

Appendix A:

Scoping Meeting Notes



25 Hotel Circle Conversion – Traffic Study Scoping Meeting Agenda

January 22, 2021

Meeting notes in red

Attendees:

~~Nancy Perea – NMDOT~~

~~Brad Julian – NMDOT~~

~~Margaret Haynes – NMDOT~~

Matthew Grush – City of Albuquerque

~~Jeanne Wolfenbarger – City of Albuquerque~~

Jonathon Kruse – Lee Engineering

Emily Black – JLL

Brandon Smith – MCRE

~~Chris Phipps – MCRE~~

Jim Strozier – Consensus Planning

Michael Vos – Consensus Planning

1. Introductions
2. Review of Site Plan
3. Discussion of Trip Generations
4. Discussion of Scope for TIA
 - a. Reduced Scope
 - b. Full Scope
5. Discussion & Comments
6. Meeting Notes Distributed by Lee Engineering

General notes:

NMDOT is not requiring a traffic study nor an access permit.

Consensus is working with CABQ planning and DRB to address site circulation and site design comments.

Traffic study should discuss driveway sizes (widths) based on DPM and parking lot configuration.

Traffic counts and COVID adjustment methods pending distribution of previously completed car-wash traffic study.

Reduced Scope:

- A. Study Intersections
 - a. Two Site Driveways
 - b. Hotel Cir & Hotel Ave
 - c. Hotel Cir/Morris St & Lomas Blvd
- B. Data Collection/Study Intersections
 - a. Available Data?
 - b. COVID Adjustments
 - c. **Car wash traffic counts for adjustment**
- C. Trip Generation, Pass By, & Internal Capture
 - a. Trip Generation Manual (10th Edition)
Land Use
 - i. Multi Family Low Rise
Apartments (ITE 220) – 206
Units
 - ii. Trip Generation in Single Phase
 - iii. **No pass-by trips**
 - 1. **Restaurant could have
pass-by's. Will verify.**
 - iv. No Internal Capture
 - b. Known Developments or Pending
Improvements in Area
 - c. Build-out Year and Growth Rate
 - i. MRCOG
 - d. Analysis scenarios
 - i. 2021 Current Year
 - ii. 2022 Background
 - iii. 2022 Buildout
 - iv. **2032 Horizon**
 - e. Required Analysis & Methodology
 - i. LOS Capacity analysis based on
HCM 6th Edition (HCM)
 - ii. 95th Percentile Queue demands
(HCM)
 - iii. Sight Distance Analysis at
Proposed Driveways
 - iv. Safety Summary
 - 1. HSM Predictive Crash
Method
 - 2. 5 Year Summary of
crashes

Full Scope:

- ~~A. Study Intersections~~
 - ~~a. Two Site Driveways~~
 - ~~b. Hotel Cir & Hotel Ave~~
 - ~~c. Hotel Cir/Morris St & Lomas Blvd~~
 - ~~d. Hotel Ave & Lomas Blvd~~
 - ~~e. Hotel Cir/Betts St & Lomas Blvd~~
 - ~~f. Lomas Blvd & Eubank Blvd~~
 - ~~g. Eubank Blvd & Hotel Ave~~
- ~~B. Data Collection/Study Intersections~~
 - ~~a. Available Data?~~
 - ~~b. COVID Adjustments~~
- ~~C. Trip Generation, Pass By, & Internal Capture~~
 - ~~a. Trip Generation Manual (10th Edition)
Land Use~~
 - ~~i. Multi Family Low Rise Apartments (ITE 220) – 206 Units~~
 - ~~ii. Trip Generation in Single Phase~~
 - ~~iii. No pass-by trips~~
 - ~~iv. No Internal Capture~~
 - ~~b. Known Developments or Pending
Improvements in Area~~
 - ~~c. Build-out Year and Growth Rate~~
 - ~~i. MRCOG~~
 - ~~d. Analysis scenarios~~
 - ~~i. 2021 Current Year~~
 - ~~ii. 2022 Background~~
 - ~~iii. 2022 Buildout~~
 - ~~iv. 2027 Horizon Year~~
 - ~~e. Required Analysis & Methodology~~
 - ~~i. LOS Capacity analysis based on
HCM 6th Edition (HCM)~~
 - ~~ii. 95th Percentile Queue demands
(HCM)~~
 - ~~iii. Sight Distance Analysis at
Proposed Driveways~~
 - ~~iv. Safety Summary~~
 - ~~1. HSM Predictive Crash
Method~~
 - ~~2. 5 Year Summary of
crashes~~

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: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 1

Turning Movement Data

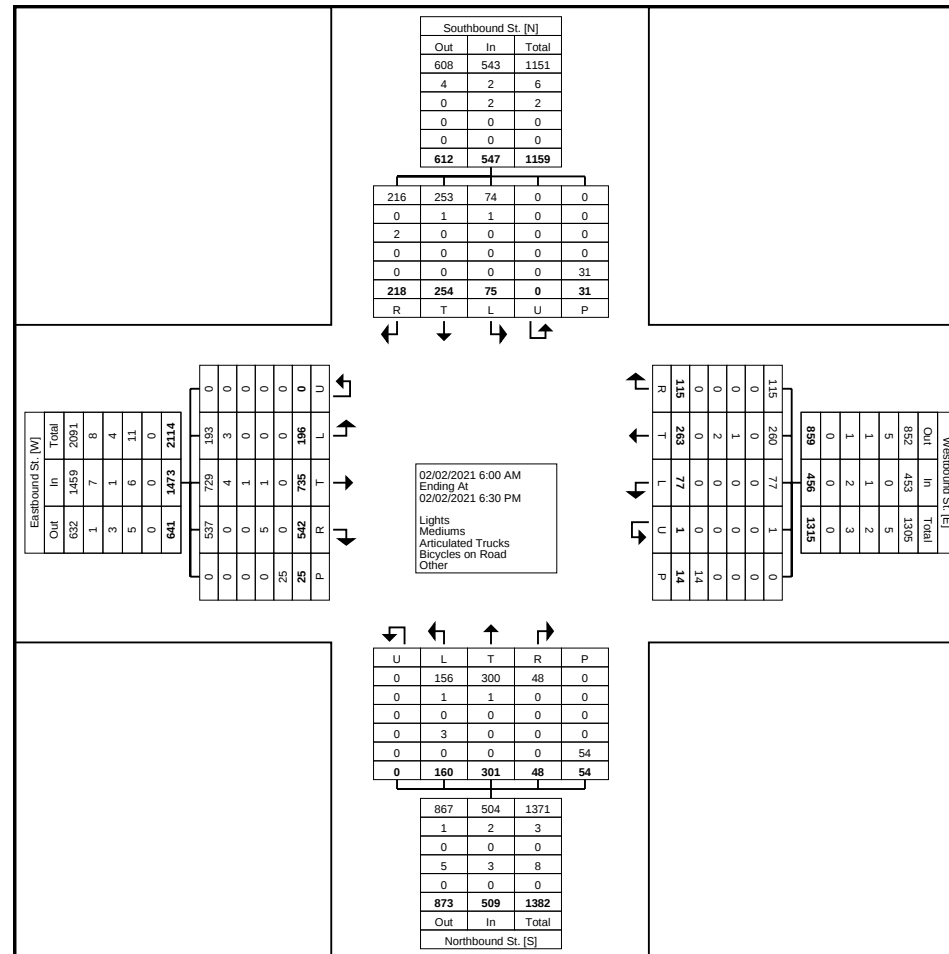
Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
6:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	1	0	0	3	0	1	3	0	0	4	8
6:30 AM	0	1	0	0	0	1	2	0	0	0	0	2	0	1	0	0	0	1	1	0	1	0	1	2	6
6:45 AM	2	0	1	0	0	3	0	1	0	0	0	1	0	2	0	0	0	2	2	2	4	0	0	8	14
Hourly Total	3	1	1	0	0	5	2	2	0	0	0	4	0	5	1	0	0	6	3	5	8	0	1	16	31
7:00 AM	2	1	2	0	0	5	0	3	0	0	0	3	0	0	2	0	0	2	1	4	4	0	1	9	19
7:15 AM	2	0	0	0	1	2	1	2	0	0	0	3	0	1	0	0	1	1	4	1	2	0	0	7	13
7:30 AM	1	2	0	0	0	3	0	1	0	0	1	1	0	0	2	0	1	2	2	3	7	0	0	12	18
7:45 AM	0	0	0	0	0	0	1	1	1	0	0	3	0	1	2	0	2	3	7	7	5	0	3	19	25
Hourly Total	5	3	2	0	1	10	2	7	1	0	1	10	0	2	6	0	4	8	14	15	18	0	4	47	75
8:00 AM	6	1	1	0	0	8	0	4	1	0	0	5	1	1	2	0	3	4	2	5	0	0	1	7	24
8:15 AM	9	1	2	0	0	12	4	2	0	0	1	6	0	2	3	0	2	5	3	8	2	0	0	13	36
8:30 AM	3	1	0	0	0	4	0	1	0	0	0	1	0	1	0	0	0	1	5	16	5	0	0	26	32
8:45 AM	7	5	3	0	0	15	2	3	0	0	0	5	0	3	2	0	2	5	10	22	9	0	1	41	66
Hourly Total	25	8	6	0	0	39	6	10	1	0	1	17	1	7	7	0	7	15	20	51	16	0	2	87	158
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	5	13	1	0	1	19	6	4	0	0	0	10	0	6	6	0	1	12	26	25	7	0	2	58	99
11:15 AM	7	10	3	0	0	20	8	6	1	0	0	15	2	10	7	0	0	19	12	26	5	0	1	43	97
11:30 AM	10	7	3	0	4	20	3	6	2	0	1	11	1	11	6	0	4	18	17	28	5	0	2	50	99
11:45 AM	4	9	2	0	6	15	1	10	1	0	5	12	1	10	3	0	0	14	13	18	3	0	0	34	75
Hourly Total	26	39	9	0	11	74	18	26	4	0	6	48	4	37	22	0	5	63	68	97	20	0	5	185	370
12:00 PM	9	8	3	0	1	20	1	9	1	0	0	11	2	13	4	0	1	19	19	22	4	0	2	45	95
12:15 PM	10	8	3	0	1	21	4	13	3	0	1	20	4	14	6	0	2	24	18	33	5	0	0	56	121
12:30 PM	3	3	3	0	0	9	3	10	3	0	0	16	4	9	4	0	1	17	22	13	5	0	0	40	82
12:45 PM	7	10	2	0	1	19	3	12	2	1	0	18	1	7	6	0	1	14	13	35	10	0	0	58	109
Hourly Total	29	29	11	0	3	69	11	44	9	1	1	65	11	43	20	0	5	74	72	103	24	0	2	199	407
1:00 PM	8	13	7	0	0	28	2	14	4	0	0	20	1	12	7	0	0	20	15	21	6	0	0	42	110
1:15 PM	3	11	1	0	0	15	0	7	6	0	0	13	1	9	4	0	2	14	19	21	6	0	0	46	88
1:30 PM	4	9	5	0	0	18	3	5	5	0	0	13	2	10	5	0	0	17	18	24	5	0	0	47	95
1:45 PM	11	10	4	0	3	25	6	10	5	0	0	21	1	16	2	0	3	19	34	22	6	0	0	62	127
Hourly Total	26	43	17	0	3	86	11	36	20	0	0	67	5	47	18	0	5	70	86	88	23	0	0	197	420
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	4	10	6	0	0	20	8	16	0	0	0	24	0	13	5	0	0	18	22	39	11	0	5	72	134
3:45 PM	9	11	2	0	2	22	8	17	3	0	0	28	1	9	11	0	2	21	24	45	3	0	4	72	143
Hourly Total	13	21	8	0	2	42	16	33	3	0	0	52	1	22	16	0	2	39	46	84	14	0	9	144	277

4:00 PM	11	15	2	0	1	28	4	9	1	0	2	14	1	11	4	0	3	16	26	22	5	0	0	53	111
4:15 PM	8	13	3	0	3	24	11	10	2	0	0	23	1	12	5	0	1	18	31	28	7	0	0	66	131
4:30 PM	12	9	1	0	3	22	5	9	8	0	0	22	5	16	10	0	1	31	25	33	9	0	0	67	142
4:45 PM	12	9	2	0	2	23	4	14	7	0	0	25	1	16	3	0	2	20	14	28	7	0	1	49	117
Hourly Total	43	46	8	0	9	97	24	42	18	0	2	84	8	55	22	0	7	85	96	111	28	0	1	235	501
5:00 PM	8	9	5	0	0	22	2	7	3	0	0	12	4	15	5	0	4	24	24	35	6	0	1	65	123
5:15 PM	7	10	1	0	1	18	5	8	2	0	0	15	2	12	6	0	3	20	13	36	8	0	0	57	110
5:30 PM	12	11	2	0	0	25	6	13	5	0	1	24	3	15	6	0	1	24	29	35	6	0	0	70	143
5:45 PM	6	9	2	0	0	17	5	4	2	0	1	11	2	12	8	0	2	22	26	18	6	0	0	50	100
Hourly Total	33	39	10	0	1	82	18	32	12	0	2	62	11	54	25	0	10	90	92	124	26	0	1	242	476
6:00 PM	6	12	1	0	0	19	4	16	1	0	0	21	2	14	7	0	0	23	18	27	11	0	0	56	119
6:15 PM	9	13	2	0	1	24	3	15	8	0	1	26	5	15	16	0	9	36	27	30	8	0	0	65	151
Grand Total	218	254	75	0	31	547	115	263	77	1	14	456	48	301	160	0	54	509	542	735	196	0	25	1473	2985
Approach %	39.9	46.4	13.7	0.0	-	-	25.2	57.7	16.9	0.2	-	-	9.4	59.1	31.4	0.0	-	-	36.8	49.9	13.3	0.0	-	-	-
Total %	7.3	8.5	2.5	0.0	-	18.3	3.9	8.8	2.6	0.0	-	15.3	1.6	10.1	5.4	0.0	-	17.1	18.2	24.6	6.6	0.0	-	49.3	-
Lights	216	253	74	0	-	543	115	260	77	1	-	453	48	300	156	0	-	504	537	729	193	0	-	1459	2959
% Lights	99.1	99.6	98.7	-	-	99.3	100.0	98.9	100.0	100.0	-	99.3	100.0	99.7	97.5	-	-	99.0	99.1	99.2	98.5	-	-	99.0	99.1
Mediums	0	1	1	0	-	2	0	0	0	0	-	0	0	1	1	0	-	2	0	4	3	0	-	7	11
% Mediums	0.0	0.4	1.3	-	-	0.4	0.0	0.0	0.0	0.0	-	0.0	0.0	0.3	0.6	-	-	0.4	0.0	0.5	1.5	-	-	0.5	0.4
Articulated Trucks	2	0	0	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	4
% Articulated Trucks	0.9	0.0	0.0	-	-	0.4	0.0	0.4	0.0	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	-	-	0.1	0.1
Bicycles on Road	0	0	0	0	-	0	0	2	0	0	-	2	0	0	3	0	-	3	5	1	0	0	-	6	11
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.8	0.0	0.0	-	0.4	0.0	0.0	1.9	-	-	0.6	0.9	0.1	0.0	-	-	0.4	0.4
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	6.5	-	-	-	-	-	0.0	-	-	-	-	-	9.3	-	-	-	-	-	16.0	-	-
Pedestrians	-	-	-	-	29	-	-	-	-	-	14	-	-	-	-	-	49	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	93.5	-	-	-	-	-	100.0	-	-	-	-	-	90.7	-	-	-	-	-	84.0	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 3



Turning Movement Data Plot



Lee Engineering, LLC
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Oklahoma City, Oklahoma - San Antonio, Texas
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Count Name: NM 296.02 Ramada Apartments
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Page No: 4

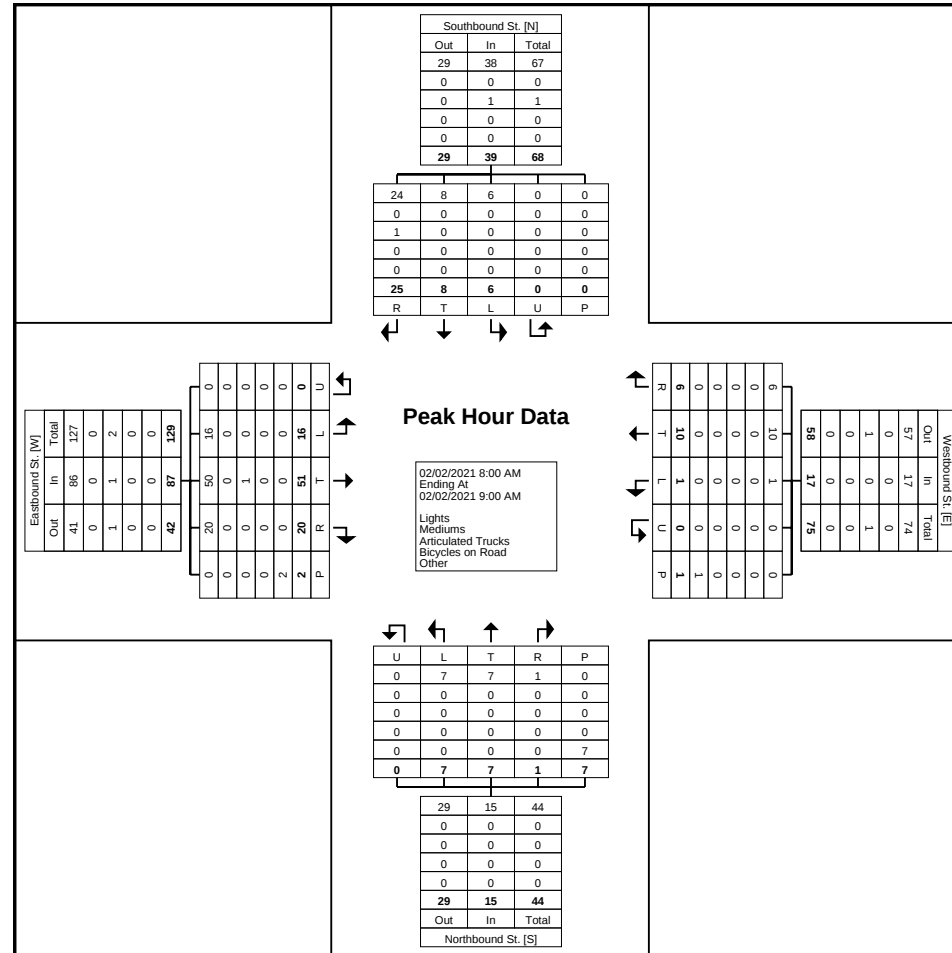
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	6	1	1	0	0	8	0	4	1	0	0	5	1	1	2	0	3	4	2	5	0	0	1	7	24
8:15 AM	9	1	2	0	0	12	4	2	0	0	1	6	0	2	3	0	2	5	3	8	2	0	0	13	36
8:30 AM	3	1	0	0	0	4	0	1	0	0	0	1	0	1	0	0	0	1	5	16	5	0	0	26	32
8:45 AM	7	5	3	0	0	15	2	3	0	0	0	5	0	3	2	0	2	5	10	22	9	0	1	41	66
Total	25	8	6	0	0	39	6	10	1	0	1	17	1	7	7	0	7	15	20	51	16	0	2	87	158
Approach %	64.1	20.5	15.4	0.0	-	-	35.3	58.8	5.9	0.0	-	-	6.7	46.7	46.7	0.0	-	-	23.0	58.6	18.4	0.0	-	-	-
Total %	15.8	5.1	3.8	0.0	-	24.7	3.8	6.3	0.6	0.0	-	10.8	0.6	4.4	4.4	0.0	-	9.5	12.7	32.3	10.1	0.0	-	55.1	-
PHF	0.694	0.400	0.500	0.000	-	0.650	0.375	0.625	0.250	0.000	-	0.708	0.250	0.583	0.583	0.000	-	0.750	0.500	0.580	0.444	0.000	-	0.530	0.598
Lights	24	8	6	0	-	38	6	10	1	0	-	17	1	7	7	0	-	15	20	50	16	0	-	86	156
% Lights	96.0	100.0	100.0	-	-	97.4	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	98.0	100.0	-	-	98.9	98.7
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	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Articulated Trucks	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	2
% Articulated Trucks	4.0	0.0	0.0	-	-	2.6	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	2.0	0.0	-	-	1.1	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
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 5



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



Lee Engineering, LLC
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Albuquerque, New Mexico, United States
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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 6

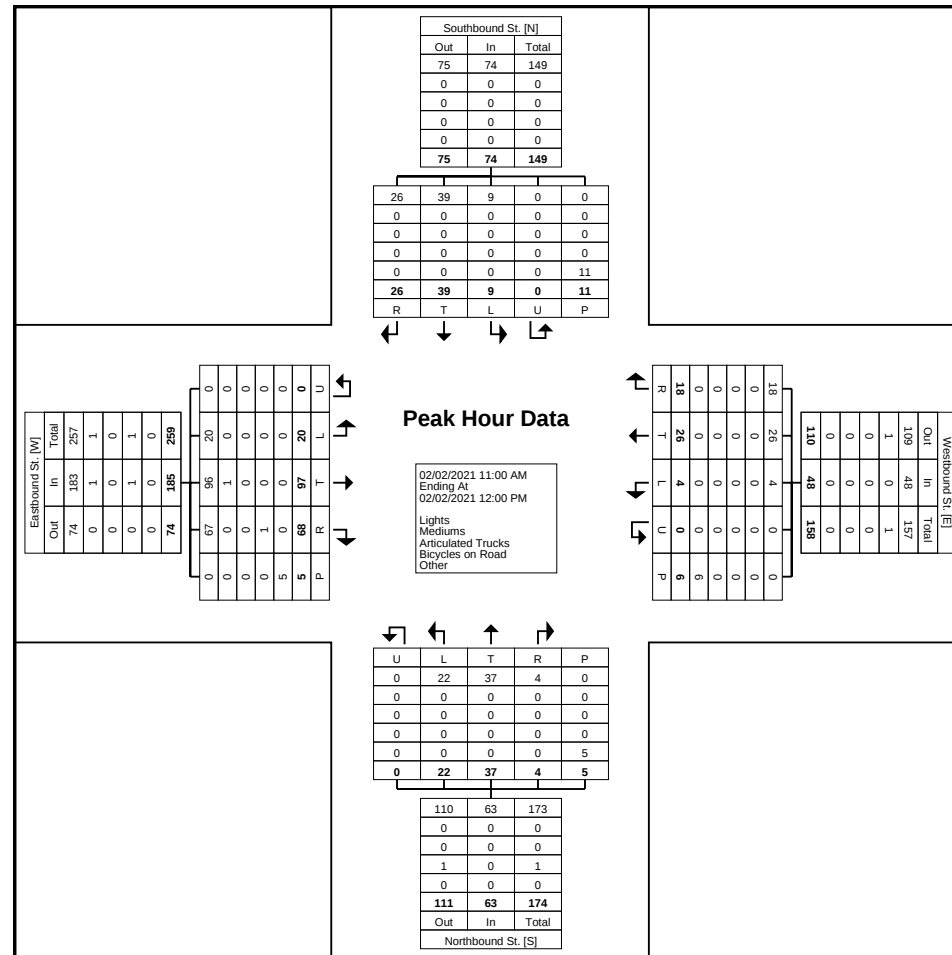
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. 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	5	13	1	0	1	19	6	4	0	0	0	10	0	6	6	0	1	12	26	25	7	0	2	58	99
11:15 AM	7	10	3	0	0	20	8	6	1	0	0	15	2	10	7	0	0	19	12	26	5	0	1	43	97
11:30 AM	10	7	3	0	4	20	3	6	2	0	1	11	1	11	6	0	4	18	17	28	5	0	2	50	99
11:45 AM	4	9	2	0	6	15	1	10	1	0	5	12	1	10	3	0	0	14	13	18	3	0	0	34	75
Total	26	39	9	0	11	74	18	26	4	0	6	48	4	37	22	0	5	63	68	97	20	0	5	185	370
Approach %	35.1	52.7	12.2	0.0	-	-	37.5	54.2	8.3	0.0	-	-	6.3	58.7	34.9	0.0	-	-	36.8	52.4	10.8	0.0	-	-	-
Total %	7.0	10.5	2.4	0.0	-	20.0	4.9	7.0	1.1	0.0	-	13.0	1.1	10.0	5.9	0.0	-	17.0	18.4	26.2	5.4	0.0	-	50.0	-
PHF	0.650	0.750	0.750	0.000	-	0.925	0.563	0.650	0.500	0.000	-	0.800	0.500	0.841	0.786	0.000	-	0.829	0.654	0.866	0.714	0.000	-	0.797	0.934
Lights	26	39	9	0	-	74	18	26	4	0	-	48	4	37	22	0	-	63	67	96	20	0	-	183	368
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	98.5	99.0	100.0	-	-	98.9	99.5
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Mediums	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	1.0	0.0	-	-	0.5	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	1.5	0.0	0.0	-	-	0.5	0.3
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	9.1	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	40.0	-	-
Pedestrians	-	-	-	-	10	-	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	90.9	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	60.0	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 7



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

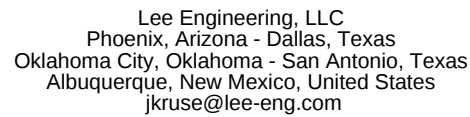


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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 8

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:15 PM	10	8	3	0	1	21	4	13	3	0	1	20	4	14	6	0	2	24	18	33	5	0	0	56	121
12:30 PM	3	3	3	0	0	9	3	10	3	0	0	16	4	9	4	0	1	17	22	13	5	0	0	40	82
12:45 PM	7	10	2	0	1	19	3	12	2	1	0	18	1	7	6	0	1	14	13	35	10	0	0	58	109
1:00 PM	8	13	7	0	0	28	2	14	4	0	0	20	1	12	7	0	0	20	15	21	6	0	0	42	110
Total	28	34	15	0	2	77	12	49	12	1	1	74	10	42	23	0	4	75	68	102	26	0	0	196	422
Approach %	36.4	44.2	19.5	0.0	-	-	16.2	66.2	16.2	1.4	-	-	13.3	56.0	30.7	0.0	-	-	34.7	52.0	13.3	0.0	-	-	-
Total %	6.6	8.1	3.6	0.0	-	18.2	2.8	11.6	2.8	0.2	-	17.5	2.4	10.0	5.5	0.0	-	17.8	16.1	24.2	6.2	0.0	-	46.4	-
PHF	0.700	0.654	0.536	0.000	-	0.688	0.750	0.875	0.750	0.250	-	0.925	0.625	0.750	0.821	0.000	-	0.781	0.773	0.729	0.650	0.000	-	0.845	0.872
Lights	28	34	15	0	-	77	12	47	12	1	-	72	10	42	23	0	-	75	68	101	26	0	-	195	419
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	95.9	100.0	100.0	-	97.3	100.0	100.0	100.0	-	-	100.0	100.0	99.0	100.0	-	-	99.5	99.3
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Mediums	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	1.0	0.0	-	-	0.5	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	4.1	0.0	0.0	-	2.7	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-





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TIS
Site Code:
Start Date: 02/02/2021
Page No: 10

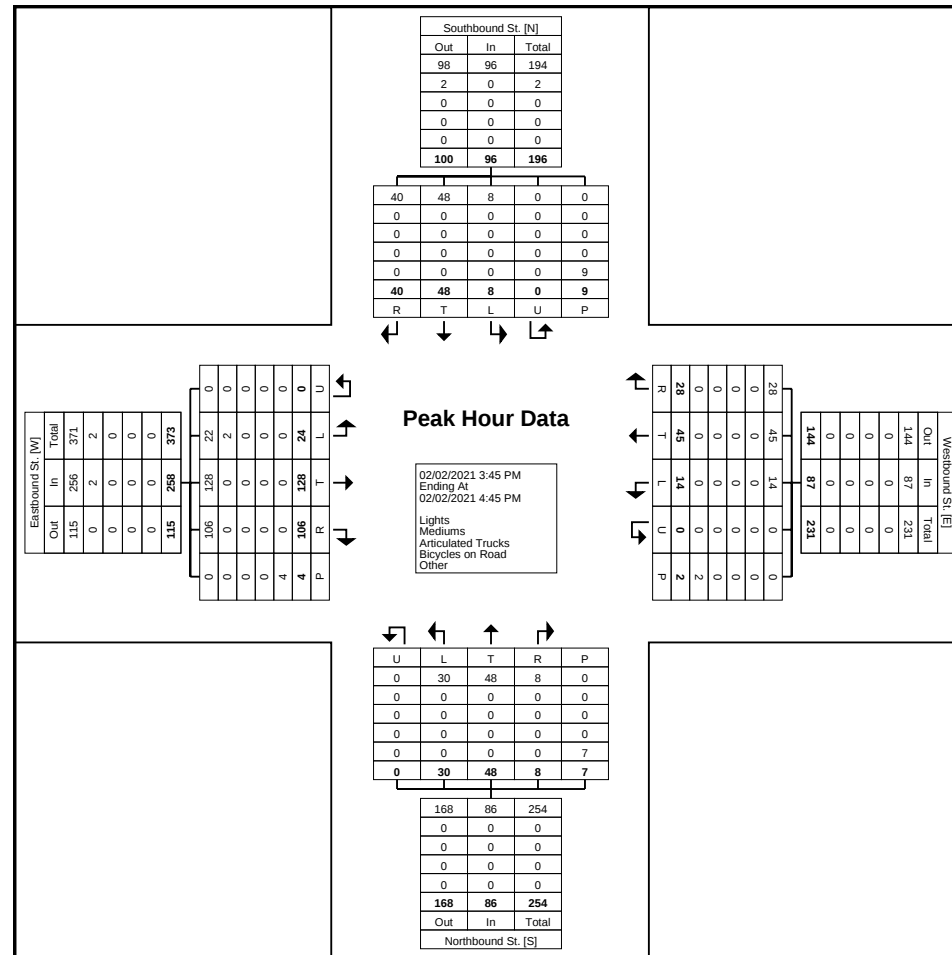
Turning Movement Peak Hour Data (3:45 PM)

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:45 PM	9	11	2	0	2	22	8	17	3	0	0	28	1	9	11	0	2	21	24	45	3	0	4	72	143
4:00 PM	11	15	2	0	1	28	4	9	1	0	2	14	1	11	4	0	3	16	26	22	5	0	0	53	111
4:15 PM	8	13	3	0	3	24	11	10	2	0	0	23	1	12	5	0	1	18	31	28	7	0	0	66	131
4:30 PM	12	9	1	0	3	22	5	9	8	0	0	22	5	16	10	0	1	31	25	33	9	0	0	67	142
Total	40	48	8	0	9	96	28	45	14	0	2	87	8	48	30	0	7	86	106	128	24	0	4	258	527
Approach %	41.7	50.0	8.3	0.0	-	-	32.2	51.7	16.1	0.0	-	-	9.3	55.8	34.9	0.0	-	-	41.1	49.6	9.3	0.0	-	-	-
Total %	7.6	9.1	1.5	0.0	-	18.2	5.3	8.5	2.7	0.0	-	16.5	1.5	9.1	5.7	0.0	-	16.3	20.1	24.3	4.6	0.0	-	49.0	-
PHF	0.833	0.800	0.667	0.000	-	0.857	0.636	0.662	0.438	0.000	-	0.777	0.400	0.750	0.682	0.000	-	0.694	0.855	0.711	0.667	0.000	-	0.896	0.921
Lights	40	48	8	0	-	96	28	45	14	0	-	87	8	48	30	0	-	86	106	128	22	0	-	256	525
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	91.7	-	-	99.2	99.6
Mediums	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Mediums	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	8.3	-	-	0.8	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 11



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



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TIS
Site Code:
Start Date: 02/02/2021
Page No: 1

