CITY OF ALBUQUERQUE
CITY WIDE-ON CALL ENGINEERING SERVICES
(TRANSPORTATION & STORM DRAINAGE)
5015.00

TASK 10
SAN PEDRO DRIVE BIKE FACILITY ASSESSMENT

Prepared For:

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Revised

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1. INTRODUCTION

The purpose of this project is to assess options for providing on-street bicycle facilities on San Pedro Drive from Marble Avenue to Indian School Road based upon national practices and guidelines and existing infrastructure and operations along San Pedro Drive. The options for providing bicycle facilities will include utilizing a road diet approach.

The assessment addresses the following:

- Review of existing and proposed traffic conditions
- Review of crash data within the study area
- National practices and guidelines
- Concepts for implementing on-street bicycle lanes

1.1 PROJECT AREA

The study area (**Figure 1**) is located in the Northeast Heights of Albuquerque along the San Pedro Drive corridor extending from Marble Avenue to Indian School Road. San Pedro Drive is classified as an urban minor arterial and is abutted by both commercial and residential developments. The study area is 1.0-mile long and includes three (3) signalized intersections and thirteen (13) unsignalized intersections.

Within the study area, San Pedro Drive is comprised of four-lanes (two-lanes in each direction) with sidewalks. At several of the signalized intersections, San Pedro Drive widens to accommodate additional turning lanes. There are no on-street bicycle lanes or shoulders within the study area. The Long Range Bikeway Systems Map indicates that there are proposed bicycle lanes along San Pedro Drive in the study area. Bike lanes are present on San Pedro Drive north of the study area beginning at Phoenix Avenue. There are no bicycle facilities south of the study area along San Pedro Drive. Within the corridor, bicycle facilities are present on intersecting streets at Marble Avenue, Constitution Avenue, Haines Avenue, and Indian School Road.

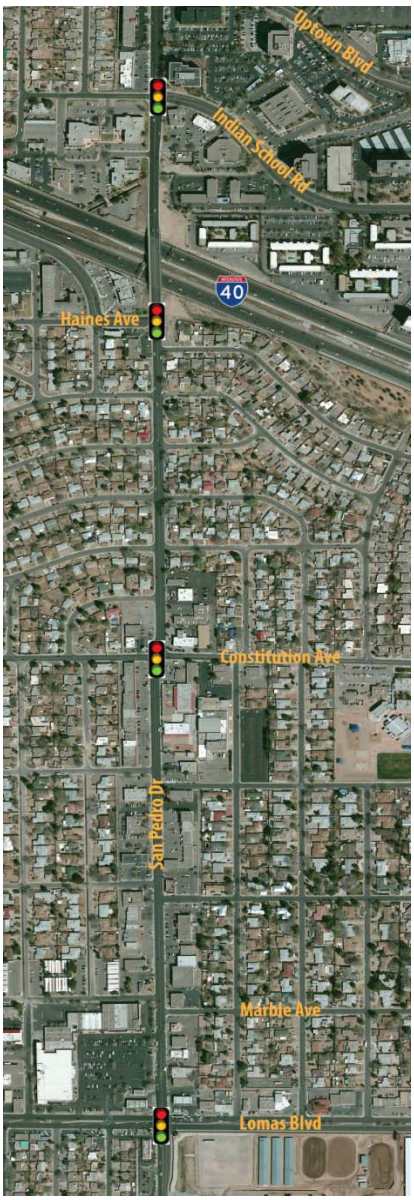


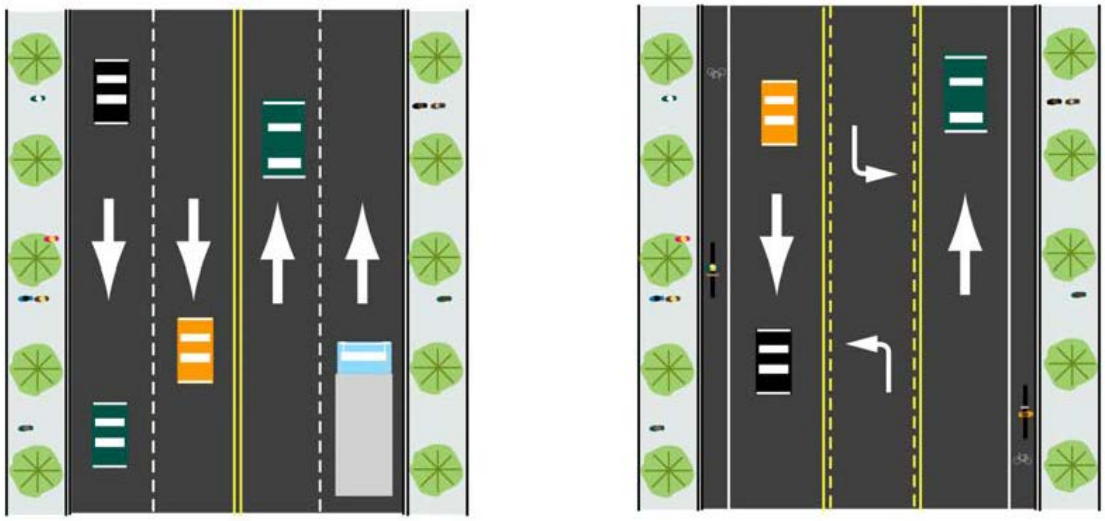
Figure 1: Study Area

1.2 ROAD DIETS

A road diet is a transportation engineering technique that reduces the number of lanes in a travel way. The purpose of a road diet is to reduce the number of vehicle lanes within a roadway cross section to create space for another use, which may include one of more of the following:

- Wider Travel Lanes
- Bicycle Lanes / Shoulders
- Median / Two-Way Left-Turn Lane
- Sidewalk / Multi-Use Trail
- Landscaped Buffers

One benefit of implementing a road diet on San Pedro Drive would be to provide bicycle lanes adjacent to the travel lanes and a central turning lane as illustrated in the four-lane to three-lane conversion shown below.



Source: *Road Diet Handbook: Setting Trends for Livable Streets*

Figure 2: Typical Road Diet Conversion

Historically, road diets have been successfully implemented on roadways with excess capacity and volumes less than 20,000 vehicles per day (1). When implemented appropriately, a road diet would not divert traffic to adjacent travel corridors because the existing roadway cross section has excess capacity, which would be the intent of implementing a road diet on San Pedro Drive. In addition to supporting additional multi-modal uses, key benefits of a properly implemented road diet may include:

- Lowering vehicular travel speeds
- Reducing crash rates
- Improved pedestrian safety

Another benefit of providing a center two-way left-turn lane is the potential for access control. Constructing a raised median within the two-way left-turn lane that provides periodic access to select roadways and driveways would reduce the number of conflict points resulting in operational and safety improvements. However, this would result in a number of driveways and roadways restricted to right-in/right-out access. Even though the City has access control guidance (City of Albuquerque's *Development Process Manual*), the practicality of implementing access control along this corridor may be difficult because of the number of residential and commercial driveways that would be impacted.

2. San Pedro Drive Traffic Evaluation

Traffic data were collected along the San Pedro Drive corridor and at signalized intersections in September 2013 and October 2013. Traffic volume data were collected during two periods to include both New Mexico State Fair traffic and baseline daily traffic. New Mexico State Fair traffic data were collected in September 2013 and baseline traffic was collected in October 2013.

Pneumatic tubes were used to collected daily traffic volumes (**Appendix A**) along the San Pedro Drive corridor. Data were collected in 15-minute increments at the following locations:

- South of Marble Avenue
- North of Bellamah Avenue
- North of Indian School Road

Detailed intersection turning movement volume data were collected on a typical weekday (**Appendix B**) and on a weekday during the New Mexico State Fair (**Appendix C**) via a video camera. Turning movement counts were collected in 15-minute increments during the morning, noon, and evening peak hours of the day. Data were collected at the following locations:

- Constitution Avenue / San Pedro Drive
- Haines Avenue / San Pedro Drive
- Taylor Avenue / Indian School Road / San Pedro Drive

2.1 San Pedro Drive Corridor Volumes

One of the intents of this study is to determine if the San Pedro Drive corridor could feasibly operate with a road diet conversion. Daily link data were collected as described in the previous section along the San Pedro Drive corridor to determine if average daily traffic volumes and average peak hour volumes would operate at an acceptable level of service. The proposed mid-block typical section would reduce the existing four-lane and five-lane section to a three-lane section that would include three travel lanes:

- One Northbound Lane
- One Southbound Lane
- One Central Two-Way Left-Turn Lane

2.2 San Pedro Drive Corridor Operations Analysis

2.2.1 Daily Traffic Volume Evaluation

Implementing a road diet conversion on a roadway with an Average Daily Traffic (ADT) over 20,000 vehicles per day can result in increased traffic congestion which may lead to traffic diversion to alternate facilities (1). **Table 1** summarizes the average daily traffic volumes for three scenarios: average weekday, average weekday during the New Mexico State Fair, and Saturday during the New Mexico State Fair at the three locations along San Pedro Drive. Average travel speeds have also been included in the table to identify if fluctuations between the daily traffic scenarios negatively impact the flow of traffic within the corridor.

Table 1: San Pedro Drive Average Daily Traffic Volume Summary

Location	Average Weekday Daily Traffic (veh/day)	Average Weekday Daily Speed (mph)	Average Weekday State Fair Traffic (veh/day)	Average Weekday State Fair Speed (mph)	Saturday State Fair Traffic (veh/day)	Saturday State Fair Speed (mph)
South of Marble Avenue	13,914	31.2	17,230	30.8	17,596	29.5
North of Bellamah Avenue	15,164	37.6	18,206	36.9	17,409	36.9
North of Indian School Road	16,198	34.5	19,094	33.9	16,749	34.2

The daily traffic volumes for each scenario fall below the 20,000 vehicles per day threshold (1), indicating that a road diet conversion on San Pedro Drive should not result in unacceptable traffic operations along the project corridor. Travel speed data indicates that even with the fluctuation of traffic at each location for each scenario, vehicles travel at a consistent rate of speed at each location.

2.2.2 Peak Hour Traffic Volume Evaluation

Planning studies have indicated that for comparison purposes, an arterial Level of Service LOS D (acceptable operations) occurs on three-lane roadways at 1,050 vehicles per hour per direction and at 1,150 vehicles per hour per direction on four-lane roadways (2). Table 2 summaries average peak hour (AM and PM) volumes for the three scenarios at the three San Pedro Drive corridor locations.

Table 2: San Pedro Drive Average Peak Hour Volume Summary

Location	Peak Hour	Direction	Average Weekday (veh/hour)		Average Weekday State Fair (veh/hour)		Saturday State Fair (veh/hour)	
			Directional	Total	Directional	Total	Directional	Total
South of Marble Avenue	AM Peak	NB	503	1,007	659	1,177	687	1,188
		SB	504		518		501	
	PM Peak	NB	695	1,484	808	1,617	820	1,592
		SB	790		809		772	
North of Bellamah Avenue	AM Peak	NB	513	1,051	559	1,249	531	1,189
		SB	538		690		658	
	PM Peak	NB	824	1,553	888	1,743	706	1,499
		SB	729		855		793	
North of Indian School Road	AM Peak	NB	638	1,227	667	1,326	577	1,224
		SB	589		660		647	
	PM Peak	NB	922	1,672	1,018	1,895	747	1,535
		SB	751		877		788	

The peak hour traffic volumes for each scenario fall below the 1,050 vehicles per hour per direction threshold, indicating that a LOS D or better would be expected for a road diet conversion at each location.

2.3 San Pedro Drive Signalized Intersection Operations Analyses

The operational performance of the signalized intersections on San Pedro Drive were evaluated for the AM and PM peak hours based upon existing traffic volumes with the New Mexico State Fair and without the New Mexico State Fair. Two San Pedro Drive scenarios were evaluated, one based upon existing intersection geometry and one assuming a road diet with a single through lane traveling northbound and southbound through the intersections.

2.3.1 Signalized Intersection Operations

Intersection operational performance is measured using LOS. LOS is a traffic engineering term used to indicate how effective an intersection serves vehicular traffic. LOS is described by a letter designation ranging from "A" to "F" with each letter representing the amount of average delay (measured in seconds) encountered by motorists at the intersection. LOS A represents traffic conditions with minimal delay, whereas LOS F describes traffic conditions with significant congestion and long delays. LOS is calculated for the overall intersection and for each specific movement within the intersection. For urban intersections, LOS D or better is a reasonable expectation for the overall intersection and each movement should provide for LOS E or better.

