



Study Area Intersections

1. Gibson Blvd. and I-25 SB On/Off Ramps
2. Gibson Blvd. and I-25 NB On/Off Ramps
3. Gibson Blvd. and University Blvd.
4. Gibson Blvd. and Yale St.
5. Gibson Blvd. and Girard Blvd.
6. Gibson Blvd. and Carlisle Blvd.
7. Gibson Blvd. and Maxwell St.
8. Gibson Blvd. and Quincy St.
9. Gibson Blvd. and Truman St.
10. Gibson Blvd. and San Mateo Blvd. / Ridgcrest Dr.
11. Sunport Extension and 2nd St.
12. Sunport Extension and Broadway Blvd.
13. Sunport Extension and I-25 SB On/Off Ramps
14. Sunport Extension and I-25 NB On/Off Ramps

Legend / Volume Development Methodology to 2020 Conditions:

- # 2019 volumes from EUL TIA report, grown by 1%.
- # Provided MRCOG 2016 or earlier volumes. Assume all NB & SB turn movement volumes have not changed. Calculate EB & WB Gibson Blvd turn movement percentages. Flow EB & WB volumes west from Carlisle Avenue to determine EB & WB approach movements.
- # Provided 2017/2019 MRCOG ramp volumes. If required, determine ramp distribution percentages from IACR report. Grow ramp volumes 1%. Flow EB & WB Gibson Avenue through volumes to/from calculated University Blvd volumes. Adjust 15-minute Gibson through volumes as required (minimum 100 vehicles EB, 30 vehicles WB).
- # 2013 peak-hour volumes from IACR report. Grow volumes 1% for 7 years.
- # 2018 ramp volumes per MRCOG and grow 1% for 2 years. Calculate indirect movements based on IACR report.

Note:

15-minute volumes outside peak-hour or peak-period based on average of MRCOG 24-hour volumes for Gibson Blvd.

Orion Center - TIA



VOLUME DEVELOPMENT METHODOLOGY

Steps	<u>Gibson Corridor (Intersections 6-10, Carlisle Ave and east)</u>
1	Assume all 2019 TMC volumes are accurate.
2	Compare 2019 Gibson/Carlisle intersection to MRCOG 2017 data set East of Carlisle.
2A	<i>2019 EB volumes for AM and PM periods are approx. 7% and 10% less, respectively, than the 2017 values. Assumed to be acceptable without modification for shoulder peak periods due to lower volume conditions.</i>
2B	<i>2019 WB volumes for AM and PM periods are approx. 20% and 2% less, respectively, than the 2017 values. Assumed to be acceptable without modification for shoulder peak periods due to lower volume conditions.</i>
3	Utilizing the 24-hour 2017 data set, sum all 15-minute period volumes to determine a total combined 24-hour volume. Calculate each 15-minute time period as a percent of the 24-hour volume.
4	Apply the 15-minute percentages to the 2019 data set outside of the periods that were collected to develop total intersection volumes for the AM (5A to 9A) and PM (3P to 7P) periods.
5	Calculate the turn percentages for AM Period (7-9) and PM Period (3-6) for all intersection locations.
6	Multiply the 15-minute period data and the turn movement percentages to estimate shoulder peak turn movement volumes
	<u>Gibson Corridor (Intersections 3-5, Gerard, Yale, and University)</u>
1	Calculate the turn percentages for AM Period (7-9) and PM Period (3-6) for all intersection locations.
2	Use the Carlisle intersection to flow EB and WB volumes to west in 15-minute increments
3	Use the flow volumes and turn percentages to calculate EB and WB volumes.
4	Assume NB and SB volumes are good.
5	Multiply the 15-minute period data and the turn movement percentages to estimate shoulder peak turn movement volumes in the NB and SB directions.
	<u>Gibson Interchange (Intersections 1 and 2)</u>
1	Assume 2017 MRCOG ramps volumes correct and similar to 2019
2	Use AM/PM ramp distribution percentaged from IACR No-Build 2020 report and apply to get directional ramp volumes
3	Flow EB/WB volumes from University Ave to estimate Gibson Volumes
4	Where EB/WB through volumes are low or negative, increase to a base value (100, 50, or 30)
	<u>Future Sunport Ext. Intersections (Intersections 11 and 12)</u>
1	Assume 2013 peak-hour volumes are correct (7A & 4P)
2	Assume volumes have a PHF of 1
3	Utilize MRCOG Gibson 24-hour corridor volumes to calculate 15-minute percentages throughout day
4	Multiply shoulder peak periods by change in 15-minute percentages
	<u>Sunport Interchange (Intersections 13 and 14)</u>
1	Assume 2015 indirect movements are correct (ex. SBX thru)
2	Use MRCOG 2018 Ramp volumes to calculate major flows, subtracting indirect flows

RESULTS

AM peak hour of the Gibson Corridor begins at 6:45A
AM peak hour of the Sunport Corridor begins at 6:45A
AM peak hour of the Study Area begins at 6:45A

PM peak hour of the Gibson Corridor begins at 4:30P
PM peak hour of the Sunport Corridor begins at 3:30P
PM peak hour of the Study Area begins at 4:00P

