



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

Count Name: NM188.06 - Sunrise Village TIA  
Site Code: Denis Chavez & Unser  
Start Date: 04/03/2018  
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## Turning Movement Data

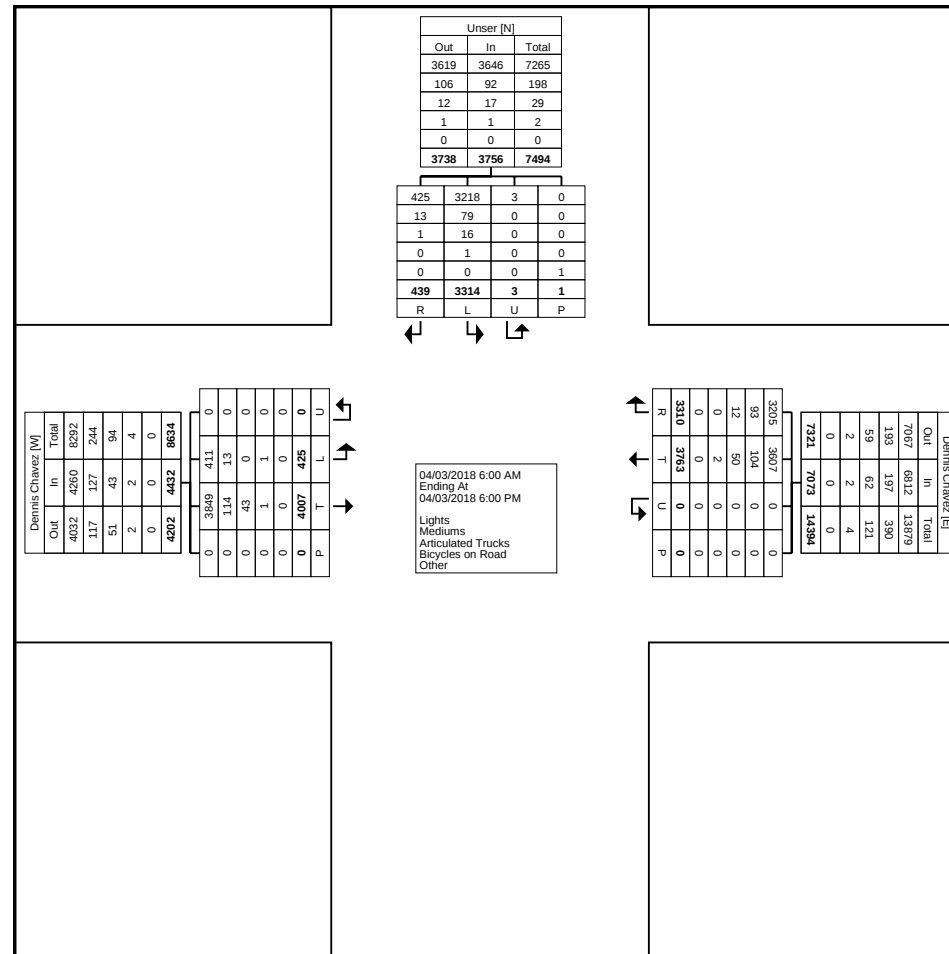
| Start Time    | Unser Southbound |              |      |        |      |            | Dennis Chavez Westbound |              |      |        |      |            | Dennis Chavez Eastbound |      |        |      |            |      | Int. Total |
|---------------|------------------|--------------|------|--------|------|------------|-------------------------|--------------|------|--------|------|------------|-------------------------|------|--------|------|------------|------|------------|
|               | Right            | Right on Red | Left | U-Turn | Peds | App. Total | Right                   | Right on Red | Thru | U-Turn | Peds | App. Total | Thru                    | Left | U-Turn | Peds | App. Total |      |            |
|               |                  |              |      |        |      |            |                         |              |      |        |      |            |                         |      |        |      |            |      |            |
| 6:00 AM       | 0                | 0            | 68   | 0      | 0    | 68         | 22                      | 9            | 34   | 0      | 0    | 65         | 73                      | 0    | 0      | 0    | 73         | 206  |            |
| 6:15 AM       | 1                | 5            | 84   | 0      | 0    | 90         | 20                      | 10           | 51   | 0      | 0    | 81         | 123                     | 4    | 0      | 0    | 127        | 298  |            |
| 6:30 AM       | 7                | 10           | 132  | 0      | 0    | 149        | 40                      | 16           | 60   | 0      | 0    | 116        | 143                     | 6    | 0      | 0    | 149        | 414  |            |
| 6:45 AM       | 13               | 23           | 126  | 0      | 0    | 162        | 41                      | 16           | 92   | 0      | 0    | 149        | 192                     | 16   | 0      | 0    | 208        | 519  |            |
| Hourly Total  | 21               | 38           | 410  | 0      | 0    | 469        | 123                     | 51           | 237  | 0      | 0    | 411        | 531                     | 26   | 0      | 0    | 557        | 1437 |            |
| 7:00 AM       | 24               | 26           | 133  | 0      | 0    | 183        | 36                      | 21           | 127  | 0      | 0    | 184        | 195                     | 27   | 0      | 0    | 222        | 589  |            |