Table 3 provides the metric used to define LOS.

Table 3: Level of Service Definitions for Signalized Intersections

Level of Service	Definition	Delay (sec/veh)
A	Most vehicles do not stop.	<10
B	Some vehicles stop.	>10 and <20
C	Significant numbers of vehicles	>20 and <35
D	Many vehicles stop.	>35 and <55
E	Limit of acceptable delay.	>55 and <80
F	Unacceptable delay.	>80

Source: 2010 Highway Capacity Manual

The traffic operations analysis was completed using the most recent version of Synchro, a transportation analysis program for signalized intersections. The software uses the specific intersection lane configuration, signal timing, traffic volume, and other site criteria. The analysis outputs include delay and level of service for each movement as well as the overall intersection. Existing signal timing data was provided by the City of Albuquerque for each of the signalized intersections.

2.3.2 Existing Intersection Operations

A summary of the analyses for each intersection based upon existing intersection geometry is shown in Table 4 (without New Mexico State Fair) and Table 5 (with New Mexico State Fair). Synchro output reports for each of the periods analyzed are provided in Appendix D and Appendix E.

Table 4: Operations Summary – Existing Geometry without New Mexico State Fair

Peak Period	Cycle Length (sec)	Eastbound		Westbound		Northbound		Southbound		Intersection		
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Max V/C
Constitution Avenue/San Pedro Drive												
Weekday AM Peak	110	36.0	D	35.2	D	2.8	A	2.8	A	3.9	A	0.36
Weekday PM Peak	120	47.5	D	37.3	D	5.0	A	3.9	A	12.3	B	0.59
Haines Avenue/San Pedro Drive												
Weekday AM Peak	110	35.5	D	-	-	3.3	A	2.8	A	8.8	A	0.49
Weekday PM Peak	120	36.6	D	-	-	6.9	A	4.9	A	12.6	B	0.67
Taylor Avenue/Indian School Road/San Pedro Drive												
Weekday AM Peak	110	18.1	B	26.0	C	9.5	A	8.0	A	12.5	C	0.61
Weekday PM Peak	120	19.7	B	31.9	C	20.8	C	12.8	B	20.6	C	0.77

Each of the intersections and each of the individual intersection movements operate at an overall acceptable level of service during the AM and PM Peak periods for typical weekday peak hour volumes.

Table 5: Operations Summary – Existing Geometry with New Mexico State Fair

Peak Period	Cycle Length (sec)	Eastbound		Westbound		Northbound		Southbound		Intersection		
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Max V/C
Constitution Avenue/San Pedro Drive												
Weekday AM Peak	110	35.7	D	37.2	D	3.6	A	3.7	A	11.5	B	0.58
Weekday PM Peak	120	50.1	D	41.4	D	5.4	A	5.1	A	14.4	B	0.66
Haines Avenue/San Pedro Drive												
Weekday AM Peak	110	33.6	C	-	-	3.3	A	2.8	A	8.2	A	0.46
Weekday PM Peak	120	36.4	D	-	-	6.3	A	5.1	A	11.3	B	0.65
Taylor Avenue/Indian School Road/San Pedro Drive												
Weekday AM Peak	110	19.3	B	26.5	C	9.8	A	7.1	A	12.2	B	0.61
Weekday PM Peak	120	22.8	C	34.7	C	26.8	C	16.6	B	24.8	C	0.82

Similar to the typical weekday condition, each of the intersections and each of the individual intersection movements operate at an overall acceptable level of service during the AM and PM Peak periods, though typically slightly worse than without New Mexico State Fair traffic.

2.3.3 Road Diet Conversion Intersection Operations

A summary of the analyses for each intersection with a road diet conversion (one northbound and one southbound travel lane through each intersection) is shown in **Table 6** (without New Mexico State Fair) and **Table 7** (with New Mexico State Fair). Synchro output reports for each of the periods analyzed are provided in **Appendix F** and **Appendix G**.

Table 6: Operations Summary – Road Diet Conversion without New Mexico State Fair

Peak Period	Cycle Length (sec)	Eastbound		Westbound		Northbound		Southbound		Intersection		
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Max V/C
Constitution Avenue/San Pedro Drive												
Weekday AM Peak	110	36.0	B	35.2	D	3.4	A	3.5	A	9.8	A	0.36
Weekday PM Peak	120	47.5	D	37.3	D	8.4	A	5.1	A	14.3	B	0.64
Haines Avenue/San Pedro Drive												
Weekday AM Peak	110	40.7	D	-	-	5.6	A	7.6	A	12.8	B	0.67
Weekday PM Peak	120	44.5	D	-	-	16.4	B	17.5	B	22.9	C	0.84
Taylor Avenue/Indian School Road/San Pedro Drive												
Weekday AM Peak	110	18.0	B	25.9	C	15.7	B	10.8	B	15.8	B	0.61
Weekday PM Peak	120	19.7	B	31.9	C	180.8	F	19.4	B	97.8	F	1.34

The intersections south of Interstate 40 operate at an overall acceptable level of service during the AM and PM Peak periods for typical weekday peak hour volumes. The Taylor Avenue/Indian School Road/San Pedro Drive intersection operates deficiently during the PM Peak hour. This is a result of deficient throughput along San Pedro Drive in the northbound direction as indicated in the table.

A dedicated northbound right-turn lane would result in acceptable overall operations (LOS C – 26.0 second delay) at the Taylor Avenue/Indian School Road/San Pedro Drive intersection.

Table 7: Operations Summary – Road Diet Conversion with New Mexico State Fair

Peak Period	Cycle Length (sec)	Eastbound		Westbound		Northbound		Southbound		Intersection		
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Max V/C
Constitution Avenue/San Pedro Drive												
Weekday AM Peak	110	35.7	D	37.2	D	4.2	A	4.7	A	12.1	B	0.58
Weekday PM Peak	120	50.1	D	41.4	D	8.0	A	6.8	A	16.0	B	0.66
Haines Avenue/San Pedro Drive												
Weekday AM Peak	110	38.1	D	-	-	5.4	A	6.8	A	11.6	B	0.65
Weekday PM Peak	120	42.7	D	-	-	19.6	B	24.5	C	26.0	C	0.86
Taylor Avenue/Indian School Road/San Pedro Drive												
Weekday AM Peak	110	19.3	B	26.4	C	16.8	B	9.5	A	15.8	B	0.63
Weekday PM Peak	120	22.8	C	34.7	C	221.3	F	27.5	C	111.8	F	1.43

Similar to the typical weekday condition, each of the intersections south of Interstate 40 operate at an overall acceptable level of service during the AM and PM Peak periods, though typically slightly worse with New Mexico State Fair traffic. Again the Taylor Avenue/Indian School Road/San Pedro Drive intersection operates deficiently during the PM Peak hour. As with the typical weekday scenario, this is a result of deficient throughput along San Pedro Drive in the northbound direction.

A dedicated northbound right-turn lane would result in acceptable overall operations (LOS D – 37.2 second delay) at the Taylor Avenue/Indian School Road/San Pedro Drive intersection, however the northbound thru movement (LOS E – 62 seconds delay) would still operate deficiently in the PM Peak.

2.4 Future Corridor Growth

The Mid Region Council of Governments (MRCOG) 2035 Metropolitan Transportation Plan (MTP) Alternative Option dataset was utilized to evaluate traffic volume trends in the future (**Appendix G**). The purpose of using the dataset was to determine if projected growth would result in volumes that

would exceed the volume thresholds identified for the implementation of a road diet. It should be noted that the MRCOG 2035 MTP Alternative Option dataset has been developed to replace the initial MRCOG 2035 MTP Alternative dataset as a result of recent analyses of socioeconomic forecasting of the region that has indicated levels of development are approximately 15% less than anticipated. The Alternative Option dataset was developed in response to these findings.

2.4.1 2035 Daily Traffic Volume Evaluation

Table 8 summarizes the average 2035 daily traffic volumes for three scenarios: northbound, southbound, and total for an average weekday at the three locations along San Pedro Drive.

Table 8: San Pedro Drive Average 2035 Daily Traffic Volume Summary

Location	Average NB Weekday Daily Traffic (veh/day)	Average SB Weekday Daily Traffic (veh/day)	Average Weekday Daily Traffic (veh/day)
South of Marble Avenue	7,200	7,300	14,500
North of Bellamah Avenue	8,100	9,700	17,800
North of Indian School Road	7,200	7,500	14,700

The daily traffic volumes for each location fall below the 20,000 vehicles per day threshold (1). This indicates that a road diet conversion on San Pedro Drive should not result in unacceptable traffic operations along the project corridor based upon the 2035 MTP Alternative Option data set.

2.4.2 2035 Peak Hour Traffic Volume Evaluation

Table 9 summarizes average 2035 peak hour (AM and PM) volumes for the three locations along San Pedro Drive corridor locations.

Table 9: San Pedro Drive Average Peak Hour Volume Summary

Location	Peak Hour	Direction	Average Weekday (veh/hour)	
			Directional	Total
South of Marble Avenue	AM Peak	NB	540	1,100
		SB	560	
	PM Peak	NB	760	1,500
		SB	740	
North of Bellamah Avenue	AM Peak	NB	690	1,250
		SB	560	
	PM Peak	NB	920	1,820
		SB	900	
North of Indian School Road	AM Peak	NB	480	1,070
		SB	590	
	PM Peak	NB	810	1,590
		SB	780	

The peak hour traffic volumes for each location do not exceed the 1,050 vehicles per hour per direction threshold (2), indicating that a LOS D or better be expected for a road diet conversion at each location.

2.5 Operations Summary

The corridor operations evaluation indicated that a road diet conversion would operate acceptably for existing daily traffic volumes and peak hour corridor volumes along San Pedro Drive on a typical weekday and with New Mexico State Fair traffic. Based upon anticipated 2035 peak hour and daily volumes are anticipated to be below acceptable thresholds to achieve acceptable operations with a road diet conversion.

However, the intersection operations analysis indicated that the Taylor Avenue/Indian School Road/San Pedro Drive intersection would not operate at acceptable levels of service during the PM Peak hour with a road diet conversion. If a northbound right-turn lane were to be added (which can be accommodated within the existing roadway section), the intersection would operate at an overall acceptable level of service. All other intersections would operate at acceptable levels of service with a road diet conversion.

3. SAN PEDRO DRIVE INTERSECTION CRASH EVALUATION

Summarized crash data for a three-year period (2008 to 2010) was obtained from the Mid-Region Council of Governments (MRCOG) for the study area. A detailed listing of the crash data provided by the MRCOG, by intersection, is provided in **Appendix I**.

A total of 160 crashes were reported for the three-year period. **Table 10** summarizes the predominant crash types that occurred by intersection within the study corridor.

Table 10: San Pedro Drive Crash Summary

Intersecting Roadway	Crash Type											
	Rear End	Left Turn	Sideswipe	Angle	Parked	Right Turn	Driveway	Fixed Object	Cyclist / Pedestrian	Head On	Other	Total
Marble Avenue	1	3	2	0	0	0	1	1	1	1	0	**10**
Mountain Road	8	1	3	0	1	0	0	0	0	0	1	**14**
Summer Avenue	0	0	1	0	0	0	0	0	0	0	0	**1**
Constitution Avenue	16	9	4	5	0	0	2	4	2	1	1	**44**
Cagua Place	1	0	3	0	1	0	0	0	0	0	0	**5**
Bellamah Avenue	3	0	0	2	0	0	0	0	0	0	0	**5**
Aspen Avenue	0	0	0	0	1	0	0	0	0	0	0	**1**
Princess Jeanne Avenue	3	0	1	0	0	0	0	0	0	0	0	**4**
Hannett Avenue	6	1	1	1	0	1	0	0	0	0	0	**10**
Zimmerman Avenue	6	0	1	0	0	1	0	0	0	0	0	**8**
Haines Avenue	7	3	3	1	0	1	0	0	0	0	0	**15**
Indian School Road	25	12	2	3	1	0	0	0	0	0	0	**43**
Total	**76**	**29**	**21**	**12**	**4**	**3**	**3**	**5**	**3**	**2**	**2**	**160**

The Constitution Avenue/San Pedro Drive intersection and the Indian School Road/San Pedro intersection account for almost half of the crashes within the corridor and 64% of the crashes occurred at the three (3) signalized intersections within the corridor, which is consistent with where the greatest number of conflict points would be. The predominate crash types through the corridor are rear-end collisions, which account for nearly half of the total number of crashes; left-turn collisions (18%); and sideswipe collisions (13%). These crash types are consistent with what would be expected along a signalized roadway corridor in a four-lane undivided configuration.