Peak Hour of the Study Area intersections will be used for analysis

Volume Development Table

#	Location	Original Count Data	Source	Adjustment Factor to 2019	Adjustment Factor 2019 to 2020	Adjustment Factor 2020 to 2025	Comment
Int 1	Gibson & Interchange (SB)	2011/2016	--	1	1.01	1.05	
Int 2	Gibson & Interchange (NB)	2011/2015	--	1	1.01	1.05	
Int 3	Gibson & University	2008	ACE TIA	1	1.01	1.05	
Int 4	Gibson & Yale	2012	ACE TIA	1	1.01	1.05	
Int 5	Gibson & Girard	2013	ACE TIA	1	1.01	1.05	
Int 6	Gibson & Carlisle	2019	EUL TIA	1	1.01	1.05	
Int 7	Gibson & Maxwell	2019	EUL TIA	1	1.01	1.05	
Int 8	Gibson & Quincy	2019	EUL TIA	1	1.01	1.05	
Int 9	Gibson & Truman	2019	EUL TIA	1	1.01	1.05	
Int 10	Gibson & San Mateo	2019	EUL TIA	1	1.01	1.05	
Int 11	Sunport & 2nd St	2013	IACR	1.06	1.01	1.06	to 2019=1% for 6 years
Int 12	Sunport & Broadway	2013	IACR	1.06	1.01	1.06	to 2019=1% for 6 years
Int 13	Sunport & Interchange (SB)	2018	IACR	1.01	1.01	1.00	to 2019=1% for 1 year
Int 14	Sunport & Interchange (NB)	2018	IACR	1.01	1.01	1.00	to 2019=1% for 1 year
Int 50	Girard & Miles	2013	--	1	1.01	1.05	Flowed from Gibson/Girard, assume 50/50 split
	Freeway & Ramp Data	2012, 2017, 2018	NMDOT	1	1.01	1.05	

Traffic Count Data Sheet

Year Counts Taken: **2013**E-W Street **Miles Rd**
N-S Street: **Girard Blvd**Speed Limit (Miles Rd)= **40**
Speed Limit (Girard Blvd)= **35**
12/12/13

UNSIGNALIZED

Begin Time	End Time	Eastbound (Miles Rd)			Westbound (Miles Rd)			Northbound (Girard Blvd)			Southbound (Girard Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	10	0	0	0	0	0	0	10	0	0	12	12
7:15 AM	7:30 AM	11	0	0	0	0	0	0	11	0	0	17	17
7:30 AM	7:45 AM	14	0	0	0	0	0	0	14	0	0	18	18
7:45 AM	8:00 AM	10	0	0	0	0	0	0	10	0	0	30	30
8:00 AM	8:15 AM	10	0	0	0	0	0	0	10	0	0	22	22
8:15 AM	8:30 AM	7	0	0	0	0	0	0	7	0	0	19	19
8:30 AM	8:45 AM	7	0	0	0	0	0	0	7	0	0	15	15
8:45 AM	9:00 AM	7	0	0	0	0	0	0	7	0	0	9	9
AM Peak Hour Volumes		45	0	0	0	0	0	0	45	0	0	87	87
% of Total Traffic		17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	33.0%	0.0%
% Directional			17.0%			0.0%	Intersection			17.0%		33.0%	
AM Peak Hour Factor			0.80			#DIV/0!	0.83			0.80		0.73	

Begin Time	End Time	Eastbound (Miles Rd)			Westbound (Miles Rd)			Northbound (Girard Blvd)			Southbound (Girard Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	4	0	0	0	0	0	0	4	0	0	19	19
4:15 PM	4:30 PM	4	0	0	0	0	0	0	4	0	0	24	24
4:30 PM	4:45 PM	6	0	0	0	0	0	0	6	0	0	20	20
4:45 PM	5:00 PM	6	0	0	0	0	0	0	6	0	0	23	23
5:00 PM	5:15 PM	6	0	0	0	0	0	0	6	0	0	22	22
5:15 PM	5:30 PM	7	0	0	0	0	0	0	7	0	0	19	19
5:30 PM	5:45 PM	3	0	0	0	0	0	0	3	0	0	16	16
5:45 PM	6:00 PM	2	0	0	0	0	0	0	2	0	0	9	9
PM Peak Hour Volumes		22	0	0	0	0	0	0	22	0	0	89	89
% of Total Traffic		9.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.9%	0.0%	0.0%	40.1%	40.1%
% Directional			9.9%			0.0%	Intersection			9.9%		80.2%	
PM Peak Hour Factor			0.92			#DIV/0!	0.96			0.92		0.93	

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File Name : Gibson & Carlisle
Site Code :
Start Date : 5/29/2019
Page No : 1