| 7:15 AM       | 5                | 8            | 144  | 0      | 0    | 157        | 51                      | 21           | 91   | 0      | 0    | 163        | 200                     | 26   | 0      | 0    | 226        | 546  |            |
| 7:30 AM       | 3                | 6            | 126  | 0      | 0    | 135        | 53                      | 17           | 82   | 0      | 0    | 152        | 226                     | 8    | 0      | 0    | 234        | 521  |            |
| 7:45 AM       | 5                | 8            | 150  | 0      | 0    | 163        | 59                      | 38           | 79   | 0      | 0    | 176        | 185                     | 9    | 0      | 0    | 194        | 533  |            |
| Hourly Total  | 37               | 48           | 553  | 0      | 0    | 638        | 199                     | 97           | 379  | 0      | 0    | 675        | 806                     | 70   | 0      | 0    | 876        | 2189 |            |
| 8:00 AM       | 8                | 9            | 113  | 0      | 0    | 130        | 51                      | 23           | 86   | 0      | 0    | 160        | 147                     | 4    | 0      | 0    | 151        | 441  |            |
| 8:15 AM       | 8                | 17           | 109  | 0      | 0    | 134        | 52                      | 18           | 89   | 0      | 0    | 159        | 145                     | 11   | 0      | 0    | 156        | 449  |            |
| 8:30 AM       | 15               | 16           | 97   | 0      | 0    | 128        | 51                      | 33           | 102  | 0      | 0    | 186        | 146                     | 29   | 0      | 0    | 175        | 489  |            |
| 8:45 AM       | 5                | 3            | 79   | 1      | 0    | 88         | 57                      | 25           | 56   | 0      | 0    | 138        | 152                     | 29   | 0      | 0    | 181        | 407  |            |
| Hourly Total  | 36               | 45           | 398  | 1      | 0    | 480        | 211                     | 99           | 333  | 0      | 0    | 643        | 590                     | 73   | 0      | 0    | 663        | 1786 |            |
| *** BREAK *** | -                | -            | -    | -      | -    | -          | -                       | -            | -    | -      | -    | -          | -                       | -    | -      | -    | -          | -    |            |
| 11:00 AM      | 4                | 5            | 53   | 0      | 0    | 62         | 42                      | 15           | 59   | 0      | 0    | 116        | 55                      | 4    | 0      | 0    | 59         | 237  |            |
