



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

Count Name: NM285.02 - Anderson Heights TIS
Site Code: 98th & Amole Mesa
Start Date: 08/05/2020
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Turning Movement Data

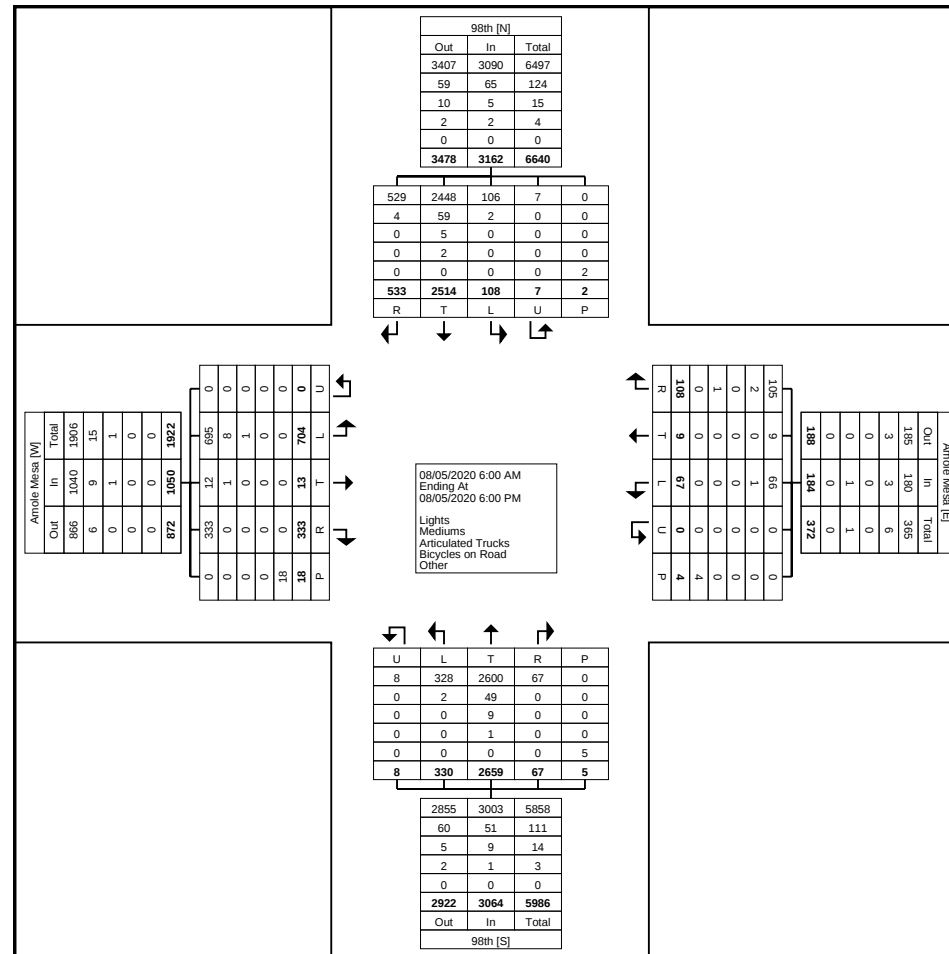
Start Time	98th Southbound						Amole Mesa Westbound						98th Northbound						Amole Mesa Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:00 AM	4	25	0	0	0	29	0	0	0	0	0	0	0	40	2	0	0	42	5	0	13	0	0	18	89
6:15 AM	2	34	0	1	0	37	3	0	2	0	0	5	0	42	2	0	0	44	8	0	15	0	1	23	109
6:30 AM	3	39	1	0	0	43	0	0	1	0	0	1	0	45	0	0	3	45	14	0	9	0	3	23	112
6:45 AM	4	42	0	0	1	46	2	0	0	0	0	2	0	56	5	0	0	61	7	0	15	0	1	22	131
Hourly Total	13	140	1	1	1	155	5	0	3	0	0	8	0	183	9	0	3	192	34	0	52	0	5	86	441
7:00 AM	1	34	2	0	0	37	2	0	1	0	1	3	0	45	2	0	0	47	8	0	20	0	0	28	115
7:15 AM	3	39	1	0	1	43	4	0	4	0	0	8	0	39	3	1	0	43	8	0	25	0	2	33	127
7:30 AM	6	50	1	0	0	57	4	0	2	0	0	6	1	53	3	0	1	57	12	0	11	0	1	23	143
7:45 AM	8	52	2	0	0	62	1	0	1	0	0	2	1	50	4	0	0	55	12	0	9	0	1	21	140
Hourly Total	18	175	6	0	1	199	11	0	8	0	1	19	2	187	12	1	1	202	40	0	65	0	4	105	525
8:00 AM	4	39	0	0	0	43	1	0	2	0	0	3	1	53	2	0	0	56	4	1	14	0	0	19	121
8:15 AM	3	32	2	1	0	38	1	0	1	0	0	2	1	61	4	1	0	67	8	1	15	0	1	24	131
8:30 AM	7	45	0	0	0	52	1	0	0	0	0	1	0	50	4	0	0	54	5	0	13	0	0	18	125
8:45 AM	6	42	0	0	0	48	0	0	0	0	1	0	0	42	1	0	0	43	6	0	15	0	1	21	112
Hourly Total	20	158	2	1	0	181	3	0	3	0	1	6	2	206	11	1	0	220	23	2	57	0	2	82	489
9:00 AM	8	42	0	0	0	50	1	0	1	0	0	2	1	36	1	0	0	38	2	1	13	0	0	16	106