Groups Printed- Car - Truck

	Gibson Blvd Eastbound				Gibson Blvd Westbound				Carlisle Blvd Northbound				Carlisle Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	13	397	153	563	20	162	6	188	0	0	0	0	13	13	17	43	794
06:45	9	493	168	670	13	166	7	186	1	0	1	2	18	30	15	63	921
Total	22	890	321	1233	33	328	13	374	1	0	1	2	31	43	32	106	1715
07:00	11	485	143	639	18	145	3	166	0	0	1	1	20	27	13	60	866
07:15	11	436	126	573	25	187	5	217	1	1	0	2	16	28	25	69	861
07:30	15	422	126	563	21	196	6	223	1	0	0	1	22	26	21	69	856
07:45	12	343	101	456	25	263	8	296	0	0	0	0	24	26	32	82	834
Total	49	1686	496	2231	89	791	22	902	2	1	1	4	82	107	91	280	3417
08:00	10	331	99	440	17	226	6	249	0	0	0	0	15	20	15	50	739
08:15	12	259	61	332	8	172	9	189	1	0	0	1	19	12	19	50	572
08:30	13	311	6	330	2	219	14	235	0	0	6	6	18	0	28	46	617
08:45	25	308	0	333	0	173	5	178	0	0	0	0	30	0	16	46	557
Total	60	1209	166	1435	27	790	34	851	1	0	6	7	82	32	78	192	2485
09:00	15	237	0	252	1	171	8	180	0	0	0	0	18	1	16	35	467
09:15	16	226	1	243	0	177	8	185	1	0	1	2	15	0	19	34	464
*** BREAK ***																	
Total	31	463	1	495	1	348	16	365	1	0	1	2	33	1	35	69	931
*** BREAK ***																	
15:00	20	233	0	253	0	342	14	356	72	13	7	92	9	0	16	25	726
15:15	14	208	0	222	0	379	18	397	43	7	12	62	17	1	23	41	722
15:30	24	215	0	239	0	466	14	480	81	15	10	106	17	1	21	39	864
15:45	34	232	0	266	0	492	19	511	56	10	9	75	14	0	29	43	895
Total	92	888	0	980	0	1679	65	1744	252	45	38	335	57	2	89	148	3207
16:00	22	257	1	280	0	434	28	462	114	38	21	173	11	0	33	44	959
16:15	21	261	0	282	0	523	25	548	105	23	21	149	20	0	30	50	1029
16:30	21	309	2	332	0	480	24	504	116	21	22	159	13	0	22	35	1030
16:45	32	297	0	329	0	521	32	553	90	23	16	129	13	0	25	38	1049
Total	96	1124	3	1223	0	1958	109	2067	425	105	80	610	57	0	110	167	4067
17:00	28	277	1	306	0	462	23	485	53	12	19	84	14	0	29	43	918
17:15	42	307	1	350	0	480	24	504	75	15	15	105	13	0	29	42	1001
17:30	28	239	2	269	0	460	32	492	4	2	2	8	24	0	34	58	827
17:45	21	220	0	241	0	367	28	395	0	0	0	0	20	0	18	38	674
Total	119	1043	4	1166	0	1769	107	1876	132	29	36	197	71	0	110	181	3420
Grand Total	469	7303	991	8763	150	7663	366	8179	814	180	163	1157	413	185	545	1143	19242
Apprch %	5.4	83.3	11.3		1.8	93.7	4.5		70.4	15.6	14.1		36.1	16.2	47.7		
Total %	2.4	38	5.2	45.5	0.8	39.8	1.9	42.5	4.2	0.9	0.8	6	2.1	1	2.8	5.9	
Car	464	7193	990	8647	149	7536	355	8040	813	179	163	1155	402	184	539	1125	18967
% Car	98.9	98.5	99.9	98.7	99.3	98.3	97	98.3	99.9	99.4	100	99.8	97.3	99.5	98.9	98.4	98.6
Truck	5	110	1	116	1	127	11	139	1	1	0	2	11	1	6	18	275
% Truck	1.1	1.5	0.1	1.3	0.7	1.7	3	1.7	0.1	0.6	0	0.2	2.7	0.5	1.1	1.6	1.4

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	Gibson Blvd Eastbound				Gibson Blvd Westbound				Carlisle Blvd Northbound				Carlisle Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 to 11:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:45

06:45	9	493	168	670	13	166	7	186	1	0	1	2	18	30	15	63	921
07:00	11	485	143	639	18	145	3	166	0	0	1	1	20	27	13	60	866
07:15	11	436	126	573	25	187	5	217	1	1	0	2	16	28	25	69	861
07:30	15	422	126	563	21	196	6	223	1	0	0	1	22	26	21	69	856
Total Volume	46	1836	563	2445	77	694	21	792	3	1	2	6	76	111	74	261	3504
% App. Total	1.9	75.1	23		9.7	87.6	2.7		50	16.7	33.3		29.1	42.5	28.4		
PHF	.767	.931	.838	.912	.770	.885	.750	.888	.750	.250	.500	.750	.864	.925	.740	.946	.951
Car	46	1817	563	2426	77	680	19	776	3	1	2	6	74	111	73	258	3466
% Car	100	99.0	100	99.2	100	98.0	90.5	98.0	100	100	100	100	97.4	100	98.6	98.9	98.9
Truck	0	19	0	19	0	14	2	16	0	0	0	0	2	0	1	3	38
% Truck	0	1.0	0	0.8	0	2.0	9.5	2.0	0	0	0	0	2.6	0	1.4	1.1	1.1

Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:00

16:00	22	257	1	280	0	434	28	462	114	38	21	173	11	0	33	44	959
16:15	21	261	0	282	0	523	25	548	105	23	21	149	20	0	30	50	1029
16:30	21	309	2	332	0	480	24	504	116	21	22	159	13	0	22	35	1030
16:45	32	297	0	329	0	521	32	553	90	23	16	129	13	0	25	38	1049
Total Volume	96	1124	3	1223	0	1958	109	2067	425	105	80	610	57	0	110	167	4067
% App. Total	7.8	91.9	0.2		0	94.7	5.3		69.7	17.2	13.1		34.1	0	65.9		
PHF	.750	.909	.375	.921	.000	.936	.852	.934	.916	.691	.909	.882	.713	.000	.833	.835	.969
Car	96	1102	3	1201	0	1933	108	2041	425	105	80	610	56	0	110	166	4018
% Car	100	98.0	100	98.2	0	98.7	99.1	98.7	100	100	100	100	98.2	0	100	99.4	98.8
Truck	0	22	0	22	0	25	1	26	0	0	0	0	1	0	0	1	49
% Truck	0	2.0	0	1.8	0	1.3	0.9	1.3	0	0	0	0	1.8	0	0	0.6	1.2