There was one fatality within the study area during the analysis period. The crash was a fixed object (light pole) crash that occurred at the Constitution Avenue / San Pedro Drive Intersection. The overall severity ratio (ratio of fatal and injury crashes to total crashes) within the corridor is 0.24 which is consistent with the 2010 City of Albuquerque average ratio (*New Mexico Traffic Crash Annual Report 2010*, University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU)). The overall crash rate for the 1.0-mile corridor was 9.50 crashes per million vehicle miles (MVM) which is significantly greater than the Bernalillo County average of 2.83 crashes/MVM. However, a greater rate is anticipated along an arterial corridor with densely spaced intersections (12 within the study area) due to increased conflict points.

3.1.1 Crashes and the New Mexico State Fair

The New Mexico State Fair Grounds are located along the San Pedro Drive corridor, south of the project area, and there are several driveways utilized by the public to access the New Mexico State Fair along San Pedro Drive. To determine if the New Mexico State Fair contributes to an increase in crashes along the corridor a sensitivity analysis was conducted.

A crash rate for the overall corridor during the three year period from 2008 to 2010 was compared to the average crash rate during the New Mexico State Fair during the same period. The average

crash rate for the corridor for the three year period from 2008 to 2010 was determined using the following equation:

$$Average\ Crashes\ /\ Day = \frac{Total\ \#\ of\ Crashes\ in\ Study\ Area\ from\ 2008\ to\ 2010}{3\ (years) * 365\ days}$$

The average crash rate during the State Fair for the three year period from 2008 to 2010 was determined using the following equation:

$$Average\ Crashes\ /\ Day\ during\ State\ Fair = \frac{\begin{matrix} Total\ \#\ of\ Crashes\ that\ occured \\ during\ the\ State\ Fair\ from\ 2008\ to\ 2010 \end{matrix}}{\begin{matrix} Total\ \#\ of\ Days\ State\ Fair \\ was\ Open\ from\ 2008\ to\ 2010 \end{matrix}}$$

The average crash rate per day was 0.33 crashes per day as compared to the average crash per day during the State Fair rate of 0.24 crashes per day. The crash rate during the State Fair is actually less than the overall crash rate, which suggests that the increase in traffic created by the New Mexico State Fair does not result in an increase in the number of crashes along the San Pedro Drive corridor.

4. Bike Facility Alternative Development

Figure 3 shows how the proposed typical section for a four-lane to three-lane road diet conversion would be applied to create on-street bike lanes along the San Pedro Drive corridor.

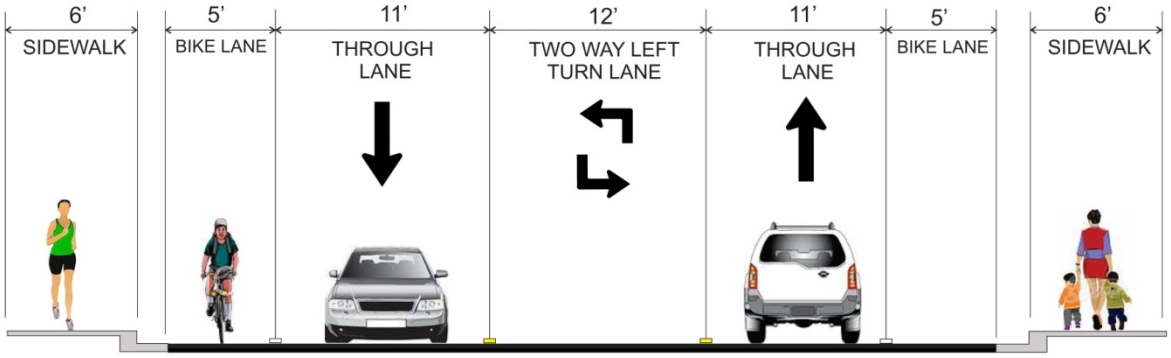


Figure 3: Road Diet Roadway Section – 4 Lanes Reduced to 3 Lanes

The existing four-lane paved roadway width (curb to curb) accommodates the section defined in Figure 3 (the center two-way left-turn lane width would vary as required), requiring relatively simple striping modifications. A conceptual layout was developed that provided bike facilities along the Pedro Drive corridor for a Road Diet Conversion (Figure 7). One travel lane would be provided in each direction along San Pedro Drive from Marble Avenue to Indian School Road. Dedicated left-turn lanes would be provided at each intersection. This alternative could be implemented by merely restriping San Pedro Drive to accommodate the proposed changes. Additional roadway construction/reconstruction would not be required (i.e. the existing curb and gutter, asphalt, and sidewalk will remain). However, several side streets would require modification, such as reducing dual left-turn lanes to a single left-turn lane at Haines Avenue onto San Pedro Drive because the road diet section only has a single receiving lane. The removal of the second left-turn lane at this location can be implemented through restriping.

4.1 Bike Crossing at Mountain Road

The City of Albuquerque is currently giving consideration to making the portion of the Mountain Road corridor, that lies within the study limits, part of the City's Bike Boulevard network. A bike boulevard is a low speed street that has been optimized for cyclists. The west and east legs of the intersection are separated by approximately 90-feet. An offset intersection does not allow for an optimal crossing. Three alternative concepts were developed for the crossing. It should be noted that both crossings would require modifying access to Mountain Road where vehicular traffic would only have right-in/right-out access and would require a road diet on San Pedro Drive..

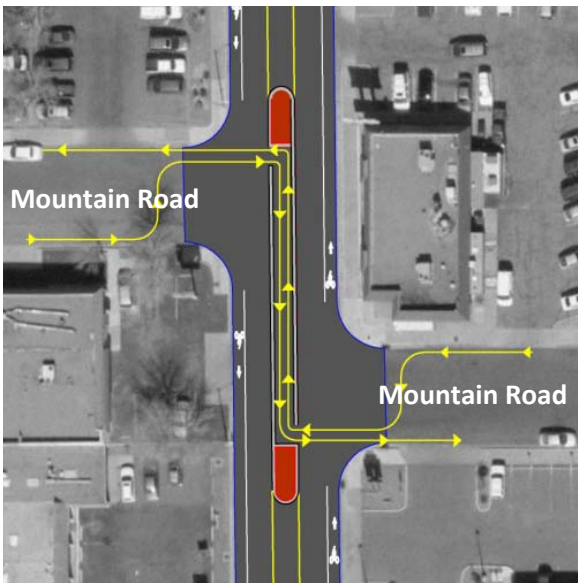


Figure 4: Mountain Road Bicycle Crossing Alternative A

The crossing illustrated in Figure 4 would have cyclists enter the center median from Mountain Road and then travel north / south through the

median to reconnect with Mountain Road. The primary issue with this concept is that it would require bicycle traffic to be opposing vehicular traffic on Mountain Road when entering or the crossing. This is a result of there being one ingress/egress point for each approach that has two-way vehicular traffic.

The crossing shown in Figure 5 would have cyclists travel along the bike lanes on San Pedro Drive to better align with vehicular traffic patterns on Mountain Road. The median would provide a more linear crossing and would provide refuge to cross San Pedro Drive in two movements. The primary issue with this scenario would be that crossing cyclists have to stop within the San Pedro Drive bike lanes, blocking other cyclists, to cross into the median and would require cyclists to look over their shoulder to cross the roadway.

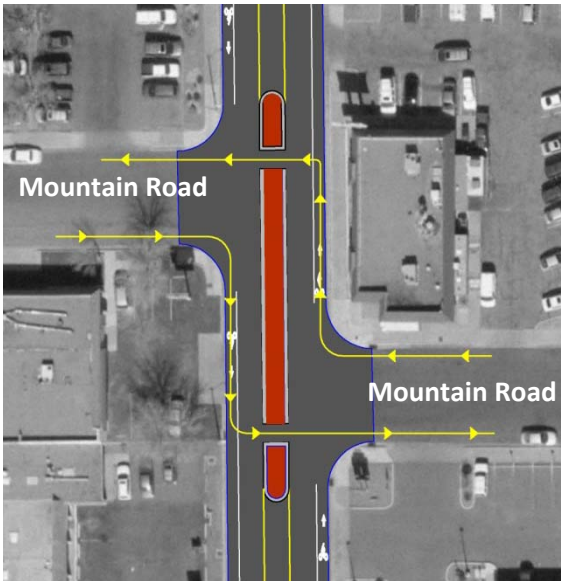


Figure 5: Mountain Road Bicycle Crossing Alternative B

The crossing shown in Figure 6 would have cyclists cross in a more expected manner. The median would have multiple openings that would align with the expected direction of travel for cyclists along Mountain Road. Cyclists would then travel within the median, parallel to San Pedro Drive to the opposing leg of Mountain Road. The issue with this layout is that it could result in user confusion. There are multiple entrances or exits for the cyclists to use which may lead to improper utilization of one of the entrances/exits and conflicts with other users or vehicles in the travelway. Painted arrows on the roadway could be used to provide guidance.

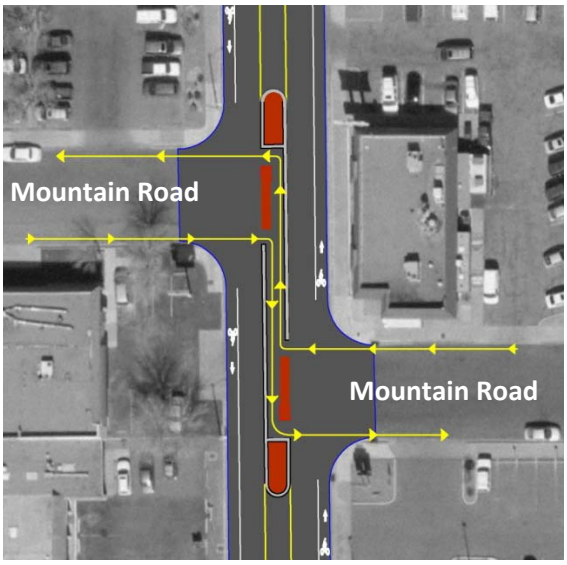


Figure 6: Mountain Road Bicycle Crossing Alternative C

4.2 San Pedro Drive/Constitution Avenue Intersection

The alignment of San Pedro Drive shifts approximately 26-feet from west to east (southbound direction) through the Constitution Avenue intersection. The transition begins approximately 125-feet north of the intersection and ends 100-feet to the south. This results in vehicular and bicycle traffic having to travel through the intersection at a skew where there is not a defined path (i.e. striping) through the intersection. With two travel lanes in each direction, there is the possibility that vehicles may not stay in their lane and encroach on the adjacent travel lane.

Right-of-way is also offset through the intersection. Reconstruction of the intersection to provide a more perpendicular alignment would result in significant reconstruction north and south of the intersection and right-of-way acquisition.

A benefit of the road diet conversion would be better overall lane guidance through the intersection based upon there being fewer options to choose from. A reduction to one travel lane in each direction and a designated bike lane (**Figure 7**) would result in a single path for a vehicle and a cyclist through the intersection. Reducing the number of options that the user will have will also reduce the potential for conflict.

4.3 BUS STOPS

ABQ Ride operates Route 34 (San Pedro Commuter) along the length of the study area. The existing bus route only includes two southbound (AM Peak) and two northbound (PM Peak) buses during typical weekday operations. There are multiple bus stops within the study area and there are no bus pull-outs at these existing stops.

If a road diet section were to be implemented, it would result in the bus partially blocking the thru travel lane and fully blocking the bike lane during boarding/deboarding activities at the stop. This is typical of how ABQ Ride buses operate throughout Albuquerque where pullouts are not available and where bike lanes exist. Bicycle traffic will need to stop within the bike lane and wait for the bus to depart the stop before they can resume traveling along the bike lane. Vehicular traffic will have the option of waiting for the bus to depart or passing the bus utilizing the center dual left-turn lane. Bus stops are not expected have significant negative impact to a road diet due to the infrequency of stops within the study area.

