

N13D001



Rio Bravo Commuter Rail Station Traffic Impact Study

Prepared For:
Mid Region Council of Governments

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I. INTRODUCTION

Rio Bravo Boulevard is a limited access four-lane divided arterial roadway within the unincorporated area of Bernalillo County running east and west between Interstate 25 and Coors Boulevard. Rio Bravo Boulevard is a very important corridor within the County as it connects with several major north-south arterials as well as forming an interchange with Interstate 25 (I-25). East of I-25, Rio Bravo Boulevard becomes University Boulevard, and serves as an access to the Albuquerque International Airport.

A Commuter rail station (Rio Bravo/Airport Station) has been proposed for the newly constructed Railrunner railway facility. This railway station is to be located on the northeast corner of Second Street and Rio Bravo Boulevard. There will be 166 regular and six (6) disabled parking spaces at this facility. This analysis will focus on the segment of Rio Bravo Boulevard between Prince Street and Second Street (the segment of Rio Bravo that is adjacent to the railroad property).

II. PROJECT PURPOSE

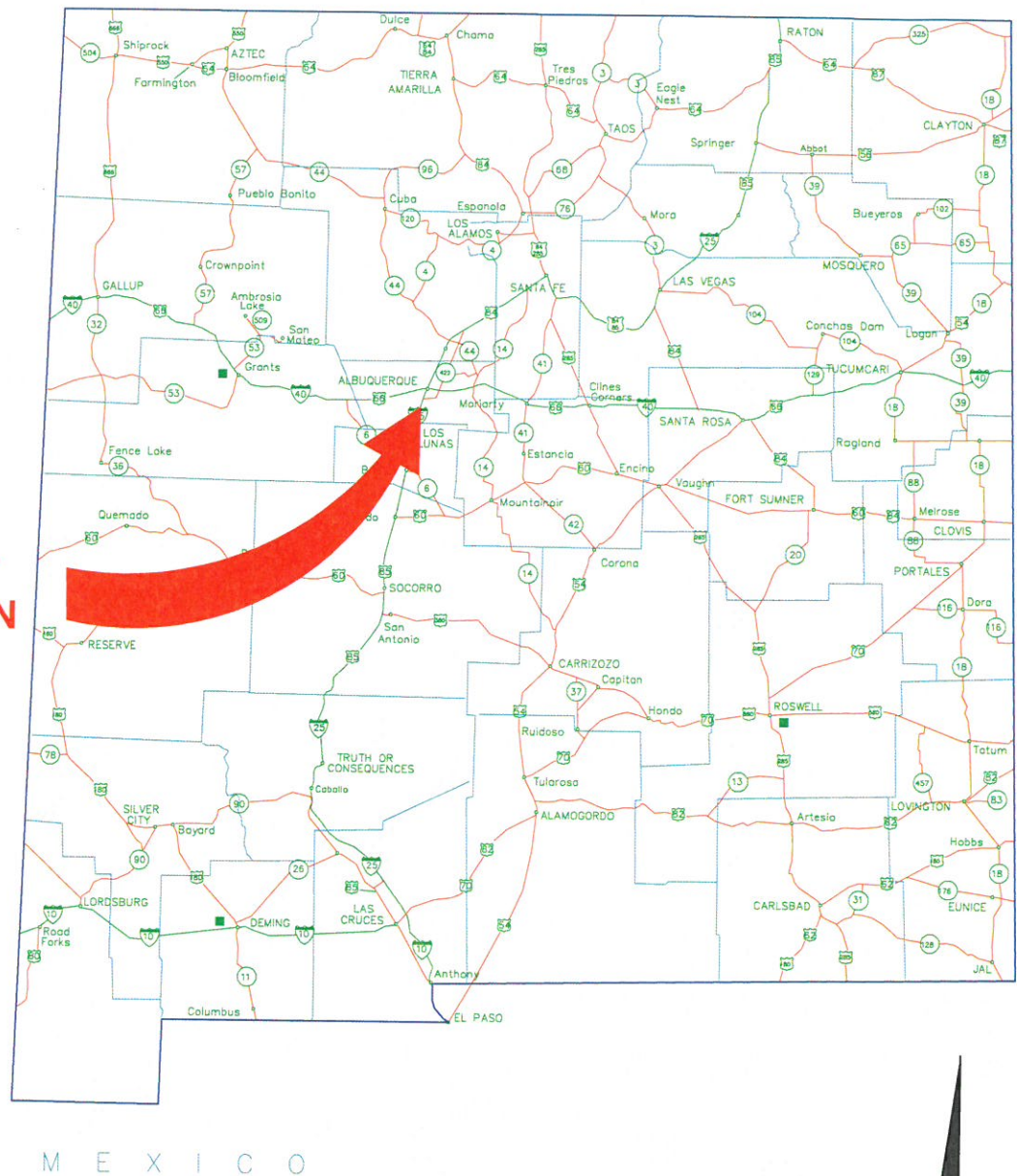
HDR Engineering, Inc. (HDR) has been retained to perform an analysis of existing and future traffic conditions on Rio Bravo Boulevard between Broadway Boulevard and Second Street. The primary project purpose is to analyze the need for a right-turn access/deceleration lane from westbound Rio Bravo Boulevard to provide an alternate access onto the Commuter rail station site. As part of this analysis, HDR will conduct a field inventory that includes roadway conditions, lane configurations, and existing signing.

III. PROJECT DESCRIPTION

The segment of Rio Bravo Boulevard to be reviewed in this analysis begins at the intersection of Rio Bravo at Prince Street and ends at the Second Street intersection. These two intersections are signalized and will be analyzed for existing and future conditions. The segment of Rio Bravo Boulevard to be analyzed is approximately 0.33 miles (1,760 feet) in length.

Please refer to Figures III.A.1, III.A.2 and III.A.3 for location, vicinity and site maps illustrating the project area.

**PROJECT
LOCATION**



COMMUTER RAIL STATION TRAFFIC IMPACT STUDY

**FIGURE III. A.1
LOCATION
MAP**

HDR

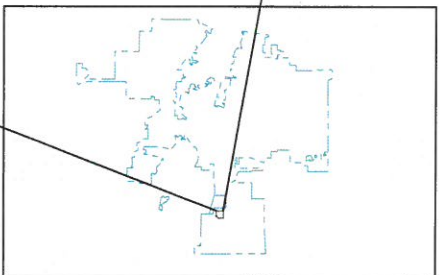
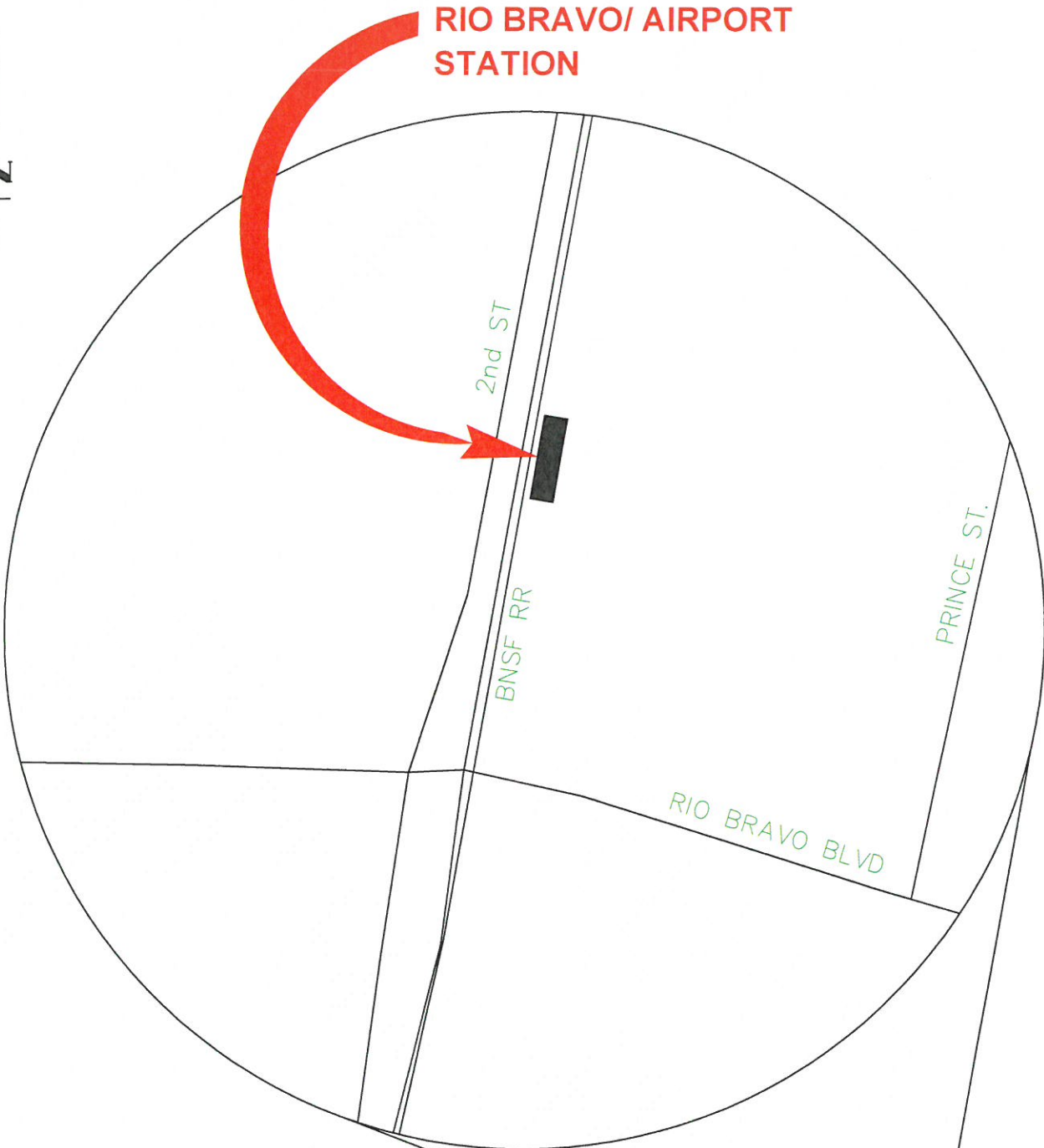
HDR Engineering, Inc.

FILENAME

SCALE

SHEET

2



CITY LIMITS

**COMMUTER RAIL STATION
TRAFFIC IMPACT STUDY**

**FIGURE III. A.2
VICINITY MAP**

2ND STREET

BNSF

RIO BRAVO BLVD.

PROPOSED RIGHT-TURN/
DECELERATION LANE

RAIL STATION AVE.

PRINCE ST.



HDR

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COMMUTER RAIL STATION
TRAFFIC IMPACT STUDY

FIGURE III. A.3
SITE MAP

FILENAME

SCALE

SHEET

4



III.A EXISTING FUNCTIONAL CLASSIFICATIONS

The functional classification of roadways forms the framework of the transportation system and defines its function and use related to access and mobility. Design and operational parameters, such as roadway capacity and posted speed limits are designated relative to the roadway functional classification. A hierarchy of roadway functional classifications is described below:

Principal Arterial Streets. This type of roadway constitutes the highest ranking of roadway within most jurisdictions, serving to connect various areas of a municipality. Principal arterials usually connect arterial and collector streets to larger regional facilities such as interstates, freeways and state highways.

Minor Arterial Streets. Mobility is the main purpose of a minor arterial street. While they serve a secondary function of access to properties along the corridors, their primary function is servicing the most traffic; therefore, arterials typically have the most lanes and higher speeds in order to provide greater capacity.

Collector Streets. These facilities serve as intermediate links between local and arterial streets, serving both access and mobility needs. Their primary function is to collect local traffic from adjacent neighborhoods and transport traffic to the arterials where the lengthier trips are made. Some collectors are discontinuous; however, they provide good connectivity to the arterial streets.

Local Streets. The purpose of local streets is to provide access to adjacent land uses. Local streets comprise of highest number of lane-miles in a roadway network but carry the lowest volume of traffic. They are typically designed to discourage through traffic while providing access from adjacent properties to the roadway network via collector streets. These base level facilities were not analyzed in the study, as their purpose is to provide access and not traffic mobility.



III.B EXISTING CORRIDOR CONDITIONS

III.B.1 STREET SEGMENT DESCRIPTIONS

There are three streets which will be analyzed as part of this analysis: Rio Bravo Boulevard, Prince Street and Second Street:

III.B.1.1 RIO BRAVO BOULEVARD

Rio Bravo Boulevard between Second Street and Broadway Boulevard SE is a limited access four-lane principal arterial roadway with two lanes of travel for each direction, divided by a raised median. There is a portion of eastbound Rio Bravo Boulevard just east of Prince Street that has three lanes; however, the third lane drops before the next intersection to the east (Broadway Boulevard). Rio Bravo Boulevard is a very important corridor within the South Valley of Bernalillo County as it connects with several major north-south arterials as well as forming an interchange with I-25 approximately 1 mile east of the project site. Full access points (median breaks) are provided at two locations onto Rio Bravo Boulevard between Prince Street and Broadway Boulevard, as well as three locations between Prince Street and Second Street.

The posted speed limit for Rio Bravo Boulevard within the study area is 45 mph. The roadway has 12 foot lane widths, 10 to 12 foot paved shoulders, and 24-foot wide medians. Along the south side of the street, there is a bike trail, which is parallel to and separated from Rio Bravo Boulevard through the length of the study area. Please refer to the pictures below showing eastbound and westbound Rio Bravo Boulevard between Prince Street and Second Street:



EB Rio Bravo between Second St./Prince St.

WB Rio Bravo between Second St./Prince St.



III.B.1.2 PRINCE STREET

Prince Street is a local two-lane local roadway, running north and south. There is very little traffic on Prince Street north of the intersection with Rio Bravo Boulevard; the street dead-ends about $\frac{1}{2}$ mile north of Rio Bravo Boulevard and most of the traffic on this segment is generated by an industrial land use located approximately $\frac{1}{4}$ mile north of Rio Bravo Boulevard. This segment of Prince Street also is the eastern border of the railroad property where the proposed Rio Bravo/Airport station is to be constructed. An access road to the station is proposed to connect with Prince Street approximately 300 feet north of its intersection with Rio Bravo Boulevard. At this time, the access from Prince Street is the only proposed access to the station.

Prince Street south of Rio Bravo Boulevard is a two-lane roadway with a posted speed limit of 25 mph that serves a residential area beginning about $\frac{1}{2}$ mile south of the intersection of Rio Bravo Boulevard. Prince Street terminates approximately one mile south of Rio Bravo Boulevard where it intersects with Prosperity Avenue.

The pictures below show Prince Street north of Rio Bravo Boulevard at the proposed location of the entrance driveway to the railway station:



Prince Street looking north from
proposed access to station



Prince Street looking south from
proposed access to station



III.B.1.3 SECOND STREET

Second Street is an undivided two-lane collector roadway that runs north and south and serves adjacent residential, commercial and industrial land uses. The posted speed limit for Second Street is 45 mph and there are frequent driveway access points that serve adjacent businesses on the west side of the street. The pictures below illustrate Second Street in the area of the railway station:



Second Street north Rio Bravo Blvd.
looking northbound



Second Street north of Rio Bravo Blvd.
looking southbound

The railroad runs parallel to Second Street throughout this area. The proposed railway station will front Second Street north of Rio Bravo Boulevard, although an access point to the station from Second Street is not planned at this time. Please refer to the picture below which shows the station site:



BNSF Railroad looking east from proposed site



III.B.2 INTERSECTION DEFINITIONS

The American Association of State Highway and Transportation Officials (AASHTO) define an intersection in *A Policy on Geometric Design of Highways and Streets* ("The Green Book") as:

'The general area where two or more highways join or cross, including the roadway and roadside facilities for traffic movements within the area. The three general types of highway crossings are at-grade interchanges, grade separations without ramps and interchanges.'

III.B.2.1 INTERSECTION INVENTORY

The study segment of Rio Bravo Boulevard contains the two signalized intersections that are closest to the proposed railway station. The analysis of the signalized intersections includes pictures of each approach to the intersection as well as lane configuration exhibits. Following are descriptions of each intersection to be analyzed:

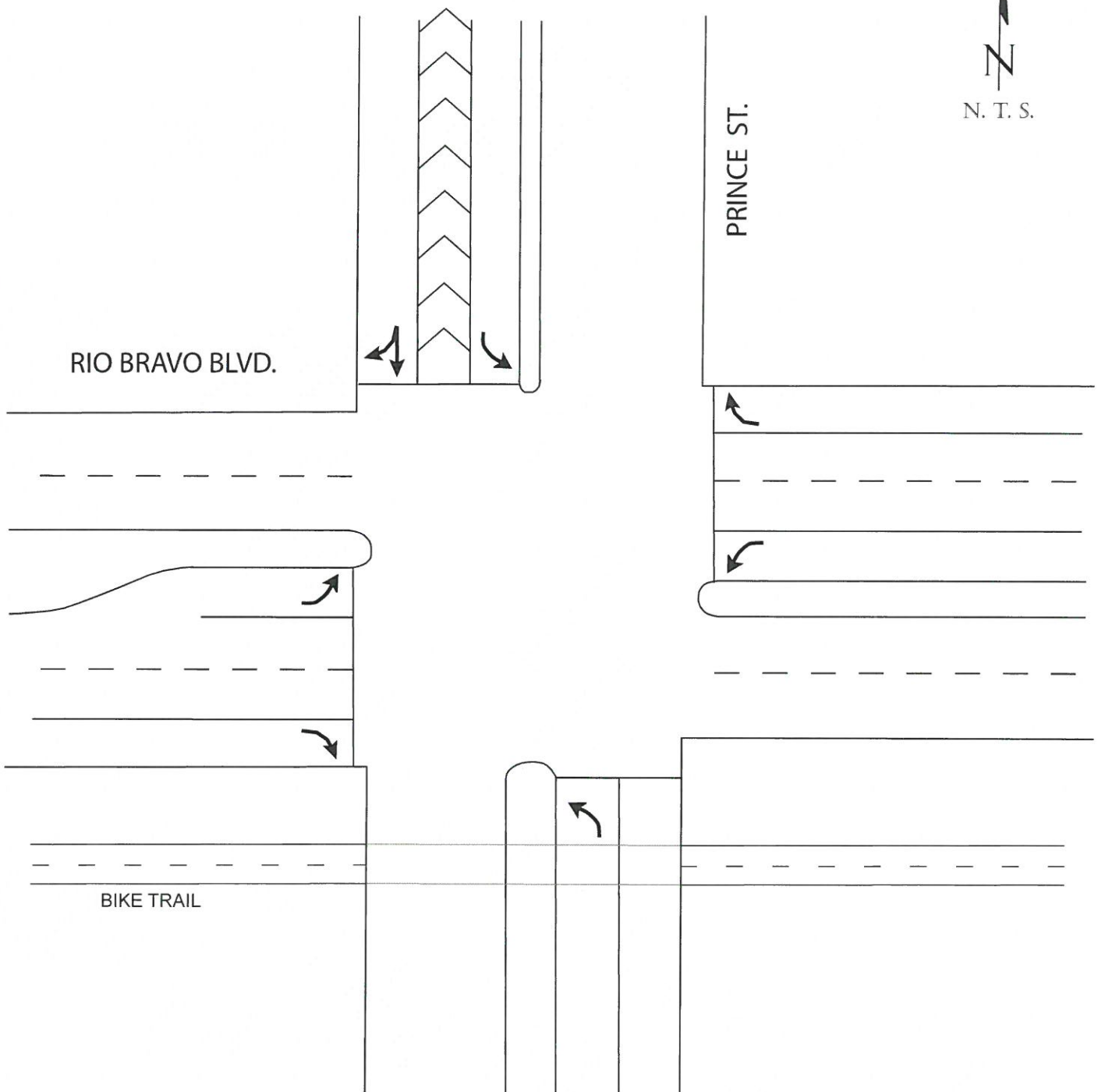
III.B.2.2 PRINCE STREET AT RIO BRAVO BOULEVARD

The Prince Street/Rio Bravo Boulevard intersection is controlled by an 8-phase traffic signal. Typical cycle lengths are 120 seconds during the AM peak period, and 140 seconds during the PM peak period. Signal timings were provided by staff from the Traffic Engineering section of the Bernalillo County Public Works Department.

All approaches to the intersection have protected/permissive left turn phases and each direction of traffic is separated by raised medians near the intersection. The lane configurations are as follows:

NB Prince Street: 1 left turn lane; 1 shared thru/right turn lane
SB Prince Street: 1 left turn lane; 1 shared thru/right turn lane
EB Rio Bravo Blvd: 1 left turn lane; 2 thru lanes; 1 right turn lane
WB Rio Bravo Blvd: 1 left turn lane; 2 thru lanes; 1 right turn lane

Please see Figure III.B.1 showing the lane configurations:



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COMMUTER RAIL STATION TRAFFIC IMPACT STUDY

FIGURE III.B.1 - EXISTING LANE CONFIGURATIONS
RIO BRAVO BLVD. AT PRINCE STREET

FILENAME

SCALE

SHEET
10



The Rio Bravo Boulevard/Prince Street intersection has no visible obstructions or sight distance issues from all approaches, as shown in the pictures below:



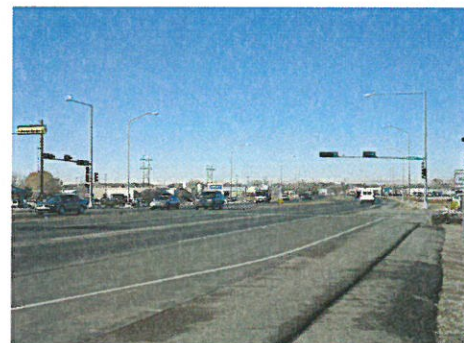
NB Prince St. at Rio Bravo Blvd.



SB Prince St. at Rio Bravo Blvd.



EB Rio Bravo Blvd. at Prince St.



WB Rio Bravo Blvd. at Prince St.



III.B.2.3 SECOND STREET AT RIO BRAVO BOULEVARD

The Second Street/Rio Bravo Boulevard intersection is controlled by an 8-phase traffic signal with typical AM peak and PM peak cycle lengths of 120 and 140 seconds, respectively. Signal timings were provided by staff from the Traffic Engineering section of the Bernalillo County Public Works Department. Each approach to the intersection has protected/permissive left-turn phases. The Railrunner tracks are located approximately 50 feet east of the intersection and run parallel to Second Street. There are railroad crossing devices in place; crossing gates are activated whenever the train comes through. The lane configurations for this intersection are listed below and illustrated on Figure III.B.2:

NB Second Street: 1 left turn lane; 1 shared thru/right turn lane

SB Second Street: 1 left turn lane; 1 shared thru/right turn lane

EB Rio Bravo Blvd: 1 left turn lane; 2 thru lanes; 1 right turn lane

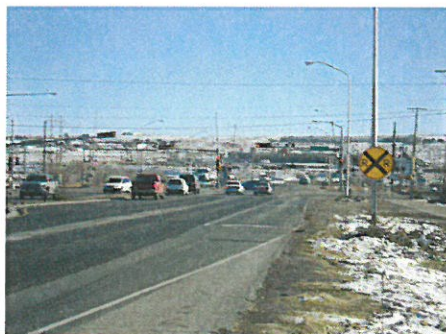
WB Rio Bravo Blvd: 1 left turn lane; 2 thru lanes; 1 right turn lane



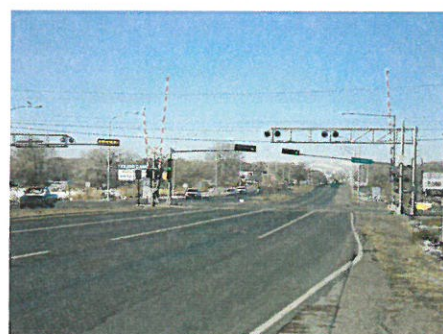
NB Second St. at Rio Bravo Blvd.



SB Second St. at Rio Bravo Blvd.



EB Rio Bravo Blvd. at Second St.



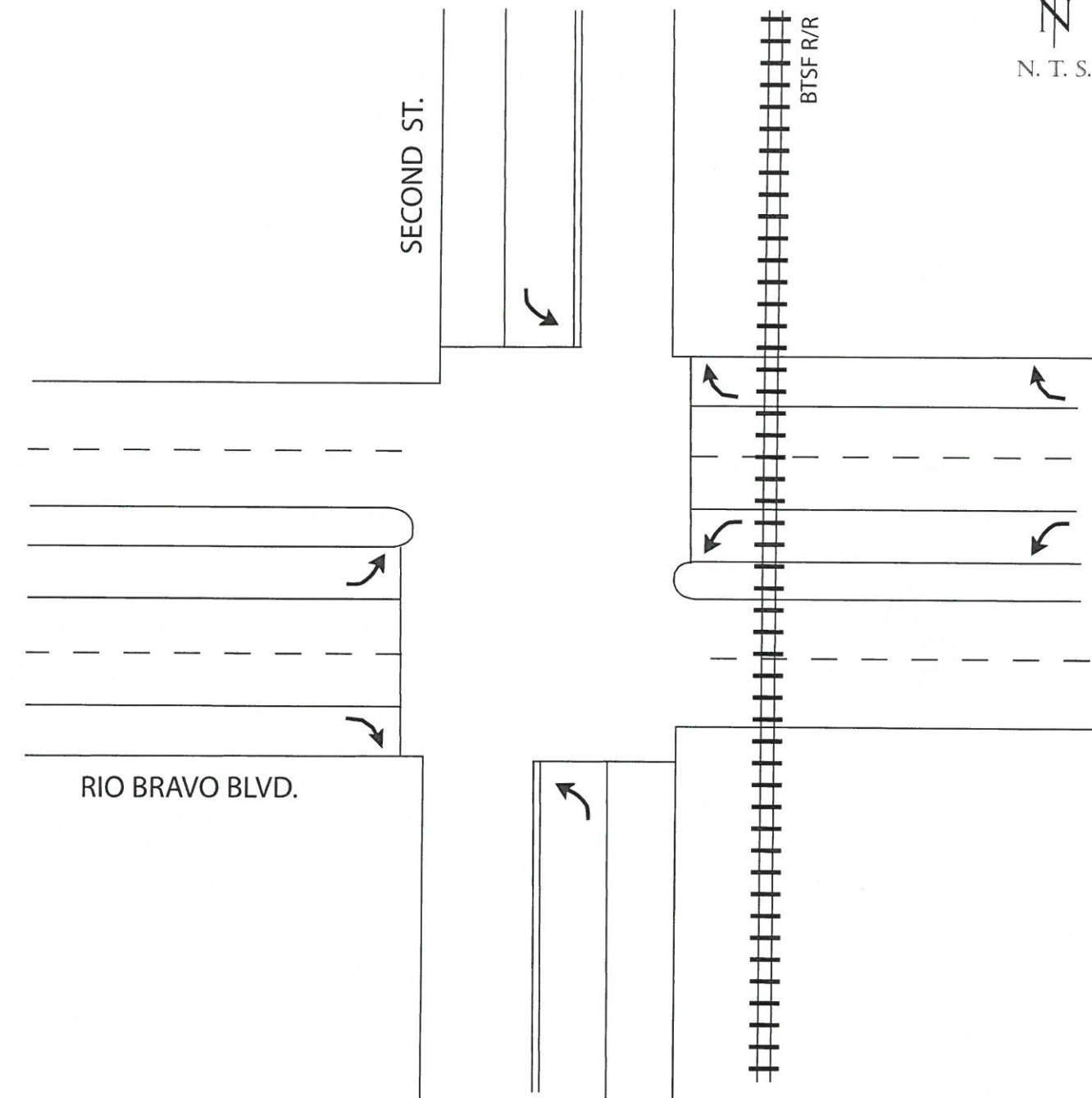
WB Rio Bravo Blvd. at Second St.



BTSF R/R

SECOND ST.

RIO BRAVO BLVD.



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COMMUTER RAIL STATION TRAFFIC IMPACT STUDY

FIGURE III.B.2 - EXISTING LANE CONFIGURATIONS
RIO BRAVO BLVD. AT SECOND STREET

FILENAME

SCALE

SHEET

13



IV. TRAFFIC ANALYSIS

The primary purpose of performing a traffic analysis is to determine the operating characteristics of an identified transportation facility for existing and future conditions and to identify any deficient results. If any deficient results exist, recommendations to geometrics and/or traffic control devices of that facility can be made to improve the performance of it. The two primary elements of a transportation facility that are analyzed are the highway segments and the intersections.

IV.A TRAFFIC DATA

Prior to analyzing any facility, traffic data in the form of traffic volume counts must be obtained. Typically there are two forms of data collected: Average Daily Traffic (ADT) in vehicles per day (VPD) and 9-hour or 12-hour volume counts in vehicles per hour (VPH). ADT counts are usually counted for a period of 48-hours during weekdays along roadway segments using tube counters or other approved electronic counting devices. The 48-hour counts are then averaged to obtain a 24-hour count. The ADT data collection criteria must comply with the NMDOT Data Collection Bureau's Traffic Monitoring Standards and FHWA requirements.

9-Hour or 12-Hour manual counts are usually performed at intersections during the highest used weekday hourly intervals to obtain the vehicle movements for each lane at each approach. The highest hourly intervals refer to the heaviest utilized time periods for a given intersection and are measured in vehicles per hour (VPH). These are more typically known as the peak hours and normally, but not always, occur during the 7:00 – 9:00 am hours; 11:00 am – 1:00 pm hours and 4:00 pm – 6:00 pm hours of a given weekday. For this analysis, the AM peak period was from 6:45 to 7:45 a.m., and the PM peak period was from 4:30 to 5:30 p.m. The turning movement counts were obtained from MRCOG and are included in Appendix A.

Figure IV.A.1 shows the existing ADT locations, and Figures IV.A.2 and IV.A.3 show the existing intersection turn movement volumes in the AM and PM peak hours for the intersections of Rio Bravo Boulevard at Prince Street and Second Street.



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COMMUTER RAIL STUDY TRAFFIC IMPACT STUDY

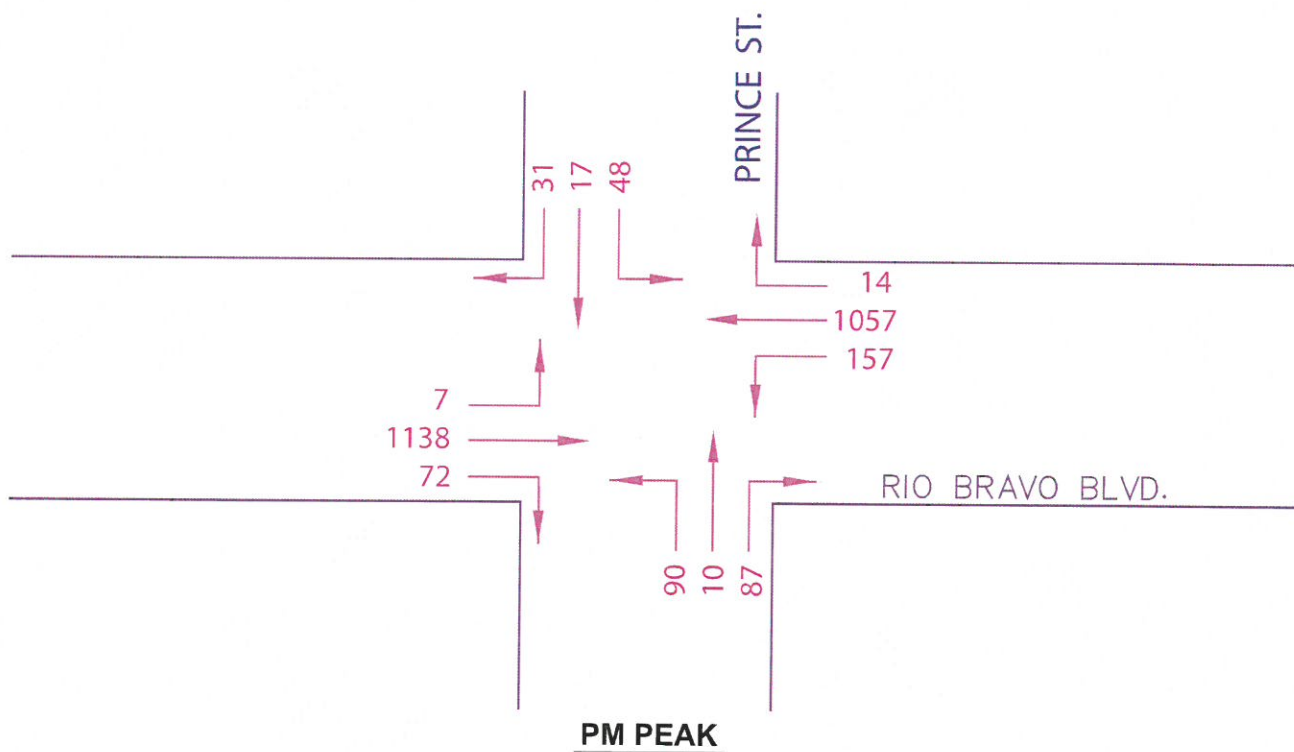
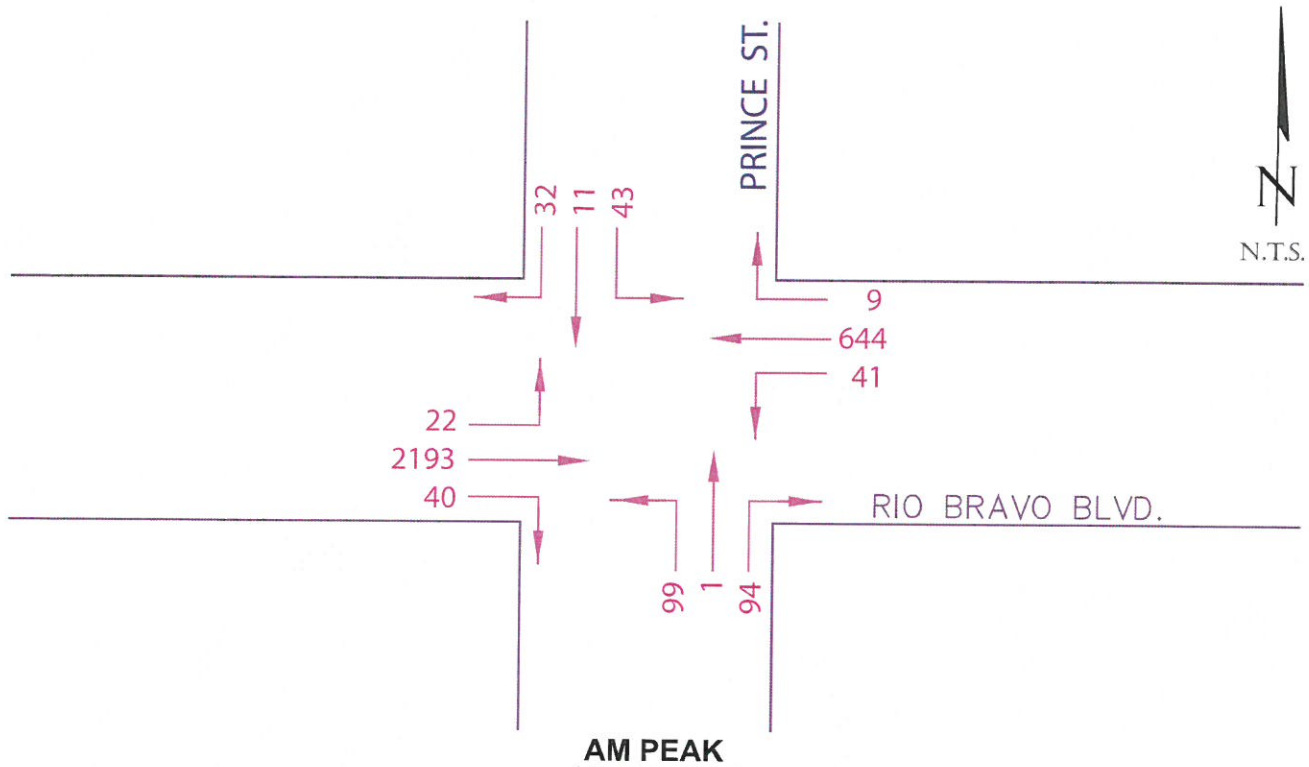
FIGURE IV. A.1
CORRIDOR EXISTING
ADT'S (VPD)

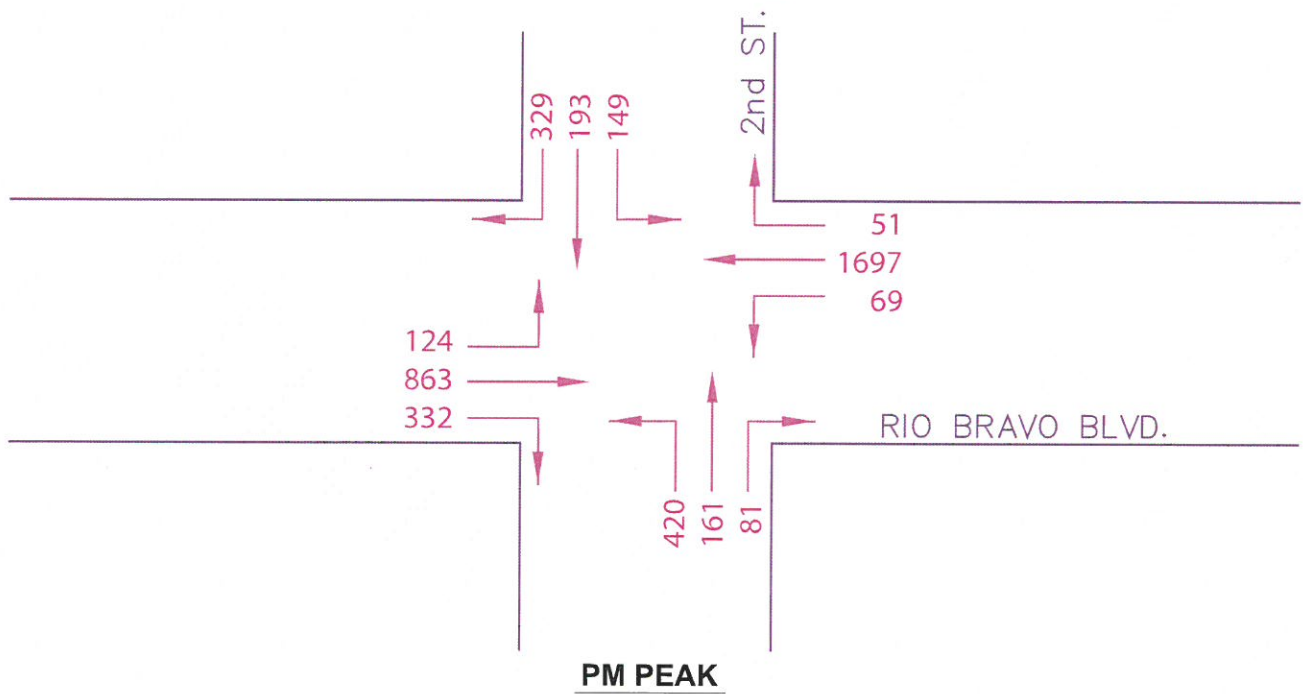
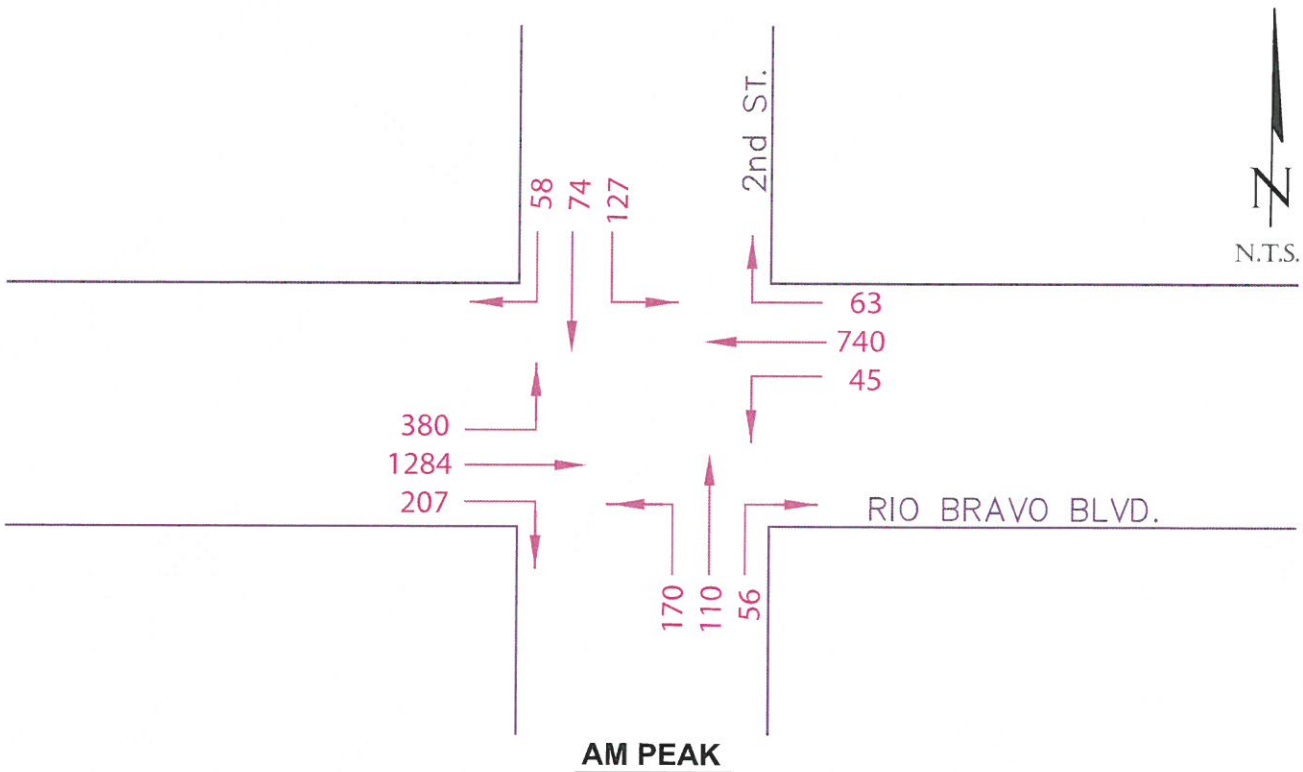
FILENAME

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15







IV.B TRAFFIC OPERATIONAL ANALYSIS

As traffic volumes along roadway segments continue to increase over time, the flow rate of the vehicles tends to also increase causing the mean speed of passenger cars to decrease. This ultimately causes delay and congestion along highways. Intersections, signalized and unsignalized, are analyzed to determine the approach delay and capacity for existing and future conditions. The future conditions scenarios take into account the projected peak hour volumes utilizing existing, as well as, proposed roadway or intersection improvements.

IV.B.1 OPERATIONAL ANALYSIS DEFINITIONS

The operational performance of an intersection or a highway facility is based on Level of Service (LOS) criteria. LOS is a term used to qualitatively describe roadway and intersection traffic operations. LOS is expressed in letter grade format from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. Per the NMDOT *State Access Management Manual*, LOS C for rural conditions and LOS D for urban conditions are acceptable measures. In either case, a LOS F shall not be accepted for any individual movements. General description of level of service is as follows:

- LOS A:** Travel time is as efficient as the roadway or intersection facility can provide. Individual users virtually travel unaffected by the presence of others in the traffic stream.
- LOS B:** Travel time remains efficient. Motorists have a high degree of freedom to select speed and operating conditions, but are slightly influenced by other road users.
- LOS C:** The efficiency of travel is reduced, but delays are well within reasonable limits. Traffic flow is becoming more restricted as individual users interact substantially with other road users.
- LOS D:** Travel time continues to increase, and motorist delay approaches but still within reasonable limits. Motorists are able to travel at designated speeds for the facility, but freedom to maneuver in the traffic stream is restricted.
- LOS E:** Travel time is substantially affected. Delays have reached and may exceed reasonable limits. The capacity of the facility is fully utilized.
- LOS F:** Travel along the roadway or through an intersection is very inefficient. Traffic flow is forced in that the amount of traffic approaching a point exceeds the amount that can be served. The roadway facility fails.



IV.B.2 ACCESS CONTROL DEFINITIONS

Per the NMDOT State Access Management Manual, two types of access control for arterial roadways are described below:

Full Control of Access – That part of access control where preference is given to through traffic by providing access connections only with selected public roads, and by prohibiting at-grade crossing and direct driveway connections.

Partial Control of Access – That part of access control where preference is given to through traffic to a degree that some at grade crossing may be permitted.

Rio Bravo Boulevard within the study area has existing median breaks and driveway access points; therefore, it is considered a limited (partial) access facility.

IV.B.3 LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS CRITERIA FOR SIGNALIZED INTERSECTIONS	
LOS	Delay per Vehicle (sec/veh)
A	Less than or equal to 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	>80

TABLE IV.B.1

sec/veh = seconds of delay per vehicle

IV.B.4 STUDY METHODOLOGY

In order to efficiently analyze the volumes of operation elements previously described, the use of various traffic analysis computer software packages is required. These software programs are all developed using the Highway Capacity Manual 2000 accepted concepts.

The Highway Capacity Software (HCS) by McTrans is used to analyze freeway, multi-lane and two-lane segments, freeway ramp merge/diverge areas, lane weaving, and unsignalized intersections.

Synchro/Simtraffic is utilized for signalized intersections and corridor progression and simulation analysis.



IV.C EXISTING CONDITIONS ANALYSIS

IV.C.1 ROADWAY OPERATIONS

The 2007 current AM and PM peak hour conditions for the Rio Bravo Boulevard between Prince and Second Streets were analyzed for this study. The results of the capacity analyses are summarized in Table III.C.1 and Table III.C.2. All HCS arterial segment capacity analysis runs have been provided in Appendix B – Existing Capacity Analysis.