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Groups Printed- Car - Truck

	Gibson Blvd Eastbound				Gibson Blvd Westbound				Maxwell St Northbound				Maxwell St Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	6	400	0	406	0	174	6	180	0	0	0	0	17	0	12	29	615
06:45	6	482	0	488	0	179	5	184	0	0	0	0	15	0	7	22	694
Total	12	882	0	894	0	353	11	364	0	0	0	0	32	0	19	51	1309
07:00	11	481	0	492	0	160	6	166	0	0	0	0	8	0	11	19	677
07:15	8	419	0	427	0	214	6	220	0	0	0	0	12	0	10	22	669
07:30	10	432	0	442	0	217	13	230	0	0	0	0	17	0	13	30	702
07:45	13	349	0	362	0	308	24	332	0	0	0	0	23	0	15	38	732
Total	42	1681	0	1723	0	899	49	948	0	0	0	0	60	0	49	109	2780
08:00	10	332	0	342	0	226	21	247	0	0	0	0	8	0	11	19	608
08:15	8	267	0	275	0	191	13	204	0	0	0	0	22	0	7	29	508
08:30	9	320	0	329	0	220	10	230	0	0	0	0	10	0	5	15	574
08:45	4	336	0	340	0	184	7	191	0	0	0	0	17	0	4	21	552
Total	31	1255	0	1286	0	821	51	872	0	0	0	0	57	0	27	84	2242
09:00	3	245	0	248	0	173	8	181	0	0	0	0	14	0	3	17	446
09:15	3	242	0	245	0	184	6	190	0	0	0	0	10	0	4	14	449
*** BREAK ***																	
Total	6	487	0	493	0	357	14	371	0	0	0	0	24	0	7	31	895
*** BREAK ***																	
15:00	7	229	0	236	0	348	13	361	0	0	0	0	13	0	6	19	616
15:15	7	232	0	239	0	407	19	426	0	0	0	0	5	0	8	13	678
15:30	7	232	0	239	0	483	14	497	0	0	0	0	9	0	4	13	749
15:45	3	253	0	256	0	512	14	526	0	0	0	0	10	0	14	24	806
Total	24	946	0	970	0	1750	60	1810	0	0	0	0	37	0	32	69	2849
16:00	4	271	0	275	0	456	18	474	0	0	0	0	15	0	13	28	777
16:15	8	290	0	298	0	523	20	543	0	0	0	0	16	0	14	30	871
16:30	7	296	0	303	0	519	15	534	0	0	0	0	10	0	15	25	862
16:45	13	294	0	307	0	544	10	554	0	0	0	0	9	0	11	20	881
Total	32	1151	0	1183	0	2042	63	2105	0	0	0	0	50	0	53	103	3391
17:00	15	289	0	304	0	468	20	488	0	0	0	0	17	0	14	31	823
17:15	13	314	0	327	0	483	21	504	0	0	0	0	6	0	11	17	848
17:30	6	260	0	266	0	491	22	513	0	0	0	0	13	0	15	28	807
17:45	9	218	0	227	0	371	21	392	0	0	0	0	16	0	13	29	648
Total	43	1081	0	1124	0	1813	84	1897	0	0	0	0	52	0	53	105	3126
Grand Total	190	7483	0	7673	0	8035	332	8367	0	0	0	0	312	0	240	552	16592
Apprch %	2.5	97.5	0		0	96	4		0	0	0		56.5	0	43.5		
Total %	1.1	45.1	0	46.2	0	48.4	2	50.4	0	0	0	0	1.9	0	1.4	3.3	
Car	187	7372	0	7559	0	7891	330	8221	0	0	0	0	312	0	240	552	16332
% Car	98.4	98.5	0	98.5	0	98.2	99.4	98.3	0	0	0	0	100	0	100	100	98.4
Truck	3	111	0	114	0	144	2	146	0	0	0	0	0	0	0	0	260
% Truck	1.6	1.5	0	1.5	0	1.8	0.6	1.7	0	0	0	0	0	0	0	0	1.6

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[illegible]

Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:15

[illegible]