CITY OF ALBUQUERQUE · NEW MEXICO · 1706

PARSONS BRINCKERHOFF

SAN PEDRO DR.
BIKE FACILITY ASSESSMENT

200 0 200

SCALE: 1"=200'

KEY MAP

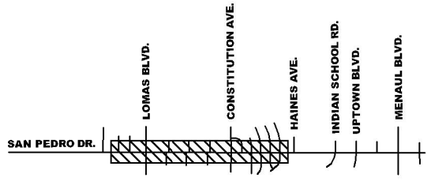
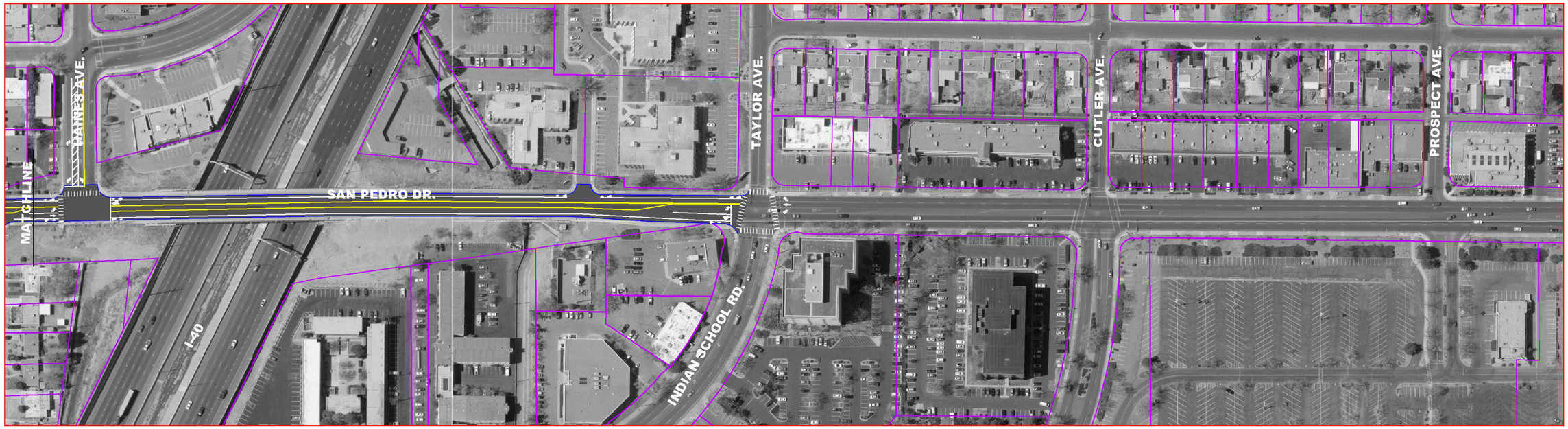
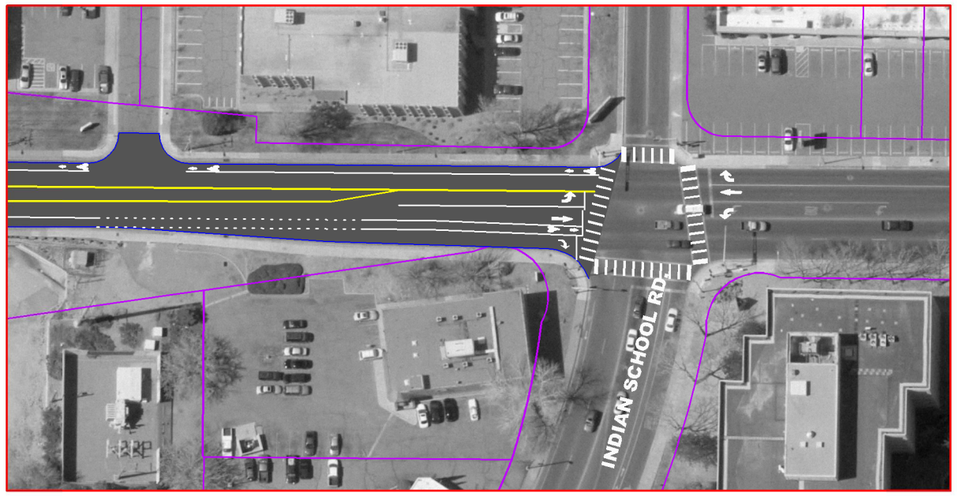


FIGURE 7
SAN PEDRO DRIVE
ROAD DIET CONVERSION





ROAD DIET AT INDIAN SCHOOL INTERSECTION
WITH NORTHBOUND RIGHT-RUN LANE

CITY OF ALBUQUERQUE · 1706 · NEW MEXICO

PARSONS BRINCKERHOFF

SAN PEDRO DR.
BIKE FACILITY ASSESSMENT

N S E W

200 0 200

SCALE: 1"=200'

KEY MAP

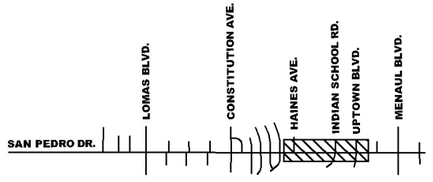


FIGURE 7
SAN PEDRO DRIVE
ROAD DIET CONVERSION

SHEET NO. 2 OF 2

5. CONCLUSIONS

The purpose of the *San Pedro Drive Bike Facility Assessment* is to review and assess the implementation of a road diet for the purpose of providing on-street bicycle facilities on San Pedro Drive from Marble Avenue to Indian School Road. The following summarizes the key findings of the assessment.

Existing Conditions

- Currently there are no on-street bicycle facilities along the San Pedro Drive corridor from Marble Avenue to Indian School Road. There are existing bike facilities along Marble Avenue, Constitution Avenue, Haines Avenue, Cutler Avenue, and Indian School Road that intersect San Pedro Drive.
- South of Interstate 40, San Pedro Drive is a four-lane roadway with two travel lanes in each direction.

Benefits of a Road Diet

- One benefit of implementing a road diet (three lane section) on San Pedro Drive would be to provide bicycle lanes adjacent to the travel lanes and a central turning lane that would fit within the existing four-lane roadway with reconstruction.
- In addition to supporting additional multi-modal uses, key benefits of a properly implement road diet may include lowering vehicular travel speeds, reducing crash rates, and improved pedestrian safety.

Daily Operations

- Existing and 2035 Daily traffic volumes fall below the 20,000 vehicles per day threshold (1) for a three-lane roadway. A road diet conversion on San Pedro Drive should not result in unacceptable corridor traffic operations.

Peak Hour Operations

- The existing and 2035 peak hour traffic volumes fall below the 1,050 vehicles per hour per direction threshold (3). A road diet conversion on San Pedro Drive should not result in unacceptable traffic congestion.

Intersection Operations

- Based upon analyses of the existing intersections, each of the study area intersections operates at an overall acceptable level of service during the AM and PM Peak periods for typical weekday peak hour and New Mexico State Fair volumes.
- Assuming a three lane section were to be constructed from Marble Avenue to Indian School Road, all of the intersections except for the Indian School Road intersection operate at an overall acceptable level of service during the AM and PM Peak periods for typical weekday peak hour and New Mexico State Fair volumes.
    - Acceptable operations can be achieved at the Indian School Road intersection, with a three lane section on San Pedro Drive, by adding a northbound right-turn movement.

Implementation of Bike Lanes

- South of Interstate 40, a three-lane section can be implemented on San Pedro Drive without negatively impacting traffic operations.
- South of the Indian School Road intersection, a road diet can be implement within the existing roadway prism through striping modifications without requiring any roadway widening.

6. REFERENCES

1. Huang, H., R. Steward , and C. Zegeer, *Evaluation of Lane Reduction "Road Diet" Measures on Crashes and Injuries*, Transpiration Research Record 1784, Paper No. 02-2955, 2002.
2. Knapp, Keith, K. Giese and Woochul Lee, *Urban Four-Lane Undivided to Three-Lane Conversion Feasibility: An Update*, Transportation Research Board, 2nd Urban Street Symposium, Anaheim, California, August 2003.
3. Bonneson, J.A., and P.T. McCoy, *Capacity and operational Effects of Midblock Left-Turn Lanes*, national Cooperative Highway Research Program Report 395, Transportation Research Board, National Research Council, Washington , DC, 1999.
4. Gluck, J.,H.S. Levinson, and V. Stover, *Impacts of Access Management Techniques*, National Cooperative Highway Research Program Report 420, Transportation Research Board, National Research Council, Washington , DC, 1999.
5. Campbell, B.J., C.V. Zegeer, H. Huang, and M.J. Cynecki, *A Review of Pedestrian Safety Research in the United States and Abroad*, Report No. FHWA-RD-03-042, Federal Highway Administration, U.S. Department of Transportation, 2004.
6. Harkey, D.L., D.W. Reinfurt, M. Knuiman, J.R. Steward, and A. Sorton, *Development of the Bicycle Compatibility Index: A Level of Service Concept*, Report No. FHWA-RD-90-072, Federal Highway Administration, U.S. Department of Transportation, 1998.
7. Rosales, Jennifer, *Road Diet Handbook: Setting Trends for the Livable Streets, 2nd Edition*, Parsons Brinckerhoff, Inc., 2007.

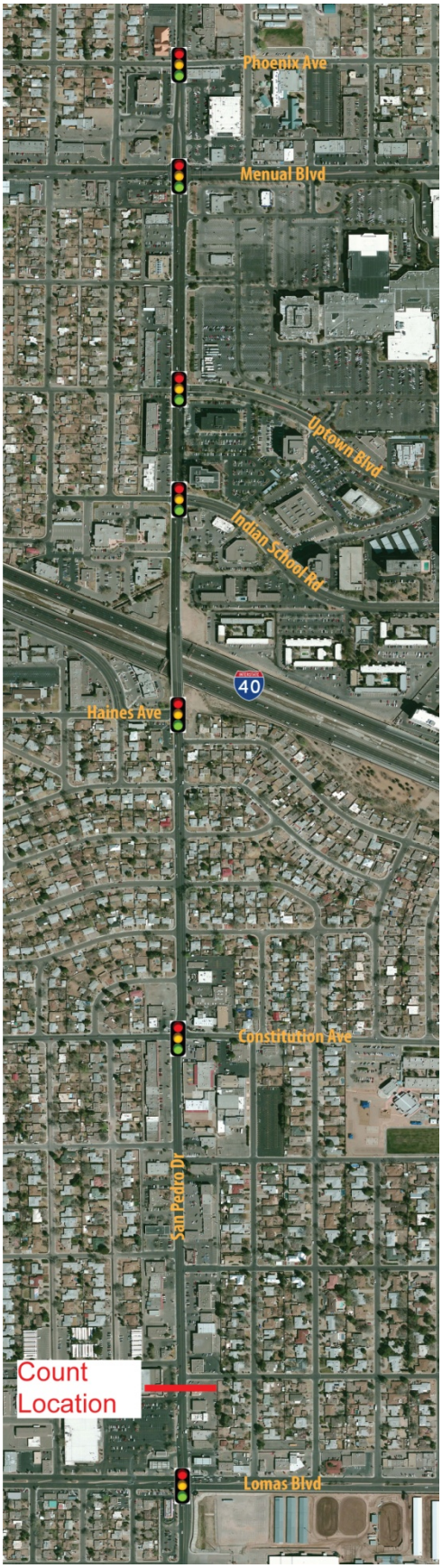
Appendices

Appendix A: Basic Volume Reports

Basic Volume Reports

South of Marble - Northbound

South of Marble - Southbound



Basic Volume Report: COA SP S NB

Station ID : COA SP S NB
Info Line 1 : South of Marble Ave
Info Line 2 :
GPS Lat/Lon : 35.088825 / 103.577494
DB File : COA SP S NB.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 10441
Number of Lanes : 2
Posted Speed Limit : 35.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Right Lane -				

Lane #1 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	17	8	3	6	34
Thu	01:00	1	1	0	0	2
	02:00	1	4	0	1	6
	03:00	1	1	0	1	3
	04:00	2	0	3	0	5
	05:00	2	1	4	12	19
	06:00	5	10	9	19	43
	07:00	23	31	40	38	132
	08:00	46	33	46	54	179
	09:00	34	28	49	49	160
	10:00	53	51	42	46	192
	11:00	55	62	46	66	229
	12:00	66	79	76	59	280
	13:00	70	68	61	72	271
	14:00	64	65	78	73	280
	15:00	71	97	81	105	354
	16:00	95	104	86	104	389
	17:00	99	93	80	67	339
	18:00	65	49	44	34	192
	19:00	49	47	40	29	165
	20:00	55	38	29	33	155
	21:00	42	44	43	29	158
	22:00	31	21	20	20	92
	23:00	17	15	10	8	50
Day Total :						3729