Rio Bravo Corridor Segment Existing Condition (2006) Second Street to Prince Street	EB LOS		WB LOS	
	AM	PM	AM	PM
Existing Corridor LOS	C	A	B	C

TABLE IV.C.1

IV.C.2 SIGNALIZED INTERSECTION OPERATIONS

A signalized intersection operational analysis for the existing conditions was completed for the two signalized intersections on Rio Bravo Boulevard closest to the railway station. The operational analyses were completed for the current 2007 AM & PM Peak Hours of a typical weekday for the facility. The following Table IV.C.2 summarizes the existing traffic operations for the intersections. The Synchro analyses runs for the existing conditions for the AM and PM Peak Hours can be found in Appendix B – Existing Capacity Analysis.

**SIGNALIZED INTERSECTION OPERATIONS ANALYSIS SUMMARY –
2007 PEAK HOURS – EXISTING CONDITIONS**

INTERSECTION	PEAK PERIOD	LEVEL OF SERVICE & DELAY BY APPROACH MOVEMENT												INTERSECT.	
		EB			WB			NB			SB			DELAY (sec/veh)	LOS
		L	T	R	L	T	R	L	T	R	L	T	R		
Rio Bravo Boulevard At Prince Street	AM	A	D	A	B	A	A	D	B	B	D	B	B	39.4	D
	PM	A	B	A	C	B	A	C	A	A	C	B	B	16.3	B
Rio Bravo Boulevard at Second Street	AM	F	C	A	B	D	B	C	C	C	C	C	C	36.2	D
	PM	E	C	A	B	F	B	F	C	C	C	F	F	80+	F

TABLE IV.C.2



As shown on Table IV.C.2, the intersection of Second Street at Rio Bravo Boulevard has existing operational issues during the PM peak period. During that time, there are very high volumes at certain movements at this intersection that conflict with opposing movements. Those movements are:

- eastbound left turn/westbound through movements on Rio Bravo Boulevard
- northbound left turns/southbound through movements on Second Street

The delays from these movements results in unacceptable levels of service for those approaches, as well as for the overall intersection itself. Those movements will not be affected by the traffic volumes that will result from the railway station.

The intersection of Prince Boulevard at Rio Bravo Boulevard currently has acceptable levels of service for all movements during the AM and PM peak times. Because Prince Street has the primary station access, located approximately 300 feet north of its intersection with Rio Bravo Boulevard, this intersection will be most affected by the opening of the railway station.

IV.D PROPOSED CONDITIONS ANALYSIS WITH RAILWAY STATION

IV.D.1 TRIP GENERATION AND DISTRIBUTION

Trip generation characteristics for the proposed railway station (with and without the right turn in only lane from westbound Rio Bravo Boulevard) were estimated using the established trip rate contained in the 7th Edition of the ITE Trip Generation Manual (2003).

For this analysis, it is assumed that the parking lot (172 total parking spaces) will have an occupancy rate of 75% (129 trips). All trips generated are assumed to be primary trips. Primary trips are defined as trips generated by a proposed development that are added to the adjacent street system as new trips. It is also assumed that the number of drop-offs and pick-ups will equal 50% of the trips generated by the parking spaces (65 trips). The 194 trips are then multiplied by 3.91 space rate for a total of 758 daily trips in and out of the facility.

Table IV.D.1 summarizes the trip generation characteristics for the railway station:

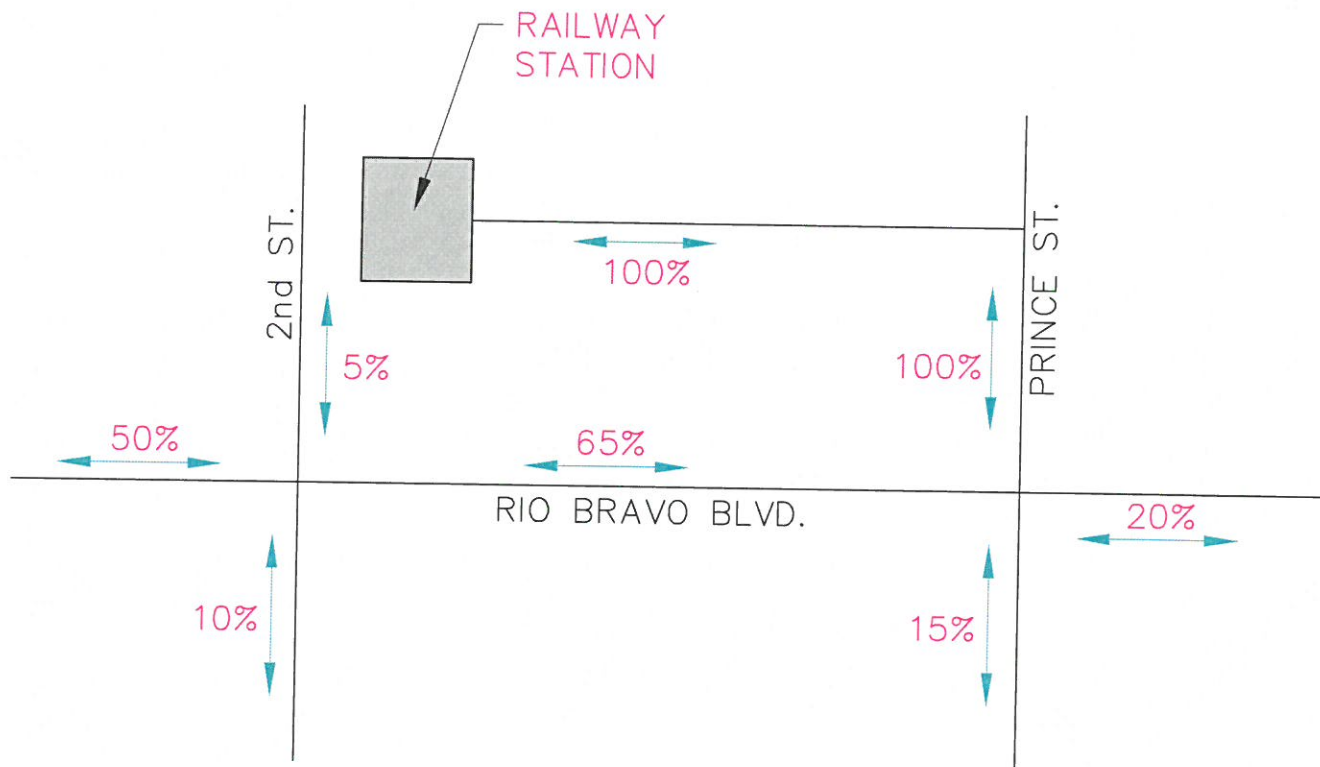


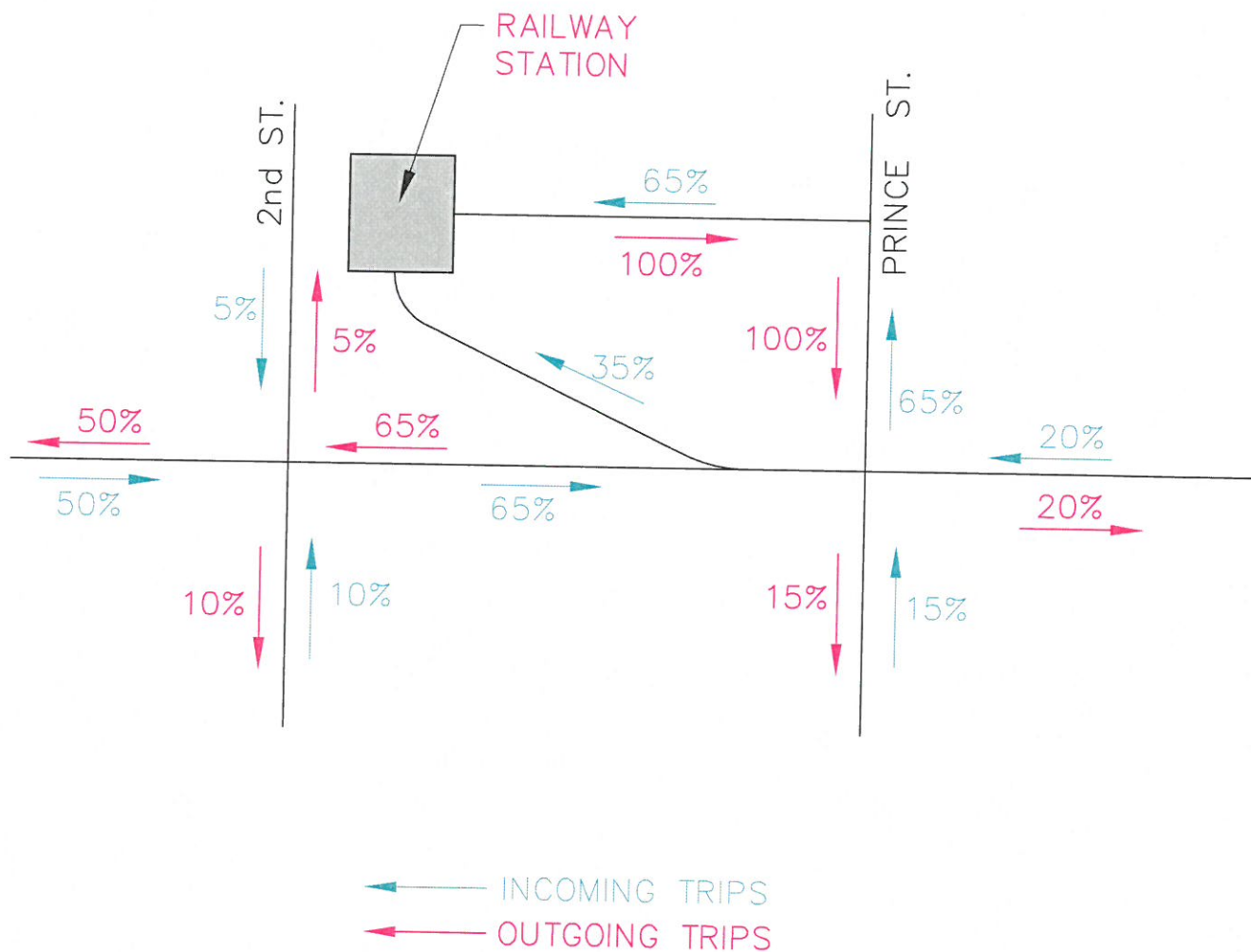
TRIP GENERATION – RIO BRAVO/AIRPORT RAILWAY STATION						
Independent Variable	Daily Trips		AM Peak Trips (9% of Daily Trips)		PM Peak Trips (10% of Daily Trips)	
	Total Trips	Ent./Ext %	Total Trips	Ent./Ext %	Total Trips	Ent./Ext %
75% Occupancy (129 Trips with 3.91/Occupied Space Rate and including 50% for drop-off/pick-ups)	758	50/50	68	80/20	76	58/42
TOTALS	758	50/50	68	80/20	76	58/42

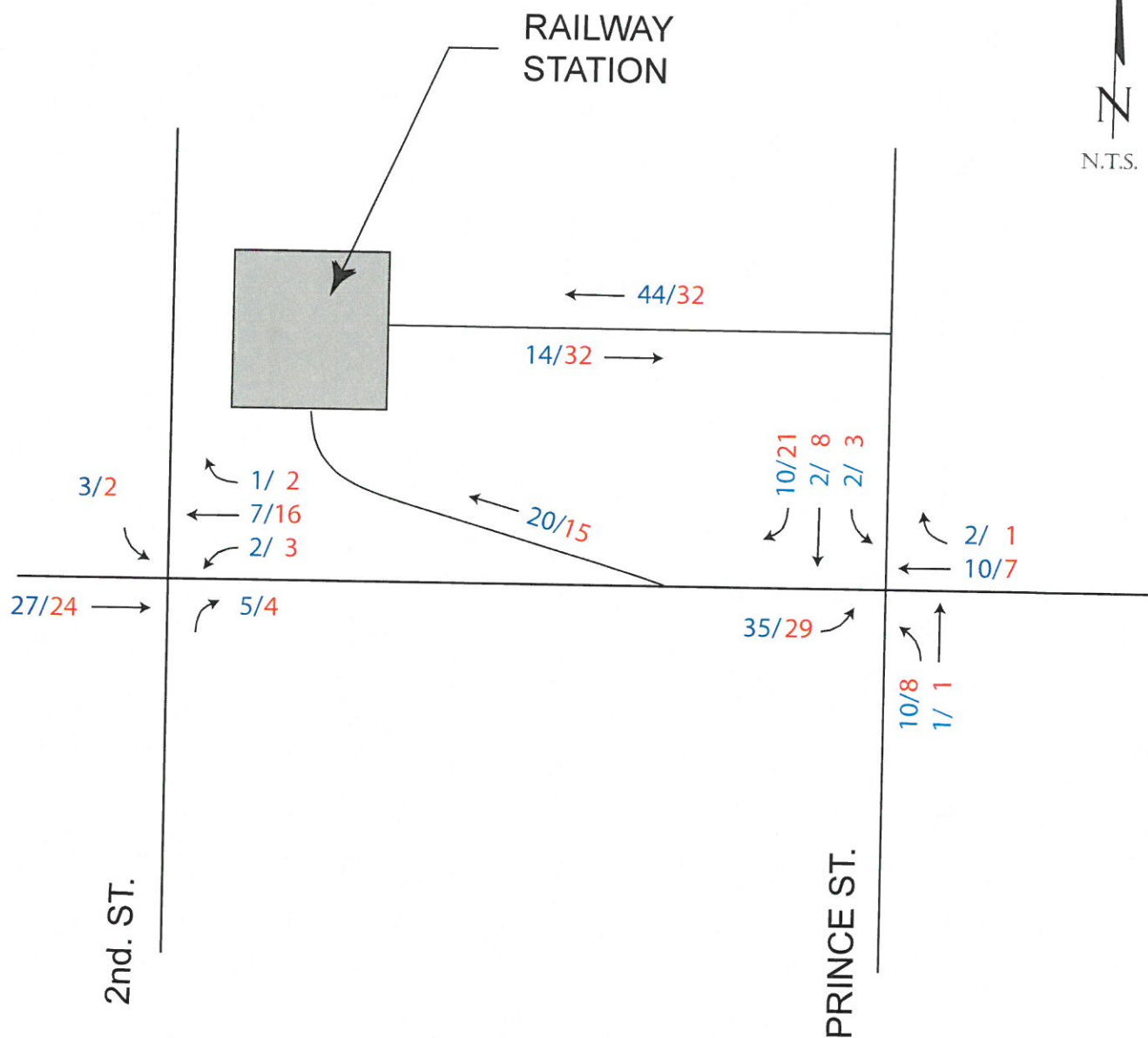
TABLE IV.D.1

Trip distribution assumptions are based on engineering judgment considering the socio-economic characteristics of adjacent land uses in the area of town near the proposed railway station, as well as the Bernalillo County region.

Trip distributions for each scenario (with and without the right-turn-in only access from Rio Bravo Boulevard) to the station have been evaluated. The trip distributions for each scenario are shown on Figures IV.D.1 and IV.D.2:







XX - AM PEAK
XX - PM PEAK



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FIGURE IV.D.3 - PEAK HOUR VEHICLE
DISTRIBUTION WITH RIO BRAVO ACCESS

FILENAME

SCALE

SHEET

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IV.D.2 LOS COMPARISON

Synchro and HCS analyses were completed in order to compare LOS for each of the three scenarios on Rio Bravo Boulevard - Existing Conditions, No Access to Station from Rio Bravo Boulevard, and Access to Station from Rio Bravo Boulevard (the detailed capacity analysis reports can be found in Appendix C – Capacity Analysis With and Without Rio Bravo Access). Table IV.D.2 summarizes the corridor LOS for each of the three scenarios:

Rio Bravo Corridor Segment LOS Second Street to Prince Street		EB LOS		WB LOS	
		AM	PM	AM	PM
	Existing Conditions	C	A	B	C
	Without Access from Rio Bravo Blvd.	C	A	B	C
	With Access from Rio Bravo Blvd.	C	A	B	C

TABLE IV.D.2

As shown on Table IV.D.3, the LOS does not change for the signalized intersections as a result of the railway station:

Rio Bravo Intersection LOS		Rio Bravo at Prince St.		Rio Bravo at Second St.	
		AM LOS	PM LOS	AM LOS	PM LOS
	Existing Conditions	C	B	C	F
	Without Access from Rio Bravo Blvd.	C	B	C	F
	With Access from Rio Bravo Blvd.	C	B	C	F

TABLE IV.D.3

Intersection delay at each intersection shows no significant changes that result from the proposed railway station, as shown in Table IV.D.4:

Rio Bravo Corridor Intersection Delay (in seconds)		Rio Bravo at Prince St.		Rio Bravo at Second St.	
		AM	PM	AM	PM
	Existing Conditions	25.4	26.1	34.4	80+
	Without Access from Rio Bravo Blvd.	25.1	27.5	35.1	80+
	With Access from Rio Bravo Blvd.	25.1	27.6	36.1	80+

TABLE IV.D.4



IV.E ACCESS MANAGEMENT CRITERIA FOR DRIVEWAY ACCESS

Chapter 8 of the NMDOT *Access Management Manual* contains criteria for driveway access points. For partial (right turn/deceleration lane) access to an urban principal arterial with a posted speed limit of 45 mph; the required spacing per Table 18.C-1 is 450 feet.

The proposed location of the right turn/deceleration lane meets these criteria, since there are no existing driveways on the north side of Rio Bravo Boulevard between Second Street and Prince Street and would also be over 450 feet away from the signalized intersections at Second Street and Prince Street.

IV.F RIGHT TURN/DECELERATION LANE FROM RIO BRAVO BOULEVARD TO RAILWAY STATION

The assigned number of trips that would utilize the proposed right turn/deceleration lane in each peak hour is shown in Table IV.F.1:

ASSIGNED TRIPS TO RAILWAY STATION					
AM PEAK			PM PEAK		
Total AM Peak Trips	Entering/Exiting Trip %	Entering Trips Using Right Turn Lane (35%)	Total PM Peak Trips	Entering/Exiting Trip %	Entering Trips Using Right Turn Lane (35%)
68	80/20	20	76	58/42	15

TABLE IV.F.1

Table 17.B-2 of the NMDOT *Access Management Manual* has criteria for installation of right turn/deceleration lanes from urban multi-lane highways. The *Access Management Manual* criteria calls for minimum volumes in the through lane adjacent to the proposed right turn/deceleration lane. The required minimum volumes are summarized below in Table IV.F.2:



MINIMUM REQUIRED VOLUMES					
AM PEAK			PM PEAK		
Entering Trips Using Proposed Right Turn Lane	Minimum Volume Required in Adjacent Through Lane per Access Mgmt. Manual	Existing Volumes on WB Rio Bravo Blvd. in Adjacent Through Lane	Entering Trips Using Proposed Right Turn Lane	Minimum Volume Required in Adjacent Through Lane per Access Mgmt. Manual	Existing Volumes on WB Rio Bravo Blvd. in Adjacent Through Lane
20	180	390	15	240	840

TABLE IV.F.2

As shown on Table IV.F.2, the minimum volumes for adjacent lanes are met based on the number of assigned trips that would use the proposed right-turn/deceleration lane.

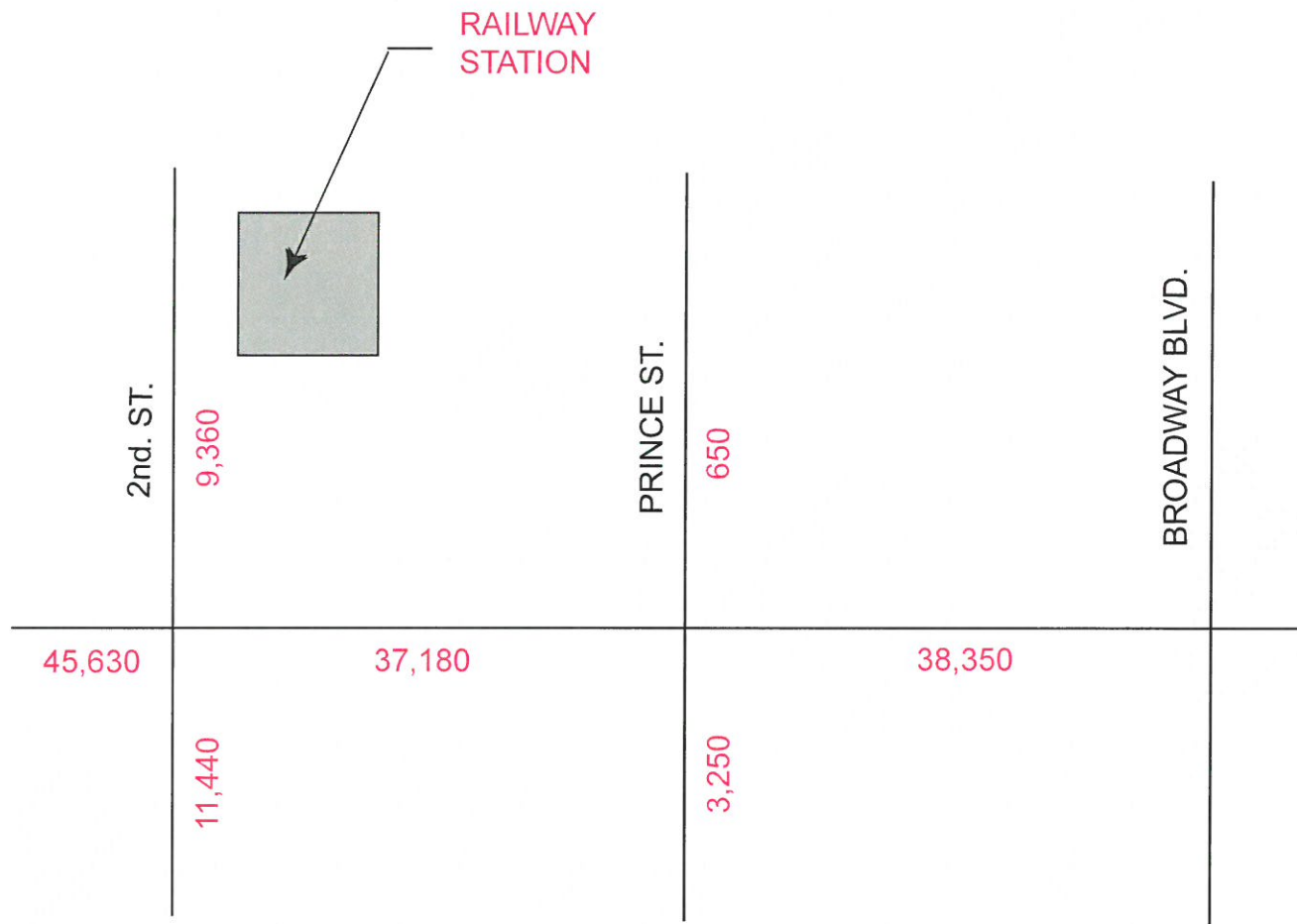
V: TEN-YEAR (2017) GROWTH PROJECTIONS

The Mid-Region Council of Governments of New Mexico (MRCOG) has provided traffic volume projections for use in this study. The projections are from the regional travel demand model, which generates anticipated travel demand based on assumptions of anticipated growth in socioeconomic data and programmed network assumptions for the 20-year period from 2005 to 2025. As suggested by MRCOG, the projections were then adjusted for the 2017 timeframe (60% of the 20-year projections, since 2017 is 12 years away from the origin date of 2005). The growth percentages are shown in Table V.1:

RIO BRAVO BOULEVARD – GROWTH PROJECTIONS						
Rio Bravo Boulevard	Anticipated 20-Year (2025) Growth Percentages			Adjusted 2017 Growth Percentages		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Eastbound	61%	46%	52%	36.6%	27.6%	31.2%
Westbound	49%	61%	48%	29.4%	36.6%	28.8%

TABLE V.1

Figure V.1 shows the projected ADT's along the Rio Bravo Boulevard corridor for the year 2017 based on the adjusted 2017 growth percentages. Figures V.2 and V.3 show turn movement volumes for the Second Street/Rio Bravo Boulevard and Prince Street at Rio Bravo Boulevard intersections:



XXX - PROJECTED 2017 ADT'S



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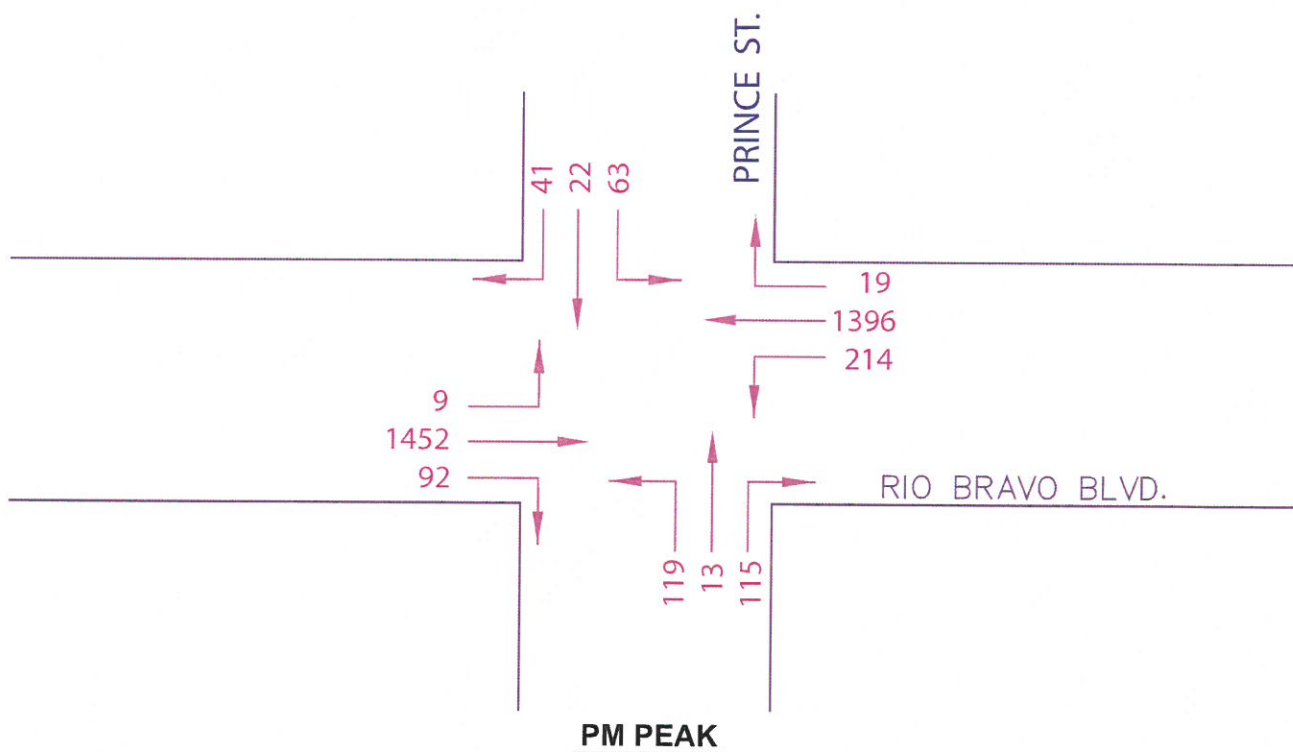
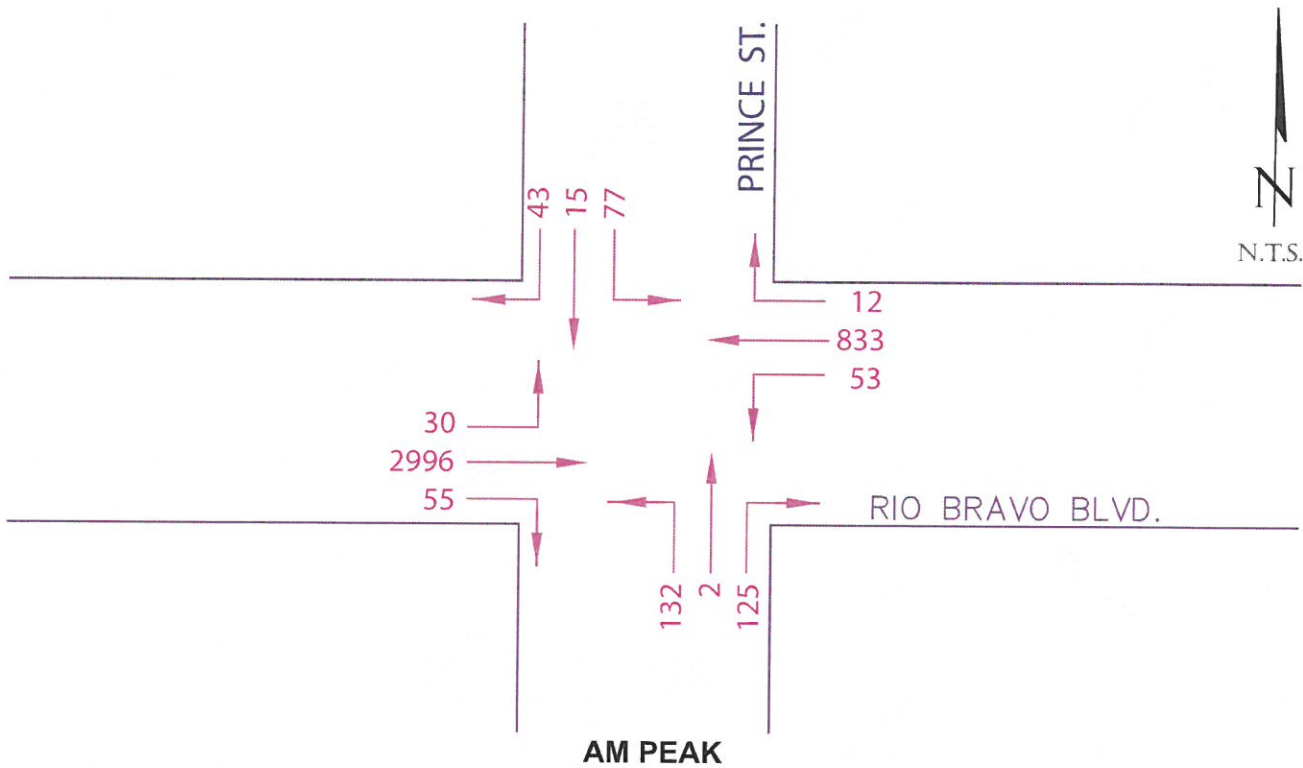
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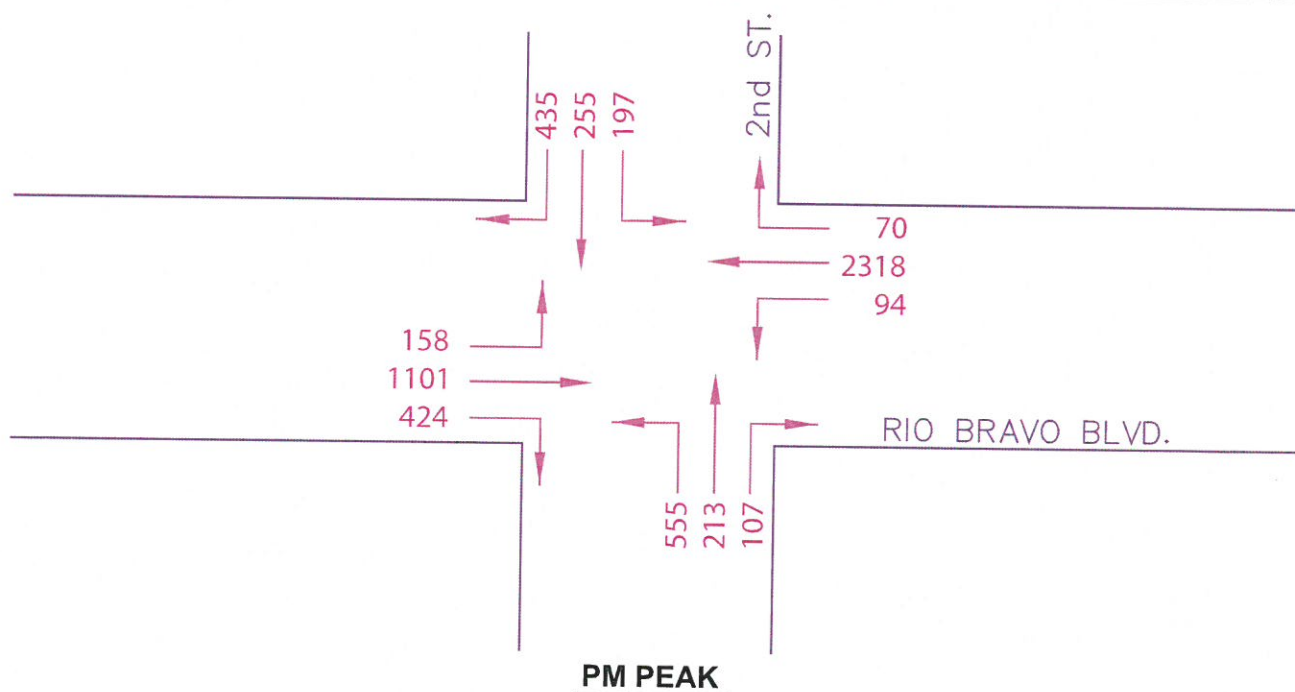
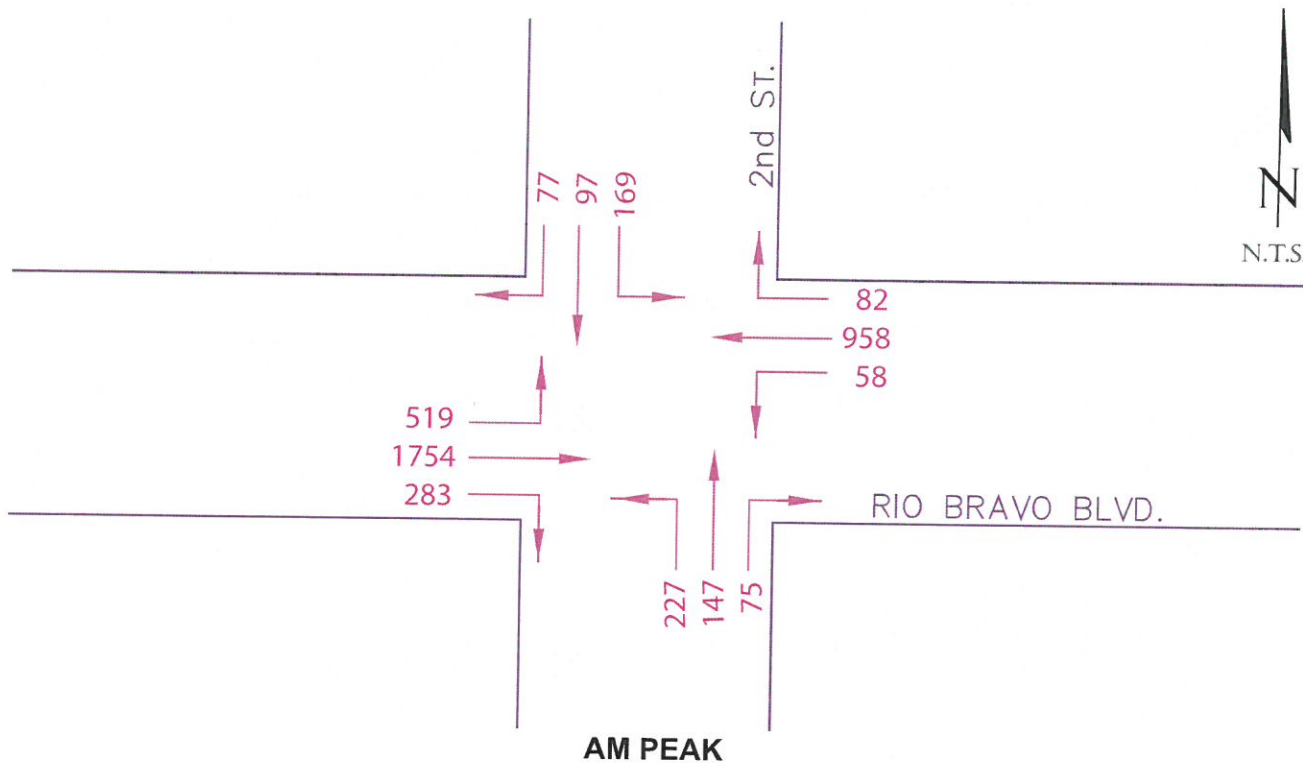
FIGURE V.1 - PROJECTED 2017 ADT VOLUMES-
RIO BRAVO BOULEVARD CORRIDOR

FILENAME

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FIGURE V.3 - SECOND ST. AT RIO BRAVO BLVD.
PROJECTED 2017 TURNING MOVEMENTS (VPH)

FILENAME

SCALE

SHEET

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The 2017 horizon year LOS for the Rio Bravo corridor was calculated, as shown in Table V.2. The detailed capacity analysis reports are included in Appendix D – Ten-Year 2017 Capacity Analysis. Also included in Table V.2 is the existing conditions (2007) LOS for comparison purposes:

RIO BRAVO BOULEVARD – LOS COMPARISON				
Rio Bravo Corridor Segment LOS For Ten-Year Horizon Year (2017) Second Street to Prince Street	EB LOS		WB LOS	
	AM	PM	AM	PM
Existing Conditions (2007) LOS	C	A	B	C
Horizon Year (2017) LOS	D	C	B	D

TABLE V.2

V.I TEN-YEAR (2017) LOS WITH AND WITHOUT RIO BRAVO BOULEVARD ACCESS TO RAILWAY STATION

The 2017 horizon year LOS for the signalized intersections of Rio Bravo Boulevard at Second Street and Prince Street was calculated, with the results being shown on Table V.I.1. Analysis was completed for each scenario (with and without) of the proposed access from Rio Bravo Boulevard, using the assigned trip generation and distribution percentages as previously shown on Figures IV.D.1 and IV.D.2: The detailed capacity analysis reports are included in Appendix D - Ten-Year 2017 Capacity Analysis.

SIGNALIZED INTERSECTION LOS COMPARISON									
Rio Bravo Boulevard Signalized Intersection LOS With and Without Access From Rio Bravo Boulevard	Existing Conditions (2006)				Horizon Year (2017) Conditions				
	Rio Bravo at Prince St.		Rio Bravo at Second St.		Rio Bravo at Prince St.		Rio Bravo at Second St.		
	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	
WITH Access from Rio Bravo Blvd.	C	B	C	F	F	C	F	F	
WITHOUT Access from Rio Bravo Blvd.	C	B	C	F	F	C	F	F	

TABLE V.I.1



As with the Rio Bravo Boulevard corridor, the anticipated volume increase over the ten-year period results in significant decreases to the LOS of the two signalized intersections on Rio Bravo Boulevard nearest to the future railway station. The decreased LOS at the signalized intersections along the anticipated increases in corridor traffic underscore the need for the additional access to the railway station from Rio Bravo Boulevard.



VI: CRASH ANALYSIS

VI.A: CRASH ANALYSIS REQUIREMENTS AND DESCRIPTION

The purpose of collecting and analyzing historic traffic crash data for a project during consecutive periods is to identify possible crash patterns and to determine the probable causes of those crashes. The crash analysis includes patterns related to roadway conditions; time of day; weather conditions; type of crash; locations, i.e.: roadway, intersection, etc.; crash severity and driver characteristics.

Utilizing crash data also assists with determining expected values of a specific type of crash and ultimately identifying benefit costs and estimated Rate of Return (ROR) for improving roadway segments or intersection locations with the study boundary. These "estimated" ROR values should not be construed as "True" values, but more as approximated for planning purposes.

VI.B CRASH DATA

Crash data for 2003, 2004 and 2005 was requested for this segment of Rio Bravo Boulevard from the NMDOT Traffic Safety Bureau. The crash reports can be found in Appendix E – Crash Analysis.

VI.C CRASH ANALYSIS AND RATE OF RETURN (ROR)

In order to create a comparison between crashes from one location to the other, crash rates are used. These rates are based on data such as traffic volume, length of road sections considered and period of time in years. Typical crash rate equations for intersections are rates per million of entering vehicles (RMEV) and for roadway segments are rates per 100 million vehicle miles (RMVM), as shown below:



$$RMEV = \frac{C \times 1,000,000}{n \times 365 \times v}$$

$$RMVM = \frac{C \times 100,000,000}{n \times 365 \times l \times v}$$

where:

- R = Roadway Crash Rate per million entering vehicles (mev)
- C = Total Crashes in an n-year period
- n = year period of study (minimum 3 years)
- v = total entering volume in vehicles per day

Where:

- R = Roadway Crash Rate per 100,000,000 veh-mi
- C = Total Crashes in an n-year period
- n = year period of study (minimum 3 years)
- l = length of roadway in miles
- v = Average Daily Traffic (ADT) in vehicles per day

The New Mexico Department of Transportation (NMDOT) crash information presented yearly is based on a modified formula of the crash rate/100-million vehicle miles. Their reports show a crash rate (CR) = total crashes/100 MVM. It could be assumed that the state crash rate calculation is a derivation of a methodology typically used by the medical profession, where infection and mortality rates for various diseases are expressed in relation to population. This assumption can be made due to the inclusion of licensed drivers and population data in the crash summary report. Since the state crash rate is significantly higher than typical crash rate calculations, it can be concluded that comparing the state, county or city crash rates to the crash rates developed within this analysis will result in inconsistent comparisons due to the discriminating factors. Also noted, is that state crash rates are only calculated for roadway crashes (RMVM) not intersection crashes. An intersection crash may be included in a roadway crash, but are not provided in a separate calculation (RMEV). This analysis also includes a Critical Rate calculation for segment locations (C_{RI}). The critical rate analysis helps to identify locations or spots with observed crash rates higher than would be expected due to normal variation. The critical rate is calculated as follows:

$$C_{RI} = R_{AR} + k \times \text{sq rt}(R_{AI}/m) + 1/(2 \times m)$$

where:

- R_{AR} = Average Roadway Crash Rate
- k = statistical confidence level (typically 1.645 for $\alpha = 0.05$)
- m = travel on a particular section in million vehicle miles



If R_{AR} is greater than C_{RI} , the location should be investigated further for problems associated with geometric or environmental factors.

Crash statistics have been obtained from the NDMOT for Rio Bravo Boulevard. Table VI.C.1 shows the three-year crash history (2003 to 2005) at the two signalized intersections evaluated in this analysis::

THREE-YEAR (2003 - 2005) CRASH HISTORY AT SIGNALIZED INTERSECTIONS										
RIO BRAVO BLVD. INTERSECTION WITH	2003			2004			2005			3-YR TOTAL ACC.
	INJ	PDO	TOT	INJ	PDO	TOT	INJ	PDO	TOT	
Prince Street	1	1	2	1	7	8	1	4	5	15
Second Street	3	3	6	2	5	7	2	10	12	25
TOTALS	4	4	8	3	12	15	3	14	17	40

TABLE VI.C.1

Table VI.C.2 shows the crash rates for the two signalized intersections:

CRASH RATES FOR SIGNALIZED INTERSECTIONS			
INTERSECTION WITH RIO BRAVO BLVD.	ENTERING ADT FOR INTERSECTION	3-YEAR TOTAL CRASHES	CRASH RATE PER MILLION MILES
Prince Street	32,050	15	0.427
Second Street	39,900	25	0.572

TABLE VI.C.2



In order to evaluate mid-block crashes along the Rio Bravo corridor in this area, crash records were reviewed between Broadway Boulevard and Second Street. Table VI.C.3 shows the crash rates for Rio Bravo Boulevard within this segment:

THREE-YEAR (2003 – 2005) CRASH HISTORY – RIO BRAVO BLVD. BETWEEN BROADWAY BLVD. AND SECOND ST.										
RIO BRAVO BLVD.	2003			2004			2005			3-YR TOTAL ACC.
ROADWAY SEGMENT	INJ	PDO	TOT	INJ	PDO	TOT	INJ	PDO	TOT	
Broadway Blvd to Prince St.	1	1	2	0	2	2	1	1	2	6
Prince St. to Second St.	0	1	1	1	1	2	1	1	2	5

TABLE VI.C.3

Crash rates for mid-block areas are shown below in Table VI.C.4:

CRASH RATES FOR RIO BRAVO BLVD. FROM BROADWAY BLVD. TO SECOND ST.

Roadway Segment	Begin Intersection	End Intersection	Segment Length (Miles)	Number of Reported Crashes	Daily Entering Vehicles (VPD)	Crash Rate (Cr/100-MVM)
1	Broadway Blvd.	Prince St.	0.369	6	29,500	50.3
2	Prince St.	Second St.	0.327	5	28,600	48.8

TABLE VI.C.4

The statewide crash rate for New Mexico is 148.0 accidents per 100 million vehicles miles. As shown in Table VI.C.4, the crash rates for this midblock segment of Rio Bravo Boulevard are much lower with the statewide crash rate for midblock segments.

The proposed westbound right-in access/deceleration lane for railway station is not expected to lead to an increased crash rate along the Rio Bravo Boulevard corridor.