| 11:15 AM      | 1                | 2            | 63   | 0      | 0    | 66         | 39                      | 17           | 66   | 0      | 0    | 122        | 63                      | 2    | 0      | 0    | 65         | 253  |            |
| 11:30 AM      | 1                | 1            | 40   | 0      | 0    | 42         | 46                      | 13           | 64   | 0      | 0    | 123        | 57                      | 4    | 0      | 0    | 61         | 226  |            |
| 11:45 AM      | 4                | 3            | 48   | 0      | 0    | 55         | 36                      | 27           | 75   | 0      | 0    | 138        | 72                      | 4    | 0      | 0    | 76         | 269  |            |
| Hourly Total  | 10               | 11           | 204  | 0      | 0    | 225        | 163                     | 72           | 264  | 0      | 0    | 499        | 247                     | 14   | 0      | 0    | 261        | 985  |            |
| 12:00 PM      | 2                | 4            | 55   | 0      | 0    | 61         | 42                      | 31           | 78   | 0      | 0    | 151        | 85                      | 14   | 0      | 0    | 99         | 311  |            |
| 12:15 PM      | 1                | 2            | 57   | 0      | 0    | 60         | 49                      | 22           | 66   | 0      | 0    | 137        | 82                      | 5    | 0      | 0    | 87         | 284  |            |
| 12:30 PM      | 2                | 3            | 57   | 0      | 0    | 62         | 53                      | 23           | 74   | 0      | 0    | 150        | 72                      | 6    | 0      | 0    | 78         | 290  |            |
| 12:45 PM      | 3                | 0            | 64   | 0      | 0    | 67         | 51                      | 22           | 73   | 0      | 0    | 146        | 79                      | 7    | 0      | 0    | 86         | 299  |            |
| Hourly Total  | 8                | 9            | 233  | 0      | 0    | 250        | 195                     | 98           | 291  | 0      | 0    | 584        | 318                     | 32   | 0      | 0    | 350        | 1184 |            |
| 1:00 PM       | 3                | 2            | 75   | 0      | 1    | 80         | 51                      | 28           | 85   | 0      | 0    | 164        | 70                      | 2    | 0      | 0    | 72         | 316  |            |
| 1:15 PM       | 4                | 1            | 67   | 0      | 0    | 72         | 40                      | 30           | 79   | 0      | 0    | 149        | 79                      | 3    | 0      | 0    | 82         | 303  |            |
| 1:30 PM       | 0                | 4            | 73   | 1      | 0    | 78         | 49                      | 24           | 88   | 0      | 0    | 161        | 68                      | 5    | 0      | 0    | 73         | 312  |            |