AM Total :	1004 (26.9%)	Peak AM Hour :	11:00 =	229 (6.1%)	Peak AM Factor :	0.867	Average Period : 38.8
PM Total :	2725 (73.1%)	Peak PM Hour :	16:15 =	393 (10.5%)	Peak PM Factor :	0.936	Average Hour : 155.4

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	7	7	4	3	21
Fri	01:00	2	2	1	1	6
	02:00	3	1	0	1	5
	03:00	0	1	1	1	3
	04:00	2	2	3	1	8
	05:00	0	3	6	8	17
	06:00	12	10	12	17	51
	07:00	24	28	43	52	147
	08:00	39	36	44	29	148
	09:00	42	45	47	51	185
	10:00	49	57	50	63	219
	11:00	65	66	74	69	274
	12:00	96	73	94	91	354
	13:00	100	94	84	72	350
	14:00	94	113	79	84	370
	15:00	93	107	95	104	399
	16:00	123	101	114	117	455
	17:00	100	105	83	90	378
	18:00	71	64	57	44	236
	19:00	57	59	46	39	201
	20:00	42	33	39	35	149
	21:00	36	37	33	27	133
	22:00	39	48	28	39	154
	23:00	35	25	27	19	106
Day Total :						4369

AM Total :	1084 (24.8%)	Peak AM Hour : 11:00 =	274 (6.3%)	Peak AM Factor : 0.926	Average Period : 45.5
PM Total :	3285 (75.2%)	Peak PM Hour : 16:00 =	455 (10.4%)	Peak PM Factor : 0.925	Average Hour : 182.0

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	12	17	13	13	55
Sat	01:00	7	8	7	6	28
	02:00	4	5	1	5	15
	03:00	4	0	2	2	8
	04:00	1	2	1	2	6
	05:00	0	4	4	5	13
	06:00	2	3	9	7	21
	07:00	16	9	8	19	52
	08:00	20	23	25	43	111
	09:00	37	41	39	48	165
	10:00	51	55	53	63	222
	11:00	61	55	44	83	243
	12:00	69	80	78	66	293
	13:00	64	81	68	99	312
	14:00	97	98	93	66	354
	15:00	71	96	86	80	333
	16:00	103	115	94	115	427
	17:00	91	108	75	80	354
	18:00	108	91	80	83	362
	19:00	77	124	110	49	360
	20:00	49	48	56	47	200
	21:00	47	37	35	38	157
	22:00	41	56	48	47	192
	23:00	59	44	34	22	159
Day Total :						4442

AM Total :	939 (21.1%)	Peak AM Hour : 11:00 =	243 (5.5%)	Peak AM Factor : 0.732	Average Period : 46.3
PM Total :	3503 (78.9%)	Peak PM Hour : 16:00 =	427 (9.6%)	Peak PM Factor : 0.861	Average Hour : 185.1

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	27	19	7	18	71
Sun	01:00	18	17	6	9	50
	02:00	2	3	0	3	8
	03:00	4	3	3	0	10
	04:00	1	2	1	0	4
	05:00	1	1	2	2	6
	06:00	1	1	2	4	8
	07:00	3	4	7	14	28
	08:00	14	16	14	21	65
	09:00	16	16	15	30	77
	10:00	19	30	36	42	127
	11:00	37	41	41	50	169
	12:00	54	62	58	48	222
	13:00	50	51	54	49	204
	14:00	65	50	47	59	221
	15:00	60	43	50	60	213
	16:00	47	41	39	46	173
	17:00	42	46	67	53	208
	18:00	62	56	44	58	220
	19:00	53	34	43	22	152
	20:00	31	33	23	29	116
	21:00	26	30	19	14	89
	22:00	13	13	18	7	51
	23:00	9	5	15	7	36
Day Total :						2528

AM Total :	623 (24.6%)	Peak AM Hour : 11:00 =	169 (6.7%)	Peak AM Factor : 0.845	Average Period : 26.3
PM Total :	1905 (75.4%)	Peak PM Hour : 17:30 =	238 (9.4%)	Peak PM Factor : 0.888	Average Hour : 105.3

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	5	5	2	2	14
Mon	01:00	1	1	1	4	7
	02:00	2	3	1	0	6
	03:00	2	2	0	0	4
	04:00	0	0	2	3	5
	05:00	4	3	4	11	22
	06:00	7	13	10	16	46
	07:00	23	24	31	57	135
	08:00	42	41	31	51	165
	09:00	47	50	44	59	200
	10:00	62	66	72	65	265
	11:00	61	80	73	80	294
	12:00	90	78	72	78	318
	13:00	76	77	70	85	308
	14:00	81	72	82	69	304
	15:00	72	96	94	105	367
	16:00	103	108	104	123	438
	17:00	100	105	91	64	360
	18:00	46	50	47	36	179
	19:00	37	38	32	25	132
	20:00	21	23	13	17	74
	21:00	19	23	12	12	66
	22:00	16	12	7	4	39
	23:00	7	6	7	2	22
Day Total :						3770

AM Total :	1163 (30.8%)	Peak AM Hour : 11:00 =	294 (7.8%)	Peak AM Factor : 0.919	Average Period : 39.3
PM Total :	2607 (69.2%)	Peak PM Hour : 16:00 =	438 (11.6%)	Peak PM Factor : 0.890	Average Hour : 157.1

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	2	1	0	2	5
Tue	01:00	3	0	1	1	5
	02:00	0	2	3	1	6
	03:00	1	3	0	0	4
	04:00	0	3	3	3	9
	05:00	0	1	8	10	19
	06:00	4	10	12	18	44
	07:00	20	21	41	59	141
	08:00	37	34	31	47	149
	09:00	37	49	42	39	167
	10:00	33	53	48	48	182
	11:00	52	64	52	73	241
	12:00	63	69	82	64	278
	13:00	58	53	58	57	226
	14:00	57	67	62	67	253
	15:00	65	84	82	100	331
	16:00	87	106	24	11	228
	17:00	15	10	5	9	39
	18:00	11	7	7	11	36
	19:00	9	12	25	32	78
	20:00	30	24	29	20	103
	21:00	22	19	11	16	68
	22:00	7	11	4	7	29
	23:00	10	10	2	3	25
Day Total :						2666

AM Total :	972 (36.5%)	Peak AM Hour : 11:00 =	241 (9.0%)	Peak AM Factor : 0.825	Average Period : 27.8
PM Total :	1694 (63.5%)	Peak PM Hour : 15:30 =	375 (14.1%)	Peak PM Factor : 0.884	Average Hour : 111.1

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	4	5	1	2	12
Wed	01:00	1	1	0	0	2
	02:00	2	1	1	0	4
	03:00	1	1	1	1	4
	04:00	0	0	2	4	6
	05:00	3	0	7	10	20
	06:00	9	8	7	10	34
	07:00	29	25	42	46	142
	08:00	41	43	42	44	170
	09:00	45	46	44	45	180
	10:00	51	50	46	56	203
	11:00	55	54	69	68	246
	12:00	73	59	69	76	277
	13:00	69	60	72	64	265
	14:00	58	66	66	70	260
	15:00	66	89	84	89	328
	16:00	87	104	93	102	386
	17:00	109	104	80	72	365
	18:00	62	43	55	42	202
	19:00	33	48	45	32	158
	20:00	29	28	32	18	107
	21:00	24	19	11	11	65
	22:00	12	7	11	8	38
	23:00	10	8	6	5	29
Day Total :						3503

AM Total :	1023 (29.2%)	Peak AM Hour : 11:00 =	246 (7.0%)	Peak AM Factor : 0.891	Average Period : 36.5
PM Total :	2480 (70.8%)	Peak PM Hour : 16:15 =	408 (11.6%)	Peak PM Factor : 0.936	Average Hour : 146.0

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Left Lane- -				

Lane #2 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	22	12	10	6	50
Thu	01:00	0	5	4	2	11
	02:00	1	2	4	1	8
	03:00	2	4	2	3	11
	04:00	4	1	2	5	12
	05:00	4	8	13	10	35
	06:00	17	11	15	23	66
	07:00	26	34	40	52	152
	08:00	52	42	46	60	200
	09:00	45	50	48	60	203
	10:00	50	53	46	55	204
	11:00	54	64	65	61	244
	12:00	77	70	83	82	312
	13:00	63	59	68	79	269
	14:00	78	66	63	69	276
	15:00	72	93	102	89	356
	16:00	70	92	89	85	336
	17:00	91	99	86	79	355
	18:00	67	80	71	64	282
	19:00	64	46	57	46	213
	20:00	56	54	39	42	191
	21:00	44	59	50	38	191
	22:00	35	35	23	34	127
	23:00	21	30	21	15	87
Day Total :						4191

AM Total :	1196 (28.5%)	Peak AM Hour :	11:00 =	244 (5.8%)	Peak AM Factor : 0.938	Average Period :	43.7
PM Total :	2995 (71.5%)	Peak PM Hour :	16:30 =	364 (8.7%)	Peak PM Factor : 0.892	Average Hour :	174.6

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	9	7	3	1	20
Fri	01:00	3	7	2	0	12
	02:00	3	1	1	2	7
	03:00	5	2	5	4	16
	04:00	3	4	1	6	14
	05:00	7	6	9	15	37
	06:00	24	16	18	25	83
	07:00	31	38	41	54	164
	08:00	42	50	54	53	199
	09:00	60	64	51	49	224
	10:00	73	58	58	66	255
	11:00	71	64	84	69	288
	12:00	84	83	84	73	324
	13:00	99	93	84	75	351
	14:00	95	102	72	85	354
	15:00	88	102	103	113	406
	16:00	84	100	90	90	364
	17:00	82	108	77	81	348
	18:00	87	73	68	74	302
	19:00	68	48	53	42	211
	20:00	43	43	43	43	172
	21:00	65	55	50	43	213
	22:00	59	61	39	47	206
	23:00	40	34	34	25	133
Day Total :						4703

AM Total :	1319 (28.0%)	Peak AM Hour : 11:00 =	288 (6.1%)	Peak AM Factor : 0.857	Average Period : 49.0
PM Total :	3384 (72.0%)	Peak PM Hour : 15:00 =	406 (8.6%)	Peak PM Factor : 0.898	Average Hour : 196.0

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	23	18	19	11	71
Sat	01:00	11	4	7	7	29
	02:00	8	9	4	7	28
	03:00	6	5	2	1	14
	04:00	2	0	3	5	10
	05:00	3	5	7	5	20
	06:00	4	5	9	9	27
	07:00	18	18	15	23	74
	08:00	17	34	34	47	132
	09:00	42	51	45	61	199
	10:00	58	47	72	56	233
	11:00	62	68	59	68	257
	12:00	61	62	65	57	245
	13:00	56	55	69	70	250
	14:00	83	71	96	64	314
	15:00	67	71	77	88	303
	16:00	94	86	74	90	344
	17:00	55	85	70	63	273
	18:00	80	89	64	84	317
	19:00	83	89	79	72	323
	20:00	52	53	54	41	200
	21:00	55	49	47	50	201
	22:00	65	62	75	68	270
	23:00	64	61	60	36	221
Day Total :						4355

AM Total :	1094 (25.1%)	Peak AM Hour : 10:30 =	258 (5.9%)	Peak AM Factor : 0.896	Average Period : 45.4
PM Total :	3261 (74.9%)	Peak PM Hour : 15:30 =	345 (7.9%)	Peak PM Factor : 0.898	Average Hour : 181.5

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	43	35	17	21	116
Sun	01:00	24	23	17	5	69
	02:00	8	8	5	3	24
	03:00	3	7	3	3	16
	04:00	0	2	3	5	10
	05:00	5	4	4	9	22
	06:00	5	3	5	3	16
	07:00	5	5	12	11	33
	08:00	16	17	27	24	84
	09:00	33	23	33	34	123
	10:00	39	45	39	45	168
	11:00	39	54	36	51	180
	12:00	57	44	61	53	215
	13:00	54	43	58	58	213
	14:00	60	70	56	67	253
	15:00	68	50	60	67	245
	16:00	53	48	54	61	216
	17:00	61	60	65	60	246
	18:00	65	64	77	64	270
	19:00	66	50	40	46	202
	20:00	54	49	53	37	193
	21:00	47	45	34	26	152
	22:00	25	24	17	13	79
	23:00	15	11	15	17	58
Day Total :						3203

AM Total :	861 (26.9%)	Peak AM Hour :	11:00 =	180 (5.6%)	Peak AM Factor : 0.833	Average Period :	33.4
PM Total :	2342 (73.1%)	Peak PM Hour :	18:15 =	271 (8.5%)	Peak PM Factor : 0.880	Average Hour :	133.5