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Groups Printed- Car - Truck

	Gibson Blvd Eastbound				Gibson Blvd Westbound				Northbound				Quincy St Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	0	432	0	432	0	166	0	166	0	0	0	0	0	0	1	1	599
06:45	3	511	0	514	0	190	0	190	0	0	0	0	0	0	0	0	704
Total	3	943	0	946	0	356	0	356	0	0	0	0	0	0	1	1	1303
07:00	3	484	0	487	0	156	0	156	0	0	0	0	0	0	2	2	645
07:15	1	473	0	474	0	232	0	232	0	0	0	0	0	0	1	1	707
07:30	2	442	0	444	0	205	0	205	0	0	0	0	0	0	6	6	655
07:45	0	390	0	390	0	330	0	330	0	0	0	0	0	0	4	4	724
Total	6	1789	0	1795	0	923	0	923	0	0	0	0	0	0	13	13	2731
08:00	1	338	0	339	0	228	0	228	0	0	0	0	1	0	7	8	575
08:15	1	306	0	307	0	206	0	206	0	0	0	0	0	0	5	5	518
08:30	1	335	0	336	0	216	0	216	0	0	0	0	1	0	3	4	556
08:45	0	348	0	348	0	196	1	197	0	0	0	0	1	0	2	3	548
Total	3	1327	0	1330	0	846	1	847	0	0	0	0	3	0	17	20	2197
09:00	5	262	0	267	0	187	1	188	0	0	0	0	1	0	2	3	458
09:15	3	257	0	260	0	172	3	175	0	0	0	0	0	0	5	5	440
*** BREAK ***																	
Total	8	519	0	527	0	359	4	363	0	0	0	0	1	0	7	8	898
*** BREAK ***																	
15:00	1	247	0	248	0	364	2	366	0	0	0	0	1	0	3	4	618
15:15	2	238	0	240	0	418	3	421	0	0	0	0	0	0	5	5	666
15:30	0	225	0	225	0	499	1	500	0	0	0	0	0	0	2	2	727
15:45	3	291	0	294	0	538	2	540	0	0	0	0	0	0	1	1	835
Total	6	1001	0	1007	0	1819	8	1827	0	0	0	0	1	0	11	12	2846
16:00	2	254	0	256	0	496	1	497	0	0	0	0	0	0	1	1	754
16:15	2	302	0	304	0	544	2	546	0	0	0	0	1	0	2	3	853
16:30	6	327	0	333	0	547	0	547	0	0	0	0	1	0	5	6	886
16:45	3	325	0	328	0	533	2	535	0	0	0	0	0	0	6	6	869
Total	13	1208	0	1221	0	2120	5	2125	0	0	0	0	2	0	14	16	3362
17:00	3	296	0	299	0	483	0	483	0	0	0	0	0	0	2	2	784
17:15	3	324	0	327	0	500	2	502	0	0	0	0	0	0	2	2	831
17:30	4	258	0	262	0	489	0	489	0	0	0	0	0	0	1	1	752
17:45	4	235	0	239	0	399	2	401	0	0	0	0	0	0	0	0	640
Total	14	1113	0	1127	0	1871	4	1875	0	0	0	0	0	0	5	5	3007
Grand Total	53	7900	0	7953	0	8294	22	8316	0	0	0	0	7	0	68	75	16344
Apprch %	0.7	99.3	0		0	99.7	0.3		0	0	0		9.3	0	90.7		
Total %	0.3	48.3	0	48.7	0	50.7	0.1	50.9	0	0	0	0	0	0	0.4	0.5	
Car	51	7779	0	7830	0	8150	21	8171	0	0	0	0	7	0	68	75	16076
% Car	96.2	98.5	0	98.5	0	98.3	95.5	98.3	0	0	0	0	100	0	100	100	98.4
Truck	2	121	0	123	0	144	1	145	0	0	0	0	0	0	0	0	268
% Truck	3.8	1.5	0	1.5	0	1.7	4.5	1.7	0	0	0	0	0	0	0	0	1.6

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH10

File Name : Gibson & Truman
Site Code :
Start Date : 5/29/2019
Page No : 1

Groups Printed- Car - Truck

	Gibson Blvd Eastbound				Gibson Blvd Westbound				Truman St Northbound				Truman St Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	1	256	132	389	63	165	1	229	7	0	4	11	0	22	1	23	652
06:45	3	386	150	539	73	183	1	257	6	1	5	12	3	21	2	26	834
Total	4	642	282	928	136	348	2	486	13	1	9	23	3	43	3	49	1486
07:00	4	314	131	449	59	136	2	197	10	0	6	16	4	24	5	33	695
07:15	3	350	143	496	63	220	2	285	13	0	8	21	1	26	3	30	832
07:30	1	322	94	417	58	188	0	246	12	0	10	22	1	17	5	23	708
07:45	2	325	92	419	63	307	0	370	21	1	8	30	2	14	6	22	841
Total	10	1311	460	1781	243	851	4	1098	56	1	32	89	8	81	19	108	3076
08:00	5	233	79	317	77	202	1	280	24	0	15	39	4	15	3	22	658
08:15	4	239	70	313	47	193	2	242	14	1	16	31	2	7	7	16	602
08:30	5	211	92	308	63	178	1	242	20	1	13	34	4	17	6	27	611
08:45	4	240	124	368	57	161	3	221	23	0	19	42	4	7	3	14	645
Total	18	923	365	1306	244	734	7	985	81	2	63	146	14	46	19	79	2516
09:00	1	175	71	247	41	158	1	200	17	1	19	37	1	10	4	15	499
09:15	4	188	64	256	31	158	4	193	17	0	12	29	2	6	4	12	490
*** BREAK ***																	
Total	5	363	135	503	72	316	5	393	34	1	31	66	3	16	8	27	989
*** BREAK ***																	
15:00	2	219	31	252	14	271	5	290	100	1	55	156	1	0	5	6	704
15:15	10	185	19	214	15	301	7	323	117	4	50	171	1	2	10	13	721
15:30	7	214	12	233	18	380	5	403	121	4	38	163	2	1	12	15	814
15:45	8	227	25	260	15	407	1	423	114	11	47	172	6	2	10	18	873
Total	27	845	87	959	62	1359	18	1439	452	20	190	662	10	5	37	52	3112
16:00	2	252	9	263	7	360	0	367	137	11	68	216	3	0	5	8	854
16:15	12	259	18	289	7	394	1	402	148	9	52	209	3	2	3	8	908
16:30	10	291	15	316	4	407	3	414	148	12	61	221	2	2	6	10	961
16:45	8	282	11	301	7	376	8	391	150	9	36	195	3	2	10	15	902
Total	32	1084	53	1169	25	1537	12	1574	583	41	217	841	11	6	24	41	3625
17:00	3	275	8	286	7	386	5	398	109	13	40	162	2	3	6	11	857
17:15	8	295	7	310	4	392	7	403	110	12	59	181	6	2	16	24	918
17:30	8	237	7	252	16	355	3	374	119	20	52	191	2	3	17	22	839
17:45	3	216	13	232	3	288	6	297	87	9	37	133	4	0	8	12	674
Total	22	1023	35	1080	30	1421	21	1472	425	54	188	667	14	8	47	69	3288
Grand Total	118	6191	1417	7726	812	6566	69	7447	1644	120	730	2494	63	205	157	425	18092
Apprch %	1.5	80.1	18.3		10.9	88.2	0.9		65.9	4.8	29.3		14.8	48.2	36.9		
Total %	0.7	34.2	7.8	42.7	4.5	36.3	0.4	41.2	9.1	0.7	4	13.8	0.3	1.1	0.9	2.3	
Car	115	6086	1407	7608	805	6442	68	7315	1621	120	723	2464	63	205	151	419	17806
% Car	97.5	98.3	99.3	98.5	99.1	98.1	98.6	98.2	98.6	100	99	98.8	100	100	96.2	98.6	98.4
Truck	3	105	10	118	7	124	1	132	23	0	7	30	0	0	6	6	286
% Truck	2.5	1.7	0.7	1.5	0.9	1.9	1.4	1.8	1.4	0	1	1.2	0	0	3.8	1.4	1.6