VII. PROPOSED CORRIDOR IMPROVEMENTS

In order to provide optimum access to the Rio Bravo/Airport railway station, it is recommended that the following improvements take place:

- 1) A right-turn/deceleration lane from westbound Rio Bravo Boulevard into the railway station site. This lane is justified by anticipated volumes into the commuter rail site, and does not violate the established spacing requirements in Chapter 8 of the NMDOT *Access Management Manual*. Table 18.K-1 of the manual shows deceleration lane tapers and lane lengths, based on posted speed of the mainline street and a lane width of 12 feet. Rio Bravo Boulevard has a posted speed limit of 45 mph; therefore, the recommended distances for the taper and deceleration lane per Table 18.K-1 are:

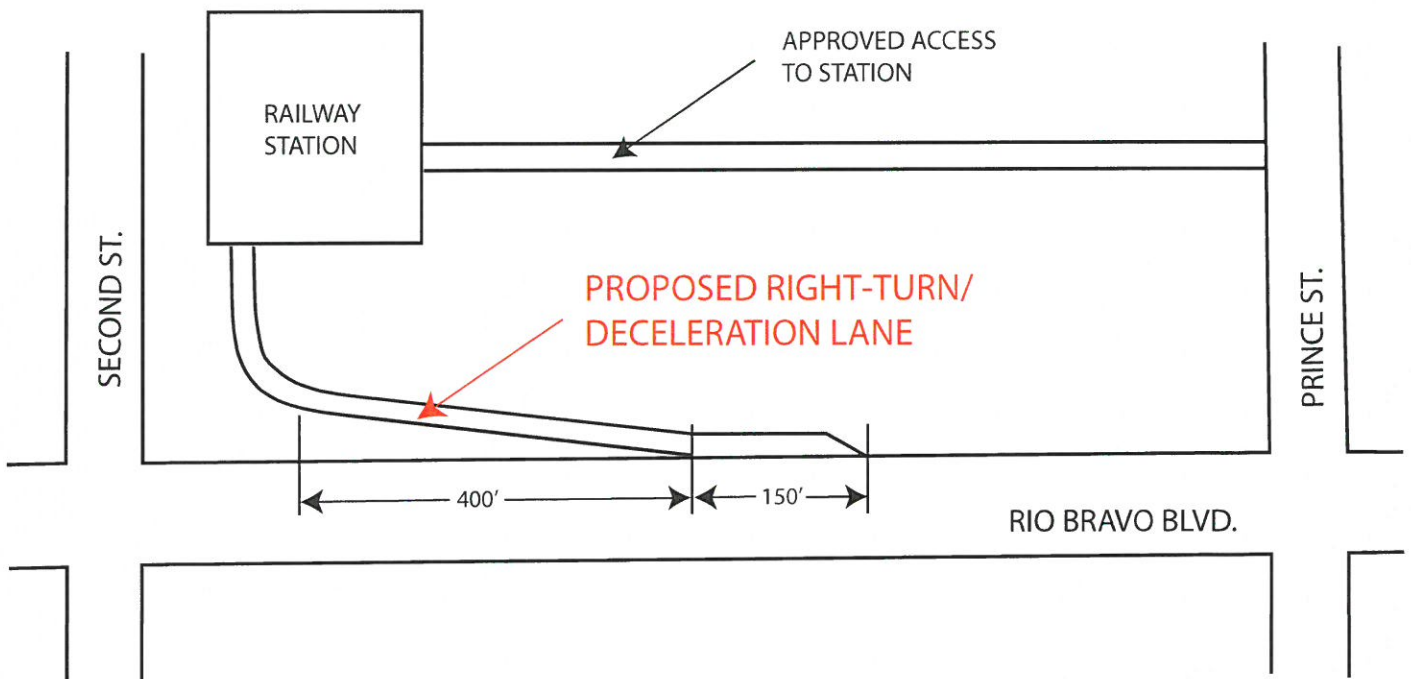
Deceleration taper length: 150 feet
Deceleration lane length: 400 feet

Shown below is a picture of westbound Rio Bravo Boulevard in the approximate area where the proposed right turn/deceleration lane will be installed:



Westbound Rio Bravo Boulevard
east of Second Street

The proposed right turn/deceleration lane is illustrated on Figure VII.1:





- 2) Lengthening of the left turn pocket for eastbound Rio Bravo Boulevard at Prince Street. In its current configuration, this turn pocket is only approximately 40 feet in length. This distance is not adequate for the current low left-turn volumes going into Prince Street, and with the primary access to the railway station coming from Prince Street, it will be necessary for this left turn pocket to be lengthened.

The calculation for left turn pocket lengths for left turn lanes with protected/permissive left turn phasing, as listed in the *Toolbox on Intersection Safety and Design* (ITE, September 2004) is as follows:

$$F \times V \times (C/3600) \times (C-g/C) \times l$$

where: $F = 1.75$
 V = volume of left turns in peak hour
 C = cycle length
 g = green time for left turn phase
 l = vehicle length in feet

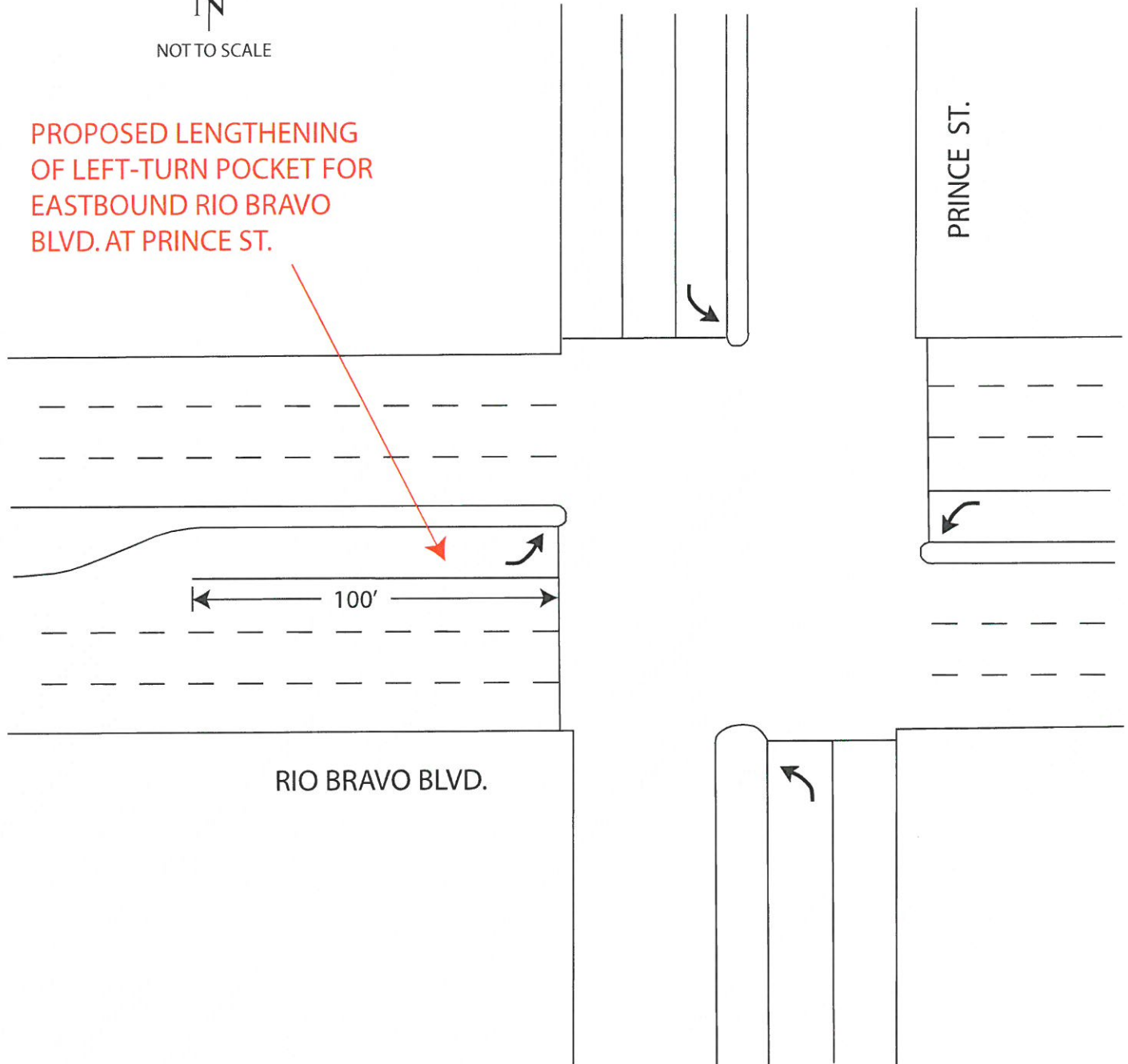
This calculation yields a pocket length of 96.98 feet; therefore based on this calculation, the recommended length for the turn pocket is 100 feet.

The proposed lengthening of the eastbound left turn pocket on Rio Bravo Boulevard at Prince Street is shown on Figure VII.2:



NOT TO SCALE

PROPOSED LENGTHENING
OF LEFT-TURN POCKET FOR
EASTBOUND RIO BRAVO
BLVD. AT PRINCE ST.



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FIGURE VII.2 - PROPOSED LEFT TURN
POCKET LENGTHENING ON RIO BRAVO
BLVD. AT PRINCE STREET

FILENAME

SCALE

SHEET

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VIII. REFERENCES

- Access Management Manual, Santa Fe, NM.: New Mexico Department of Transportation, 2002.
- Traffic Access and Impact Studies For Site Development, 1991, Institute of Transportation Engineers (ITE)
- Trip Generation Manual (7th Edition), 2003, Institute of Transportation Engineers (ITE)
- Highway Capacity Manual, HCM2000. Washington D.C.: Transportation Research Board, National Research Council, 2000 and Highway Capacity Software 2000, Version 4.1c, McTrans, University of Florida, Federal Highway Administration, 2000.
- A Policy of Geometric Design of Highways and Streets, 4th Edition. Washington D.C.: American Associations of State Highway and Transportation Officials, 2001.
- Toolbox on Intersection Safety and Design, 2004, Institute of Transportation Engineers (ITE)

**APPENDIX A –
TRAFFIC COUNT DATA**

Mid-Region Council of Governments
Intersection Turning Movement Analysis

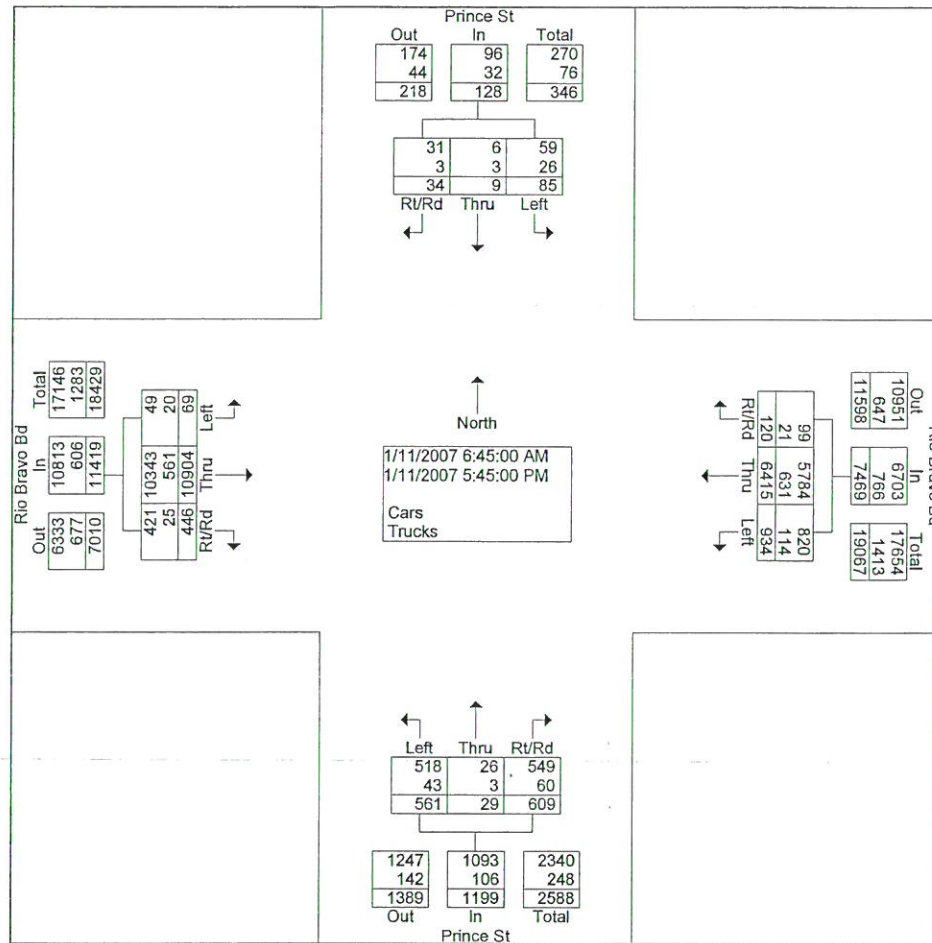
Counter:2387, 2384
Counted By: MM, AH
Weather: Fair
Other: WBD affected by roadwork (12p-2p)

File Name : Rio Bravo Bd and Prince St
Site Code : 00090137
Start Date : 01/11/2007
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Prince St From North					Rio Bravo Bd From East					Prince St From South					Rio Bravo Bd From West					Int. Total
	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45	0	2	0	2	4	0	1	105	10	116	11	5	0	25	41	8	0	500	2	510	671
Total	0	2	0	2	4	0	1	105	10	116	11	5	0	25	41	8	0	500	2	510	671
07:00	3	0	0	1	4	4	0	165	5	174	14	15	0	20	49	12	0	607	4	623	850
07:15	0	0	0	1	1	2	0	179	8	189	19	17	0	23	59	6	0	646	10	662	911
07:30	0	1	0	1	2	2	0	195	18	215	6	7	1	31	45	14	0	440	6	460	722
07:45	0	0	0	2	2	1	0	142	5	148	11	6	0	15	32	8	2	369	0	379	561
Total	3	1	0	5	9	9	0	681	36	726	50	45	1	89	185	40	2	206 2	20	2124	3044
08:00	0	0	0	1	1	0	0	117	18	135	8	6	1	16	31	16	0	525	1	542	709
08:15	0	0	0	0	0	1	0	181	10	192	5	14	0	20	39	11	1	414	2	428	659
08:30	0	1	0	1	2	1	0	156	21	178	7	4	0	30	41	11	0	306	3	320	541
08:45	1	0	0	2	3	1	1	144	5	151	4	1	0	6	11	5	1	168	1	175	340
Total	1	1	0	4	6	3	1	598	54	656	24	25	1	72	122	43	2	141 3	7	1465	2249
09:00	0	0	0	0	0	2	0	160	17	179	8	0	0	11	19	10	3	286	0	299	497
09:15	0	0	0	0	0	1	0	166	4	171	14	4	0	7	25	8	1	325	2	336	532
09:30	0	0	0	3	3	2	0	167	13	182	10	2	0	12	24	4	0	290	2	296	505
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	3	5	0	493	34	532	32	6	0	30	68	22	4	901	4	931	1534
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	2	3	1	0	139	14	154	1	4	1	11	17	4	1	202	0	207	381
11:15	1	0	1	2	4	4	0	176	11	191	5	1	0	6	12	11	0	266	2	279	486
11:30	0	2	1	1	4	1	0	219	42	262	8	7	5	18	38	6	0	336	3	345	649
11:45	0	2	0	4	6	6	0	81	21	108	3	12	8	4	27	5	0	147	1	153	294
Total	2	4	2	9	17	12	0	615	88	715	17	24	14	39	94	26	1	951	6	984	1810
12:00	1	0	0	10	11	7	0	98	42	147	7	8	0	13	28	11	1	264	0	276	462
12:15	0	0	0	0	0	5	0	71	36	112	18	14	0	18	50	10	0	189	8	207	369
12:30	0	0	2	1	3	4	0	98	29	131	2	16	0	3	21	15	2	203	2	222	377
12:45	0	0	0	2	2	7	0	110	36	153	11	24	0	18	53	21	0	242	0	263	471
Total	1	0	2	13	16	23	0	377	143	543	38	62	0	52	152	57	3	898	10	968	1679
13:00	0	0	0	5	5	4	0	93	33	130	3	20	1	3	27	6	0	243	3	252	414
13:15	2	0	0	2	4	7	0	125	44	176	13	14	0	7	34	16	0	376	3	395	609
13:30	3	0	0	11	14	6	0	99	36	141	9	5	1	13	28	11	1	309	2	323	506
13:45	0	0	0	7	7	6	0	76	25	107	6	14	0	7	27	11	0	257	1	269	410
Total	5	0	0	25	30	23	0	393	138	554	31	53	2	30	116	44	1	118 5	9	1239	1939
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	1	1	0	0	281	41	322	18	6	6	26	56	15	2	288	1	306	685
15:15	2	0	1	1	4	8	0	262	54	324	12	11	0	28	51	12	3	290	4	309	688
15:30	3	1	0	5	9	3	1	293	31	328	9	8	0	23	40	19	0	249	2	270	647
15:45	0	0	0	3	3	2	0	221	31	254	13	10	4	13	40	20	1	311	0	332	629
Total	5	1	1	10	17	13	1	105 7	157	1228	52	35	10	90	187	66	6	113 8	7	1217	2649
16:00	0	0	0	1	1	5	0	264	63	332	5	8	0	27	40	9	0	260	1	270	643
16:15	0	1	0	1	2	2	0	233	23	258	9	5	0	12	26	18	0	262	0	280	566
16:30	1	0	0	1	2	0	0	245	23	268	8	7	0	9	24	12	1	219	2	234	528
16:45	1	0	2	3	6	3	0	260	34	297	9	3	0	23	35	16	0	249	0	265	603
Total	2	1	2	6	11	10	0	100 2	143	1155	31	23	0	71	125	55	1	990	3	1049	2340

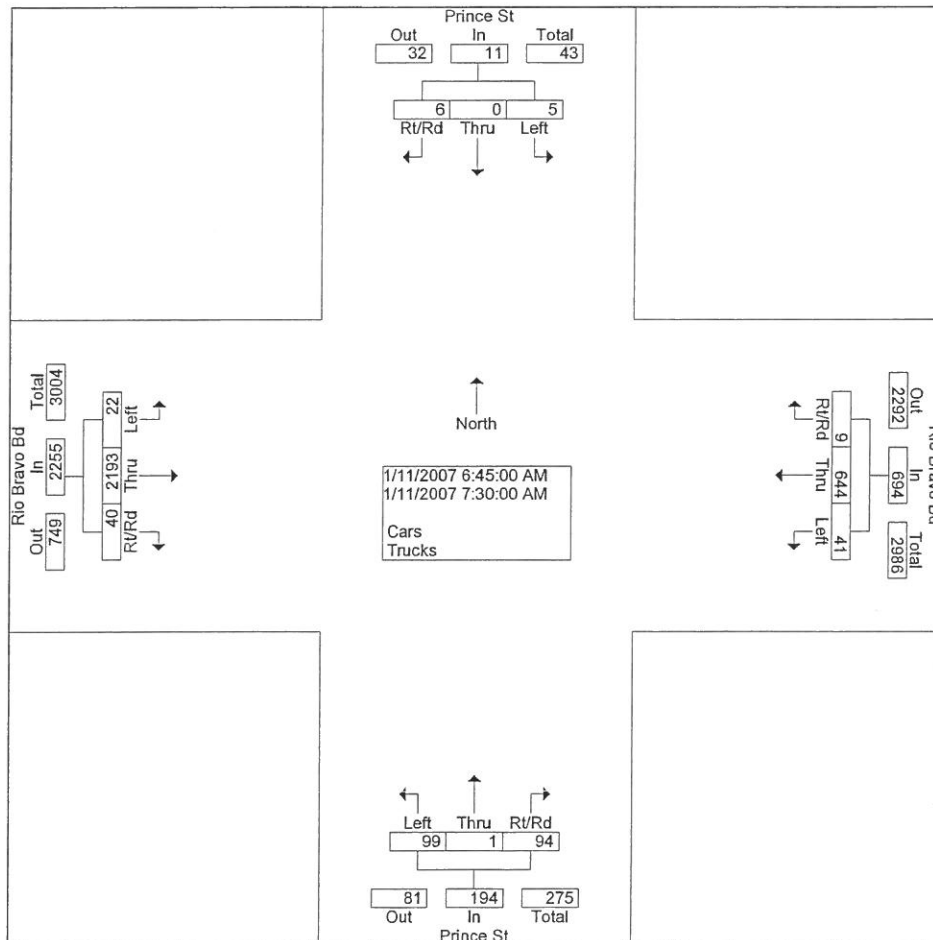
17:00	0	0	0	3	3	2	0	207	21	230	6	3	0	20	29	21	0	259	1	281	543
17:15	1	0	0	5	6	17	0	285	52	354	15	0	1	15	31	12	0	201	0	213	604
17:30	3	1	2	0	6	0	0	259	24	283	5	3	0	10	18	12	0	209	0	221	528
17:45	0	0	0	0	0	0	0	343	34	377	3	10	0	18	31	20	0	197	0	217	625
Total	4	1	2	8	15	19	0	1094	131	1244	29	16	1	63	109	65	0	866	1	932	2300
Grand Total	23	11	9	85	128	117	3	6415	934	7469	315	294	29	561	1199	426	20	10904	69	11419	20215
Apprch %	18.0	8.6	7.0	66.4		1.6	0.0	85.9	12.5		26.3	24.5	2.4	46.8		3.7	0.2	95.5	0.6		
Total %	0.1	0.1	0.0	0.4	0.6	0.6	0.0	31.7	4.6	36.9	1.6	1.5	0.1	2.8	5.9	2.1	0.1	53.9	0.3	56.5	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Rio Bravo Bd and Prince St
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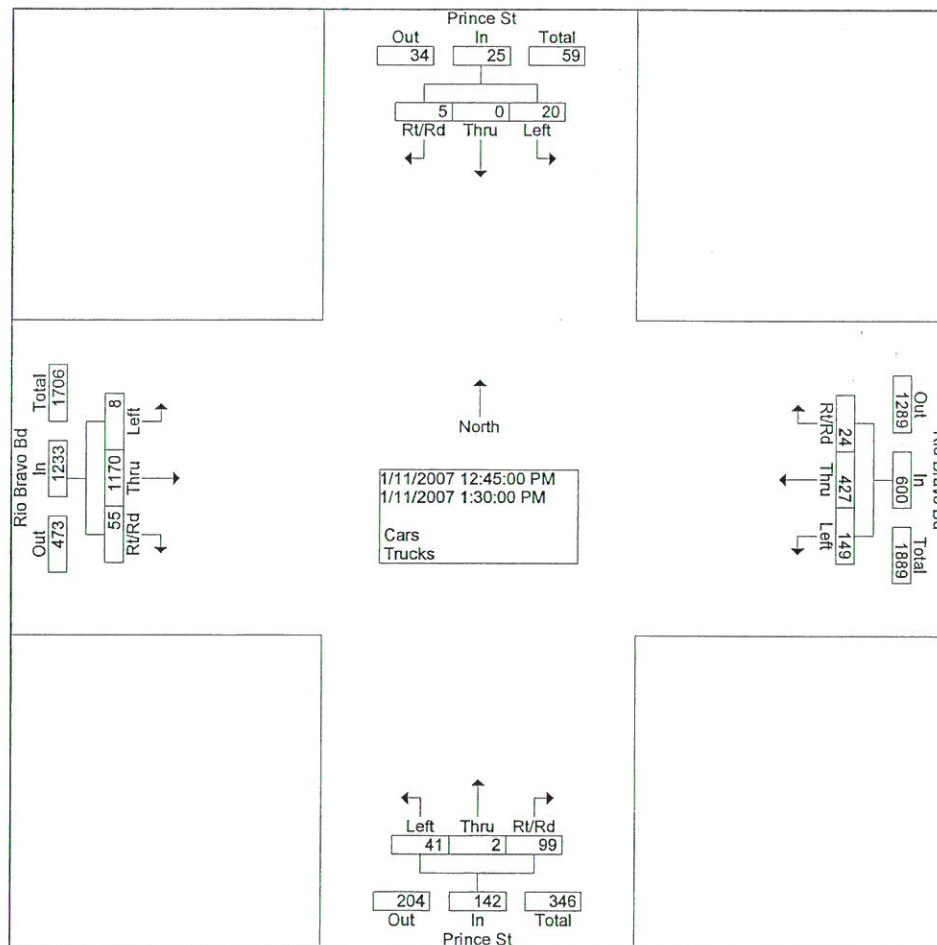
	Prince St From North					Rio Bravo Bd From East					Prince St From South					Rio Bravo Bd From West					
Start Time	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Int. Total
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection	06:45																				
Volume	3	3	0	5	11	8	1	644	41	694	50	44	1	99	194	40	0	219	22	2255	3154
Percent	27. 3	27. 3	0.0	45. 5		1.2	0.1	92. 8	5.9		25. 8	22. 7	0.5	51. 0		1.8	0.0	97. 3	1.0		
Volume	3	3	0	5	11	8	1	644	41	694	50	44	1	99	194	40	0	219	22	2255	3154
Volume	0	0	0	1	1	2	0	179	8	189	19	17	0	23	59	6	0	646	10	662	911
Peak Factor																					0.866
High Int.	06:45					07:30					07:15					07:15					
Volume	0	2	0	2	4	2	0	195	18	215	19	17	0	23	59	6	0	646	10	662	
Peak Factor					0.688					0.807				0.822						0.852	



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File Name : Rio Bravo Bd and Prince St
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	Prince St From North					Rio Bravo Bd From East					Prince St From South					Rio Bravo Bd From West					
Start Time	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Rig ht	Rt/ Rd	Thr u	Left	App. Total	Int. Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection n	12:45																				
Volume	5	0	0	20	25	24	0	427	149	600	36	63	2	41	142	54	1	1170	8	1233	2000
Percent	20.0	0.0	0.0	80.0		4.0	0.0	71.2	24.8		25.4	44.4	1.4	28.9		4.4	0.1	94.9	0.6		
Volume	5	0	0	20	25	24	0	427	149	600	36	63	2	41	142	54	1	1170	8	1233	2000
Volume	2	0	0	2	4	7	0	125	44	176	13	14	0	7	34	16	0	376	3	395	609
Peak Factor																					0.821
High Int.	13:30					13:15					12:45					13:15					
Volume	3	0	0	11	14	7	0	125	44	176	11	24	0	18	53	16	0	376	3	395	
Peak Factor	0.446					0.852					0.670					0.780					



Mid-Region Council of Governments
Intersection Turning Movement Analysis

Counter: 2387, 2384
Counted By: MM, AH
Weather: Fair
Other: WBD affected by roadwork (12p-2p)

File Name : Rio Bravo Bd and Prince St
Site Code : 00090137
Start Date : 01/11/2007
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Groups Printed- Cars

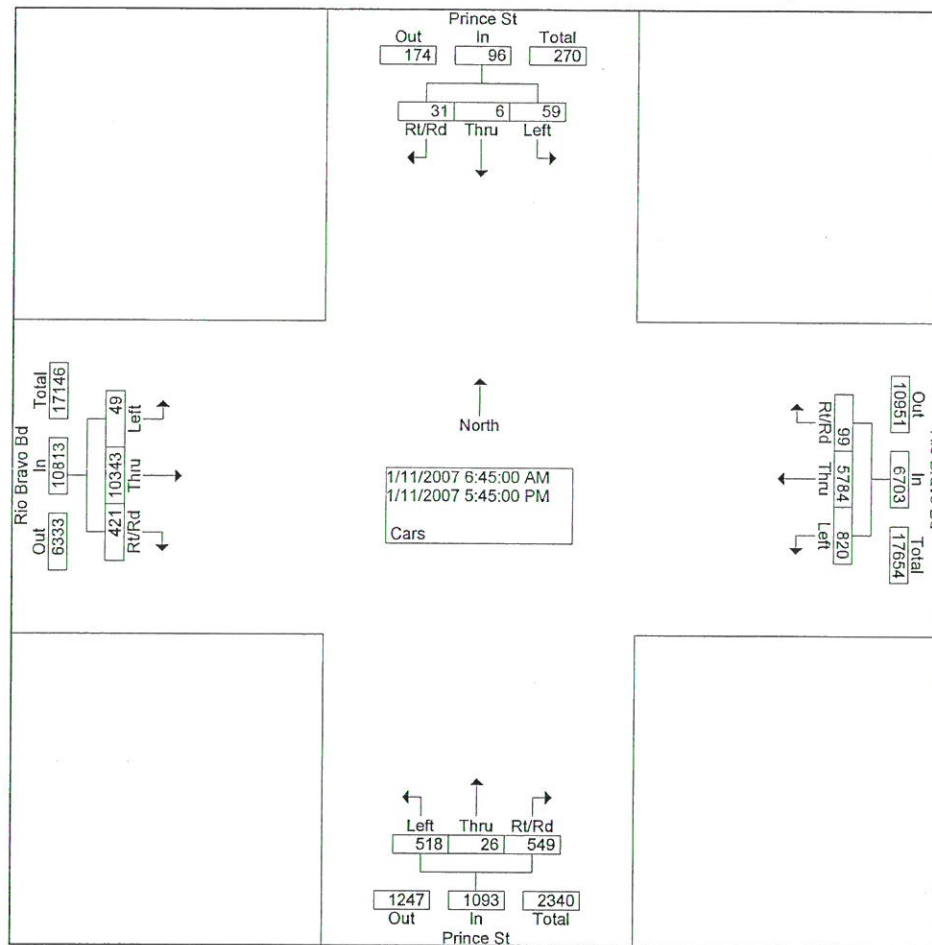
Start Time	Prince St From North				Rio Bravo Bd From East				Prince St From South				Rio Bravo Bd From West				Int. Total
	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	0	2	0	0	0	1	97	10	9	4	0	21	8	0	477	2	631
Total	0	2	0	0	0	1	97	10	9	4	0	21	8	0	477	2	631
07:00	2	0	0	1	4	0	152	5	14	13	0	20	10	0	592	3	816
07:15	0	0	0	1	2	0	155	8	18	16	0	20	6	0	618	8	852
07:30	0	1	0	1	2	0	179	16	5	7	1	30	13	0	425	6	686
07:45	0	0	0	0	1	0	122	5	10	6	0	15	6	2	352	0	519
Total	2	1	0	3	9	0	608	34	47	42	1	85	35	2	1987	17	2873
08:00	0	0	0	1	0	0	105	16	8	6	0	15	16	0	507	1	675
08:15	0	0	0	0	1	0	160	10	4	14	0	14	8	1	389	2	603
08:30	0	1	0	0	0	0	132	16	5	4	0	26	8	0	291	3	486
08:45	1	0	0	2	1	1	134	2	2	1	0	6	5	1	159	0	315
Total	1	1	0	3	2	1	531	44	19	25	0	61	37	2	1346	6	2079
09:00	0	0	0	0	2	0	148	15	5	0	0	11	10	3	259	0	453
09:15	0	0	0	0	1	0	139	1	11	2	0	6	7	1	305	1	474
09:30	0	0	0	2	2	0	150	12	9	2	0	11	4	0	271	2	465
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	5	0	437	28	25	4	0	28	21	4	835	3	1392
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	1	0	125	11	1	4	1	10	4	1	189	0	348
11:15	1	0	1	2	2	0	155	8	4	1	0	5	11	0	253	2	445
11:30	0	2	0	0	1	0	201	31	7	7	3	16	6	0	321	2	597
11:45	0	2	0	2	5	0	72	19	3	9	8	3	5	0	135	1	264
Total	2	4	1	4	9	0	553	69	15	21	12	34	26	1	898	5	1654
12:00	1	0	0	10	6	0	74	37	6	8	0	10	9	1	247	0	409
12:15	0	0	0	0	4	0	53	34	16	14	0	17	10	0	171	0	319
12:30	0	0	1	1	2	0	85	26	2	14	0	3	14	2	190	1	341
12:45	0	0	0	2	7	0	82	29	10	21	0	17	19	0	226	0	413
Total	1	0	1	13	19	0	294	126	34	57	0	47	52	3	834	1	1482
13:00	0	0	0	1	2	0	70	24	3	16	1	3	6	0	217	3	346
13:15	2	0	0	1	4	0	106	37	11	12	0	7	16	0	352	3	551
13:30	3	0	0	8	4	0	78	29	8	5	1	12	11	1	285	2	447
13:45	0	0	0	2	4	0	61	23	6	13	0	5	9	0	239	1	363
Total	5	0	0	12	14	0	315	113	28	46	2	27	42	1	1093	9	1707
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	1	0	0	265	37	14	6	6	23	15	2	274	0	643
15:15	2	0	0	1	7	0	243	49	9	10	0	28	11	3	274	1	638
15:30	3	1	0	4	3	1	274	28	9	7	0	23	17	0	230	2	602
15:45	0	0	0	2	2	0	203	27	13	10	4	12	20	1	300	0	594
Total	5	1	0	8	12	1	985	141	45	33	10	86	63	6	1078	3	2477
16:00	0	0	0	1	5	0	253	62	5	8	0	26	9	0	249	1	619
16:15	0	1	0	1	2	0	215	18	9	5	0	12	18	0	249	0	530
16:30	1	0	0	1	0	0	225	20	8	6	0	9	12	1	213	1	497
16:45	0	0	2	3	2	0	243	28	8	3	0	22	16	0	242	0	569
Total	1	1	2	6	9	0	936	128	30	22	0	69	55	1	953	2	2215

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Rio Bravo Bd and Prince St
Site Code : 00090137
Start Date : 01/11/2007
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Groups Printed- Cars

	Prince St From North				Rio Bravo Bd From East				Prince St From South				Rio Bravo Bd From West				Int. Total
Start Time	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
17:00	0	0	0	3	2	0	190	21	5	3	0	18	20	0	252	1	515
17:15	1	0	0	5	15	0	263	49	15	0	1	15	11	0	193	0	568
17:30	3	0	2	0	0	0	242	24	5	3	0	9	12	0	206	0	506
17:45	0	0	0	0	0	0	333	33	2	10	0	18	19	0	191	0	606
Total	4	0	2	8	17	0	1028	127	27	16	1	60	62	0	842	1	2195
Grand Total	21	10	6	59	96	3	5784	820	279	270	26	518	401	20	1034	49	18705
Apprch %	21.9	10.4	6.3	61.5	1.4	0.0	86.3	12.2	25.5	24.7	2.4	47.4	3.7	0.2	95.7	0.5	
Total %	0.1	0.1	0.0	0.3	0.5	0.0	30.9	4.4	1.5	1.4	0.1	2.8	2.1	0.1	55.3	0.3	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

Counter:2387, 2384
Counted By: MM, AH
Weather: Fair
Other: WBD affected by roadwork (12p-2p)

File Name : Rio Bravo Bd and Prince St
Site Code : 00090137
Start Date : 01/11/2007
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Groups Printed- Trucks

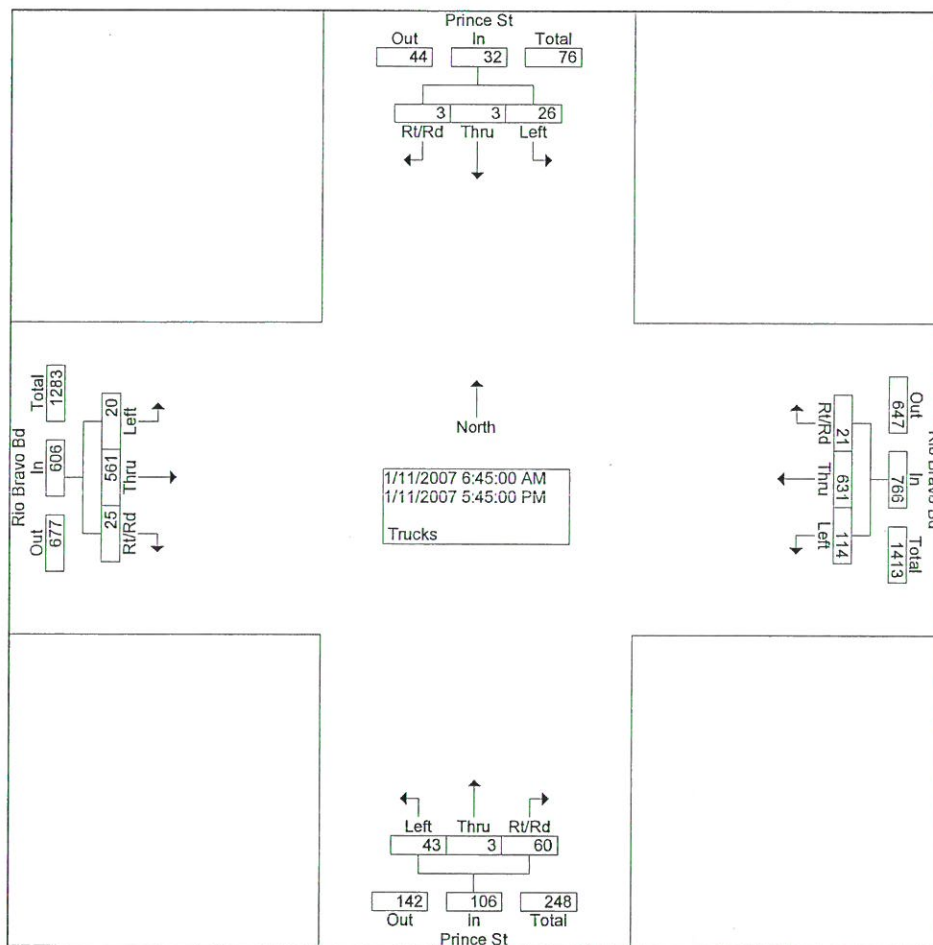
	Prince St From North				Rio Bravo Bd From East				Prince St From South				Rio Bravo Bd From West				Int. Total
Start Time	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	0	0	0	2	0	0	8	0	2	1	0	4	0	0	23	0	40
Total	0	0	0	2	0	0	8	0	2	1	0	4	0	0	23	0	40
07:00	1	0	0	0	0	0	13	0	0	2	0	0	2	0	15	1	34
07:15	0	0	0	0	0	0	24	0	1	1	0	3	0	0	28	2	59
07:30	0	0	0	0	0	0	16	2	1	0	0	1	1	0	15	0	36
07:45	0	0	0	2	0	0	20	0	1	0	0	0	2	0	17	0	42
Total	1	0	0	2	0	0	73	2	3	3	0	4	5	0	75	3	171
08:00	0	0	0	0	0	0	12	2	0	0	1	1	0	0	18	0	34
08:15	0	0	0	0	0	0	21	0	1	0	0	6	3	0	25	0	56
08:30	0	0	0	1	1	0	24	5	2	0	0	4	3	0	15	0	55
08:45	0	0	0	0	0	0	10	3	2	0	0	0	0	0	9	1	25
Total	0	0	0	1	1	0	67	10	5	0	1	11	6	0	67	1	170
09:00	0	0	0	0	0	0	12	2	3	0	0	0	0	0	27	0	44
09:15	0	0	0	0	0	0	27	3	3	2	0	1	1	0	20	1	58
09:30	0	0	0	1	0	0	17	1	1	0	0	1	0	0	19	0	40
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	56	6	7	2	0	2	1	0	66	1	142
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	2	0	0	14	3	0	0	0	1	0	0	13	0	33
11:15	0	0	0	0	2	0	21	3	1	0	0	1	0	0	13	0	41
11:30	0	0	1	1	0	0	18	11	1	0	2	2	0	0	15	1	52
11:45	0	0	0	2	1	0	9	2	0	3	0	1	0	0	12	0	30
Total	0	0	1	5	3	0	62	19	2	3	2	5	0	0	53	1	156
12:00	0	0	0	0	1	0	24	5	1	0	0	3	2	0	17	0	53
12:15	0	0	0	0	1	0	18	2	2	0	0	1	0	0	18	8	50
12:30	0	0	1	0	2	0	13	3	0	2	0	0	1	0	13	1	36
12:45	0	0	0	0	0	0	28	7	1	3	0	1	2	0	16	0	58
Total	0	0	1	0	4	0	83	17	4	5	0	5	5	0	64	9	197
13:00	0	0	0	4	2	0	23	9	0	4	0	0	0	0	26	0	68
13:15	0	0	0	1	3	0	19	7	2	2	0	0	0	0	24	0	58
13:30	0	0	0	3	2	0	21	7	1	0	0	1	0	0	24	0	59
13:45	0	0	0	5	2	0	15	2	0	1	0	2	2	0	18	0	47
Total	0	0	0	13	9	0	78	25	3	7	0	3	2	0	92	0	232
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	16	4	4	0	0	3	0	0	14	1	42
15:15	0	0	1	0	1	0	19	5	3	1	0	0	1	0	16	3	50
15:30	0	0	0	1	0	0	19	3	0	1	0	0	2	0	19	0	45
15:45	0	0	0	1	0	0	18	4	0	0	0	1	0	0	11	0	35
Total	0	0	1	2	1	0	72	16	7	2	0	4	3	0	60	4	172
16:00	0	0	0	0	0	0	11	1	0	0	0	1	0	0	11	0	24
16:15	0	0	0	0	0	0	18	5	0	0	0	0	0	0	13	0	36
16:30	0	0	0	0	0	0	20	3	0	1	0	0	0	0	6	1	31
16:45	1	0	0	0	1	0	17	6	1	0	0	1	0	0	7	0	34
Total	1	0	0	0	1	0	66	15	1	1	0	2	0	0	37	1	125

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Rio Bravo Bd and Prince St
Site Code : 00090137
Start Date : 01/11/2007
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Groups Printed- Trucks

	Prince St From North				Rio Bravo Bd From East				Prince St From South				Rio Bravo Bd From West				Int. Total
Start Time	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	Right	Rt/Rd	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
17:00	0	0	0	0	0	0	17	0	1	0	0	2	1	0	7	0	28
17:15	0	0	0	0	2	0	22	3	0	0	0	0	1	0	8	0	36
17:30	0	1	0	0	0	0	17	0	0	0	0	1	0	0	3	0	22
17:45	0	0	0	0	0	0	10	1	1	0	0	0	1	0	6	0	19
Total	0	1	0	0	2	0	66	4	2	0	0	3	3	0	24	0	105
Grand Total	2	1	3	26	21	0	631	114	36	24	3	43	25	0	561	20	1510
Apprch %	6.3	3.1	9.4	81.3	2.7	0.0	82.4	14.9	34.0	22.6	2.8	40.6	4.1	0.0	92.6	3.3	
Total %	0.1	0.1	0.2	1.7	1.4	0.0	41.8	7.5	2.4	1.6	0.2	2.8	1.7	0.0	37.2	1.3	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Rio Bravo Bd. and 2nd St.
Site Code : 00025718
Start Date : 11/18/2004
Page No : 1

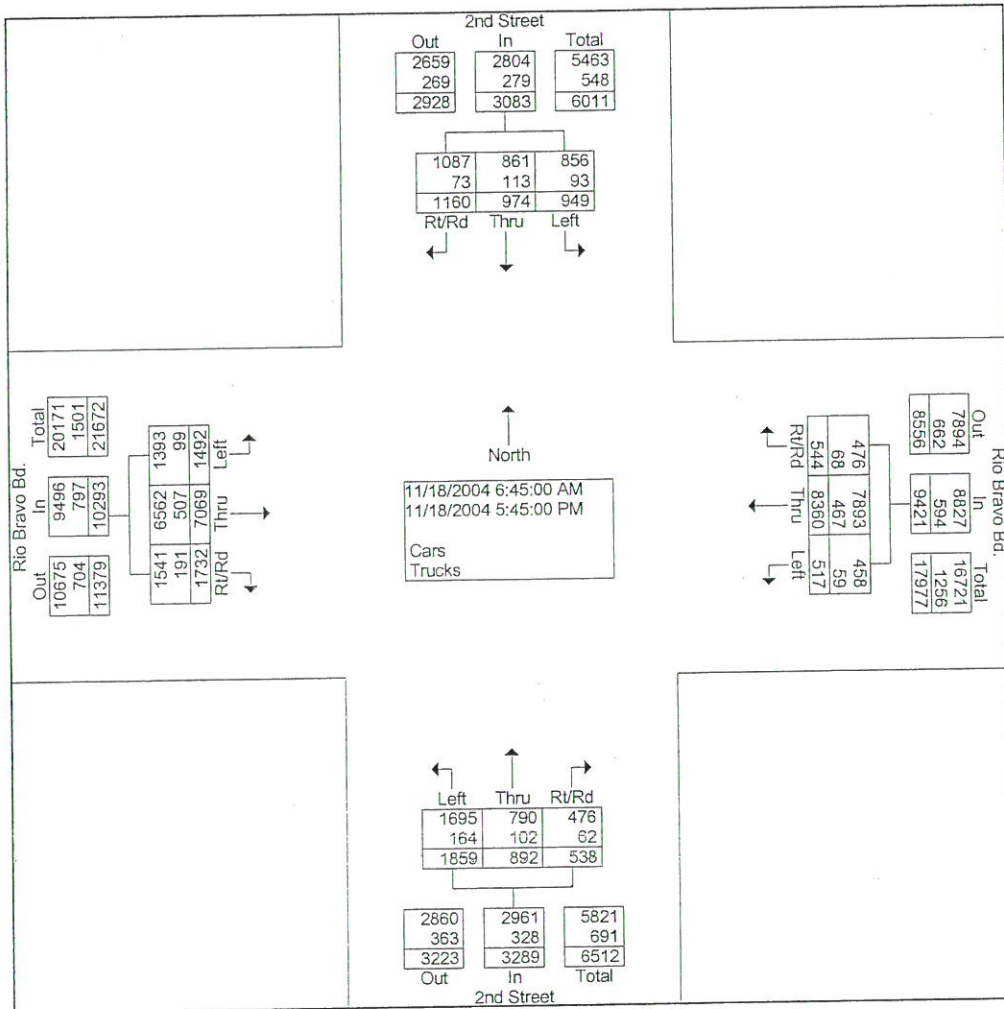
Weather: Fine
Com: NB to WB turn lane much too short
Machine: D-2384, D-2387
Operator: MM, AH