Turning Movement Data

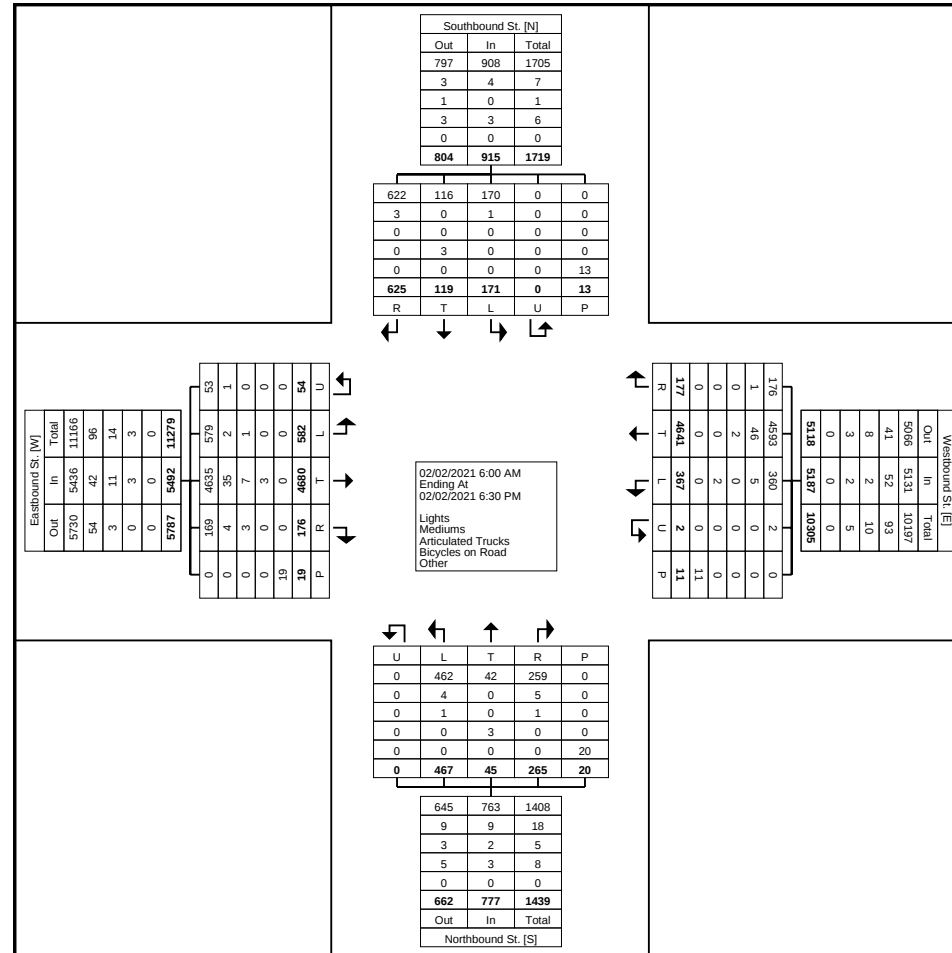
Start Time	Southbound St. Southbound							Westbound St. Westbound							Northbound St. Northbound							Eastbound St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	6	2	0	0	0	0	8	0	0	55	2	0	0	57	0	0	0	3	0	0	3	0	0	11	2	0	0	13	81
6:15 AM	8	6	0	1	0	0	15	1	1	64	1	0	0	67	2	0	0	2	0	0	4	2	0	22	4	1	0	29	115
6:30 AM	11	7	0	1	0	0	19	1	0	81	2	0	0	84	1	0	0	3	0	1	4	3	0	28	0	1	0	32	139
6:45 AM	6	7	1	1	0	0	15	2	0	67	4	0	0	73	1	1	1	2	0	0	5	1	0	31	2	0	3	34	127
Hourly Total	31	22	1	3	0	0	57	4	1	267	9	0	0	281	4	1	1	10	0	1	16	6	0	92	8	2	3	108	462
7:00 AM	7	10	0	1	0	0	18	2	0	103	1	0	0	106	0	0	0	3	0	0	3	2	0	39	4	0	0	45	172
7:15 AM	11	12	0	1	0	0	24	1	0	102	1	0	0	104	0	1	1	4	0	2	6	4	0	43	5	0	0	52	186
7:30 AM	11	7	1	2	0	0	21	5	1	144	3	0	0	153	0	0	1	3	0	2	4	3	0	58	4	0	3	65	243
7:45 AM	8	18	0	3	0	0	29	3	0	131	2	0	1	136	0	0	0	3	0	0	3	5	1	79	12	0	0	97	265
Hourly Total	37	47	1	7	0	0	92	11	1	480	7	0	1	499	0	1	2	13	0	4	16	14	1	219	25	0	3	259	866
8:00 AM	7	7	3	3	0	0	20	0	2	115	1	0	0	118	0	2	1	1	0	2	4	5	0	69	8	0	0	82	224
8:15 AM	13	5	2	2	0	0	22	4	2	109	4	0	0	119	0	1	0	2	0	0	3	4	2	54	7	0	0	67	211
8:30 AM	9	7	2	2	0	0	20	4	0	99	2	0	0	105	0	2	0	7	0	0	9	3	2	81	8	1	0	95	229
8:45 AM	11	7	3	4	0	0	25	6	0	109	4	0	0	119	0	3	1	4	0	0	8	1	0	93	6	1	0	101	253
Hourly Total	40	26	10	11	0	0	87	14	4	432	11	0	0	461	0	8	2	14	0	2	24	13	4	297	29	2	0	345	917
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	11	14	4	6	0	0	35	4	2	127	22	0	2	155	4	1	2	13	0	1	20	3	0	121	14	1	0	139	349
11:15 AM	11	12	3	6	0	1	32	4	1	140	13	0	0	158	6	9	0	23	0	0	38	5	1	129	12	3	0	150	378
11:30 AM	9	1	2	6	0	0	18	2	3	144	19	0	0	168	5	4	3	19	0	0	31	2	0	141	10	2	3	155	372
11:45 AM	5	4	8	4	0	0	21	6	0	145	8	0	0	159	1	5	0	18	0	1	24	5	1	122	17	5	0	150	354
Hourly Total	36	31	17	22	0	1	106	16	6	556	62	0	2	640	16	19	5	73	0	2	113	15	2	513	53	11	3	594	1453
12:00 PM	13	6	9	10	0	0	38	3	2	152	10	0	0	167	3	4	2	20	0	0	29	6	0	154	17	3	0	180	414
12:15 PM	4	9	5	3	0	0	21	4	1	157	7	1	0	170	5	4	5	12	0	1	26	6	1	138	20	1	0	166	383
12:30 PM	14	13	1	7	0	1	35	10	0	156	20	0	0	186	6	6	1	20	0	1	33	8	3	158	17	2	1	188	442
12:45 PM	10	9	6	7	0	2	32	2	1	168	17	0	0	188	9	6	2	18	0	0	35	6	1	150	15	1	3	173	428
Hourly Total	41	37	21	27	0	3	126	19	4	633	54	1	0	711	23	20	10	70	0	2	123	26	5	600	69	7	4	707	1667
1:00 PM	8	7	4	2	0	0	21	5	1	154	13	1	3	174	7	2	2	13	0	3	24	1	0	152	10	1	0	164	383
1:15 PM	5	13	6	7	0	0	31	7	1	144	17	0	2	169	5	6	2	17	0	1	30	4	1	172	9	0	0	186	416
1:30 PM	7	9	3	2	0	1	21	3	0	136	11	0	0	150	4	4	1	15	0	0	24	4	0	149	24	2	0	179	374
1:45 PM	11	10	6	6	0	0	33	5	1	139	8	0	0	153	3	2	0	14	0	1	19	2	1	137	15	4	0	159	364
Hourly Total	31	39	19	17	0	1	106	20	3	573	49	1	5	646	19	14	5	59	0	5	97	11	2	610	58	7	0	688	1537
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	13	5	8	9	0	0	35	5	1	138	17	0	0	161	6	2	2	22	0	0	32	5	2	203	27	3	1	240	468
3:45 PM	13	7	3	3	0	1	26	5	0	147	18	0	1	170	4	8	2	21	0	0	35	5	0	205	24	2	0	236	467
Hourly Total	26	12	11	12	0	1	61	10	1	285	35	0	1	331	10	10	4	43	0	0	67	10	2	408	51	5	1	476	935

4:00 PM	10	4	5	5	0	1	24	5	2	132	20	0	1	159	6	8	3	18	0	0	35	3	1	209	30	2	0	245	463
4:15 PM	9	7	8	10	0	0	34	3	3	166	15	0	0	187	6	4	3	19	0	0	32	10	0	211	28	2	1	251	504
4:30 PM	9	9	2	7	0	0	27	4	0	129	20	0	0	153	4	4	2	21	0	1	31	5	1	181	32	3	0	222	433
4:45 PM	6	9	5	5	0	0	25	3	0	164	14	0	0	181	8	8	1	16	0	0	33	6	0	192	26	1	0	225	464
Hourly Total	34	29	20	27	0	1	110	15	5	591	69	0	1	680	24	24	9	74	0	1	131	24	2	793	116	8	1	943	1864
5:00 PM	8	13	4	8	0	0	33	5	2	147	10	0	1	164	5	8	0	19	0	0	32	6	2	171	34	1	0	214	443
5:15 PM	6	9	5	13	0	3	33	7	1	151	16	0	0	175	10	8	1	26	0	0	45	7	0	238	36	2	1	283	536
5:30 PM	9	9	3	7	0	1	28	4	2	143	14	0	0	163	7	5	3	12	0	1	27	4	0	236	30	1	2	271	489
5:45 PM	8	10	3	5	0	0	26	7	0	128	6	0	0	141	5	6	1	16	0	0	28	2	1	172	21	2	0	198	393
Hourly Total	31	41	15	33	0	4	120	23	5	569	46	0	1	643	27	27	5	73	0	1	132	19	3	817	121	6	3	966	1861
6:00 PM	14	7	1	7	0	1	29	7	0	120	17	0	0	144	3	5	2	13	0	0	23	9	1	178	33	3	0	224	420
6:15 PM	10	3	3	5	0	1	21	7	1	135	8	0	0	151	4	6	0	25	0	2	35	6	1	153	19	3	1	182	389
Grand Total	331	294	119	171	0	13	915	146	31	4641	367	2	11	5187	130	135	45	467	0	20	777	153	23	4680	582	54	19	5492	12371
Approach %	36.2	32.1	13.0	18.7	0.0	-	-	2.8	0.6	89.5	7.1	0.0	-	-	16.7	17.4	5.8	60.1	0.0	-	-	2.8	0.4	85.2	10.6	1.0	-	-	-
Total %	2.7	2.4	1.0	1.4	0.0	-	7.4	1.2	0.3	37.5	3.0	0.0	-	41.9	1.1	1.1	0.4	3.8	0.0	-	6.3	1.2	0.2	37.8	4.7	0.4	-	44.4	-
Lights	328	294	116	170	0	-	908	145	31	4593	360	2	-	5131	127	132	42	462	0	-	763	147	22	4635	579	53	-	5436	12238
% Lights	99.1	100.0	97.5	99.4	-	-	99.2	99.3	100.0	99.0	98.1	100.0	-	98.9	97.7	97.8	93.3	98.9	-	-	98.2	96.1	95.7	99.0	99.5	98.1	-	99.0	98.9
Mediums	3	0	0	1	0	-	4	1	0	46	5	0	-	52	2	3	0	4	0	-	9	3	1	35	2	1	-	42	107
% Mediums	0.9	0.0	0.0	0.6	-	-	0.4	0.7	0.0	1.0	1.4	0.0	-	1.0	1.5	2.2	0.0	0.9	-	-	1.2	2.0	4.3	0.7	0.3	1.9	-	0.8	0.9
Articulated Trucks	0	0	0	0	0	-	0	0	0	2	0	0	-	2	1	0	0	1	0	-	2	3	0	7	1	0	-	11	15
% Articulated Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.8	0.0	0.0	0.2	-	-	0.3	2.0	0.0	0.1	0.2	0.0	-	0.2	0.1
Bicycles on Road	0	0	3	0	0	-	3	0	0	0	2	0	-	2	0	0	3	0	0	-	3	0	0	3	0	0	-	3	11
% Bicycles on Road	0.0	0.0	2.5	0.0	-	-	0.3	0.0	0.0	0.0	0.5	0.0	-	0.0	0.0	0.0	6.7	0.0	-	-	0.4	0.0	0.0	0.1	0.0	0.0	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	23.1	-	-	-	-	-	-	0.0	-	-	-	-	-	-	5.0	-	-	-	-	-	-	5.3	-	-
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	-	11	-	-	-	-	-	-	19	-	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	-	76.9	-	-	-	-	-	-	100.0	-	-	-	-	-	-	95.0	-	-	-	-	-	-	94.7	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 3



Turning Movement Data Plot



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TIS
Site Code:
Start Date: 02/02/2021
Page No: 4

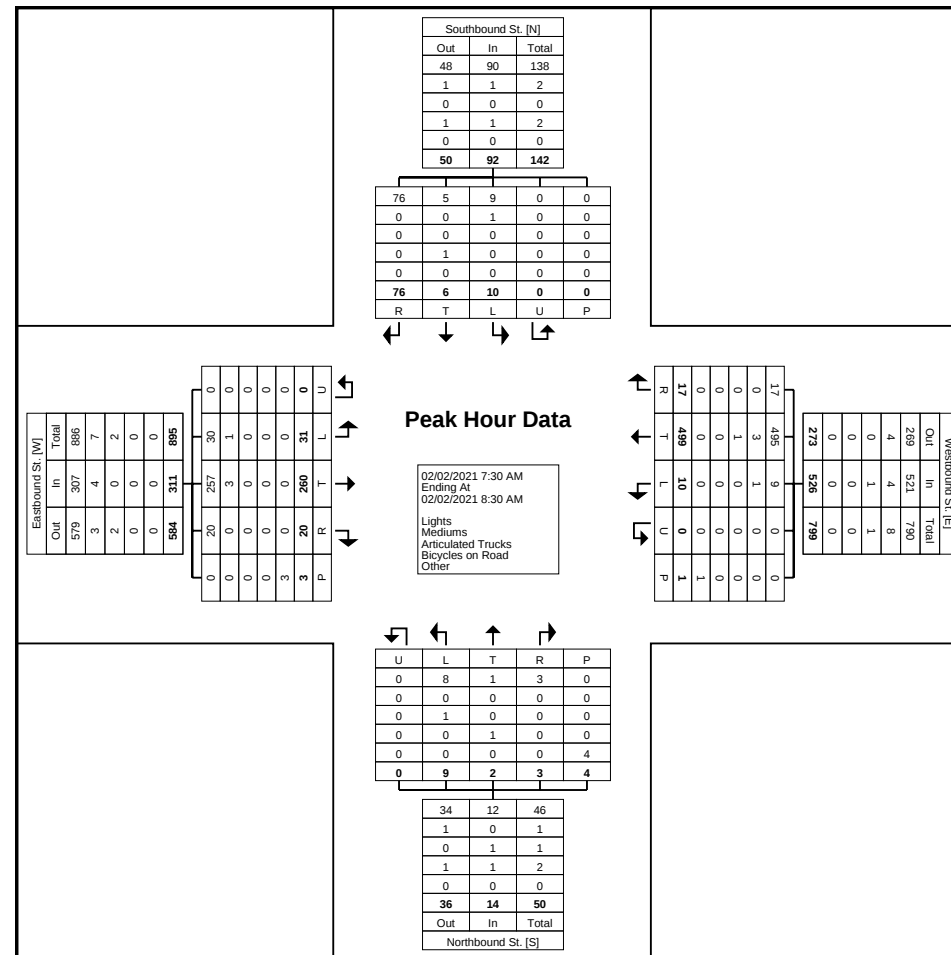
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Southbound St. Southbound							Westbound St. Westbound							Northbound St. Northbound							Eastbound St. 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	11	7	1	2	0	0	21	5	1	144	3	0	0	153	0	0	1	3	0	2	4	3	0	58	4	0	3	65	243
7:45 AM	8	18	0	3	0	0	29	3	0	131	2	0	1	136	0	0	0	3	0	0	3	5	1	79	12	0	0	97	265
8:00 AM	7	7	3	3	0	0	20	0	2	115	1	0	0	118	0	2	1	1	0	2	4	5	0	69	8	0	0	82	224
8:15 AM	13	5	2	2	0	0	22	4	2	109	4	0	0	119	0	1	0	2	0	0	3	4	2	54	7	0	0	67	211
Total	39	37	6	10	0	0	92	12	5	499	10	0	1	526	0	3	2	9	0	4	14	17	3	260	31	0	3	311	943
Approach %	42.4	40.2	6.5	10.9	0.0	-	-	2.3	1.0	94.9	1.9	0.0	-	-	0.0	21.4	14.3	64.3	0.0	-	-	5.5	1.0	83.6	10.0	0.0	-	-	-
Total %	4.1	3.9	0.6	1.1	0.0	-	9.8	1.3	0.5	52.9	1.1	0.0	-	55.8	0.0	0.3	0.2	1.0	0.0	-	1.5	1.8	0.3	27.6	3.3	0.0	-	33.0	-
PHF	0.750	0.514	0.500	0.833	0.000	-	0.793	0.600	0.625	0.866	0.625	0.000	-	0.859	0.000	0.375	0.500	0.750	0.000	-	0.875	0.850	0.375	0.823	0.646	0.000	-	0.802	0.890
Lights	39	37	5	9	0	-	90	12	5	495	9	0	-	521	0	3	1	8	0	-	12	17	3	257	30	0	-	307	930
% Lights	100.0	100.0	83.3	90.0	-	-	97.8	100.0	100.0	99.2	90.0	-	-	99.0	-	100.0	50.0	88.9	-	-	85.7	100.0	100.0	98.8	96.8	-	-	98.7	98.6
Mediums	0	0	0	1	0	-	1	0	0	3	1	0	-	4	0	0	0	0	0	-	0	0	0	3	1	0	-	4	9
% Mediums	0.0	0.0	0.0	10.0	-	-	1.1	0.0	0.0	0.6	10.0	-	-	0.8	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.2	3.2	-	-	1.3	1.0
Articulated Trucks	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	1	0	-	1	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	-	-	0.2	-	0.0	0.0	11.1	-	-	7.1	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	16.7	0.0	-	-	1.1	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	50.0	0.0	-	-	7.1	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 5





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Start Date: 02/02/2021
Page No: 6

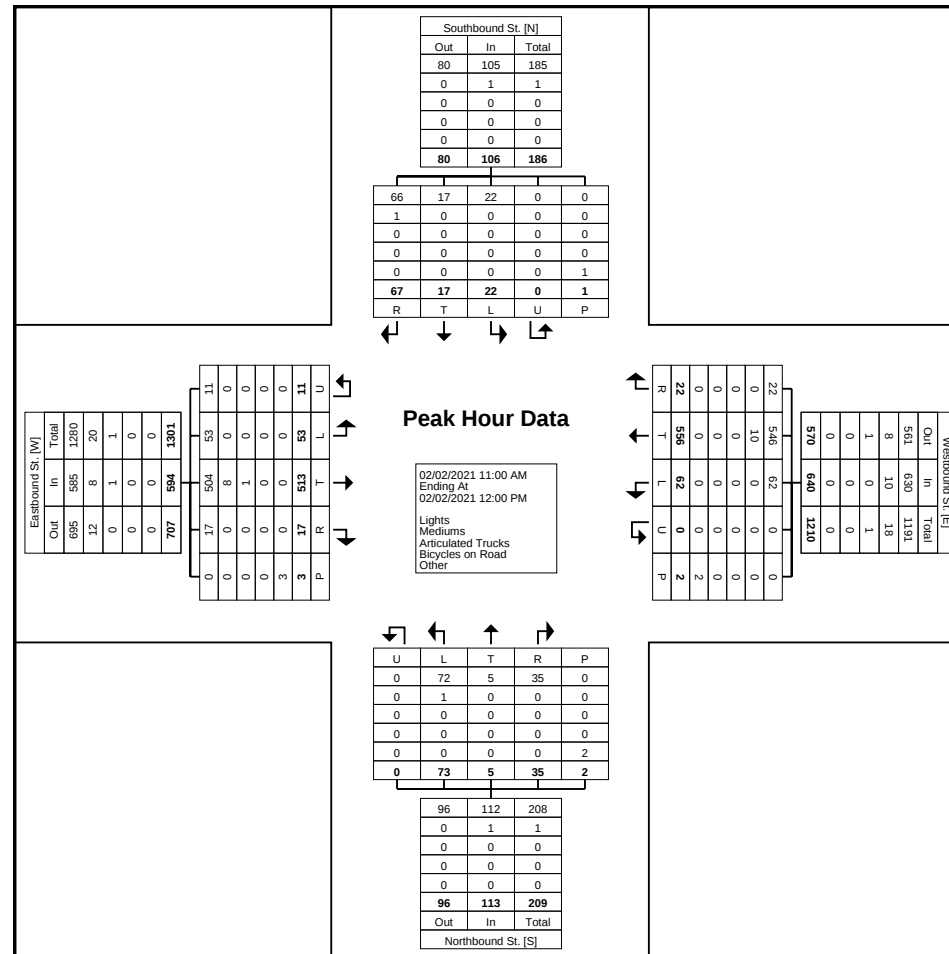
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Southbound St. Southbound							Westbound St. Westbound							Northbound St. Northbound							Eastbound St. 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	11	14	4	6	0	0	35	4	2	127	22	0	2	155	4	1	2	13	0	1	20	3	0	121	14	1	0	139	349
11:15 AM	11	12	3	6	0	1	32	4	1	140	13	0	0	158	6	9	0	23	0	0	38	5	1	129	12	3	0	150	378
11:30 AM	9	1	2	6	0	0	18	2	3	144	19	0	0	168	5	4	3	19	0	0	31	2	0	141	10	2	3	155	372
11:45 AM	5	4	8	4	0	0	21	6	0	145	8	0	0	159	1	5	0	18	0	1	24	5	1	122	17	5	0	150	354
Total	36	31	17	22	0	1	106	16	6	556	62	0	2	640	16	19	5	73	0	2	113	15	2	513	53	11	3	594	1453
Approach %	34.0	29.2	16.0	20.8	0.0	-	-	2.5	0.9	86.9	9.7	0.0	-	-	14.2	16.8	4.4	64.6	0.0	-	-	2.5	0.3	86.4	8.9	1.9	-	-	-
Total %	2.5	2.1	1.2	1.5	0.0	-	7.3	1.1	0.4	38.3	4.3	0.0	-	44.0	1.1	1.3	0.3	5.0	0.0	-	7.8	1.0	0.1	35.3	3.6	0.8	-	40.9	-
PHF	0.818	0.554	0.531	0.917	0.000	-	0.757	0.667	0.500	0.959	0.705	0.000	-	0.952	0.667	0.528	0.417	0.793	0.000	-	0.743	0.750	0.500	0.910	0.779	0.550	-	0.958	0.961
Lights	35	31	17	22	0	-	105	16	6	546	62	0	-	630	16	19	5	72	0	-	112	15	2	504	53	11	-	585	1432
% Lights	97.2	100.0	100.0	100.0	-	-	99.1	100.0	100.0	98.2	100.0	-	-	98.4	100.0	100.0	100.0	98.6	-	-	99.1	100.0	100.0	98.2	100.0	100.0	-	98.5	98.6
Mediums	1	0	0	0	0	-	1	0	0	10	0	0	-	10	0	0	0	1	0	-	1	0	0	8	0	0	-	8	20
% Mediums	2.8	0.0	0.0	0.0	-	-	0.9	0.0	0.0	1.8	0.0	-	-	1.6	0.0	0.0	0.0	1.4	-	-	0.9	0.0	0.0	1.6	0.0	0.0	-	1.3	1.4
Articulated Trucks	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
% Articulated Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	0.0	-	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	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 7



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



Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 8

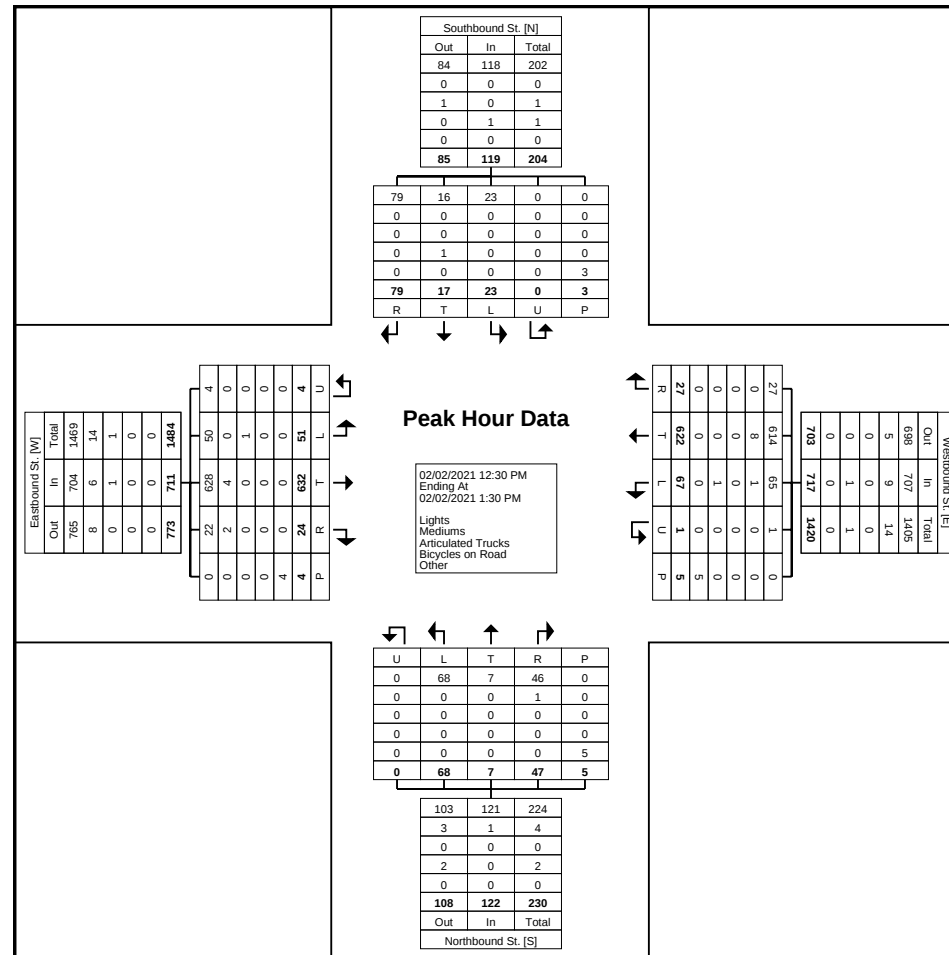
Turning Movement Peak Hour Data (12:30 PM)

Start Time	Southbound St. Southbound							Westbound St. Westbound							Northbound St. Northbound							Eastbound St. 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	
12:30 PM	14	13	1	7	0	1	35	10	0	156	20	0	0	186	6	6	1	20	0	1	33	8	3	158	17	2	1	188	442
12:45 PM	10	9	6	7	0	2	32	2	1	168	17	0	0	188	9	6	2	18	0	0	35	6	1	150	15	1	3	173	428
1:00 PM	8	7	4	2	0	0	21	5	1	154	13	1	3	174	7	2	2	13	0	3	24	1	0	152	10	1	0	164	383
1:15 PM	5	13	6	7	0	0	31	7	1	144	17	0	2	169	5	6	2	17	0	1	30	4	1	172	9	0	0	186	416
Total	37	42	17	23	0	3	119	24	3	622	67	1	5	717	27	20	7	68	0	5	122	19	5	632	51	4	4	711	1669
Approach %	31.1	35.3	14.3	19.3	0.0	-	-	3.3	0.4	86.8	9.3	0.1	-	-	22.1	16.4	5.7	55.7	0.0	-	-	2.7	0.7	88.9	7.2	0.6	-	-	-
Total %	2.2	2.5	1.0	1.4	0.0	-	7.1	1.4	0.2	37.3	4.0	0.1	-	43.0	1.6	1.2	0.4	4.1	0.0	-	7.3	1.1	0.3	37.9	3.1	0.2	-	42.6	-
PHF	0.661	0.808	0.708	0.821	0.000	-	0.850	0.600	0.750	0.926	0.838	0.250	-	0.953	0.750	0.833	0.875	0.850	0.000	-	0.871	0.594	0.417	0.919	0.750	0.500	-	0.945	0.944
Lights	37	42	16	23	0	-	118	24	3	614	65	1	-	707	27	19	7	68	0	-	121	17	5	628	50	4	-	704	1650
% Lights	100.0	100.0	94.1	100.0	-	-	99.2	100.0	100.0	98.7	97.0	100.0	-	98.6	100.0	95.0	100.0	100.0	-	-	99.2	89.5	100.0	99.4	98.0	100.0	-	99.0	98.9
Mediums	0	0	0	0	0	-	0	0	0	8	1	0	-	9	0	1	0	0	0	-	1	2	0	4	0	0	-	6	16
% Mediums	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	1.3	1.5	0.0	-	1.3	0.0	5.0	0.0	0.0	-	-	0.8	10.5	0.0	0.6	0.0	0.0	-	0.8	1.0
Articulated Trucks	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
% Articulated Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	2.0	0.0	-	0.1	0.1
Bicycles on Road	0	0	1	0	0	-	1	0	0	0	1	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	5.9	0.0	-	-	0.8	0.0	0.0	0.0	1.5	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	66.7	-	-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	25.0	-	-
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	-	5	-	-	-	-	-	-	5	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	33.3	-	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	75.0	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 9



Turning Movement Peak Hour Data Plot (12:30 PM)



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TIS
Site Code:
Start Date: 02/02/2021
Page No: 10

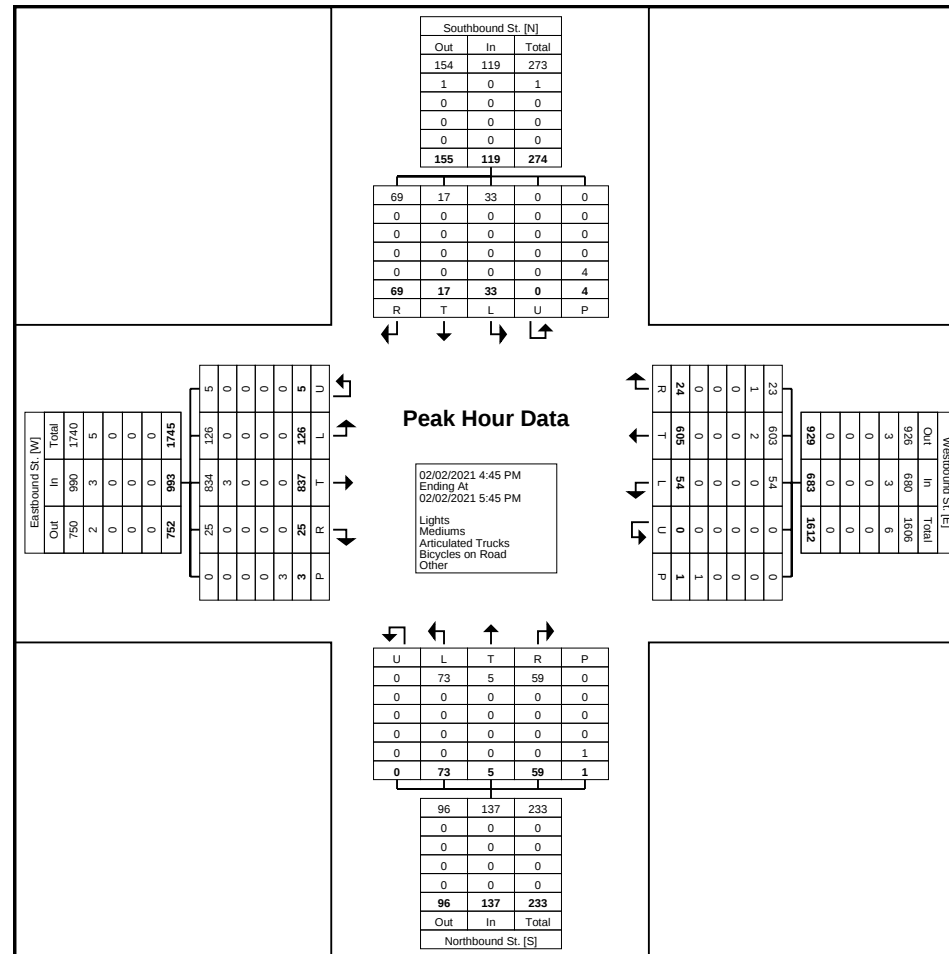
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southbound St. Southbound							Westbound St. Westbound							Northbound St. Northbound							Eastbound St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	6	9	5	5	0	0	25	3	0	164	14	0	0	181	8	8	1	16	0	0	33	6	0	192	26	1	0	225	464
5:00 PM	8	13	4	8	0	0	33	5	2	147	10	0	1	164	5	8	0	19	0	0	32	6	2	171	34	1	0	214	443
5:15 PM	6	9	5	13	0	3	33	7	1	151	16	0	0	175	10	8	1	26	0	0	45	7	0	238	36	2	1	283	536
5:30 PM	9	9	3	7	0	1	28	4	2	143	14	0	0	163	7	5	3	12	0	1	27	4	0	236	30	1	2	271	489
Total	29	40	17	33	0	4	119	19	5	605	54	0	1	683	30	29	5	73	0	1	137	23	2	837	126	5	3	993	1932
Approach %	24.4	33.6	14.3	27.7	0.0	-	-	2.8	0.7	88.6	7.9	0.0	-	-	21.9	21.2	3.6	53.3	0.0	-	-	2.3	0.2	84.3	12.7	0.5	-	-	-
Total %	1.5	2.1	0.9	1.7	0.0	-	6.2	1.0	0.3	31.3	2.8	0.0	-	35.4	1.6	1.5	0.3	3.8	0.0	-	7.1	1.2	0.1	43.3	6.5	0.3	-	51.4	-
PHF	0.806	0.769	0.850	0.635	0.000	-	0.902	0.679	0.625	0.922	0.844	0.000	-	0.943	0.750	0.906	0.417	0.702	0.000	-	0.761	0.821	0.250	0.879	0.875	0.625	-	0.877	0.901
Lights	29	40	17	33	0	-	119	18	5	603	54	0	-	680	30	29	5	73	0	-	137	23	2	834	126	5	-	990	1926
% Lights	100.0	100.0	100.0	100.0	-	-	100.0	94.7	100.0	99.7	100.0	-	-	99.6	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	99.6	100.0	100.0	-	99.7	99.7
Mediums	0	0	0	0	0	-	0	1	0	2	0	0	-	3	0	0	0	0	0	-	0	0	0	3	0	0	-	3	6
% Mediums	0.0	0.0	0.0	0.0	-	-	0.0	5.3	0.0	0.3	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.4	0.0	0.0	-	0.3	0.3
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
% Articulated Trucks	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	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
% Bicycles on Road	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 11