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
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Collected by: MH10

File Name : Gibson & Truman
Site Code :
Start Date : 5/29/2019
Page No : 2

	Gibson Blvd Eastbound				Gibson Blvd Westbound				Truman St Northbound				Truman St Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 11:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	4	314	131	449	59	136	2	197	10	0	6	16	4	24	5	33	695
07:15	3	350	143	496	63	220	2	285	13	0	8	21	1	26	3	30	832
07:30	1	322	94	417	58	188	0	246	12	0	10	22	1	17	5	23	708
07:45	2	325	92	419	63	307	0	370	21	1	8	30	2	14	6	22	841
Total Volume	10	1311	460	1781	243	851	4	1098	56	1	32	89	8	81	19	108	3076
% App. Total	0.6	73.6	25.8		22.1	77.5	0.4		62.9	1.1	36		7.4	75	17.6		
PHF	.625	.936	.804	.898	.964	.693	.500	.742	.667	.250	.800	.742	.500	.779	.792	.818	.914
Car	10	1293	460	1763	243	836	3	1082	50	1	31	82	8	81	19	108	3035
% Car	100	98.6	100	99.0	100	98.2	75.0	98.5	89.3	100	96.9	92.1	100	100	100	100	98.7
Truck	0	18	0	18	0	15	1	16	6	0	1	7	0	0	0	0	41
% Truck	0	1.4	0	1.0	0	1.8	25.0	1.5	10.7	0	3.1	7.9	0	0	0	0	1.3

Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	10	291	15	316	4	407	3	414	148	12	61	221	2	2	6	10	961
16:45	8	282	11	301	7	376	8	391	150	9	36	195	3	2	10	15	902
17:00	3	275	8	286	7	386	5	398	109	13	40	162	2	3	6	11	857
17:15	8	295	7	310	4	392	7	403	110	12	59	181	6	2	16	24	918
Total Volume	29	1143	41	1213	22	1561	23	1606	517	46	196	759	13	9	38	60	3638
% App. Total	2.4	94.2	3.4		1.4	97.2	1.4		68.1	6.1	25.8		21.7	15	63.3		
PHF	.725	.969	.683	.960	.786	.959	.719	.970	.862	.885	.803	.859	.542	.750	.594	.625	.946
Car	29	1127	37	1193	20	1540	23	1583	517	46	195	758	13	9	37	59	3593
% Car	100	98.6	90.2	98.4	90.9	98.7	100	98.6	100	100	99.5	99.9	100	100	97.4	98.3	98.8
Truck	0	16	4	20	2	21	0	23	0	0	1	1	0	0	1	1	45
% Truck	0	1.4	9.8	1.6	9.1	1.3	0	1.4	0	0	0.5	0.1	0	0	2.6	1.7	1.2

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
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Collected by: MH17