Groups Printed- Cars - Trucks

Start Time	2nd Street From North					Rio Bravo Bd. From East					2nd Street From South					Rio Bravo Bd. From West					Int. Total
	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	Left	Thru	Right	R/R d	App. Total	
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:45	21	35	2	5	63	21	139	25	0	185	27	35	11	2	75	80	248	72	0	400	723
Total	21	35	2	5	63	21	139	25	0	185	27	35	11	2	75	80	248	72	0	400	723
07:00	16	18	14	3	51	4	102	21	2	129	52	38	15	3	108	69	274	41	2	386	674
07:15	34	19	8	3	64	7	159	11	0	177	39	23	20	0	82	90	340	39	2	471	794
07:30	20	12	2	10	44	5	196	22	1	224	43	35	10	0	88	92	247	29	0	368	724
07:45	36	26	4	7	73	17	167	16	0	200	37	27	9	0	73	88	306	66	2	462	808
Total	106	75	28	23	232	33	624	70	3	730	171	123	54	3	351	339	1167	175	6	1687	3000
08:00	27	11	5	14	57	12	162	6	1	181	38	17	12	0	67	73	293	53	0	419	724
08:15	18	20	8	6	52	16	134	11	0	161	30	24	14	0	68	60	247	34	4	345	626
08:30	20	21	7	7	55	23	162	12	1	198	23	16	8	1	48	57	234	42	0	333	634
08:45	20	18	2	10	50	21	141	9	1	172	38	18	13	1	70	33	193	45	0	271	563
Total	85	70	22	37	214	72	599	38	3	712	129	75	47	2	253	223	967	174	4	1368	2547
09:00	17	17	5	10	49	5	128	15	0	148	50	18	11	1	80	35	191	29	3	258	535
09:15	27	10	4	7	48	7	131	10	2	150	40	14	13	3	70	34	190	16	8	248	516
09:30	14	20	9	11	54	9	160	13	1	183	27	21	7	3	58	29	189	21	2	241	536
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	58	47	18	28	151	21	419	38	3	481	117	53	31	7	208	98	570	66	13	747	1587
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12	34	8	5	59	11	182	12	2	207	22	28	4	1	55	20	119	18	0	157	478
11:15	15	18	9	7	49	21	172	4	2	199	23	14	8	1	46	20	125	18	3	166	460
11:30	18	16	9	16	59	10	212	22	1	245	36	18	9	0	63	35	148	26	0	209	576
11:45	22	19	10	8	59	11	218	11	5	245	39	13	3	1	56	38	140	31	0	209	569
Total	67	87	36	36	226	53	784	49	10	896	120	73	24	3	220	113	532	93	3	741	2083
12:00	23	13	13	24	73	15	202	20	0	237	49	16	14	5	84	28	131	36	2	197	591
12:15	33	16	12	16	77	16	200	13	0	229	47	28	14	1	90	31	177	49	5	262	658
12:30	18	26	10	12	66	11	199	13	0	223	37	23	17	2	79	44	160	28	1	233	601
12:45	28	21	12	17	78	13	185	11	1	210	40	18	6	1	65	27	175	52	1	255	608
Total	102	76	47	69	294	55	786	57	1	899	173	85	51	9	318	130	643	165	9	947	2458
13:00	24	24	9	11	68	10	202	11	2	225	37	19	18	1	75	26	197	54	0	277	645
13:15	17	36	18	15	86	13	198	14	1	226	43	16	5	0	64	30	133	35	3	201	577
13:30	26	16	13	9	64	7	217	16	3	243	57	14	14	0	85	21	191	37	0	249	641
13:45	28	18	9	11	66	8	195	11	0	214	34	16	9	3	62	40	149	35	0	224	566
Total	95	94	49	46	284	38	812	52	6	908	171	65	46	4	286	117	670	161	3	951	2429
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	27	28	14	15	84	16	253	20	5	294	78	24	14	0	116	31	209	46	0	286	780
15:15	34	32	19	18	103	25	275	13	0	313	38	23	11	2	74	34	189	61	0	284	774
15:30	49	47	39	16	151	23	310	23	1	357	56	36	23	4	119	43	163	59	0	265	892
15:45	44	46	31	9	130	17	383	12	0	412	88	31	23	6	148	39	195	74	0	308	998
Total	154	153	103	58	468	81	1221	68	6	1376	260	114	71	12	457	147	756	240	0	1143	3444
16:00	34	30	29	15	108	23	382	27	0	432	71	24	25	3	123	59	187	51	0	297	960
16:15	31	47	61	22	161	19	351	5	0	375	74	32	17	3	126	35	180	54	0	269	931
16:30	32	41	48	5	126	15	338	20	0	373	95	53	25	4	177	24	185	61	0	270	946
16:45	41	34	39	18	132	17	377	15	1	410	119	45	26	0	190	28	234	62	4	328	1060
Total	138	152	177	60	527	74	1448	67	1	1590	359	154	93	10	616	146	786	228	4	1164	3897
17:00	36	40	62	17	155	4	356	8	3	371	95	41	13	2	151	25	201	62	5	293	970
17:15	36	44	76	9	165	10	451	7	0	468	100	40	12	6	158	29	193	77	16	315	1106
17:30	24	60	69	14	167	33	384	12	1	430	74	23	12	4	113	33	170	67	7	277	987
17:45	27	41	56	13	137	22	337	16	0	375	63	11	9	0	83	12	166	75	7	260	855
Total	123	185	263	53	624	69	1528	43	4	1644	332	115	46	12	505	99	730	281	35	1145	3918
Grand Total	949	974	745	415	3083	517	8360	507	37	9421	1859	892	474	64	3289	1492	7069	1655	77	10293	26086
Approch %	30.8	31.6	24.2	13.5		5.5	88.7	5.4	0.4		56.5	27.1	14.4	1.9		14.5	68.7	16.1	0.7		
Total %	3.6	3.7	2.9	1.6	11.8	2.0	32.0	1.9	0.1	36.1	7.1	3.4	1.8	0.2	12.6	5.7	27.1	6.3	0.3	39.5	

Mid-Region Council of Governments
Intersection Turning Movement Analysis

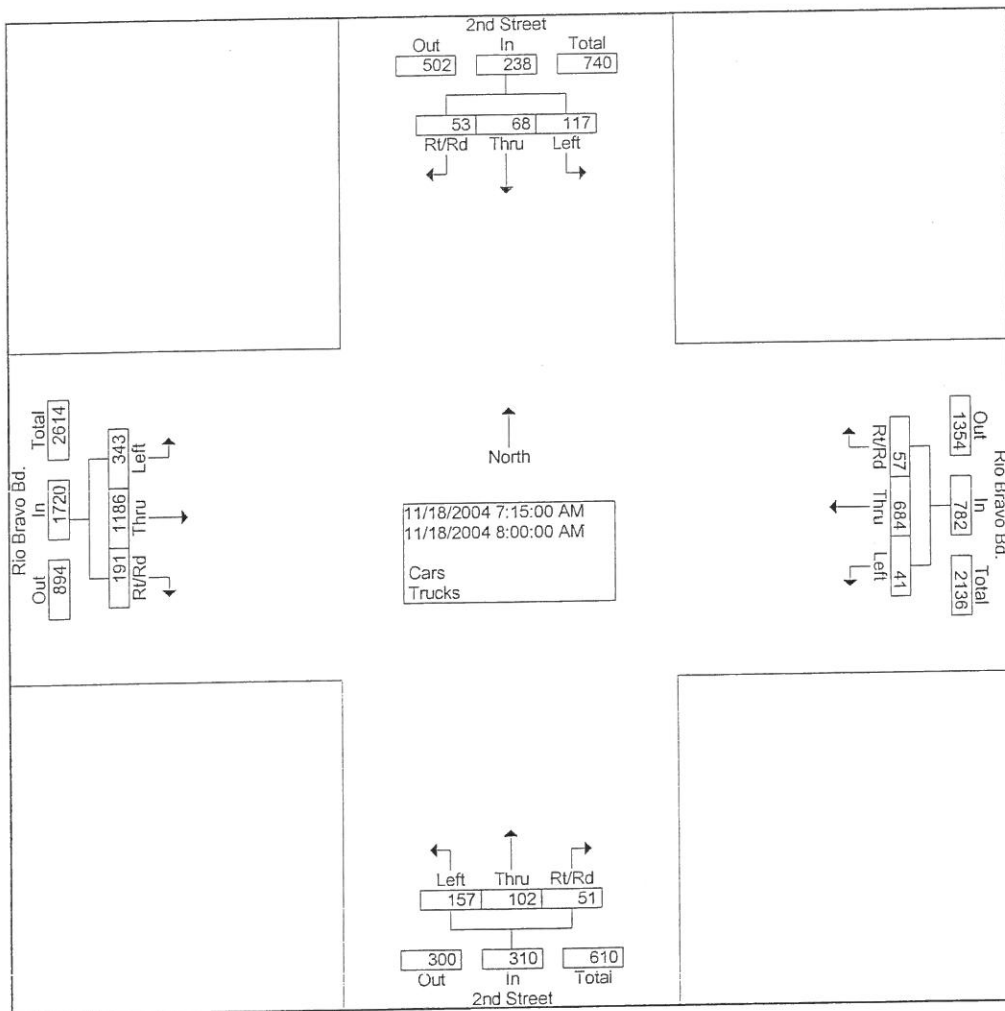
File Name : Rio Bravo Bd. and 2nd St.
Site Code : 00025718
Start Date : 11/18/2004
Page No : 2



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Rio Bravo Bd. and 2nd St.
Site Code : 00025718
Start Date : 11/18/2004
Page No : 3

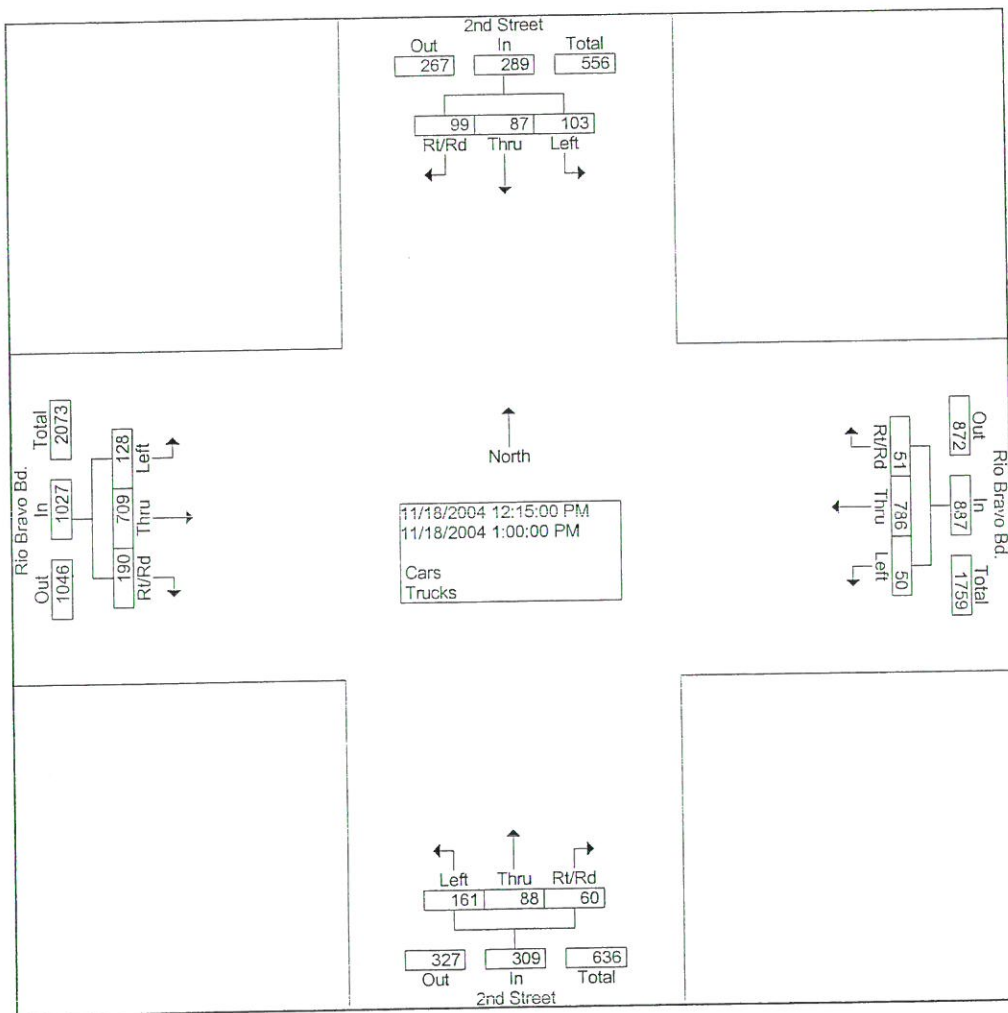
Start Time	2nd Street From North					Rio Bravo Bd. From East					2nd Street From South					Rio Bravo Bd. From West					Int. Total
	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	
Peak Hour From 06:45 to 09:30 - Peak 1 of 1																					
Intersection 07:15																					3050
Volume	117	68	19	34	238	41	684	55	2	782	157	102	51	0	310	343	1186	187	4	1720	
Percent	49.2	28.6	8.0	14.3		5.2	87.5	7.0	0.3		50.6	32.9	16.5	0.0		19.9	69.0	10.9	0.2		
Volume	117	68	19	34	238	41	684	55	2	782	157	102	51	0	310	343	1186	187	4	1720	3050
Volume	36	26	4	7	73	17	167	16	0	200	37	27	9	0	73	88	306	66	2	462	808
Peak Factor																					0.944
High Int. 07:45						07:30					07:30					07:15					
Volume	36	26	4	7	73	5	196	22	1	224	43	35	10	0	88	90	340	39	2	471	
Peak Factor					0.815				0.873					0.881						0.913	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

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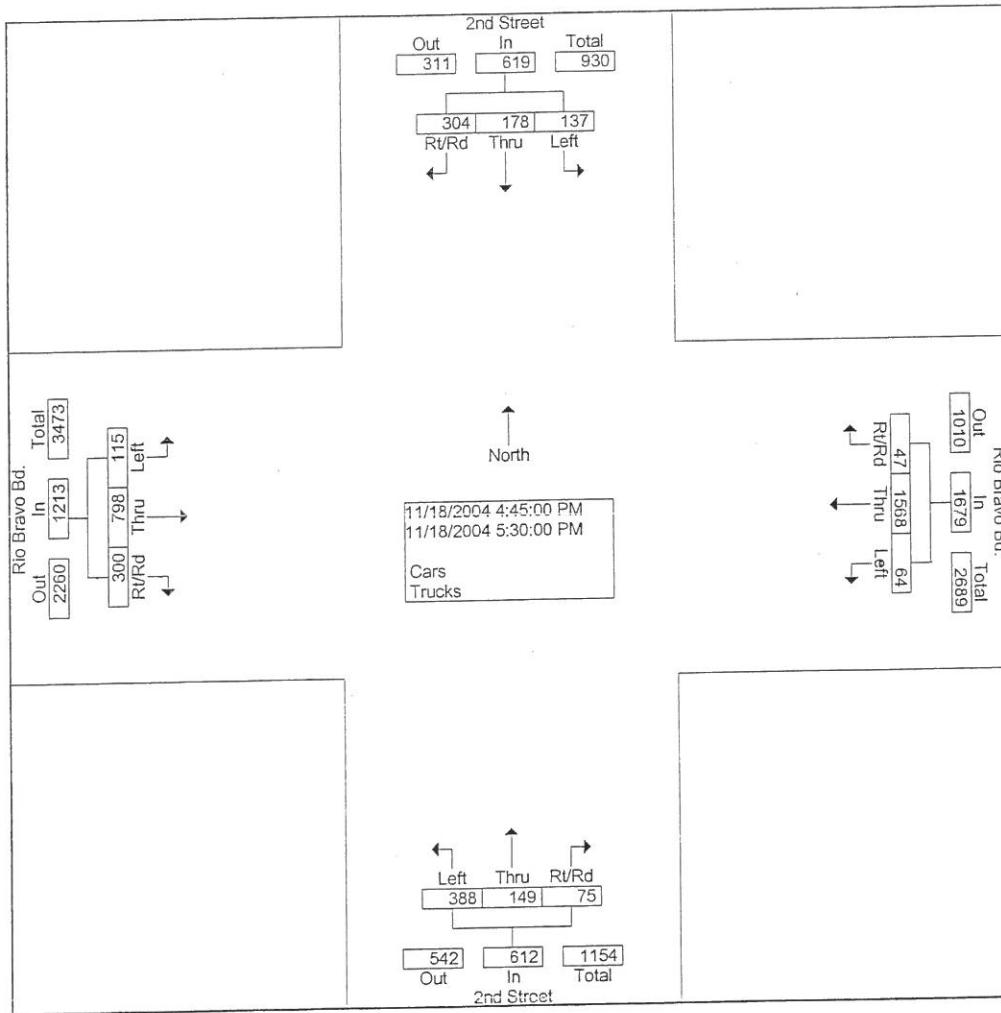
	2nd Street From North					Rio Bravo Bd. From East					2nd Street From South					Rio Bravo Bd. From West					
Start Time	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Int. Total
Peak Hour From 11:00 to 13:45 - Peak 1 of 1																					
Intersection 12:15																					
Volume	103	87	43	56	289	50	786	48	3	887	161	88	55	5	309	128	709	183	7	1027	2512
Percent	35.6	30.1	14.9	19.4		5.6	88.6	5.4	0.3		52.1	28.5	17.8	1.6		12.5	69.0	17.8	0.7		
Volume	103	87	43	56	289	50	786	48	3	887	161	88	55	5	309	128	709	183	7	1027	2512
Volume	33	16	12	16	77	16	200	13	0	229	47	28	14	1	90	31	177	49	5	262	658
Peak Factor																					0.954
High Int. 12:45						12:15					12:15					13:00					
Volume	28	21	12	17	78	16	200	13	0	229	47	28	14	1	90	26	197	54	0	277	
Peak Factor					0.926					0.968					0.858					0.927	



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Rio Bravo Bd. and 2nd St.
Site Code : 00025718
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	2nd Street From North					Rio Bravo Bd. From East					2nd Street From South					Rio Bravo Bd. From West					Int. Total
Start Time	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	Left	Thru	Right	Rt/R d	App. Total	
Peak Hour From 15:00 to 17:45 - Peak 1 of 1																					
Intersection 16:45	137	178	246	58	619	64	1568	42	5	1679	388	149	63	12	612	115	798	268	32	1213	4123
Volume	137	178	246	58	619	64	1568	42	5	1679	388	149	63	12	612	115	798	268	32	1213	4123
Percent	22.1	28.8	39.7	9.4		3.8	93.4	2.5	0.3		63.4	24.3	10.3	2.0		9.5	65.8	22.1	2.6		
Volume	137	178	246	58	619	64	1568	42	5	1679	388	149	63	12	612	115	798	268	32	1213	4123
Volume	36	44	76	9	165	10	451	7	0	468	100	40	12	6	158	29	193	77	16	315	1106
Peak Factor																					0.932
High Int. 17:30	24	60	69	14	167	10	451	7	0	468	119	45	26	0	190	28	234	62	4	328	
Volume					0.927					0.897					0.805					0.925	
Peak Factor																					



Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Rio Bravo Bd. and 2nd St.
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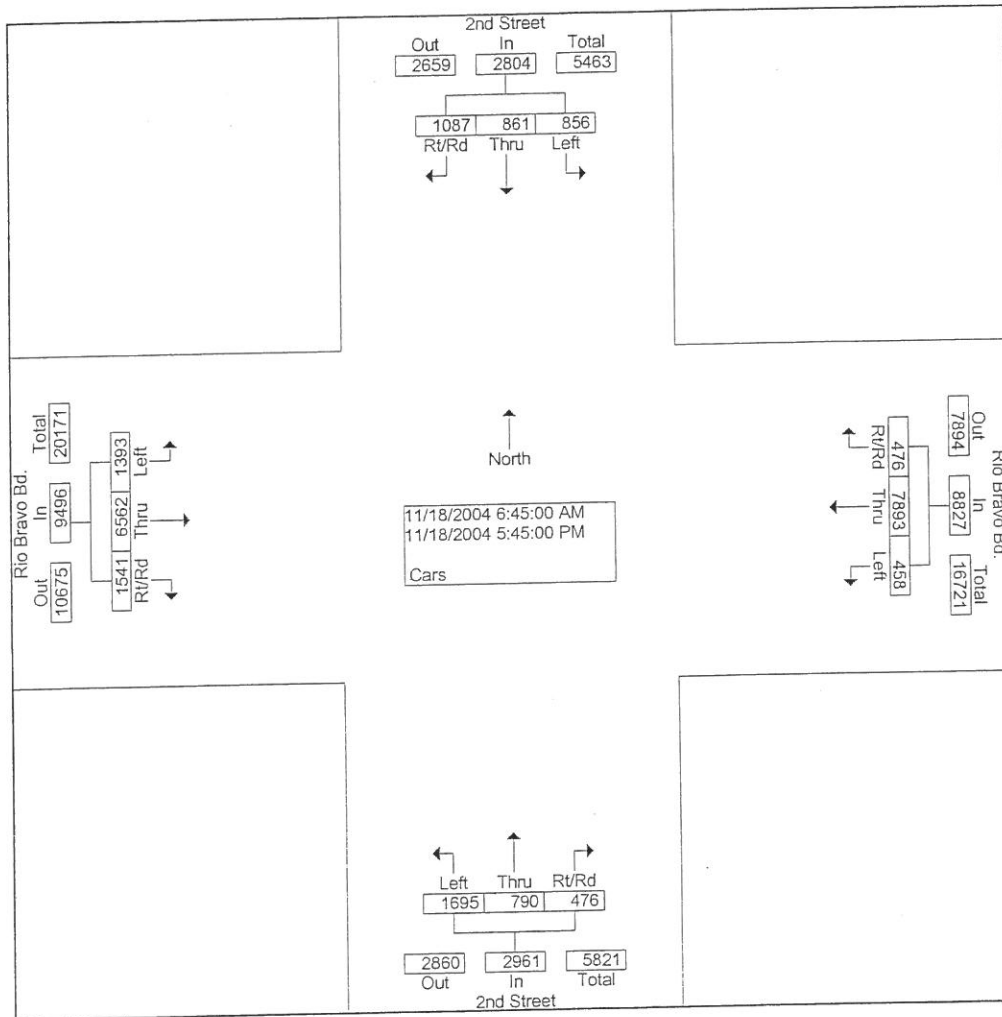
Weather: Fine
Com: NB to WB turn lane much too short
Machine: D-2384, D-2387
Operator: MM, AH

Groups Printed- Cars

Start Time	2nd Street From North				Rio Bravo Bd. From East				2nd Street From South				Rio Bravo Bd. From West				Int. Total
	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	20	34	2	5	20	130	24	0	25	27	6	2	75	236	66	0	672
Total	20	34	2	5	20	130	24	0	25	27	6	2	75	236	66	0	672
07:00	15	16	14	3	3	90	20	1	41	30	14	3	66	255	33	2	606
07:15	30	14	7	3	4	152	11	0	31	19	17	0	90	325	32	1	736
07:30	19	11	1	8	3	183	21	1	39	31	8	0	84	235	27	0	671
07:45	34	24	3	5	16	157	14	0	33	25	9	0	85	289	63	2	759
Total	98	65	25	19	26	582	66	2	144	105	48	3	325	1104	155	5	2772
08:00	25	8	5	12	12	145	4	1	29	13	10	0	69	269	47	0	649
08:15	16	18	8	4	13	127	9	0	25	19	13	0	57	238	30	4	581
08:30	18	20	5	5	18	149	7	1	21	14	8	1	52	220	35	0	574
08:45	15	15	2	8	19	123	8	0	38	15	12	1	30	179	40	0	505
Total	74	61	20	29	62	544	28	2	113	61	43	2	208	906	152	4	2309
09:00	11	14	4	9	4	113	13	0	45	15	10	1	33	178	24	1	475
09:15	21	7	3	7	6	117	8	2	36	14	11	2	31	174	13	7	459
09:30	10	15	8	9	7	140	13	0	23	17	5	1	26	165	15	1	455
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	36	15	25	17	370	34	2	104	46	26	4	90	517	52	9	1389
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12	33	7	4	11	171	11	2	17	27	4	1	16	108	18	0	442
11:15	12	15	9	7	20	162	3	2	22	14	7	0	16	117	12	2	420
11:30	17	16	7	15	9	190	19	1	31	15	9	0	32	134	21	0	516
11:45	19	15	9	8	7	204	9	4	37	11	3	0	37	128	29	0	520
Total	60	79	32	34	47	727	42	9	107	67	23	1	101	487	80	2	1898
12:00	21	13	11	23	14	192	18	0	44	13	9	5	25	118	30	2	538
12:15	26	14	10	15	12	187	10	0	44	23	11	1	26	158	45	3	585
12:30	18	22	5	9	11	187	11	0	34	18	15	1	44	151	25	1	552
12:45	26	15	12	16	13	167	11	1	36	17	5	1	23	164	50	1	558
Total	91	64	38	63	50	733	50	1	158	71	40	8	118	591	150	7	2233
13:00	21	20	9	11	8	189	10	2	34	16	17	1	26	177	48	0	589
13:15	17	34	17	15	12	185	13	1	37	14	2	0	23	120	31	3	524
13:30	25	14	12	8	7	200	14	3	51	12	9	0	20	168	33	0	575
13:45	23	12	5	8	8	179	9	0	31	15	7	3	40	136	30	0	506
Total	86	80	43	42	35	753	46	6	153	57	35	4	109	601	142	3	2195
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	24	26	14	13	16	242	15	4	73	18	12	0	30	198	41	0	726
15:15	31	28	19	17	22	262	11	0	34	17	11	2	34	165	51	0	704
15:30	44	38	38	15	18	296	22	0	50	34	21	4	40	152	49	0	821
15:45	41	40	31	9	16	374	10	0	84	28	20	6	37	185	70	0	951
Total	140	132	102	54	72	1174	58	4	241	97	64	12	141	700	211	0	3202
16:00	31	28	29	14	18	371	23	0	69	24	25	2	54	173	41	0	902
16:15	27	39	60	21	18	338	5	0	70	30	17	3	33	165	49	0	875
16:30	28	37	48	5	12	328	15	0	89	51	22	4	23	175	51	0	888
16:45	39	31	37	18	16	368	13	1	112	45	26	0	24	216	59	4	1009
Total	125	135	174	58	64	1405	56	1	340	150	90	9	134	729	200	4	3674
17:00	36	37	60	16	2	342	8	3	89	38	13	2	24	191	61	5	927
17:15	34	43	75	9	9	432	6	0	91	39	12	4	25	176	70	15	1040
17:30	23	55	65	13	32	372	11	1	69	21	12	4	31	163	64	6	942
17:45	27	40	56	13	22	329	16	0	61	11	9	0	12	161	71	7	835
Total	120	175	256	51	65	1475	41	4	310	109	46	10	92	691	266	33	3744
Grand Total	856	861	707	380	458	7893	445	31	1695	790	421	55	1393	6562	1474	67	24088
Apprch %	30.5	30.7	25.2	13.6	5.2	89.4	5.0	0.4	57.2	26.7	14.2	1.9	14.7	69.1	15.5	0.7	
Total %	3.6	3.6	2.9	1.6	1.9	32.8	1.8	0.1	7.0	3.3	1.7	0.2	5.8	27.2	6.1	0.3	

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Rio Bravo Bd. and 2nd St.
Site Code : 00025718
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Intersection Turning Movement Analysis

File Name : Rio Bravo Bd. and 2nd St.
Site Code : 00025718
Start Date : 11/18/2004
Page No : 1

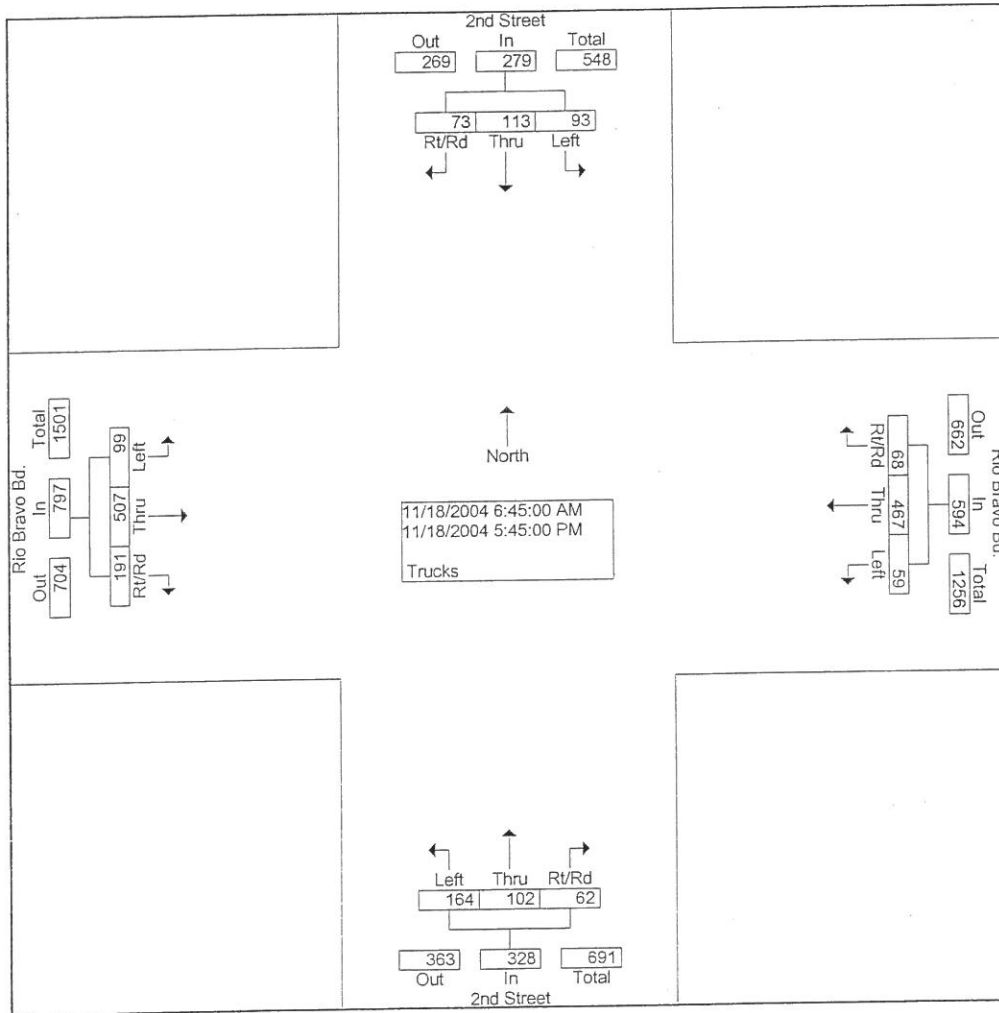
Weather: Fine
From: NB to WB turn lane much too short
Machine: D-2384, D-2387
Operator: MM, AH

Groups Printed- Trucks

Start Time	2nd Street From North				Rio Bravo Bd. From East				2nd Street From South				Rio Bravo Bd. From West				Int. Total
	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	Left	Thru	Right	Rt/Rd	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:45	1	1	0	0	1	9	1	0	2	8	5	0	5	12	6	0	51
Total	1	1	0	0	1	9	1	0	2	8	5	0	5	12	6	0	51
07:00	1	2	0	0	1	12	1	1	11	8	1	0	3	19	8	0	68
07:15	4	5	1	0	3	7	0	0	8	4	3	0	0	15	7	1	58
07:30	1	1	1	2	2	13	1	0	4	4	2	0	8	12	2	0	53
07:45	2	2	1	2	1	10	2	0	4	2	0	0	3	17	3	0	49
Total	8	10	3	4	7	42	4	1	27	18	6	0	14	63	20	1	228
08:00	2	3	0	2	0	17	2	0	9	4	2	0	4	24	6	0	75
08:15	2	2	0	2	3	7	2	0	5	5	1	0	3	9	4	0	45
08:30	2	1	2	2	5	13	5	0	2	2	0	0	5	14	7	0	60
08:45	5	3	0	2	2	18	1	1	0	3	1	0	3	14	5	0	58
Total	11	9	2	8	10	55	10	1	16	14	4	0	15	61	22	0	238
09:00	6	3	1	1	1	15	2	0	5	3	1	0	2	13	5	2	60
09:15	6	3	1	0	1	14	2	0	4	0	2	1	3	16	3	1	57
09:30	4	5	1	2	2	20	0	1	4	4	2	2	3	24	6	1	81
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	11	3	3	4	49	4	1	13	7	5	3	8	53	14	4	198
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	1	1	0	11	1	0	5	1	0	0	4	11	0	0	36
11:15	3	3	0	0	1	10	1	0	1	0	1	1	4	8	6	1	40
11:30	1	0	2	1	1	22	3	0	5	3	0	0	3	14	5	0	60
11:45	3	4	1	0	4	14	2	1	2	2	0	1	1	12	2	0	49
Total	7	8	4	2	6	57	7	1	13	6	1	2	12	45	13	1	185
12:00	2	0	2	1	1	10	2	0	5	3	5	0	3	13	6	0	53
12:15	7	2	2	1	4	13	3	0	3	5	3	0	5	19	4	2	73
12:30	0	4	5	3	0	12	2	0	3	5	2	1	0	9	3	0	49
12:45	2	6	0	1	0	18	0	0	4	1	1	0	4	11	2	0	50
Total	11	12	9	6	5	53	7	0	15	14	11	1	12	52	15	2	225
13:00	3	4	0	0	2	13	1	0	3	3	1	0	0	20	6	0	56
13:15	0	2	1	0	1	13	1	0	6	2	3	0	7	13	4	0	53
13:30	1	2	1	1	0	17	2	0	6	2	5	0	1	23	4	0	65
13:45	5	6	4	3	0	16	2	0	3	1	2	0	0	13	5	0	60
Total	9	14	6	4	3	59	6	0	18	8	11	0	8	69	19	0	234
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	2	0	2	0	11	5	1	5	6	2	0	1	11	5	0	54
15:15	3	4	0	1	3	13	2	0	4	6	0	0	0	24	10	0	70
15:30	5	9	1	1	5	14	1	1	6	2	2	0	3	11	10	0	71
15:45	3	6	0	0	1	9	2	0	4	3	3	0	2	10	4	0	47
Total	14	21	1	4	9	47	10	2	19	17	7	0	6	56	29	0	242
16:00	3	2	0	1	5	11	4	0	2	0	0	1	5	14	10	0	58
16:15	4	8	1	1	1	13	0	0	4	2	0	0	2	15	5	0	56
16:30	4	4	0	0	3	10	5	0	6	2	3	0	1	10	10	0	58
16:45	2	3	2	0	1	9	2	0	7	0	0	0	4	18	3	0	51
Total	13	17	3	2	10	43	11	0	19	4	3	1	12	57	28	0	223
17:00	0	3	2	1	2	14	0	0	6	3	0	0	1	10	1	0	43
17:15	2	1	1	0	1	19	1	0	9	1	0	2	4	17	7	1	66
17:30	1	5	4	1	1	12	1	0	5	2	0	0	2	7	3	1	45
17:45	0	1	0	0	0	8	0	0	2	0	0	0	0	5	4	0	20
Total	3	10	7	2	4	53	2	0	22	6	0	2	7	39	15	2	174
Grand Total	93	113	38	35	59	467	62	6	164	102	53	9	99	507	181	10	1998
Approch %	33.3	40.5	13.6	12.5	9.9	78.6	10.4	1.0	50.0	31.1	16.2	2.7	12.4	63.6	22.7	1.3	
Total %	4.7	5.7	1.9	1.8	3.0	23.4	3.1	0.3	8.2	5.1	2.7	0.5	5.0	25.4	9.1	0.5	

Mid-Region Council of Governments
Intersection Turning Movement Analysis

File Name : Rio Bravo Bd. and 2nd St.
Site Code : 00025718
Start Date : 11/18/2004
Page No : 2



Bicycle And Pedestrian Crossings

Location: Rio Bravo Bd. and 2nd St.

Date: 11/18/04

INT ID: 25718

	North to South		South to North		East to West		West to East	
Time								
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
ing Peak 6:45 - 9:45	0	4	0	2	1	4	0	0
lday Peak 11:00 - 2:00	0	0	0	0	9	2	6	0
oon Peak 3:00 - 6:00	0	0	0	0	3	2	0	1
Total	0	4	0	2	13	8	6	1

Save

Quit

Print

Reset

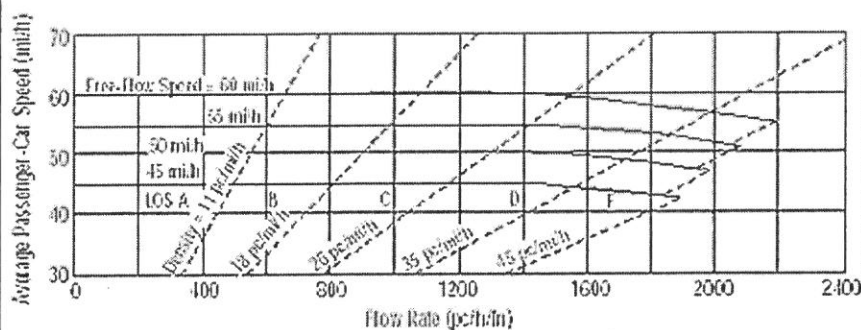


APPENDIX B –

EXSITING 2007

CAPACITY ANALYSIS

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, U , v_p	LOS
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	LOS
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period AM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2006

Project Description Rio Bravo/Airport Railway Station

☒ Oper.(LOS)

☐ Des. (N)

☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1900	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		% Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/h)		% RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft) 12.0
 Total Lateral Clearance, LC (ft) 12.0
 Access Points, A (A/mi) 4
 Median Type, M Divided
 FFS (measured)
 Base Free-Flow Speed, BFFS 50.0

Calc Speed Adj and FFS

f_{LW} (mi/h) 0.0
 f_{LC} (mi/h) 0.0
 f_A (mi/h) 1.0
 f_M (mi/h) 0.0
 FFS (mi/h) 49.0

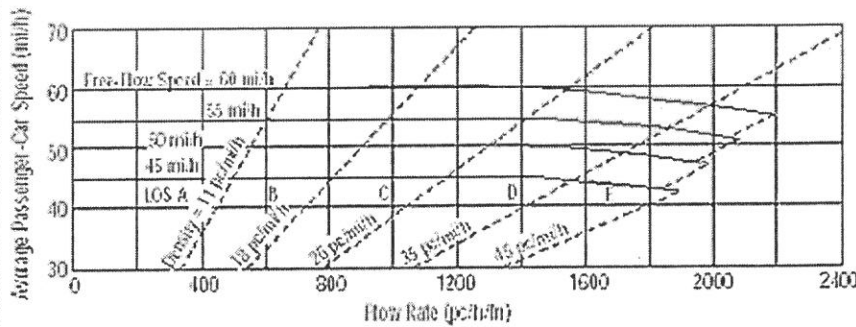
Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 1076
 Speed, S (mi/h) 49.0
 D (pc/mi/ln) 22.0
 LOS C

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Q
Operational (LOS)	FFS, Π , v_p	L
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	U
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period AM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2006

Project Description Rio Bravo/Airport Railway Station

☒ Oper.(LOS)

☐ Des. (N)

☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	900	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft) 12.0
 Total Lateral Clearance, LC (ft) 12.0
 Access Points, A (A/mi) 4
 Median Type, M Divided
 FFS (measured)
 Base Free-Flow Speed, BFFS 50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.0
f_M (mi/h)	0.0
FFS (mi/h)	49.0

Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 510
 Speed, S (mi/h) 49.0
 D (pc/mi/ln) 10.4
 LOS A

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: R. Clements
Agency/Co: HDR Engineering, Inc.
Date: 12/27/2006
Analysis Period: AM Peak
Highway: Rio Bravo Blvd
From/To: Prince St to Second St
Jurisdiction: City of Albuquerque
Analysis Year: 2006
Project ID: Rio Bravo/Airport Railway Station

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	49.0	mph	49.0	mph

VOLUME

Direction	1		2	
Volume, V	1900	vph	900	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	528		250	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1076	pcphpl	510	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		1076	pcphpl	510	pcphpl
Free-flow speed, FFS		49.0	mph	49.0	mph
Avg. passenger-car travel speed, S		49.0	mph	49.0	mph
Level of service, LOS		C		A	
Density, D		22.0	pc/mi/ln	10.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Rio Bravo Corridor
AM Peak

Existing Conditions

1/15/07

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850			0.850		0.949			0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1768	0	1770	1740	0
Flt Permitted	0.123			0.184			0.399			0.538		
Satd. Flow (perm)	225	3471	1553	336	3471	1553	743	1768	0	1002	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96			34		19			28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	380	1284	191	45	740	63	170	110	56	127	74	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	413	1396	208	49	804	68	185	120	61	138	80	63
Lane Group Flow (vph)	413	1396	208	49	804	68	185	181	0	138	143	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	40.0	71.0	71.0	9.0	40.0	40.0	18.0	26.0	0.0	14.0	22.0	0.0
Total Split (%)	33.3%	59.2%	59.2%	7.5%	33.3%	33.3%	15.0%	21.7%	0.0%	11.7%	18.3%	0.0%
Maximum Green (s)	36.0	67.0	67.0	5.0	36.0	36.0	14.0	22.0		10.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	64.5	57.3	57.3	37.6	32.6	32.6	46.0	33.0		41.0	30.5	
Actuated g/C Ratio	0.54	0.48	0.48	0.31	0.27	0.27	0.38	0.28		0.34	0.25	
v/c Ratio	0.88	0.84	0.26	0.30	0.85	0.15	0.47	0.36		0.34	0.31	
Uniform Delay, d1	29.5	27.4	9.6	16.6	40.7	16.0	25.0	31.7		24.5	29.3	
Control Delay	36.9	29.4	9.3	26.8	58.9	30.3	31.1	37.3		29.8	35.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	12.9	0.0	0.0	0.0	0.0	0.0	2.7	0.0		0.0	0.0	
Total Delay	49.8	29.4	9.3	26.8	58.9	30.3	33.8	37.3		29.8	35.3	
LOS	D	C	A	C	E	C	C	D		C	D	
Approach Delay		31.5			55.1			35.5			32.6	
Approach LOS		C			E			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 38.1
 Intersection Capacity Utilization 71.7%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

 01	 02	 03	 04
14 s	26 s	9 s	71 s
 05	 06	 07	 08
18 s	22 s	40 s	40 s

Rio Bravo Corridor
AM Peak

Existing Conditions
1/15/07

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.851			0.888	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1585	0	1770	1654	0
Flt Permitted	0.355			0.050			0.726			0.591		
Satd. Flow (perm)	661	3539	1583	93	3539	1583	1352	1585	0	1101	1654	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34			10		86			35	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	22	2193	40	41	644	9	99	1	94	43	11	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2384	43	45	700	10	108	1	102	47	12	35
Lane Group Flow (vph)	24	2384	43	45	700	10	108	103	0	47	47	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	8.0	84.0	84.0	8.0	84.0	84.0	8.0	20.0	0.0	8.0	20.0	0.0
Total Split (%)	6.7%	70.0%	70.0%	6.7%	70.0%	70.0%	6.7%	16.7%	0.0%	6.7%	16.7%	0.0%
Maximum Green (s)	4.0	80.0	80.0	4.0	80.0	80.0	4.0	16.0		4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	84.8	81.6	81.6	85.6	83.2	83.2	20.8	17.6		20.0	16.0	
Actuated g/C Ratio	0.71	0.68	0.68	0.71	0.69	0.69	0.17	0.15		0.17	0.13	
v/c Ratio	0.05	0.99	0.04	0.37	0.29	0.01	0.44	0.34		0.23	0.19	
Uniform Delay, d1	4.0	18.0	1.2	4.0	7.0	0.0	43.5	7.6		40.9	11.9	
Control Delay	4.0	30.6	2.1	14.2	7.7	3.3	48.9	16.8		43.0	22.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.0	30.6	2.1	14.2	7.7	3.3	48.9	16.8		43.0	22.1	
LOS	A	C	A	B	A	A	D	B		D	C	
Approach Delay		29.8			8.1			33.2			32.5	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			A			C			C		

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 17 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 25.4
 Intersection Capacity Utilization 79.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

			
8 s	20 s	8 s	94 s
			
8 s	20 s	8 s	94 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.950			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1770	0	1770	1686	0
Flt Permitted	0.067			0.169			0.103			0.597		
Satd. Flow (perm)	122	3471	1553	309	3471	1553	192	1770	0	1112	1686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			13		20			58	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	124	863	332	69	1697	51	420	161	81	149	193	329
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	135	938	361	75	1845	55	457	175	88	162	210	358
Lane Group Flow (vph)	135	938	361	75	1845	55	457	263	0	162	568	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phases	5	2	2	1	6	6	3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	9.0	64.0	64.0	10.0	65.0	65.0	27.0	53.0	0.0	13.0	39.0	0.0
Total Split (%)	6.4%	45.7%	45.7%	7.1%	46.4%	46.4%	19.3%	37.9%	0.0%	9.3%	27.9%	0.0%
Maximum Green (s)	5.0	60.0	60.0	6.0	61.0	61.0	23.0	49.0		9.0	35.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	65.0	60.1	60.1	67.1	61.0	61.0	62.0	49.0		44.0	35.0	
Actuated g/C Ratio	0.46	0.43	0.43	0.48	0.44	0.44	0.44	0.35		0.31	0.25	
v/c Ratio	1.18	0.63	0.48	0.36	1.22	0.08	1.33	0.42		0.41	1.22	
Uniform Delay, d1	20.5	31.3	14.5	18.3	39.5	17.5	41.5	31.7		25.3	46.0	
Control Delay	167.5	33.7	17.2	20.9	143.5	16.9	201.2	34.2		30.2	157.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	521.1	1.6		0.0	0.0	
Total Delay	167.5	33.7	17.2	20.9	143.5	16.9	722.3	35.8		30.2	157.3	
LOS	F	C	B	C	F	B	F	D		C	F	
Approach Delay		42.1			135.4			471.5			129.1	
Approach LOS		D			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 15 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 156.7
 Intersection Capacity Utilization 120.7%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

 01	 02	 03	 04
10 s	64 s	27 s	39 s
 05	 06	 07	 08
9 s	65 s	13 s	53 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr			0.850			0.850		0.866			0.902	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1613	0	1770	1680	0
Flt Permitted	0.201			0.091			0.607			0.689		
Satd. Flow (perm)	374	3539	1583	170	3539	1583	1131	1613	0	1283	1680	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			15		95			34	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	7	1138	72	157	1057	14	90	10	87	48	17	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	1237	78	171	1149	15	98	11	95	52	18	34
Lane Group Flow (vph)	8	1237	78	171	1149	15	98	106	0	52	52	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	13.0	70.0	70.0	27.0	84.0	84.0	18.0	29.0	0.0	14.0	25.0	0.0
Total Split (%)	9.3%	50.0%	50.0%	19.3%	60.0%	60.0%	12.9%	20.7%	0.0%	10.0%	17.9%	0.0%
Maximum Green (s)	9.0	66.0	66.0	23.0	80.0	80.0	14.0	25.0		10.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	62.7	57.1	57.1	74.6	72.6	72.6	56.4	47.2		51.0	42.8	
Actuated g/C Ratio	0.45	0.41	0.41	0.53	0.52	0.52	0.40	0.34		0.36	0.31	
v/c Ratio	0.04	0.86	0.11	0.70	0.63	0.02	0.19	0.17		0.11	0.10	
Uniform Delay, d1	14.9	34.9	4.1	15.5	24.0	0.0	27.8	3.5		27.3	12.6	
Control Delay	8.6	30.1	2.0	27.3	24.9	5.6	29.9	10.8		29.8	20.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	8.6	30.1	2.0	27.3	24.9	5.6	29.9	10.8		29.8	20.6	
LOS	A	C	A	C	C	A	C	B		C	C	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		28.3			25.0			20.0			25.2	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 33 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 26.1

Intersection Capacity Utilization 61.8%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service B

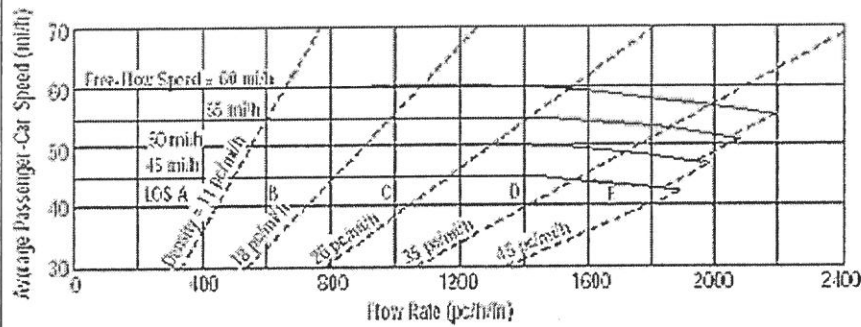
Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

ø1	ø2	ø3	ø4
14 s	29 s	27 s	70 s
ø5	ø6	ø7	ø8
18 s	25 s	13 s	84 s

APPENDIX C –

CAPACITY ANALYSIS –
WITH AND WITHOUT ACCESS
FROM RIO BRAVO BLVD.