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	15	8	4	4	31
Mon	01:00	5	4	2	2	13
	02:00	4	1	3	3	11
	03:00	2	2	2	3	9
	04:00	2	2	3	4	11
	05:00	2	9	9	13	33
	06:00	17	18	13	17	65
	07:00	33	39	53	44	169
	08:00	50	44	52	51	197
	09:00	58	55	47	65	225
	10:00	69	55	62	70	256
	11:00	75	73	80	72	300
	12:00	89	78	85	95	347
	13:00	80	74	78	86	318
	14:00	78	70	93	89	330
	15:00	87	95	96	83	361
	16:00	83	96	89	99	367
	17:00	100	108	83	72	363
	18:00	67	70	66	51	254
	19:00	46	39	38	31	154
	20:00	40	22	30	31	123
	21:00	21	24	19	23	87
	22:00	26	12	11	13	62
	23:00	13	10	9	4	36
Day Total :						4122

AM Total :	1320 (32.0%)	Peak AM Hour : 11:00 =	300 (7.3%)	Peak AM Factor : 0.938	Average Period : 42.9
PM Total :	2802 (68.0%)	Peak PM Hour : 16:30 =	396 (9.6%)	Peak PM Factor : 0.917	Average Hour : 171.8

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	9	6	5	4	24
Tue	01:00	2	3	3	2	10
	02:00	5	2	0	0	7
	03:00	3	1	1	1	6
	04:00	2	0	3	3	8
	05:00	3	6	8	17	34
	06:00	12	14	17	16	59
	07:00	29	32	47	43	151
	08:00	46	52	25	59	182
	09:00	58	58	53	47	216
	10:00	40	57	48	59	204
	11:00	57	53	71	73	254
	12:00	59	64	77	78	278
	13:00	64	51	69	69	253
	14:00	63	62	74	74	273
	15:00	63	55	84	86	288
	16:00	91	113	39	42	285
	17:00	35	27	37	43	142
	18:00	33	26	29	28	116
	19:00	26	25	38	46	135
	20:00	33	28	38	28	127
	21:00	19	19	22	21	81
	22:00	22	13	16	12	63
	23:00	15	14	7	6	42
Day Total :						3238

AM Total :	1155 (35.7%)	Peak AM Hour : 11:00 =	254 (7.8%)	Peak AM Factor : 0.870	Average Period : 33.7
PM Total :	2083 (64.3%)	Peak PM Hour : 15:30 =	374 (11.6%)	Peak PM Factor : 0.827	Average Hour : 134.9

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	8	8	6	6	28
Wed	01:00	5	2	2	6	15
	02:00	4	2	2	0	8
	03:00	1	0	4	2	7
	04:00	0	2	0	6	8
	05:00	3	6	11	16	36
	06:00	12	10	18	25	65
	07:00	26	33	40	46	145
	08:00	45	50	45	46	186
	09:00	55	62	44	66	227
	10:00	45	63	43	39	190
	11:00	68	48	74	76	266
	12:00	60	65	88	61	274
	13:00	70	64	71	86	291
	14:00	71	57	69	76	273
	15:00	70	92	76	87	325
	16:00	65	101	99	105	370
	17:00	116	102	90	83	391
	18:00	62	59	60	57	238
	19:00	41	40	52	43	176
	20:00	40	28	31	36	135
	21:00	25	26	17	20	88
	22:00	22	14	18	14	68
	23:00	11	14	15	10	50
Day Total :						3860

AM Total :	1181 (30.6%)	Peak AM Hour : 11:00 =	266 (6.9%)	Peak AM Factor : 0.875	Average Period : 40.2
PM Total :	2679 (69.4%)	Peak PM Hour : 16:30 =	422 (10.9%)	Peak PM Factor : 0.909	Average Hour : 160.8

Basic Volume Summary: COA SP S NB

Grand Total For Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	25007	(47.5%)	7.00	3572	37.2	148.9	6808 (27.2%)	18199 (72.8%)
#2.	27672	(52.5%)	7.00	3953	41.2	164.7	8126 (29.4%)	19546 (70.6%)
ALL	52679		7.00	7525	78.4	313.6	14934 (28.3%)	37745 (71.7%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	294	09/23/2013	0.919	16:00 =	455	09/20/2013	0.925
#2.	11:00 =	300	09/23/2013	0.938	16:30 =	422	09/25/2013	0.909

Basic Volume Report: COA SP S SB

Station ID : COA SP S SB
Info Line 1 : South of Marble Ave
Info Line 2 :
GPS Lat/Lon : 35.088825 / 106.577494
DB File : COA SP S SB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number :
Number of Lanes : 2
Posted Speed Limit : 35.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Right Lane -				

Lane #1 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	2	4	3	0	9
Thu	01:00	5	0	3	0	8
	02:00	4	2	0	7	13
	03:00	1	1	0	0	2
	04:00	2	1	4	1	8
	05:00	1	2	5	13	21
	06:00	18	14	21	37	90
	07:00	40	51	74	74	239
	08:00	61	56	66	60	243
	09:00	61	64	66	66	257
	10:00	65	56	61	69	251
	11:00	74	74	90	95	333
	12:00	110	108	92	90	400
	13:00	93	90	71	73	327
	14:00	99	76	96	104	375
	15:00	95	86	89	99	369
	16:00	113	111	84	94	402
	17:00	139	97	102	94	432
	18:00	69	62	67	78	276
	19:00	44	51	60	56	211
	20:00	49	40	45	31	165
	21:00	35	32	28	26	121
	22:00	20	20	13	12	65
	23:00	10	9	5	9	33
Day Total :						4650

AM Total :	1474 (31.7%)	Peak AM Hour : 11:00 =	333 (7.2%)	Peak AM Factor : 0.876	Average Period :	48.4
PM Total :	3176 (68.3%)	Peak PM Hour : 16:45 =	432 (9.3%)	Peak PM Factor : 0.777	Average Hour :	193.8

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	4	2	3	2	11
Fri	01:00	2	4	0	4	10
	02:00	2	2	2	2	8
	03:00	3	2	0	0	5
	04:00	1	1	2	5	9
	05:00	5	4	7	15	31
	06:00	15	14	25	38	92
	07:00	41	50	58	66	215
	08:00	65	55	66	62	248
	09:00	71	62	76	84	293
	10:00	82	94	92	82	350
	11:00	113	81	94	94	382
	12:00	114	79	94	106	393
	13:00	96	106	116	96	414
	14:00	96	92	119	114	421
	15:00	108	116	112	111	447
	16:00	115	98	129	111	453
	17:00	113	107	119	108	447
	18:00	101	97	85	82	365
	19:00	81	71	58	54	264
	20:00	47	54	51	36	188
	21:00	45	43	45	33	166
	22:00	39	25	23	29	116
	23:00	13	19	11	8	51
Day Total :						5379

AM Total :	1654 (30.7%)	Peak AM Hour : 11:00 =	382 (7.1%)	Peak AM Factor : 0.845	Average Period : 56.0
PM Total :	3725 (69.3%)	Peak PM Hour : 16:30 =	460 (8.6%)	Peak PM Factor : 0.891	Average Hour : 224.1

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	4	6	9	5	24
Sat	01:00	6	7	3	1	17
	02:00	4	2	2	1	9
	03:00	3	0	0	6	9
	04:00	3	2	1	1	7
	05:00	2	2	5	5	14
	06:00	8	11	12	20	51
	07:00	13	22	19	35	89
	08:00	32	25	37	46	140
	09:00	51	56	65	78	250
	10:00	67	64	95	97	323
	11:00	85	94	88	96	363
	12:00	98	99	101	107	405
	13:00	101	107	109	124	441
	14:00	98	111	103	104	416
	15:00	109	93	112	107	421
	16:00	97	101	87	98	383
	17:00	84	99	108	82	373
	18:00	96	89	94	85	364
	19:00	90	76	70	68	304
	20:00	51	52	61	49	213
	21:00	52	31	33	37	153
	22:00	29	29	24	27	109
	23:00	31	25	18	11	85
Day Total :						4963

AM Total :	1296 (26.1%)	Peak AM Hour : 10:30 =	371 (7.5%)	Peak AM Factor : 0.956	Average Period : 51.7
PM Total :	3667 (73.9%)	Peak PM Hour : 13:30 =	442 (8.9%)	Peak PM Factor : 0.891	Average Hour : 206.8

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	10	9	4	4	27
Sun	01:00	6	13	6	7	32
	02:00	7	1	0	1	9
	03:00	2	3	0	2	7
	04:00	0	2	1	1	4
	05:00	2	2	3	2	9
	06:00	4	3	19	16	42
	07:00	12	12	15	15	54
	08:00	16	18	28	34	96
	09:00	34	39	48	37	158
	10:00	49	42	68	46	205
	11:00	54	60	46	75	235
	12:00	63	73	81	79	296
	13:00	72	85	65	71	293
	14:00	88	71	71	76	306
	15:00	65	64	64	57	250
	16:00	66	79	60	59	264
	17:00	56	64	72	67	259
	18:00	52	63	47	55	217
	19:00	43	38	31	39	151
	20:00	35	36	28	13	112
	21:00	31	31	24	15	101
	22:00	14	11	12	10	47
	23:00	6	8	2	7	23
Day Total :						3197

AM Total :	878 (27.5%)	Peak AM Hour :	11:00 =	235 (7.4%)	Peak AM Factor : 0.783	Average Period :	33.3
PM Total :	2319 (72.5%)	Peak PM Hour :	12:30 =	317 (9.9%)	Peak PM Factor : 0.901	Average Hour :	133.2

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	4	7	1	1	13
Mon	01:00	0	1	0	2	3
	02:00	4	2	1	2	9
	03:00	3	2	1	1	7
	04:00	3	4	2	1	10
	05:00	1	2	8	12	23
	06:00	13	14	23	47	97
	07:00	38	48	56	75	217
	08:00	71	56	59	54	240
	09:00	58	65	57	70	250
	10:00	65	68	65	78	276
	11:00	76	68	84	83	311
	12:00	91	88	79	96	354
	13:00	89	84	88	84	345
	14:00	88	82	96	76	342
	15:00	97	87	96	85	365
	16:00	93	98	85	95	371
	17:00	96	97	85	70	348
	18:00	71	63	70	75	279
	19:00	53	62	34	30	179
	20:00	35	37	20	36	128
	21:00	17	27	28	21	93
	22:00	15	23	12	11	61
	23:00	8	9	3	6	26
Day Total :						4347

AM Total :	1456 (33.5%)	Peak AM Hour : 11:00 =	311 (7.2%)	Peak AM Factor : 0.926	Average Period : 45.3
PM Total :	2891 (66.5%)	Peak PM Hour : 16:15 =	374 (8.6%)	Peak PM Factor : 0.954	Average Hour : 181.1

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	3	0	4	2	9
Tue	01:00	4	1	4	2	11
	02:00	0	0	0	0	0
	03:00	2	0	0	1	3
	04:00	1	2	3	2	8
	05:00	0	4	8	12	24
	06:00	12	15	24	31	82
	07:00	44	42	60	76	222
	08:00	64	55	52	55	226
	09:00	67	70	47	64	248
	10:00	52	71	74	65	262
	11:00	52	68	64	86	270
	12:00	84	83	85	78	330
	13:00	81	91	73	72	317
	14:00	79	69	79	76	303
	15:00	97	83	98	90	368
	16:00	79	79	83	109	350
	17:00	118	105	83	94	400
	18:00	77	64	75	59	275
	19:00	73	59	53	44	229
	20:00	41	26	36	30	133
	21:00	30	37	21	17	105
	22:00	25	8	9	16	58
	23:00	6	9	5	8	28
Day Total :						4261

AM Total :	1365 (32.0%)	Peak AM Hour : 11:00 =	270 (6.3%)	Peak AM Factor : 0.785	Average Period : 44.4
PM Total :	2896 (68.0%)	Peak PM Hour : 16:30 =	415 (9.7%)	Peak PM Factor : 0.879	Average Hour : 177.5