File Name : Gibson & San Mateo
Site Code :
Start Date : 5/29/2019
Page No : 1

Groups Printed- Car - Truck

	Gibson Blvd Eastbound				Gibson Blvd Westbound				Ridgecrest Dr Northbound				San Mateo Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30	25	156	75	256	16	168	10	194	5	3	2	10	20	30	62	112	572
06:45	40	229	131	400	16	182	10	208	5	5	3	13	16	58	62	136	757
Total	65	385	206	656	32	350	20	402	10	8	5	23	36	88	124	248	1329
07:00	31	176	122	329	19	135	13	167	14	12	7	33	25	83	44	152	681
07:15	46	189	125	360	20	195	10	225	9	8	7	24	8	66	81	155	764
07:30	37	203	90	330	20	172	17	209	15	16	5	36	35	53	59	147	722
07:45	60	173	101	334	27	283	13	323	29	5	10	44	26	52	75	153	854
Total	174	741	438	1353	86	785	53	924	67	41	29	137	94	254	259	607	3021
08:00	42	139	67	248	17	165	10	192	38	17	8	63	19	45	85	149	652
08:15	36	165	59	260	11	162	19	192	25	16	7	48	19	35	54	108	608
08:30	47	119	57	223	7	160	19	186	24	14	7	45	11	35	63	109	563
08:45	42	159	74	275	10	149	11	170	29	9	6	44	19	25	50	94	583
Total	167	582	257	1006	45	636	59	740	116	56	28	200	68	140	252	460	2406
09:00	31	114	48	193	12	123	26	161	36	19	15	70	9	21	54	84	508
09:15	32	113	47	192	9	124	25	158	26	23	7	56	24	30	47	101	507
*** BREAK ***																	
Total	63	227	95	385	21	247	51	319	62	42	22	126	33	51	101	185	1015
*** BREAK ***																	
15:00	67	187	21	275	3	167	32	202	65	34	10	109	10	17	62	89	675
15:15	59	158	21	238	6	187	32	225	69	39	17	125	13	19	58	90	678
15:30	53	181	25	259	5	267	37	309	78	34	12	124	10	9	73	92	784
15:45	47	208	18	273	3	277	29	309	79	42	23	144	16	12	69	97	823
Total	226	734	85	1045	17	898	130	1045	291	149	62	502	49	57	262	368	2960
16:00	74	234	4	312	3	268	42	313	67	38	17	122	16	8	55	79	826
16:15	71	212	17	300	3	277	33	313	80	45	10	135	11	11	60	82	830
16:30	70	280	18	368	0	286	44	330	74	57	27	158	17	8	74	99	955
16:45	57	278	14	349	4	290	49	343	64	46	19	129	26	15	63	104	925
Total	272	1004	53	1329	10	1121	168	1299	285	186	73	544	70	42	252	364	3536
17:00	62	238	6	306	1	282	37	320	46	25	9	80	12	5	83	100	806
17:15	72	284	10	366	4	301	33	338	31	24	8	63	12	9	82	103	870
17:30	68	216	12	296	3	275	48	326	28	14	7	49	20	6	77	103	774
17:45	58	196	11	265	7	205	26	238	21	6	8	35	19	6	82	107	645
Total	260	934	39	1233	15	1063	144	1222	126	69	32	227	63	26	324	413	3095
Grand Total	1227	4607	1173	7007	226	5100	625	5951	957	551	251	1759	413	658	1574	2645	17362
Apprch %	17.5	65.7	16.7		3.8	85.7	10.5		54.4	31.3	14.3		15.6	24.9	59.5		
Total %	7.1	26.5	6.8	40.4	1.3	29.4	3.6	34.3	5.5	3.2	1.4	10.1	2.4	3.8	9.1	15.2	
Car	1210	4538	1154	6902	222	5014	622	5858	940	524	247	1711	407	629	1547	2583	17054
% Car	98.6	98.5	98.4	98.5	98.2	98.3	99.5	98.4	98.2	95.1	98.4	97.3	98.5	95.6	98.3	97.7	98.2
Truck	17	69	19	105	4	86	3	93	17	27	4	48	6	29	27	62	308
% Truck	1.4	1.5	1.6	1.5	1.8	1.7	0.5	1.6	1.8	4.9	1.6	2.7	1.5	4.4	1.7	2.3	1.8

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	Gibson Blvd Eastbound				Gibson Blvd Westbound				Ridgecrest Dr Northbound				San Mateo Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 to 11:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00

07:00	31	176	122	329	19	135	13	167	14	12	7	33	25	83	44	152	681
07:15	46	189	125	360	20	195	10	225	9	8	7	24	8	66	81	155	764
07:30	37	203	90	330	20	172	17	209	15	16	5	36	35	53	59	147	722
07:45	60	173	101	334	27	283	13	323	29	5	10	44	26	52	75	153	854
Total Volume	174	741	438	1353	86	785	53	924	67	41	29	137	94	254	259	607	3021
% App. Total	12.9	54.8	32.4		9.3	85	5.7		48.9	29.9	21.2		15.5	41.8	42.7		
PHF	.725	.913	.876	.940	.796	.693	.779	.715	.578	.641	.725	.778	.671	.765	.799	.979	.884
Car	172	730	433	1335	86	773	52	911	65	37	27	129	94	249	257	600	2975
% Car	98.9	98.5	98.9	98.7	100	98.5	98.1	98.6	97.0	90.2	93.1	94.2	100	98.0	99.2	98.8	98.5
Truck	2	11	5	18	0	12	1	13	2	4	2	8	0	5	2	7	46
% Truck	1.1	1.5	1.1	1.3	0	1.5	1.9	1.4	3.0	9.8	6.9	5.8	0	2.0	0.8	1.2	1.5

Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	70	280	18	368	0	286	44	330	74	57	27	158	17	8	74	99	955
16:45	57	278	14	349	4	290	49	343	64	46	19	129	26	15	63	104	925
17:00	62	238	6	306	1	282	37	320	46	25	9	80	12	5	83	100	806
17:15	72	284	10	366	4	301	33	338	31	24	8	63	12	9	82	103	870
Total Volume	261	1080	48	1389	9	1159	163	1331	215	152	63	430	67	37	302	406	3556
% App. Total	18.8	77.8	3.5		0.7	87.1	12.2		50	35.3	14.7		16.5	9.1	74.4		
PHF	.906	.951	.667	.944	.563	.963	.832	.970	.726	.667	.583	.680	.644	.617	.910	.976	.931
Car	257	1071	45	1373	9	1146	163	1318	212	148	63	423	66	33	295	394	3508
% Car	98.5	99.2	93.8	98.8	100	98.9	100	99.0	98.6	97.4	100	98.4	98.5	89.2	97.7	97.0	98.7
Truck	4	9	3	16	0	13	0	13	3	4	0	7	1	4	7	12	48
% Truck	1.5	0.8	6.3	1.2	0	1.1	0	1.0	1.4	2.6	0	1.6	1.5	10.8	2.3	3.0	1.3

Traffic Count Data Sheet

Year Counts Taken: **2013**
 E-W Street **Miles Rd**
 N-S Street: **Girard Blvd**