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, U , v_p	U
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	U
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period AM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2006

Project Description Rio Bravo/Airport Railway Station - WITH Rio Bravo Access

☒ Oper. (LOS)

☐ Des. (N)

☐ Plan. (v_p)

Flow Inputs

Volume, V (veh/h)	1935	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		% Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		% RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	4
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, $BFFS$	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.0
f_M (mi/h)	0.0
FFS (mi/h)	49.0

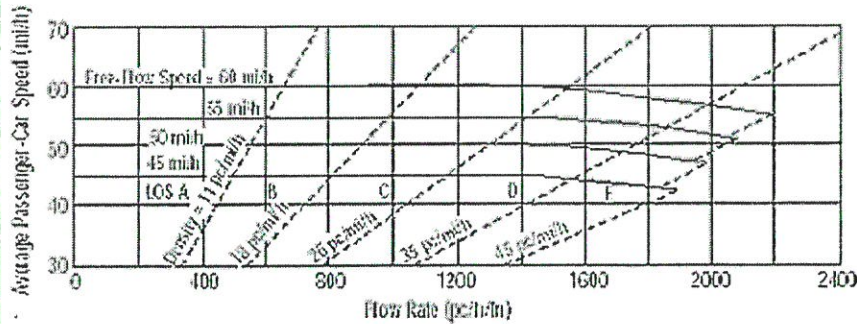
Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	1096
Speed, S (mi/h)	49.0
D (pc/mi/ln)	22.4
LOS	C

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, H, v_p	LOS
Design (H)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	LOS
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period AM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2006

Project Description Rio Bravo/Airport Railway Station - WITH Rio Bravo Access

☒ Oper.(LOS)

☐ Des. (N)

☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	939	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	4
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.0
f_M (mi/h)	0.0
FFS (mi/h)	49.0

Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 532
 Speed, S (mi/h) 49.0
 D (pc/mi/ln) 10.9
 LOS A

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: R. Clements
 Agency/Co: HDR Engineering, Inc.
 Date: 12/27/2006
 Analysis Period: AM Peak
 Highway: Rio Bravo Blvd
 From/To: Prince St to Second St
 Jurisdiction: City of Albuquerque
 Analysis Year: 2006
 Project ID: Rio Bravo/Airport Railway Station - WITH Rio Bravo Access

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	49.0	mph	49.0	mph

VOLUME

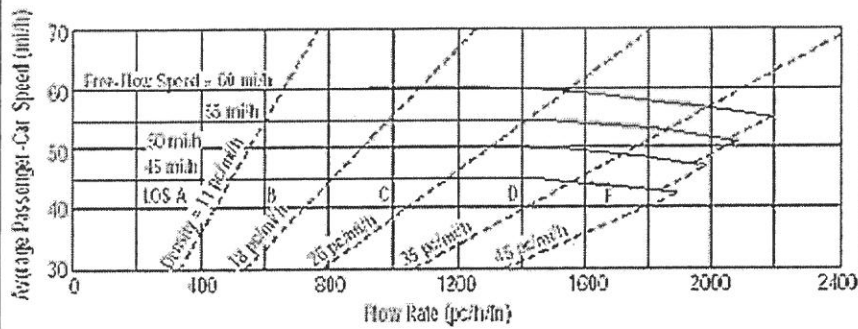
Direction	1		2	
Volume, V	1935	vph	939	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	538		261	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1096	pcphpl	532	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		1096	pcphpl	532	pcphpl
Free-flow speed, FFS		49.0	mph	49.0	mph
Avg. passenger-car travel speed, S		49.0	mph	49.0	mph
Level of service, LOS		C		A	
Density, D		22.4	pc/mi/ln	10.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, N , v_p	LOS
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	LOS
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period AM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2006

Project Description Rio Bravo/Airport Railway Station - Without Rio Bravo Access

☒ Oper.(LOS)

☐ Des. (N)

☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1935	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft) 12.0
 Total Lateral Clearance, LC (ft) 12.0
 Access Points, A (A/mi) 4
 Median Type, M Divided
 FFS (measured)
 Base Free-Flow Speed, BFFS 50.0

Calc Speed Adj and FFS

f_{LW} (mi/h) 0.0
 f_{LC} (mi/h) 0.0
 f_A (mi/h) 1.0
 f_M (mi/h) 0.0
 FFS (mi/h) 49.0

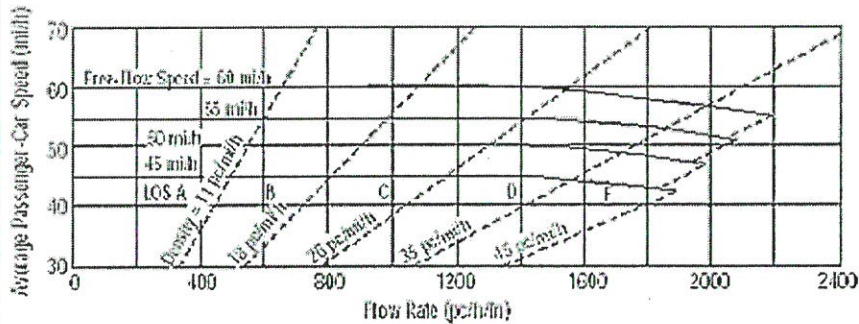
Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 1096
 Speed, S (mi/h) 49.0
 D (pc/mi/ln) 22.4
 LOS C

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, H , v_p	LOS
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, M, AADT	LOS
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period AM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2006

Project Description Rio Bravo/Airport Railway Station - Without Rio Bravo Access

☒ Oper.(LOS)

☐ Des. (N)

☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	910	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	4
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.0
f_M (mi/h)	0.0
FFS (mi/h)	49.0

Operations

Operational (LOS)	
Flow Rate, v_p (pc/h/ln)	515
Speed, S (mi/h)	49.0
D (pc/mi/ln)	10.5
LOS	A

Design

Design (N)	
Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: R. Clements
 Agency/Co: HDR Engineering, Inc.
 Date: 12/27/2006
 Analysis Period: AM Peak
 Highway: Rio Bravo Blvd
 From/To: Prince St to Second St
 Jurisdiction: City of Albuquerque
 Analysis Year: 2006
 Project ID: Rio Bravo/Airport Railway Station - Without Rio Bravo Access

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	49.0	mph	49.0	mph

VOLUME

Direction	1		2	
Volume, V	1935	vph	910	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	538		253	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	1096	pcphpl	515	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		1096	pcphpl	515	pcphpl
Free-flow speed, FFS		49.0	mph	49.0	mph
Avg. passenger-car travel speed, S		49.0	mph	49.0	mph
Level of service, LOS		C		A	
Density, D		22.4	pc/mi/ln	10.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Rio Bravo Corridor
AM Peak

Without Rio Bravo Access
1/15/07

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.947			0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1764	0	1770	1740	0
Flt Permitted	0.120			0.172			0.399			0.523		
Satd. Flow (perm)	219	3471	1553	314	3471	1553	743	1764	0	974	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			36		20			28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	380	1311	207	46	747	65	170	110	61	130	74	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	413	1425	225	50	812	71	185	120	66	141	80	63
Lane Group Flow (vph)	413	1425	225	50	812	71	185	186	0	141	143	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	40.0	71.0	71.0	9.0	40.0	40.0	18.0	26.0	0.0	14.0	22.0	0.0
Total Split (%)	33.3%	59.2%	59.2%	7.5%	33.3%	33.3%	15.0%	21.7%	0.0%	11.7%	18.3%	0.0%
Maximum Green (s)	36.0	67.0	67.0	5.0	36.0	36.0	14.0	22.0		10.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	65.1	57.9	57.9	38.2	33.2	33.2	45.4	32.3		40.5	29.9	
Actuated g/C Ratio	0.54	0.48	0.48	0.32	0.28	0.28	0.38	0.27		0.34	0.25	
v/c Ratio	0.88	0.85	0.28	0.31	0.85	0.16	0.47	0.38		0.35	0.31	
Uniform Delay, d1	29.8	27.2	9.6	16.4	40.2	15.5	25.4	32.2		24.9	29.7	
Control Delay	37.2	29.4	9.4	26.8	58.3	29.8	31.5	38.0		30.4	35.8	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	12.9	0.0	0.0	0.0	0.0	0.0	3.0	0.0		0.0	0.0	
Total Delay	50.1	29.4	9.4	26.8	58.3	29.8	34.5	38.0		30.4	35.8	
LOS	D	C	A	C	E	C	C	D		C	D	
Approach Delay		31.4			54.4			36.2			33.1	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 37.9
 Intersection Capacity Utilization 71.9%
 Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service C

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

 01	 02	 03	 04
14s	26s	9s	71s
 05	 06	 07	 08
18s	22s	40s	40s

Rio Bravo Corridor
AM Peak

Without Rio Bravo Access

1/15/07

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't			0.850			0.850		0.863			0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1608	0	1770	1650	0
Flt Permitted	0.355			0.050			0.719			0.561		
Satd. Flow (perm)	661	3539	1583	93	3539	1583	1339	1608	0	1045	1650	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34			22		85			45	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	57	2193	40	41	644	20	99	9	94	46	13	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	2384	43	45	700	22	108	10	102	50	14	45
Lane Group Flow (vph)	62	2384	43	45	700	22	108	112	0	50	59	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	8.0	84.0	84.0	8.0	84.0	84.0	8.0	20.0	0.0	8.0	20.0	0.0
Total Split (%)	6.7%	70.0%	70.0%	6.7%	70.0%	70.0%	6.7%	16.7%	0.0%	6.7%	16.7%	0.0%
Maximum Green (s)	4.0	80.0	80.0	4.0	80.0	80.0	4.0	16.0		4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	84.8	81.6	81.6	84.8	81.6	81.6	20.8	17.6		20.0	16.0	
Actuated g/C Ratio	0.71	0.68	0.68	0.71	0.68	0.68	0.17	0.15		0.17	0.13	
v/c Ratio	0.12	0.99	0.04	0.37	0.29	0.02	0.44	0.36		0.25	0.23	
Uniform Delay, d1	4.3	18.8	1.3	4.3	7.6	0.0	42.8	11.1		40.3	10.9	
Control Delay	4.4	30.3	2.3	14.3	8.3	2.6	49.0	19.0		43.7	20.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.4	30.3	2.3	14.3	8.3	2.6	49.0	19.0		43.7	20.7	
LOS	A	C	A	B	A	A	D	B		D	C	
Approach Delay		29.2			8.5			33.7			31.2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			A			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 17 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 25.1
 Intersection Capacity Utilization 79.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

8 s	20 s	8 s	94 s
8 s	20 s	8 s	94 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.948			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1766	0	1770	1686	0
Flt Permitted	0.067			0.159			0.103			0.595		
Satd. Flow (perm)	122	3471	1553	290	3471	1553	192	1766	0	1108	1686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			13		21			58	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	124	885	332	72	1713	53	420	161	85	152	193	329
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	135	962	361	78	1862	58	457	175	92	165	210	358
Lane Group Flow (vph)	135	962	361	78	1862	58	457	267	0	165	568	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phases	5	2	2	1	6	6	3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	9.0	64.0	64.0	10.0	65.0	65.0	27.0	53.0	0.0	13.0	39.0	0.0
Total Split (%)	6.4%	45.7%	45.7%	7.1%	46.4%	46.4%	19.3%	37.9%	0.0%	9.3%	27.9%	0.0%
Maximum Green (s)	5.0	60.0	60.0	6.0	61.0	61.0	23.0	49.0		9.0	35.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	65.0	60.1	60.1	67.1	61.0	61.0	62.0	49.0		44.0	35.0	
Actuated g/C Ratio	0.46	0.43	0.43	0.48	0.44	0.44	0.44	0.35		0.31	0.25	
v/c Ratio	1.18	0.65	0.48	0.39	1.23	0.08	1.33	0.42		0.42	1.22	
Uniform Delay, d1	20.5	31.6	14.8	18.3	39.5	17.8	41.5	31.7		25.3	46.0	
Control Delay	167.5	34.1	17.4	19.4	146.4	14.7	201.2	34.3		30.5	157.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	521.1	1.7		0.0	0.0	
Total Delay	167.5	34.1	17.4	19.4	146.4	14.7	722.3	36.0		30.5	157.3	
LOS	F	C	B	B	F	B	F	D		C	F	
Approach Delay		42.3			137.6			469.2			128.8	
Approach LOS		D			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 15 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 156.9
 Intersection Capacity Utilization 121.2%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

				
10 s	84 s	27 s		39 s
				
9 s	65 s	19 s	53 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.874			0.894	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1628	0	1770	1665	0
Flt Permitted	0.195			0.091			0.569			0.659		
Satd. Flow (perm)	363	3539	1583	170	3539	1583	1060	1628	0	1228	1665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			25		95			57	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	36	1138	72	157	1057	23	90	17	87	54	22	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	1237	78	171	1149	25	98	18	95	59	24	57
Lane Group Flow (vph)	39	1237	78	171	1149	25	98	113	0	59	81	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	14.0	70.0	70.0	27.0	83.0	83.0	18.0	28.0	0.0	15.0	25.0	0.0
Total Split (%)	10.0%	50.0%	50.0%	19.3%	59.3%	59.3%	12.9%	20.0%	0.0%	10.7%	17.9%	0.0%
Maximum Green (s)	10.0	66.0	66.0	23.0	79.0	79.0	14.0	24.0		11.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	63.0	57.0	57.0	74.5	66.4	66.4	56.2	46.9		51.4	42.9	
Actuated g/C Ratio	0.45	0.41	0.41	0.53	0.47	0.47	0.40	0.34		0.37	0.31	
v/c Ratio	0.17	0.86	0.11	0.70	0.68	0.03	0.20	0.19		0.12	0.15	
Uniform Delay, d1	15.9	37.1	4.4	16.8	28.6	0.0	26.2	5.2		25.8	10.3	
Control Delay	10.5	30.0	2.0	27.3	29.5	5.3	29.9	12.0		29.7	17.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	10.5	30.0	2.0	27.3	29.5	5.3	29.9	12.0		29.7	17.5	
LOS	B	C	A	C	C	A	C	B		C	B	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		27.8			28.8			20.4			22.6	
Approach LOS		C			C			C			C	

Intersection Summary

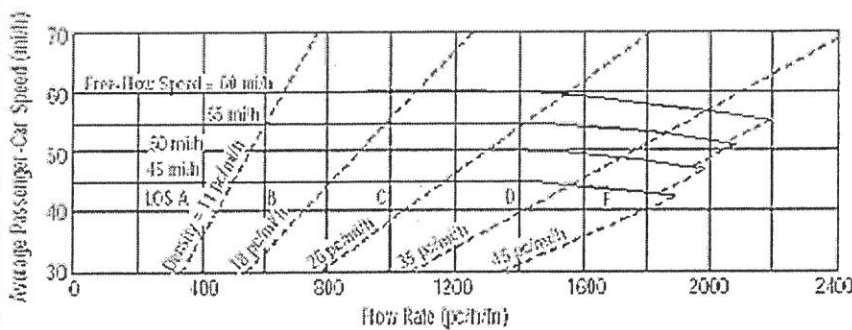
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 27.5
 Intersection Capacity Utilization 61.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

ø1	ø2	ø3	ø4
15 s	28 s	27 s	70 s
ø5	ø6	ø7	ø8
18 s	25 s	14 s	83 s

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, II, v_p	LOS
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	LOS
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period AM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2006

Project Description Rio Bravo/Airport Railway Station - WITH Rio Bravo Access

☒ Oper.(LOS)

☐ Des. (N)

☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1535	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	4
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.0
f_M (mi/h)	0.0
FFS (mi/h)	49.0

Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 869
 Speed, S (mi/h) 49.0
 D (pc/mi/ln) 17.7
 LOS B

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

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Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: R. Clements
 Agency/Co: HDR Engineering, Inc.
 Date: 12/27/2006
 Analysis Period: AM Peak
 Highway: Rio Bravo Blvd
 From/To: Prince St to Second St
 Jurisdiction: City of Albuquerque
 Analysis Year: 2006
 Project ID: Rio Bravo/Airport Railway Station - WITH Rio Bravo Access

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	49.0	mph	49.0	mph

VOLUME

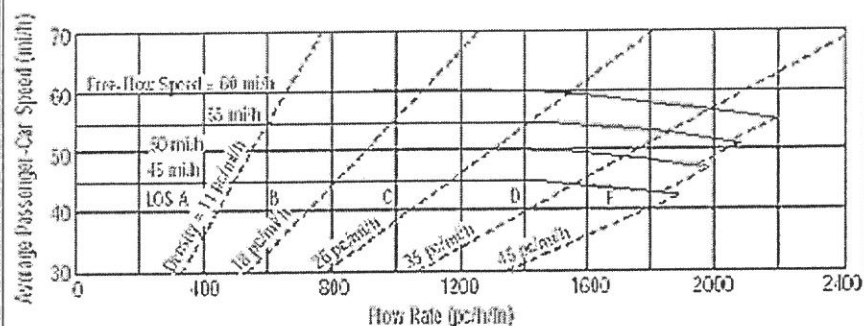
Direction	1		2	
Volume, V	1535	vph	939	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	426		261	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.980		0.980	
Flow rate, vp	869	pcphpl	532	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		869	pcphpl	532	pcphpl
Free-flow speed, FFS		49.0	mph	49.0	mph
Avg. passenger-car travel speed, S		49.0	mph	49.0	mph
Level of service, LOS		B		A	
Density, D		17.7	pc/mi/ln	10.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Output
Operational (LOS)	FFS, U , v_p	Q
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	L
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period PM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2006

Project Description Rio Bravo/Airport Railway Station WITH Access

☒ Oper.(LOS)

☐ Des. (N)

☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1129	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft) 12.0
 Total Lateral Clearance, LC (ft) 12.0
 Access Points, A (A/mi) 4
 Median Type, M Divided
 FFS (measured)
 Base Free-Flow Speed, BFFS 50.0

Calc Speed Adj and FFS

f_{LW} (mi/h) 0.0
 f_{LC} (mi/h) 0.0
 f_A (mi/h) 1.0
 f_M (mi/h) 0.0
 FFS (mi/h) 49.0

Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 639
 Speed, S (mi/h) 49.0
 D (pc/mi/ln) 13.0
 LOS B

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: R. Clements
Agency/Co: HDR Engineering, Inc.
Date: 12/27/2006
Analysis Period: PM Peak
Highway: Rio Bravo Blvd
From/To: Prince St to Second St
Jurisdiction: City of Albuquerque
Analysis Year: 2006
Project ID: Rio Bravo/Airport Railway Station WITH Access

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		4		4	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		50.0	mph	50.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		1.0	mph	1.0	mph
Free-flow speed		49.0	mph	49.0	mph

VOLUME

	Direction	1		2	
Volume, V		1129	vph	1636	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		314		454	
Trucks and buses		4	%	4	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.980		0.980	
Flow rate, vp		639	pcphpl	927	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		639	pcphpl	927	pcphpl
Free-flow speed, FFS		49.0	mph	49.0	mph
Avg. passenger-car travel speed, S		49.0	mph	49.0	mph
Level of service, LOS		B		C	
Density, D		13.0	pc/mi/ln	18.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.947			0.934	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1764	0	1770	1740	0
Flt Permitted	0.120			0.172			0.399			0.523		
Satd. Flow (perm)	219	3471	1553	314	3471	1553	743	1764	0	974	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			35		20			28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	380	1311	207	46	747	64	170	110	61	130	74	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	413	1425	225	50	812	70	185	120	66	141	80	63
Lane Group Flow (vph)	413	1425	225	50	812	70	185	186	0	141	143	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	40.0	71.0	71.0	9.0	40.0	40.0	18.0	26.0	0.0	14.0	22.0	0.0
Total Split (%)	33.3%	59.2%	59.2%	7.5%	33.3%	33.3%	15.0%	21.7%	0.0%	11.7%	18.3%	0.0%
Maximum Green (s)	36.0	67.0	67.0	5.0	36.0	36.0	14.0	22.0		10.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	65.1	57.9	57.9	38.2	33.2	33.2	45.4	32.3		40.5	29.9	
Actuated g/C Ratio	0.54	0.48	0.48	0.32	0.28	0.28	0.38	0.27		0.34	0.25	
v/c Ratio	0.88	0.85	0.28	0.31	0.85	0.15	0.47	0.38		0.35	0.31	
Uniform Delay, d1	29.8	27.2	9.6	16.4	40.2	15.8	25.4	32.2		24.9	29.7	
Control Delay	37.2	29.4	9.4	26.8	58.4	30.2	31.5	38.0		30.4	35.8	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	12.9	0.0	0.0	0.0	0.0	0.0	3.0	0.0		0.0	0.0	
Total Delay	50.1	29.4	9.4	26.8	58.4	30.2	34.5	38.0		30.4	35.8	
LOS	D	C	A	C	E	C	C	D		C	D	
Approach Delay		31.4			54.6			36.3			33.1	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 37.9
 Intersection Capacity Utilization 71.9%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

 01	 02	 03	 04
14 s	26 s	9 s	71 s
 05	 06	 07	 08
18 s	22 s	40 s	40 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.857			0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1596	0	1770	1650	0
Flt Permitted	0.349			0.050			0.719			0.577		
Satd. Flow (perm)	650	3539	1583	93	3539	1583	1339	1596	0	1075	1650	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34			16		85			45	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	57	2193	40	41	658	15	105	5	94	46	13	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	2384	43	45	715	16	114	5	102	50	14	45
Lane Group Flow (vph)	62	2384	43	45	715	16	114	107	0	50	59	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	8.0	84.0	84.0	8.0	84.0	84.0	8.0	20.0	0.0	8.0	20.0	0.0
Total Split (%)	6.7%	70.0%	70.0%	6.7%	70.0%	70.0%	6.7%	16.7%	0.0%	6.7%	16.7%	0.0%
Maximum Green (s)	4.0	80.0	80.0	4.0	80.0	80.0	4.0	16.0		4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	84.8	81.6	81.6	84.8	81.6	81.6	20.8	17.6		20.0	16.0	
Actuated g/C Ratio	0.71	0.68	0.68	0.71	0.68	0.68	0.17	0.15		0.17	0.13	
v/c Ratio	0.12	0.99	0.04	0.37	0.30	0.01	0.46	0.35		0.25	0.23	
Uniform Delay, d1	4.3	18.8	1.3	4.3	7.7	0.0	43.0	9.4		40.3	10.9	
Control Delay	4.4	30.3	2.3	14.3	8.3	3.0	49.8	18.1		43.5	20.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.4	30.3	2.3	14.3	8.3	3.0	49.8	18.1		43.5	20.7	
LOS	A	C	A	B	A	A	D	B		D	C	
Approach Delay		29.2			8.6			34.5			31.2	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			A			C			C		

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 17 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 25.1
 Intersection Capacity Utilization 79.8%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

			
8 s	20 s	8 s	84 s
			
8 s	20 s	8 s	84 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt			0.850			0.850		0.949			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1768	0	1770	1686	0
Flt Permitted	0.067			0.159			0.103			0.595		
Satd. Flow (perm)	122	3471	1553	290	3471	1553	192	1768	0	1108	1686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			13		21			58	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	124	886	332	72	1713	53	420	161	84	151	193	329
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	135	963	361	78	1862	58	457	175	91	164	210	358
Lane Group Flow (vph)	135	963	361	78	1862	58	457	266	0	164	568	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phases	5	2	2	1	6	6	3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	9.0	64.0	64.0	10.0	65.0	65.0	27.0	53.0	0.0	13.0	39.0	0.0
Total Split (%)	6.4%	45.7%	45.7%	7.1%	46.4%	46.4%	19.3%	37.9%	0.0%	9.3%	27.9%	0.0%
Maximum Green (s)	5.0	60.0	60.0	6.0	61.0	61.0	23.0	49.0		9.0	35.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	65.0	60.1	60.1	67.1	61.0	61.0	62.0	49.0		44.0	35.0	
Actuated g/C Ratio	0.46	0.43	0.43	0.48	0.44	0.44	0.44	0.35		0.31	0.25	
v/c Ratio	1.18	0.65	0.48	0.39	1.23	0.08	1.33	0.42		0.42	1.22	
Uniform Delay, d1	20.5	31.6	14.9	18.3	39.5	17.8	41.5	31.7		25.3	46.0	
Control Delay	167.5	34.2	17.5	19.3	146.3	14.6	201.2	34.2		30.4	157.3	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	521.1	1.7		0.0	0.0	
Total Delay	167.5	34.2	17.5	19.3	146.3	14.6	722.3	35.9		30.4	157.3	
LOS	F	C	B	B	F	B	F	D		C	F	
Approach Delay		42.4			137.5			469.8			128.9	
Approach LOS		D			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 15 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 156.9
 Intersection Capacity Utilization 121.2%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

			
10 s	64 s	27 s	39 s
			
9 s	65 s	13 s	53 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.868			0.894	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1617	0	1770	1665	0
Flt Permitted	0.191			0.091			0.569			0.674		
Satd. Flow (perm)	356	3539	1583	170	3539	1583	1060	1617	0	1255	1665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			17		95			57	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	36	1138	72	157	1067	16	95	12	87	54	22	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	1237	78	171	1160	17	103	13	95	59	24	57
Lane Group Flow (vph)	39	1237	78	171	1160	17	103	108	0	59	81	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	14.0	70.0	70.0	27.0	83.0	83.0	18.0	28.0	0.0	15.0	25.0	0.0
Total Split (%)	10.0%	50.0%	50.0%	19.3%	59.3%	59.3%	12.9%	20.0%	0.0%	10.7%	17.9%	0.0%
Maximum Green (s)	10.0	66.0	66.0	23.0	79.0	79.0	14.0	24.0		11.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	63.1	57.1	57.1	74.5	66.4	66.4	56.4	46.9		51.1	42.6	
Actuated g/C Ratio	0.45	0.41	0.41	0.53	0.47	0.47	0.40	0.34		0.37	0.30	
v/c Ratio	0.18	0.86	0.11	0.70	0.69	0.02	0.21	0.18		0.12	0.15	
Uniform Delay, d1	15.9	37.1	4.4	16.8	28.8	0.0	26.3	3.9		25.8	10.3	
Control Delay	10.5	29.9	2.0	27.3	29.7	6.1	30.1	11.3		29.7	17.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	10.5	29.9	2.0	27.3	29.7	6.1	30.1	11.3		29.7	17.6	
LOS	B	C	A	C	C	A	C	B		C	B	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		27.7			29.1			20.5			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 27.6
 Intersection Capacity Utilization 62.1%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

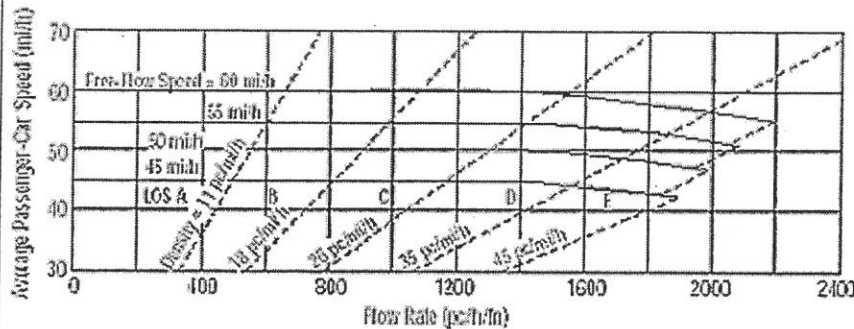
 01	 02	 03	 04
15 s	28 s	27 s	70 s
 05	 06	 07	 08
18 s	25 s	14 s	99 s

APPENDIX D –

TEN-YEAR (2017)

CAPACITY ANALYSIS

MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, I , v_p	LOS
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	LOS
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period PM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2017

Project Description Rio Bravo/Airport Railway Station WITH Access

☒ Oper.(LOS)

☐ Des. (N)

☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2400	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft) 12.0
 Total Lateral Clearance, LC (ft) 12.0
 Access Points, A (A/mi) 4
 Median Type, M Divided
 FFS (measured)
 Base Free-Flow Speed, BFFS 50.0

Calc Speed Adj and FFS

f_{LW} (mi/h) 0.0
 f_{LC} (mi/h) 0.0
 f_A (mi/h) 1.0
 f_M (mi/h) 0.0
 FFS (mi/h) 49.0

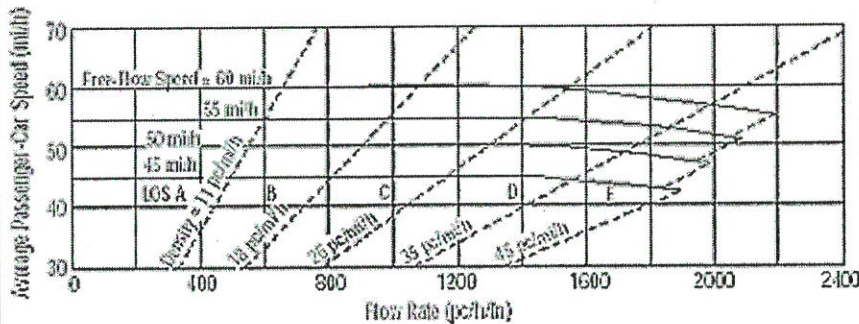
Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 1360
 Speed, S (mi/h) 49.0
 D (pc/mi/ln) 27.8
 LOS D

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

MULTILANE HIGHWAYS WORKSHEET (Direction 1)



Application	Input	Output
Operational (LOS)	FFS, II, v_p	LOS
Design (H)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	LOS
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 12/27/2006
 Analysis Time Period PM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2017

Project Description Rio Bravo/Airport Railway Station WITH Access

☒ Oper. (LOS)

☐ Des. (N)

☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1700	Peak-Hour Factor, PHF	0.90
AADT (veh/h)		% Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		% RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft) 12.0
 Total Lateral Clearance, LC (ft) 12.0
 Access Points, A (A/mi) 4
 Median Type, M Divided
 FFS (measured)
 Base-Free-Flow Speed, BFFS 50.0

Calc Speed Adj and FFS

f_{LW} (mi/h) 0.0
 f_{LC} (mi/h) 0.0
 f_A (mi/h) 1.0
 f_M (mi/h) 0.0
 FFS (mi/h) 49.0

Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 963
 Speed, S (mi/h) 49.0
 D (pc/mi/ln) 19.7
 LOS C

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

	Direction	1		2	
Flow rate, vp		963	pcphpl	1360	pcphpl
Free-flow speed, FFS		49.0	mph	49.0	mph
Avg. passenger-car travel speed, S		49.0	mph	49.0	mph
Level of service, LOS		C		D	
Density, D		19.7	pc/mi/ln	27.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: R. Clements
 Agency/Co: HDR Engineering, Inc.
 Date: 12/27/2006
 Analysis Period: PM Peak
 Highway: Rio Bravo Blvd
 From/To: Prince St to Second St
 Jurisdiction: City of Albuquerque
 Analysis Year: 2017
 Project ID: Rio Bravo/Airport Railway Station WITH Access

FREE-FLOW SPEED

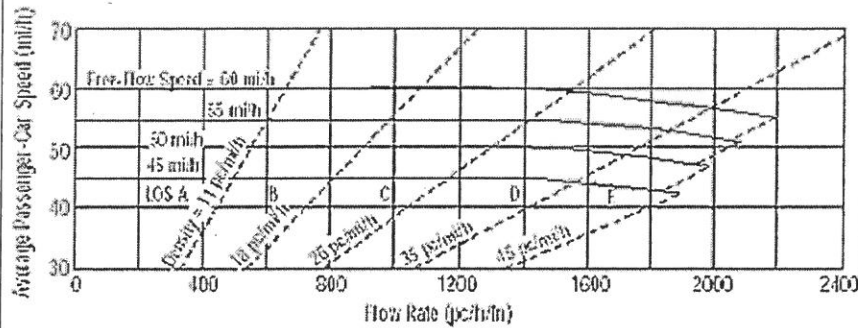
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	4		4	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	1.0	mph	1.0	mph
Free-flow speed	49.0	mph	49.0	mph

VOLUME

Direction	1		2	
Volume, V	1700	vph	2400	vph
Peak-hour factor, PHF	0.90		0.90	
Peak 15-minute volume, v15	472		667	
Trucks and buses	4	%	4	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fp	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fhv	0.980		0.980	
Flow rate, vp	963	pcphpl	1360	pcphpl

RESULTS

MULTILANE HIGHWAYS WORKSHEET(Direction 1)



Application	Input	Q
Operational (LOS)	FFS, v_p	U
Design (N)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	U
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 2/6/2007
 Analysis Time Period AM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2017

Project Description Rio Bravo/Airport Railway Station - WITH Rio Bravo Access

☒ Oper. (LOS)

☐ Des. (N)

☐ Plan. (v_p)

Flow Inputs

Volume, V (veh/h)	2595	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		% Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		% RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	4
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	50.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.0
f_M (mi/h)	0.0
FFS (mi/h)	49.0

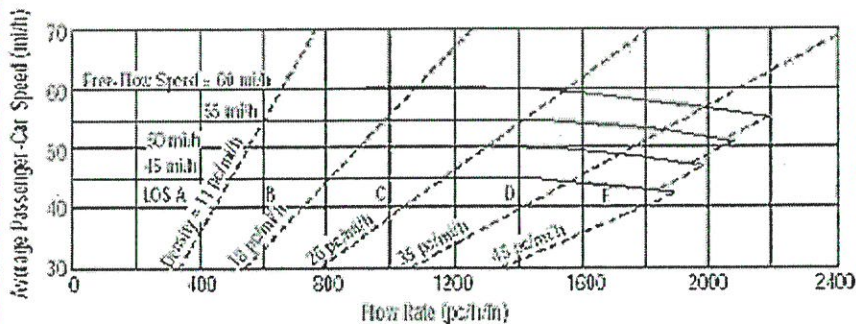
Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 1470
 Speed, S (mi/h) 48.8
 D (pc/mi/ln) 30.1
 LOS D

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

MULTILANE HIGHWAYS WORKSHEET(Direction 2)



Application	Input	Output
Operational (LOS)	FFS, U , v_p	LOS
Design (H)	FFS, LOS, v_p	N
Design (v_p)	FFS, LOS, N	v_p
Planning (LOS)	FFS, N, AADT	U
Planning (N)	FFS, LOS, AADT	N
Planning (v_p)	FFS, LOS, N	v_p

General Information

Analyst R. Clements
 Agency or Company HDR Engineering, Inc.
 Date Performed 2/6/2007
 Analysis Time Period AM Peak

Site Information

Highway/Direction to Travel Rio Bravo Blvd
 From/To Prince St to Second St
 Jurisdiction City of Albuquerque
 Analysis Year 2017

Project Description Rio Bravo/Airport Railway Station - WITH Rio Bravo Access

☒ Oper.(LOS)

☐ Des. (N)

☐ Plan. (v_p)

Flow Inputs

Volume, V (veh/h)	1215	Peak-Hour Factor, PHF	0.90
AADT(veh/h)		%Trucks and Buses, P_T	4
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.980

Speed Inputs

Lane Width, LW (ft) 12.0
 Total Lateral Clearance, LC (ft) 12.0
 Access Points, A (A/mi) 4
 Median Type, M Divided
 FFS (measured)
 Base Free-Flow Speed, BFFS 50.0

Calc Speed Adj and FFS

f_{LW} (mi/h) 0.0
 f_{LC} (mi/h) 0.0
 f_A (mi/h) 1.0
 f_M (mi/h) 0.0
 FFS (mi/h) 49.0

Operations

Operational (LOS)
 Flow Rate, v_p (pc/h/ln) 688
 Speed, S (mi/h) 49.0
 D (pc/mi/ln) 14.0
 LOS B

Design

Design (N)
 Required Number of Lanes, N
 Flow Rate, v_p (pc/h)
 Max Service Flow Rate (pc/h/ln)
 Design LOS

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: R. Clements
 Agency/Co: HDR Engineering, Inc.
 Date: 2/6/2007
 Analysis Period: AM Peak
 Highway: Rio Bravo Blvd
 From/To: Prince St to Second St
 Jurisdiction: City of Albuquerque
 Analysis Year: 2017
 Project ID: Rio Bravo/Airport Railway Station - WITH Rio Bravo Access

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		4		4	
Median type		Divided		Divided	
Free-flow speed:		Base		Base	
FFS or BFFS		50.0	mph	50.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		0.0	mph	0.0	mph
Access points adjustment, FA		1.0	mph	1.0	mph
Free-flow speed		49.0	mph	49.0	mph

VOLUME

	Direction	1		2	
Volume, V		2595	vph	1215	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		721		338	
Trucks and buses		4	%	4	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.980		0.980	
Flow rate, vp		1470	pcphpl	688	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		1470	pcphpl	688	pcphpl
Free-flow speed, FFS		49.0	mph	49.0	mph
Avg. passenger-car travel speed, S		48.8	mph	49.0	mph
Level of service, LOS		D		B	
Density, D		30.1	pc/mi/ln	14.0	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt			0.850			0.850		0.947			0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1764	0	1770	1738	0
Flt Permitted	0.100			0.111			0.291			0.350		
Satd. Flow (perm)	183	3471	1553	203	3471	1553	542	1764	0	652	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			35		20			28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	519	1781	283	60	965	83	227	147	80	172	97	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	564	1936	308	65	1049	90	247	160	87	187	105	84
Lane Group Flow (vph)	564	1936	308	65	1049	90	247	247	0	187	189	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	40.0	71.0	71.0	9.0	40.0	40.0	18.0	26.0	0.0	14.0	22.0	0.0
Total Split (%)	33.3%	59.2%	59.2%	7.5%	33.3%	33.3%	15.0%	21.7%	0.0%	11.7%	18.3%	0.0%
Maximum Green (s)	36.0	67.0	67.0	5.0	36.0	36.0	14.0	22.0		10.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	76.0	68.8	68.8	41.5	36.4	36.4	35.9	22.0		28.1	18.1	
Actuated g/C Ratio	0.63	0.57	0.57	0.35	0.30	0.30	0.30	0.18		0.23	0.15	
v/c Ratio	0.98	0.97	0.33	0.49	1.00	0.18	0.81	0.73		0.76	0.66	
Uniform Delay, d1	32.7	24.7	8.5	15.8	40.9	18.1	34.8	42.9		33.9	41.3	
Control Delay	63.8	40.4	10.1	33.0	74.3	29.6	55.9	55.8		55.6	52.8	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	117.8	9.6	0.0	0.0	0.0	0.0	278.6	0.0		0.0	0.0	
Total Delay	181.6	50.0	10.1	33.0	74.3	29.6	334.5	55.8		55.6	52.8	
LOS	F	D	B	C	E	C	F	E		E	D	
Approach Delay		72.0			68.8			195.2			54.2	
Approach LOS		E			E			F			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 82.3
 Intersection Capacity Utilization 91.1%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service F

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

 ø1	 ø2	 ø3	 ø4
14 s	26 s	9 s	71 s
 ø5	 ø6	 ø7	 ø8
18 s	22 s	40 s	40 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.860			0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1602	0	1770	1650	0
Flt Permitted	0.273			0.050			0.682			0.449		
Satd. Flow (perm)	509	3539	1583	93	3539	1583	1270	1602	0	836	1650	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			15		66			58	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	65	2996	55	53	835	14	139	9	125	79	17	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	3257	60	58	908	15	151	10	136	86	18	58
Lane Group Flow (vph)	71	3257	60	58	908	15	151	146	0	86	76	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	8.0	84.0	84.0	8.0	84.0	84.0	8.0	20.0	0.0	8.0	20.0	0.0
Total Split (%)	6.7%	70.0%	70.0%	6.7%	70.0%	70.0%	6.7%	16.7%	0.0%	6.7%	16.7%	0.0%
Maximum Green (s)	4.0	80.0	80.0	4.0	80.0	80.0	4.0	16.0		4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	84.8	81.6	81.6	84.8	81.6	81.6	20.8	17.6		20.0	16.0	
Actuated g/C Ratio	0.71	0.68	0.68	0.71	0.68	0.68	0.17	0.15		0.17	0.13	
v/c Ratio	0.18	1.35	0.06	0.48	0.38	0.01	0.64	0.50		0.51	0.28	
Uniform Delay, d1	4.3	19.2	2.6	4.4	8.3	0.0	44.9	26.0		43.0	10.9	
Control Delay	6.4	180.7	4.9	22.0	9.1	3.0	58.1	33.2		53.3	19.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.4	180.7	4.9	22.0	9.1	3.0	58.1	33.2		53.3	19.8	
LOS	A	F	A	C	A	A	E	C		D	B	
Approach Delay		174.0			9.7			45.9			37.6	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F			A			D			D		

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 17 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.35
 Intersection Signal Delay: 128.1
 Intersection Capacity Utilization 105.4%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service G

Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

			
8 s	20 s	8 s	84 s
			
8 s	20 s	8 s	84 s

Rio Bravo Corridor
AM Peak

2017 Conditions Without Access
2/6/07

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.947			0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1764	0	1770	1738	0
Flt Permitted	0.100			0.111			0.291			0.350		
Satd. Flow (perm)	183	3471	1553	203	3471	1553	542	1764	0	652	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			35		20			28	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	519	1781	283	60	965	83	227	147	80	172	97	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	564	1936	308	65	1049	90	247	160	87	187	105	84
Lane Group Flow (vph)	564	1936	308	65	1049	90	247	247	0	187	189	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	40.0	71.0	71.0	9.0	40.0	40.0	18.0	26.0	0.0	14.0	22.0	0.0
Total Split (%)	33.3%	59.2%	59.2%	7.5%	33.3%	33.3%	15.0%	21.7%	0.0%	11.7%	18.3%	0.0%
Maximum Green (s)	36.0	67.0	67.0	5.0	36.0	36.0	14.0	22.0		10.0	18.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	76.0	68.8	68.8	41.5	36.4	36.4	35.9	22.0		28.1	18.1	
Actuated g/C Ratio	0.63	0.57	0.57	0.35	0.30	0.30	0.30	0.18		0.23	0.15	
v/c Ratio	0.98	0.97	0.33	0.49	1.00	0.18	0.81	0.73		0.76	0.66	
Uniform Delay, d1	32.7	24.7	8.5	15.8	40.9	18.1	34.8	42.9		33.9	41.3	
Control Delay	63.8	40.4	10.1	33.1	74.5	29.7	55.9	55.8		55.6	52.8	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	117.8	9.6	0.0	0.0	0.0	0.0	278.6	0.0		0.0	0.0	
Total Delay	181.6	50.0	10.1	33.1	74.5	29.7	334.5	55.8		55.6	52.8	
LOS	F	D	B	C	E	C	F	E		E	D	
Approach Delay		72.0			68.9			195.2			54.2	
Approach LOS		E			E			F			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 82.4
 Intersection Capacity Utilization 91.1%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service F

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

 ø1	 ø2	 ø3	 ø4
14 s	26 s	9 s	71 s
 ø5	 ø6	 ø7	 ø8
18 s	22 s	40 s	40 s

Rio Bravo Corridor
AM Peak

2017 Conditions Without Access
2/6/07

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt			0.850			0.850		0.862			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1606	0	1770	1656	0
Flt Permitted	0.274			0.050			0.678			0.443		
Satd. Flow (perm)	510	3539	1583	93	3539	1583	1263	1606	0	825	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			24		66			57	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	65	2996	55	53	833	22	132	11	125	80	18	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	3257	60	58	905	24	143	12	136	87	20	57
Lane Group Flow (vph)	71	3257	60	58	905	24	143	148	0	87	77	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	8.0	84.0	84.0	8.0	84.0	84.0	8.0	20.0	0.0	8.0	20.0	0.0
Total Split (%)	6.7%	70.0%	70.0%	6.7%	70.0%	70.0%	6.7%	16.7%	0.0%	6.7%	16.7%	0.0%
Maximum Green (s)	4.0	80.0	80.0	4.0	80.0	80.0	4.0	16.0		4.0	16.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	84.8	81.6	81.6	84.8	81.6	81.6	20.0	16.0		20.0	16.0	
Actuated g/C Ratio	0.71	0.68	0.68	0.71	0.68	0.68	0.17	0.13		0.17	0.13	
v/c Ratio	0.18	1.35	0.06	0.48	0.38	0.02	0.63	0.55		0.51	0.29	
Uniform Delay, d1	4.3	19.2	2.6	4.4	8.2	0.0	44.9	26.8		42.0	12.0	
Control Delay	6.4	180.7	4.9	22.0	9.0	2.5	57.8	35.0		53.8	20.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.4	180.7	4.9	22.0	9.0	2.5	57.8	35.0		53.8	20.5	
LOS	A	F	A	C	A	A	E	D		D	C	
Approach Delay		174.0			9.7			46.2			38.2	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	F			A			D			D		