9:15 AM	6	26	0	1	0	33	2	0	0	0	0	2	0	47	0	0	0	47	8	0	14	0	0	22	104
9:30 AM	5	31	1	0	0	37	3	0	1	0	0	4	1	53	4	0	0	58	4	0	15	0	0	19	118
9:45 AM	8	41	0	0	0	49	0	0	1	0	0	1	1	46	3	1	0	51	4	0	8	0	0	12	113
Hourly Total	27	140	1	1	0	169	6	0	3	0	0	9	3	182	8	1	0	194	18	1	50	0	0	69	441
10:00 AM	6	32	0	0	0	38	0	0	1	0	0	1	1	47	2	0	0	50	5	0	7	0	0	12	101
10:15 AM	13	24	1	0	0	38	0	1	1	0	0	2	1	39	8	0	0	48	6	0	14	0	1	20	108
10:30 AM	9	46	2	0	0	57	2	0	1	0	0	3	6	49	6	0	0	61	5	0	13	0	0	18	139
10:45 AM	4	49	5	0	0	58	4	1	2	0	0	7	6	29	5	0	0	40	8	1	10	0	0	19	124
Hourly Total	32	151	8	0	0	191	6	2	5	0	0	13	14	164	21	0	0	199	24	1	44	0	1	69	472
11:00 AM	15	46	8	0	0	69	2	0	1	0	0	3	2	44	2	0	1	48	7	0	14	0	1	21	141
11:15 AM	13	46	16	1	0	76	2	0	0	0	1	2	3	57	8	0	0	68	2	0	11	0	0	13	159
11:30 AM	7	47	3	0	0	57	1	0	1	0	1	2	1	40	4	0	0	45	8	1	17	0	0	26	130
11:45 AM	2	39	3	0	0	44	2	0	2	0	0	4	4	60	7	0	0	71	7	1	17	0	0	25	144
Hourly Total	37	178	30	1	0	246	7	0	4	0	2	11	10	201	21	0	1	232	24	2	59	0	1	85	574
12:00 PM	12	45	4	0	0	61	2	0	1	0	0	3	1	55	5	1	0	62	6	0	13	0	0	19	145
12:15 PM	11	53	2	0	0	66	1	0	1	0	0	2	3	49	2	1	0	55	8	1	17	0	1	26	149
12:30 PM	13	54	3	0	0	70	0	0	0	0	0	0	1	52	4	0	0	57	10	0	12	0	1	22	149
12:45 PM	8	54	0	0	0	62	1	0	3	0	0	4	1	55	10	0	0	66	5	1	9	0	0	15	147
Hourly Total	44	206	9	0	0	259	4	0	5	0	0	9	6	211	21	2	0	240	29	2	51	0	2	82	590

1:00 PM	14	63	2	1	0	80	1	0	0	0	0	1	1	50	6	0	0	0	57	7	1	14	0	0	22	160
1:15 PM	8	62	3	0	0	73	2	1	1	0	0	4	1	44	7	0	0	0	52	6	0	20	0	0	26	155