| 1:45 PM       | 2                | 4            | 82   | 0      | 0    | 88         | 43                      | 20           | 78   | 0      | 0    | 141        | 50                      | 6    | 0      | 0    | 56         | 285  |            |
| Hourly Total  | 9                | 11           | 297  | 1      | 1    | 318        | 183                     | 102          | 330  | 0      | 0    | 615        | 267                     | 16   | 0      | 0    | 283        | 1216 |            |
| *** BREAK *** | -                | -            | -    | -      | -    | -          | -                       | -            | -    | -      | -    | -          | -                       | -    | -      | -    | -          | -    |            |
| 3:00 PM       | 4                | 7            | 79   | 0      | 0    | 90         | 86                      | 30           | 121  | 0      | 0    | 237        | 89                      | 22   | 0      | 0    | 111        | 438  |            |
| 3:15 PM       | 9                | 17           | 80   | 0      | 0    | 106        | 82                      | 32           | 148  | 0      | 0    | 262        | 103                     | 7    | 0      | 0    | 110        | 478  |            |
| 3:30 PM       | 11               | 9            | 84   | 0      | 0    | 104        | 91                      | 24           | 160  | 0      | 0    | 275        | 82                      | 7    | 0      | 0    | 89         | 468  |            |

[illegible]



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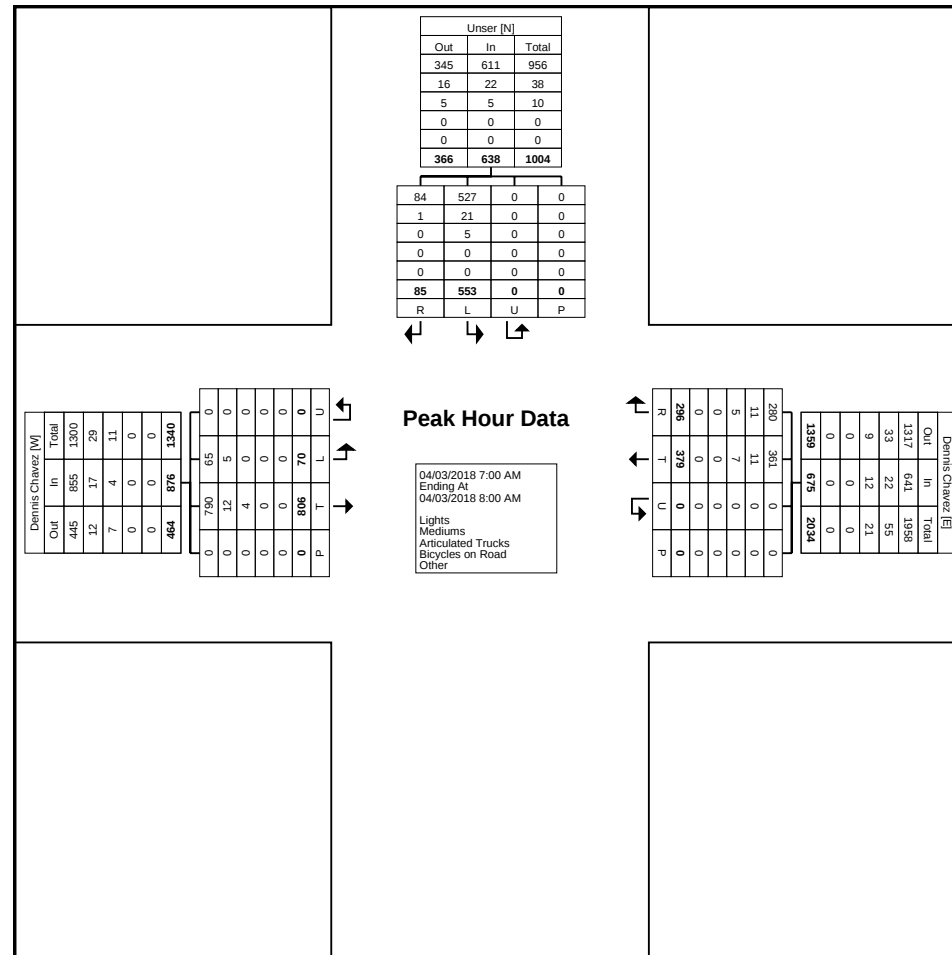
### Turning Movement Peak Hour Data (7:00 AM)

| Start Time              | Unser Southbound |              |       |        |      |            | Dennis Chavez Westbound |              |       |        |      |            | Dennis Chavez Eastbound |       |        |      |            |       | Int. Total |
|-------------------------|------------------|--------------|-------|--------|------|------------|-------------------------|--------------|-------|--------|------|------------|-------------------------|-------|--------|------|------------|-------|------------|
|                         | Right            | Right on Red | Left  | U-Turn | Peds | App. Total | Right                   | Right on Red | Thru  | U-Turn | Peds | App. Total | Thru                    | Left  | U-Turn | Peds | App. Total |       |            |
|                         |                  |              |       |        |      |            |                         |              |       |        |      |            |                         |       |        |      |            |       |            |