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 17 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.35
 Intersection Signal Delay: 128.1
 Intersection Capacity Utilization 105.6%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service G

Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

			
8 s	20 s	8 s	84 s
			
8 s	20 s	8 s	84 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.949			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1768	0	1770	1686	0
Flt Permitted	0.067			0.073			0.103			0.484		
Satd. Flow (perm)	122	3471	1553	133	3471	1553	192	1768	0	902	1686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			13		21			59	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	158	1124	424	95	2334	72	553	213	111	199	255	435
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	172	1222	461	103	2537	78	601	232	121	216	277	473
Lane Group Flow (vph)	172	1222	461	103	2537	78	601	353	0	216	750	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phases	5	2	2	1	6	6	3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	9.0	64.0	64.0	10.0	65.0	65.0	27.0	53.0	0.0	13.0	39.0	0.0
Total Split (%)	6.4%	45.7%	45.7%	7.1%	46.4%	46.4%	19.3%	37.9%	0.0%	9.3%	27.9%	0.0%
Maximum Green (s)	5.0	60.0	60.0	6.0	61.0	61.0	23.0	49.0		9.0	35.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	65.0	60.1	60.1	67.1	61.0	61.0	62.0	49.0		44.0	35.0	
Actuated g/C Ratio	0.46	0.43	0.43	0.48	0.44	0.44	0.44	0.35		0.31	0.25	
v/c Ratio	1.51	0.82	0.61	0.78	1.68	0.11	1.75	0.56		0.64	1.61	
Uniform Delay, d1	20.5	35.3	18.9	18.7	39.5	19.4	41.5	34.3		28.6	45.9	
Control Delay	291.9	41.0	23.2	53.5	335.3	14.4	376.3	38.5		39.6	315.9	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	2.9	0.0	0.0	0.0	0.0	335.2	149.6		0.0	0.0	
Total Delay	291.9	43.9	23.2	53.5	335.3	14.4	711.5	188.1		39.6	315.9	
LOS	F	D	C	D	F	B	F	F		D	F	
Approach Delay		61.8			315.4			517.8			254.1	
Approach LOS		E			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 15 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.75
 Intersection Signal Delay: 263.6
 Intersection Capacity Utilization 157.4%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

			
ø1	ø2	ø3	ø4
10 s	64 s	27 s	39 s
			
ø5	ø6	ø7	ø8
9 s	65 s	13 s	53 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.950		0.850	0.950		0.850	0.950	0.871		0.950	0.899	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1622	0	1770	1675	0
Flt Permitted	0.093			0.057			0.498			0.599		
Satd. Flow (perm)	173	3539	1583	106	3539	1583	928	1622	0	1116	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			19		125			61	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	38	1452	92	214	1398	21	125	18	115	66	30	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	1578	100	233	1520	23	136	20	125	72	33	67
Lane Group Flow (vph)	41	1578	100	233	1520	23	136	145	0	72	100	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	13.0	70.0	70.0	27.0	84.0	84.0	18.0	29.0	0.0	14.0	25.0	0.0
Total Split (%)	9.3%	50.0%	50.0%	19.3%	60.0%	60.0%	12.9%	20.7%	0.0%	10.0%	17.9%	0.0%
Maximum Green (s)	9.0	66.0	66.0	23.0	80.0	80.0	14.0	25.0		10.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	73.3	67.3	67.3	89.7	81.6	81.6	42.2	31.6		34.7	25.9	
Actuated g/C Ratio	0.52	0.48	0.48	0.64	0.58	0.58	0.30	0.23		0.25	0.19	
v/c Ratio	0.26	0.93	0.13	0.81	0.74	0.02	0.38	0.31		0.23	0.28	
Uniform Delay, d1	10.4	33.3	6.8	37.1	21.3	2.1	37.4	6.0		36.3	18.8	
Control Delay	14.6	35.5	3.3	47.4	23.9	5.5	41.5	13.4		39.1	25.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.6	35.5	3.3	47.4	23.9	5.5	41.5	13.4		39.1	25.2	
LOS	B	D	A	D	C	A	D	B		D	C	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		33.1			26.8			27.0			31.0	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 29.7
 Intersection Capacity Utilization 77.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

ø1 14 s	ø2 29 s	ø3 27 s	ø4 70 s
ø5 18 s	ø6 25 s	ø7 13 s	ø8 84 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Storage Length (ft)	100		100	100		100	75		100	150		150
Storage Lanes	1		1	1		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.949			0.905	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	1770	1768	0	1770	1686	0
Flt Permitted	0.067			0.074			0.103			0.484		
Satd. Flow (perm)	122	3471	1553	135	3471	1553	192	1768	0	902	1686	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161			13		21			59	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		30			45			45			45	
Link Distance (ft)		1524			3178			801			767	
Travel Time (s)		34.6			48.2			12.1			11.6	
Volume (vph)	158	1123	424	95	2334	72	553	213	111	200	255	435
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	172	1221	461	103	2537	78	601	232	121	217	277	473
Lane Group Flow (vph)	172	1221	461	103	2537	78	601	353	0	217	750	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Detector Phases	5	2	2	1	6	6	3	8		7	4	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	9.0	64.0	64.0	10.0	65.0	65.0	27.0	53.0	0.0	13.0	39.0	0.0
Total Split (%)	6.4%	45.7%	45.7%	7.1%	46.4%	46.4%	19.3%	37.9%	0.0%	9.3%	27.9%	0.0%
Maximum Green (s)	5.0	60.0	60.0	6.0	61.0	61.0	23.0	49.0		9.0	35.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	65.0	60.1	60.1	67.1	61.0	61.0	62.0	49.0		44.0	35.0	
Actuated g/C Ratio	0.46	0.43	0.43	0.48	0.44	0.44	0.44	0.35		0.31	0.25	
v/c Ratio	1.51	0.82	0.61	0.77	1.68	0.11	1.75	0.56		0.64	1.61	
Uniform Delay, d1	20.5	35.3	18.9	18.7	39.5	19.4	41.5	34.3		28.7	45.9	
Control Delay	291.9	40.9	23.2	52.2	335.3	14.3	376.3	38.5		39.8	315.9	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	2.9	0.0	0.0	0.0	0.0	335.2	149.6		0.0	0.0	
Total Delay	291.9	43.8	23.2	52.2	335.3	14.3	711.5	188.1		39.8	315.9	
LOS	F	D	C	D	F	B	F	F		D	F	
Approach Delay		61.7			315.4			517.8			254.0	
Approach LOS		E			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 15 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.75
 Intersection Signal Delay: 263.5
 Intersection Capacity Utilization 157.4%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 1: Rio Bravo Blvd. & 2nd Street

			
ø1	ø2	ø3	ø4
10 s	64 s	27 s	39 s
			
ø5	ø6	ø7	ø8
9 s	65 s	13 s	53 s

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1000	1900	1900	1000
Lane Width (ft)	12	12	12	12	12	12	12	12	8	12	12	8
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt			0.850			0.850		0.872			0.894	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1624	0	1770	1665	0
Flt Permitted	0.093			0.057			0.511			0.593		
Satd. Flow (perm)	173	3539	1583	106	3539	1583	952	1624	0	1105	1665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64			24		125			67	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.00	1.00	1.20
Link Speed (mph)		45			30			25			25	
Link Distance (ft)		3178			1546			734			691	
Travel Time (s)		48.2			35.1			20.0			18.8	
Volume (vph)	38	1452	92	214	1396	27	119	20	115	70	26	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	1578	100	233	1517	29	129	22	125	76	28	67
Lane Group Flow (vph)	41	1578	100	233	1517	29	129	147	0	76	95	0
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	7	4	4	3	8	8	5	2		1	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	13.0	70.0	70.0	27.0	84.0	84.0	18.0	29.0	0.0	14.0	25.0	0.0
Total Split (%)	9.3%	50.0%	50.0%	19.3%	60.0%	60.0%	12.9%	20.7%	0.0%	10.0%	17.9%	0.0%
Maximum Green (s)	9.0	66.0	66.0	23.0	80.0	80.0	14.0	25.0		10.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	73.3	67.3	67.3	89.7	81.6	81.6	41.6	29.4		35.1	26.2	
Actuated g/C Ratio	0.52	0.48	0.48	0.64	0.58	0.58	0.30	0.21		0.25	0.19	
v/c Ratio	0.26	0.93	0.13	0.81	0.73	0.03	0.37	0.33		0.24	0.26	
Uniform Delay, d1	10.4	33.3	6.8	37.1	21.3	2.1	37.3	6.7		36.3	14.1	
Control Delay	14.6	35.5	3.3	47.4	23.9	5.1	41.0	14.0		39.3	21.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.6	35.5	3.3	47.4	23.9	5.1	41.0	14.0		39.3	21.1	
LOS	B	D	A	D	C	A	D	B		D	C	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		33.2			26.7			26.6			29.2	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 33 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 29.6
 Intersection Capacity Utilization 77.4%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 2: Rio Bravo Blvd. & Prince St.

ø1	ø2	ø3	ø4
14 s	29 s	27 s	70 s
ø5	ø6	ø7	ø8
18 s	25 s	13 s	84 s

**APPENDIX E –
CRASH ANALYSIS –
ACCIDENT REPORTS**

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORT

PAGE: 1
DATE: 12/22/06

FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM DATE TIME	PSTD RTE D MILEPST I MILELOG R MILEPNT	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ FATAL
155543 06/25/03 17:30	P ALBUQUERQUE 2ND ST SW 00 MI. 0000 FT ARVADA AVE NW		NON-FATAL DAY LIGHT CLEAR	3 VEHICLES INVOLVED OTHER VEHICLE ENTER ANGLE/BOTH GOING STRAIGHT		
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD						
	NAME NOT AVAILABLE	DOB: 05/13/73	TRUCK/RV	HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING EAST ON DRY ROAD						
	NAME NOT AVAILABLE	DOB: 06/09/65	TRUCK/RV	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW DRIVER INATTENTION	1
VEHICLE: 03 TRAVELING WEST ON DRY ROAD						
	NAME NOT AVAILABLE	DOB: 10/25/61	TRUCK/RV	HAD NOT BEEN DRINKING	OTHER NOT DRIVER ERR	
161939 12/23/03 12:25	P ALBUQUERQUE 2ND ST SW 00 MI. 9999 FT CAMINO DOS SW		PROPERTY DAMAGE DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE HWY ELEM FRM OPP DIR/SIDESWIPE COLL		
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD						
	NAME NOT AVAILABLE	DOB: 01/25/28		HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD						
	NAME NOT AVAILABLE	DOB: 01/17/70		HAD NOT BEEN DRINKING	DRIVE LEFT OF CENTER MADE IMPROPER TURN DRIVER INATTENTION OTHER IMPROPER DRIVING	
381035 08/08/03 15:24	P ALBUQUERQUE 2ND ST SW 00 MI. 0000 FT CAMINO OCHO SW		NON-FATAL DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE FRM OPP DIR/ONE RIGHT TURN		
VEHICLE: 01 TRAVELING WEST ON DRY ROAD						
	NAME NOT AVAILABLE	DOB: 09/14/68	TRUCK/RV	HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING EAST ON DRY ROAD						
	NAME NOT AVAILABLE	DOB: 12/23/38	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	TOO FAST FOR COND DRIVE LEFT OF CENTER DRIVER INATTENTION	1

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
162037	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/23/03		2ND ST SW	DARK (NOT LIGHTED)	OTHER VEHICLE			
19:50		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		CAMINO UNO SW					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE		DOB: 09/02/83				
VEHICLE: 02	TRAVELING EAST ON DRY ROAD			SOBRIETY UNKNOWN	PASSED STOP SIGN		
	NAME NOT AVAILABLE		DOB: //		MADE IMPROPER TURN		
					DRIVER INATTENTION		
057132	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/07/03	3.142	2ND ST SW	DARK (NOT LIGHTED)	PARKED VEHICLE			
23:05		00 MI. 9999 FT	CLEAR	VEH PARKED IN PROPER LOC			
	3.142	CENTRAL AVE W					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	SOBRIETY UNKNOWN	DRIVER INATTENTION		
	NAME NOT AVAILABLE		DOB: 02/22/78				
VEHICLE: 02	ON DRY ROAD		TRAILER/FREIGHT T	SOBRIETY NOT STATED	NONE		
	NAME NOT AVAILABLE		DOB: 03/24/72				
157159	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/29/03	3.142	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
09:41		00 MI. 0000 FT	CLEAR	FROM SAME DIR/BOTH TURN RIGHT			
	3.142	CENTRAL AVE W					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE		DOB: 11/22/68				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW		
	NAME NOT AVAILABLE		DOB: 01/10/50		DRIVER INATTENTION		
012926	FL4033	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
06/20/03	0.727	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
19:42		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
	0.727	COAL AVE SW					
VEHICLE: 01	TRAVELLING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE		DOB: 09/15/74				
VEHICLE: 02	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	DISREGARD TRAFFIC SIGNAL		
	NAME NOT AVAILABLE		DOB: //				

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
096962	FL4033	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
02/28/03	0.727	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
12:10		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
	0.727	COAL AVE SW					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE	1	
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	DISREGARD TRAFFIC SIGNAL		
			DOB: 09/05/64		DRIVER INATTENTION		
					INADEQUATE BRAKES		
240631	FL4033	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/05/03	0.727	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
09:37		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
	0.727	COAL AVE SW					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE		HAD NOT BEEN DRINKING	FAILED TO YIELD ROW		
			DOB: 02/16/25		DISREGARD TRAFFIC SIGNAL		
					DRIVER INATTENTION		
253472	FL4033	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/10/03	0.727	2ND ST SW	DUSK	OTHER VEHICLE HWY ELEM			
17:30		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
	0.727	COAL AVE SW					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE		SOBRIETY UNKNOWN	DRIVER INATTENTION		
			DOB: //				
056803	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/26/03	3.073	2ND ST SW	DARK (LIGHTED)	OTHER VEHICLE HWY ELEM			
21:11		00 MI. 0100 FT SOUTH OF	CLEAR	ONE CAR/BACK DRIVEWAY ACC			
	3.073	GOLD AVE SW					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
VEHICLE: 02 ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	MADE IMPROPER TURN		
			DOB: 06/26/84		DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
			DOB: 02/15/81		IMPROPER BACKING		

NEW MEXICO DEPARTMENT OF TRANSPORTATION

CONSOLIDATED HIGHWAY DATABASE

INTERSECTION REPORT

FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

PAGE: 4

DATE: 12/22/06

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
057251	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/14/03	3.073	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
13:07		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE RIGHT TURN			
	3.073	GOLD AVE SW					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV				
		DOB: 12/11/62		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	COMMERCIAL BUS		OTHER IMPROPER DRIVING		
		DOB: 01/12/45		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
057541	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
09/22/03	3.073	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
16:15		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
	3.073	GOLD AVE SW					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE		NONE		
		DOB: 01/09/33		HAD NOT BEEN DRINKING			
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE		FAILED TO YIELD ROW		
		DOB: 12/06/81		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
150222	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/01/03	3.073	2ND ST SW	DARK (LIGHTED)	OTHER VEHICLE			
22:30		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.073	GOLD AVE SW					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV		NONE		
		DOB: 03/25/86		HAD NOT BEEN DRINKING			
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV		SOBRIETY UNKNOWN		
		DOB: //			FOLLOWING TOO CLOSE		
412709	FL4035	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
07/12/03	3.073	2ND ST SW	DARK (LIGHTED)	OTHER VEHICLE			
01:10		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.073	GOLD AVE SW	ALCOHOL INVOLVED				
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV		OBVIOUSLY DRUNK		
		DOB: 12/22/72			FOLLOWING TOO CLOSE		1
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV		UNDER INFLUENCE ALCOHOL		
		DOB: 07/02/68		HAD NOT BEEN DRINKING	NONE		

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
341795	010303	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
07/14/03	0.605	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
07:38		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
	0.605	IRON AVE SW					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE	1	
	NAME NOT AVAILABLE	DOB: 03/09/60					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 09/30/37					
157632	P ALBUQUERQUE	NON-FATAL		2 VEHICLES INVOLVED			
07/05/03	2ND ST SW	DAY LIGHT		OTHER VEHICLE			
15:14	00 MI. 0000 FT	CLEAR		ENTER ANGLE/ONE LEFT TURN			
	LA PLATA RD NW						
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE	1	
	NAME NOT AVAILABLE	DOB: 10/17/42					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FAILED TO YIELD ROW	2	
	NAME NOT AVAILABLE	DOB: 08/11/86			DRIVER INATTENTION		
253327	FL4035	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
08/04/03	2.940	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
10:30		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	2.940	LEAD AVE SW					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE	1	
	NAME NOT AVAILABLE	DOB: 03/18/76					
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 03/17/71					
011718	P ALBUQUERQUE	PROPERTY DAMAGE		2 VEHICLES INVOLVED			
10/18/03	2ND ST SW	DAY LIGHT		OTHER VEHICLE			
17:33		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE STOPPED			
	PROSPERITY AVE SW						
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 10/17/28					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FAILED TO YIELD ROW		
	NAME NOT AVAILABLE	DOB: 05/12/81			DRIVER INATTENTION		

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DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
036920	P	ALBUQUERQUE	PROPERTY DAMAGE	3 VEHICLES INVOLVED			
02/03/03		2ND ST SW	DARK (NOT LIGHTED)	OTHER VEHICLE HWY ELEM			
19:10		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
		PROSPERITY AVE SW					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 06/24/48					
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 09/21/74					
VEHICLE: 03	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 12/29/63					
402977	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
06/30/03		2ND ST SW	DAY LIGHT	OVERTURN			
16:10		00 MI. 0111 FT EAST OF	CLEAR	RIGHT SIDE ROAD			
		PROSPERITY AVE SW					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	EXCESS SPEED		
	NAME NOT AVAILABLE	DOB: //			TOO FAST FOR COND		
					DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
403370	P	ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED			
08/03/03		2ND ST SW	DAY LIGHT	OTHER VEHICLE			
16:33		00 MI. 9999 FT	RAINING	FROM SAME DIR/BOTH GOING STRAIGHT			
		RANCHITOS RD NE					
VEHICLE: 01	TRAVELING SOUTH ON WET ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	NONE		1
	NAME NOT AVAILABLE	DOB: 01/28/74					
VEHICLE: 02	TRAVELING SOUTH ON WET ROAD			HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: //					
VEHICLE: 03	TRAVELING SOUTH ON WET ROAD			HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		
161977	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
10/10/03		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
17:30		00 MI. 0000 FT NORTH OF	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
		3.090					
		RIO BRAVO BLVD SW					
		NM 500					
VEHICLE: 01	TRAVELING SOUTH ON WET ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		1
	NAME NOT AVAILABLE	DOB: 07/10/50					
VEHICLE: 02	TRAVELING SOUTH ON WET ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 04/04/60					

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
232132	010303	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
12/14/03	3.090	2ND ST SW	DARK (NOT LIGHTED)	FIXED OBJECTS			
12:15		00 MI. 9999 FT	FOG	FENCE BARBED WIRE			
	3.090	RIO BRAVO BLVD SW		NM 500			
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 10/20/82		HAD NOT BEEN DRINKING		
255733	010303	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED	IMPROPER OVERTAKING		
04/23/03	3.090	2ND ST SW	DAY LIGHT	OTHER VEHICLE	DRIVER INATTENTION		
06:40		00 MI. 0000 FT	OTHER	ENTER ANGLE/ONE LEFT TURN			
	3.090	RIO BRAVO BLVD SW		NM 500			
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE		NONE	1	
		DOB: 07/04/56					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE		EXCESS SPEED		
		DOB: 09/04/86			FAILED TO YIELD ROW	1	
					MADE IMPROPER TURN		
					DRIVER INATTENTION		
402267	010303	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
02/22/03	3.090	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
14:22		00 MI. 0000 FT	CLEAR	FRM SAME DIR/BOTH TURN RIGHT			
	3.090	RIO BRAVO BLVD SW		NM 500			
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV		NONE		
		DOB: 08/04/61					
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE		FAILED TO YIELD ROW		
		DOB: 10/08/84			DRIVER INATTENTION		
					IMPROPER LANE CHANGE		
403172	010303	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
07/23/03	3.090	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
12:55		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE STOPPED			
	3.090	RIO BRAVO BLVD SW		NM 500			
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRAILER/FREIGHT T		NONE		
		DOB: 03/06/73					
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV		HAD NOT BEEN DRINKING		
		DOB: 01/31/61			DRIVER INATTENTION		

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
403643	010303	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
09/01/03	0.605	2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
17:57		00 MI. 0000 FT NORTH OF	CLEAR	SAME DIR/REAR END COLL			
	0.605	S VALLEY PL SW					
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
			TRUCK/RV		VEH SKIDDED BEFORE BRAKE		
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 07/29/78	SOBRIETY UNKNOWN	DRIVER INATTENTION		
			DOB: 03/07/53		OTHER IMPROPER DRIVING		
VEHICLE: 03 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	NON-FATAL	2 VEHICLES INVOLVED			
			DAY LIGHT	OTHER VEHICLE HWY ELEM			
			CLEAR	FRM OPP DIR/HEADON			
057160	P ALBUQUERQUE						
08/10/03	2ND ST SW						
12:28	00 MI. 0000 FT SOUTH OF						
	SOUTHERN AVE SW						
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	SOBRIETY UNKNOWN	NONE		3
			DOB: 04/21/66		DRIVE LEFT OF CENTER		
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION		
			DOB: 01/02/80				
VEHICLE: 03 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	NON-FATAL	1 VEHICLE INVOLVED			
			DAY LIGHT	ANIMAL			
			CLEAR	DOG			
166375	P ALBUQUERQUE						
09/28/03	2ND ST SW						
17:15	00 MI. 9999 FT						
	ST FRANCIS RD NW						
VEHICLE: 01 TRAVELLING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	MOTORCYCLE	HAD NOT BEEN DRINKING	AVOID NO CONTACT PED, ANIM		1
			DOB: 11/12/44		OTHER NOT DRIVER ERR		
VEHICLE: 02 TRAVELLING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
			DAY LIGHT	OTHER VEHICLE HWY ELEM			
			CLEAR	ONE CAR/STOPPED IN TRAFFIC			
162916	P ALBUQUERQUE						
10/30/03	2ND ST SW						
15:22	00 MI. 9999 FT						
	UK						
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
			DOB: 03/19/39		EXCESS SPEED		
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	SOBRIETY UNKNOWN	TOO FAST FOR COND		
			DOB: //		FOLLOWING TOO CLOSE		
					DRIVER INATTENTION		

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
056816	P ALBUQUERQUE		PROPERTY DAMAGE	1 VEHICLE INVOLVED			
07/26/03	2ND ST SW		DAY LIGHT	FIXED OBJECTS			
20:28	00 MI. 9999 FT		CLEAR	FENCE(WOOD BRICK STONE)			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: //	PASSENGER VEHICLE	SOBRIETY UNKNOWN	EXCESS SPEED		
					DRIVER INATTENTION		
070979	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/03/03	2ND ST SW		DAY LIGHT	OTHER VEHICLE			
21:00	00 MI. 9999 FT		CLEAR	FROM SAME DIR/ONE STOPPED			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: 10/14/78	PASSENGER VEHICLE	SOBRIETY UNKNOWN	NONE		
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: //	TRUCK/RV	SOBRIETY UNKNOWN	DRIVER INATTENTION		
073445	P ALBUQUERQUE		NON-FATAL	3 VEHICLES INVOLVED			
02/25/03	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
04:50	00 MI. 9999 FT		CLEAR	ONE CAR/STOPPED IN TRAFFIC			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: 08/07/48	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: 12/11/56	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	1	
VEHICLE: 03 TRAVELING NORTH ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: 12/21/53	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
					FOLLOWING TOO CLOSE		
					DRIVER INATTENTION		
086648	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/31/03	2ND ST SW		DAY LIGHT	PARKED VEHICLE			
19:00	00 MI. 9999 FT		CLEAR	VEH PARKED IN PROPER LOC			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: //	TRUCK/RV	SOBRIETY UNKNOWN	DRIVER INATTENTION		
VEHICLE: 02 ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: 08/26/47	DOB: 08/26/47	SOBRIETY NOT STATED	OTHER IMPROPER DRIVING		
					NONE		

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
	MILEPNT		ALCOHOL			
098133	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED		
02/16/03		2ND ST SW	DAY LIGHT	FIXED OBJECTS		
15:30		00 MI. 9999 FT	CLEAR	LIGHT POLE		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	AVOID NO CONTACT PED, ANIM	
	NAME NOT AVAILABLE	DOB: 10/04/61			OTHER NOT DRIVER ERR	
109636	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
03/07/03		2ND ST SW	DARK (NOT LIGHTED)	OTHER VEHICLE		
19:32		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE RIGHT TURN		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 05/15/66				
VEHICLE: 02	TRAVELING WEST ON DRY ROAD			SOBRIETY UNKNOWN	FAILED TO YIELD ROW	
	NAME NOT AVAILABLE	DOB: //			PASSED STOP SIGN	
					DRIVER INATTENTION	
162913	P	ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED		
10/21/03		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM		
17:40		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 08/17/59				
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	EXCESS SPEED	1
	NAME NOT AVAILABLE	DOB: 01/02/84			FOLLOWING TOO CLOSE	
					DRIVER INATTENTION	
VEHICLE: 03	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	EXCESS SPEED	1
	NAME NOT AVAILABLE	DOB: 02/03/55			FOLLOWING TOO CLOSE	
					DRIVER INATTENTION	
176170	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED		
12/25/03		2ND ST SW	DUSK	FIXED OBJECTS		
16:13		00 MI. 0500 FT NORTH OF	CLEAR	FENCE (WOOD BRICK STONE)		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	OTHER MECH DEFECT	
	NAME NOT AVAILABLE	DOB: 02/21/82			OTHER NOT DRIVER ERR	

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DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
258182	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/14/03	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
12:50	00 MI. 9999 FT		CLEAR	SAME DIR/REAR END COLL			
	UNKNOWN - NCT GIVEN						
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 02/16/51					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD			HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 07/16/82			DRIVER INATTENTION		
258840	P ALBUQUERQUE		PROPERTY DAMAGE	1 VEHICLE INVOLVED			
04/26/03	2ND ST SW		DAY LIGHT	FIXED OBJECTS			
14:00	00 MI. 9999 FT		CLEAR	FENCE (WOOD BRICK STONE)			
	UNKNOWN - NCT GIVEN						
VEHICLE: 01	ON DRY ROAD			HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: //			IMPROPER BACKING		
381079	P ALBUQUERQUE		PROPERTY DAMAGE	3 VEHICLES INVOLVED			
08/25/03	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
17:00	00 MI. 9999 FT		CLEAR	SAME DIR/SIDESWIPE COLL			
	UNKNOWN - NCT GIVEN						
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 12/23/77					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 06/02/78					
VEHICLE: 03	TRAVELING SOUTH ON DRY ROAD		TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW		
	NAME NOT AVAILABLE	DOB: 05/13/61			DRIVER INATTENTION		
402466	P ALBUQUERQUE		NON-FATAL	2 VEHICLES INVOLVED			
05/09/03	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
17:10	00 MI. 9999 FT		CLEAR	FRM OPP DIR/SIDESWIPE COLL			
	UNKNOWN - NCT GIVEN						
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 02/20/48					
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD			HAD NOT BEEN DRINKING	IMPROPER OVERTAKING		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASEINTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
402841	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
06/01/03		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
15:40		00 MI. 9999 FT	RAINING	ONE CAR/ENTER DRIVEWAY ACC			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 12/21/69	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		DOB: 06/17/66		OTHER IMPROPER DRIVING		
	NAME NOT AVAILABLE						
403055	P	ALBUQUERQUE	PROPERTY DAMAGE	3 VEHICLES INVOLVED			
05/21/03		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
17:15		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 10/25/51	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		DOB: 06/08/46		DRIVER INATTENTION		
	NAME NOT AVAILABLE		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
VEHICLE: 03	TRAVELING NORTH ON DRY ROAD		DOB: 09/12/80		DRIVER INATTENTION		
	NAME NOT AVAILABLE				INADEQUATE BRAKES		
558758	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
02/14/03		2ND ST SW	DARK (LIGHTED)	OTHER VEHICLE			
23:39		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	NONE		
	NAME NOT AVAILABLE	DOB: 12/15/84	PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION		
VEHICLE: 02	TRAVELING EAST ON DRY ROAD		DOB: 06/24/80				
	NAME NOT AVAILABLE						
161585	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/31/03		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
15:49		00 MI. 9999 FT	RAINING	SAME DIR/REAR END COLL			
		VALLEY HIGH AVE SW					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 05/07/44	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	EXCESS SPEED		
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		DOB: 01/10/81		DRIVER INATTENTION		
	NAME NOT AVAILABLE						

NEW MEXICO DEPARTMENT OF TRANSPORTATION

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INTERSECTION REPORT

FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
012930	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
05/08/03	0.687	2ND ST SW	DAY LIGHT	FIXED OBJECTS			
17:50		00 MI. 0500 FT SOUTH OF	CLEAR	FENCE (WOOD BRICK STONE)			
	0.687	WOODWARD RD SW					
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: //	SOBRIETY UNKNOWN	DRIVER INATTENTION		
OTHER IMPROPER DRIVING							
109638	FL4035	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
03/15/03	0.687	2ND ST SW	DARK (NOT LIGHTED)	OTHER VEHICLE HWY ELEM			
02:58		00 MI. 9999 FT	CLEAR	FRM OPP DIR/HEADON			
	0.687	WOODWARD RD SW	ALCOHOL INVOLVED				
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 06/13/52	HAD NOT BEEN DRINKING	NONE	3	
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 05/08/81	OBVIOUSLY DRUNK	EXCESS SPEED	1	
VEHICLE: 03 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 05/08/81	DRIVE LEFT OF CENTER	DRIVER INATTENTION		
VEHICLE: 04 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 05/08/81	UNDER INFLUENCE ALCOHOL			

----- ACCIDENT SUMMARY TOTALS -----
TOTAL ACCIDENTS : 49FATAL ACCIDENTS : 0 TOTAL FATALITIES: 0
INJURY ACCIDENTS : 16 TOTAL INJURIES : 25
PROPERTY DAMAGE : 33

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| JOB REQUESTED BY : LINDA MONTOYA

| DATE OF REPORT : 12/22/06

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
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INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

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ACC NUM	PSTD RTE D DATE TIME	MILEPST I MILELOG R MILEPNT	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ	FATAL
371332	10/14/04 16:56	FL4035	P ALBUQUERQUE 2ND ST SW 00 MI. 0000 FT ASTER RD SW	PROPERTY DAMAGE DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE ENTER ANGLE/BOTH GOING STRAIGHT			
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD								
			NAME NOT AVAILABLE	TRUCK/RV DOB: 10/25/61	SOBRIETY UNKNOWN	EXCESS SPEED		
VEHICLE: 02 TRAVELING WEST ON DRY ROAD								
			NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 03/23/30	SOBRIETY UNKNOWN	DRIVER INATTENTION FAILED TO YIELD ROW DRIVER INATTENTION		
303077	12/27/04 09:50	P ALBUQUERQUE	2ND ST SW 00 MI. 9999 FT BOWERS RD SE	NON-FATAL DAY LIGHT CLEAR ALCOHOL INVOLVED	2 VEHICLES INVOLVED OTHER VEHICLE FROM SAME DIR/BOTH GOING STRAIGHT			
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD								
			NAME NOT AVAILABLE	TRUCK/RV DOB: 05/18/60	HAD NOT BEEN DRINKING	NONE	1	
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD								
			NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 01/02/46	OBVIOUSLY DRUNK	FOLLOWING TOO CLOSE DRIVER INATTENTION UNDER INFLUENCE ALCOHOL	1	
293857	06/30/04 20:42	P ALBUQUERQUE	2ND ST SW 00 MI. 9999 FT CAMINO CUATRO SW	PROPERTY DAMAGE DARK (LIGHTED) CLEAR ALCOHOL INVOLVED	2 VEHICLES INVOLVED OTHER VEHICLE HWY ELEM SAME DIR/REAR END COLL			
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD								
			NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 09/30/28	HAD NOT BEEN DRINKING	EXCESS SPEED		
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD								
			NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 07/26/51	OBVIOUSLY DRUNK	DRIVER INATTENTION UNDER INFLUENCE ALCOHOL		
231794	06/16/04 10:40	P ALBUQUERQUE	2ND ST SW 00 MI. 0000 FT COAL AVE	NON-FATAL DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE ENTER ANGLE/BOTH GOING STRAIGHT			
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD								
			NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 06/06/59	HAD NOT BEEN DRINKING	NONE	1	
VEHICLE: 02 TRAVELING EAST ON DRY ROAD								
			NAME NOT AVAILABLE	TRUCK/RV DOB: 07/25/86	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW DISREGARD TRAFFIC SIGNAL DRIVER INATTENTION		

FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND
INTERSECTION RICHARD

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
	MILEPNT		ALCOHOL			
007517	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
02/20/04	2ND ST SW		DAY LIGHT	OTHER VEHICLE		
08:20	00 MI. 0000 FT		CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT		
	DESERT DR SW					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	TRUCK/RV		SOBRIETY UNKNOWN	NONE	
	NAME NOT AVAILABLE	DOB: 05/24/51		HAD NOT BEEN DRINKING	PASSED STOP SIGN	
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE			FAILED TO YIELD ROW	
	NAME NOT AVAILABLE	DOB: 04/29/63			DRIVER INATTENTION	
					OTHER IMPROPER DRIVING	
238055	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED		
07/31/04	2ND ST SW		DAY LIGHT	OTHER VEHICLE		
18:52	00 MI. 0000 FT		CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT		
	FRONTAGE RD NE		ALCOHOL INVOLVED			
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		OBVIOUSLY DRUNK	UNDER INFLUENCE ALCOHOL	1
	NAME NOT AVAILABLE	DOB: 05/06/60			DRIVER INATTENTION	
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	NONE	2
	NAME NOT AVAILABLE	DOB: 06/08/82			FAILED TO YIELD ROW	
					DISREGARD TRAFFIC SIGNAL	
					DRIVER INATTENTION	
367428	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
06/01/04	2ND ST SW		DARK (NOT LIGHTED)	OTHER VEHICLE		
20:15	00 MI. 9999 FT		CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT		
	FRONTAGE RD NE					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 12/30/48		SOBRIETY UNKNOWN	FAILED TO YIELD ROW	
VEHICLE: 02	TRAVELING EAST ON DRY ROAD				DISREGARD TRAFFIC SIGNAL	
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION	

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
157082	FL4035	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
07/12/04		2ND ST SW	DAY LIGHT	PEDACYCLIST			
14:33		00 MI. 9999 FT	CLEAR	VEH STRUCK CYCLIST AT ANGLE			
		HAZELDINE AVE SW					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
		DOB: 10/15/57					
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE		HAD NOT BEEN DRINKING	OTHER IMPROPER DRIVING	1	
			DOB: 02/02/64		DRIVER INATTENTION		
					IMPROPER LANE CHANGE		
367812	FL4035	P ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED			
07/23/04		2ND ST SW	DAY LIGHT	PARKED VEHICLE			
17:21		00 MI. 9999 FT	RAINING	VEH PARKED IN PROPER LOC			
		HAZELDINE AVE SW					
VEHICLE: 01 TRAVELING NORTH ON WET ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION	1	
		DOB: 05/09/60					
VEHICLE: 02 TRAVELING WEST ON WET ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	PASSED STOP SIGN	1	
			DOB: 11/29/50		DRIVER INATTENTION		
VEHICLE: 03 ON WET ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY NOT STATED	NONE		
		DOB: //					
372889	FL4035	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
07/17/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE			
16:15		00 MI. 0000 FT	CLEAR	FROM SAME DIR/ONE LEFT TURN			
		HAZELDINE AVE SW					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY UNKNOWN	NONE		
		DOB: 05/09/53					
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY UNKNOWN	FAILED TO YIELD ROW		
			DOB: 03/17/67		MADE IMPROPER TURN		
					DRIVER INATTENTION		
406496	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED			
07/29/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
18:10		00 MI. 9999 FT	CLEAR	ONE CAR/LEAVE DRIVEWAY ACC			
		HORTON ST NW					
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
		DOB: 03/22/55					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	MADE IMPROPER TURN		
		DOB: //			DRIVER INATTENTION		

ACC NUM DATE TIME	PSTD RTE D MILEPST I MILELOG R MILEPNT	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ FATAL
095744 06/06/04 10:51	FL4035 P 2ND ST SW 00 MI. 0000 FT IRON AVE SW	ALBUQUERQUE 2ND ST SW 00 MI. 0000 FT IRON AVE SW	PROPERTY DAMAGE DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE ENTER ANGLE/BOTH GOING STRAIGHT		
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV DOB: 08/14/77	HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 11/13/84	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW PASSED STOP SIGN DRIVER INATTENTION	

236929 03/03/04 13:50	FL4035 P 2ND ST SW 00 MI. 0000 FT IRON AVE SW	ALBUQUERQUE 2ND ST SW 00 MI. 0000 FT IRON AVE SW	PROPERTY DAMAGE DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE ENTER ANGLE/BOTH GOING STRAIGHT		
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV DOB: 02/19/71	HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 09/02/26	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW DRIVER INATTENTION	

299181 05/07/04 16:15	FL4035 P 2ND ST SW 00 MI. 9999 FT IRON AVE SW	ALBUQUERQUE 2ND ST SW 00 MI. 9999 FT IRON AVE SW	PROPERTY DAMAGE DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE HWY ELEM ONE CAR/OTHER UTURN ON RD, HWY, ST		
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV DOB: 06/15/61	HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV DOB: 12/21/84	HAD NOT BEEN DRINKING	MADE IMPROPER TURN DRIVER INATTENTION	

338071 09/27/04 18:17	FL4035 P 2.940 2ND ST SW 00 MI. 9999 FT LEAD AVE SW	ALBUQUERQUE 2ND ST SW 00 MI. 9999 FT LEAD AVE SW	NON-FATAL DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE FROM SAME DIR/BOTH GOING STRAIGHT		
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV DOB: 09/21/78	HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 06/02/77	HAD NOT BEEN DRINKING	OTHER IMPROPER DRIVING DRIVER INATTENTION	1

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ACC NUM	PSTD RTE D	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ FATAL
358229	FL4035	P ALBUQUERQUE 2ND ST SW 00 MI. 0000 FT PACIFIC AVE SW	PROPERTY DAMAGE DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE ENTER ANGLE/ONE LEFT TURN		
06/07/04						
08:00						
VEHICLE: 01	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	PASSED STOP SIGN	
	NAME NOT AVAILABLE	DOB: 06/12/86			DRIVER INATTENTION	
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 11/18/26				
367550	P ALBUQUERQUE		PROPERTY DAMAGE	3 VEHICLES INVOLVED		
06/21/04	2ND ST SW		DARK (LIGHTED)	OTHER VEHICLE HWY ELEM		
19:00	00 MI. 9999 FT PASEO DEL NORTE BLVD NE		CLEAR	SAME DIR/REAR END COLL		
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	DEFECTIVE TIRES	
	NAME NOT AVAILABLE	DOB: 12/27/47			OTHER NOT DRIVER ERR	
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	NONE	
	NAME NOT AVAILABLE	DOB: //				
VEHICLE: 03	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: //				
184439	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED		
09/21/04	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM		
12:00	00 MI. 9999 FT PROSPERITY AVE SW		CLEAR	SAME DIR/SIDESWIPE COLL		
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 12/19/60				
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: 07/17/86			OTHER IMPROPER DRIVING	
299802	P ALBUQUERQUE		NON-FATAL	2 VEHICLES INVOLVED		
08/29/04	2ND ST SW		DARK (LIGHTED)	OTHER VEHICLE HWY ELEM		
19:41	00 MI. 0014 FT WEST OF PROSPERITY AVE SW		RAINING	SAME DIR/REAR END COLL		
VEHICLE: 01	TRAVELING SOUTH ON WET ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: 09/21/40				
VEHICLE: 02	TRAVELING SOUTH ON WET ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE	1
	NAME NOT AVAILABLE	DOB: 08/11/86				

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FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
408399	P	ALBUQUERQUE	FATAL	3 VEHICLES INVOLVED			
09/12/04	2ND ST SW		DARK (LIGHTED)	OTHER VEHICLE			
19:54	00 MI. 0000 FT		CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
	PROSPERITY AVE SW						
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	IMPROPER OVERTAKING	1	
	NAME NOT AVAILABLE	DOB: 05/18/76			EXCESS SPEED		
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION	1	
	NAME NOT AVAILABLE	DOB: 10/22/77			NONE		
VEHICLE: 03	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	NONE		1
	NAME NOT AVAILABLE	DOB: 02/07/67					
162085	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/28/04	2ND ST SW		DAY LIGHT	OTHER VEHICLE			
16:00	00 MI. 0050 FT SOUTH OF		CLEAR	FROM SAME DIR/ONE STOPPED			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 09/26/73					
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 09/10/84					
292417	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/14/04	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
12:25	00 MI. 1000 FT EAST OF		CLEAR	ONE CAR/ENTER DRIVEWAY ACC			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 10/24/78					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	MADE IMPROPER TURN		
	NAME NOT AVAILABLE	DOB: 05/27/82			DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
293421	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/30/04	2ND ST SW		DAY LIGHT	OTHER VEHICLE			
12:23	00 MI. 9999 FT		CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 09/28/87			OTHER IMPROPER DRIVING		
VEHICLE: 02	TRAVELING WEST ON DRY ROAD		TRUCK/RV	SOBRIETY UNKNOWN	NONE		
	NAME NOT AVAILABLE	DOB: //					

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
MILEPNT			ALCOHOL				
299582	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
02/09/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE			
12:30		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE RIGHT TURN			
		RIO BRAVO BLVD SW NM 500					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 12/25/20			OTHER IMPROPER DRIVING		
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 06/26/81					
299954	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/01/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE			
12:35		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		RIO BRAVO BLVD SW NM 500					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	NONE		
	NAME NOT AVAILABLE	DOB: 07/20/43					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 05/14/72			DRIVER INATTENTION		
382335	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
12/03/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE			
09:13		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
		RIO BRAVO BLVD SW NM 500					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	TRAILER/FREIGHT T		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 02/23/57					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRAILER/FREIGHT T		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 06/19/73			OTHER IMPROPER DRIVING		
407168	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
05/18/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE			
14:45		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		RIO BRAVO BLVD SW NM 500					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 11/30/72					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORT

FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ FATAL
407634	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
09/28/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE		
18:03		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE RIGHT TURN		
		RIO BRAVO BLVD SW				
		NM 500				
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 05/23/61	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: 03/16/52				
407715	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
11/17/04		2ND ST SW	DARK (LIGHTED)	OTHER VEHICLE		
22:10		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE RIGHT TURN		
		RIO BRAVO BLVD SW				
		NM 500				
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	IMPROPER OVERTAKING	
	NAME NOT AVAILABLE	DOB: 06/17/82	TRUCK/RV	OBVIOUSLY DRUNK	DRIVER INATTENTION	
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	OBVIOUSLY DRUNK	DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: 02/14/73			UNDER INFLUENCE ALCOHOL	
151953	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
03/26/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM		
08:45		00 MI. 9999 FT	CLEAR	SAME DIR/SIDESWIPE COLL		
		SILVER AVE SW				
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	NONE	
	NAME NOT AVAILABLE	DOB: 08/21/48				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD			SOBRIETY UNKNOWN	FAILED TO YIELD ROW	
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION	
095479	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
10/09/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE		
11:05		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT		
		STOVER AVE SW				
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 11/08/59				
VEHICLE: 02	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	FAILED TO YIELD ROW	
	NAME NOT AVAILABLE	DOB: 11/21/72			PASSED STOP SIGN	
					DRIVER INATTENTION	

NEW MEXICO DEPARTMENT OF TRANSPORTATION
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INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW ANDPAGE: 9
DATE: 12/22/06

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
200142	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/03/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE			
19:20		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		SUNNYSLOPE ST SW					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FAILED TO YEILD ROW		
	NAME NOT AVAILABLE	DOB: 04/02/90			DRIVER INATTENTION		
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 03/04/64					
299717	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
09/25/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE			
08:00		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
		SUNNYSLOPE ST SW					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	PASSED STOP SIGN	1	
	NAME NOT AVAILABLE	DOB: 12/04/54			DRIVER INATTENTION		
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE	2	
	NAME NOT AVAILABLE	DOB: 08/19/60					
404881	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
03/11/04		2ND ST SW	DAY LIGHT	OVERTURN			
09:00		00 MI. 9999 FT	CLEAR	RIGHT SIDE ROAD			
		SUNNYSLOPE ST SW					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	OTHER MECH DEFECT		
	NAME NOT AVAILABLE	DOB: 04/10/80			OTHER NOT DRIVER ERR		
376397	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
09/19/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
14:04		00 MI. 9999 FT	CLEAR	ONE CAR/LEAVE DRIVEWAY ACC			
		TRUMBULL AVE SW					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 04/14/66					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FAILED TO YEILD ROW		
	NAME NOT AVAILABLE	DOB: 02/22/84			DRIVER INATTENTION		

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

CONTRIBUTING FACTORS
INJ FATAL

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING FACTORS	INJ FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
	MILEPNT		ALCOHOL			