 Speed Limit (Miles Rd)= **40**
 Speed Limit (Girard Blvd)= **35**
12/12/13

UNSIGNALIZED

Begin Time	End Time	Eastbound (Miles Rd)			Westbound (Miles Rd)			Northbound (Girard Blvd)			Southbound (Girard Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
7:00 AM	7:15 AM	10	0	0	0	0	0	0	10	0	0	12	12
7:15 AM	7:30 AM	11	0	0	0	0	0	0	11	0	0	17	17
7:30 AM	7:45 AM	14	0	0	0	0	0	0	14	0	0	18	18
7:45 AM	8:00 AM	10	0	0	0	0	0	0	10	0	0	30	30
8:00 AM	8:15 AM	10	0	0	0	0	0	0	10	0	0	22	22
8:15 AM	8:30 AM	7	0	0	0	0	0	0	7	0	0	19	19
8:30 AM	8:45 AM	7	0	0	0	0	0	0	7	0	0	15	15
8:45 AM	9:00 AM	7	0	0	0	0	0	0	7	0	0	9	9
AM Peak Hour Volumes		45	0	0	0	0	0	0	45	0	0	87	87
% of Total Traffic		17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	33.0%	0.0%
% Directional			17.0%			0.0%	Intersection			17.0%		33.0%	
AM Peak Hour Factor			0.80			#DIV/0!	0.83			0.80		0.73	

Begin Time	End Time	Eastbound (Miles Rd)			Westbound (Miles Rd)			Northbound (Girard Blvd)			Southbound (Girard Blvd)		
		L	T	R	L	T	R	L	T	R	L	T	R
4:00 PM	4:15 PM	4	0	0	0	0	0	0	4	0	0	19	19
4:15 PM	4:30 PM	4	0	0	0	0	0	0	4	0	0	24	24
4:30 PM	4:45 PM	6	0	0	0	0	0	0	6	0	0	20	20
4:45 PM	5:00 PM	6	0	0	0	0	0	0	6	0	0	23	23
5:00 PM	5:15 PM	6	0	0	0	0	0	0	6	0	0	22	22
5:15 PM	5:30 PM	7	0	0	0	0	0	0	7	0	0	19	19
5:30 PM	5:45 PM	3	0	0	0	0	0	0	3	0	0	16	16
5:45 PM	6:00 PM	2	0	0	0	0	0	0	2	0	0	9	9
PM Peak Hour Volumes		22	0	0	0	0	0	0	22	0	0	89	89
% of Total Traffic		9.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.9%	0.0%	0.0%	40.1%	40.1%
% Directional			9.9%			0.0%	Intersection			9.9%		80.2%	
PM Peak Hour Factor			0.92			#DIV/0!	0.96			0.92		0.93	

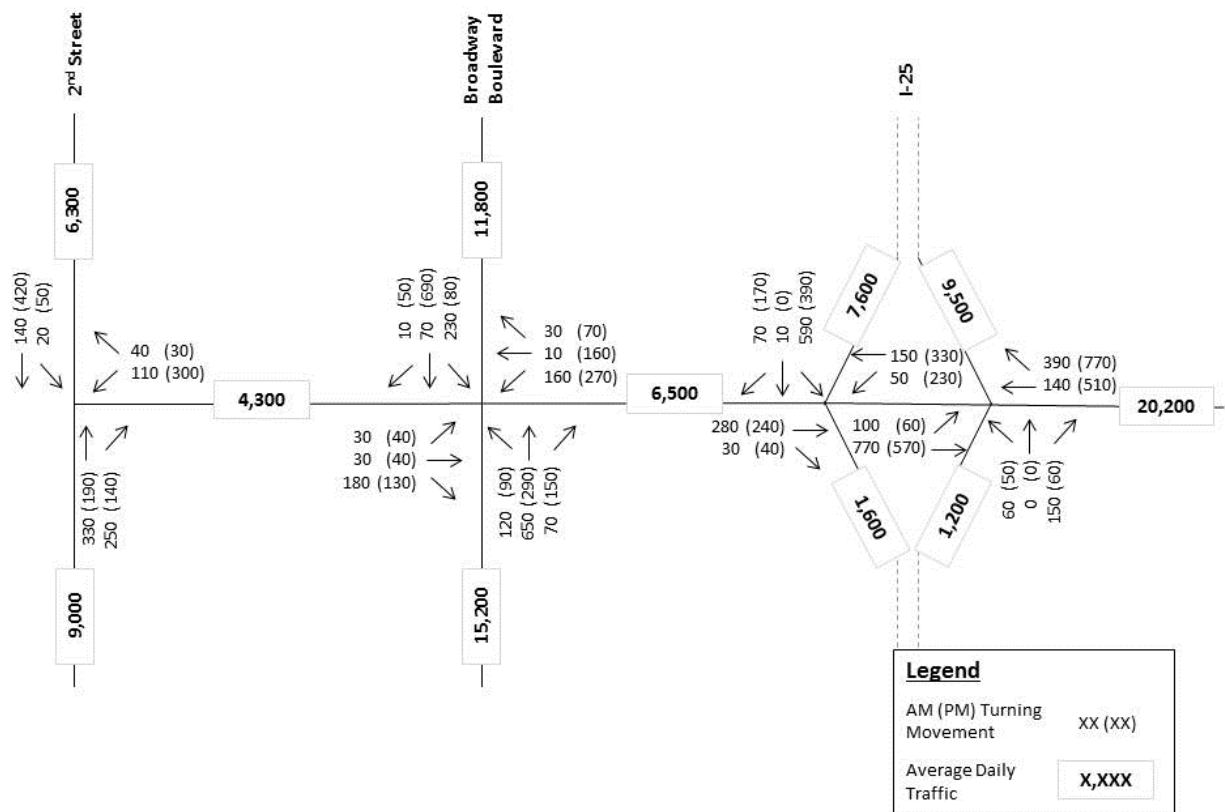


Figure 2: 2020 Volumes