Turning Movement Peak Hour Data Plot (4:45 PM)



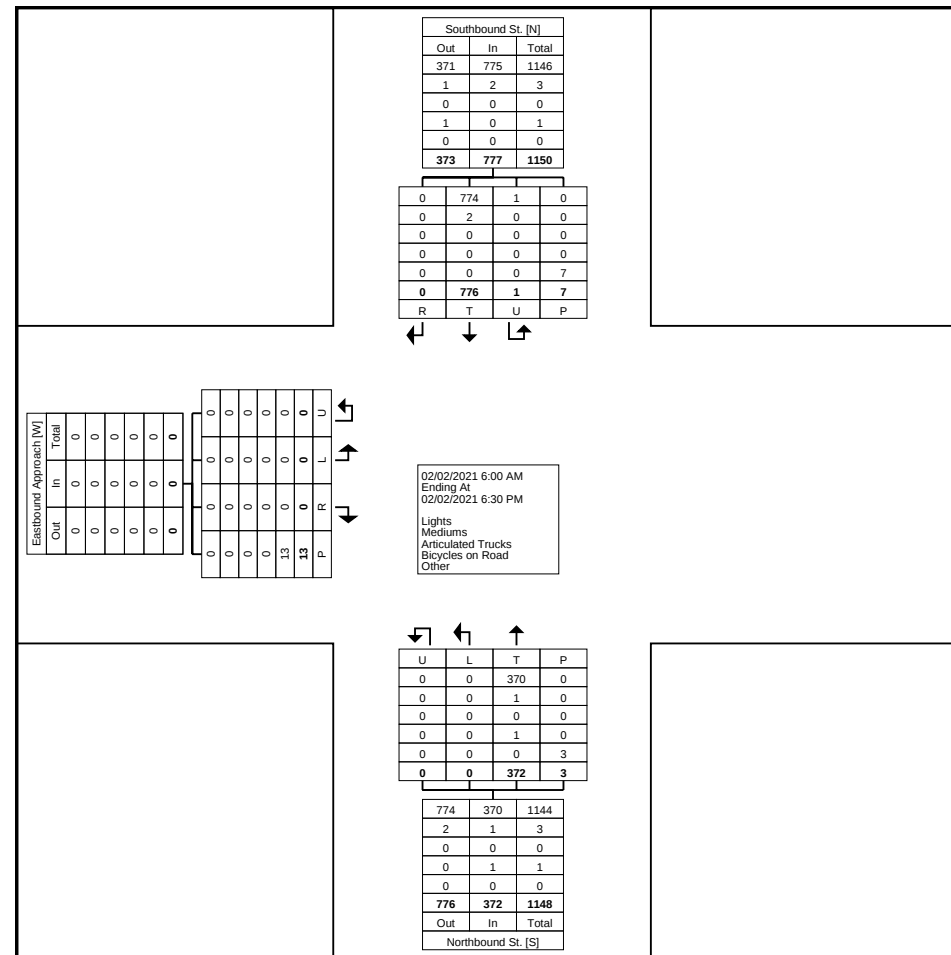
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Count Name: NM 296.02 Ramada Apartments
TIS
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Start Date: 02/02/2021
Page No: 1

Turning Movement Data

Start Time	Southbound St. Southbound					Northbound St. Northbound					Eastbound Approach Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
6:30 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
6:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Hourly Total	0	3	0	0	3	4	0	0	0	4	0	0	0	0	0	7
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
7:30 AM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
7:45 AM	0	7	0	0	7	3	0	0	0	3	0	0	0	2	0	10
Hourly Total	0	13	0	0	13	5	0	0	0	5	0	0	0	2	0	18
8:00 AM	0	3	0	1	3	1	0	0	0	1	0	0	0	2	0	4
8:15 AM	0	3	0	0	3	3	0	0	0	3	0	0	0	0	0	6
8:30 AM	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	6
8:45 AM	0	12	0	1	12	4	0	0	0	4	0	0	0	1	0	16
Hourly Total	0	23	0	2	23	9	0	0	0	9	0	0	0	3	0	32
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	37	0	0	37	6	0	0	1	6	0	0	0	0	0	43
11:15 AM	0	23	0	0	23	14	0	0	0	14	0	0	0	0	0	37
11:30 AM	0	24	0	0	24	18	0	0	0	18	0	0	0	0	0	42
11:45 AM	0	20	0	1	20	13	0	0	0	13	0	0	0	1	0	33
Hourly Total	0	104	0	1	104	51	0	0	1	51	0	0	0	1	0	155
12:00 PM	0	29	0	0	29	11	0	0	0	11	0	0	0	0	0	40
12:15 PM	0	26	0	0	26	18	0	0	0	18	0	0	0	0	0	44
12:30 PM	0	25	0	0	25	10	0	0	0	10	0	0	0	0	0	35
12:45 PM	0	22	0	0	22	9	0	0	0	9	0	0	0	0	0	31
Hourly Total	0	102	0	0	102	48	0	0	0	48	0	0	0	0	0	150
1:00 PM	0	28	0	2	28	10	0	0	0	10	0	0	0	0	0	38
1:15 PM	0	29	0	0	29	12	0	0	0	12	0	0	0	0	0	41
1:30 PM	0	28	0	0	28	10	0	0	0	10	0	0	0	0	0	38
1:45 PM	0	41	1	0	42	14	0	0	0	14	0	0	0	0	0	56
Hourly Total	0	126	1	2	127	46	0	0	0	46	0	0	0	0	0	173
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	0	27	0	2	27	13	0	0	0	13	0	0	0	0	0	40
3:45 PM	0	26	0	0	26	17	0	0	0	17	0	0	0	0	0	43
Hourly Total	0	53	0	2	53	30	0	0	0	30	0	0	0	0	0	83
4:00 PM	0	40	0	0	40	14	0	0	0	14	0	0	0	0	0	54

4:15 PM	0	40	0	0	40	15	0	0	0	15	0	0	0	0	0	55
4:30 PM	0	40	0	0	40	24	0	0	0	24	0	0	0	1	0	64
4:45 PM	0	31	0	0	31	16	0	0	0	16	0	0	0	2	0	47
Hourly Total	0	151	0	0	151	69	0	0	0	69	0	0	0	3	0	220
5:00 PM	0	30	0	0	30	23	0	0	0	23	0	0	0	0	0	53
5:15 PM	0	25	0	0	25	15	0	0	0	15	0	0	0	0	0	40
5:30 PM	0	40	0	0	40	10	0	0	1	10	0	0	0	0	0	50
5:45 PM	0	35	0	0	35	17	0	0	1	17	0	0	0	1	0	52
Hourly Total	0	130	0	0	130	65	0	0	2	65	0	0	0	1	0	195
6:00 PM	0	27	0	0	27	20	0	0	0	20	0	0	0	0	0	47
6:15 PM	0	44	0	0	44	25	0	0	0	25	0	0	0	3	0	69
Grand Total	0	776	1	7	777	372	0	0	3	372	0	0	0	13	0	1149
Approach %	0.0	99.9	0.1	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	0.0	67.5	0.1	-	67.6	32.4	0.0	0.0	-	32.4	0.0	0.0	0.0	-	0.0	-
Lights	0	774	1	-	775	370	0	0	-	370	0	0	0	-	0	1145
% Lights	-	99.7	100.0	-	99.7	99.5	-	-	-	99.5	-	-	-	-	-	99.7
Mediums	0	2	0	-	2	1	0	0	-	1	0	0	0	-	0	3
% Mediums	-	0.3	0.0	-	0.3	0.3	-	-	-	0.3	-	-	-	-	-	0.3
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
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	0.3	-	-	-	0.3	-	-	-	-	-	0.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	7	-	-	-	-	3	-	-	-	-	13	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot



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Count Name: NM 296.02 Ramada Apartments
 TIS
 Site Code:
 Start Date: 02/02/2021
 Page No: 4

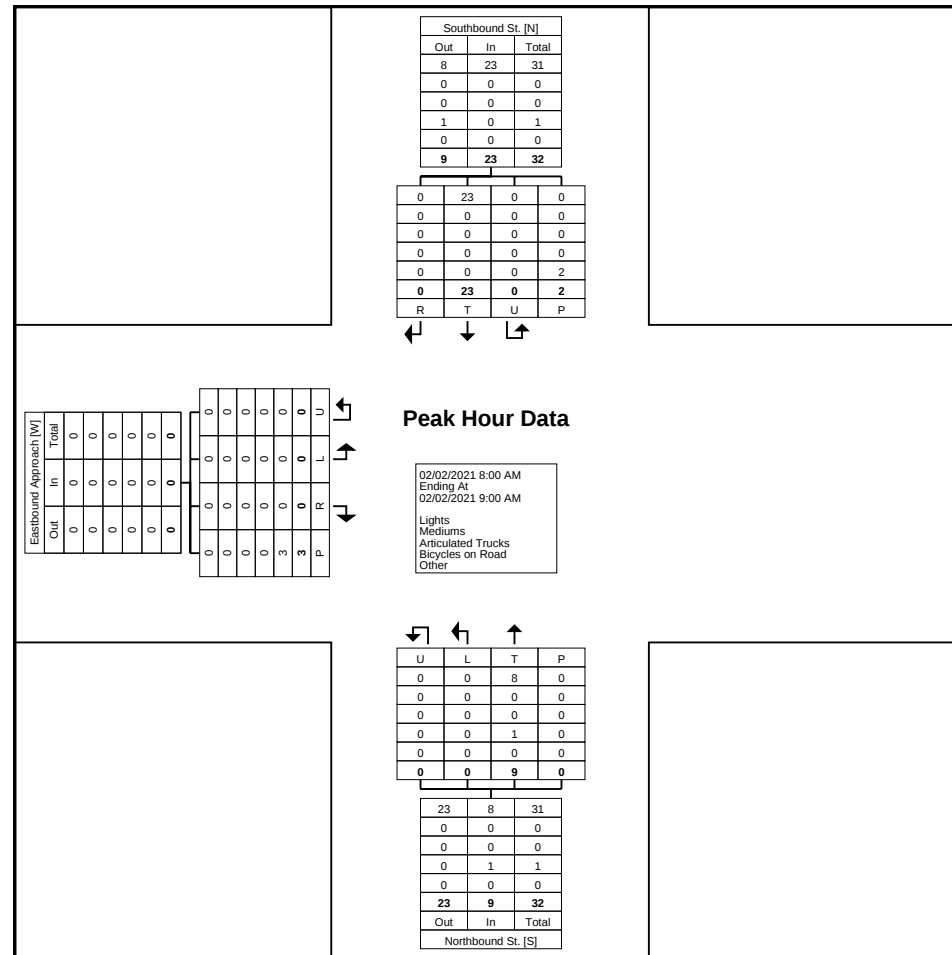
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound St. Southbound					Northbound St. Northbound					Eastbound Approach Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
8:00 AM	0	3	0	1	3	1	0	0	0	1	0	0	0	2	0	4
8:15 AM	0	3	0	0	3	3	0	0	0	3	0	0	0	0	0	6
8:30 AM	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	6
8:45 AM	0	12	0	1	12	4	0	0	0	4	0	0	0	1	0	16
Total	0	23	0	2	23	9	0	0	0	9	0	0	0	3	0	32
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	0.0	71.9	0.0	-	71.9	28.1	0.0	0.0	-	28.1	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.479	0.000	-	0.479	0.563	0.000	0.000	-	0.563	0.000	0.000	0.000	-	0.000	0.500
Lights	0	23	0	-	23	8	0	0	-	8	0	0	0	-	0	31
% Lights	-	100.0	-	-	100.0	88.9	-	-	-	88.9	-	-	-	-	-	96.9
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
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
Bicycles on Road	0	0	0	-	0	1	0	0	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	-	-	0.0	11.1	-	-	-	11.1	-	-	-	-	-	3.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 5



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



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Count Name: NM 296.02 Ramada Apartments
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 Site Code:
 Start Date: 02/02/2021
 Page No: 6

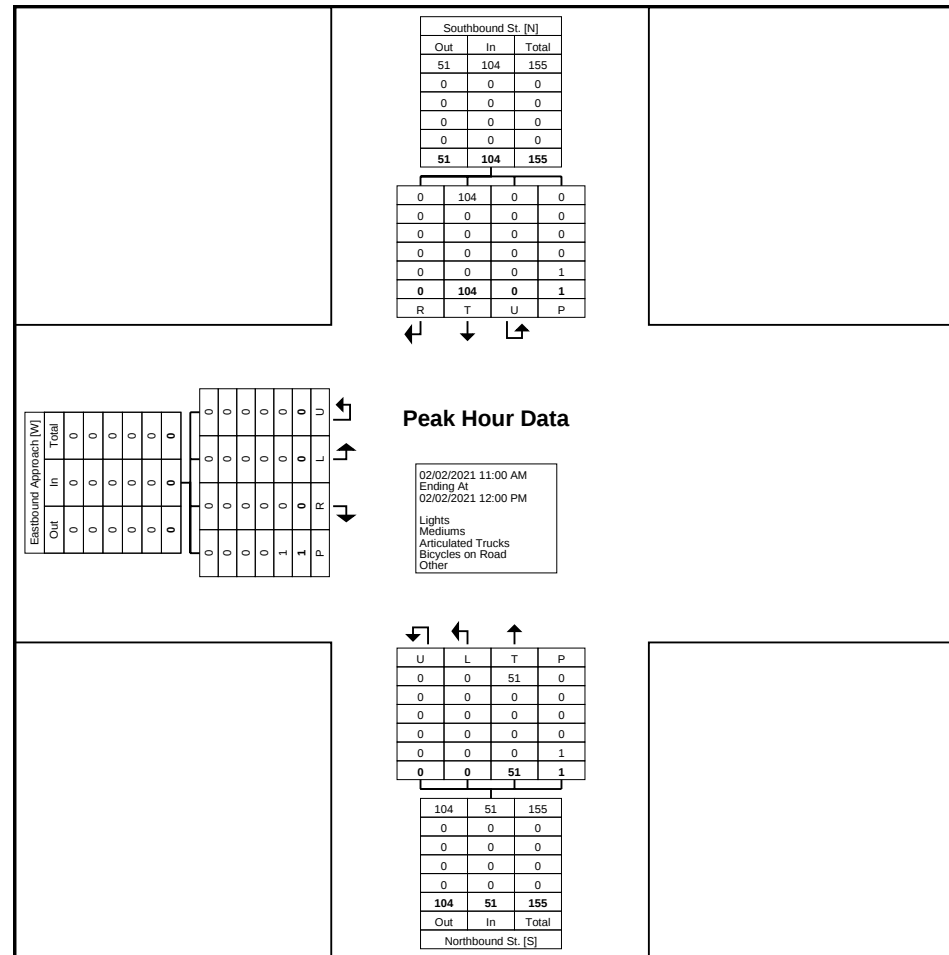
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Southbound St. Southbound					Northbound St. Northbound					Eastbound Approach 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	37	0	0	37	6	0	0	1	6	0	0	0	0	0	43
11:15 AM	0	23	0	0	23	14	0	0	0	14	0	0	0	0	0	37
11:30 AM	0	24	0	0	24	18	0	0	0	18	0	0	0	0	0	42
11:45 AM	0	20	0	1	20	13	0	0	0	13	0	0	0	1	0	33
Total	0	104	0	1	104	51	0	0	1	51	0	0	0	1	0	155
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	0.0	67.1	0.0	-	67.1	32.9	0.0	0.0	-	32.9	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.703	0.000	-	0.703	0.708	0.000	0.000	-	0.708	0.000	0.000	0.000	-	0.000	0.901
Lights	0	104	0	-	104	51	0	0	-	51	0	0	0	-	0	155
% Lights	-	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
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
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
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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TIS
Site Code:
Start Date: 02/02/2021
Page No: 7

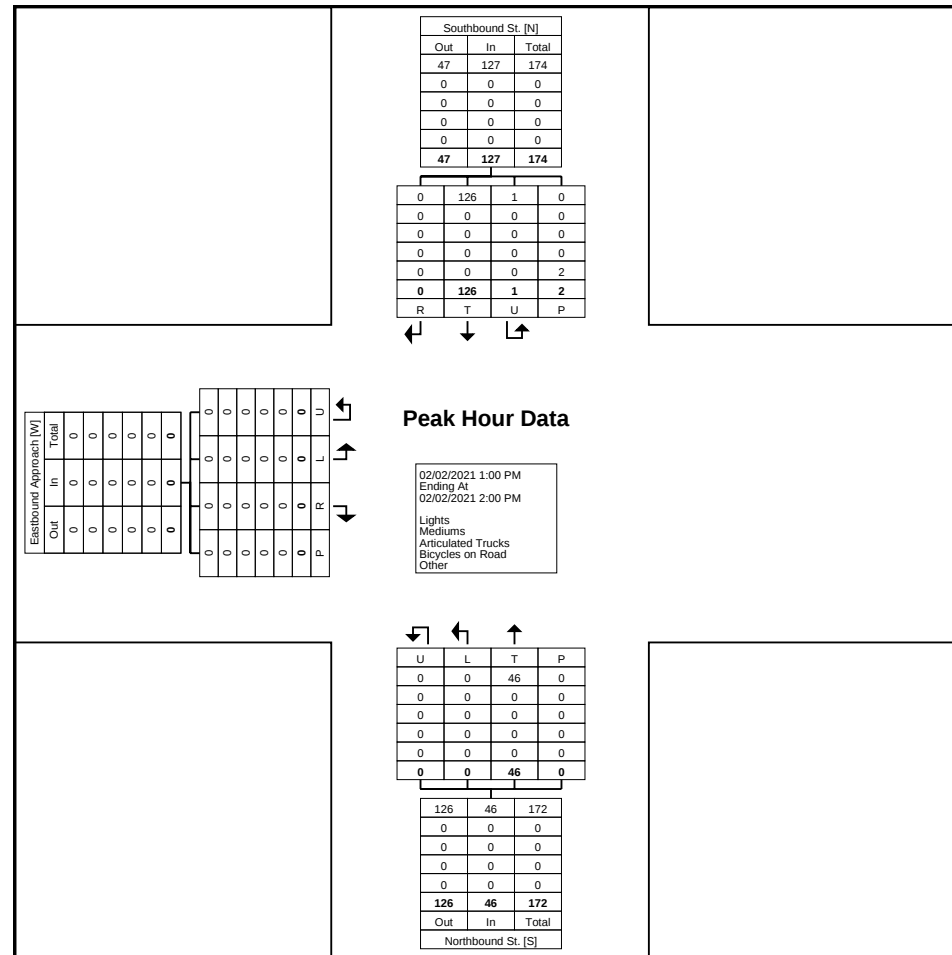


Turning Movement Peak Hour Data Plot (11:00 AM)



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Start Date: 02/02/2021
Page No: 9



Turning Movement Peak Hour Data Plot (1:00 PM)



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 TIS
 Site Code:
 Start Date: 02/02/2021
 Page No: 10

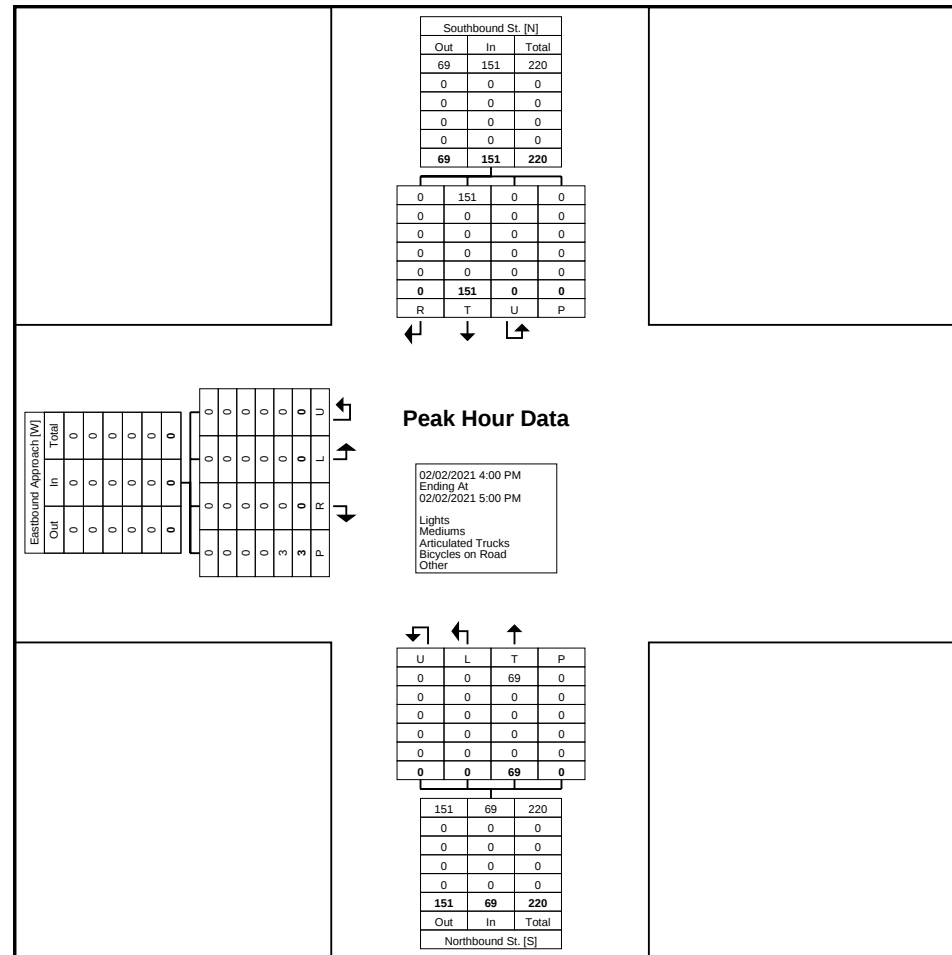
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Southbound St. Southbound					Northbound St. Northbound					Eastbound Approach Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
4:00 PM	0	40	0	0	40	14	0	0	0	14	0	0	0	0	0	54
4:15 PM	0	40	0	0	40	15	0	0	0	15	0	0	0	0	0	55
4:30 PM	0	40	0	0	40	24	0	0	0	24	0	0	0	1	0	64
4:45 PM	0	31	0	0	31	16	0	0	0	16	0	0	0	2	0	47
Total	0	151	0	0	151	69	0	0	0	69	0	0	0	3	0	220
Approach %	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	-
Total %	0.0	68.6	0.0	-	68.6	31.4	0.0	0.0	-	31.4	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.944	0.000	-	0.944	0.719	0.000	0.000	-	0.719	0.000	0.000	0.000	-	0.000	0.859
Lights	0	151	0	-	151	69	0	0	-	69	0	0	0	-	0	220
% Lights	-	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
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
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
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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TIS
Site Code:
Start Date: 02/02/2021
Page No: 11



Turning Movement Peak Hour Data Plot (4:00 PM)



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Page No: 1

Turning Movement Data

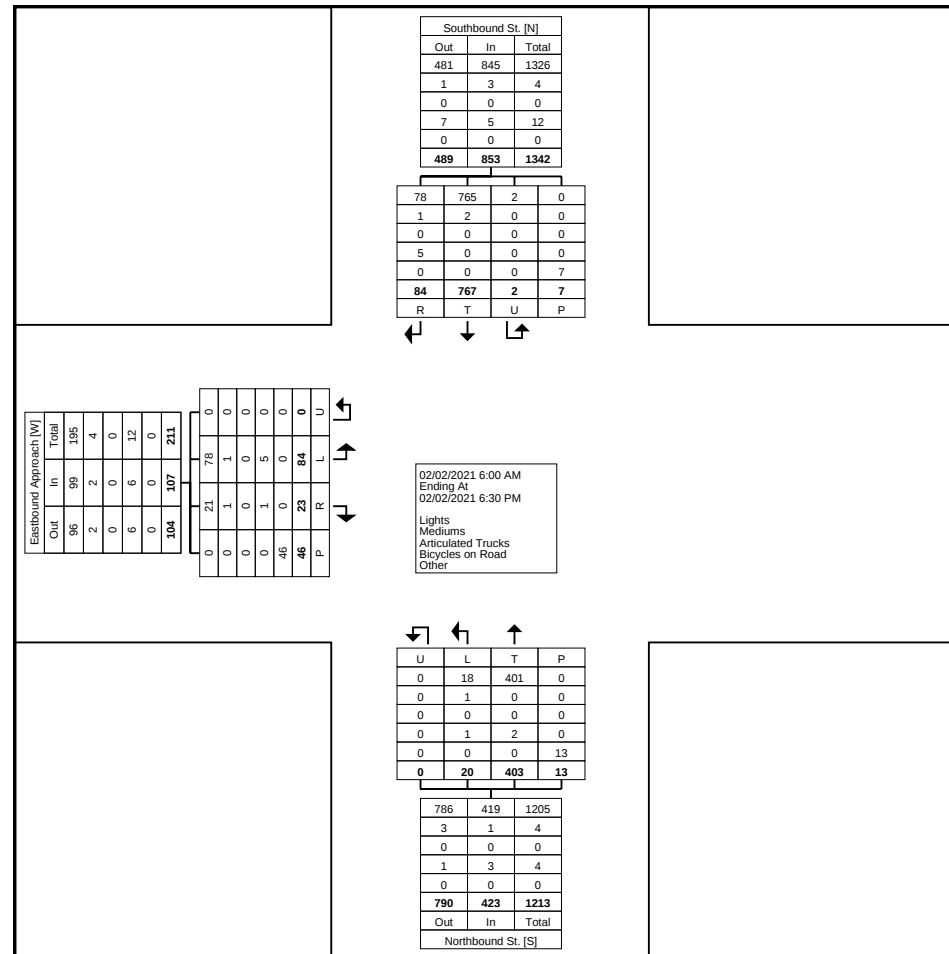
Start Time	Southbound St. Southbound					Northbound St. Northbound					Eastbound Approach Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:15 AM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	4
6:30 AM	0	2	0	0	2	1	0	0	0	1	1	2	0	0	3	6
6:45 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	1	1	4
Hourly Total	0	4	0	0	4	3	1	0	0	4	2	5	0	1	7	15
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	2	2	3
7:15 AM	1	3	0	0	4	0	1	0	0	1	0	1	0	0	1	6
7:30 AM	2	2	0	0	4	1	0	0	0	1	0	1	0	0	1	6
7:45 AM	0	8	0	1	8	2	1	0	0	3	0	2	0	3	2	13
Hourly Total	3	14	0	1	17	3	2	0	0	5	0	6	0	5	6	28
8:00 AM	2	2	0	0	4	2	0	0	0	2	1	2	0	2	3	9
8:15 AM	1	3	0	0	4	3	0	0	0	3	0	2	0	0	2	9
8:30 AM	1	5	0	1	6	0	1	0	0	1	0	1	0	0	1	8
8:45 AM	2	14	0	1	16	3	1	0	0	4	1	2	0	0	3	23
Hourly Total	6	24	0	2	30	8	2	0	0	10	2	7	0	2	9	49
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	2	32	0	0	34	8	0	0	0	8	0	4	0	0	4	46
11:15 AM	3	24	0	0	27	16	0	0	0	16	0	3	0	1	3	46
11:30 AM	2	22	1	0	25	17	1	0	0	18	0	0	0	3	0	43
11:45 AM	2	21	0	0	23	13	0	0	0	13	0	1	0	4	1	37
Hourly Total	9	99	1	0	109	54	1	0	0	55	0	8	0	8	8	172
12:00 PM	2	23	0	0	25	19	0	0	0	19	1	0	0	3	1	45
12:15 PM	1	30	0	0	31	18	0	0	2	18	0	3	0	1	3	52
12:30 PM	4	26	0	0	30	13	1	0	0	14	0	4	0	0	4	48
12:45 PM	1	23	0	0	24	9	0	0	3	9	0	3	0	0	3	36
Hourly Total	8	102	0	0	110	59	1	0	5	60	1	10	0	4	11	181
1:00 PM	3	26	1	0	30	16	0	0	2	16	1	1	0	1	2	48
1:15 PM	4	31	0	3	35	13	1	0	2	14	0	1	0	5	1	50
1:30 PM	1	28	0	0	29	15	0	0	2	15	1	3	0	1	4	48
1:45 PM	4	43	0	1	47	17	0	0	0	17	0	1	0	2	1	65
Hourly Total	12	128	1	4	141	61	1	0	6	62	2	6	0	9	8	211
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	4	24	0	0	28	12	0	0	0	12	0	5	0	5	5	45
3:45 PM	7	27	0	0	34	19	1	0	0	20	1	2	0	5	3	57
Hourly Total	11	51	0	0	62	31	1	0	0	32	1	7	0	10	8	102
4:00 PM	3	42	0	0	45	14	1	0	0	15	3	2	0	2	5	65

4:15 PM	1	38	0	0	39	12	2	0	0	14	1	3	0	0	4	57
4:30 PM	5	35	0	0	40	24	0	0	0	24	0	3	0	1	3	67
4:45 PM	3	29	0	0	32	21	1	0	0	22	2	0	0	1	2	56
Hourly Total	12	144	0	0	156	71	4	0	0	75	6	8	0	4	14	245
5:00 PM	4	31	0	0	35	17	1	0	0	18	1	7	0	1	8	61
5:15 PM	5	21	0	0	26	18	1	0	0	19	2	0	0	0	2	47
5:30 PM	5	38	0	0	43	15	2	0	0	17	1	8	0	0	9	69
5:45 PM	2	37	0	0	39	16	0	0	0	16	2	2	0	1	4	59
Hourly Total	16	127	0	0	143	66	4	0	0	70	6	17	0	2	23	236
6:00 PM	6	30	0	0	36	20	0	0	2	20	2	2	0	0	4	60
6:15 PM	1	44	0	0	45	27	3	0	0	30	1	8	0	1	9	84
Grand Total	84	767	2	7	853	403	20	0	13	423	23	84	0	46	107	1383
Approach %	9.8	89.9	0.2	-	-	95.3	4.7	0.0	-	-	21.5	78.5	0.0	-	-	-
Total %	6.1	55.5	0.1	-	61.7	29.1	1.4	0.0	-	30.6	1.7	6.1	0.0	-	7.7	-
Lights	78	765	2	-	845	401	18	0	-	419	21	78	0	-	99	1363
% Lights	92.9	99.7	100.0	-	99.1	99.5	90.0	-	-	99.1	91.3	92.9	-	-	92.5	98.6
Mediums	1	2	0	-	3	0	1	0	-	1	1	1	0	-	2	6
% Mediums	1.2	0.3	0.0	-	0.4	0.0	5.0	-	-	0.2	4.3	1.2	-	-	1.9	0.4
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	0.0	-	-	0.0	0.0
Bicycles on Road	5	0	0	-	5	2	1	0	-	3	1	5	0	-	6	14
% Bicycles on Road	6.0	0.0	0.0	-	0.6	0.5	5.0	-	-	0.7	4.3	6.0	-	-	5.6	1.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	-	5	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	10.9	-
Pedestrians	-	-	-	7	-	-	-	-	13	-	-	-	-	-	41	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	89.1	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 3