1:30 PM	14	39	2	0	0	55	3	0	3	0	0	6	0	55	6	0	0	0	61	9	0	13	0	0	22	144
1:45 PM	10	60	1	0	0	71	2	0	2	0	0	4	0	45	9	0	0	0	54	5	0	15	0	0	20	149
Hourly Total	46	224	8	1	0	279	8	1	6	0	0	15	2	194	28	0	0	0	224	27	1	62	0	0	90	608
2:00 PM	10	61	1	0	0	72	2	0	0	0	0	2	1	54	16	1	0	0	72	5	0	16	0	0	21	167
2:15 PM	21	47	6	0	0	74	5	0	4	0	0	9	0	52	4	0	0	0	56	6	0	19	0	0	25	164
2:30 PM	20	55	0	0	0	75	5	0	1	0	0	6	1	70	8	0	0	0	79	4	0	13	0	0	17	177
2:45 PM	24	68	2	0	0	94	2	1	3	0	0	6	1	55	6	0	0	0	62	6	0	18	0	0	24	186
Hourly Total	75	231	9	0	0	315	14	1	8	0	0	23	3	231	34	1	0	0	269	21	0	66	0	0	87	694
3:00 PM	13	33	3	0	0	49	13	0	5	0	0	18	1	66	11	0	0	0	78	8	0	11	0	0	19	164
3:15 PM	11	66	4	0	0	81	7	0	3	0	0	10	3	64	11	1	0	0	79	5	0	12	0	0	17	187
3:30 PM	15	67	2	0	0	84	5	0	0	0	0	5	6	59	13	0	0	0	78	6	1	13	0	0	20	187
3:45 PM	19	74	3	0	0	96	2	1	1	0	0	4	1	77	15	0	0	0	93	12	0	13	0	0	25	218
Hourly Total	58	240	12	0	0	310	27	1	9	0	0	37	11	266	50	1	0	0	328	31	1	49	0	0	81	756
4:00 PM	13	64	3	0	0	80	1	2	2	0	0	5	1	63	9	0	0	0	73	8	1	22	0	0	31	189
4:15 PM	21	76	2	0	0	99	2	1	1	0	0	4	1	84	18	0	0	0	103	6	0	11	0	0	17	223
4:30 PM	24	78	5	0	0	107	3	1	4	0	0	8	0	88	10	1	0	0	99	6	0	18	0	0	24	238
4:45 PM	14	94	3	1	0	112	3	0	1	0	0	4	2	77	11	0	0	0	90	12	1	14	0	1	27	233
Hourly Total	72	312	13	1	0	398	9	4	8	0	0	21	4	312	48	1	0	0	365	32	2	65	0	1	99	883
5:00 PM	16	105	2	0	0	123	1	0	0	0	0	1	1	75	15	0	0	0	91	6	0	21	0	1	27	242
5:15 PM	34	88	3	0	0	125	1	0	2	0	0	3	4	95	19	0	0	0	118	5	0	18	0	0	23	269
5:30 PM	19	78	2	0	0	99	2	0	1	0	0	3	5	81	21	0	0	0	107	10	0	28	0	0	38	247
