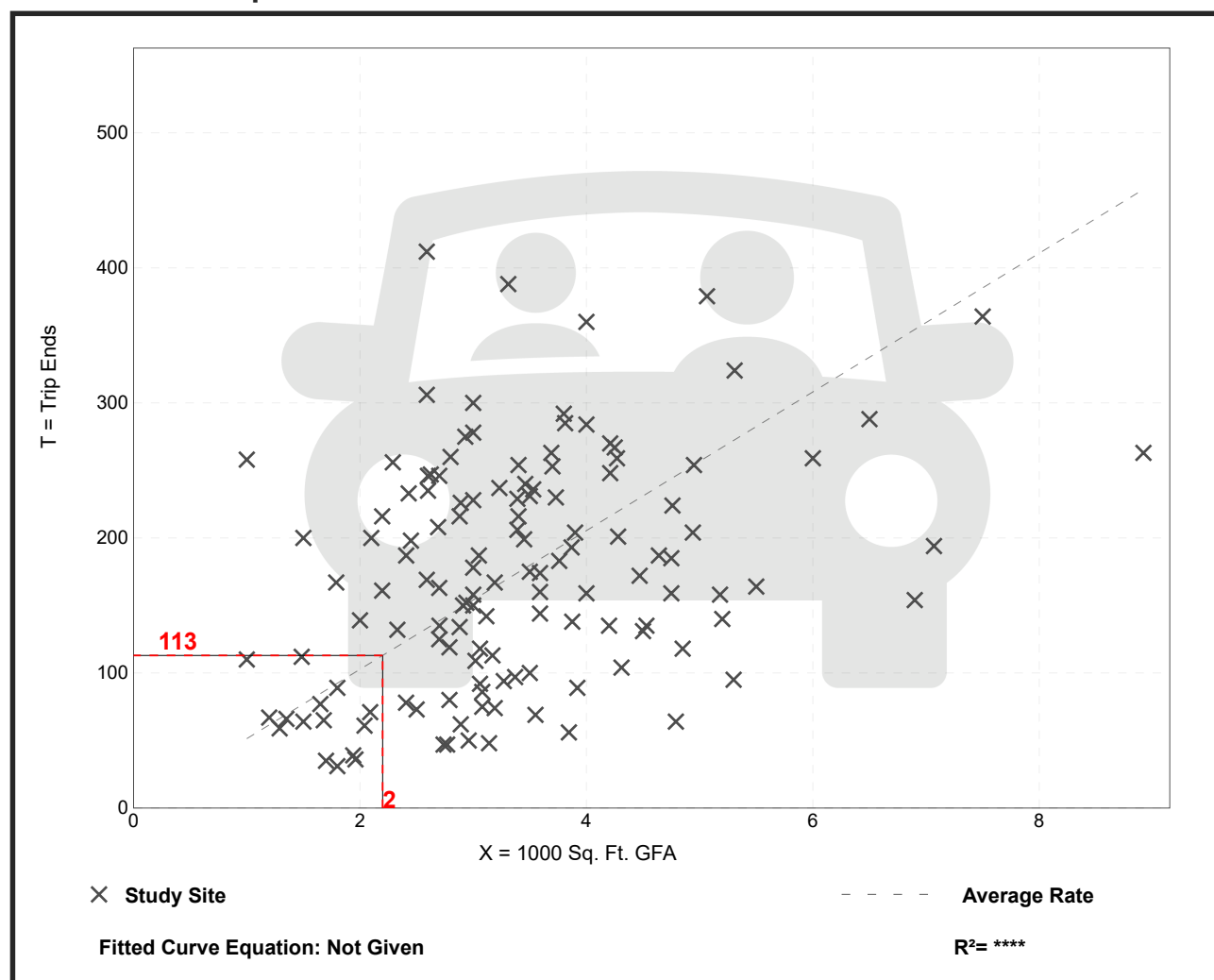
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