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 4

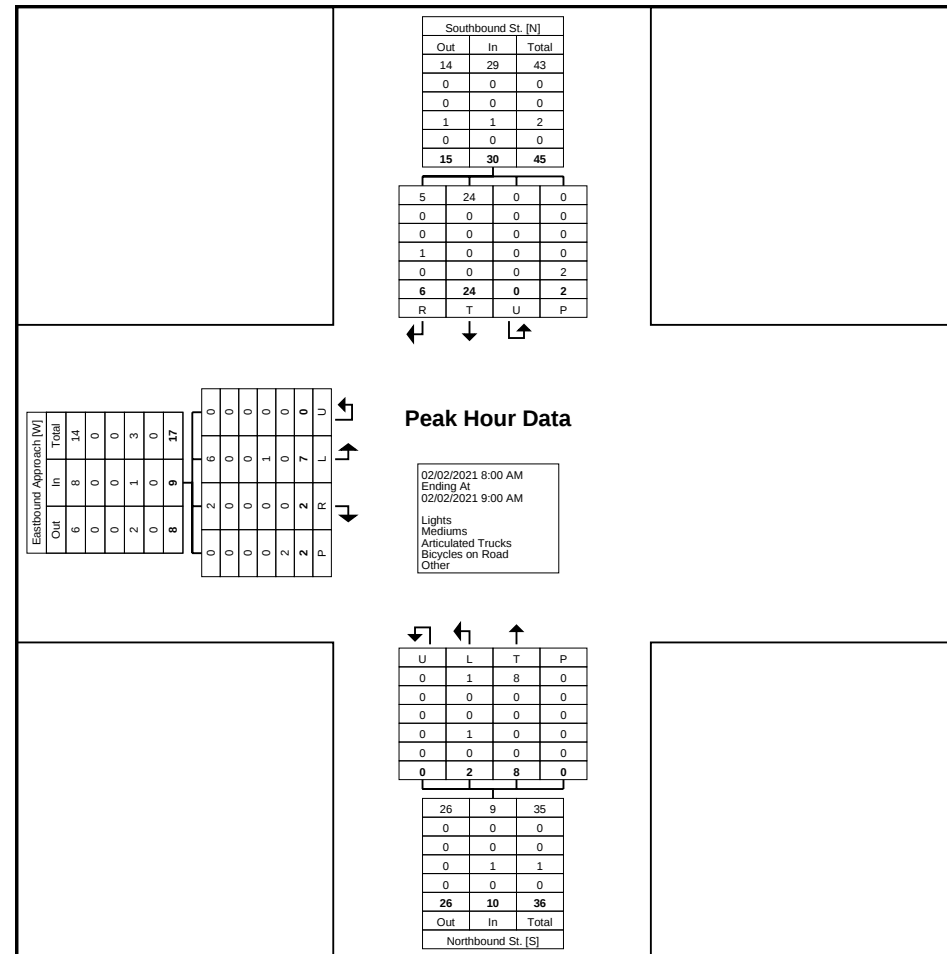
Turning Movement Peak Hour Data (8:00 AM)

Start Time	Southbound St. Southbound					Northbound St. Northbound					Eastbound Approach Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
8:00 AM	2	2	0	0	4	2	0	0	0	2	1	2	0	2	3	9
8:15 AM	1	3	0	0	4	3	0	0	0	3	0	2	0	0	2	9
8:30 AM	1	5	0	1	6	0	1	0	0	1	0	1	0	0	1	8
8:45 AM	2	14	0	1	16	3	1	0	0	4	1	2	0	0	3	23
Total	6	24	0	2	30	8	2	0	0	10	2	7	0	2	9	49
Approach %	20.0	80.0	0.0	-	-	80.0	20.0	0.0	-	-	22.2	77.8	0.0	-	-	-
Total %	12.2	49.0	0.0	-	61.2	16.3	4.1	0.0	-	20.4	4.1	14.3	0.0	-	18.4	-
PHF	0.750	0.429	0.000	-	0.469	0.667	0.500	0.000	-	0.625	0.500	0.875	0.000	-	0.750	0.533
Lights	5	24	0	-	29	8	1	0	-	9	2	6	0	-	8	46
% Lights	83.3	100.0	-	-	96.7	100.0	50.0	-	-	90.0	100.0	85.7	-	-	88.9	93.9
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	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	0.0	-	-	0.0	0.0
Bicycles on Road	1	0	0	-	1	0	1	0	-	1	0	1	0	-	1	3
% Bicycles on Road	16.7	0.0	-	-	3.3	0.0	50.0	-	-	10.0	0.0	14.3	-	-	11.1	6.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

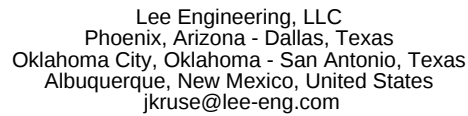


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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 5



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



Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 6

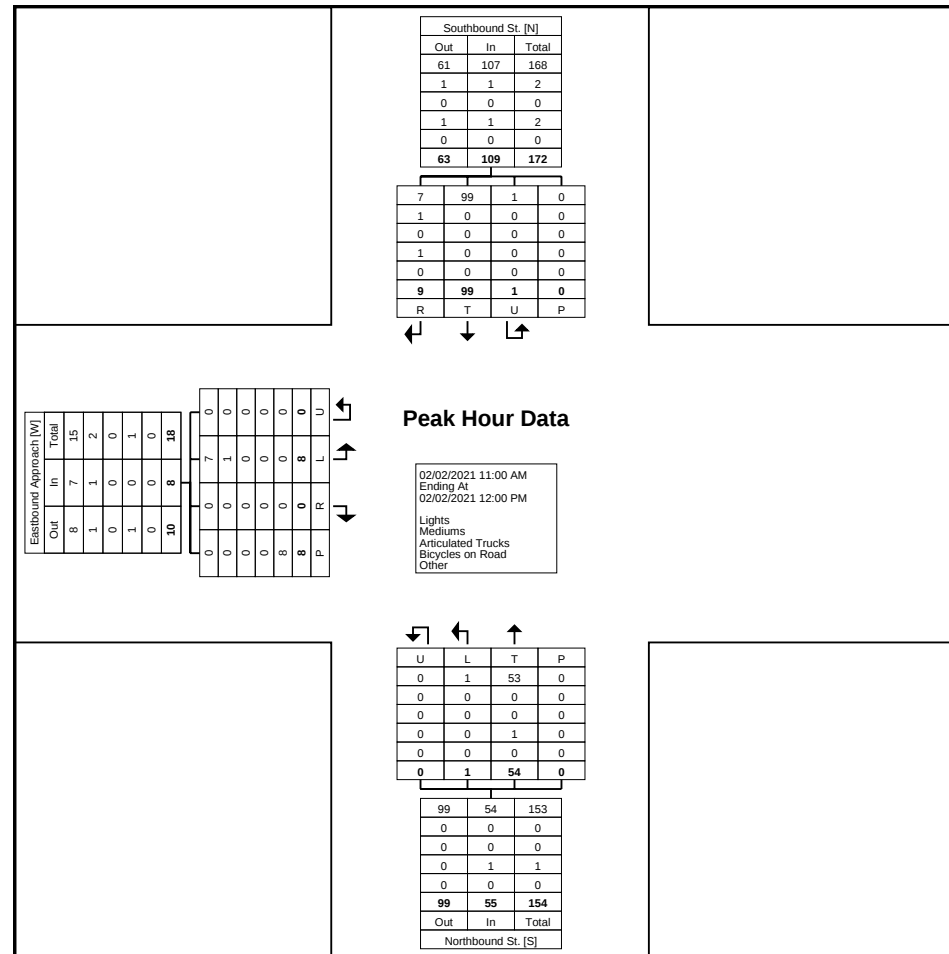
Turning Movement Peak Hour Data (11:00 AM)

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TIS
Site Code:
Start Date: 02/02/2021
Page No: 7



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



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 TIS
 Site Code:
 Start Date: 02/02/2021
 Page No: 8

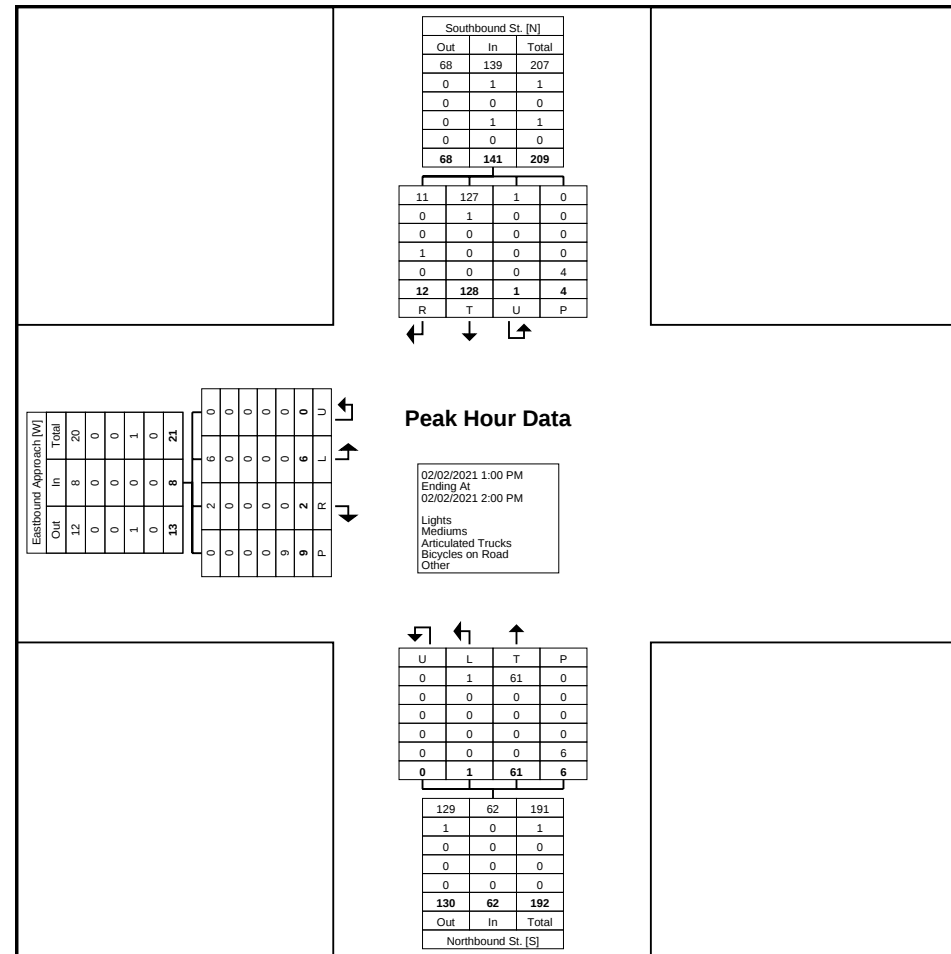
Turning Movement Peak Hour Data (1:00 PM)

Start Time	Southbound St. Southbound					Northbound St. Northbound					Eastbound Approach Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
1:00 PM	3	26	1	0	30	16	0	0	2	16	1	1	0	1	2	48
1:15 PM	4	31	0	3	35	13	1	0	2	14	0	1	0	5	1	50
1:30 PM	1	28	0	0	29	15	0	0	2	15	1	3	0	1	4	48
1:45 PM	4	43	0	1	47	17	0	0	0	17	0	1	0	2	1	65
Total	12	128	1	4	141	61	1	0	6	62	2	6	0	9	8	211
Approach %	8.5	90.8	0.7	-	-	98.4	1.6	0.0	-	-	25.0	75.0	0.0	-	-	-
Total %	5.7	60.7	0.5	-	66.8	28.9	0.5	0.0	-	29.4	0.9	2.8	0.0	-	3.8	-
PHF	0.750	0.744	0.250	-	0.750	0.897	0.250	0.000	-	0.912	0.500	0.500	0.000	-	0.500	0.812
Lights	11	127	1	-	139	61	1	0	-	62	2	6	0	-	8	209
% Lights	91.7	99.2	100.0	-	98.6	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	99.1
Mediums	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Mediums	0.0	0.8	0.0	-	0.7	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.5
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	0.0	-	-	0.0	0.0
Bicycles on Road	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	8.3	0.0	0.0	-	0.7	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	4	-	-	-	-	6	-	-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 9



Turning Movement Peak Hour Data Plot (1:00 PM)



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 10

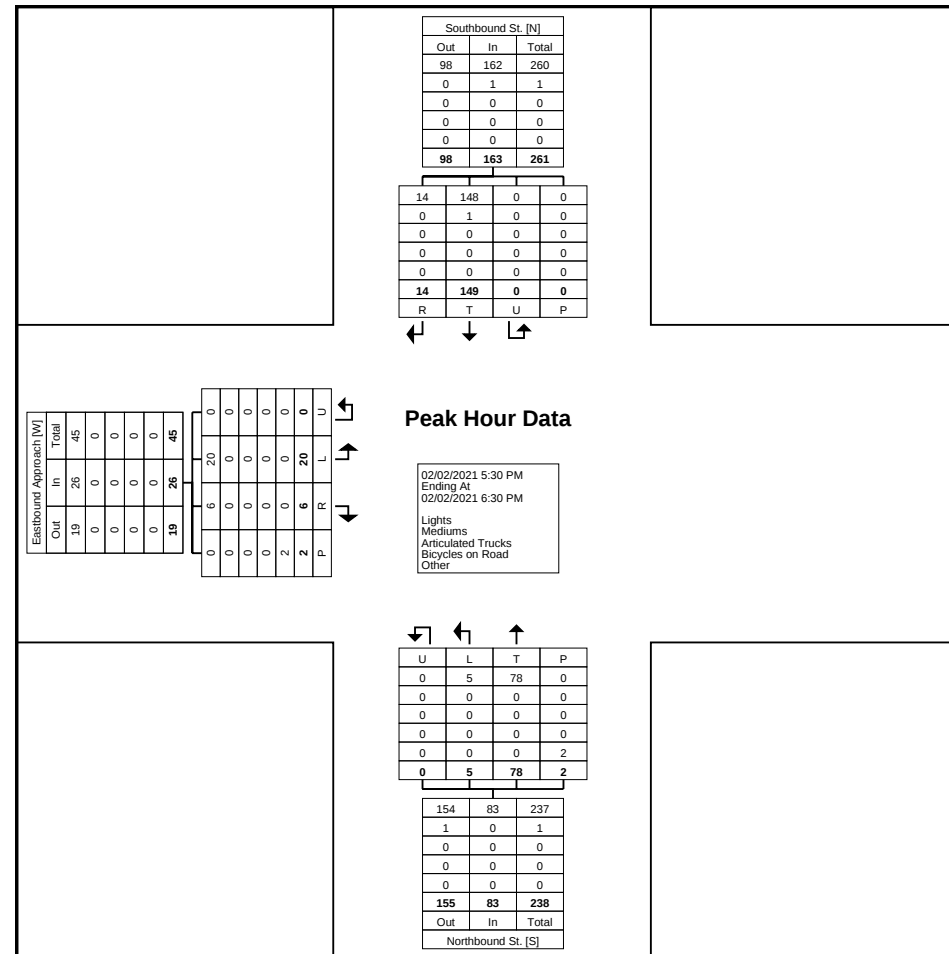
Turning Movement Peak Hour Data (5:30 PM)

Start Time	Southbound St. Southbound					Northbound St. Northbound					Eastbound Approach Eastbound					Int. Total
	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	
5:30 PM	5	38	0	0	43	15	2	0	0	17	1	8	0	0	9	69
5:45 PM	2	37	0	0	39	16	0	0	0	16	2	2	0	1	4	59
6:00 PM	6	30	0	0	36	20	0	0	2	20	2	2	0	0	4	60
6:15 PM	1	44	0	0	45	27	3	0	0	30	1	8	0	1	9	84
Total	14	149	0	0	163	78	5	0	2	83	6	20	0	2	26	272
Approach %	8.6	91.4	0.0	-	-	94.0	6.0	0.0	-	-	23.1	76.9	0.0	-	-	-
Total %	5.1	54.8	0.0	-	59.9	28.7	1.8	0.0	-	30.5	2.2	7.4	0.0	-	9.6	-
PHF	0.583	0.847	0.000	-	0.906	0.722	0.417	0.000	-	0.692	0.750	0.625	0.000	-	0.722	0.810
Lights	14	148	0	-	162	78	5	0	-	83	6	20	0	-	26	271
% Lights	100.0	99.3	-	-	99.4	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	99.6
Mediums	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Mediums	0.0	0.7	-	-	0.6	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.4
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	-	-	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	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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TIS
Site Code:
Start Date: 02/02/2021
Page No: 11



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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 1

Turning Movement Data

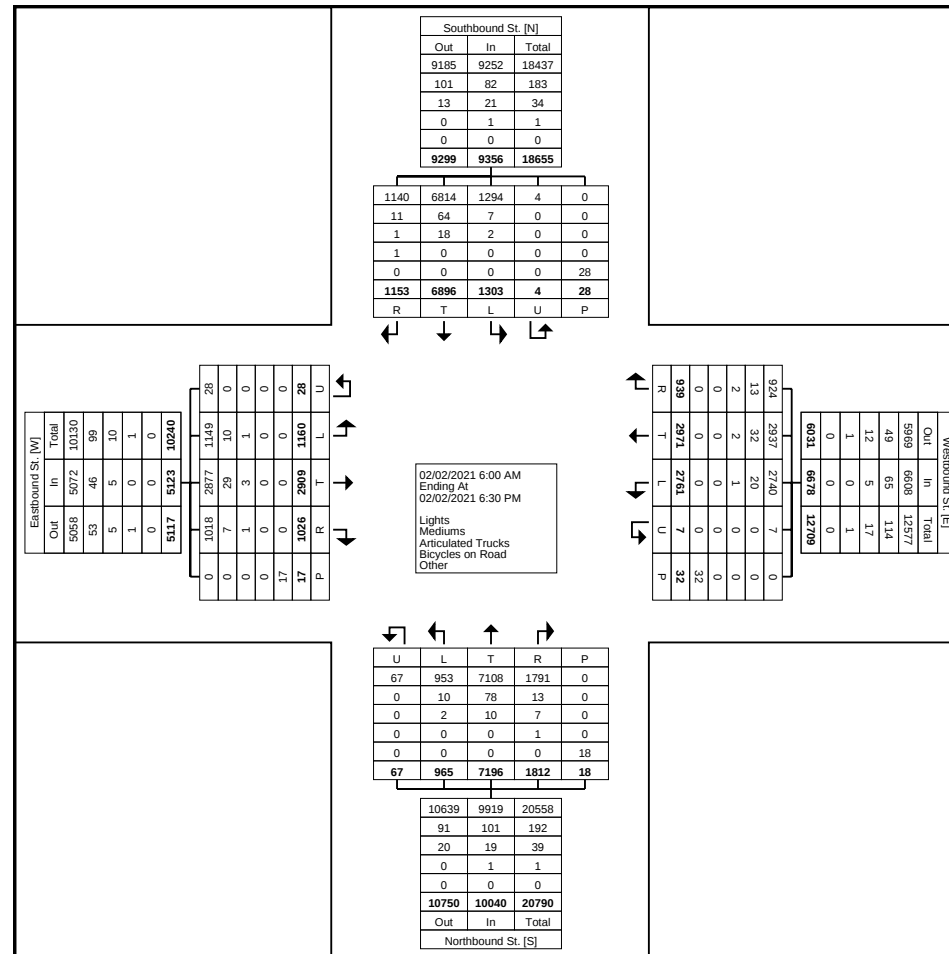
Start Time	Southbound St. Southbound							Westbound St. Westbound							Northbound St. Northbound							Eastbound St. Eastbound							Int. Total
	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	3	4	86	3	0	0	96	1	5	28	30	0	0	64	4	2	33	3	0	0	42	0	1	6	3	0	0	10	212
6:15 AM	12	2	100	6	0	0	120	2	1	45	41	0	0	89	10	1	36	3	1	1	51	5	2	12	3	0	0	22	282
6:30 AM	12	1	155	6	0	0	174	5	6	60	39	0	0	110	3	2	58	13	0	0	76	2	4	14	10	0	0	30	390
6:45 AM	25	3	157	7	1	0	193	2	4	34	32	0	0	72	10	12	78	5	0	0	105	7	6	18	7	0	0	38	408
Hourly Total	52	10	498	22	1	0	583	10	16	167	142	0	0	335	27	17	205	24	1	1	274	14	13	50	23	0	0	100	1292
7:00 AM	29	1	136	5	0	2	171	7	1	62	53	0	1	123	12	5	102	9	0	1	128	2	4	25	13	0	0	44	466
7:15 AM	26	4	156	5	0	2	191	11	3	61	47	0	2	122	11	9	102	10	1	0	133	2	3	24	8	0	0	37	483
7:30 AM	30	5	188	6	0	0	229	10	3	86	60	1	0	160	13	10	161	28	2	1	214	6	4	34	21	0	0	65	668
7:45 AM	34	1	197	18	0	3	250	12	1	106	45	0	0	164	21	20	170	12	0	0	223	8	7	53	22	0	1	90	727
Hourly Total	119	11	677	34	0	7	841	40	8	315	205	1	3	569	57	44	535	59	3	2	698	18	18	136	64	0	1	236	2344
8:00 AM	33	1	163	23	0	0	220	13	5	64	54	0	2	136	17	17	157	14	2	1	207	7	5	46	26	0	1	84	647
8:15 AM	25	4	178	14	0	1	221	16	3	85	53	0	0	157	15	19	116	14	2	0	166	8	5	49	15	0	0	77	621
8:30 AM	27	3	164	14	0	0	208	11	4	53	40	0	1	108	16	21	139	14	2	2	192	8	8	41	18	1	0	76	584
8:45 AM	41	0	180	17	0	0	238	9	4	69	53	0	0	135	12	24	174	25	1	0	236	14	7	63	26	2	0	112	721
Hourly Total	126	8	685	68	0	1	887	49	16	271	200	0	3	536	60	81	586	67	7	3	801	37	25	199	85	3	1	349	2573
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	23	2	152	44	0	0	221	18	6	82	72	0	0	178	32	24	195	24	1	0	276	25	7	63	24	2	0	121	796
11:15 AM	27	8	183	58	0	0	276	27	7	84	102	0	0	220	15	21	199	29	3	0	267	31	3	73	24	0	0	131	894
11:30 AM	25	4	202	42	1	2	274	28	7	98	82	0	1	215	34	27	198	33	1	1	293	30	9	79	31	0	0	149	931
11:45 AM	28	7	206	33	0	0	274	24	11	91	73	0	0	199	23	25	235	42	0	0	325	26	8	70	29	1	0	134	932
Hourly Total	103	21	743	177	1	2	1045	97	31	355	329	0	1	812	104	97	827	128	5	1	1161	112	27	285	108	3	0	535	3553
12:00 PM	32	4	214	41	0	2	291	13	14	95	101	0	0	223	33	21	202	34	1	1	291	33	12	96	31	1	1	173	978
12:15 PM	37	7	185	42	0	2	271	33	7	92	86	0	2	218	27	36	229	42	1	0	335	37	7	89	31	0	1	164	988
12:30 PM	28	0	217	45	0	4	290	31	6	93	99	0	2	229	30	26	210	40	1	0	307	36	5	98	33	1	0	173	999
12:45 PM	38	2	247	58	0	2	345	23	10	105	103	0	2	241	43	35	230	30	4	0	342	22	8	76	25	2	1	133	1061
Hourly Total	135	13	863	186	0	10	1197	100	37	385	389	0	6	911	133	118	871	146	7	1	1275	128	32	359	120	4	3	643	4026
1:00 PM	30	10	190	50	0	1	280	27	6	87	86	1	3	207	25	27	249	38	3	0	342	29	7	96	33	2	2	167	996
1:15 PM	43	9	207	47	1	2	307	16	8	84	84	0	2	192	32	30	230	37	2	0	331	28	11	90	54	1	0	184	1014
1:30 PM	28	4	201	43	0	0	276	30	7	100	91	0	0	228	35	22	214	28	3	0	302	32	10	101	51	2	0	196	1002
1:45 PM	35	4	183	48	0	1	270	24	8	89	96	0	0	217	26	22	239	44	2	2	333	33	5	86	48	1	1	173	993
Hourly Total	136	27	781	188	1	4	1133	97	29	360	357	1	5	844	118	101	932	147	10	2	1308	122	33	373	186	6	3	720	4005
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30 PM	26	1	214	54	0	0	295	22	13	105	95	0	0	235	34	27	261	39	2	1	363	38	4	126	36	3	1	207	1100
3:45 PM	44	7	249	52	0	0	352	24	8	88	92	0	1	212	48	18	321	30	4	0	421	25	7	111	44	0	0	187	1172
Hourly Total	70	8	463	106	0	0	647	46	21	193	187	0	1	447	82	45	582	69	6	1	784	63	11	237	80	3	1	394	2272

4:00 PM	26	3	227	64	0	0	320	28	9	88	99	1	0	225	45	31	255	33	5	1	369	36	7	135	57	0	2	235	1149
4:15 PM	41	4	252	44	0	1	341	23	8	99	100	0	6	230	72	17	288	40	3	3	420	28	7	123	66	1	2	225	1216
4:30 PM	18	6	221	53	0	0	298	25	8	104	87	0	0	224	53	24	274	31	4	0	386	28	7	120	53	3	0	211	1119
4:45 PM	29	6	235	43	1	0	314	30	14	96	85	0	0	225	55	19	312	36	5	1	427	37	9	127	61	1	2	235	1201
Hourly Total	114	19	935	204	1	1	1273	106	39	387	371	1	6	904	225	91	1129	140	17	5	1602	129	30	505	237	5	6	906	4685
5:00 PM	26	1	236	59	0	0	322	29	6	104	105	1	1	245	44	19	258	33	1	1	355	36	5	152	47	0	2	240	1162
5:15 PM	27	4	240	47	0	0	318	30	7	93	104	1	2	235	64	19	356	37	1	0	477	31	8	158	58	1	0	256	1286
5:30 PM	24	5	202	59	0	1	290	27	11	107	100	0	2	245	47	36	260	37	2	1	382	22	1	123	48	2	0	196	1113
5:45 PM	40	2	215	52	0	0	309	22	10	79	91	1	2	203	33	25	240	36	1	0	335	29	10	117	39	0	0	195	1042
Hourly Total	117	12	893	217	0	1	1239	108	34	383	400	3	7	928	188	99	1114	143	5	2	1549	118	24	550	192	3	2	887	4603
6:00 PM	23	4	171	51	0	2	249	15	10	74	91	0	0	190	33	31	222	20	2	0	308	32	13	115	39	1	0	200	947
6:15 PM	21	4	187	50	0	0	262	19	11	81	90	1	0	202	46	15	193	22	4	0	280	24	3	100	26	0	0	153	897
Grand Total	1016	137	6896	1303	4	28	9356	687	252	2971	2761	7	32	6678	1073	739	7196	965	67	18	10040	797	229	2909	1160	28	17	5123	31197
Approach %	10.9	1.5	73.7	13.9	0.0	-	-	10.3	3.8	44.5	41.3	0.1	-	-	10.7	7.4	71.7	9.6	0.7	-	-	15.6	4.5	56.8	22.6	0.5	-	-	-
Total %	3.3	0.4	22.1	4.2	0.0	-	30.0	2.2	0.8	9.5	8.9	0.0	-	21.4	3.4	2.4	23.1	3.1	0.2	-	32.2	2.6	0.7	9.3	3.7	0.1	-	16.4	-
Lights	1008	132	6814	1294	4	-	9252	675	249	2937	2740	7	-	6608	1061	730	7108	953	67	-	9919	790	228	2877	1149	28	-	5072	30851
% Lights	99.2	96.4	98.8	99.3	100.0	-	98.9	98.3	98.8	98.9	99.2	100.0	-	99.0	98.9	98.8	98.8	98.8	100.0	-	98.8	99.1	99.6	98.9	99.1	100.0	-	99.0	98.9
Mediums	7	4	64	7	0	-	82	10	3	32	20	0	-	65	7	6	78	10	0	-	101	6	1	29	10	0	-	46	294
% Mediums	0.7	2.9	0.9	0.5	0.0	-	0.9	1.5	1.2	1.1	0.7	0.0	-	1.0	0.7	0.8	1.1	1.0	0.0	-	1.0	0.8	0.4	1.0	0.9	0.0	-	0.9	0.9
Articulated Trucks	1	0	18	2	0	-	21	2	0	2	1	0	-	5	5	2	10	2	0	-	19	1	0	3	1	0	-	5	50
% Articulated Trucks	0.1	0.0	0.3	0.2	0.0	-	0.2	0.3	0.0	0.1	0.0	0.0	-	0.1	0.5	0.3	0.1	0.2	0.0	-	0.2	0.1	0.0	0.1	0.1	0.0	-	0.1	0.2
Bicycles on Road	0	1	0	0	0	-	1	0	0	0	0	0	-	0	0	1	0	0	0	-	1	0	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.7	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	14.3	-	-	-	-	-	9.4	-	-	-	-	-	-	-	22.2	-	-	-	-	-	29.4	-	-	-
Pedestrians	-	-	-	-	-	24	-	-	-	-	-	29	-	-	-	-	-	-	-	14	-	-	-	-	-	12	-	-	-
% Pedestrians	-	-	-	-	-	85.7	-	-	-	-	-	90.6	-	-	-	-	-	-	-	77.8	-	-	-	-	-	70.6	-	-	-



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TIS
Site Code:
Start Date: 02/02/2021
Page No: 3



Turning Movement Data Plot



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Start Date: 02/02/2021
Page No: 4

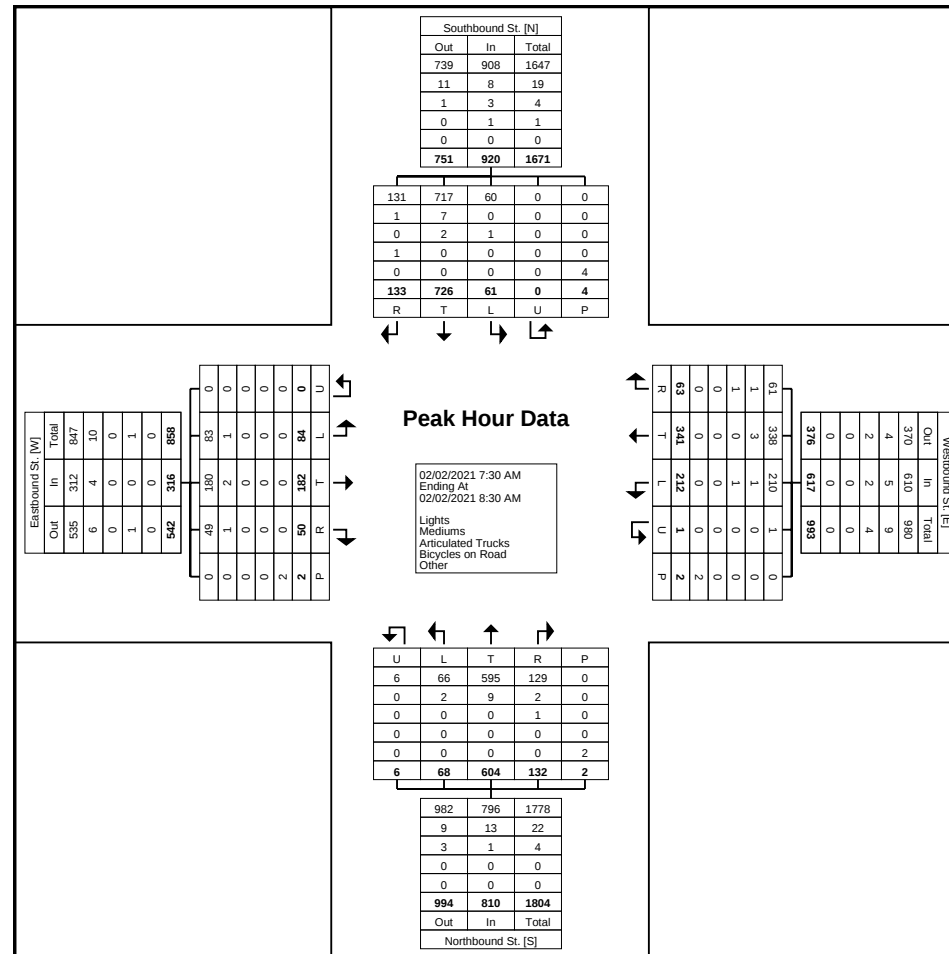
Turning Movement Peak Hour Data (7:30 AM)