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	3	5	3	5	16
Wed	01:00	4	3	0	1	8
	02:00	2	0	1	1	4
	03:00	0	0	0	0	0
	04:00	0	3	2	1	6
	05:00	7	3	5	14	29
	06:00	14	12	26	36	88
	07:00	35	43	53	60	191
	08:00	62	60	57	53	232
	09:00	59	60	57	60	236
	10:00	82	71	62	69	284
	11:00	57	72	90	73	292
	12:00	77	97	95	104	373
	13:00	93	78	70	87	328
	14:00	73	72	78	82	305
	15:00	94	82	104	99	379
	16:00	64	82	92	105	343
	17:00	108	88	92	69	357
	18:00	72	61	59	58	250
	19:00	66	57	40	41	204
	20:00	54	38	42	37	171
	21:00	38	29	22	24	113
	22:00	22	11	14	13	60
	23:00	16	13	7	7	43
Day Total :						4312

AM Total :	1386 (32.1%)	Peak AM Hour : 11:00 =	292 (6.8%)	Peak AM Factor : 0.811	Average Period : 44.9
PM Total :	2926 (67.9%)	Peak PM Hour : 16:30 =	393 (9.1%)	Peak PM Factor : 0.910	Average Hour : 179.7

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Left Lane -				

Lane #2 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	7	2	1	4	14
Thu	01:00	1	6	1	4	12
	02:00	0	2	0	2	4
	03:00	3	1	1	3	8
	04:00	1	0	1	3	5
	05:00	3	11	12	16	42
	06:00	14	20	23	47	104
	07:00	39	50	62	65	216
	08:00	58	52	42	43	195
	09:00	45	50	45	42	182
	10:00	49	52	40	51	192
	11:00	62	65	62	68	257
	12:00	64	65	80	76	285
	13:00	64	73	66	57	260
	14:00	57	63	68	72	260
	15:00	74	63	70	89	296
	16:00	89	77	62	80	308
	17:00	83	76	66	66	291
	18:00	76	55	51	51	233
	19:00	54	45	30	40	169
	20:00	42	37	28	16	123
	21:00	26	22	24	16	88
	22:00	20	19	7	10	56
	23:00	9	8	5	5	27
Day Total :						3627

AM Total :	1231 (33.9%)	Peak AM Hour : 11:00 =	257 (7.1%)	Peak AM Factor : 0.945	Average Period : 37.8
PM Total :	2396 (66.1%)	Peak PM Hour : 15:30 =	325 (9.0%)	Peak PM Factor : 0.913	Average Hour : 151.1

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	5	8	5	3	21
Fri	01:00	0	2	4	2	8
	02:00	3	2	2	4	11
	03:00	3	1	5	0	9
	04:00	1	1	3	2	7
	05:00	5	11	12	18	46
	06:00	16	21	26	34	97
	07:00	36	66	71	64	237
	08:00	49	29	56	48	182
	09:00	69	53	74	68	264
	10:00	61	63	67	94	285
	11:00	93	70	89	79	331
	12:00	74	80	105	104	363
	13:00	86	71	77	68	302
	14:00	57	87	78	94	316
	15:00	77	89	105	91	362
	16:00	90	80	102	106	378
	17:00	104	82	100	99	385
	18:00	118	65	65	58	306
	19:00	50	56	41	48	195
	20:00	30	31	32	35	128
	21:00	28	34	31	21	114
	22:00	21	14	16	19	70
	23:00	16	25	13	16	70
Day Total :						4487

AM Total :	1498 (33.4%)	Peak AM Hour : 10:45 =	346 (7.7%)	Peak AM Factor : 0.920	Average Period : 46.7
PM Total :	2989 (66.6%)	Peak PM Hour : 17:15 =	399 (8.9%)	Peak PM Factor : 0.845	Average Hour : 187.0

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	4	7	6	10	27
Sat	01:00	5	6	2	1	14
	02:00	3	5	4	1	13
	03:00	3	3	4	5	15
	04:00	4	1	0	2	7
	05:00	0	6	4	11	21
	06:00	7	6	10	7	30
	07:00	14	15	13	20	62
	08:00	25	32	35	47	139
	09:00	39	44	63	67	213
	10:00	65	62	77	77	281
	11:00	80	73	83	80	316
	12:00	86	103	89	100	378
	13:00	77	75	97	89	338
	14:00	91	88	97	83	359
	15:00	88	78	78	88	332
	16:00	93	84	90	94	361
	17:00	98	87	94	86	365
	18:00	108	77	73	68	326
	19:00	66	62	54	44	226
	20:00	30	43	41	32	146
	21:00	36	20	21	14	91
	22:00	19	14	25	13	71
	23:00	21	15	17	10	63
Day Total :						4194

AM Total :	1138 (27.1%)	Peak AM Hour : 11:00 =	316 (7.5%)	Peak AM Factor : 0.952	Average Period : 43.7
PM Total :	3056 (72.9%)	Peak PM Hour : 12:00 =	378 (9.0%)	Peak PM Factor : 0.875	Average Hour : 174.8

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	9	10	5	7	31
Sun	01:00	6	3	1	6	16
	02:00	3	3	2	2	10
	03:00	3	4	4	0	11
	04:00	0	2	0	1	3
	05:00	1	3	3	7	14
	06:00	8	9	4	9	30
	07:00	7	10	11	16	44
	08:00	14	21	24	19	78
	09:00	31	28	28	53	140
	10:00	49	41	59	49	198
	11:00	54	48	49	65	216
	12:00	59	60	55	60	234
	13:00	60	67	64	56	247
	14:00	61	76	61	61	259
	15:00	43	51	48	45	187
	16:00	38	40	59	50	187
	17:00	35	37	54	47	173
	18:00	57	49	31	23	160
	19:00	19	31	26	19	95
	20:00	22	23	17	15	77
	21:00	25	22	19	13	79
	22:00	15	8	15	6	44
	23:00	10	6	3	3	22
Day Total :						2555

AM Total :	791 (31.0%)	Peak AM Hour :	11:00 =	216 (8.5%)	Peak AM Factor : 0.831	Average Period :	26.6
PM Total :	1764 (69.0%)	Peak PM Hour :	14:00 =	259 (10.1%)	Peak PM Factor : 0.852	Average Hour :	106.5

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	5	8	5	4	22
Mon	01:00	0	3	3	4	10
	02:00	0	1	4	1	6
	03:00	2	1	1	2	6
	04:00	1	3	2	2	8
	05:00	3	7	18	17	45
	06:00	11	26	23	42	102
	07:00	41	43	64	61	209
	08:00	61	47	51	61	220
	09:00	52	77	50	68	247
	10:00	43	47	61	69	220
	11:00	76	56	70	68	270
	12:00	76	66	79	81	302
	13:00	63	77	68	79	287
	14:00	83	59	61	82	285
	15:00	82	72	72	79	305
	16:00	80	63	59	77	279
	17:00	69	71	64	58	262
	18:00	42	39	62	54	197
	19:00	38	49	27	21	135
	20:00	26	23	31	27	107
	21:00	13	28	17	11	69
	22:00	15	18	12	8	53
	23:00	9	8	6	1	24
Day Total :						3670

AM Total :	1365 (37.2%)	Peak AM Hour : 10:45 =	271 (7.4%)	Peak AM Factor : 0.880	Average Period : 38.2
PM Total :	2305 (62.8%)	Peak PM Hour : 14:45 =	308 (8.4%)	Peak PM Factor : 0.928	Average Hour : 152.9

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	6	5	6	2	19
Tue	01:00	3	2	1	2	8
	02:00	5	1	0	0	6
	03:00	2	0	4	0	6
	04:00	3	2	4	0	9
	05:00	2	10	11	15	38
	06:00	15	20	26	46	107
	07:00	44	45	71	74	234
	08:00	48	36	43	47	174
	09:00	52	44	47	53	196
	10:00	62	51	37	49	199
	11:00	47	54	61	72	234
	12:00	44	71	68	65	248
	13:00	62	52	53	59	226
	14:00	58	61	50	84	253
	15:00	71	65	68	67	271
	16:00	66	67	45	28	206
	17:00	58	47	49	49	203
	18:00	29	33	41	34	137
	19:00	25	29	36	28	118
	20:00	39	23	26	23	111
	21:00	30	20	23	15	88
	22:00	14	20	13	7	54
	23:00	10	15	1	4	30
Day Total :						3175

AM Total :	1230 (38.7%)	Peak AM Hour : 07:15 =	238 (7.5%)	Peak AM Factor : 0.804	Average Period : 33.1
PM Total :	1945 (61.3%)	Peak PM Hour : 14:45 =	288 (9.1%)	Peak PM Factor : 0.857	Average Hour : 132.3

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	9	2	0	1	12
Wed	01:00	3	3	0	4	10
	02:00	4	1	2	3	10
	03:00	0	3	2	1	6
	04:00	0	1	2	5	8
	05:00	2	8	13	17	40
	06:00	16	16	32	44	108
	07:00	42	52	56	50	200
	08:00	47	33	40	41	161
	09:00	51	50	51	45	197
	10:00	36	48	56	57	197
	11:00	38	55	54	57	204
	12:00	63	65	69	75	272
	13:00	69	66	64	62	261
	14:00	48	71	61	80	260
	15:00	77	62	74	70	283
	16:00	70	65	74	84	293
	17:00	70	57	70	50	247
	18:00	58	58	45	38	199
	19:00	33	27	47	30	137
	20:00	25	22	25	26	98
	21:00	16	21	18	16	71
	22:00	14	15	18	8	55
	23:00	9	8	6	6	29
Day Total :						3358

AM Total :	1153 (34.3%)	Peak AM Hour : 10:30 =	206 (6.1%)	Peak AM Factor : 0.904	Average Period : 35.0
PM Total :	2205 (65.7%)	Peak PM Hour : 14:45 =	293 (8.7%)	Peak PM Factor : 0.872	Average Hour : 139.9

Basic Volume Summary: COA SP S SB

Grand Total For Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

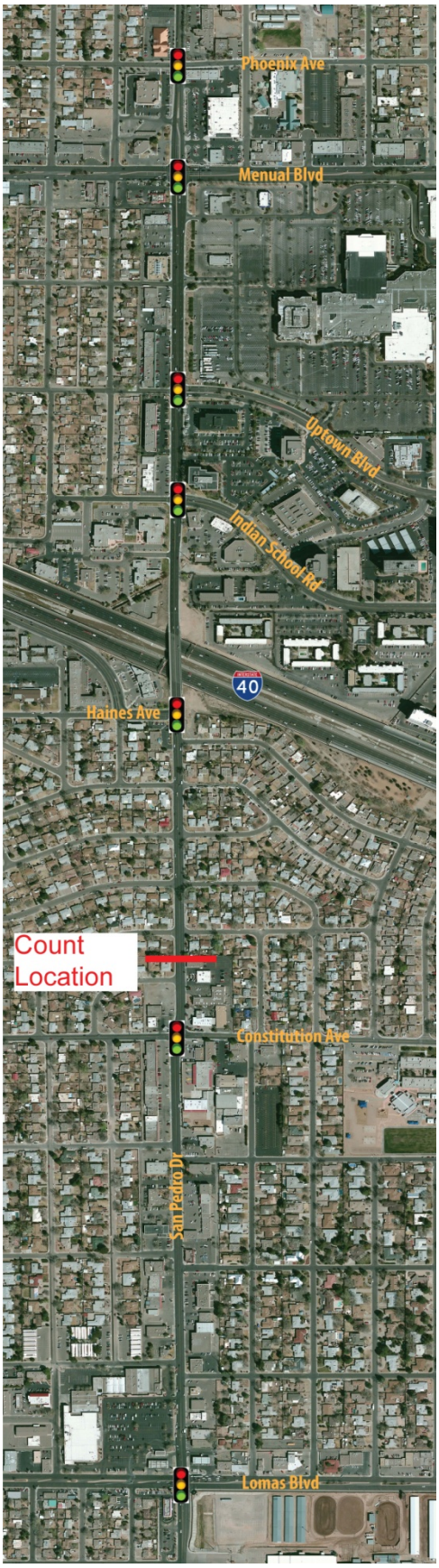
Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	31109	(55.4%)	7.00	4444	46.3	185.2	9509 (30.6%)	21600 (69.4%)
#2.	25066	(44.6%)	7.00	3581	37.3	149.2	8406 (33.5%)	16660 (66.5%)
ALL	56175		7.00	8025	83.6	334.4	17915 (31.9%)	38260 (68.1%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	382	09/20/2013	0.845	16:30 =	460	09/20/2013	0.891
#2.	10:45 =	346	09/20/2013	0.920	17:15 =	399	09/20/2013	0.845