781869	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED		
07/08/04		2ND ST SW	DARK (NOT LIGHTED)	FIXED OBJECTS		
02:52		00 MI. 9999 FT	CLEAR	FENCE BARBED WIRE		
		UK				

VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD
NAME NOT AVAILABLE DOB: //

152356	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
05/05/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE		
10:19		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH TURN LEFT		
		UNKNOWN - NOT GIVEN				

VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD
NAME NOT AVAILABLE DOB: 06/20/52

VEHICLE: 02 TRAVELING WEST ON DRY ROAD
NAME NOT AVAILABLE DOB: 06/09/75

162259	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
01/26/04		2ND ST SW	DUSK	OTHER VEHICLE HWY ELEM		
17:30		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL		
		UNKNOWN - NOT GIVEN				

VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD
NAME NOT AVAILABLE DOB: 10/25/60

VEHICLE: 02 TRAVELLING SOUTH ON DRY ROAD
NAME NOT AVAILABLE DOB: 05/10/71

162504	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED		
03/11/04		2ND ST SW	DARK (NOT LIGHTED)	PEDESTRIAN		
19:49		00 MI. 9999 FT	CLEAR	VEHICLE GOING STRAIGHT		
		UNKNOWN - NOT GIVEN	ALCOHOL INVOLVED			

VEHICLE: 01 TRAVELING NORTH ON DRY ROAD
NAME NOT AVAILABLE DOB: 09/26/59

VEHICLE: 02 TRAVELING NORTH ON DRY ROAD
NAME NOT AVAILABLE DOB: 02/28/78

				HAD NOT BEEN DRINKING	NONE	
				OBVIOUSLY DRUNK	UNDER INFLUENCE ALCOHOL	1
					PEDESTRIAN ERROR	

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
MILEPNT			ALCOHOL				
200127	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
07/15/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
15:48		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 08/31/84					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		
292554	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/29/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
12:00		00 MI. 9999 FT	CLEAR	SAME DIR/SIDESWIPE COLL			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 06/14/77					
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW		
	NAME NOT AVAILABLE	DOB: 09/21/85			DRIVER INATTENTION		
293820	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
06/13/04		2ND ST SW	DARK (NOT LIGHTED)	OVERTURN			
01:03		00 MI. 9999 FT	CLEAR	RIGHT SIDE ROAD			
		UNKNOWN - NOT GIVEN	ALCOHOL INVOLVED				
VEHICLE: 01	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	OBVIOUSLY DRUNK	EXCESS SPEED		
	NAME NOT AVAILABLE	DOB: 05/26/84			TOO FAST FOR COND		
					MADE IMPROPER TURN		
					DRIVER INATTENTION		
					UNDER INFLUENCE ALCOHOL		
309152	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
12/20/04		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
15:40		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	SOBRIETY UNKNOWN	NONE		1
	NAME NOT AVAILABLE	DOB: 10/22/56					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	SOBRIETY UNKNOWN	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: //			OTHER IMPROPER DRIVING		

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

A0PR9991

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
408195	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
11/29/04	2ND ST SW		DAY LIGHT	FIXED OBJECTS			
10:41	00 MI. 9999 FT		SNOWING	LIGHT POLE			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01 TRAVELING SOUTH ON SNOWY ROAD							
	NAME NOT AVAILABLE	DOB: 05/26/68	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
027824	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
12/25/04	2ND ST SW		DAY LIGHT	OVERTURN			
12:20	00 MI. 9999 FT		CLEAR	NOT STATED			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01 TRAVELING SOUTH							
	NAME NOT AVAILABLE	DOB: //	TRUCK/RV	SOBRIETY UNKNOWN	EXCESS SPEED		
					DRIVE LEFT OF CENTER		
					DRIVER INATTENTION		
406053	P	ALBUQUERQUE	NON-FATAL	1 VEHICLE INVOLVED			
04/16/04	2ND ST SW		DARK (NOT LIGHTED)	OTHER NON-COLLISION			
00:47	00 MI. 9999 FT		CLEAR	VEH RAN ACROSS OPEN AREA			
	VALLEY HIGH AVE SW		ALCOHOL INVOLVED				
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: 03/11/67	PASSENGER VEHICLE	OBVIOUSLY DRUNK	EXCESS SPEED		1
					PASSED STOP SIGN		
					DRIVER INATTENTION		
					UNDER INFLUENCE ALCOHOL		
090604	FL4035	P	ALBUQUERQUE	PROPERTY DAMAGE			
10/02/04	0.687	2ND ST SW	DARK (NOT LIGHTED)	OTHER OBJECTS			
02:00	00 MI. 0300 FT	NORTH OF	CLEAR	NOT STATED			
	0.687	WOODWARD RD SW					
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
	NAME NOT AVAILABLE	DOB: 03/28/67	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	ROAD DEFECT		
					OTHER NOT DRIVER ERR		

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
203073	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
10/30/04	0.687	2ND ST SW	DAWN	FIXED OBJECTS			
07:46		00 MI. 9999 RT	CLEAR	TREE			
	0.687	WOODWARD RD SW					
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
NAME NOT AVAILABLE			PASSENGER VEHICLE	SOBRIETY UNKNOWN	EXCESS SPEED		
DOB: //					TOO FAST FOR COND		
					DRIVE LEFT OF CENTER		
					DRIVER INATTENTION		

----- ACCIDENT SUMMARY TOTALS -----			
TOTAL ACCIDENTS :	48		
FATAL ACCIDENTS :	1	TOTAL FATALITIES:	1
INJURY ACCIDENTS :	14	TOTAL INJURIES :	22
PROPERTY DAMAGE :	33		
=====			
JOB REQUESTED BY : LINDA MONTOYA			
DATE OF REPORT : 12/22/06			
=====			

NEW MEXICO DEPARTMENT OF TRANSPORTATION
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FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
377195	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
02/12/05	2ND ST SW		DAY LIGHT	FIXED OBJECTS			
23:21	00 MI. 9999 FT		CLEAR	FENCE (WOOD BRICK STONE)			
	ATLANTIC AVE SW						
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
			DOB: 01/15/81		OTHER IMPROPER DRIVING		
395945	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/13/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE			
12:00	00 MI. 9999 FT		CLEAR	FROM SAME DIR/ONE STOPPED			
	ATLANTIC AVE SW						
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
			DOB: 01/25/65				
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
			DOB: 09/23/86		DRIVER INATTENTION		
050776	P ALBUQUERQUE		NON-FATAL	2 VEHICLES INVOLVED			
12/13/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE			
17:02	00 MI. 0000 FT		CLEAR	FRM OPP DIR/ONE LEFT TURN			
	CAMINO UNO SW						
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
			DOB: 11/06/85				
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
			DOB: 08/22/79		OTHER IMPROPER DRIVING		
026102	FL4033	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/09/05	0.727	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
17:42	0.727	00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
		COAL AVE SW					
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
			DOB: 02/08/84				
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DISREGARD TRAFFIC SIGNAL		
			DOB: 11/19/85		DRIVER INATTENTION		

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORTPAGE: 2
DATE: 12/22/06

FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
087084	FL4033	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/17/05	0.727	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
15:10		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
	0.727	COAL AVE SW					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 05/01/52					
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE		SOBRIETY UNKNOWN	DISREGARD TRAFFIC SIGNAL		
		DOB: //			DRIVER INATTENTION		
096626	FL4033	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/19/05	0.727	2ND ST SW	DARK (LIGHTED)	OTHER VEHICLE			
22:05		00 MI. 0015 FT SOUTH OF	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
	0.727	COAL AVE SW					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE		
		DOB: 03/25/86					
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE		SOBRIETY UNKNOWN	DRIVER INATTENTION		
		DOB: //			OTHER IMPROPER DRIVING		
554793	FL4033	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/09/05	0.727	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
09:58		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
	0.727	COAL AVE SW					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE		
		DOB: //					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION		
		DOB: //			OTHER IMPROPER DRIVING		
601138	FL4033	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/20/05	0.727	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
13:00		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
	0.727	COAL AVE SW					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
		DOB: 02/24/51					
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
		DOB: //					

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
192600	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/05/05	3.073	2ND ST SW	DARK (LIGHTED)	OTHER VEHICLE HWY ELEM			
01:57		00 MI. 9999 FT	CLEAR	ONE CAR/BACKING FRM PARKED POS			
	3.073	GOLD AVE SW					
VEHICLE: 01 ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
		DOB: 01/31/86			NONE		
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 11/15/63					
309173	FL4035	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
03/21/05	3.073	2ND ST SW	DAY LIGHT	PEDESTRIAN			
07:40		00 MI. 9999 FT	CLEAR	VEHICLE TURNING LEFT			
	3.073	GOLD AVE SW					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	COMMERCIAL BUS	HAD NOT BEEN DRINKING	MADE IMPROPER TURN		
		DOB: 09/07/61			DRIVER INATTENTION		
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
		DOB: 02/12/48					
540450	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/18/05	3.073	2ND ST SW	DARK (NOT LIGHTED)	OTHER VEHICLE HWY ELEM			
19:41		00 MI. 0050 FT SOUTH OF	CLEAR	ONE CAR/BACKING FRM PARKED POS			
	3.073	GOLD AVE SW					
VEHICLE: 01 ON DRY ROAD							
		NAME NOT AVAILABLE	PUBLIC OWNED	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 12/01/78					
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
		DOB: //			DRIVER INATTENTION		
605775	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
09/04/05	3.073	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
11:30		00 MI. 0050 FT SOUTH OF	CLEAR	FROM SAME DIR/VEH BACKING			
	3.073	GOLD AVE SW					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 01/16/84					
VEHICLE: 02 ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
		DOB: 06/26/70			NONE		

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
	MILEPNT		ALCOHOL			
395927	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED		
02/18/05		2ND ST SW	DAY LIGHT	FIXED OBJECTS		
08:03		00 MI. 0035 FT NORTH OF	RAINING	LIGHT POLE		
		HAZELDINE AVE SW				
VEHICLE: 01	TRAVELING NORTH ON WET ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	EXCESS SPEED	
	NAME NOT AVAILABLE	DOB: 07/02/85			TOO FAST FOR COND	
					DRIVER INATTENTION	
					OTHER IMPROPER DRIVING	
010039	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED		
09/25/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE		
10:53	00 MI. 0000 FT		CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT		
	LEAD AVE SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD		TRUCK/RV	SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 10/19/48				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	SOBRIETY UNKNOWN	FAILED TO YIELD ROW	
	NAME NOT AVAILABLE	DOB: 07/26/68			DISREGARD TRAFFIC SIGNAL	
					DRIVER INATTENTION	
174862	NM0047	P ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED		
03/09/05	54.478	2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM		
17:38		00 MI. 1300 FT NORTH OF	CLEAR	ONE CAR/STOPPED IN TRAFFIC		
	54.478	MONTANO RD NW				
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1
	NAME NOT AVAILABLE	DOB: 06/16/59				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 06/20/67				
VEHICLE: 03	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: 09/19/68			DRIVER INATTENTION	
606182	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED		
10/17/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM		
14:00	00 MI. 0000 FT SOUTH OF		CLEAR	ONE CAR/STOPPED IN TRAFFIC		
	OSUNA RD NE					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 08/26/67				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: 04/27/64			DRIVER INATTENTION	

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
293833	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
03/18/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
12:00		00 MI. 9999 FT	CLEAR	FRM OPP DIR/SIDESWIPE COLL			
		PROSPERITY AVE SW					
VEHICLE: 01	TRAVELING NORTH ON WET ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE		DOB: 02/06/81				
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YEILD ROW		
	NAME NOT AVAILABLE		DOB: 03/25/46		MADE IMPROPER TURN		
					DRIVER INATTENTION		
002678	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
11/18/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
12:01		00 MI. 9999 FT	CLEAR	ONE CAR/LEAVE DRIVEWAY ACC			
		RIO BRAVO BLVD SW NM 500					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YEILD ROW		
	NAME NOT AVAILABLE		DOB: 04/03/89		DRIVER INATTENTION		
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	OTHER IMPROPER DRIVING	1	
	NAME NOT AVAILABLE		DOB: 08/20/48				
061571	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/19/05		2ND ST SW	DARK (NOT LIGHTED)	OTHER VEHICLE HWY ELEM			
18:27		00 MI. 9999 FT	CLEAR	ONE CAR/LEAVE DRIVEWAY ACC			
		RIO BRAVO BLVD SW NM 500					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE		DOB: 07/06/67				
VEHICLE: 02	TRAVELING EAST ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	FAILED TO YEILD ROW		
	NAME NOT AVAILABLE		DOB: 11/24/53		DRIVER INATTENTION		
074506	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/05/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
12:12		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		RIO BRAVO BLVD SW NM 500					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE		DOB: 05/28/57				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE		DOB: 03/04/86		DRIVER INATTENTION		

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FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MTLEPNT		ALCOHOL				
292334	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
06/10/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE_HWY ELEM			
16:25	00 MI. 1000 FT SOUTH OF		CLEAR	FRM OPP DIR/SIDESWIPE COLL			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD	NAME NOT AVAILABLE	DOB: 02/11/88	SOBRIETY UNKNOWN	DRIVE LEFT OF CENTER		
	NAME NOT AVAILABLE	DOB: //			MADE IMPROPER TURN		
					DRIVER INATTENTION		
292841	P	ALBUQUERQUE	PROPERTY DAMAGE	3 VEHICLES INVOLVED			
02/28/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE			
16:03	00 MI. 0000 FT		CLEAR	FROM SAME DIR/ONE STOPPED			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	TRAFF CNTRL NOT FUNCTIONI		
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	NAME NOT AVAILABLE	DOB: 05/05/69	HAD NOT BEEN DRINKING	TRAFF CNTRL NOT FUNCTIONI		
VEHICLE: 03	TRAVELING SOUTH ON DRY ROAD	NAME NOT AVAILABLE	DOB: 10/02/39	SOBRIETY UNKNOWN	TOO FAST FOR COND		
	NAME NOT AVAILABLE	DOB: //			DISREGARD TRAFFIC SIGNAL		
					FOLLOWING TOO CLOSE		
					OTHER IMPROPER DRIVING		
292843	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
03/12/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE			
15:30	00 MI. 9999 FT		CLEAR	FROM SAME DIR/ONE STOPPED			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD	NAME NOT AVAILABLE	DOB: 08/03/42	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 04/28/38	PASSENGER VEHICLE		VEH SKIDDED BEFORE BRAKE		

INTERSECTION REPORT

FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
325113	FL4035	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
03/30/05	2ND ST SW		DARK (LIGHTED)	OTHER VEHICLE			
19:30	00 MI. 0000 FT		CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DISREGARD TRAFFIC SIGNAL		
	NAME NOT AVAILABLE	DOB: 07/29/76			DRIVER INATTENTION		
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
	NAME NOT AVAILABLE	DOB: 05/02/72					
325179	P ALBUQUERQUE	PROPERTY DAMAGE		2 VEHICLES INVOLVED			
05/26/05	2ND ST SW	DAY LIGHT		OTHER VEHICLE HWY ELEM			
03:06	00 MI. 9999 FT	CLEAR		SAME DIR/SIDESWIPE COLL			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 11/28/48					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD			SOBRIETY UNKNOWN	IMPROPER OVERTAKING		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
325379	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
01/23/05	2ND ST SW	DARK (LIGHTED)		OTHER VEHICLE			
18:28	00 MI. 0000 FT	CLEAR		ENTER ANGLE/ONE LEFT TURN			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 08/15/68					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	MADE IMPROPER TURN		
	NAME NOT AVAILABLE	DOB: 10/23/87			DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
383118	P ALBUQUERQUE	PROPERTY DAMAGE		2 VEHICLES INVOLVED			
02/21/05	2ND ST SW	DAY LIGHT		OTHER VEHICLE			
09:00	00 MI. 0000 FT	CLEAR		ENTER ANGLE/BOTH GOING STRAIGHT			
	RIO BRAVO BLVD SW	NM 500					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 02/07/45					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	EXCESS SPEED		
	NAME NOT AVAILABLE	DOB: //			TOO FAST FOR COND		
					MADE IMPROPER TURN		
					DRIVER INATTENTION		

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
401553	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/27/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE			
12:14	00 MI. 0050 FT NORTH OF		CLEAR	FROM SAME DIR/BOTH TURN RIGHT			
	RIO BRAVO BLVD SW NM 500						
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 09/11/65					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 04/29/82			MADE IMPROPER TURN		
					DRIVER INATTENTION		
592651	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/28/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
07:10	00 MI. 0100 FT NORTH OF		CLEAR	ONE CAR/LEAVE DRIVEWAY ACC			
	RIO BRAVO BLVD SW NM 500						
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 07/04/76					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	FAILED TO YEILD ROW		
	NAME NOT AVAILABLE	DOB: 02/23/73			DRIVER INATTENTION		
402744	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED			
03/14/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE			
16:00	00 MI. 0000 FT		SNOWING	ENTER ANGLE/ONE RIGHT TURN			
	ROCK POINT PL NE						
VEHICLE: 01	TRAVELING NORTH ON SNOWY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 03/26/39					
VEHICLE: 02	TRAVELING WEST ON SNOWY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	TOO FAST FOR COND		
	NAME NOT AVAILABLE	DOB: //			PASSED STOP SIGN		
					DRIVER INATTENTION		
010391	P ALBUQUERQUE		PROPERTY DAMAGE	1 VEHICLE INVOLVED			
12/17/05	2ND ST SW		DARK (NOT LIGHTED)	FIXED OBJECTS			
17:44	00 MI. 9999 FT		CLEAR	MEDIAN RAISED OR CURB			
	SANTA FE AVE SW						
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	EXCESS SPEED		
	NAME NOT AVAILABLE	DOB: 01/03/78			DRIVER INATTENTION		

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
339668	FL4035	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/18/05	2ND ST SW		DARK (NOT LIGHTED)	OTHER VEHICLE			
19:33	00 MI. 0000 FT		CLEAR	ENTER ANGLE/ONE LEFT TURN			
	SANTA FE AVE SW						
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE		DOB: 06/20/85				
VEHICLE: 02	TRAVELING EAST ON DRY ROAD			SOBRIETY UNKNOWN	FAILED TO YIELD ROW		
	NAME NOT AVAILABLE		DOB: //		PASSED STOP SIGN		
					MADE IMPROPER TURN		
					DRIVER INATTENTION		
396409	P ALBUQUERQUE		NON-FATAL	2 VEHICLES INVOLVED			
03/30/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
08:10	00 MI. 9999 FT		CLEAR	SAME DIR/REAR END COLL			
	SOUTHERN AVE SW						
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE		DOB: 12/17/80				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION	2	
	NAME NOT AVAILABLE		DOB: 04/24/62		OTHER IMPROPER DRIVING		
101089	FL4035	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
03/09/05	2ND ST SW		DAY LIGHT	PARKED VEHICLE			
16:59	00 MI. 9999 FT		CLEAR	VEH BACKING INTO PARKED VEH			
	STOVER AVE SW						
VEHICLE: 01	ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE		DOB: 04/29/85		NONE		
VEHICLE: 02	ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY NOT STATED	VEH SKIDDED BEFORE BRAKE	1	
	NAME NOT AVAILABLE		DOB: 06/20/69				
023834	P ALBUQUERQUE		PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/02/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
18:12	00 MI. 9999 FT		CLEAR	ONE CAR/STOPPED IN TRAFFIC			
	TRUMBULL AVE SW						
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE		DOB: 02/05/60				
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE		DOB: 11/22/64		OTHER IMPROPER DRIVING		

FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
	MILEPNT		ALCOHOL			
025378	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
07/28/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM		
15:54		00 MI. 0300 FT SOUTH OF	CLEAR	SAME DIR/SIDESWIPE COLL		
		TRUMBULL AVE SW				
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 12/20/59				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		TRUCK/RV	SOBRIETY UNKNOWN	DRIVE LEFT OF CENTER	
	NAME NOT AVAILABLE	DOB: 09/08/84			DRIVER INATTENTION	
377976	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
02/13/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM		
15:44		00 MI. 9999 FT	CLEAR	ONE CAR/OTHER UTURN ON RD, HWY, ST		
		TRUMBULL AVE SW				
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 01/27/63				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW	
	NAME NOT AVAILABLE	DOB: 12/16/83			MADE IMPROPER TURN	
					DRIVER INATTENTION	
439507	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
02/25/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM		
14:01		00 MI. 0050 FT SOUTH OF	CLEAR	ONE CAR/STOPPED IN TRAFFIC		
		TRUMBULL AVE SW				
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	NONE	
	NAME NOT AVAILABLE	DOB: 06/19/55				
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: 02/08/75			OTHER IMPROPER DRIVING	
382983	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
06/08/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM		
14:08		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL		
		UK				
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 10/03/71				
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: 01/26/86			DRIVER INATTENTION	

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPOST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
MILEPNT			ALCOHOL				
026176	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
07/10/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
19:10	00 MI. 9999 FT		CLEAR	ONE CAR/LEAVE DRIVEWAY ACC			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
	NAME NOT AVAILABLE	DOB: 04/12/62					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FAILED TO YEILD ROW	1	
	NAME NOT AVAILABLE	DOB: 09/28/77			DRIVER INATTENTION		
051133	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
10/21/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM			
17:40	00 MI. 9999 FT		CLEAR	SAME DIR/SIDESWIPE COLL			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FAILED TO YEILD ROW	1	
	NAME NOT AVAILABLE	DOB: 10/06/86			DRIVER INATTENTION		
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 02/21/54					
079904	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
11/09/05	2ND ST SW		DAY LIGHT	FIXED OBJECTS			
07:00	00 MI. 9999 FT		CLEAR	MEDIAN RAISED OR CURB			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	AVOID NO CONTACT VEH		
	NAME NOT AVAILABLE	DOB: 11/12/82			TRAFF CNTRL NOT FUNCTIONI		
176029	FL4035	P	NON-FATAL	1 VEHICLE INVOLVED			
01/13/05	2ND ST SW		DARK (NOT LIGHTED)	FIXED OBJECTS			
01:21	00 MI. 9999 FT		CLEAR	FENCE (WOOD BRICK STONE)			
	UNKNOWN - NOT GIVEN						
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	EXCESS SPEED	1	
	NAME NOT AVAILABLE	DOB: 11/20/67			DRIVE LEFT OF CENTER		
					DRIVER INATTENTION		

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF 2ND ST SW AND

A0PR9991

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
MILEPNT			ALCOHOL			
203401	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
01/14/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM		
13:50	00 MI. 9999 FT		CLEAR	ONE CAR/STOPPED IN TRAFFIC		
	UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 08/08/80	TRUCK/RV			
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD			HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: 04/23/65			DRIVER INATTENTION	
372571	P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED		
01/06/05	2ND ST SW		DARK (LIGHTED)	FIXED OBJECTS		
22:27	00 MI. 9999 FT		CLEAR	UTILITY OR TELEPHONE POST		
	UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING NORTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	EXCESS SPEED	
	NAME NOT AVAILABLE	DOB: //			DRIVE LEFT OF CENTER	
					DRIVER INATTENTION	
					OTHER IMPROPER DRIVING	
383039	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
06/21/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE HWY ELEM		
17:10	00 MI. 9999 FT		CLEAR	SAME DIR/REAR END COLL		
	UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 09/25/67				
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: 06/04/76			DRIVER INATTENTION	
383219	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
12/03/05	2ND ST SW		DAY LIGHT	OTHER VEHICLE		
09:10	00 MI. 9999 FT		CLEAR	FROM SAME DIR/ONE LEFT TURN		
	UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 05/16/88				
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: //			OTHER IMPROPER DRIVING	

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
401951	P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/27/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
16:45		00 MI. 9999 FT	CLEAR	FRM OPP DIR/SIDESWIPE COLL			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELLING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	DRIVE LEFT OF CENTER		
	NAME NOT AVAILABLE		DOB: 03/06/29		DRIVER INATTENTION		
VEHICLE: 02	TRAVELLING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE		DOB: 05/15/69				
490510	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
05/27/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
13:16		00 MI. 9999 FT	CLEAR	ONE CAR/ENTER DRIVEWAY ACC			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELLING NORTH ON DRY ROAD		TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE		DOB: 07/15/51				
VEHICLE: 02	TRAVELLING SOUTH ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION	1	
	NAME NOT AVAILABLE		DOB: 12/06/76		OTHER IMPROPER DRIVING		
074449	P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
10/29/05		2ND ST SW	DAY LIGHT	OTHER VEHICLE HWY ELEM			
11:00		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
		VALLEY HIGH AVE SW					
VEHICLE: 01	TRAVELLING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
	NAME NOT AVAILABLE		DOB: 01/22/77				
VEHICLE: 02	TRAVELLING NORTH ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE		DOB: 09/15/10		DRIVER INATTENTION		
010683	FL4035	P	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/27/05	0.687	2ND ST SW	DAY LIGHT	OTHER VEHICLE			
14:27	0.687	00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		WOODWARD RD SW					
VEHICLE: 01	TRAVELLING SOUTH ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE		DOB: 05/24/81				
VEHICLE: 02	TRAVELLING WEST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	FAILED TO YIELD ROW		
	NAME NOT AVAILABLE		DOB: 02/09/75		DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		

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----- ACCIDENT SUMMARY TOTALS -----
TOTAL ACCIDENTS : 51

FATAL ACCIDENTS : 0 TOTAL FATALITIES: 0
INJURY ACCIDENTS : 12 TOTAL INJURIES : 14
PROPERTY DAMAGE : 39

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| JOB REQUESTED BY : LINDA MONTOVA |
| DATE OF REPORT : 12/22/06 |
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NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORTPAGE: 1
DATE: 12/22/06

FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
MILEPNT			ALCOHOL				
073438	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
01/02/03	3.842	RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE			
08:30		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE			
	NAME NOT AVAILABLE	DOB: 03/02/46					
VEHICLE: 02	TRAVELLING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION			
	NAME NOT AVAILABLE	DOB: 04/06/39		OTHER IMPROPER DRIVING			
086211	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
03/28/03	3.842	RIO BRAVO BLVD SE	NM 500 DAY LIGHT	PARKED VEHICLE			
08:00		00 MI. 9999 FT	CLEAR	VEH PARKED IN PROPER LOC			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELLING EAST ON DRY ROAD	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION			
	NAME NOT AVAILABLE	DOB: //		IMPROPER BACKING			
VEHICLE: 02	ON DRY ROAD		HAD NOT BEEN DRINKING	NONE			
	NAME NOT AVAILABLE	DOB: 03/01/76					
093493	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
07/20/03	3.842	RIO BRAVO BLVD SE	NM 500 DARK (LIGHTED)	OTHER VEHICLE			
20:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELLING NORTH ON DRY ROAD	PASSENGER VEHICLE	SOBRIETY UNKNOWN	NONE			
	NAME NOT AVAILABLE	DOB: 04/27/25					
VEHICLE: 02	TRAVELLING NORTH ON DRY ROAD		SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE			
	NAME NOT AVAILABLE	DOB: //		DRIVER INATTENTION			
161152	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/07/03	3.842	RIO BRAVO BLVD SE	NM 500 DAWN	OTHER VEHICLE			
06:29		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELLING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE			
	NAME NOT AVAILABLE	DOB: 12/03/69					
VEHICLE: 02	TRAVELLING WEST ON DRY ROAD	TRUCK/RV	HAD NOT BEEN DRINKING	TOO FAST FOR COND			
	NAME NOT AVAILABLE	DOB: 09/14/53		DISREGARD TRAFFIC SIGNAL			
				DRIVER INATTENTION			

INTERSECTION REPORT

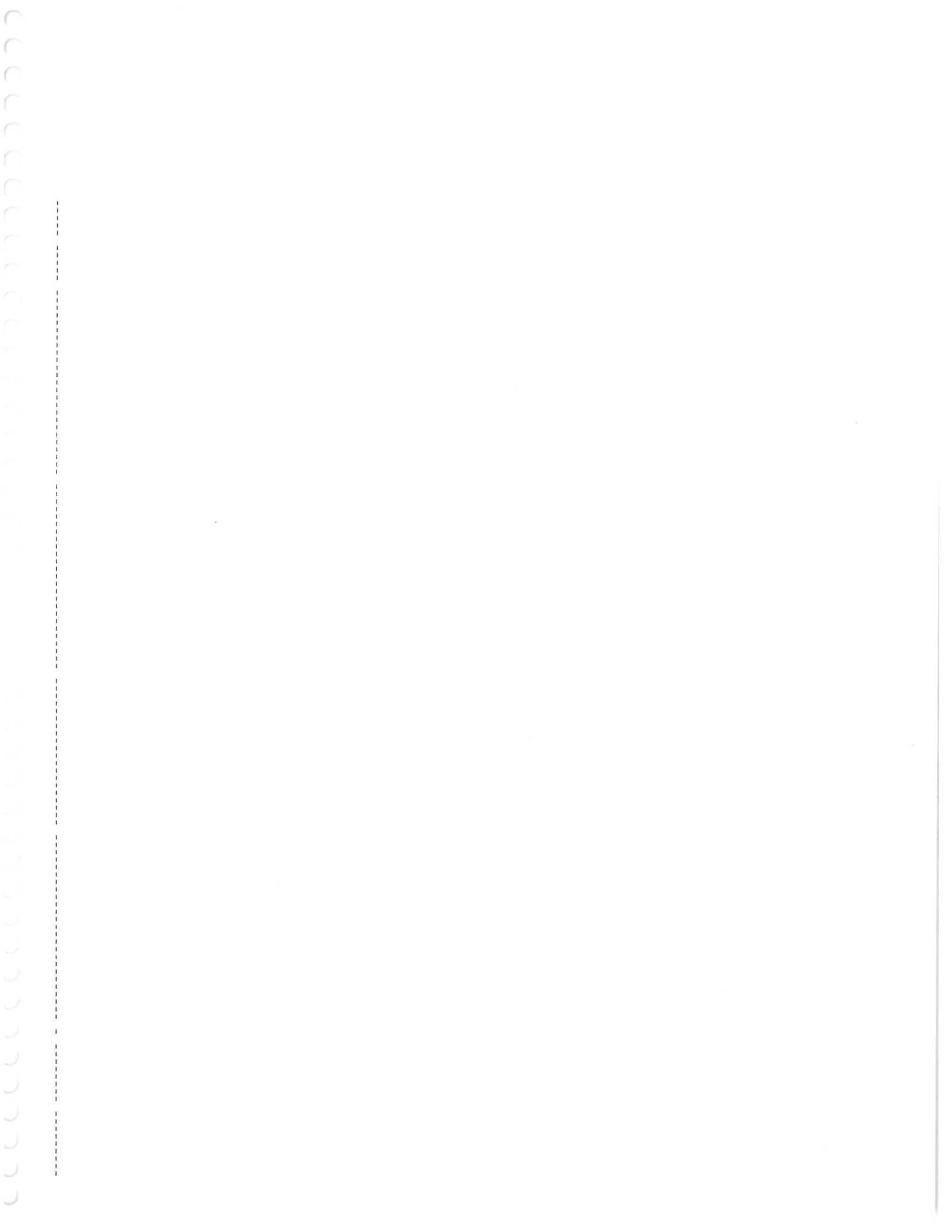
FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
161333	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/18/03	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE HWY ELEM			
08:06		00 MI. 0000 FT EAST OF	CLEAR	SAME DIR/REAR END COLL			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
		DOB: 10/14/71					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	TOO FAST FOR COND		
		DOB: 10/21/55			FOLLOWING TOO CLOSE		
					DRIVER INATTENTION		

161908	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/04/03	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE			
10:25		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
		DOB: 09/21/72					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	SOBRIETY UNKNOWN	DISREGARD TRAFFIC SIGNAL		
		DOB: //			FOLLOWING TOO CLOSE		
					DRIVER INATTENTION		

162547	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/15/03	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE HWY ELEM			
07:00		00 MI. 0050 FT WEST OF	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
		DOB: 08/14/64					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	SOBRIETY UNKNOWN	EXCESS SPEED		
		DOB: //			TOO FAST FOR COND		
					FOLLOWING TOO CLOSE		
					DRIVER INATTENTION		

162924	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/19/03	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE			
15:06		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
		DOB: 10/11/39					
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
		DOB: 07/23/30			OTHER MECH DEFECT		



INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
199976	NM0500	P ALBUQUERQUE	NON-FATAL	1 VEHICLE INVOLVED			
02/19/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OVERTURN			
13:49		00 MI. 9999 FT	CLEAR	RIGHT SIDE ROAD			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	TRAILER/FREIGHT T		HAD NOT BEEN DRINKING	EXCESS SPEED	1	
	NAME NOT AVAILABLE	DOB: 09/21/66			DRIVER INATTENTION		
258202	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
07/13/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
06:45		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE	ALCOHOL INVOLVED				
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	TRUCK/RV		OBVIOUSLY DRUNK	DRIVER INATTENTION	1	
	NAME NOT AVAILABLE	DOB: 04/23/67			UNDER INFLUENCE ALCOHOL		
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	NONE	1	
	NAME NOT AVAILABLE	DOB: 04/19/86					
258627	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
06/06/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
10:55		00 MI. 9999 FT	CLEAR	TIRE			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	TRAILER/FREIGHT T		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 04/27/65					
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	OTHER MECH DEFECT		
	NAME NOT AVAILABLE	DOB: 01/02/62			OTHER NOT DRIVER ERR		
381112	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
09/04/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
14:33		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 04/04/59			DRIVER INATTENTION		
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 10/19/56					

FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
	MILEPNT		ALCOHOL			
381177	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
10/01/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
07:45		00 MI. 0000 FT WEST OF	CLEAR	FROM SAME DIR/ONE STOPPED		
	3.842	BROADWAY BLVD SE				
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: 09/08/65				
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 07/09/75				
381195	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
10/06/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
17:05		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT		
	3.842	BROADWAY BLVD SE				
VEHICLE: 01	TRAVELLING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: 07/05/72			OTHER IMPROPER DRIVING	
VEHICLE: 02	TRAVELLING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: 12/08/76			DRIVER INATTENTION	
381259	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
10/27/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
15:41		00 MI. 9999 FT	CLEAR	TRAILER VEH DISCONNECTED		
	3.842	BROADWAY BLVD SE				
VEHICLE: 01	TRAVELLING NORTH ON DRY ROAD	TRAILER/FREIGHT T		HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 12/11/67				
VEHICLE: 02	TRAVELLING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	OTHER MECH DEFECT	
	NAME NOT AVAILABLE	DOB: 10/25/76				
381264	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
10/29/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE_HWY ELEM		
06:44		00 MI. 0000 FT EAST OF	CLEAR	SAME DIR/REAR END COLL		
	3.842	BROADWAY BLVD SE				
VEHICLE: 01	TRAVELLING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE	
	NAME NOT AVAILABLE	DOB: 11/22/57				
VEHICLE: 02	TRAVELLING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: 07/03/73			DRIVER INATTENTION	

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
381383	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/20/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
15:25		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
	3.842	BROADWAY BLVD SE	ALCOHOL INVOLVED				
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
		DOB: 08/06/76					
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	OBVIOUSLY DRUNK	EXCESS SPEED		
		DOB: 08/09/51			DRIVER INATTENTION		
					UNDER INFLUENCE ALCOHOL		
402426	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
03/20/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
16:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
		DOB: 09/25/69					
VEHICLE: 02 TRAVELING WEST							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
		DOB: 01/17/76			DRIVER INATTENTION		
402515	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
05/15/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
17:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		1
		DOB: 11/25/49					
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
		DOB: 10/10/34			DRIVER INATTENTION		
402532	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/12/03	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
16:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
		DOB: 01/12/46					
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
		DOB: 02/24/55			DRIVER INATTENTION		

CONSOLIDATED HIGHWAY DATABASE

INTERSECTION REPORT

POB. ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
MILEPNT			ALCOHOL				
402825	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
06/10/03	3.842	RIO BRAVO BLVD SE	NM 500 DARK (LIGHTED)	OTHER VEHICLE			
21:19		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE			
	NAME NOT AVAILABLE	DOB: 10/11/75					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW		1	
	NAME NOT AVAILABLE	DOB: 07/17/35		DRIVER INATTENTION			
403237	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/11/03	3.842	RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE HWY ELEM			
14:50		00 MI. 9999 FT	CLEAR	SAME DIR/SIDESWIPE COLL			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE			
	NAME NOT AVAILABLE	DOB: 09/01/49					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION			
	NAME NOT AVAILABLE	DOB: //					
403239	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
07/08/03	3.842	RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE			
16:37		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE	SOBRIETY UNKNOWN	DISREGARD TRAFFIC SIGNAL		4	
	NAME NOT AVAILABLE	DOB: 08/06/39		DRIVER INATTENTION			
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE	SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE		1	
	NAME NOT AVAILABLE	DOB: //		NONE			
403961	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/26/03	3.842	RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE HWY ELEM			
08:00		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION			
	NAME NOT AVAILABLE	DOB: 07/12/74					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV	HAD NOT BEEN DRINKING	NONE			
	NAME NOT AVAILABLE	DOB: 02/22/78					

INTERSECTION REPORT

FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
	MILEPNT		ALCOHOL			
802888	NM0500	P ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED		
05/27/03	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE		
15:40		00 MI. 0200 FT EAST OF CLEAR		FROM SAME DIR/ONE STOPPED		
	3.842	BROADWAY BLVD SE				
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		1
	NAME NOT AVAILABLE DOB: 05/15/65					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE DOB: 10/08/60			DRIVER INATTENTION		
VEHICLE: 03	TRAVELING WEST ON DRY ROAD	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE DOB: 06/22/54			DRIVER INATTENTION		
000420	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
03/19/03	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE		
15:24		00 MI. 9999 FT RAINING		FROM SAME DIR/BOTH GOING STRAIGHT		
	3.842	BROADWAY BLVD SE				
VEHICLE: 01	TRAVELING EAST ON WET ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE DOB: 06/20/85					
VEHICLE: 02	TRAVELING EAST ON WET ROAD	TRUCK/RV	HAD NOT BEEN DRINKING	TOO FAST FOR COND		
	NAME NOT AVAILABLE DOB: 09/09/79			DRIVER INATTENTION		
402484	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
02/15/03		RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE		
13:19		00 MI. 0025 FT WEST OF CLEAR		FROM SAME DIR/ONE STOPPED		
		DEL RIO RD SW				
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE DOB: 07/08/51					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE DOB: 07/12/74					
402650	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED		
03/08/03		RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER OBJECTS		
07:55		00 MI. 0000 FT WEST OF CLEAR		ALL OTHER		
		I 25				
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE DOB: 02/02/77					

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
071356	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/09/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
07:55		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
		I 25 FRONTAGE RD					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 04/25/44					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 12/22/69					
319745	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
09/12/03		RIO BRAVO BLVD SE NM 500	DUSK	OTHER VEHICLE			
06:59		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
		I-25 NORTH-BD FW SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	NONE	1	
	NAME NOT AVAILABLE	DOB: 05/08/52					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	TRUCK/RV		SOBRIETY UNKNOWN	FAILED TO YEILD ROW		
	NAME NOT AVAILABLE	DOB: 03/23/49			DRIVER INATTENTION		
258617	NM0500	P ALBUQUERQUE	NON-FATAL	1 VEHICLE INVOLVED			
08/04/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER NON-COLLISION			
14:20		00 MI. 0100 FT WEST OF	CLEAR	PERSON FALLING FRM VEH			
		I-25 SOUTH-BD FW SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	MOTORCYCLE		HAD NOT BEEN DRINKING	TOO FAST FOR COND	1	
	NAME NOT AVAILABLE	DOB: 08/31/76			DRIVER INATTENTION		
381340	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
11/21/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
10:30		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		I-25 SOUTH-BD FW SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 12/09/59					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FAILED TO YEILD ROW	1	
	NAME NOT AVAILABLE	DOB: 04/04/24			DRIVER INATTENTION		

INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
402284	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
02/02/03		RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	FIXED OBJECTS			
03:30		00 MI. 9999 FT	CLEAR	CONSTRUCTION MATERIAL/EQUIP			
		ISLETA BLVD SW NM 314					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	OTHER NOT DRIVER ERR		
		DOB: 01/05/66					
036412	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/03/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
17:09		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		PRINCE ST NE					
VEHICLE: 01 TRAVELING NORTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DISREGARD TRAFFIC SIGNAL		
		DOB: 09/02/65			DRIVER INATTENTION		
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
		DOB: 07/05/41					
161381	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
12/11/03		RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	OTHER VEHICLE			
00:01		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		PRINCE ST SE	ALCOHOL INVOLVED				
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	NONE		1
		DOB: 11/27/57					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	OBVIOUSLY DRUNK	EXCESS SPEED		
		DOB: 10/22/72			DRIVER INATTENTION		
					UNDER INFLUENCE ALCOHOL		
177316	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/13/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE_HWY ELEM			
15:00		00 MI. 9999 FT	CLEAR	SAME DIR/SIDESWIPE COLL			
		R-125/RIO BRAVO BLVD-BN					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
		DOB: 03/01/23					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
		DOB: //					

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
255796	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/27/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
13:10		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		R-125/RIO BRAVO BLVD-BN					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 10/15/41					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 07/03/69			DRIVER INATTENTION		
067182	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
04/01/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
08:01		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		R-125/RIO BRAVO BLVD-BS					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	NONE		3
	NAME NOT AVAILABLE	DOB: 10/04/35					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 03/11/80					
785721	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
01/15/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
13:20		00 MI. 0200 FT WEST OF	WIND	ONE CAR/STOPPED IN TRAFFIC			
		R-125/RIO BRAVO BLVD-BS					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 06/21/40					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 06/17/84			DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
086089	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/17/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
16:20		00 MI. 0000 FT	WIND	FROM SAME DIR/BOTH GOING STRAIGHT			
		R-125/RIO BRAVO BLVD-SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD			HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: //					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD			HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: //					

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
186617	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/13/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
14:00		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE RIGHT TURN			
		R-125/RIO BRAVO BLVD-SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	NONE		
	NAME NOT AVAILABLE	DOB: 03/21/73					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	FAILED TO YEILD ROW		
	NAME NOT AVAILABLE	DOB: //			DISREGARD TRAFFIC SIGNAL		
					IMPROPER OVERTAKING		
					MADE IMPROPER TURN		
					DRIVER INATTENTION		
381074	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/21/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
16:41		00 MI. 0000 FT	RAINING	FRM OPP DIR/ONE LEFT TURN			
		R-125/RIO BRAVO BLVD-SE					
VEHICLE: 01	TRAVELING EAST ON WET ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 03/04/68					
VEHICLE: 02	TRAVELING WEST ON WET ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FAILED TO YEILD ROW		
	NAME NOT AVAILABLE	DOB: 05/24/49			MADE IMPROPER TURN		
					DRIVER INATTENTION		
402784	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	3 VEHICLES INVOLVED			
05/07/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
17:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		R-125/RIO BRAVO BLVD-SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 01/12/55					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 04/29/79					
VEHICLE: 03	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 01/11/60					

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM DATE TIME	PSTD RTE D MILEPST I MILELOG R MILEPNT	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ FATAL
404003 12/29/03 23:18	NM0500 P	ALBUQUERQUE RIO BRAVO BLVD SE NM 500 00 MI. 0000 FT R-125/RIO BRAVO BLVD-SE	PROPERTY DAMAGE DARK (NOT LIGHTED) CLEAR ALCOHOL INVOLVED	2 VEHICLES INVOLVED OTHER VEHICLE ENTER ANGLE/BOTH GOING STRAIGHT		
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	NAME NOT AVAILABLE	DOB: 01/31/44	TRUCK/RV	HAD NOT BEEN DRINKING	NONE
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	NAME NOT AVAILABLE	DOB: 12/21/47	TRUCK/RV	OBVIOUSLY DRUNK	FAILED TO YIELD ROW DISREGARD TRAFFIC SIGNAL DRIVER INATTENTION UNDER INFLUENCE ALCOHOL OTHER IMPROPER DRIVING
162229 10/20/03 09:10	NM0500 P	ALBUQUERQUE RIO BRAVO BLVD SE NM 500 00 MI. 0000 FT R-125/RIO BRAVO BLVD-SW	PROPERTY DAMAGE DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE FRM OPP DIR/ONE LEFT TURN		
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	NAME NOT AVAILABLE	DOB: 08/01/38	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	NAME NOT AVAILABLE	DOB: 09/17/42	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW DRIVER INATTENTION
258629 06/10/03 08:40	NM0500 P	ALBUQUERQUE RIO BRAVO BLVD SE NM 500 00 MI. 0000 FT R-125/RIO BRAVO BLVD-SW	PROPERTY DAMAGE DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE FRM OPP DIR/ONE LEFT TURN		
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	NAME NOT AVAILABLE	DOB: 11/06/85	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	NAME NOT AVAILABLE	DOB: 03/29/53	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW DISREGARD TRAFFIC SIGNAL DRIVER INATTENTION
067191 07/09/03 13:36	NM0500 P	ALBUQUERQUE RIO BRAVO BLVD SE NM 500 00 MI. 9999 FT UK	PROPERTY DAMAGE DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE HWY ELEM ONE CAR/STOPPED IN TRAFFIC		
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	NAME NOT AVAILABLE	DOB: 08/12/40	TRUCK/RV	HAD NOT BEEN DRINKING	NONE
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	NAME NOT AVAILABLE	DOB: 05/29/83	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DISREGARD TRAFFIC SIGNAL DRIVER INATTENTION

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
225460	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
06/21/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
07:45		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 11/03/85			DRIVER INATTENTION		
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 12/20/74					
258762	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
06/26/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	FIXED OBJECTS			
15:20		00 MI. 9999 FT	CLEAR	LIGHT POLE			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 02/24/36					
381007	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/02/03		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
12:34		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH TURN RIGHT			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 12/30/58					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 07/06/81					
381203	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	4 VEHICLES INVOLVED			
10/08/03		RIO BRAVO BLVD SE NM 500	DAWN	OTHER VEHICLE HWY ELEM			
06:43		00 MI. 9999 FT	RAINING	SAME DIR/REAR END COLL			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING EAST ON WET ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 06/26/61					
VEHICLE: 02	TRAVELING EAST ON WET ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	TOO FAST FOR COND		
	NAME NOT AVAILABLE	DOB: //			FOLLOWING TOO CLOSE		
VEHICLE: 03	TRAVELING EAST ON WET ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 05/25/61			TOO FAST FOR COND		
VEHICLE: 04	TRAVELING EAST ON WET ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
					DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
					TOO FAST FOR COND		