5:45 PM	22	88	2	1	0	113	4	0	2	0	0	6	0	71	12	0	0	0	83	9	1	17	0	1	27	229
Hourly Total	91	359	9	1	0	460	8	0	5	0	0	13	10	322	67	0	0	0	399	30	1	84	0	2	115	987
Grand Total	533	2514	108	7	2	3162	108	9	67	0	4	184	67	2659	330	8	5	3064	333	13	704	0	18	1050	7460	
Approach %	16.9	79.5	3.4	0.2	-	-	58.7	4.9	36.4	0.0	-	-	2.2	86.8	10.8	0.3	-	-	31.7	1.2	67.0	0.0	-	-	-	
Total %	7.1	33.7	1.4	0.1	-	42.4	1.4	0.1	0.9	0.0	-	2.5	0.9	35.6	4.4	0.1	-	41.1	4.5	0.2	9.4	0.0	-	14.1	-	
Lights	529	2448	106	7	-	3090	105	9	66	0	-	180	67	2600	328	8	-	3003	333	12	695	0	-	1040	7313	
% Lights	99.2	97.4	98.1	100.0	-	97.7	97.2	100.0	98.5	-	-	97.8	100.0	97.8	99.4	100.0	-	98.0	100.0	92.3	98.7	-	-	99.0	98.0	
Mediums	4	59	2	0	-	65	2	0	1	0	-	3	0	49	2	0	-	51	0	1	8	0	-	9	128	
% Mediums	0.8	2.3	1.9	0.0	-	2.1	1.9	0.0	1.5	-	-	1.6	0.0	1.8	0.6	0.0	-	1.7	0.0	7.7	1.1	-	-	0.9	1.7	
Articulated Trucks	0	5	0	0	-	5	0	0	0	0	-	0	0	9	0	0	-	9	0	0	1	0	-	1	15	
% Articulated Trucks	0.0	0.2	0.0	0.0	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	0.0	-	0.3	0.0	0.0	0.1	-	-	0.1	0.2	
Bicycles on Road	0	2	0	0	-	2	1	0	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	4	
% Bicycles on Road	0.0	0.1	0.0	0.0	-	0.1	0.9	0.0	0.0	-	-	0.5	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	1	-	-	-	
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	5.6	-	-	-	
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	17	-	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	94.4	-	-	-	



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Turning Movement Data Plot