| 7:00 AM                 | 24               | 26           | 133   | 0      | 0    | 183        | 36                      | 21           | 127   | 0      | 0    | 184        | 195                     | 27    | 0      | 0    | 222        | 589   |            |
| 7:15 AM                 | 5                | 8            | 144   | 0      | 0    | 157        | 51                      | 21           | 91    | 0      | 0    | 163        | 200                     | 26    | 0      | 0    | 226        | 546   |            |
| 7:30 AM                 | 3                | 6            | 126   | 0      | 0    | 135        | 53                      | 17           | 82    | 0      | 0    | 152        | 226                     | 8     | 0      | 0    | 234        | 521   |            |
| 7:45 AM                 | 5                | 8            | 150   | 0      | 0    | 163        | 59                      | 38           | 79    | 0      | 0    | 176        | 185                     | 9     | 0      | 0    | 194        | 533   |            |
| Total                   | 37               | 48           | 553   | 0      | 0    | 638        | 199                     | 97           | 379   | 0      | 0    | 675        | 806                     | 70    | 0      | 0    | 876        | 2189  |            |
| Approach %              | 5.8              | 7.5          | 86.7  | 0.0    | -    | -          | 29.5                    | 14.4         | 56.1  | 0.0    | -    | -          | 92.0                    | 8.0   | 0.0    | -    | -          | -     |            |
| Total %                 | 1.7              | 2.2          | 25.3  | 0.0    | -    | 29.1       | 9.1                     | 4.4          | 17.3  | 0.0    | -    | 30.8       | 36.8                    | 3.2   | 0.0    | -    | 40.0       | -     |            |
| PHF                     | 0.385            | 0.462        | 0.922 | 0.000  | -    | 0.872      | 0.843                   | 0.638        | 0.746 | 0.000  | -    | 0.917      | 0.892                   | 0.648 | 0.000  | -    | 0.936      | 0.929 |            |
| Lights                  | 36               | 48           | 527   | 0      | -    | 611        | 186                     | 94           | 361   | 0      | -    | 641        | 790                     | 65    | 0      | -    | 855        | 2107  |            |
| % Lights                | 97.3             | 100.0        | 95.3  | -      | -    | 95.8       | 93.5                    | 96.9         | 95.3  | -      | -    | 95.0       | 98.0                    | 92.9  | -      | -    | 97.6       | 96.3  |            |
| Mediums                 | 1                | 0            | 21    | 0      | -    | 22         | 9                       | 2            | 11    | 0      | -    | 22         | 12                      | 5     | 0      | -    | 17         | 61    |            |