Start Time	Southbound St. Southbound							Westbound St. Westbound							Northbound St. Northbound							Eastbound St. 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	30	5	188	6	0	0	229	10	3	86	60	1	0	160	13	10	161	28	2	1	214	6	4	34	21	0	0	65	668
7:45 AM	34	1	197	18	0	3	250	12	1	106	45	0	0	164	21	20	170	12	0	0	223	8	7	53	22	0	1	90	727
8:00 AM	33	1	163	23	0	0	220	13	5	64	54	0	2	136	17	17	157	14	2	1	207	7	5	46	26	0	1	84	647
8:15 AM	25	4	178	14	0	1	221	16	3	85	53	0	0	157	15	19	116	14	2	0	166	8	5	49	15	0	0	77	621
Total	122	11	726	61	0	4	920	51	12	341	212	1	2	617	66	66	604	68	6	2	810	29	21	182	84	0	2	316	2663
Approach %	13.3	1.2	78.9	6.6	0.0	-	-	8.3	1.9	55.3	34.4	0.2	-	-	8.1	8.1	74.6	8.4	0.7	-	-	9.2	6.6	57.6	26.6	0.0	-	-	-
Total %	4.6	0.4	27.3	2.3	0.0	-	34.5	1.9	0.5	12.8	8.0	0.0	-	23.2	2.5	2.5	22.7	2.6	0.2	-	30.4	1.1	0.8	6.8	3.2	0.0	-	11.9	-
PHF	0.897	0.550	0.921	0.663	0.000	-	0.920	0.797	0.600	0.804	0.883	0.250	-	0.941	0.786	0.825	0.888	0.607	0.750	-	0.908	0.906	0.750	0.858	0.808	0.000	-	0.878	0.916
Lights	121	10	717	60	0	-	908	49	12	338	210	1	-	610	64	65	595	66	6	-	796	28	21	180	83	0	-	312	2626
% Lights	99.2	90.9	98.8	98.4	-	-	98.7	96.1	100.0	99.1	99.1	100.0	-	98.9	97.0	98.5	98.5	97.1	100.0	-	98.3	96.6	100.0	98.9	98.8	-	-	98.7	98.6
Mediums	1	0	7	0	0	-	8	1	0	3	1	0	-	5	1	1	9	2	0	-	13	1	0	2	1	0	-	4	30
% Mediums	0.8	0.0	1.0	0.0	-	-	0.9	2.0	0.0	0.9	0.5	0.0	-	0.8	1.5	1.5	1.5	2.9	0.0	-	1.6	3.4	0.0	1.1	1.2	-	-	1.3	1.1
Articulated Trucks	0	0	2	1	0	-	3	1	0	0	1	0	-	2	1	0	0	0	0	-	1	0	0	0	0	0	-	0	6
% Articulated Trucks	0.0	0.0	0.3	1.6	-	-	0.3	2.0	0.0	0.0	0.5	0.0	-	0.3	1.5	0.0	0.0	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Road	0	1	0	0	0	-	1	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	9.1	0.0	0.0	-	-	0.1	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-



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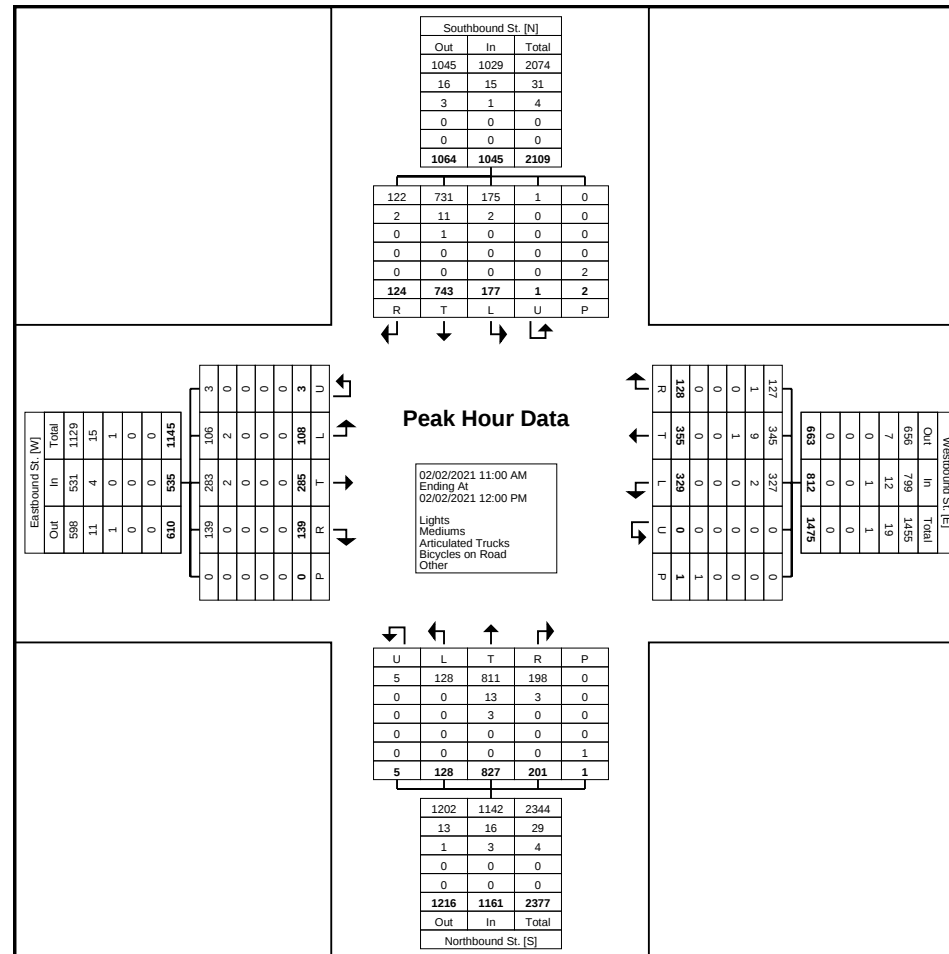
Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 5





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Start Date: 02/02/2021
Page No: 7



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



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Site Code:
Start Date: 02/02/2021
Page No: 8

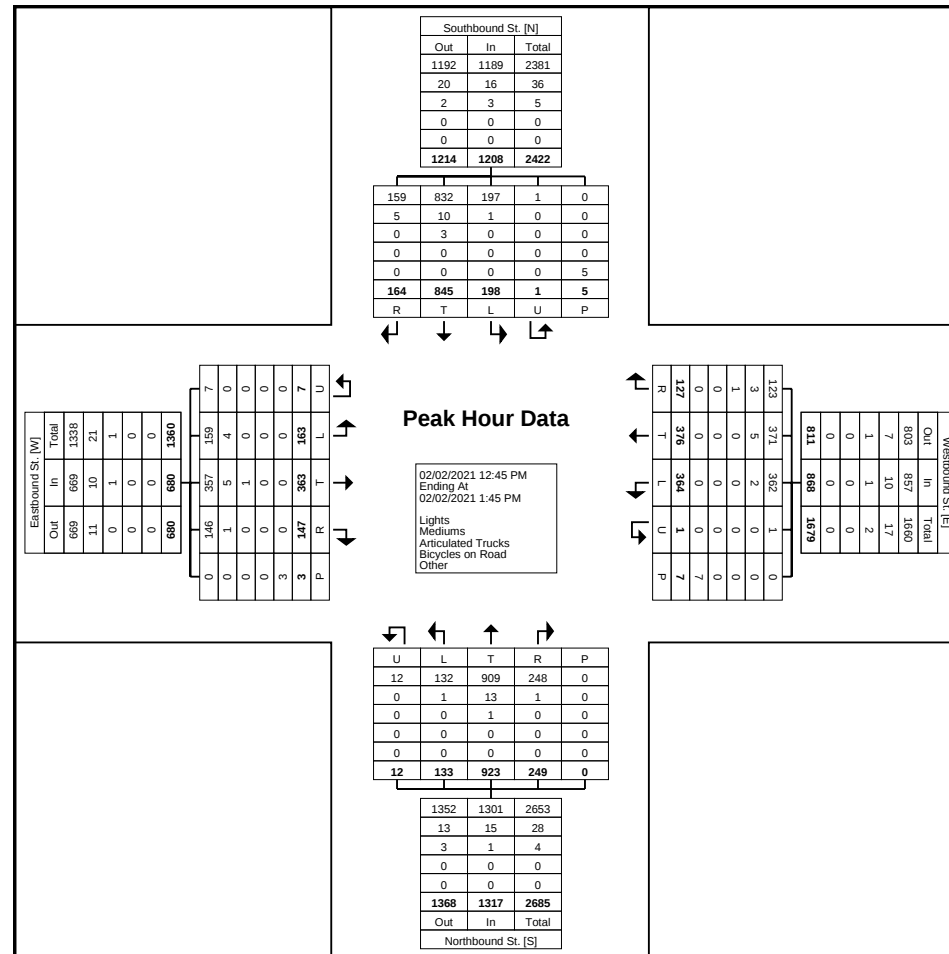
Turning Movement Peak Hour Data (12:45 PM)

Start Time	Southbound St. Southbound							Westbound St. Westbound							Northbound St. Northbound							Eastbound St. 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	
12:45 PM	38	2	247	58	0	2	345	23	10	105	103	0	2	241	43	35	230	30	4	0	342	22	8	76	25	2	1	133	1061
1:00 PM	30	10	190	50	0	1	280	27	6	87	86	1	3	207	25	27	249	38	3	0	342	29	7	96	33	2	2	167	996
1:15 PM	43	9	207	47	1	2	307	16	8	84	84	0	2	192	32	30	230	37	2	0	331	28	11	90	54	1	0	184	1014
1:30 PM	28	4	201	43	0	0	276	30	7	100	91	0	0	228	35	22	214	28	3	0	302	32	10	101	51	2	0	196	1002
Total	139	25	845	198	1	5	1208	96	31	376	364	1	7	868	135	114	923	133	12	0	1317	111	36	363	163	7	3	680	4073
Approach %	11.5	2.1	70.0	16.4	0.1	-	-	11.1	3.6	43.3	41.9	0.1	-	-	10.3	8.7	70.1	10.1	0.9	-	-	16.3	5.3	53.4	24.0	1.0	-	-	-
Total %	3.4	0.6	20.7	4.9	0.0	-	29.7	2.4	0.8	9.2	8.9	0.0	-	21.3	3.3	2.8	22.7	3.3	0.3	-	32.3	2.7	0.9	8.9	4.0	0.2	-	16.7	-
PHF	0.808	0.625	0.855	0.853	0.250	-	0.875	0.800	0.775	0.895	0.883	0.250	-	0.900	0.785	0.814	0.927	0.875	0.750	-	0.963	0.867	0.818	0.899	0.755	0.875	-	0.867	0.960
Lights	137	22	832	197	1	-	1189	92	31	371	362	1	-	857	134	114	909	132	12	-	1301	111	35	357	159	7	-	669	4016
% Lights	98.6	88.0	98.5	99.5	100.0	-	98.4	95.8	100.0	98.7	99.5	100.0	-	98.7	99.3	100.0	98.5	99.2	100.0	-	98.8	100.0	97.2	98.3	97.5	100.0	-	98.4	98.6
Mediums	2	3	10	1	0	-	16	3	0	5	2	0	-	10	1	0	13	1	0	-	15	0	1	5	4	0	-	10	51
% Mediums	1.4	12.0	1.2	0.5	0.0	-	1.3	3.1	0.0	1.3	0.5	0.0	-	1.2	0.7	0.0	1.4	0.8	0.0	-	1.1	0.0	2.8	1.4	2.5	0.0	-	1.5	1.3
Articulated Trucks	0	0	3	0	0	-	3	1	0	0	0	0	-	1	0	0	1	0	0	-	1	0	0	1	0	0	-	1	6
% Articulated Trucks	0.0	0.0	0.4	0.0	0.0	-	0.2	1.0	0.0	0.0	0.0	0.0	-	0.1	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.3	0.0	0.0	-	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	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	0.0
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	20.0	-	-	-	-	-	-	14.3	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	80.0	-	-	-	-	-	-	85.7	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

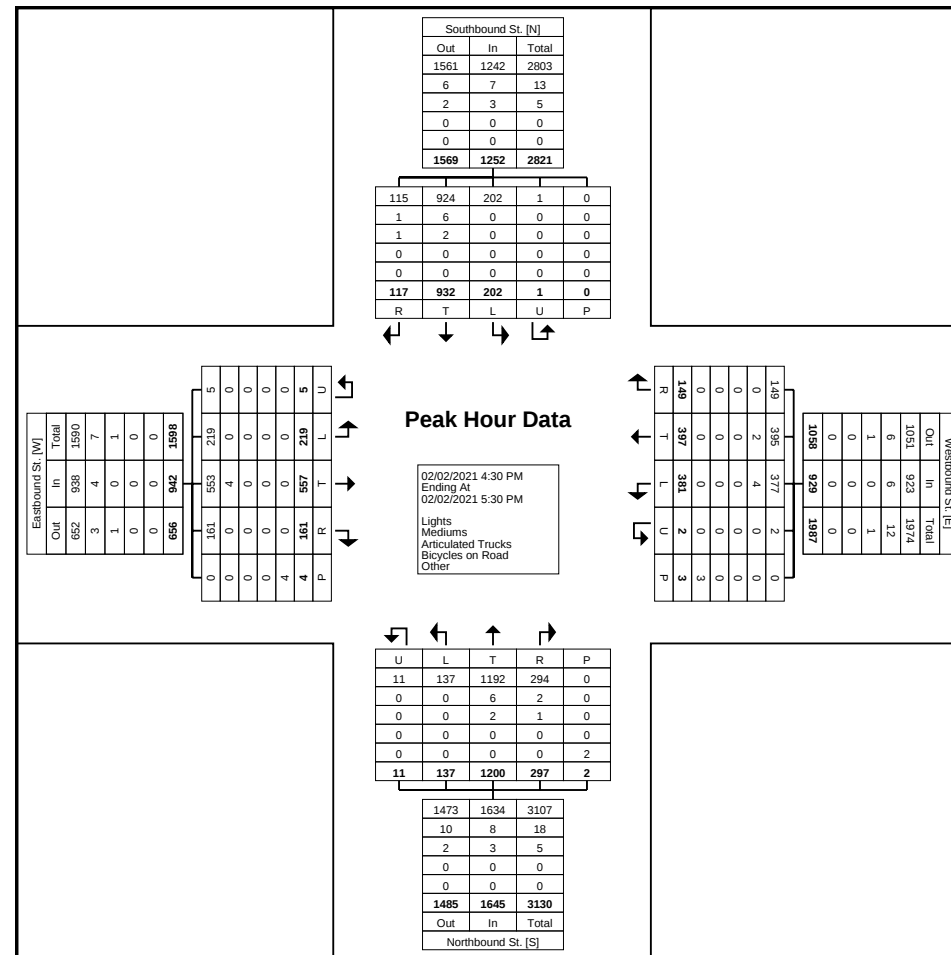


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Count Name: NM 296.02 Ramada Apartments
TIS
Site Code:
Start Date: 02/02/2021
Page No: 9



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



Turning Movement Peak Hour Data Plot (4:30 PM)

Monday, February 03, 2020 (Updated)

Jeanne Wolfenbarger, P.E.
Transportation Development Section
Planning Department
City of Albuquerque
600 Second St. SE
Albuquerque, NM 87102

Re: Lomas Car Wash (Lomas Blvd. West of Eubank Blvd.)

Dear Jeanne:

This letter of analysis is intended for the purpose of providing the City of Albuquerque with sufficient traffic data / analysis in order to determine the feasibility of allowing an eastbound left-turn-in at the existing right-in, right-out driveway at the new (remodeled) car wash facility on the north side of Lomas Blvd. approximately 480 feet west of Eubank Blvd. (centerline to centerline). The data / analysis provided in this letter of analysis includes:

- 1) Recent AM and PM Peak Hour turning movements volumes at the signalized intersection of Lomas Blvd. / Eubank Blvd.
- 2) Trip generation calculation to estimate the new trips that will be added to the roadway system as a result of implementation of the car wash.
- 3) Trip distribution calculations to approximate the origin-destination of the trips generated by the subject car wash facility.
- 4) Car Wash trips were added to the AM and PM Peak Hour volumes at the signalized intersection of Lomas Blvd. / Eubank Blvd. Analysis of the AM and PM Peak Hour BUILD Condition volumes at Lomas / Eubank was performed utilizing Synchro 10 software (by Trafficware). Synchro 10 utilizes HCM, 6th Edition methodology to analyze signalized intersections. Of particular concern are the operational levels-of-service at the signalized intersection, but more importantly, the calculated 95th Percentile Queue lengths for each lane group. The calculated 95th Percentile Queue length for each lane group was determined utilizing HCM, 6th Edition methodology for calculating queuing lengths at signalized intersections.
- 5) Unsignalized intersection analysis for the AM and PM Peak Hour BUILD conditions was performed to determine the operational levels-of-service for the proposed right-in, right-out, left-in only driveway.

Re: Lomas Car Wash (Lomas Blvd. West of Eubank Blvd.)

The attachments to this letter of study include:

Sheet A-1: Vicinity Map for project
 Sheet A-2: Aerial Photo of project area
 Sheet A-3: Traffic count worksheet (Lomas Blvd. / Eubank Blvd.)
 Sheet A-4: Trip generation table
 Sheet A-5: Trip distribution DASZ map
 Sheet A-6 thru A-9: Trip distribution calculation table
 Sheet A-10: Trip distribution map
 Sheet A-11: Trip assignments (% entering)
 Sheet A-12: Trip assignments (% exiting)
 Sheet A-13 thru A-17: Turning movements volume worksheets
 Sheet A-18 thru A-21: Synchro 10 Signalized Intersection Reports (HCM6)
 Sheet A-22 thru A-23: Synchro 10 Unsignalized Intersection Reports (HCM6)
 Sheet A- 24: Conceptual drawing of new eastbound left turn lane
 Sheet A-25 thru A-28: Aerial Photos of other major intersections along Lomas Blvd.

The signalized intersection analyses were performed using existing signal timing plan received from the City of Albuquerque's Traffic Operations Division (Traffic Signal Shop). The signalized intersection of Lomas Blvd. / Eubank Blvd. is a part of a coordinated traffic signal system interconnected along Eubank Blvd. in a north-south direction.

The AM / PM Peak Hour signalized intersection analyses reports for Lomas Blvd. / Eubank Blvd. are on Sheets A-17 through A-20 in the attached Appendix. The following table summarizes the calculated levels-of-service and delays for the intersection:

Lomas / Eubank	2019 AM Peak Hour		2019 PM Peak Hour	
	LOS – Delay	95 th % Queue	LOS – Delay	95 th % Queue
EB LT	E – 59.8	113	E – 59.6	195
EB Thru	D – 41.1	148	D – 50.5	355
EB RT	D – 41.9	158	E – 56.7	380
WB LT	D – 49.7	253	E – 63.8	283
WB Thru	D – 40.6	348	D – 38.0	225
WB RT	D – 43.5	370	D – 38.7	230
NB LT	E – 64.6	163	E – 60.3	90
NB Thru	C – 23.1	260	C – 33.2	463
NB RT	B – 11.7	118	B – 16.1	180
SB LT	D – 54.8	90	F – 137.4	285
SB Thru	D – 36.5	533	C – 29.8	403
SB RT	D – 42.6	570	C – 31.8	425

The area of concern is focused on the eastbound approach on Lomas Blvd. at Eubank Blvd. The maximum calculated eastbound queue length (95th Percentile) is 380 feet. The

Re: Lomas Car Wash (Lomas Blvd. West of Eubank Blvd.)

proposed left-turn-in to the car wash driveway is approximately 410 feet west of the eastbound stop bar on Lomas Blvd. at Eubank. Therefore, there is approximately 410 feet of queuing storage available for eastbound Lomas Blvd. between the Eubank Blvd. eastbound stop bar and the driveway location. However, this letter of analysis recommends that a 150 feet long eastbound left turn lane plus transition be constructed on Lomas Blvd. at the Car Wash driveway location. Eastbound traffic on Lomas Blvd. desiring to travel to the new car wash will transition into the eastbound left turn lane approximately 150 to 250 feet west of the actual driveway location. It is proposed that the eastbound left turn lane will be separated from the eastbound thru lanes by a narrow raised median (approximately 1 feet to 2 feet wide). The westernmost 50 feet of the raised median should be roll curb and the remainder should be median curb. Thus left turn car wash traffic will transition into the eastbound left turn lane and be separated from the thru lanes approximately 560 feet west of the eastbound stop bar on Lomas Blvd. at Eubank Blvd. Therefore, the design will allow for 560 feet of eastbound queuing on Lomas Blvd. at Eubank Blvd. before the left turn entrance is in danger of being blocked. The maximum 95th Percentile eastbound queue on Lomas at Eubank is 380 feet. Therefore, it is extremely unlikely that the eastbound queuing on Lomas Blvd. at the new left-in access to the new driveway will interfere with the car wash traffic and vice versa.

The unsignalized intersection analyses (Synchro 10, HCM6) also was evaluated for the 2019 AM and PM Peak Hour BUILD conditions associated with this proposal. The following table summarizes the results of the driveway analyses:

Lomas / Dwy.	2019 AM Peak Hour		2019 PM Peak Hour	
	LOS – Delay	95 th % Queue	LOS – Delay	95 th % Queue
EB LT	C – 21.5	<25	B – 12.2	<25
EB Thru	N/A	N/A	N/A	N/A
EB RT	N/A	N/A	N/A	N/A
WB LT	N/A	N/A	N/A	N/A
WB Thru	N/A	N/A	N/A	N/A
WB RT	N/A	N/A	N/A	N/A
NB LT	N/A	N/A	N/A	N/A
NB Thru	N/A	N/A	N/A	N/A
NB RT	N/A	N/A	N/A	N/A
SB LT	N/A	N/A	N/A	N/A
SB Thru	N/A	N/A	N/A	N/A
SB RT	C – 17.6	<25	B – 11.9	<25

The calculated levels-of-service and delays for the driveway (especially the proposed eastbound left-turn-in movement) are acceptable. The calculated 95th Percentile queuing for the eastbound left turn movement are both less than 1 vehicle length for the AM Peak Hour and for the PM Peak Hour. Therefore, both are reported as less than 25 feet (the length of one vehicle) since a partial vehicle cannot queue.

Page 4 of 4

Ernest Armijo, P.E.

Monday, February 03, 2020 (Updated)

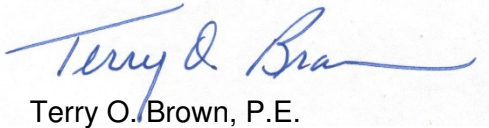
Re: Lomas Car Wash (Lomas Blvd. West of Eubank Blvd.)

Attached to this letter of analysis are four other major signalized intersections along Lomas Blvd. to the east and west of Eubank Blvd. that show access driveways along Lomas Blvd. relative to the major signalized intersections for comparative purposes. What we are proposing is consistent with other access along Lomas Blvd. close to major signalized intersections.

In summary, this letter of analysis finds that the implementation of the proposed eastbound left turn in to the east driveway of the new car wash facility on the north side of Lomas Blvd. west of Eubank Blvd. will have no significant adverse impact on the nearby traffic. The analysis finds the request for the eastbound left turn in at the driveway to be acceptable, and recommends that the City of Albuquerque approve the request with the provision that the eastbound left turn lane be constructed as described in this letter.

Please call me if you have questions.

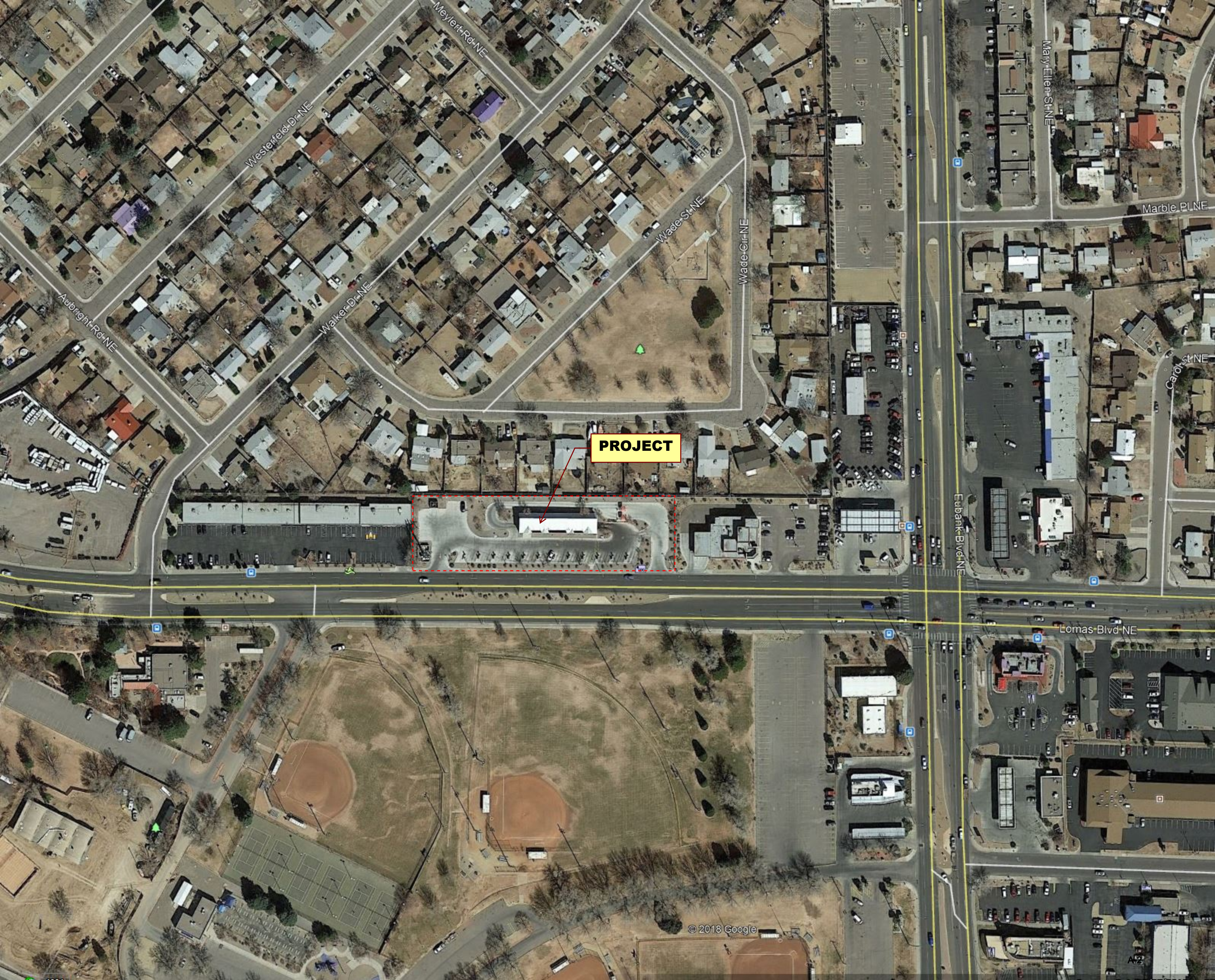
Best Regards,

A handwritten signature in blue ink that reads "Terry O. Brown". The signature is fluid and cursive, with the first and last names being more prominent.

Terry O. Brown, P.E.

attachments as noted

cc: Les LaMastus, LBJ Enterprises w/attachments
Jim Strozier, Consensus Planning w/attachments



PROJECT

Traffic Count Data Sheet

Year Counts Taken: 2018

E-W Street:
N-S Street:Lomas Blvd.
Eubank Blvd.Speed Limit (Lomas Blvd.)=
Speed Limit (Eubank Blvd.)=35 MPH
40 MPH
12/5/18

Signalized

Begin Time	End Time	Eastbound (Lomas Blvd.)				Westbound (Lomas Blvd.)				Northbound (Eubank Blvd.)				Southbound (Eubank Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
7:00 AM	7:15 AM	16	56	7	0	72	97	16	0	15	132	31	0	13	207	58	0
7:15 AM	7:30 AM	28	59	12	0	101	184	23	0	21	188	35	0	21	258	66	0
7:30 AM	7:45 AM	38	56	16	1	91	211	27	0	47	228	45	0	30	315	70	0
7:45 AM	8:00 AM	41	90	18	0	101	231	42	2	59	256	55	0	36	325	84	1
8:00 AM	8:15 AM	32	66	24	0	83	172	18	0	61	204	52	0	32	335	59	0
8:15 AM	8:30 AM	28	59	18	1	73	127	19	1	20	204	42	0	20	279	63	0
8:30 AM	8:45 AM	22	57	14	0	80	109	21	0	19	192	44	0	19	246	46	1
8:45 AM	9:00 AM	38	61	19	0	71	123	22	0	20	200	43	1	26	241	40	0
AM Peak Hour Volumes		139	271	70	1	376	798	110	2	188	876	187	0	119	1233	279	1
% of Total Traffic		3.0%	5.8%	1.5%		8.1%	17.2%	2.4%		4.0%	18.8%	4.0%		2.6%	26.5%	6.0%	
% Directional			10.3%				27.6%				26.9%				35.1%		
AM Peak Hour Factor			0.81				0.86				0.85				0.92		

Begin Time	End Time	Eastbound (Lomas Blvd.)				Westbound (Lomas Blvd.)				Northbound (Eubank Blvd.)				Southbound (Eubank Blvd.)			
		L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians	L	T	R	Pedestrians
4:00 PM	4:15 PM	71	117	22	2	106	84	25	3	25	355	62	0	67	290	47	0
4:15 PM	4:30 PM	53	140	36	0	93	97	37	0	31	304	64	0	55	258	46	0
4:30 PM	4:45 PM	64	134	26	0	89	90	37	2	34	316	67	0	59	283	39	0
4:45 PM	5:00 PM	69	194	36	1	93	114	45	0	23	316	62	0	62	244	25	0
5:00 PM	5:15 PM	65	175	43	0	95	97	36	0	27	384	59	0	64	335	49	0
5:15 PM	5:30 PM	59	175	35	0	97	101	42	0	45	338	62	0	69	277	35	0
5:30 PM	5:45 PM	57	147	31	1	99	107	31	0	17	343	53	0	62	270	38	0
5:45 PM	6:00 PM	39	96	36	1	90	85	41	0	25	306	54	0	69	229	36	0
PM Peak Hour Volumes		250	691	145	2	384	419	154	0	112	1381	236	0	257	1126	147	0
% of Total Traffic		4.7%	13.0%	2.7%		7.2%	7.9%	2.9%		2.1%	26.0%	4.5%		4.8%	21.2%	2.8%	
% Directional			20.5%				18.0%				32.6%				28.9%		
PM Peak Hour Factor			0.91				0.95				0.92				0.85		

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR		
		ENTER	EXIT	ENTER	EXIT	
Units						
		505	25	20	27	17

Automatic Car Wash (Local Data)

4.50

1,000 S.F.

A-5

Trip Distribution Table

Car Wash Renovation (Lomas Blvd. / Eubank Blvd.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'

2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico.