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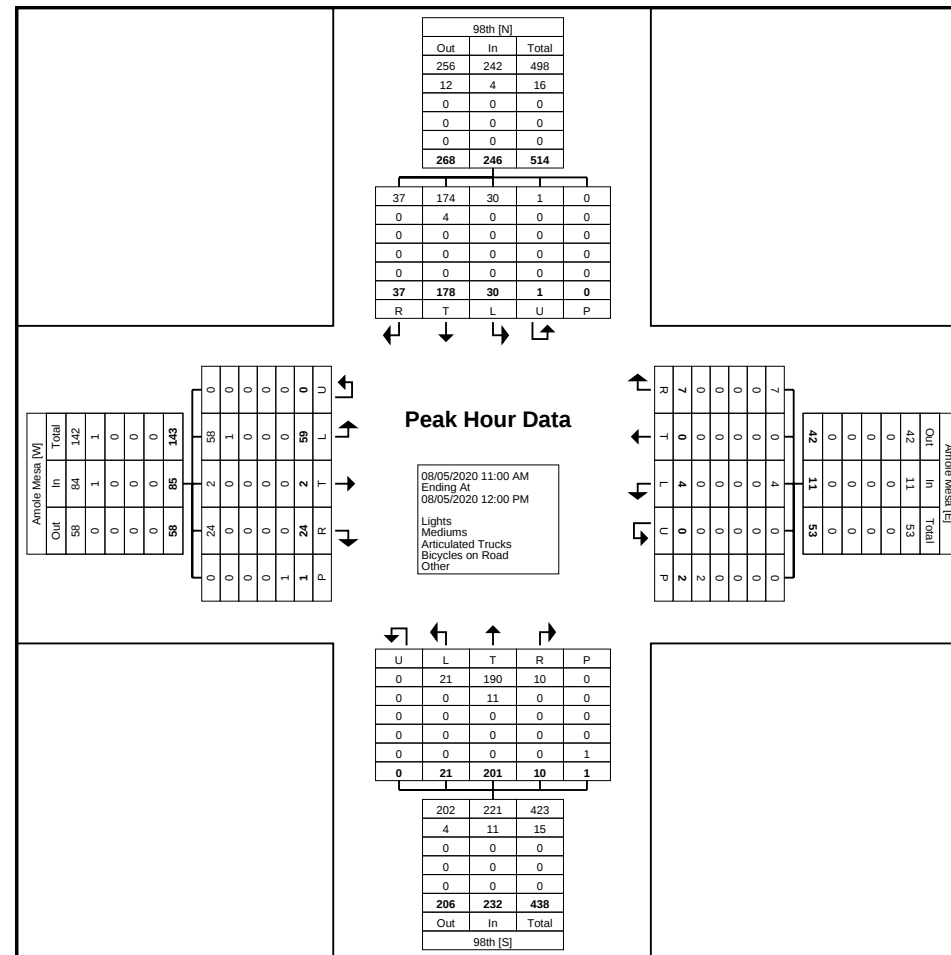
Turning Movement Peak Hour Data (11:00 AM)

Start Time	98th Southbound						Amole Mesa Westbound						98th Northbound						Amole Mesa 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	15	46	8	0	0	69	2	0	1	0	0	3	2	44	2	0	1	48	7	0	14	0	1	21	141
11:15 AM	13	46	16	1	0	76	2	0	0	0	1	2	3	57	8	0	0	68	2	0	11	0	0	13	159
11:30 AM	7	47	3	0	0	57	1	0	1	0	1	2	1	40	4	0	0	45	8	1	17	0	0	26	130
11:45 AM	2	39	3	0	0	44	2	0	2	0	0	4	4	60	7	0	0	71	7	1	17	0	0	25	144
Total	37	178	30	1	0	246	7	0	4	0	2	11	10	201	21	0	1	232	24	2	59	0	1	85	574
Approach %	15.0	72.4	12.2	0.4	-	-	63.6	0.0	36.4	0.0	-	-	4.3	86.6	9.1	0.0	-	-	28.2	2.4	69.4	0.0	-	-	-
Total %	6.4	31.0	5.2	0.2	-	42.9	1.2	0.0	0.7	0.0	-	1.9	1.7	35.0	3.7	0.0	-	40.4	4.2	0.3	10.3	0.0	-	14.8	-
PHF	0.617	0.947	0.469	0.250	-	0.809	0.875	0.000	0.500	0.000	-	0.688	0.625	0.838	0.656	0.000	-	0.817	0.750	0.500	0.868	0.000	-	0.817	0.903
Lights	37	174	30	1	-	242	7	0	4	0	-	11	10	190	21	0	-	221	24	2	58	0	-	84	558
% Lights	100.0	97.8	100.0	100.0	-	98.4	100.0	-	100.0	-	-	100.0	100.0	94.5	100.0	-	-	95.3	100.0	100.0	98.3	-	-	98.8	97.2
Mediums	0	4	0	0	-	4	0	0	0	0	-	0	0	11	0	0	-	11	0	0	1	0	-	1	16
% Mediums	0.0	2.2	0.0	0.0	-	1.6	0.0	-	0.0	-	-	0.0	0.0	5.5	0.0	-	-	4.7	0.0	0.0	1.7	-	-	1.2	2.8
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	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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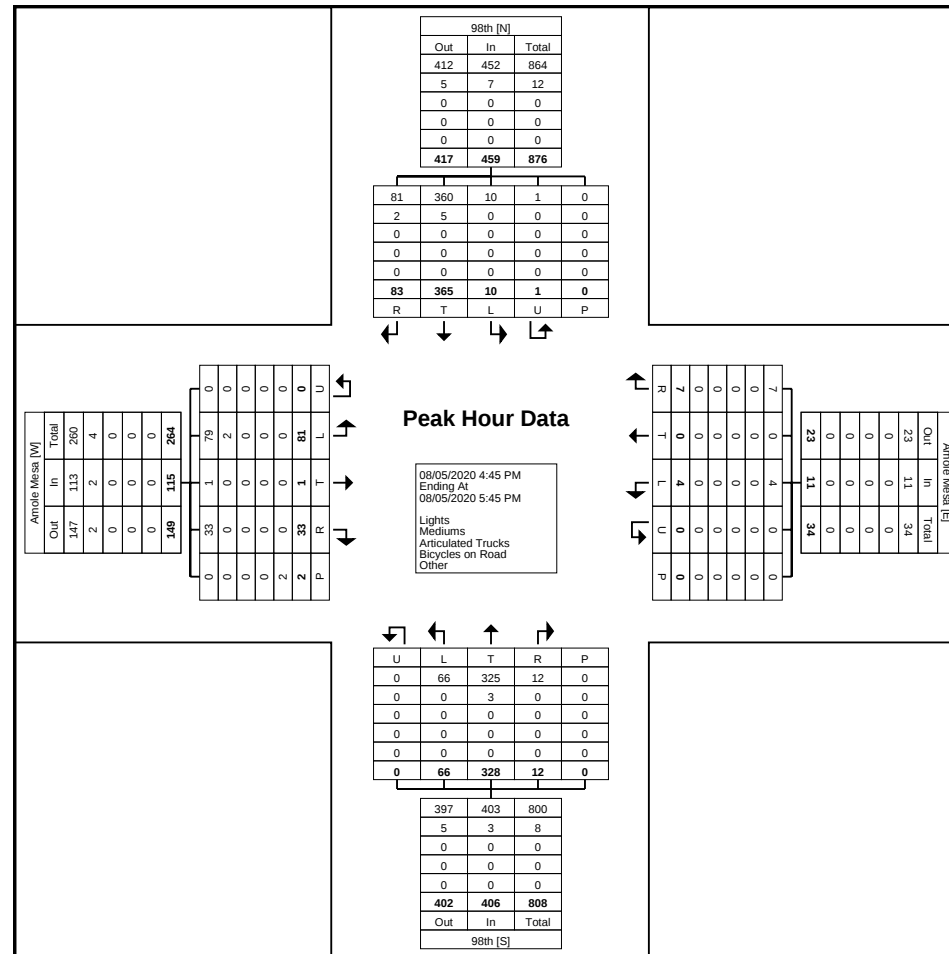