FOLLOWING TOO CLOSE

NAME NOT AVAILABLE DOB: 07/16/57

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM DATE TIME	POSTD RTE D MILEPST I MILELOG R MILEPNT	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ FATAL
402968	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	3 VEHICLES INVOLVED	DRIVER INATTENTION	
05/27/03		RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE HWY ELEM		
15:53		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01 TRAVELING WEST ON DRY ROAD PASSENGER VEHICLE HAD NOT BEEN DRINKING NONE						
NAME NOT AVAILABLE DOB: 05/22/35						
VEHICLE: 02 TRAVELING WEST ON DRY ROAD PASSENGER VEHICLE HAD NOT BEEN DRINKING FOLLOWING TOO CLOSE						
NAME NOT AVAILABLE DOB: 12/16/82						
VEHICLE: 03 TRAVELING WEST ON DRY ROAD TRUCK/RV HAD NOT BEEN DRINKING DRIVER INATTENTION						
NAME NOT AVAILABLE DOB: 12/04/75						
402720 NM0500 P ALBUQUERQUE NON-FATAL						
05/23/03		RIO BRAVO BLVD SE NM 500 DAY LIGHT		3 VEHICLES INVOLVED		
17:41		00 MI. 9999 FT	CLEAR	OTHER VEHICLE HWY ELEM		
		2ND ST SW		ONE CAR/STOPPED IN TRAFFIC		
VEHICLE: 01 TRAVELING WEST ON DRY ROAD TRUCK/RV HAD NOT BEEN DRINKING NONE 1						
NAME NOT AVAILABLE DOB: 11/03/62						
VEHICLE: 02 TRAVELING WEST ON DRY ROAD PASSENGER VEHICLE HAD NOT BEEN DRINKING NONE 1						
NAME NOT AVAILABLE DOB: 11/01/40						
VEHICLE: 03 TRAVELING WEST ON DRY ROAD PASSENGER VEHICLE TOO FAST FOR COND						
NAME NOT AVAILABLE DOB: //						
DRIVER INATTENTION						

----- ACCIDENT SUMMARY TOTALS -----
TOTAL ACCIDENTS : 53FATAL ACCIDENTS : 0 TOTAL FATALITIES: 0
INJURY ACCIDENTS : 12 TOTAL INJURIES : 20
PROPERTY DAMAGE : 41

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| JOB REQUESTED BY : LINDA MONTOKA

| DATE OF REPORT : 12/22/06

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NEW MEXICO DEPARTMENT OF TRANSPORTATION
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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM DATE TIME	PSTD RTE D MILEPST I MILELOG R MILEPNT	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ FATAL
161499 04/15/04 16:58	NM0500 3.842 3.842	P ALBUQUERQUE RIO BRAVO BLVD SE 00 MI. 9999 FT BROADWAY BLVD SE	PROPERTY DAMAGE NM 500 DAY LIGHT CLEAR	3 VEHICLES INVOLVED OTHER VEHICLE HWY ELEM ONE CAR/STOPPED IN TRAFFIC		
VEHICLE: 01 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV DOB: 07/22/66	HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 06/27/31	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE DRIVER INATTENTION	
VEHICLE: 03 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 06/24/74	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE DRIVER INATTENTION	
161793 02/15/04 18:25	NM0500 3.842 3.842	P ALBUQUERQUE RIO BRAVO BLVD SE 00 MI. 9999 FT BROADWAY BLVD SE	NON-FATAL NM 500 DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE FROM SAME DIR/ONE STOPPED		
VEHICLE: 01 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV DOB: 05/15/48	HAD NOT BEEN DRINKING	NONE	1
VEHICLE: 02 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV DOB: 06/24/74	HAD NOT BEEN DRINKING	DRIVER INATTENTION OTHER IMPROPER DRIVING	
184427 06/14/04 11:55	NM0500 3.842 3.842	P ALBUQUERQUE RIO BRAVO BLVD SE 00 MI. 9999 FT BROADWAY BLVD SE	PROPERTY DAMAGE NM 500 DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE HWY ELEM SAME DIR/REAR END COLL		
VEHICLE: 01 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 07/03/77	HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 01/15/58	HAD NOT BEEN DRINKING	DRIVER INATTENTION FOLLOWING TOO CLOSE	
293831 09/14/04 16:42	NM0500 3.842 3.842	P ALBUQUERQUE RIO BRAVO BLVD SE 00 MI. 9999 FT BROADWAY BLVD SE	PROPERTY DAMAGE NM 500 DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE FROM SAME DIR/ONE STOPPED		
VEHICLE: 01 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 06/18/61	HAD NOT BEEN DRINKING	NONE	
VEHICLE: 02 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE DOB: 02/15/87	HAD NOT BEEN DRINKING	DRIVER INATTENTION INADEQUATE BRAKES OTHER MECH DEFECT	

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AOPR9991

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
298134	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/27/04	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE			
17:30		00 MI. 0102 FT EAST OF CLEAR		FROM SAME DIR/BOTH GOING STRAIGHT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD		TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 10/28/35					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	HAD NOT BEEN DRINKING	IMPROPER OVERTAKING		
	NAME NOT AVAILABLE	DOB: 02/26/83			DRIVER INATTENTION		
299024	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/13/04	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE HWY ELEM			
07:00		00 MI. 0700 FT EAST OF CLEAR		ONE CAR/STOPPED IN TRAFFIC			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 08/23/70					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD		TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 04/27/59			DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
299106	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
03/23/04	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE			
11:32		00 MI. 0150 FT WEST OF CLEAR		FROM SAME DIR/BOTH GOING STRAIGHT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD			HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: //					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD			HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: //					
299969	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	4 VEHICLES INVOLVED			
08/25/04	3.842	RIO BRAVO BLVD SE NM 500 DAWN		OTHER VEHICLE			
05:46		00 MI. 9999 FT CLEAR		FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	NONE		
	NAME NOT AVAILABLE	DOB: 01/26/81					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD			SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		
VEHICLE: 03	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 02/21/56			DRIVER INATTENTION		
VEHICLE: 04	TRAVELING EAST ON DRY ROAD		PASSENGER VEHICLE	SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		

NAME NOT AVAILABLE DOB: 12/11/79

DRIVER INATTENTION

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ACC NUM DATE TIME	PSTD RTE D MILEPST I MILELOG R MILEPNT	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ FATAL
382384 12/13/04 14:00	NM0500 3.842 3.842	P ALBUQUERQUE RIO BRAVO BLVD SE NM 500 DAY LIGHT 00 MI. 0100 FT EAST OF CLEAR BROADWAY BLVD SE	PROPERTY DAMAGE 09/05/46 PASSENGER VEHICLE PASSENGER VEHICLE DOB: //	2 VEHICLES INVOLVED OTHER VEHICLE HWY ELEM SAME DIR/REAR_END COLL	NONE FOLLOWING TOO CLOSE DRIVER INATTENTION OTHER IMPROPER DRIVING	
404877 04/13/04 08:00	NM0500 3.842 3.842	P ALBUQUERQUE RIO BRAVO BLVD SE NM 500 DAY LIGHT 00 MI. 9999 FT BROADWAY BLVD SE	PROPERTY DAMAGE 10/10/83 PASSENGER VEHICLE DOB: //	2 VEHICLES INVOLVED OTHER VEHICLE FROM SAME DIR/BOTH GOING STRAIGHT	NONE DRIVER INATTENTION	
406676 08/08/04 00:40	NM0500 3.842 3.842	P ALBUQUERQUE RIO BRAVO BLVD SE NM 500 DARK (LIGHTED) 00 MI. 9999 FT BROADWAY BLVD SE	PROPERTY DAMAGE 11/26/56 PASSENGER VEHICLE PASSENGER VEHICLE DOB: 10/11/77	4 VEHICLES INVOLVED OTHER VEHICLE FROM SAME DIR/ONE STOPPED	NONE FOLLOWING TOO CLOSE DRIVER INATTENTION	
407618 10/11/04 07:31	NM0500 3.842 3.842	P ALBUQUERQUE RIO BRAVO BLVD SE NM 500 DAY LIGHT 00 MI. 9999 FT BROADWAY BLVD SE	PROPERTY DAMAGE 08/25/84 PASSENGER VEHICLE DOB: 06/21/67	4 VEHICLES INVOLVED OTHER VEHICLE FROM SAME DIR/ONE STOPPED	NONE FOLLOWING TOO CLOSE DRIVER INATTENTION FOLLOWING TOO CLOSE DRIVER INATTENTION	

VEHICLE: 04 TRAVELING EAST ON WET ROAD

TRUCK/RV

SOBRIETY UNKNOWN

FOLLOWING TOO CLOSE

FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				

NAME NOT AVAILABLE DOB: //							

407621	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/10/04	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
10:45		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE RIGHT TURN			
	3.842	BROADWAY BLVD SE					

VEHICLE: 01 TRAVELING EAST ON DRY ROAD PASSENGER VEHICLE HAD NOT BEEN DRINKING NONE							
NAME NOT AVAILABLE DOB: 10/29/81							
VEHICLE: 02 TRAVELING EAST ON DRY ROAD PASSENGER VEHICLE FOLLOWING TOO CLOSE							
NAME NOT AVAILABLE DOB: //							
NAME NOT AVAILABLE DOB: //							

446389	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
07/24/04	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
11:45		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					

VEHICLE: 01 TRAVELING NORTH ON DRY ROAD PASSENGER VEHICLE HAD NOT BEEN DRINKING NONE 1							
NAME NOT AVAILABLE DOB: 03/11/54							
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD PASSENGER VEHICLE HAD NOT BEEN DRINKING DRIVER INATTENTION							
NAME NOT AVAILABLE DOB: //							
NAME NOT AVAILABLE DOB: //							

338602	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
10/25/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
12:51		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
		FRONTAGE RD S					

VEHICLE: 01 TRAVELING EAST ON DRY ROAD TRUCK/RV HAD NOT BEEN DRINKING NONE 2							
NAME NOT AVAILABLE DOB: 06/05/86							
VEHICLE: 02 TRAVELING WEST ON DRY ROAD TRUCK/RV FAILED TO YIELD ROW							
NAME NOT AVAILABLE DOB: 06/13/72							
NAME NOT AVAILABLE DOB: 06/13/72							

164064	NM0500	P ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED			
01/23/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE_HWY ELEM			
12:45		00 MI. 1300 FT WEST OF	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
		I 25					

VEHICLE: 01 TRAVELING EAST ON DRY ROAD PASSENGER VEHICLE HAD NOT BEEN DRINKING NONE							
NAME NOT AVAILABLE DOB: 02/04/81							
VEHICLE: 02 TRAVELING EAST ON DRY ROAD PASSENGER VEHICLE HAD NOT BEEN DRINKING NONE							
NAME NOT AVAILABLE DOB: 11/20/73							
VEHICLE: 03 TRAVELING EAST ON DRY ROAD PASSENGER VEHICLE HAD NOT BEEN DRINKING DRIVER INATTENTION 1							
NAME NOT AVAILABLE DOB: 11/20/73							
NAME NOT AVAILABLE DOB: 11/20/73							

NAME NOT AVAILABLE DOB: 01/14/81

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
162433	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
01/28/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
10:13		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
		I-25 NORTH-BD FW SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	TOO FAST FOR COND			
	NAME NOT AVAILABLE	DOB: 07/04/46		MADE IMPROPER TURN			
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION			1
	NAME NOT AVAILABLE	DOB: //		NONE			
298673	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
09/17/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
16:34		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		I-25 NORTH-BD FW SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE			
	NAME NOT AVAILABLE	DOB: 06/19/74					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW			
	NAME NOT AVAILABLE	DOB: 09/21/83		DRIVER INATTENTION			
007518	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
02/25/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
08:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
		I-25 SOUTH-BD FW SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE			
	NAME NOT AVAILABLE	DOB: 06/08/01					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	MADE IMPROPER TURN			
	NAME NOT AVAILABLE	DOB: 06/28/63		DRIVER INATTENTION			
200135	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
09/07/04		RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	FIXED OBJECTS			
21:58		00 MI. 9999 FT	CLEAR	MEDIAN RAISED OR CURB			
		PRINCE ST SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	EXCESS SPEED			
	NAME NOT AVAILABLE	DOB: //		DRIVER INATTENTION			
				OTHER IMPROPER DRIVING			

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
203068	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/21/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
13:00		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
		PRINCE ST SE					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD PASSENGER VEHICLE							
		NAME NOT AVAILABLE	DOB: 11/12/87	HAD NOT BEEN DRINKING	NONE		
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: //	SOBRIETY UNKNOWN	FAILED TO YIELD ROW		
					DISREGARD TRAFFIC SIGNAL		
					DRIVER INATTENTION		
292805	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
10/19/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
07:54		00 MI. 0200 FT EAST OF	CLEAR	SAME DIR/REAR END COLL			
		PRINCE ST SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD PASSENGER VEHICLE							
		NAME NOT AVAILABLE	DOB: 12/30/81	HAD NOT BEEN DRINKING	NONE		1
VEHICLE: 02 TRAVELING EAST ON DRY ROAD TRUCK/RV							
		NAME NOT AVAILABLE	DOB: 07/29/88	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
292830	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
11/03/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
06:45		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE STOPPED			
		PRINCE ST SE					
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD PASSENGER VEHICLE							
		NAME NOT AVAILABLE	DOB: 05/31/52	HAD NOT BEEN DRINKING	DRIVER INATTENTION		1
VEHICLE: 02 TRAVELING EAST ON DRY ROAD TRUCK/RV							
		NAME NOT AVAILABLE	DOB: //	SOBRIETY UNKNOWN	OTHER IMPROPER DRIVING		
					NONE		
292834	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/07/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
14:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		PRINCE ST SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD TRUCK/RV							
		NAME NOT AVAILABLE	DOB: 04/25/30	SOBRIETY UNKNOWN	NONE		
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 08/17/65	HAD NOT BEEN DRINKING	IMPROPER OVERTAKING		
					DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
293412	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/23/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
08:59		00 MI. 0050 FT WEST OF	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
		PRINCE ST SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 03/10/58					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 06/28/53			DRIVER INATTENTION		
293844	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
12/06/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
16:01		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		PRINCE ST SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 09/30/80					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 06/01/72			DRIVER INATTENTION		
298744	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/31/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
17:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		PRINCE ST SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 12/09/70					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 01/25/82			DRIVER INATTENTION		
161488	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
02/18/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
17:30		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		R-125/RIO BRAVO BLVD-BN					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 01/27/87					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 07/17/86			DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
407669	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/29/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
16:21		00 MI. 0000 FT	CLEAR	ENTER ANGLE/BOTH GOING STRAIGHT			
		R-125/RIO BRAVO BLVD-BN					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
NAME NOT AVAILABLE DOB: //							
VEHICLE: 02 TRAVELING NORTH ON DRY ROAD							
NAME NOT AVAILABLE DOB: //							
381838	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
07/14/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
15:07		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		R-125/RIO BRAVO BLVD-BS					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
NAME NOT AVAILABLE DOB: 11/13/56							
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
NAME NOT AVAILABLE DOB: 07/20/76							
408406	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/07/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
12:53		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH TURN LEFT			
		R-125/RIO BRAVO BLVD-BS					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
NAME NOT AVAILABLE DOB: 10/10/50							
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
NAME NOT AVAILABLE DOB: 12/13/55							
253172	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
11/29/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
08:45		00 MI. 9999 FT	SNOWING	FROM SAME DIR/ONE RIGHT TURN			
		R-125/RIO BRAVO BLVD-SE					
VEHICLE: 01 TRAVELING WEST ON ICY ROAD							
NAME NOT AVAILABLE DOB: 07/08/86							
VEHICLE: 02 TRAVELING WEST ON ICY ROAD							
NAME NOT AVAILABLE DOB: //							

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
299956	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/02/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
10:10		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		R-125/RIO BRAVO BLVD-SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	SOBRIETY UNKNOWN	NONE		
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
		NAME NOT AVAILABLE	DOB: 10/25/80		DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
299932	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
06/03/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
12:30		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		RIO GRANDE RIVER					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	TOO FAST FOR COND	1	
		NAME NOT AVAILABLE	DOB: 02/16/86		DRIVER INATTENTION		
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 06/06/65		INADEQUATE BRAKES		
163900	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
06/03/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
17:40		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	NONE		
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 06/07/82		DRIVER INATTENTION		
		NAME NOT AVAILABLE	DOB: 10/29/57		FOLLOWING TOO CLOSE		
184430	NM0500	P ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED			
07/01/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
07:48		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	NONE		
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 10/11/63		FOLLOWING TOO CLOSE	2	
		NAME NOT AVAILABLE	DOB: 06/12/87		DRIVER INATTENTION		
VEHICLE: 03 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
		NAME NOT AVAILABLE	DOB: 06/09/70		DRIVER INATTENTION		

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
200148	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
06/24/04		RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	OTHER VEHICLE			
21:33		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 01/11/80			DRIVER INATTENTION		
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 03/22/82					
298734	NM0500	P ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED			
09/18/04		RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	OTHER VEHICLE HWY ELEM			
21:02		00 MI. 9999 FT	RAINING	ONE CAR/ENTER DRIVEWAY ACC			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING EAST ON WET ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 04/27/52					
VEHICLE: 02	TRAVELING NORTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 01/03/57					
VEHICLE: 03	TRAVELING SOUTH ON WET ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	MADE IMPROPER TURN	1	
	NAME NOT AVAILABLE	DOB: 03/17/71			DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
381643	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
05/08/04		RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	FIXED OBJECTS			
06:00		00 MI. 9999 FT	CLEAR	DITCH			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	EXCESS SPEED		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		
407047	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/31/04		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
17:37		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
		UNKNOWN - NOT GIVEN					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 07/14/80					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	ROAD DEFECT		
	NAME NOT AVAILABLE	DOB: 08/19/84			OTHER NOT DRIVER ERR		

----- ACCIDENT SUMMARY TOTALS -----
TOTAL ACCIDENTS : 40

FATAL ACCIDENTS : 0 TOTAL FATALITIES: 0
INJURY ACCIDENTS : 11 TOTAL INJURIES : 13
PROPERTY DAMAGE : 29

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JOB REQUESTED BY : LINDA MONTOYA	
DATE OF REPORT : 12/22/06	

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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
050603	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/03/05	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
18:45		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 06/29/66					
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
		DOB: 10/09/82			DRIVER INATTENTION		
050691	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/06/05	3.842	RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	OTHER VEHICLE			
18:57		00 MI. 0000 FT EAST OF	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 04/06/83					
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
		DOB: 06/29/63			DRIVER INATTENTION		
051276	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/28/05	3.842	RIO BRAVO BLVD SE NM 500	DARK (NOT LIGHTED)	OTHER VEHICLE			
18:14		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
		DOB: 09/15/66			DRIVER INATTENTION		
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION		
		DOB: //			OTHER IMPROPER DRIVING		
074505	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
07/17/05	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
10:54		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH TURN LEFT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
		DOB: 06/15/56			OTHER IMPROPER DRIVING		
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
		DOB: 12/10/49			OTHER IMPROPER DRIVING		

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

AOPR9991

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
074833	NM0500 P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
08/26/05	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE			
11:00		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 10/04/54	TRUCK/RV				
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE		HAD NOT BEEN DRINKING	FAILED TO YEILD ROW		
		DOB: 03/26/32			DRIVER INATTENTION		
075292	NM0500 P	ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
09/11/05	3.842	RIO BRAVO BLVD SE NM 500 DARK (LIGHTED)		FIXED OBJECTS			
03:36		00 MI. 9999 FT	CLEAR	LIGHT POLE			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE		SOBRIETY UNKNOWN	DRIVE LEFT OF CENTER		
		DOB: //			DRIVER INATTENTION		
075464	NM0500 P	ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
09/20/05	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE			
10:15		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 07/29/75					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	SOBRIETY UNKNOWN	DRIVER INATTENTION		
		DOB: //			OTHER IMPROPER DRIVING		
079809	NM0500 P	ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
09/13/05	3.842	RIO BRAVO BLVD SE NM 500 DAY LIGHT		OTHER VEHICLE HWY ELEM			
08:04		00 MI. 0250 FT WEST OF	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 06/18/64					
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
		DOB: 11/06/61			DRIVER INATTENTION		1

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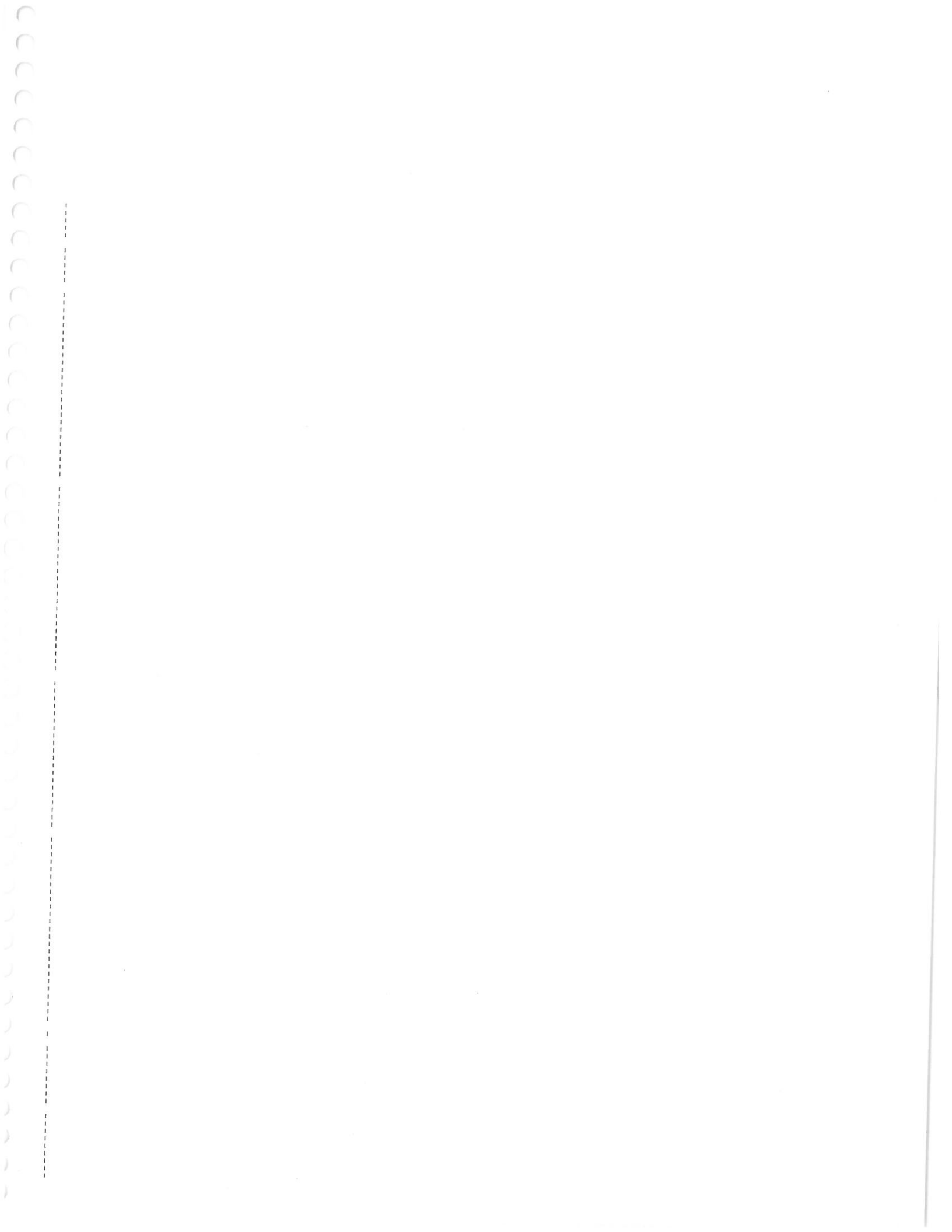
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ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
080387	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
10/07/05	3.842	RIO BRAVO BLVD SE	NM 500 DARK (LIGHTED)	OTHER VEHICLE			
19:38		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
	NAME NOT AVAILABLE	DOB: 10/29/63					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	TRUCK/RV		SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		
292260	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	3 VEHICLES INVOLVED			
02/01/05	3.842	RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE			
11:35		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 09/16/63					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 08/01/59					
VEHICLE: 03	TRAVELING EAST ON DRY ROAD	TRUCK/RV		SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		
382526	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
01/27/05	3.842	RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE			
14:23		00 MI. 9999 FT	RAINING	FROM SAME DIR/BOTH GOING STRAIGHT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING WEST ON WET ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	NONE		
	NAME NOT AVAILABLE	DOB: 08/20/59					
VEHICLE: 02	TRAVELING WEST ON WET ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 09/29/63			OTHER IMPROPER DRIVING		
					OTHER MECH DEFECT		
382896	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
05/08/05	3.842	RIO BRAVO BLVD SE	NM 500 DARK (LIGHTED)	FIXED OBJECTS			
01:58		00 MI. 0000 FT EAST OF	CLEAR	RAILROAD TRACK			
	3.842	BROADWAY BLVD SE	ALCOHOL INVOLVED				
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		OBVIOUSLY DRUNK	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 12/28/82			UNDER INFLUENCE ALCOHOL		
					OTHER IMPROPER DRIVING		

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
383122	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
03/14/05	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
06:45		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
	NAME NOT AVAILABLE	DOB: 07/28/80					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	MADE IMPROPER TURN	1	
	NAME NOT AVAILABLE	DOB: 10/03/81			DRIVER INATTENTION		
438528	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
01/13/05	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
14:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 06/22/55					
VEHICLE: 02	TRAVELING WEST ON DRY ROAD			SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		
					OTHER IMPROPER DRIVING		
488946	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
06/02/05	3.842	RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
13:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH TURN RIGHT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 11/19/52			OTHER IMPROPER DRIVING		
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: //					
498543	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
07/04/05	3.842	RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	OTHER VEHICLE			
21:30		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 07/06/65					
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		SOBRIETY UNKNOWN	EXCESS SPEED		
	NAME NOT AVAILABLE	DOB: //			FAILED TO YIELD ROW		
					DISREGARD TRAFFIC SIGNAL		
					MADE IMPROPER TURN		
					DRIVER INATTENTION		



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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
592054	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/14/05	3.842	RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE			
18:12		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELLING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 11/08/27	TRUCK/RV				
VEHICLE: 02 TRAVELLING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 05/19/43	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
				IMPROPER BACKING			
592630	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/24/05	3.842	RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE			
12:30		00 MI. 0000 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
	3.842	BROADWAY BLVD SE					
VEHICLE: 01 TRAVELLING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
		DOB: 10/21/60					
VEHICLE: 02 TRAVELLING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 10/01/49	HAD NOT BEEN DRINKING	DRIVER INATTENTION		
				OTHER IMPROPER DRIVING			
051379	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
09/02/05		RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE			
16:52		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		I-25 NORTH-BD FW SE					
VEHICLE: 01 TRAVELLING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW		
		DOB: 06/02/62			DRIVER INATTENTION		
VEHICLE: 02 TRAVELLING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
		DOB: 05/03/89					
075353	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
08/05/05		RIO BRAVO BLVD SE	NM 500 DAY LIGHT	OTHER VEHICLE			
08:22		00 MI. 0000 FT	CLEAR	FRM OPP DIR/ONE LEFT TURN			
		I-25 NORTH-BD FW SE					
VEHICLE: 01 TRAVELLING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW	3	
		DOB: 09/03/40			DRIVER INATTENTION		
VEHICLE: 02 TRAVELLING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
		DOB: 10/06/70					

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND
INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

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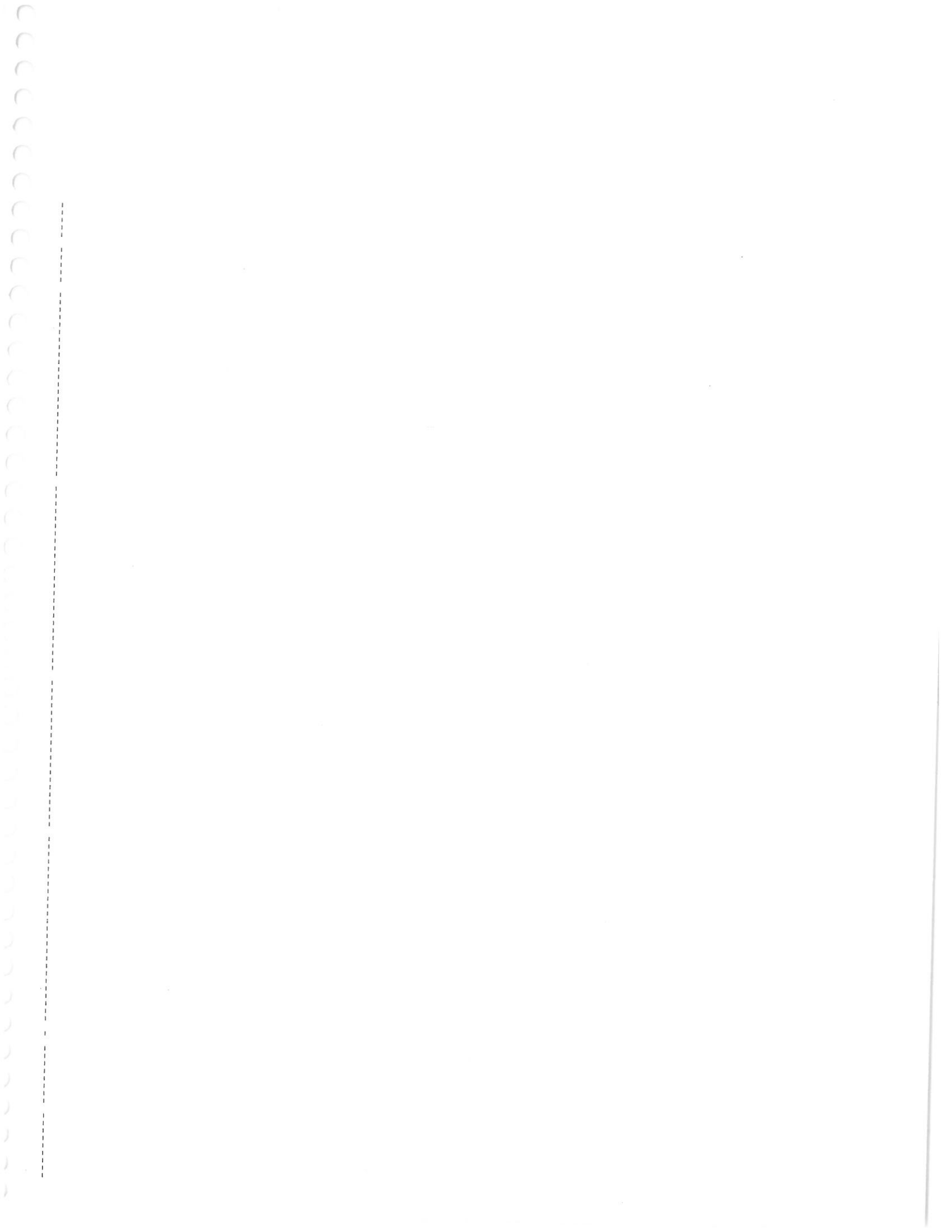
ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
293428	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
04/20/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
08:00		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT			
		I-25 NORTH-BD FW SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 04/05/67	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
VEHICLE: 02 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 06/10/62	TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	DRIVER INATTENTION	
					OTHER IMPROPER DRIVING		
179526	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
02/01/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
11:15		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		I-25 SOUTH-BD FW SE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 07/08/81	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1
VEHICLE: 02 TRAVELING SOUTH ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 12/07/42	TRUCK/RV	HAD NOT BEEN DRINKING	MADE IMPROPER TURN	1
						DRIVER INATTENTION	
074437	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
09/03/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
09:40		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		LORIS					
VEHICLE: 01 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 09/02/60	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
VEHICLE: 02 TRAVELING WEST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: //	TRUCK/RV	SOBRIETY UNKNOWN	DRIVE LEFT OF CENTER	
						DRIVER INATTENTION	
						OTHER IMPROPER DRIVING	
382580	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
02/02/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OVERTURN			
13:00		00 MI. 9999 FT	CLEAR	RIGHT SIDE ROAD			
		PRINCE ST NE					
VEHICLE: 01 TRAVELING EAST ON DRY ROAD							
		NAME NOT AVAILABLE	DOB: 03/14/52	TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	DRIVER INATTENTION	
						OTHER IMPROPER DRIVING	

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INTERSECTION REPORT

A0PR9991

FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY STREET INTERSECT	SEVERITY LIGHTING WEATHER ALCOHOL	VEHICLES INVOLVED CLASSIFICATION ANALYSIS	CONTRIBUTING FACTORS	INJ FATAL
075095	NM0500	P ALBUQUERQUE RIO BRAVO BLVD SE NM 500 00 MI. 0700 FT WEST OF PRINCE ST SE	NON-FATAL DAY LIGHT CLEAR	2 VEHICLES INVOLVED OTHER VEHICLE HWY ELEM ONE CAR/LEAVE DRIVEWAY ACC		
08/19/05						
14:28						
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	EXCESS SPEED DRIVER INATTENTION OTHER IMPROPER DRIVING	1
	NAME NOT AVAILABLE	DOB: 07/09/85				
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FAILED TO YIELD ROW MADE IMPROPER TURN DRIVER INATTENTION	1
	NAME NOT AVAILABLE	DOB: 04/17/40				
292264	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
02/08/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
07:50		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED		
		PRINCE ST SE				
VEHICLE: 01	TRAVELING EAST ON WET ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 03/28/53				
VEHICLE: 02	TRAVELING EAST ON WET ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	DRIVER INATTENTION OTHER IMPROPER DRIVING	
	NAME NOT AVAILABLE	DOB: 07/16/64				
382625	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
02/17/05		RIO BRAVO BLVD SE NM 500	DARK (NOT LIGHTED)	OTHER VEHICLE		
18:02		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED		
		PRINCE ST SE				
VEHICLE: 01	TRAVELING WEST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 11/16/79				
VEHICLE: 02	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	EXCESS SPEED FOLLOWING TOO CLOSE DRIVER INATTENTION	
	NAME NOT AVAILABLE	DOB: 08/06/82				
382674	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
03/07/05		RIO BRAVO BLVD SE NM 500	DARK (NOT LIGHTED)	OTHER VEHICLE		
18:13		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED		
		PRINCE ST SE				
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 02/02/42				
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE DRIVER INATTENTION INADEQUATE BRAKES	
	NAME NOT AVAILABLE	DOB: 01/12/83				



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INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

AOPR9991

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
383063	NM0500	P ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED			
06/29/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
17:09		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		PRINCE ST SE					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 06/19/65					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	2	
	NAME NOT AVAILABLE	DOB: 12/01/60					
VEHICLE: 03	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 10/25/70			OTHER IMPROPER DRIVING		
100898	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
10/28/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
11:05		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED			
		R-125/RIO BRAVO BLVD-BN					
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 09/27/58					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 04/08/76			DRIVER INATTENTION		
050836	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
09/29/05		RIO BRAVO BLVD SE NM 500	UNKNOWN	OTHER VEHICLE			
17:30		00 MI. 0000 FT	RAINING	FRM OPP DIR/ONE LEFT TURN			
		R-125/RIO BRAVO BLVD-BS					
VEHICLE: 01	TRAVELING WEST ON WET ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 08/21/68					
VEHICLE: 02	TRAVELING EAST ON WET ROAD	PASSENGER VEHICLE		SOBRIETY UNKNOWN	DISREGARD TRAFFIC SIGNAL		
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION		
212247	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED			
03/15/05		RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	FIXED OBJECTS			
05:20		00 MI. 0000 FT WEST OF	CLEAR	LIGHT POLE			
		R-125/RIO BRAVO BLVD-BS					
VEHICLE: 01	TRAVELING EAST ON ICY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	ROAD DEFECT		
	NAME NOT AVAILABLE	DOB: 06/06/46			OTHER NOT DRIVER ERR		

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
	MILEPNT		ALCOHOL			
292489	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED		
06/27/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
17:16		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN		
		R-125/RIO BRAVO BLVD-BS				
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	DRIVER INATTENTION	1
	NAME NOT AVAILABLE	DOB: 04/03/80			OTHER IMPROPER DRIVING	
VEHICLE: 02	TRAVELING SOUTH ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 12/20/59				
383186	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	3 VEHICLES INVOLVED		
10/27/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
16:09		00 MI. 0752 FT WEST OF	CLEAR	FROM SAME DIR/ONE STOPPED		
		R-125/RIO BRAVO BLVD-BS				
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 08/28/83				
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 11/22/72				
VEHICLE: 03	TRAVELING EAST ON DRY ROAD			SOBRIETY UNKNOWN	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: //			DRIVER INATTENTION	
592152	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
12/17/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
13:28		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT		
		R-125/RIO BRAVO BLVD-BS				
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: 07/27/71			DRIVER INATTENTION	
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 08/26/59				
051281	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
11/04/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
16:01		00 MI. 9999 FT	CLEAR	FROM SAME DIR/BOTH GOING STRAIGHT		
		R-125/RIO BRAVO BLVD-SE				
VEHICLE: 01	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
	NAME NOT AVAILABLE	DOB: 12/21/73				
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
	NAME NOT AVAILABLE	DOB: 01/26/59			DRIVER INATTENTION	

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FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

A0PR9991

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
	MILEPNT		ALCOHOL			
163962	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
02/01/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE_HWY ELEM		
14:02		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL.		
		R-125/RIO BRAVO BLVD-SE				
VEHICLE: 01 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
		DOB: 10/31/49				
VEHICLE: 02 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION	
		DOB: 01/26/86			OTHER IMPROPER DRIVING	
VEHICLE: 03 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
		DOB: 01/26/86				
361216	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	OTHER VEHICLE		
02/18/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	FROM SAME DIR/ONE STOPPED		
12:39		00 MI. 0000 FT WEST OF	CLEAR			
		R-125/RIO BRAVO BLVD-SE				
VEHICLE: 01 TRAVELING EAST ON WET ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	EXCESS SPEED	
		DOB: 11/30/65			TOO FAST FOR COND	
VEHICLE: 02 TRAVELING EAST ON WET ROAD						
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	
		DOB: 04/18/84			DRIVER INATTENTION	
382879	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
05/05/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE_HWY ELEM		
16:32		00 MI. 9999 FT	CLEAR	SAME DIR/SIDESWIPE COLL		
		R-125/RIO BRAVO BLVD-SE				
VEHICLE: 01 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
		DOB: 08/19/81				
VEHICLE: 02 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	TRAILER/FREIGHT T	HAD NOT BEEN DRINKING	DRIVER INATTENTION	
		DOB: //			OTHER IMPROPER DRIVING	
051159	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED		
10/31/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
17:00		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE RIGHT TURN		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	PASSED STOP SIGN	
		DOB: 04/26/90			DRIVER INATTENTION	2
VEHICLE: 02 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
		DOB: 04/30/70				

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORT

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DATE: 12/22/06

FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS	FATAL
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS		
MILEPNT			ALCOHOL			
074659	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
08/02/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM		
17:46		00 MI. 9999 FT	CLEAR	ONE CAR/ENTER DRIVEWAY ACC		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
		DOB: 03/10/50				
VEHICLE: 02 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FAILED TO YIELD ROW	
		DOB: 05/17/85			DRIVER INATTENTION	
074691	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED		
09/12/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM		
07:56		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
		DOB: 09/13/61				
VEHICLE: 02 TRAVELING EAST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVER INATTENTION	
		DOB: 05/18/46			OTHER IMPROPER DRIVING	
075088	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED		
05/03/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE		
18:14		00 MI. 9999 FT	CLEAR	FROM SAME DIR/ONE STOPPED		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE	2
		DOB: 08/16/67			DRIVER INATTENTION	
VEHICLE: 02 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	TRUCK/RV	HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	
		DOB: 07/24/53				
075216	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	1 VEHICLE INVOLVED		
11/13/05		RIO BRAVO BLVD SE NM 500	DARK (LIGHTED)	FIXED OBJECTS		
22:15		00 MI. 9999 FT	CLEAR	LIGHT POLE		
		UNKNOWN - NOT GIVEN				
VEHICLE: 01 TRAVELING WEST ON DRY ROAD						
		NAME NOT AVAILABLE	PASSENGER VEHICLE	HAD NOT BEEN DRINKING	DRIVE LEFT OF CENTER	
		DOB: 05/22/87			DRIVER INATTENTION	
					OTHER IMPROPER DRIVING	

NEW MEXICO DEPARTMENT OF TRANSPORTATION
CONSOLIDATED HIGHWAY DATABASE
INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

AOPR9991

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				

076312	NM0500	P ALBUQUERQUE	NON-FATAL	3 VEHICLES INVOLVED			
12/19/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
11:46		00 MI. 0000 FT	CLEAR	ENTER ANGLE/ONE LEFT TURN			
		UNKNOWN - NOT GIVEN					

VEHICLE: 01	TRAVELING SOUTH ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FAILED TO YIELD ROW		
	NAME NOT AVAILABLE	DOB: 05/06/44			DRIVER INATTENTION		
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	OTHER IMPROPER DRIVING		
	NAME NOT AVAILABLE	DOB: 11/22/80			VEH SKIDDED BEFORE BRAKE	1	
VEHICLE: 03	TRAVELING WEST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 04/15/55					

080017	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
11/15/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
14:37		00 MI. 9999 FT	CLEAR	SAME DIR/SIDESWIPE COLL			
		UNKNOWN - NOT GIVEN					

VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	DRIVER INATTENTION		
	NAME NOT AVAILABLE	DOB: 06/23/37			OTHER IMPROPER DRIVING		
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 09/09/85					

162448	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
05/25/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
07:00		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
		UNKNOWN - NOT GIVEN					

VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 06/06/76					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	PASSENGER VEHICLE		HAD NOT BEEN DRINKING	FOLLOWING TOO CLOSE		
	NAME NOT AVAILABLE	DOB: 10/24/86			DRIVER INATTENTION		
					INADEQUATE BRAKES		

162523	NM0500	P ALBUQUERQUE	NON-FATAL	4 VEHICLES INVOLVED			
04/01/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
07:41		00 MI. 9999 FT	CLEAR	ONE CAR/STOPPED IN TRAFFIC			
		UNKNOWN - NOT GIVEN					

VEHICLE: 01	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE		
	NAME NOT AVAILABLE	DOB: 06/04/79					
VEHICLE: 02	TRAVELING EAST ON DRY ROAD	TRUCK/RV		HAD NOT BEEN DRINKING	VEH SKIDDED BEFORE BRAKE	1	
	NAME NOT AVAILABLE	DOB: 08/19/81					

VEHICLE: 03 TRAVELING EAST ON DRY ROAD

TRUCK/RV

HAD NOT BEEN DRINKING

VEH SKIDDED BEFORE BRAKE

INTERSECTION REPORT
FOR ACCIDENTS AT THE INTERSECTION OF RIO BRAVO BLVD SE NM 500 AND

ACC NUM	PSTD RTE D	CITY	SEVERITY	VEHICLES INVOLVED	CONTRIBUTING	INJ	FATAL
DATE	MILEPST I	STREET	LIGHTING	CLASSIFICATION	FACTORS		
TIME	MILELOG R	INTERSECT	WEATHER	ANALYSIS			
	MILEPNT		ALCOHOL				
VEHICLE: 04 TRAVELING EAST ON DRY ROAD DOB: 11/10/55 FOLLOWING TOO CLOSE							
NAME NOT AVAILABLE DOB: 05/16/82 DRIVER INATTENTION							
NAME NOT AVAILABLE DOB: 05/16/82							
292563	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
01/31/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE			
10:30		00 MI. 0000 FT	CLEAR	FRM CPP DIR/ONE LEFT TURN			
UNKNOWN - NOT GIVEN							
VEHICLE: 01 TRAVELING SOUTH ON DRY ROAD TRUCK/RV							
NAME NOT AVAILABLE DOB: 01/01/40							
NAME NOT AVAILABLE DOB: 02/26/70							
NAME NOT AVAILABLE DOB: 02/26/70							
383020	NM0500	P ALBUQUERQUE	PROPERTY DAMAGE	2 VEHICLES INVOLVED			
06/18/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
15:09		00 MI. 9999 FT	CLEAR	SAME DIR/REAR END COLL			
UNKNOWN - NOT GIVEN							
VEHICLE: 01 TRAVELING EAST ON DRY ROAD PASSENGER VEHICLE							
NAME NOT AVAILABLE DOB: 07/29/73							
NAME NOT AVAILABLE DOB: 09/26/79							
NAME NOT AVAILABLE DOB: 09/26/79							
401915	NM0500	P ALBUQUERQUE	NON-FATAL	2 VEHICLES INVOLVED			
03/14/05		RIO BRAVO BLVD SE NM 500	DAY LIGHT	OTHER VEHICLE HWY ELEM			
16:20		00 MI. 9999 FT	SNOWING	SAME DIR/SIDESWIPE COLL			
UNKNOWN - NOT GIVEN							
VEHICLE: 01 TRAVELING WEST ON WET ROAD PASSENGER VEHICLE							
NAME NOT AVAILABLE DOB: 05/09/82							
NAME NOT AVAILABLE DOB: 09/19/61							
NAME NOT AVAILABLE DOB: 09/19/61							
NAME NOT AVAILABLE DOB: 09/19/61							

----- ACCIDENT SUMMARY TOTALS -----

TOTAL ACCIDENTS :	51	TOTAL FATALITIES :	0
FATAL ACCIDENTS :	0	TOTAL INJURIES :	24
INJURY ACCIDENTS :	14		
PROPERTY DAMAGE :	37		

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