							(EN) Eubank Blvd. North			(LE) Lomas Blvd. East		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	2040	2020								
Boundary Specified on DASZ Map												
7401	100%	743	800	759	759	0.50%	50%	0.25%	380	0%	0.00%	0
7402	100%	1134	1821	1,330	1,330	0.88%	50%	0.44%	665	0%	0.00%	0
7403	100%	1079	1146	1,098	1,098	0.73%	100%	0.73%	1,098	0%	0.00%	0
7411	100%	1475	1610	1,514	1,514	1.00%	50%	0.50%	757	0%	0.00%	0
7412	100%	1395	1614	1,458	1,458	0.97%	100%	0.97%	1,458	0%	0.00%	0
7421	100%	1419	2022	1,591	1,591	1.06%	50%	0.53%	796	0%	0.00%	0
7423	10%	2480	2665	2,533	253	0.17%	50%	0.08%	127	0%	0.00%	0
7424	100%	1274	1257	1,269	1,269	0.84%	50%	0.42%	635	0%	0.00%	0
7425	100%	1126	1386	1,200	1,200	0.80%	50%	0.40%	600	0%	0.00%	0
7426	100%	1223	1174	1,209	1,209	0.80%	50%	0.40%	605	0%	0.00%	0
7431	100%	1512	1582	1,532	1,532	1.02%	50%	0.51%	766	0%	0.00%	0
7432	100%	1341	1361	1,347	1,347	0.89%	50%	0.45%	674	0%	0.00%	0
7433	25%	1717	2291	1,881	470	0.31%	50%	0.16%	235	0%	0.00%	0
7434	95%	1261	1440	1,312	1,246	0.83%	0%	0.00%	0	100%	0.83%	1,246
7435	100%	2084	2944	2,330	2,330	1.55%	0%	0.00%	0	100%	1.55%	2,330
7436	5%	755	1223	889	44	0.03%	0%	0.00%	0	100%	0.03%	44
7441	40%	2708	2934	2,773	1,109	0.74%	0%	0.00%	0	100%	0.74%	1,109
7444	20%	988	1064	1,010	202	0.13%	0%	0.00%	0	100%	0.13%	202
7445	95%	2834	2837	2,835	2,693	1.79%	0%	0.00%	0	100%	1.79%	2,693
7451	100%	1548	1622	1,569	1,569	1.04%	0%	0.00%	0	100%	1.04%	1,569
7452	100%	1464	1481	1,469	1,469	0.97%	0%	0.00%	0	100%	0.97%	1,469
7453	100%	1724	1864	1,764	1,764	1.17%	0%	0.00%	0	100%	1.17%	1,764
7454	100%	1391	1474	1,415	1,415	0.94%	0%	0.00%	0	100%	0.94%	1,415
7455	60%	1254	1600	1,353	812	0.54%	0%	0.00%	0	100%	0.54%	812
7456	100%	846	869	853	853	0.57%	0%	0.00%	0	100%	0.57%	853
7461	100%	2086	2236	2,129	2,129	1.41%	50%	0.71%	1,065	50%	0.71%	1,065
7462	100%	1681	1689	1,683	1,683	1.12%	50%	0.56%	842	50%	0.56%	842
7463	100%	1547	1577	1,556	1,556	1.03%	0%	0.00%	0	100%	1.03%	1,556
7464	100%	1215	1335	1,249	1,249	0.83%	0%	0.00%	0	100%	0.83%	1,249
7501	100%	1367	1493	1,403	1,403	0.93%	0%	0.00%	0	0%	0.00%	0
7503	100%	1139	1142	1,140	1,140	0.76%	50%	0.38%	570	0%	0.00%	0
7502	100%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
7511	100%	1281	1256	1,274	1,274	0.85%	50%	0.42%	637	0%	0.00%	0
7512	100%	1354	1371	1,359	1,359	0.90%	50%	0.45%	680	0%	0.00%	0
7521	100%	1207	1350	1,248	1,248	0.83%	50%	0.41%	624	50%	0.41%	624
7522	100%	1622	1520	1,593	1,593	1.06%	0%	0.00%	0	100%	1.06%	1,593
7531	100%	1882	2026	1,923	1,923	1.28%	25%	0.32%	481	75%	0.96%	1,442
7532	100%	1531	1554	1,538	1,538	1.02%	50%	0.51%	769	50%	0.51%	769
7533	100%	1365	1927	1,526	1,526	1.01%	50%	0.51%	763	50%	0.51%	763
7534	100%	2854	3207	2,955	2,955	1.96%	50%	0.98%	1,478	50%	0.98%	1,478
7551	100%	746	755	749	749	0.50%	0%	0.00%	0	50%	0.25%	375
7552	100%	934	1069	973	973	0.65%	0%	0.00%	0	100%	0.65%	973
7553	100%	2228	2153	2,207	2,207	1.46%	0%	0.00%	0	100%	1.46%	2,207
7554	100%	2016	2249	2,083	2,083	1.38%	0%	0.00%	0	50%	0.69%	1,042
7561	100%	152	210	169	169	0.11%	0%	0.00%	0	50%	0.06%	85
7562	100%	1919	1767	1,876	1,876	1.24%	0%	0.00%	0	100%	1.24%	1,876
7571	100%	1215	1209	1,213	1,213	0.80%	50%	0.40%	607	50%	0.40%	607
7572	100%	2045	2012	2,036	2,036	1.35%	25%	0.34%	509	75%	1.01%	1,527
7601	70%	943	915	935	655	0.43%	25%	0.11%	164	0%	0.00%	0
7602	20%	1103	1143	1,114	223	0.15%	50%	0.07%	112	0%	0.00%	0
7603	100%	1243	1484	1,312	1,312	0.87%	25%	0.22%	328	0%	0.00%	0
7621	35%	1223	1271	1,237	433	0.29%	25%	0.07%	108	0%	0.00%	0
7631	100%	1166	1220	1,181	1,181	0.78%	25%	0.20%	295	0%	0.00%	0
7632	30%	989	1107	1,023	307	0.20%	25%	0.05%	77	0%	0.00%	0
7633	100%	1869	2020	1,912	1,912	1.27%	25%	0.32%	478	0%	0.00%	0
7634	100%	688	718	697	697	0.46%	25%	0.12%	174	0%	0.00%	0
7641	100%	1291	1372	1,314	1,314	0.87%	25%	0.22%	329	0%	0.00%	0
7642	100%	841	906	860	860	0.57%	25%	0.14%	215	0%	0.00%	0
7652	100%	1035	1040	1,036	1,036	0.69%	50%	0.34%	518	0%	0.00%	0
7661	100%	298	503	357	357	0.24%	50%	0.12%	179	0%	0.00%	0
7662	100%	1724	1769	1,737	1,737	1.15%	50%	0.58%	869	0%	0.00%	0
7681	100%	0	2510	717	717	0.48%	25%	0.12%	179	0%	0.00%	0

Trip Distribution Table

Car Wash Renovation (Lomas Blvd. / Eubank Blvd.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial Trips**

2012 and 2040 Data Taken from Mid-Region Council of Governments'

2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(EN)			(LE)		
							Eubank Blvd. North			Lomas Blvd. East		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	2040	2020								
Boundary Specified on DASZ Map												
7682	100%	0	300	86	86	0.06%	25%	0.01%	22	0%	0.00%	0
7683	100%	127	349	190	190	0.13%	25%	0.03%	48	0%	0.00%	0
7684	100%	855	1798	1,124	1,124	0.75%	25%	0.19%	281	0%	0.00%	0
7685	100%	0	447	128	128	0.08%	25%	0.02%	32	0%	0.00%	0
7691	100%	277	2619	946	946	0.63%	25%	0.16%	237	0%	0.00%	0
7692	100%	501	789	583	583	0.39%	25%	0.10%	146	0%	0.00%	0
7693	100%	184	500	274	274	0.18%	25%	0.05%	69	0%	0.00%	0
7694	100%	0	946	270	270	0.18%	25%	0.04%	68	0%	0.00%	0
7695	100%	0	4111	1,175	1,175	0.78%	25%	0.19%	294	0%	0.00%	0
7696	100%	798	1373	962	962	0.64%	25%	0.16%	241	0%	0.00%	0
7711	100%	1101	1162	1,118	1,118	0.74%	50%	0.37%	559	50%	0.37%	559
7712	80%	1478	1457	1,472	1,178	0.78%	50%	0.39%	589	50%	0.39%	589
7713	100%	1724	1813	1,749	1,749	1.16%	50%	0.58%	875	50%	0.58%	875
7721	100%	2340	2529	2,394	2,394	1.59%	0%	0.00%	0	50%	0.79%	1,197
7722	60%	1003	1140	1,042	625	0.41%	0%	0.00%	0	50%	0.21%	313
7723	70%	1102	1352	1,173	821	0.54%	0%	0.00%	0	50%	0.27%	411
8131	15%	1229	1397	1,277	192	0.13%	0%	0.00%	0	0%	0.00%	0
8132	5%	1156	1233	1,178	59	0.04%	0%	0.00%	0	0%	0.00%	0
8141	100%	998	1149	1,041	1,041	0.69%	0%	0.00%	0	0%	0.00%	0
8142	95%	1527	1582	1,543	1,466	0.97%	0%	0.00%	0	0%	0.00%	0
8151	100%	1800	2142	1,898	1,898	1.26%	0%	0.00%	0	0%	0.00%	0
8161	10%	1960	2795	2,199	220	0.15%	0%	0.00%	0	0%	0.00%	0
8201	100%	1131	1186	1,147	1,147	0.76%	0%	0.00%	0	0%	0.00%	0
8202	100%	861	873	864	864	0.57%	0%	0.00%	0	0%	0.00%	0
8211	100%	1609	2364	1,825	1,825	1.21%	0%	0.00%	0	0%	0.00%	0
8212	100%	283	407	318	318	0.21%	0%	0.00%	0	0%	0.00%	0
8221	100%	10	42	19	19	0.01%	0%	0.00%	0	0%	0.00%	0
8231	100%	1542	1609	1,561	1,561	1.04%	0%	0.00%	0	0%	0.00%	0
8232	100%	1496	1814	1,587	1,587	1.05%	0%	0.00%	0	0%	0.00%	0
8233	100%	2775	2735	2,764	2,764	1.83%	0%	0.00%	0	0%	0.00%	0
8234	100%	2086	3417	2,466	2,466	1.64%	0%	0.00%	0	0%	0.00%	0
8241	100%	1326	1451	1,362	1,362	0.90%	0%	0.00%	0	0%	0.00%	0
8242	100%	3662	3958	3,747	3,747	2.49%	0%	0.00%	0	0%	0.00%	0
8243	100%	994	2228	1,347	1,347	0.89%	0%	0.00%	0	0%	0.00%	0
8244	100%	2748	4405	3,221	3,221	2.14%	0%	0.00%	0	0%	0.00%	0
8251	100%	378	499	413	413	0.27%	0%	0.00%	0	0%	0.00%	0
8252	100%	0	608	174	174	0.12%	0%	0.00%	0	0%	0.00%	0
8261	100%	1907	2103	1,963	1,963	1.30%	0%	0.00%	0	0%	0.00%	0
8262	100%	2083	2092	2,086	2,086	1.38%	0%	0.00%	0	0%	0.00%	0
8263	100%	1843	1991	1,885	1,885	1.25%	0%	0.00%	0	0%	0.00%	0
8271	100%	1631	1998	1,736	1,736	1.15%	0%	0.00%	0	50%	0.58%	868
8272	100%	1717	1758	1,729	1,729	1.15%	0%	0.00%	0	50%	0.57%	865
8273	100%	1128	1732	1,301	1,301	0.86%	0%	0.00%	0	0%	0.00%	0
8281	20%	5988	6604	6,164	1,233	0.82%	0%	0.00%	0	50%	0.41%	617
8282	100%	1731	3465	2,226	2,226	1.48%	0%	0.00%	0	50%	0.74%	1,113
8302	100%	810	1435	989	989	0.66%	0%	0.00%	0	0%	0.00%	0
8303	95%	3904	4269	4,008	3,808	2.53%	0%	0.00%	0	50%	1.26%	1,904
8312	100%	675	926	747	747	0.50%	0%	0.00%	0	0%	0.00%	0
8314	15%	3758	5083	4,137	621	0.41%	0%	0.00%	0	0%	0.00%	0
8315	55%	1538	4196	2,297	1,263	0.84%	0%	0.00%	0	50%	0.42%	632
8423	20%	366	486	400	80	0.05%	0%	0.00%	0	0%	0.00%	0
8433	45%	534	570	544	245	0.16%	0%	0.00%	0	100%	0.16%	245
8441	50%	0	0	0	0	0.00%	0%	0.00%	0	0%	0.00%	0
8442	100%	717	702	713	713	0.47%	0%	0.00%	0	0%	0.00%	0
8444	100%	2311	2425	2,344	2,344	1.56%	0%	0.00%	0	0%	0.00%	0
8531	55%	2014	2283	2,091	1,150	0.76%	0%	0.00%	0	0%	0.00%	0
8532	95%	869	1425	1,028	977	0.65%	0%	0.00%	0	0%	0.00%	0
8533	100%	708	1833	1,029	1,029	0.68%	0%	0.00%	0	0%	0.00%	0
8534	100%	2140	2539	2,254	2,254	1.50%	0%	0.00%	0	0%	0.00%	0
8541	5%	3350	4409	3,653	183	0.12%	0%	0.00%	0	0%	0.00%	0
8542	90%	1848	1855	1,850	1,665	1.10%	0%	0.00%	0	0%	0.00%	0
							25,296			45,761		
							16.79%			30.37%		

Trip Distribution Table

Car Wash Renovation (Lomas Blvd. / Eubank Blvd.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial**

2012 and 2040 Data Taken from Mid-Region Council of Governments'

2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico.

							(ES)			(LW)		
							Eubank Blvd. South			Lomas Blvd. West		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	2040	2020								
Boundary Specified on DASZ Map												
7401	100%	743	800	759	759	0.50%	0%	0.00%	0	50%	0.25%	380
7402	100%	1134	1821	1,330	1,330	0.88%	0%	0.00%	0	50%	0.44%	665
7403	100%	1079	1146	1,098	1,098	0.73%	0%	0.00%	0	0%	0.00%	0
7411	100%	1475	1610	1,514	1,514	1.00%	0%	0.00%	0	50%	0.50%	757
7412	100%	1395	1614	1,458	1,458	0.97%	0%	0.00%	0	0%	0.00%	0
7421	100%	1419	2022	1,591	1,591	1.06%	0%	0.00%	0	50%	0.53%	796
7423	10%	2480	2665	2,533	253	0.17%	0%	0.00%	0	50%	0.08%	127
7424	100%	1274	1257	1,269	1,269	0.84%	0%	0.00%	0	50%	0.42%	635
7425	100%	1126	1386	1,200	1,200	0.80%	0%	0.00%	0	50%	0.40%	600
7426	100%	1223	1174	1,209	1,209	0.80%	0%	0.00%	0	50%	0.40%	605
7431	100%	1512	1582	1,532	1,532	1.02%	0%	0.00%	0	50%	0.51%	766
7432	100%	1341	1361	1,347	1,347	0.89%	0%	0.00%	0	50%	0.45%	674
7433	25%	1717	2291	1,881	470	0.31%	0%	0.00%	0	50%	0.16%	235
7434	95%	1261	1440	1,312	1,246	0.83%	0%	0.00%	0	0%	0.00%	0
7435	100%	2084	2944	2,330	2,330	1.55%	0%	0.00%	0	0%	0.00%	0
7436	5%	755	1223	889	44	0.03%	0%	0.00%	0	0%	0.00%	0
7441	40%	2708	2934	2,773	1,109	0.74%	0%	0.00%	0	0%	0.00%	0
7444	20%	988	1064	1,010	202	0.13%	0%	0.00%	0	0%	0.00%	0
7445	95%	2834	2837	2,835	2,693	1.79%	0%	0.00%	0	0%	0.00%	0
7451	100%	1548	1622	1,569	1,569	1.04%	0%	0.00%	0	0%	0.00%	0
7452	100%	1464	1481	1,469	1,469	0.97%	0%	0.00%	0	0%	0.00%	0
7453	100%	1724	1864	1,764	1,764	1.17%	0%	0.00%	0	0%	0.00%	0
7454	100%	1391	1474	1,415	1,415	0.94%	0%	0.00%	0	0%	0.00%	0
7455	60%	1254	1600	1,353	812	0.54%	0%	0.00%	0	0%	0.00%	0
7456	100%	846	869	853	853	0.57%	0%	0.00%	0	0%	0.00%	0
7461	100%	2086	2236	2,129	2,129	1.41%	0%	0.00%	0	0%	0.00%	0
7462	100%	1681	1689	1,683	1,683	1.12%	0%	0.00%	0	0%	0.00%	0
7463	100%	1547	1577	1,556	1,556	1.03%	0%	0.00%	0	0%	0.00%	0
7464	100%	1215	1335	1,249	1,249	0.83%	0%	0.00%	0	0%	0.00%	0
7501	100%	1367	1493	1,403	1,403	0.93%	0%	0.00%	0	100%	0.93%	1,403
7503	100%	1139	1142	1,140	1,140	0.76%	0%	0.00%	0	50%	0.38%	570
7502	100%	0	0	0	0	0.00%	50%	0.00%	0	50%	0.00%	0
7511	100%	1281	1256	1,274	1,274	0.85%	0%	0.00%	0	50%	0.42%	637
7512	100%	1354	1371	1,359	1,359	0.90%	0%	0.00%	0	50%	0.45%	680
7521	100%	1207	1350	1,248	1,248	0.83%	0%	0.00%	0	0%	0.00%	0
7522	100%	1622	1520	1,593	1,593	1.06%	0%	0.00%	0	0%	0.00%	0
7531	100%	1882	2026	1,923	1,923	1.28%	0%	0.00%	0	0%	0.00%	0
7532	100%	1531	1554	1,538	1,538	1.02%	0%	0.00%	0	0%	0.00%	0
7533	100%	1365	1927	1,526	1,526	1.01%	0%	0.00%	0	0%	0.00%	0
7534	100%	2854	3207	2,955	2,955	1.96%	0%	0.00%	0	0%	0.00%	0
7551	100%	746	755	749	749	0.50%	50%	0.25%	375	0%	0.00%	0
7552	100%	934	1069	973	973	0.65%	0%	0.00%	0	0%	0.00%	0
7553	100%	2228	2153	2,207	2,207	1.46%	0%	0.00%	0	0%	0.00%	0
7554	100%	2016	2249	2,083	2,083	1.38%	50%	0.69%	1,042	0%	0.00%	0
7561	100%	152	210	169	169	0.11%	50%	0.06%	85	0%	0.00%	0
7562	100%	1919	1767	1,876	1,876	1.24%	0%	0.00%	0	0%	0.00%	0
7571	100%	1215	1209	1,213	1,213	0.80%	0%	0.00%	0	0%	0.00%	0
7572	100%	2045	2012	2,036	2,036	1.35%	0%	0.00%	0	0%	0.00%	0
7601	70%	943	915	935	655	0.43%	25%	0.11%	164	50%	0.22%	328
7602	20%	1103	1143	1,114	223	0.15%	50%	0.07%	112	0%	0.00%	0
7603	100%	1243	1484	1,312	1,312	0.87%	25%	0.22%	328	50%	0.44%	656
7621	35%	1223	1271	1,237	433	0.29%	25%	0.07%	108	50%	0.14%	217
7631	100%	1166	1220	1,181	1,181	0.78%	25%	0.20%	295	50%	0.39%	591
7632	30%	989	1107	1,023	307	0.20%	25%	0.05%	77	50%	0.10%	154
7633	100%	1869	2020	1,912	1,912	1.27%	25%	0.32%	478	50%	0.63%	956
7634	100%	688	718	697	697	0.46%	25%	0.12%	174	50%	0.23%	349
7641	100%	1291	1372	1,314	1,314	0.87%	25%	0.22%	329	50%	0.44%	657
7642	100%	841	906	860	860	0.57%	25%	0.14%	215	50%	0.29%	430
7652	100%	1035	1040	1,036	1,036	0.69%	0%	0.00%	0	50%	0.34%	518
7661	100%	298	503	357	357	0.24%	0%	0.00%	0	50%	0.12%	179
7662	100%	1724	1769	1,737	1,737	1.15%	0%	0.00%	0	50%	0.58%	869
7681	100%	0	2510	717	717	0.48%	25%	0.12%	179	50%	0.24%	359

Trip Distribution Table

Car Wash Renovation (Lomas Blvd. / Eubank Blvd.)

Data Analysis Subzone Population Data for determination of Local Trip Distribution for Proposed **Retail Commercial** *

2012 and 2040 Data Taken from Mid-Region Council of Governments'

2040 Socioeconomic Forecasts by Data Analysis Subzones for the Mid-Region of New Mexico

							(ES)			(LW)		
							Eubank Blvd. South			Lomas Blvd. West		
DASZ #	% Sub Area in Study	2012 Population	2040 Population	Interpolated Population for the Year	Population in Study	Percent Population	% Utilizing	% Population Utilizing	Population	% Utilizing	% Population Utilizing	Population
		2012	2040	2020								
Boundary Specified on DASZ Map												
7682	100%	0	300	86	86	0.06%	25%	0.01%	22	50%	0.03%	43
7683	100%	127	349	190	190	0.13%	25%	0.03%	48	50%	0.06%	95
7684	100%	855	1798	1,124	1,124	0.75%	25%	0.19%	281	50%	0.37%	562
7685	100%	0	447	128	128	0.08%	25%	0.02%	32	50%	0.04%	64
7691	100%	277	2619	946	946	0.63%	25%	0.16%	237	50%	0.31%	473
7692	100%	501	789	583	583	0.39%	25%	0.10%	146	50%	0.19%	292
7693	100%	184	500	274	274	0.18%	25%	0.05%	69	50%	0.09%	137
7694	100%	0	946	270	270	0.18%	25%	0.04%	68	50%	0.09%	135
7695	100%	0	4111	1,175	1,175	0.78%	25%	0.19%	294	50%	0.39%	588
7696	100%	798	1373	962	962	0.64%	25%	0.16%	241	50%	0.32%	481
7711	100%	1101	1162	1,118	1,118	0.74%	0%	0.00%	0	0%	0.00%	0
7712	80%	1478	1457	1,472	1,178	0.78%	0%	0.00%	0	0%	0.00%	0
7713	100%	1724	1813	1,749	1,749	1.16%	0%	0.00%	0	0%	0.00%	0
7721	100%	2340	2529	2,394	2,394	1.59%	50%	0.79%	1,197	0%	0.00%	0
7722	60%	1003	1140	1,042	625	0.41%	50%	0.21%	313	0%	0.00%	0
7723	70%	1102	1352	1,173	821	0.54%	50%	0.27%	411	0%	0.00%	0
8131	15%	1229	1397	1,277	192	0.13%	50%	0.06%	96	50%	0.06%	96
8132	5%	1156	1233	1,178	59	0.04%	50%	0.02%	30	50%	0.02%	30
8141	100%	998	1149	1,041	1,041	0.69%	50%	0.35%	521	50%	0.35%	521
8142	95%	1527	1582	1,543	1,466	0.97%	50%	0.49%	733	50%	0.49%	733
8151	100%	1800	2142	1,898	1,898	1.26%	0%	0.00%	0	100%	1.26%	1,898
8161	10%	1960	2795	2,199	220	0.15%	0%	0.00%	0	100%	0.15%	220
8201	100%	1131	1186	1,147	1,147	0.76%	0%	0.00%	0	100%	0.76%	1,147
8202	100%	861	873	864	864	0.57%	25%	0.14%	216	75%	0.43%	648
8211	100%	1609	2364	1,825	1,825	1.21%	25%	0.30%	456	75%	0.91%	1,369
8212	100%	283	407	318	318	0.21%	0%	0.00%	0	100%	0.21%	318
8221	100%	10	42	19	19	0.01%	25%	0.00%	5	75%	0.01%	14
8231	100%	1542	1609	1,561	1,561	1.04%	25%	0.26%	390	75%	0.78%	1,171
8232	100%	1496	1814	1,587	1,587	1.05%	25%	0.26%	397	75%	0.79%	1,190
8233	100%	2775	2735	2,764	2,764	1.83%	25%	0.46%	691	75%	1.38%	2,073
8234	100%	2086	3417	2,466	2,466	1.64%	25%	0.41%	617	75%	1.23%	1,850
8241	100%	1326	1451	1,362	1,362	0.90%	75%	0.68%	1,022	25%	0.23%	341
8242	100%	3662	3958	3,747	3,747	2.49%	75%	1.86%	2,810	25%	0.62%	937
8243	100%	994	2228	1,347	1,347	0.89%	75%	0.67%	1,010	25%	0.22%	337
8244	100%	2748	4405	3,221	3,221	2.14%	75%	1.60%	2,416	25%	0.53%	805
8251	100%	378	499	413	413	0.27%	50%	0.14%	207	50%	0.14%	207
8252	100%	0	608	174	174	0.12%	0%	0.00%	0	100%	0.12%	174
8261	100%	1907	2103	1,963	1,963	1.30%	100%	1.30%	1,963	0%	0.00%	0
8262	100%	2083	2092	2,086	2,086	1.38%	50%	0.69%	1,043	50%	0.69%	1,043
8263	100%	1843	1991	1,885	1,885	1.25%	100%	1.25%	1,885	0%	0.00%	0
8271	100%	1631	1998	1,736	1,736	1.15%	50%	0.58%	868	0%	0.00%	0
8272	100%	1717	1758	1,729	1,729	1.15%	50%	0.57%	865	0%	0.00%	0
8273	100%	1128	1732	1,301	1,301	0.86%	100%	0.86%	1,301	0%	0.00%	0
8281	20%	5988	6604	6,164	1,233	0.82%	50%	0.41%	617	0%	0.00%	0
8282	100%	1731	3465	2,226	2,226	1.48%	50%	0.74%	1,113	0%	0.00%	0
8302	100%	810	1435	989	989	0.66%	100%	0.66%	989	0%	0.00%	0
8303	95%	3904	4269	4,008	3,808	2.53%	50%	1.26%	1,904	0%	0.00%	0
8312	100%	675	926	747	747	0.50%	100%	0.50%	747	0%	0.00%	0
8314	15%	3758	5083	4,137	621	0.41%	100%	0.41%	621	0%	0.00%	0
8315	55%	1538	4196	2,297	1,263	0.84%	50%	0.42%	632	0%	0.00%	0
8423	20%	366	486	400	80	0.05%	50%	0.03%	40	50%	0.03%	40
8433	45%	534	570	544	245	0.16%	0%	0.00%	0	0%	0.00%	0
8441	50%	0	0	0	0	0.00%	50%	0.00%	0	50%	0.00%	0
8442	100%	717	702	713	713	0.47%	50%	0.24%	357	50%	0.24%	357
8444	100%	2311	2425	2,344	2,344	1.56%	100%	1.56%	2,344	0%	0.00%	0
8531	55%	2014	2283	2,091	1,150	0.76%	50%	0.38%	575	50%	0.38%	575
8532	95%	869	1425	1,028	977	0.65%	50%	0.32%	489	50%	0.32%	489
8533	100%	708	1833	1,029	1,029	0.68%	50%	0.34%	515	50%	0.34%	515
8534	100%	2140	2539	2,254	2,254	1.50%	50%	0.75%	1,127	50%	0.75%	1,127
8541	5%	3350	4409	3,653	183	0.12%	50%	0.06%	92	50%	0.06%	92
8542	90%	1848	1855	1,850	1,665	1.10%	50%	0.55%	833	50%	0.55%	833
				181,418	150,700	100.00%				39,844	39,799	
										26.44%	26.41%	

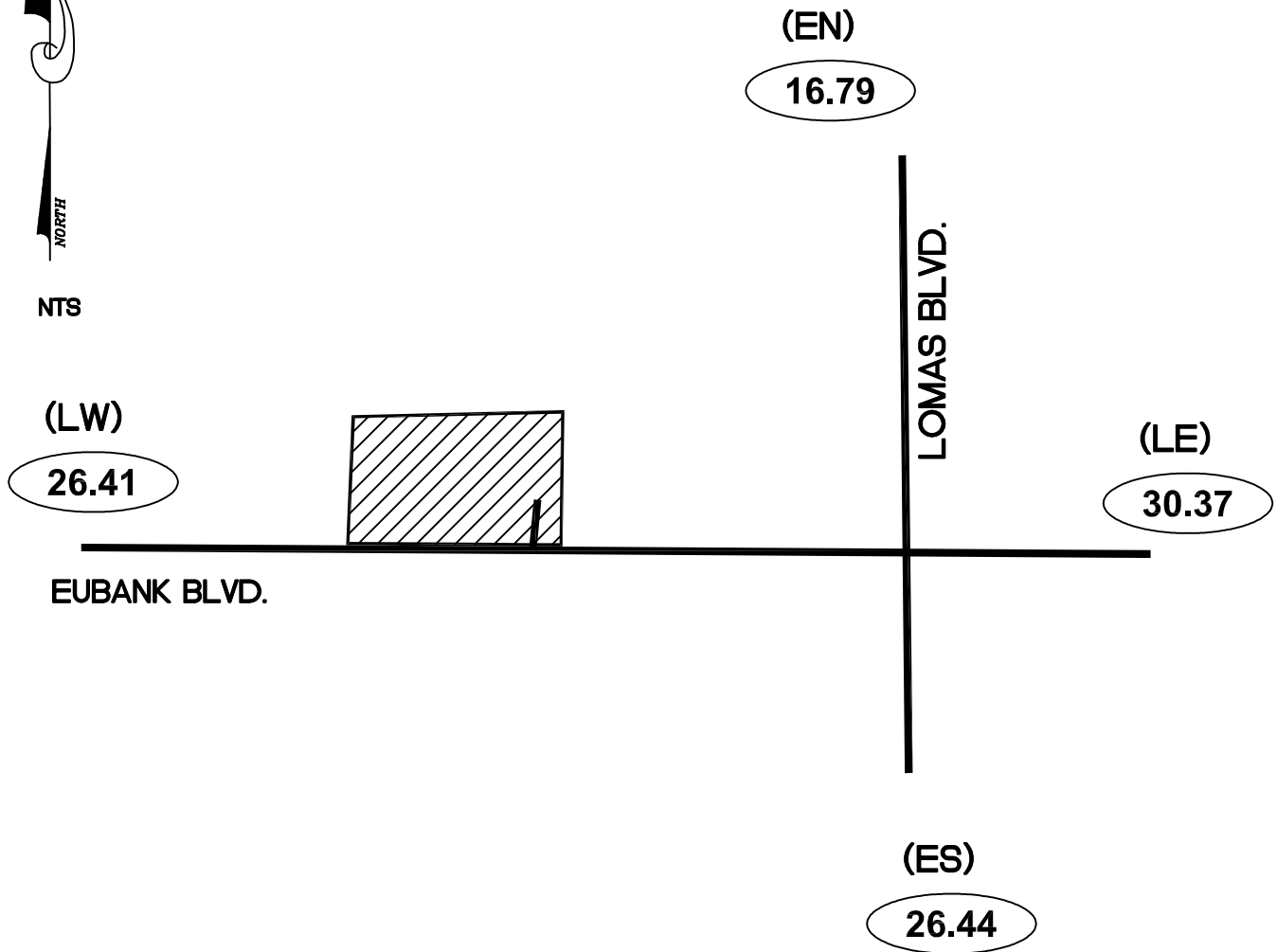
Car Wash Renovation

(Lomas Blvd. / Eubank Blvd.)

Trip Distribution Map (%)



NTS

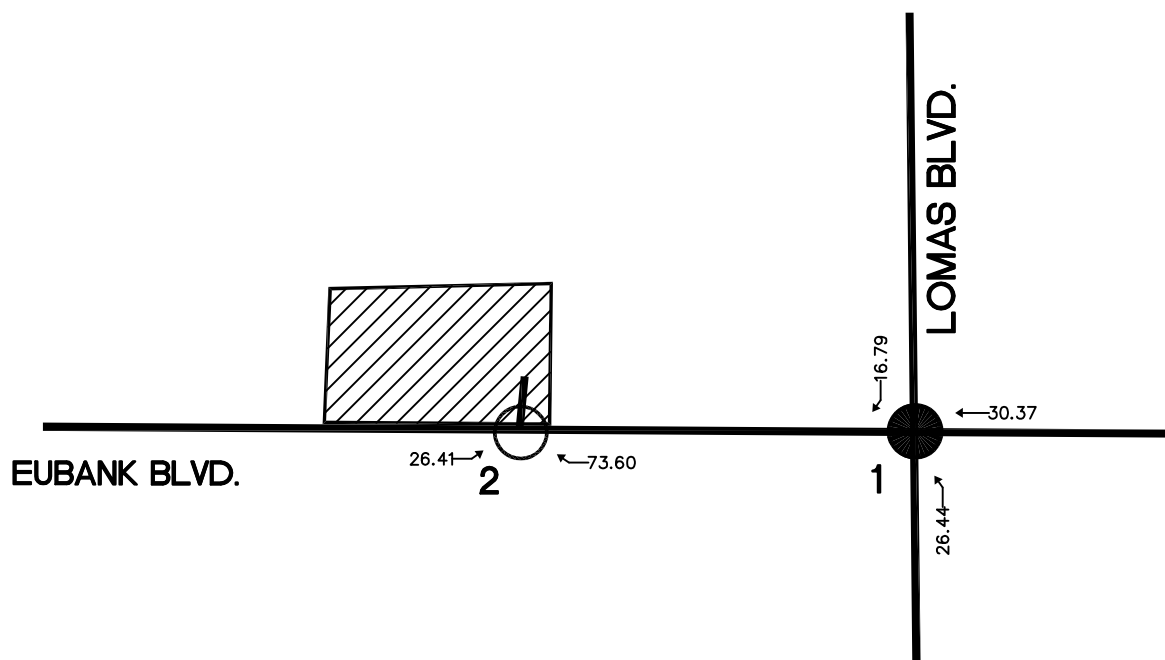


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Car Wash Renovation

(Lomas Blvd. / Eubank Blvd.)