| % Mediums               | 2.7              | 0.0          | 3.8   | -      | -    | 3.4        | 4.5                     | 2.1          | 2.9   | -      | -    | 3.3        | 1.5                     | 7.1   | -      | -    | 1.9        | 2.8   |            |
| Articulated Trucks      | 0                | 0            | 5     | 0      | -    | 5          | 4                       | 1            | 7     | 0      | -    | 12         | 4                       | 0     | 0      | -    | 4          | 21    |            |
| % Articulated Trucks    | 0.0              | 0.0          | 0.9   | -      | -    | 0.8        | 2.0                     | 1.0          | 1.8   | -      | -    | 1.8        | 0.5                     | 0.0   | -      | -    | 0.5        | 1.0   |            |
| Bicycles on Road        | 0                | 0            | 0     | 0      | -    | 0          | 0                       | 0            | 0     | 0      | -    | 0          | 0                       | 0     | 0      | -    | 0          | 0     |            |
| % Bicycles on Road      | 0.0              | 0.0          | 0.0   | -      | -    | 0.0        | 0.0                     | 0.0          | 0.0   | -      | -    | 0.0        | 0.0                     | 0.0   | -      | -    | 0.0        | 0.0   |            |
| Bicycles on Crosswalk   | -                | -            | -     | -      | 0    | -          | -                       | -            | -     | -      | 0    | -          | -                       | -     | -      | 0    | -          | -     |            |
| % Bicycles on Crosswalk | -                | -            | -     | -      | -    | -          | -                       | -            | -     | -      | -    | -          | -                       | -     | -      | -    | -          | -     |            |
| Pedestrians             | -                | -            | -     | -      | 0    | -          | -                       | -            | -     | -      | 0    | -          | -                       | -     | -      | 0    | -          | -     |            |
| % Pedestrians           | -                | -            | -     | -      | -    | -          | -                       | -            | -     | -      | -    | -          | -                       | -     | -      | -    | -          | -     |            |



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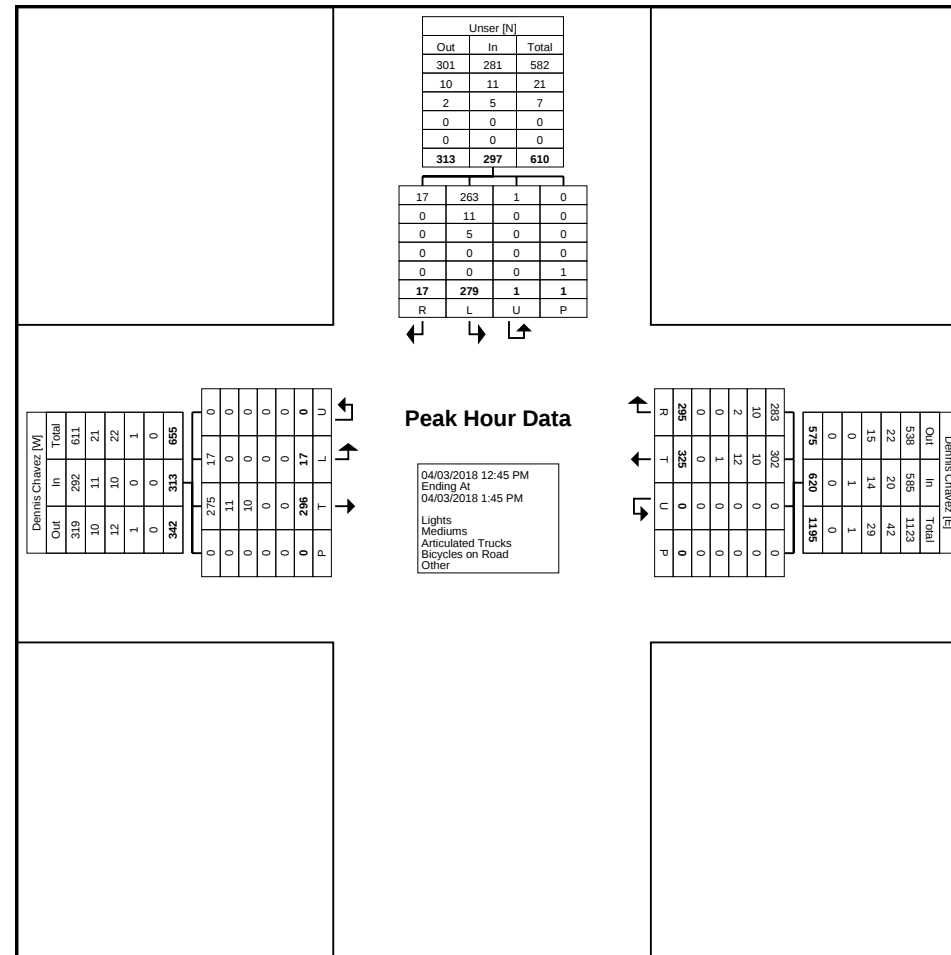
### Turning Movement Peak Hour Data Plot (7:00 AM)





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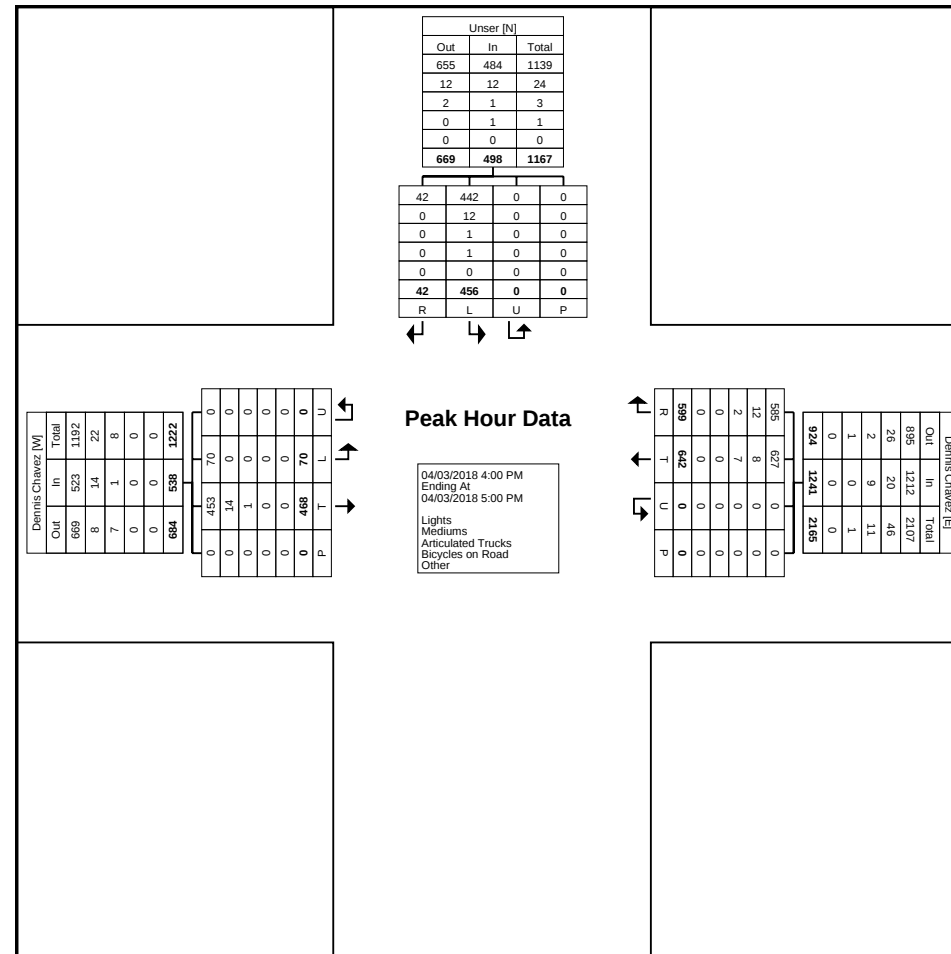
Turning Movement Peak Hour Data Plot (12:45 PM)





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



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