Turning Movement Peak Hour Data (4:45 PM)

Start Time	98th Southbound						Amole Mesa Westbound						98th Northbound						Amole Mesa Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:45 PM	14	94	3	1	0	112	3	0	1	0	0	4	2	77	11	0	0	90	12	1	14	0	1	27	233
5:00 PM	16	105	2	0	0	123	1	0	0	0	0	1	1	75	15	0	0	91	6	0	21	0	1	27	242
5:15 PM	34	88	3	0	0	125	1	0	2	0	0	3	4	95	19	0	0	118	5	0	18	0	0	23	269
5:30 PM	19	78	2	0	0	99	2	0	1	0	0	3	5	81	21	0	0	107	10	0	28	0	0	38	247
Total	83	365	10	1	0	459	7	0	4	0	0	11	12	328	66	0	0	406	33	1	81	0	2	115	991
Approach %	18.1	79.5	2.2	0.2	-	-	63.6	0.0	36.4	0.0	-	-	3.0	80.8	16.3	0.0	-	-	28.7	0.9	70.4	0.0	-	-	-
Total %	8.4	36.8	1.0	0.1	-	46.3	0.7	0.0	0.4	0.0	-	1.1	1.2	33.1	6.7	0.0	-	41.0	3.3	0.1	8.2	0.0	-	11.6	-
PHF	0.610	0.869	0.833	0.250	-	0.918	0.583	0.000	0.500	0.000	-	0.688	0.600	0.863	0.786	0.000	-	0.860	0.688	0.250	0.723	0.000	-	0.757	0.921
Lights	81	360	10	1	-	452	7	0	4	0	-	11	12	325	66	0	-	403	33	1	79	0	-	113	979
% Lights	97.6	98.6	100.0	100.0	-	98.5	100.0	-	100.0	-	-	100.0	100.0	99.1	100.0	-	-	99.3	100.0	100.0	97.5	-	-	98.3	98.8
Mediums	2	5	0	0	-	7	0	0	0	0	-	0	0	3	0	0	-	3	0	0	2	0	-	2	12
% Mediums	2.4	1.4	0.0	0.0	-	1.5	0.0	-	0.0	-	-	0.0	0.0	0.9	0.0	-	-	0.7	0.0	0.0	2.5	-	-	1.7	1.2
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
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-



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



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