Trip Assignments (% Entering)



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

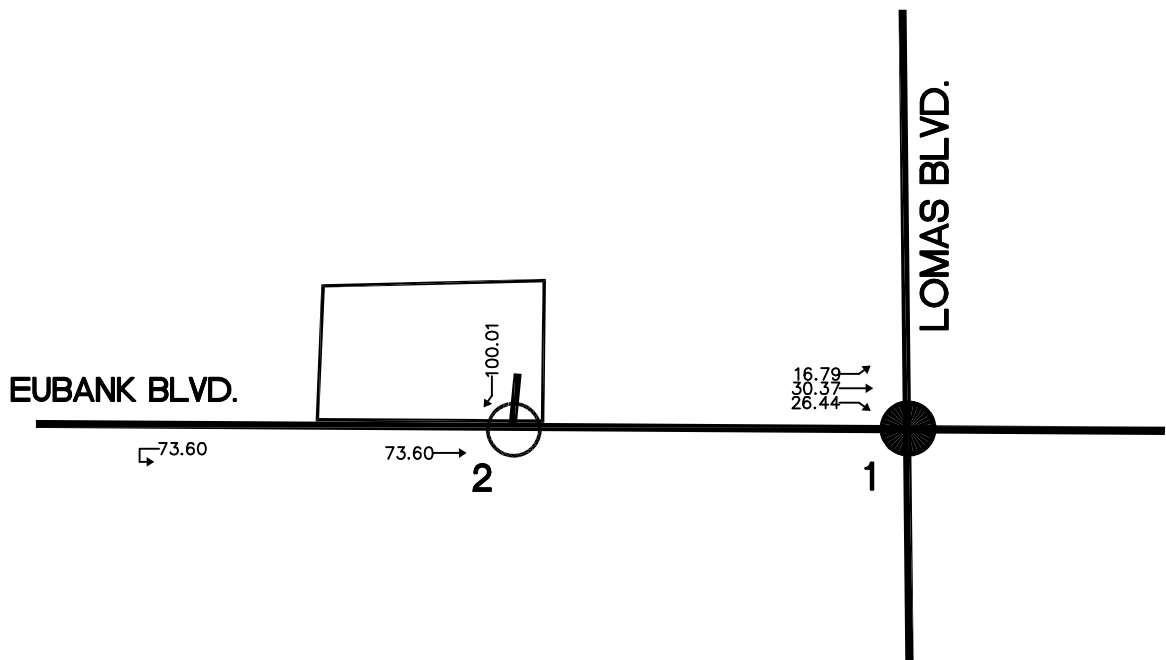
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Car Wash Renovation

(Lomas Blvd. / Eubank Blvd.)

Trip Assignments (% Exiting)



SIGNALIZED INTERSECTION



UNSIGNALIZED INTERSECTION

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Car Wash Renovation (Lomas Blvd. / Eubank Blvd.)

Projected Turning Movements SUMMARY
PROPOSED DEVELOPMENT (2020) - 100% Development

INTERSECTION:

Summary

Lomas Blvd. / Eubank Blvd.

(1)

3.0% Truck

Existing (2019)**2020 (NO BUILD - A.M.)****2020 (BUILD - A.M.)**

0.87			0.87			0.87			0.87			PHF
Eastbound (Lomas Blvd.)			Westbound (Lomas Blvd.)			Northbound (Eubank Blvd.)			Southbound (Eubank Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
140	272	70	378	802	111	189	880	188	120	1,239	280	
140	274	71	380	806	111	190	885	189	120	1,245	282	
143	280	76	380	812	111	195	885	189	120	1,245	285	

Existing (2019)**2020 (NO BUILD - P.M.)****2020 (BUILD - P.M.)**

0.93			0.93			0.93			0.93			PHF
Eastbound (Lomas Blvd.)			Westbound (Lomas Blvd.)			Northbound (Eubank Blvd.)			Southbound (Eubank Blvd.)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
251	694	146	386	421	155	113	1,388	237	258	1,132	148	
253	698	146	388	423	156	113	1,395	238	260	1,137	148	
256	703	150	388	429	156	118	1,395	238	260	1,137	151	

Lomas Blvd. / E. Driveway

(2)

3.0% Truck

Existing (2019)**2020 (NO BUILD - A.M.)****2020 (BUILD - A.M.)**

0.87			0.87			0.87			0.87			PHF
Eastbound (Lomas Blvd.)			Westbound (Lomas Blvd.)			Northbound (E. Driveway)			Southbound (E. Driveway)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	414	0	0	1,278	0	0	0	0	0	0	0	0
15	429	0	0	1,278	5	0	0	0	0	0	0	20

Existing (2019)**2020 (NO BUILD - P.M.)****2020 (BUILD - P.M.)**

0.93			0.93			0.93			0.93			PHF
Eastbound (Lomas Blvd.)			Westbound (Lomas Blvd.)			Northbound (E. Driveway)			Southbound (E. Driveway)			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	1,097	0	0	684	0	0	0	0	0	0	0	0
15	1,108	0	0	684	5	0	0	0	0	0	0	15

Car Wash Renovation (Lomas Blvd. / Eubank Blvd.)

Projected Turning Movements Worksheet

Lomas Blvd. / Eubank Blvd.

INTERSECTION :

E-W Street: **Lomas Blvd.** (1)
N-S Street: **Eubank Blvd.**

Year of Existing Counts 2018
Implementation Year 2020

Growth Rates

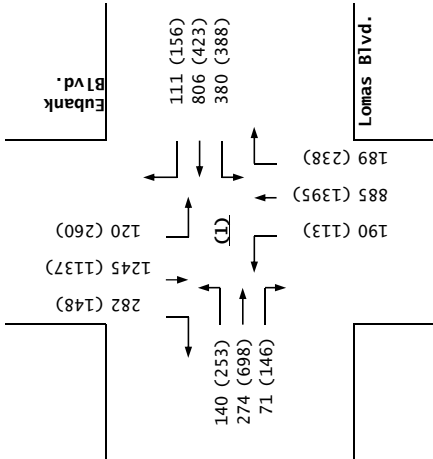
	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd.)			Westbound (Lomas Blvd.)			Northbound (Eubank Blvd.)			Southbound (Eubank Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	139	271	70	376	798	110	188	876	187	119	1,233	279
Background Traffic Growth	1	3	1	4	8	1	2	9	2	1	12	3
Subtotal (NO BUILD - A.M.)	140	274	71	380	806	111	190	885	189	120	1,245	282
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	30.37%	0.00%	26.44%	0.00%	0.00%	0.00%	0.00%	16.79%
Percent Commercial Trips Generated(Exiting)	16.79%	30.37%	26.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	3	6	5	0	6	0	5	0	0	0	0	3
Total AM Peak Hour BUILD Volumes	143	280	76	380	812	111	195	885	189	120	1,245	285

	0.50%			0.50%			0.50%			0.50%		
	Eastbound (Lomas Blvd.)			Westbound (Lomas Blvd.)			Northbound (Eubank Blvd.)			Southbound (Eubank Blvd.)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	250	691	145	384	419	154	112	1,381	236	257	1,126	147
Background Traffic Growth	3	7	1	4	4	2	1	14	2	3	11	1
Subtotal (NO BUILD - P.M.)	253	698	146	388	423	156	113	1,395	238	260	1,137	148
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	0.00%	0.00%	30.37%	0.00%	26.44%	0.00%	0.00%	0.00%	0.00%	16.79%
Percent Commercial Trips Generated(Exiting)	16.79%	30.37%	26.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Trips Generated	3	5	4	0	6	0	5	0	0	0	0	3
Total PM Peak Hour BUILD Volumes	256	703	150	388	429	156	118	1,395	238	260	1,137	151

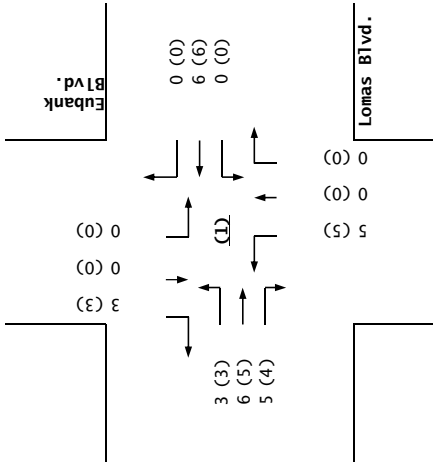
Number of Commercial Trips Generated

Entering	20	Exiting	20	A.M.	100% Commercial Development
	20		15	P.M.	

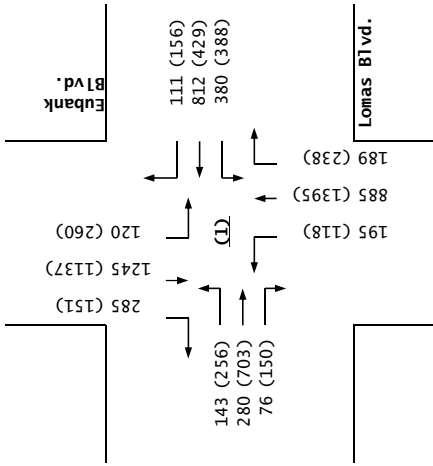
2020
NO BUILD



Trips



2020
BUILD



Lomas Blvd. / Eubank Blvd.

Car Wash Renovation (Lomas Blvd. / Eubank Blvd.)

Projected Turning Movements Worksheet

Lomas Blvd. / E. Driveway

INTERSECTION :

 E-W Street: **Lomas Blvd.**

(2)

 N-S Street: **E. Driveway**

Year of Existing Counts

2018

Implementation Year

2020

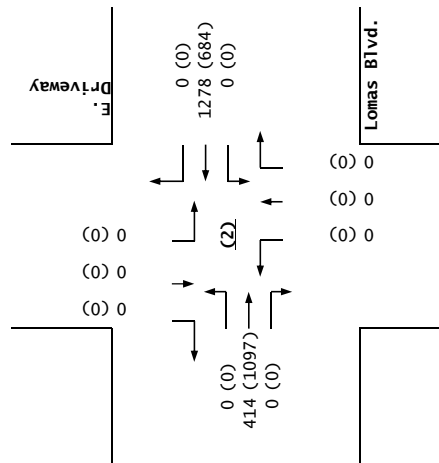
Growth Rates

	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Lomas Blvd.)			Westbound (Lomas Blvd.)			Northbound (E. Driveway)			Southbound (E. Driveway)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	0	414	0	0	1,278	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	73.60%	0.00%	0.00%	0.00%	0.00%	26.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	73.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.01%
Total Trips Generated	15	15	0	0	0	5	0	0	0	0	0	20
Total AM Peak Hour BUILD Volumes	15	429	0	0	1,278	5	0	0	0	0	0	20

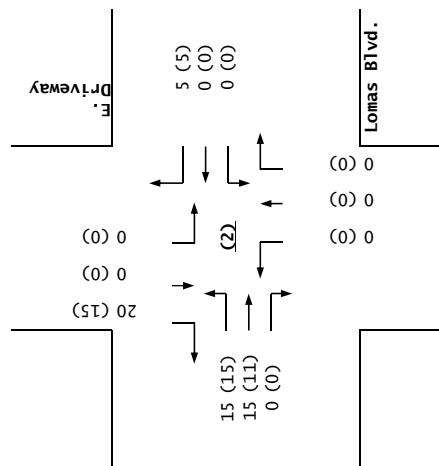
	0.00%			0.00%			0.00%			0.00%		
	Eastbound (Lomas Blvd.)			Westbound (Lomas Blvd.)			Northbound (E. Driveway)			Southbound (E. Driveway)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Growth	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	0	1,097	0	0	684	0	0	0	0	0	0	0
Percent Commercial Trips Generated(Entering)	73.60%	0.00%	0.00%	0.00%	0.00%	26.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	73.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.01%
Total Trips Generated	15	11	0	0	0	5	0	0	0	0	0	15
Total PM Peak Hour BUILD Volumes	15	1,108	0	0	684	5	0	0	0	0	0	15

	Entering	Exiting	
Number of Commercial Trips Generated	20	20	A.M. 100% Commercial Development
	20	15	P.M.

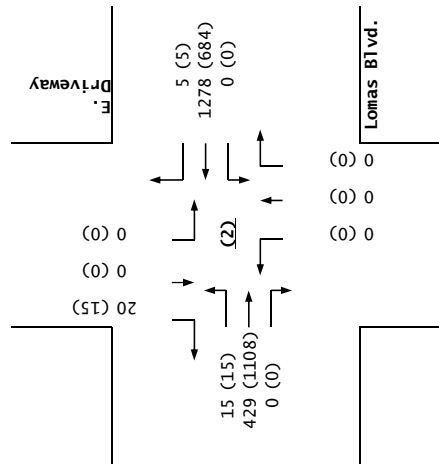
2020
NO BUILD



Trips



2020
BUILD



Lomas Blvd. / E. Driveway

Timings
1: Eubank Blvd. & Lomas Blvd.

Terry O. Brown, PE
01/13/2019

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  	 	  	 	  	 	 	  
Traffic Volume (vph)	143	280	380	812	195	885	189	120	1245
Future Volume (vph)	143	280	380	812	195	885	189	120	1245
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	13.0	23.0	31.0	41.0	14.0	41.0	31.0	15.0	42.0
Total Split (%)	11.8%	20.9%	28.2%	37.3%	12.7%	37.3%	28.2%	13.6%	38.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	C-Max	Min	Min	C-Max
Act Effct Green (s)	7.9	19.9	19.7	31.7	10.6	41.1	65.8	9.3	39.8
Actuated g/C Ratio	0.07	0.18	0.18	0.29	0.10	0.37	0.60	0.08	0.36
v/c Ratio	0.67	0.44	0.72	0.74	0.69	0.54	0.22	0.48	0.98
Control Delay	63.7	36.4	49.2	37.7	59.9	29.2	6.0	53.6	50.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	36.4	49.2	37.7	59.9	29.2	6.0	53.6	50.8
LOS	E	D	D	D	E	C	A	D	D
Approach Delay		44.2		41.0		30.5			51.0
Approach LOS		D		D		C			D

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 10 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 42.0

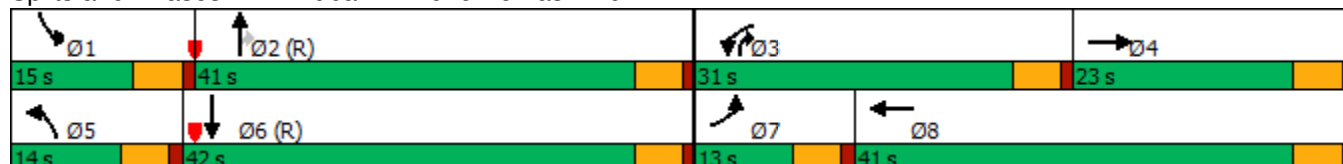
Intersection LOS: D

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Eubank Blvd. & Lomas Blvd.



HCM 6th Signalized Intersection Summary
1: Eubank Blvd. & Lomas Blvd.

Terry O. Brown, PE
01/13/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	280	76	380	812	111	195	885	189	120	1245	285
Future Volume (veh/h)	143	280	76	380	812	111	195	885	189	120	1245	285
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	164	322	87	437	933	128	224	1017	217	138	1431	328
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	225	707	183	524	1188	162	280	2179	917	202	1678	383
Arrive On Green	0.07	0.18	0.18	0.15	0.26	0.26	0.08	0.43	0.43	0.06	0.41	0.41
Sat Flow, veh/h	3428	4010	1036	3428	4506	616	3428	5066	1572	3428	4121	942
Grp Volume(v), veh/h	164	269	140	437	699	362	224	1017	217	138	1172	587
Grp Sat Flow(s),veh/h/ln	1714	1689	1669	1714	1689	1745	1714	1689	1572	1714	1689	1686
Q Serve(g_s), s	5.2	7.8	8.3	13.6	21.1	21.2	7.1	15.7	7.3	4.3	34.7	34.9
Cycle Q Clear(g_c), s	5.2	7.8	8.3	13.6	21.1	21.2	7.1	15.7	7.3	4.3	34.7	34.9
Prop In Lane	1.00		0.62	1.00		0.35	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	225	596	294	524	891	460	280	2179	917	202	1375	686
V/C Ratio(X)	0.73	0.45	0.48	0.83	0.78	0.79	0.80	0.47	0.24	0.68	0.85	0.86
Avail Cap(c_a), veh/h	249	596	294	810	1105	571	280	2179	917	312	1375	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	40.5	40.7	45.2	37.6	37.6	49.6	22.3	11.1	50.8	29.6	29.7
Incr Delay (d2), s/veh	9.3	0.5	1.2	4.5	3.0	5.8	14.9	0.7	0.6	4.1	6.8	12.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	5.9	6.3	10.1	13.9	14.8	6.5	10.4	4.7	3.6	21.3	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	41.1	41.9	49.7	40.6	43.5	64.6	23.1	11.7	54.8	36.5	42.6
LnGrp LOS	E	D	D	D	D	D	E	C	B	D	D	D
Approach Vol, veh/h	573			1498			1458			1897		
Approach Delay, s/veh	46.6			44.0			27.7			39.7		
Approach LOS	D			D			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	52.3	21.8	24.4	14.0	49.8	12.2	34.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax),s	30.0	36.0	26.0	18.0	9.0	37.0	8.0	36.0				
Max Q Clear Time (g_c+l1),s	6.8	17.7	15.6	10.3	9.1	36.9	7.2	23.2				
Green Ext Time (p_c), s	0.1	7.8	1.2	1.5	0.0	0.1	0.0	5.8				
Intersection Summary												
HCM 6th Ctrl Delay	38.4											
HCM 6th LOS	D											

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	 	  	 	  	 	  		 	  
Traffic Volume (vph)	256	703	388	429	118	1395	238	260	1137
Future Volume (vph)	256	703	388	429	118	1395	238	260	1137
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA
Protected Phases	7	4	3	8	5	2	3	1	6
Permitted Phases							2		
Detector Phase	7	4	3	8	5	2	3	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	21.0	10.0	21.0	10.0	21.0	10.0	10.0	21.0
Total Split (s)	22.0	35.0	24.0	37.0	14.0	47.0	24.0	14.0	47.0
Total Split (%)	18.3%	29.2%	20.0%	30.8%	11.7%	39.2%	20.0%	11.7%	39.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	Min	Min	Min	Min	Min	C-Min	Min	Min	C-Min
Act Effct Green (s)	14.5	28.1	18.0	31.6	8.6	42.2	65.2	11.7	45.3
Actuated g/C Ratio	0.12	0.23	0.15	0.26	0.07	0.35	0.54	0.10	0.38
v/c Ratio	0.67	0.78	0.82	0.47	0.52	0.85	0.29	0.84	0.74
Control Delay	58.5	46.3	63.0	33.7	61.7	41.6	11.7	76.5	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	46.3	63.0	33.7	61.7	41.6	11.7	76.5	35.2
LOS	E	D	E	C	E	D	B	E	D
Approach Delay		49.1		45.4		38.9			42.2
Approach LOS		D		D		D			D

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 11 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 43.1

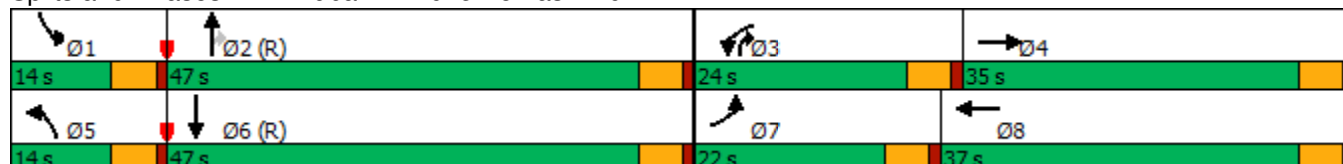
Intersection LOS: D

Intersection Capacity Utilization 79.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Eubank Blvd. & Lomas Blvd.



HCM 6th Signalized Intersection Summary
1: Eubank Blvd. & Lomas Blvd.

Terry O. Brown, PE
01/13/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	703	150	388	429	156	118	1395	238	260	1137	151
Future Volume (veh/h)	256	703	150	388	429	156	118	1395	238	260	1137	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	275	756	161	417	461	168	127	1500	256	280	1223	162
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	340	917	193	478	960	337	184	2026	848	257	1906	252
Arrive On Green	0.10	0.22	0.22	0.14	0.26	0.26	0.05	0.40	0.40	0.08	0.42	0.42
Sat Flow, veh/h	3428	4190	884	3428	3701	1298	3428	5066	1572	3428	4525	599
Grp Volume(v), veh/h	275	608	309	417	419	210	127	1500	256	280	913	472
Grp Sat Flow(s),veh/h/ln	1714	1689	1696	1714	1689	1622	1714	1689	1572	1714	1689	1748
Q Serve(g_s), s	9.4	20.6	20.9	14.3	12.6	13.2	4.4	30.3	10.7	9.0	25.7	25.7
Cycle Q Clear(g_c), s	9.4	20.6	20.9	14.3	12.6	13.2	4.4	30.3	10.7	9.0	25.7	25.7
Prop In Lane	1.00		0.52	1.00		0.80	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	340	739	371	478	876	421	184	2026	848	257	1422	736
V/C Ratio(X)	0.81	0.82	0.83	0.87	0.48	0.50	0.69	0.74	0.30	1.09	0.64	0.64
Avail Cap(c_a), veh/h	486	844	424	543	901	432	257	2026	848	257	1422	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	44.6	44.8	50.6	37.6	37.8	55.8	30.7	15.2	55.5	27.6	27.6
Incr Delay (d2), s/veh	6.7	5.9	11.9	13.2	0.4	0.9	4.5	2.5	0.9	81.9	2.2	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	14.2	15.2	11.3	9.0	9.2	3.6	18.5	7.2	11.4	16.1	17.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	50.5	56.7	63.8	38.0	38.7	60.3	33.2	16.1	137.4	29.8	31.8
LnGrp LOS	E	D	E	E	D	D	E	C	B	F	C	C
Approach Vol, veh/h	1192				1046				1883		1665	
Approach Delay, s/veh	54.2				48.4				32.7		48.5	
Approach LOS	D				D				C		D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	53.0	21.7	31.3	11.4	55.5	16.9	36.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	30.0	42.0	19.0	30.0	9.0	42.0	17.0	32.0				
Max Q Clear Time (g_c+l1), s	11.0	32.3	16.3	22.9	6.4	27.7	11.4	15.2				
Green Ext Time (p_c), s	0.0	7.1	0.4	3.4	0.1	8.1	0.5	3.8				
Intersection Summary												
HCM 6th Ctrl Delay			44.5									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗		↗
Traffic Vol, veh/h	5	429	1278	15	0	20
Future Vol, veh/h	5	429	1278	15	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	250	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	493	1469	17	0	23

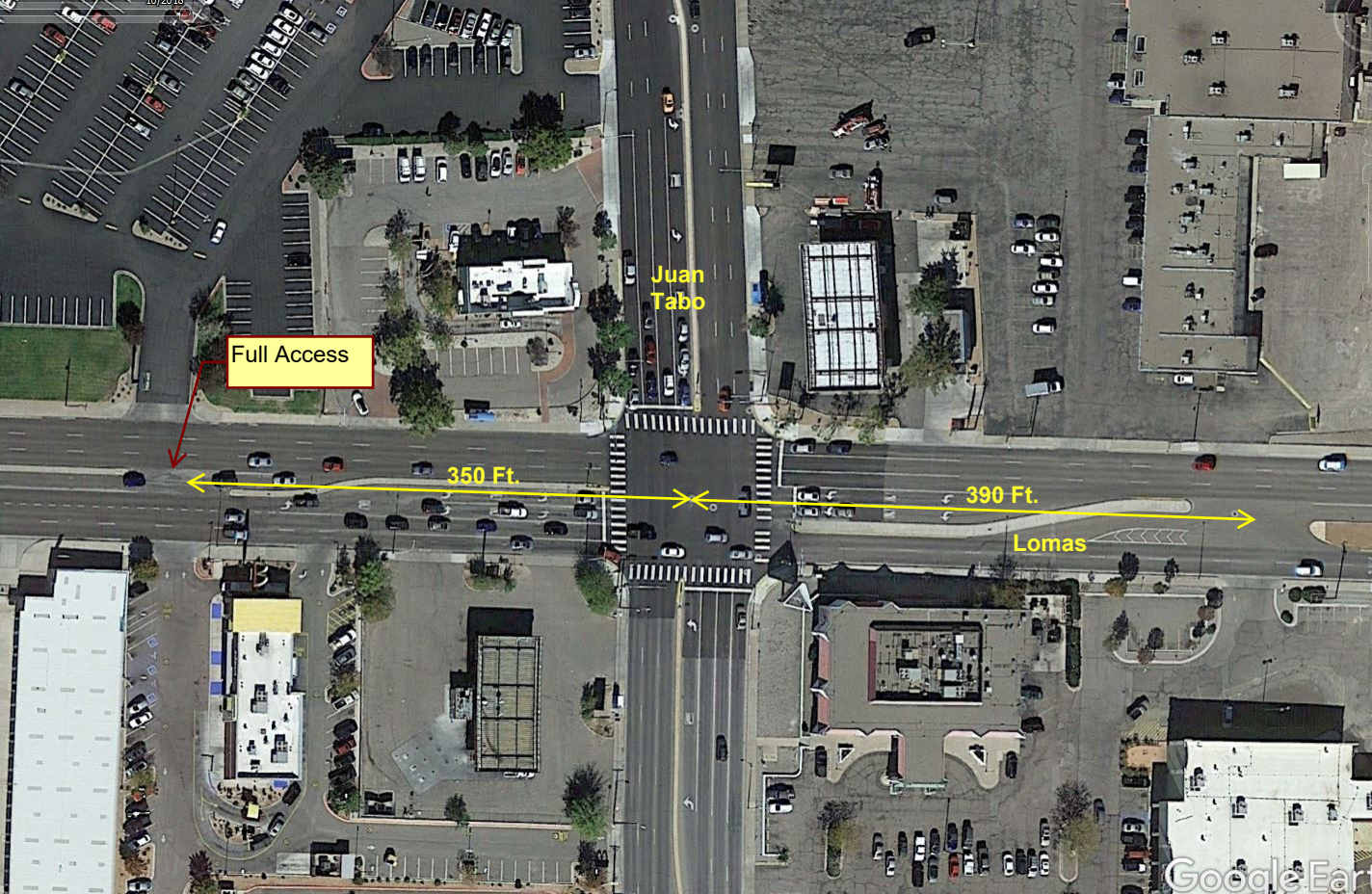
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1486	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.36	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.13	-	-
Pot Cap-1 Maneuver	224	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	224	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	224	-	-	-	309
HCM Lane V/C Ratio	0.026	-	-	-	0.074
HCM Control Delay (s)	21.5	-	-	-	17.6
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑	↗		↗
Traffic Vol, veh/h	15	1108	684	5	0	15
Future Vol, veh/h	15	1108	684	5	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	250	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	1191	735	5	0	16
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	740	0	-	0	-	368
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.36	-	-	-	-	7.16
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.13	-	-	-	-	3.93
Pot Cap-1 Maneuver	518	-	-	-	0	535
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	518	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.2		0		11.9	
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	518	-	-	-	535	
HCM Lane V/C Ratio	0.031	-	-	-	0.03	
HCM Control Delay (s)	12.2	-	-	-	11.9	
HCM Lane LOS	B	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	





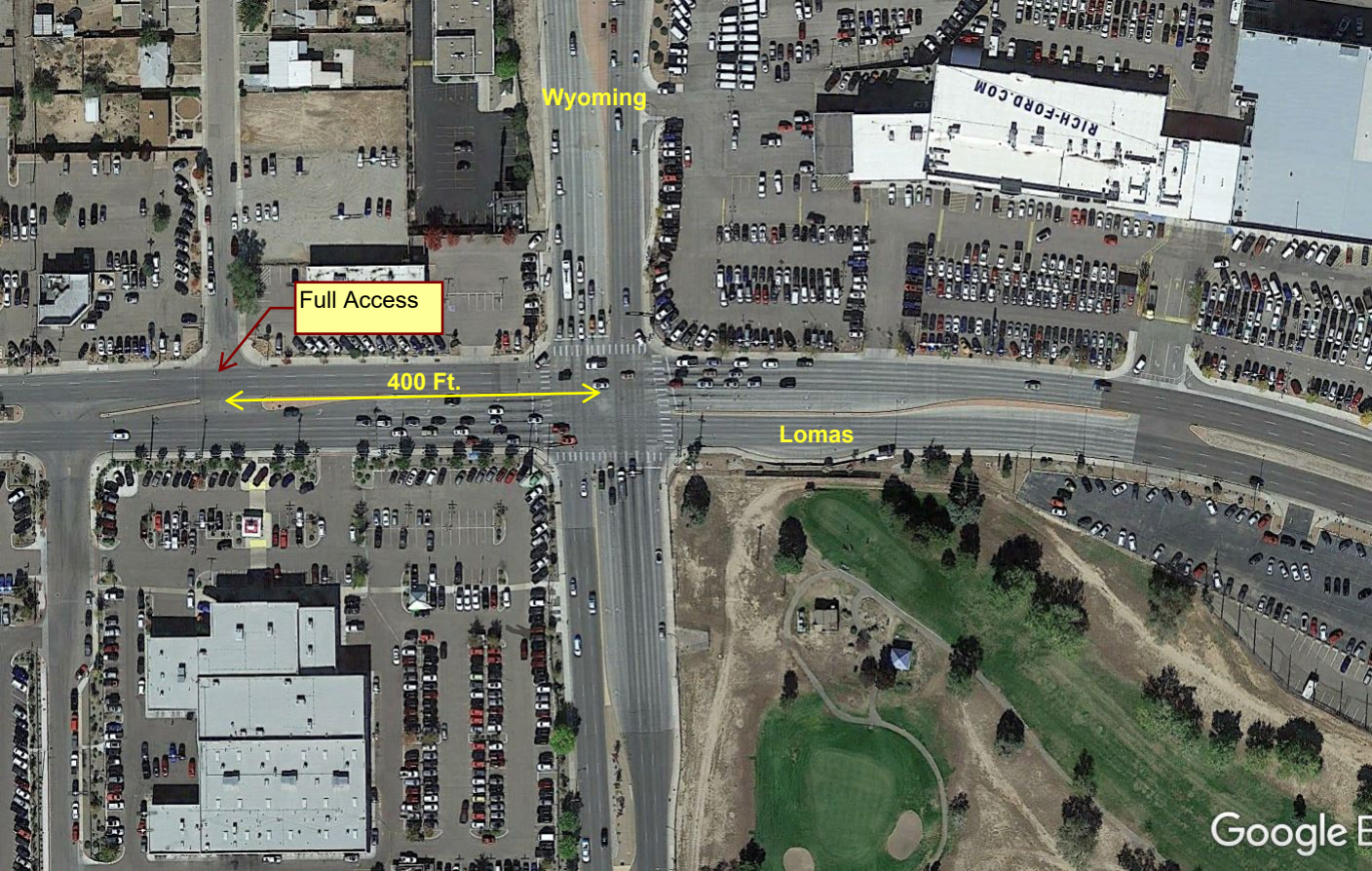
Full Access

Juan
Tabo

350 Ft.

390 Ft.

Lomas



Wyoming

Full Access

400 Ft.

Lomas

Google E



10/2018

2018

San
Mateo

Full Access

400 Ft.

430 Ft.

Lomas



Appendix C:

Trip Generation Manual Excerpts

Multifamily Housing (Low-Rise) (220)