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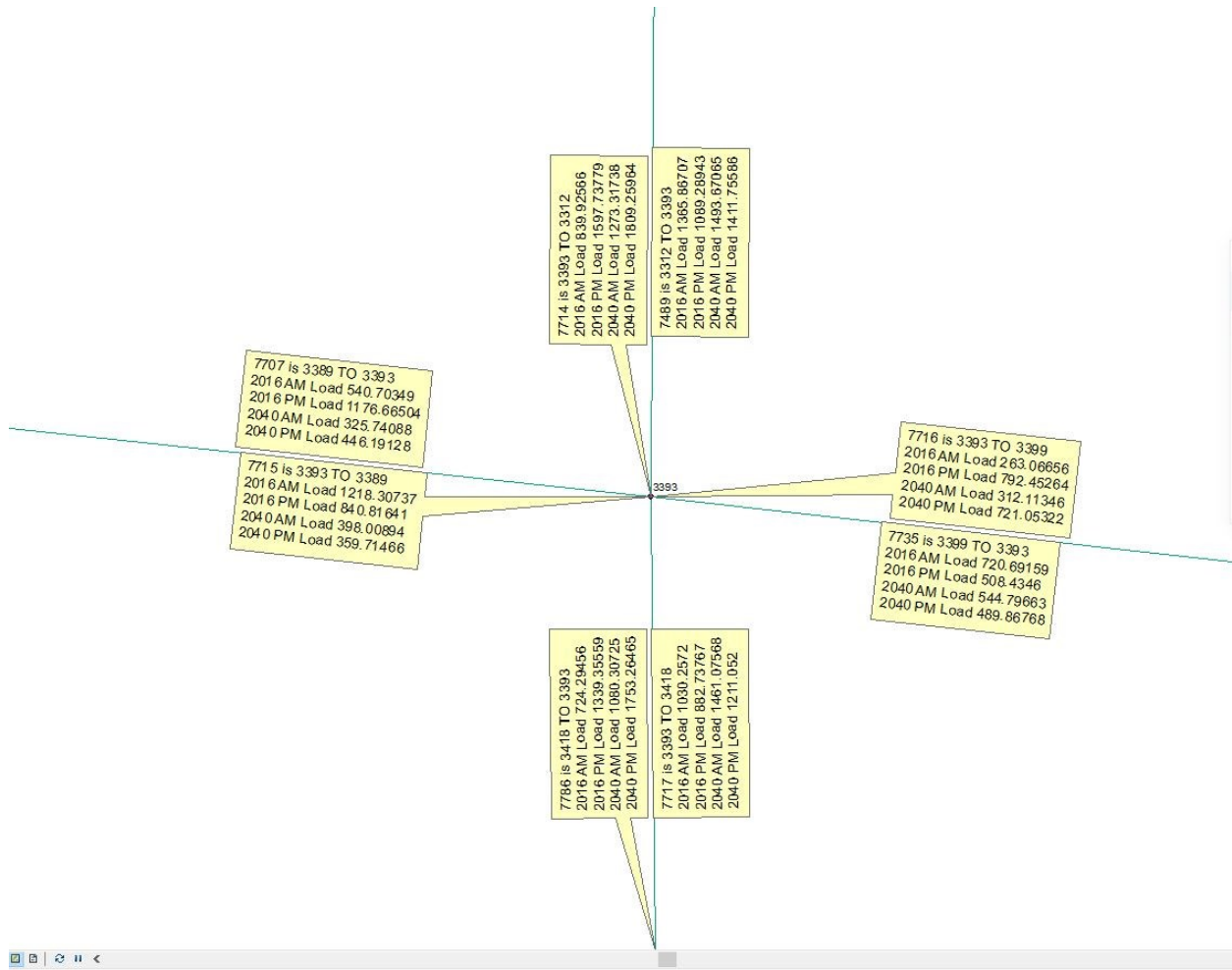
Appendix D:
HCS Software LOS & Capacity Output
Sheets (See Digital Files)

Appendix E:

MRCOG Traffic Growth Data

San Mateo Blvd and Central Ave

MRCOG 2016 Traffic Model



Appendix F:
AASHTO Greenbook Intersection Sight
Distances Calculations

Table 9-6. Time Gap for Case B1, Left Turn from Stop

Design Vehicle	Time Gap (t_g)(s) at Design Speed of Major Road
Passenger car	7.5
Single-unit truck	9.5
Combination truck	11.5

Note: Time gaps are for a stopped vehicle to turn left onto a two-lane highway with no median and with minor-road approach grades of 3 percent or less. The time gaps are applicable to determining sight distance to the right in left-turn maneuvers. The table values should be adjusted as follows:

For multilane roadways or medians—For left turns onto two-way roadways with more than two lanes, including turn lanes, add 0.5 s for passenger cars or 0.7 s for trucks for each additional lane, from the left, in excess of one, to be crossed by the turning vehicle. Median widths should be converted to an equivalent number of lanes in applying the 0.5 and 0.7 s criteria presented above; for example, an 18-ft [5.5-m] median is equivalent to one and a half lanes, and would require an additional 0.75 s for a passenger to cross and an additional 1.05 s for a truck to cross.

For minor-road approach grades—If the approach grade is an upgrade that exceeds 3 percent, add 0.2 s for each percent grade by which the approach grade exceeds zero percent.

Table 9-8. Time Gap for Case B2—Right Turn from Stop

Design Vehicle	Time Gap (t_g)(s) at Design Speed of Major Road
Passenger car	6.5
Single-unit truck	8.5
Combination truck	10.5

Note: Time gaps are for a stopped vehicle to turn right onto or to cross a two-lane roadway with no median and with minor-road approach grades of 3 percent or less. The table values should be adjusted as follows:

For minor-road approach grades—If the approach grade is an upgrade that exceeds 3 percent, add 0.1 s for each percent grade by which the approach grade exceeds zero percent.

U.S. Customary	Metric
$ISD = 1.47 V_{major} t_g$ where: ISD = intersection sight distance (length of the leg of sight triangle along the major road) (ft) V_{major} = design speed of major road (mph) t_g = time gap for minor road vehicle to enter the major road (s)	$ISD = 0.278 V_{major} t_g$ (9-1) where: ISD = intersection sight distance (length of the leg of sight triangle along the major road) (m) V_{major} = design speed of major road (km/h) t_g = time gap for minor road vehicle to enter the major road (s)

Table 9-7. Design Intersection Sight Distance—Case B1, Left Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	165.4	170	20	20	41.7	45
20	115	220.5	225	30	35	62.6	65
25	155	275.6	280	40	50	83.4	85
30	200	330.8	335	50	65	104.3	105
35	250	385.9	390	60	85	125.1	130
40	305	441.0	445	70	105	146.0	150
45	360	496.1	500	80	130	166.8	170
50	425	551.3	555	90	160	187.7	190
55	495	606.4	610	100	185	208.5	210
60	570	661.5	665	110	220	229.4	230
65	645	716.6	720	120	250	250.2	255
70	730	771.8	775	130	285	271.1	275
75	820	826.9	830				
80	910	882.0	885				

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

Table 9-9. Design Intersection Sight Distance—Case B2, Right Turn from Stop

U.S. Customary				Metric			
Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars		Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)			Calculated (m)	Design (m)
15	80	143.3	145	20	20	36.1	40
20	115	191.1	195	30	35	54.2	55
25	155	238.9	240	40	50	72.3	75
30	200	286.7	290	50	65	90.4	95
35	250	334.4	335	60	85	108.4	110
40	305	382.2	385	70	105	126.5	130
45	360	430.0	430	80	130	144.6	145
50	425	477.8	480	90	160	162.6	165
55	495	525.5	530	100	185	180.7	185
60	570	573.3	575	110	220	198.8	200
65	645	621.1	625	120	250	216.8	220
70	730	668.9	670	130	285	234.9	235
75	820	716.6	720				
80	910	764.4	765				

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or to cross a two-lane roadway with no median and with grades of 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.