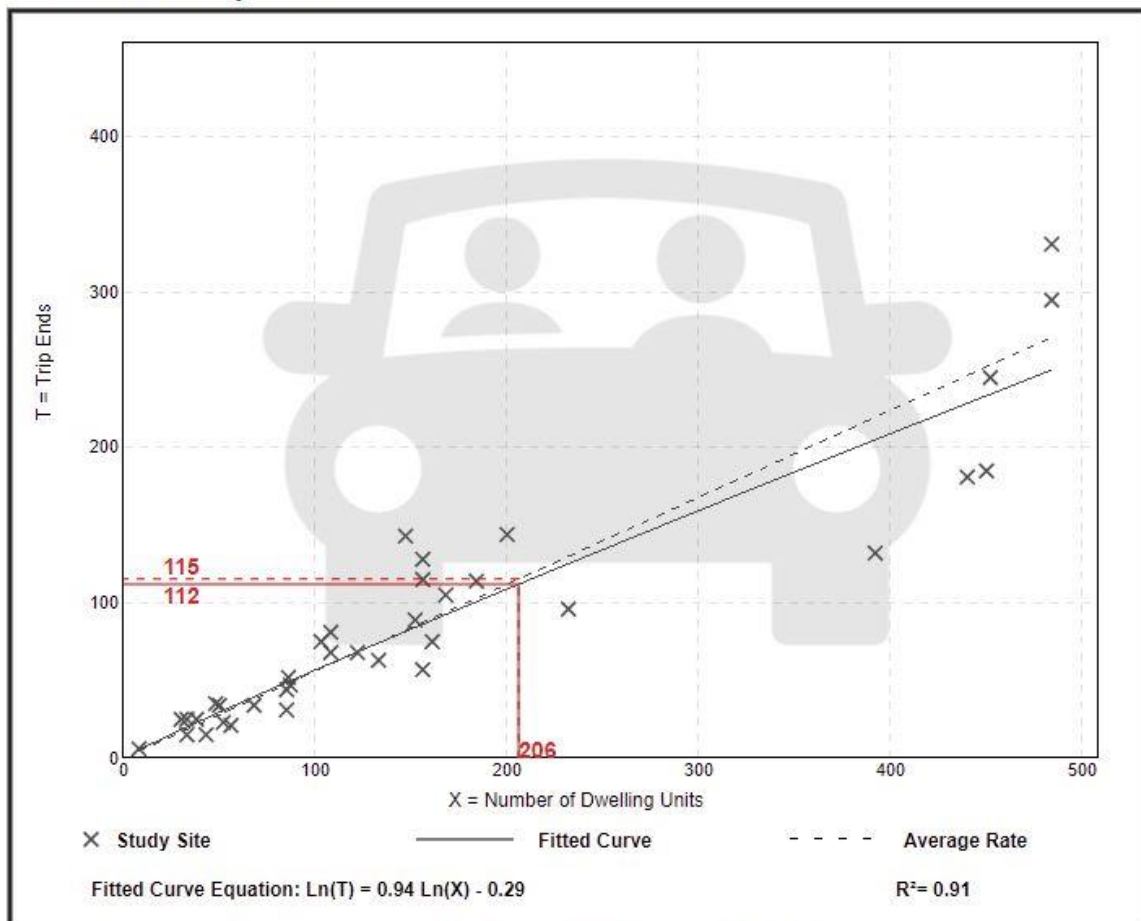
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

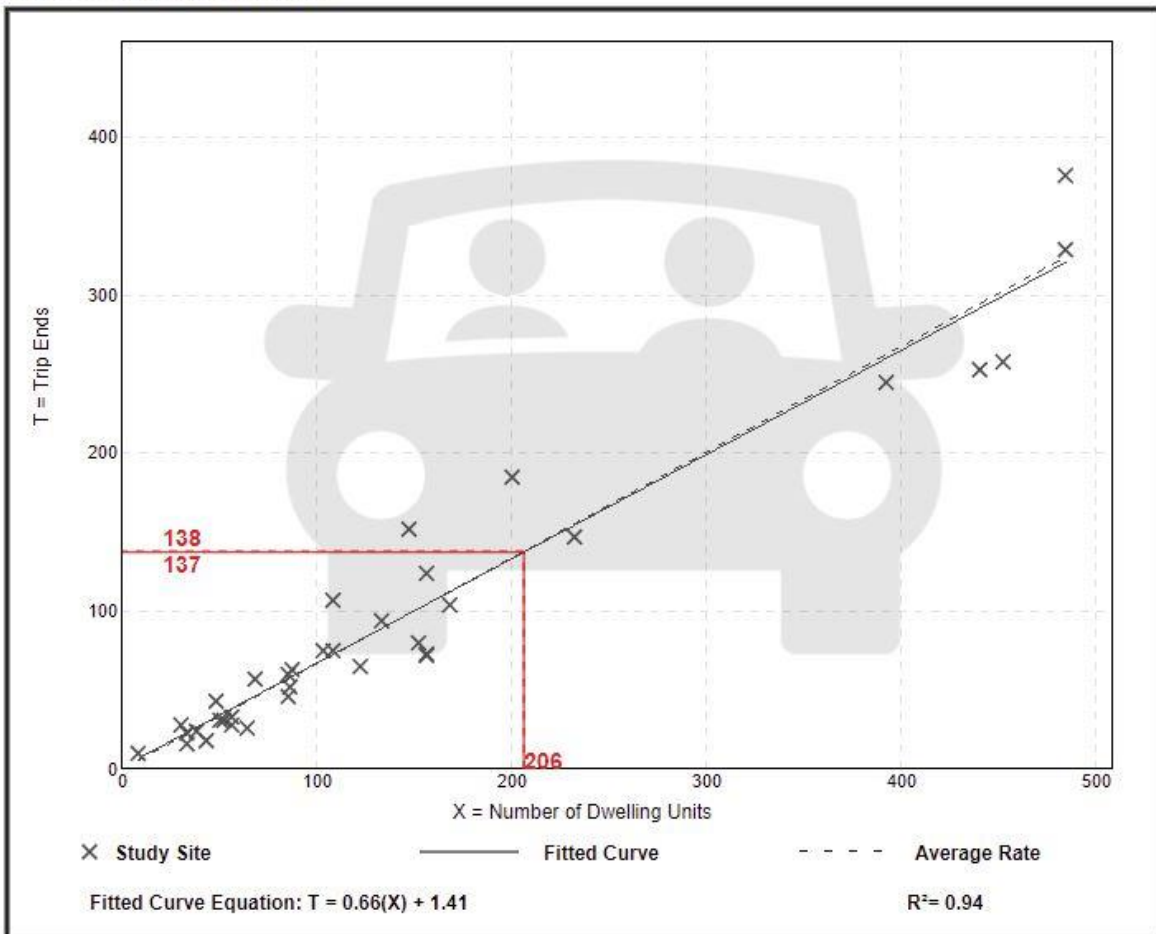
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

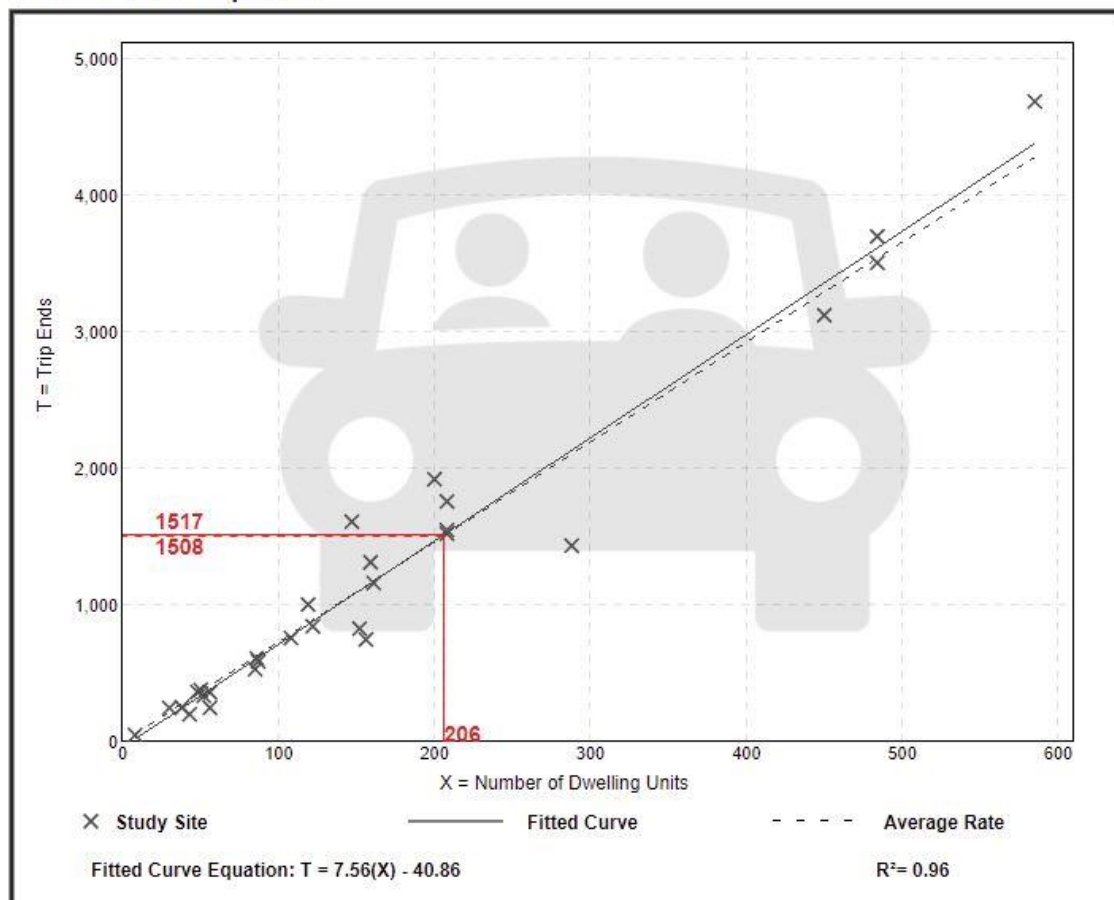
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Appendix D:
HCS Software LOS & Capacity Output
Sheets

Appendix E:

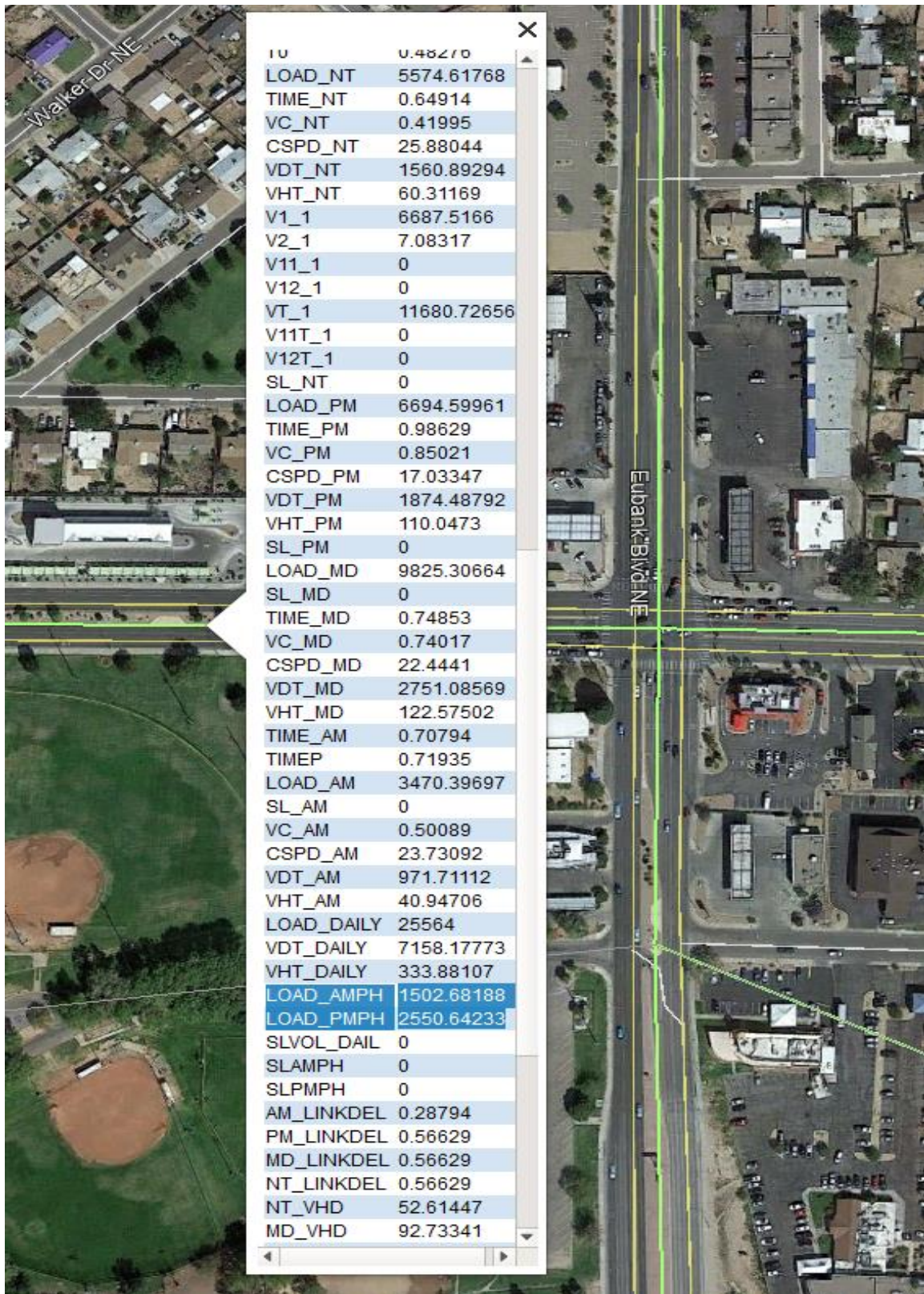
MRCOG Traffic Growth Data

Lomas Blvd West of Eubanks Blvd

MRCOG 2016 Traffic Model

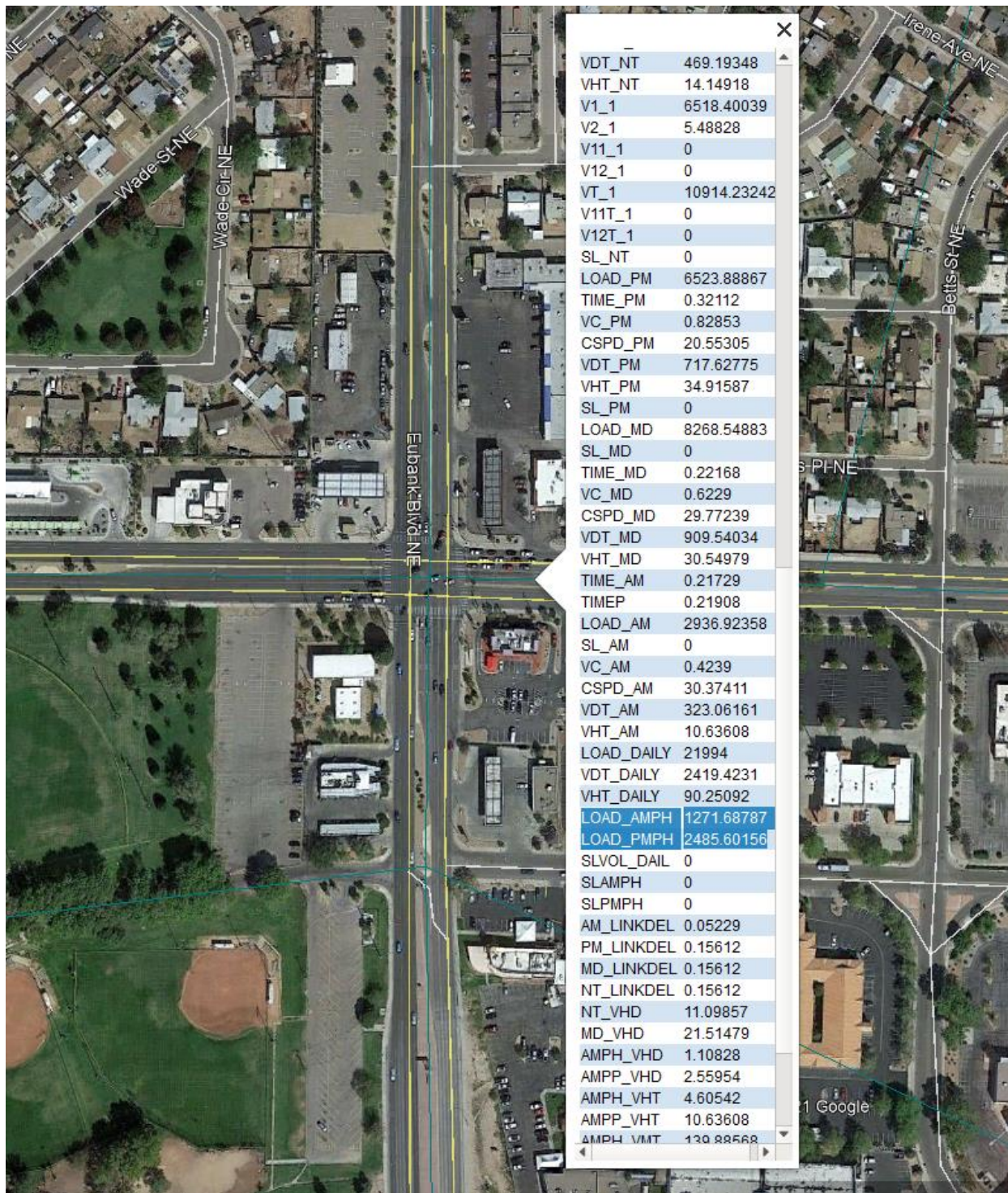


MRCOG 2040 Traffic Projection Model



Lomas Blvd East of Eubanks Blvd

MRCOG 2016 Traffic Model

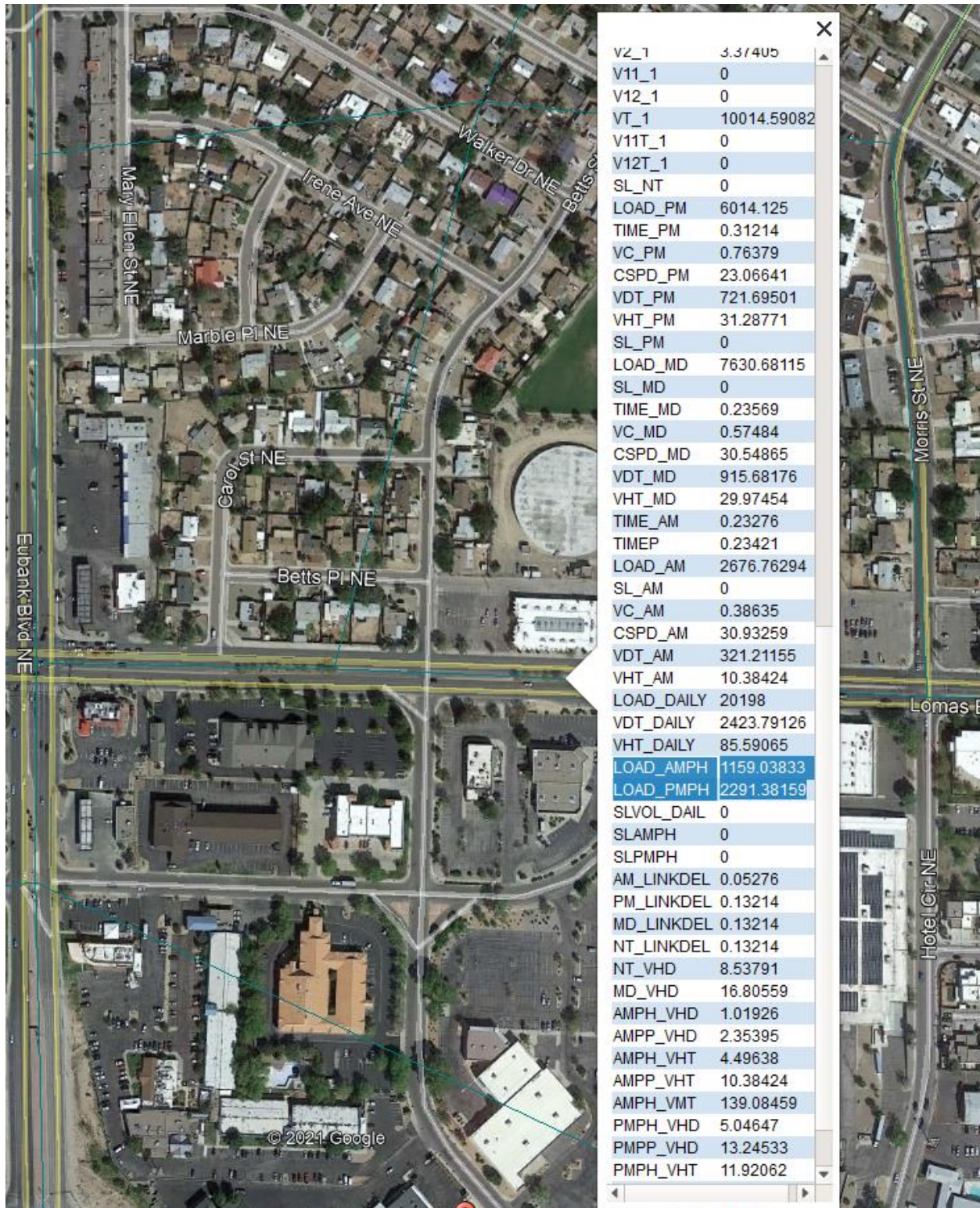


MRCOG 2040 Traffic Projection Model



Lomas Blvd West of Hotel Ave

MRCOG 2016 Traffic Model

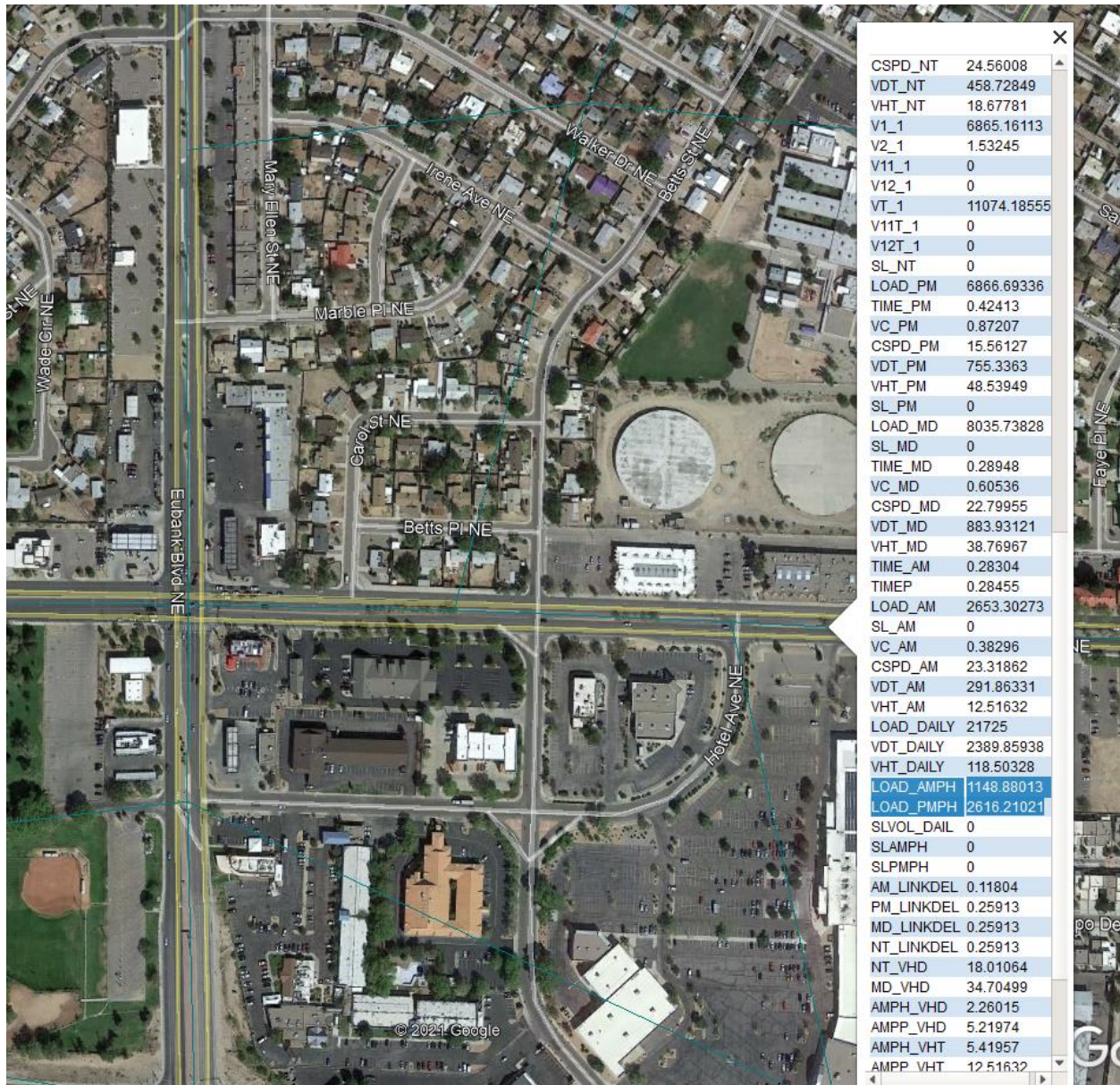


MRCOG 2040 Traffic Projection Model



Lomas Blvd East of Hotel Ave

MRCOG 2016 Traffic Model

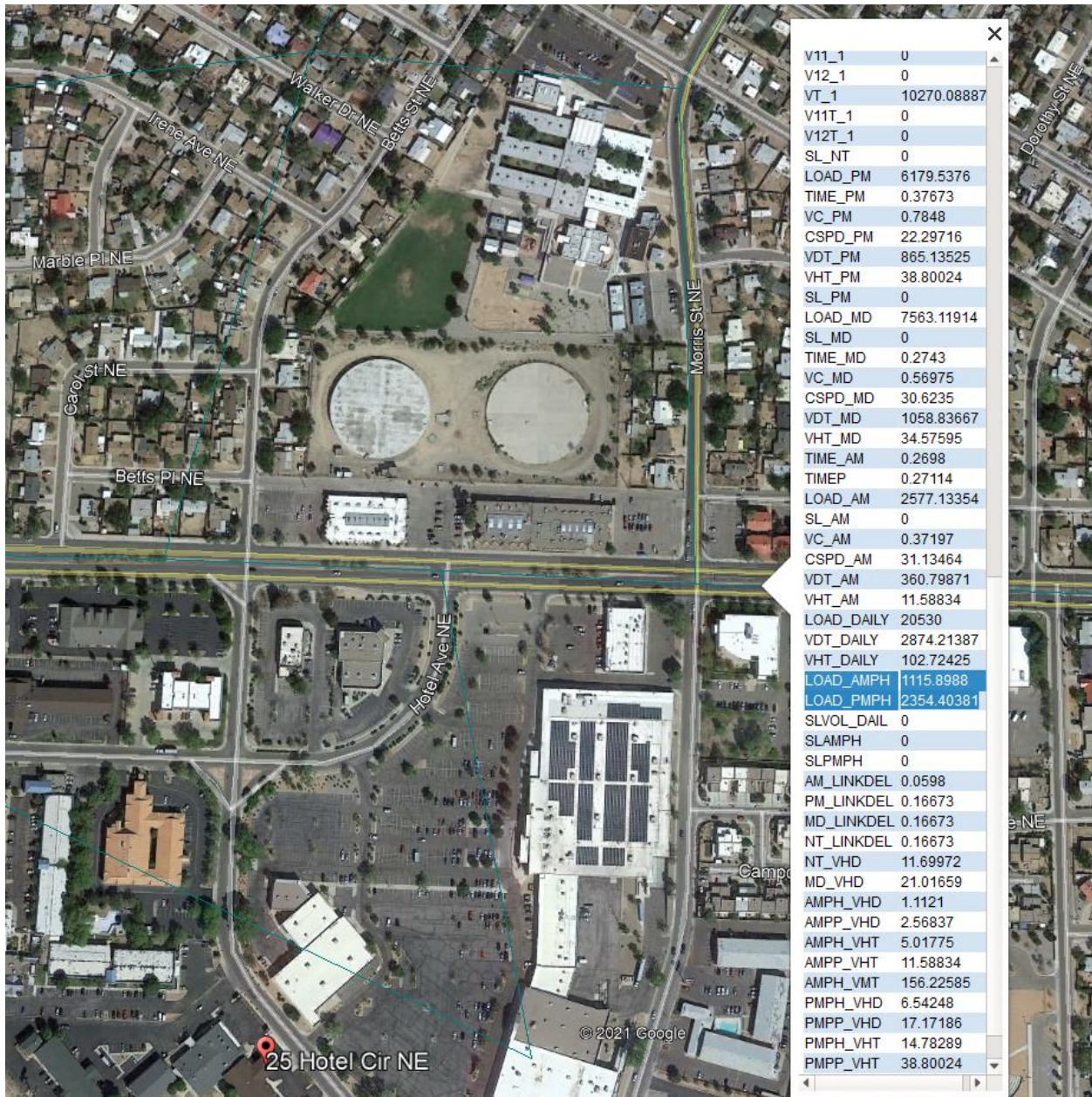


MRCOG 2040 Traffic Projection Model



Lomas Blvd East of Hotel Cir

MRCOG 2016 Traffic Model

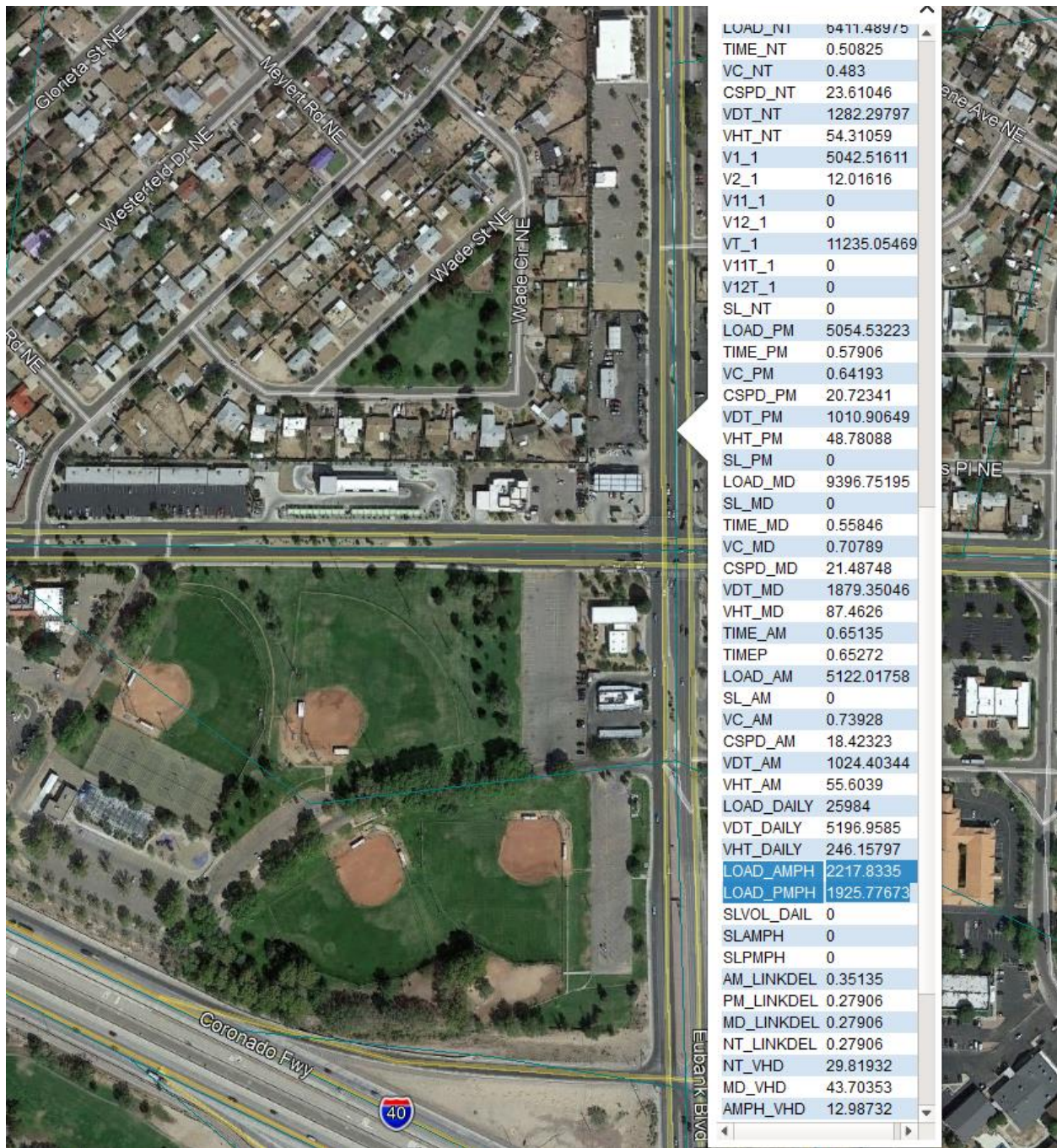


MRCOG 2040 Traffic Projection Model



Eubanks Blvd North of Lomas Blvd

MRCOG 2016 Traffic Model



MRCOG 2040 Traffic Projection Model



Eubanks Blvd South of Lomas Blvd

MRCOG 2016 Traffic Model



MRCOG 2040 Traffic Projection 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.