Basic Volume Reports

North of Bellamah Avenue – Northbound

North of Bellamah Avenue – Southbound



Basic Volume Report: COA SP M NB

Station ID : COA SP M NB
Info Line 1 : North of Bellamah Ave
Info Line 2 :
GPS Lat/Lon : 35.096795 / 106.577515
DB File : COA SP M NB.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 13253
Number of Lanes : 2
Posted Speed Limit : 35.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Right Lane -				

Lane #1 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	16	5	3	7	31
Thu	01:00	2	2	0	1	5
	02:00	0	1	2	1	4
	03:00	1	1	0	2	4
	04:00	2	3	3	1	9
	05:00	4	2	6	11	23
	06:00	10	9	10	22	51
	07:00	29	34	50	58	171
	08:00	54	40	37	55	186
	09:00	45	42	50	55	192
	10:00	58	63	53	58	232
	11:00	66	72	66	73	277
	12:00	74	91	84	73	322
	13:00	64	80	69	86	299
	14:00	76	80	87	91	334
	15:00	87	107	106	115	415
	16:00	112	112	119	114	457
	17:00	128	110	91	73	402
	18:00	80	67	56	55	258
	19:00	47	50	50	37	184
	20:00	52	45	36	31	164
	21:00	36	41	33	30	140
	22:00	30	27	19	17	93
	23:00	15	12	9	12	48
Day Total :						4301

AM Total :	1185 (27.6%)	Peak AM Hour :	11:00 =	277 (6.4%)	Peak AM Factor :	0.949	Average Period : 44.8
PM Total :	3116 (72.4%)	Peak PM Hour :	16:15 =	473 (11.0%)	Peak PM Factor :	0.924	Average Hour : 179.2

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	7	7	4	4	22
Fri	01:00	1	2	2	1	6
	02:00	5	0	1	1	7
	03:00	3	1	1	2	7
	04:00	3	3	4	3	13
	05:00	1	2	5	6	14
	06:00	19	14	17	20	70
	07:00	35	22	61	64	182
	08:00	45	39	53	49	186
	09:00	45	64	55	58	222
	10:00	53	62	57	78	250
	11:00	69	90	82	86	327
	12:00	118	84	106	90	398
	13:00	101	117	109	86	413
	14:00	104	119	87	94	404
	15:00	95	123	111	120	449
	16:00	123	110	125	124	482
	17:00	121	119	111	96	447
	18:00	94	77	59	62	292
	19:00	49	58	53	41	201
	20:00	40	34	47	37	158
	21:00	39	32	30	33	134
	22:00	35	51	24	38	148
	23:00	32	27	26	17	102
Day Total :						4934

AM Total :	1306 (26.5%)	Peak AM Hour : 11:00 =	327 (6.6%)	Peak AM Factor : 0.908	Average Period : 51.4
PM Total :	3628 (73.5%)	Peak PM Hour : 16:30 =	489 (9.9%)	Peak PM Factor : 0.978	Average Hour : 205.6

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	14	11	12	10	47
Sat	01:00	8	7	8	4	27
	02:00	2	5	4	5	16
	03:00	6	0	2	3	11
	04:00	1	1	2	4	8
	05:00	0	0	6	6	12
	06:00	3	3	9	8	23
	07:00	10	9	13	20	52
	08:00	25	25	28	47	125
	09:00	41	41	54	52	188
	10:00	60	55	69	72	256
	11:00	76	73	66	80	295
	12:00	78	86	90	86	340
	13:00	78	82	77	99	336
	14:00	88	98	85	90	361
	15:00	85	76	95	92	348
	16:00	93	107	98	97	395
	17:00	80	88	87	79	334
	18:00	110	89	86	80	365
	19:00	87	69	95	63	314
	20:00	54	52	55	50	211
	21:00	45	40	31	41	157
	22:00	46	50	43	50	189
	23:00	52	43	39	24	158
Day Total :						4568

AM Total :	1060 (23.2%)	Peak AM Hour : 11:00 =	295 (6.5%)	Peak AM Factor : 0.922	Average Period : 47.6
PM Total :	3508 (76.8%)	Peak PM Hour : 16:00 =	395 (8.6%)	Peak PM Factor : 0.898	Average Hour : 190.3

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	26	15	8	16	65
Sun	01:00	13	19	14	7	53
	02:00	1	5	1	1	8
	03:00	2	4	4	0	10
	04:00	1	3	0	0	4
	05:00	3	2	3	4	12
	06:00	3	1	3	6	13
	07:00	7	3	9	20	39
	08:00	12	10	15	23	60
	09:00	19	18	23	35	95
	10:00	24	32	47	42	145
	11:00	54	54	56	56	220
	12:00	51	73	67	69	260
	13:00	71	67	60	59	257
	14:00	64	51	64	70	249
	15:00	76	49	53	67	245
	16:00	50	48	37	58	193
	17:00	47	43	70	63	223
	18:00	45	53	37	54	189
	19:00	47	41	37	26	151
	20:00	40	32	17	16	105
	21:00	25	29	18	14	86
	22:00	14	15	18	5	52
	23:00	5	5	13	6	29
Day Total :						2763

AM Total :	724 (26.2%)	Peak AM Hour : 11:00 =	220 (8.0%)	Peak AM Factor : 0.982	Average Period : 28.8
PM Total :	2039 (73.8%)	Peak PM Hour : 12:15 =	280 (10.1%)	Peak PM Factor : 0.921	Average Hour : 115.1

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	5	6	2	3	16
Mon	01:00	1	4	1	2	8
	02:00	1	4	2	0	7
	03:00	1	2	1	3	7
	04:00	0	2	2	5	9
	05:00	2	4	7	11	24
	06:00	10	13	11	19	53
	07:00	27	35	48	68	178
	08:00	53	46	40	59	198
	09:00	49	70	45	64	228
	10:00	66	63	77	66	272
	11:00	67	82	82	75	306
	12:00	103	103	84	87	377
	13:00	91	70	79	86	326
	14:00	75	82	91	88	336
	15:00	82	103	103	111	399
	16:00	122	118	108	124	472
	17:00	139	124	106	76	445
	18:00	60	55	42	42	199
	19:00	42	43	38	35	158
	20:00	23	31	17	20	91
	21:00	15	19	12	16	62
	22:00	17	14	11	5	47
	23:00	3	7	5	2	17
Day Total :						4235

AM Total :	1306 (30.8%)	Peak AM Hour : 11:00 =	306 (7.2%)	Peak AM Factor : 0.933	Average Period : 44.1
PM Total :	2929 (69.2%)	Peak PM Hour : 16:30 =	495 (11.7%)	Peak PM Factor : 0.890	Average Hour : 176.5

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	2	1	0	2	5
Tue	01:00	2	1	1	4	8
	02:00	2	1	4	1	8
	03:00	0	2	0	2	4
	04:00	1	5	2	2	10
	05:00	1	2	6	11	20
	06:00	6	7	14	20	47
	07:00	28	33	58	75	194
	08:00	37	46	39	44	166
	09:00	67	58	46	39	210
	10:00	42	57	55	49	203
	11:00	57	52	65	83	257
	12:00	74	69	93	73	309
	13:00	66	59	73	71	269
	14:00	63	63	74	78	278
	15:00	77	101	86	102	366
	16:00	113	110	66	78	367
	17:00	95	76	60	48	279
	18:00	33	44	39	25	141
	19:00	29	24	32	27	112
	20:00	41	25	30	30	126
	21:00	24	21	11	19	75
	22:00	13	14	7	10	44
	23:00	14	8	2	2	26
Day Total :						3524

AM Total :	1132 (32.1%)	Peak AM Hour : 11:00 =	257 (7.3%)	Peak AM Factor : 0.774	Average Period : 36.7
PM Total :	2392 (67.9%)	Peak PM Hour : 15:30 =	411 (11.7%)	Peak PM Factor : 0.909	Average Hour : 146.8

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	3	5	0	2	10
Wed	01:00	4	2	0	2	8
	02:00	0	0	2	1	3
	03:00	2	1	1	2	6
	04:00	0	0	1	4	5
	05:00	1	6	6	13	26
	06:00	8	8	10	20	46
	07:00	32	31	49	65	177
	08:00	55	43	45	40	183
	09:00	54	54	54	50	212
	10:00	62	59	53	61	235
	11:00	55	68	65	71	259
	12:00	73	65	84	93	315
	13:00	74	82	77	78	311
	14:00	70	65	73	88	296
	15:00	85	92	93	89	359
	16:00	105	112	105	122	444
	17:00	150	118	98	83	449
	18:00	79	50	66	45	240
	19:00	49	49	57	33	188
	20:00	31	34	29	26	120
	21:00	33	19	16	16	84
	22:00	18	11	15	8	52
	23:00	10	6	5	7	28
Day Total :						4056

AM Total :	1170 (28.8%)	Peak AM Hour : 11:00 =	259 (6.4%)	Peak AM Factor : 0.912	Average Period : 42.3
PM Total :	2886 (71.2%)	Peak PM Hour : 16:30 =	495 (12.2%)	Peak PM Factor : 0.825	Average Hour : 169.0

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Left Lane -				

Lane #2 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	15	12	10	4	41
Thu	01:00	1	3	3	2	9
	02:00	2	4	3	0	9
	03:00	2	6	3	3	14
	04:00	2	1	2	3	8
	05:00	4	8	13	17	42
	06:00	16	16	25	30	87
	07:00	38	34	65	54	191
	08:00	50	43	41	61	195
	09:00	46	42	53	51	192
	10:00	47	48	55	44	194
	11:00	49	64	62	56	231
	12:00	68	76	80	78	302
	13:00	77	78	67	76	298
	14:00	72	64	72	75	283
	15:00	70	75	87	87	319
	16:00	90	84	112	94	380
	17:00	94	92	83	81	350
	18:00	72	74	69	66	281
	19:00	45	38	48	51	182
	20:00	48	41	39	40	168
	21:00	42	55	44	45	186
	22:00	31	30	21	33	115
	23:00	13	26	21	12	72
Day Total :						4149

AM Total :	1213 (29.2%)	Peak AM Hour : 11:00 =	231 (5.6%)	Peak AM Factor : 0.888	Average Period : 43.2
PM Total :	2936 (70.8%)	Peak PM Hour : 16:30 =	392 (9.4%)	Peak PM Factor : 0.875	Average Hour : 172.9

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	10	8	5	3	26
Fri	01:00	1	9	1	0	11
	02:00	2	1	0	3	6
	03:00	4	5	4	6	19
	04:00	3	3	1	6	13
	05:00	6	10	12	14	42
	06:00	16	19	21	26	82
	07:00	36	33	52	65	186
	08:00	43	47	48	57	195
	09:00	58	54	50	53	215
	10:00	62	58	62	59	241
	11:00	70	60	77	76	283
	12:00	88	84	80	85	337
	13:00	86	82	69	88	325
	14:00	82	93	74	96	345
	15:00	81	94	91	99	365
	16:00	104	110	95	112	421
	17:00	91	116	78	78	363
	18:00	80	74	62	66	282
	19:00	60	57	48	54	219
	20:00	48	48	46	39	181
	21:00	56	49	53	30	188
	22:00	51	53	42	47	193
	23:00	38	25	31	22	116
Day Total :						4654

AM Total :	1319 (28.3%)	Peak AM Hour : 11:00 =	283 (6.1%)	Peak AM Factor : 0.919	Average Period : 48.5
PM Total :	3335 (71.7%)	Peak PM Hour : 16:00 =	421 (9.0%)	Peak PM Factor : 0.907	Average Hour : 193.9

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	27	20	18	12	77
Sat	01:00	12	5	3	12	32
	02:00	7	7	4	5	23
	03:00	7	4	2	0	13
	04:00	4	1	3	6	14
	05:00	3	4	7	7	21
	06:00	6	8	8	17	39
	07:00	25	16	18	26	85
	08:00	22	29	28	42	121
	09:00	44	52	47	60	203
	10:00	50	53	60	60	223
	11:00	56	51	53	76	236
	12:00	70	71	76	51	268
	13:00	64	57	66	70	257
	14:00	70	94	67	56	287
	15:00	70	66	65	79	280
	16:00	83	84	65	79	311
	17:00	58	87	63	61	269
	18:00	80	83	63	68	294
	19:00	75	55	90	57	277
	20:00	52	53	51	37	193
	21:00	48	42	55	39	184
	22:00	54	56	66	72	248
	23:00	55	56	54	35	200
Day Total :						4155

AM Total :	1087 (26.2%)	Peak AM Hour : 11:00 =	236 (5.7%)	Peak AM Factor : 0.776	Average Period : 43.3
PM Total :	3068 (73.8%)	Peak PM Hour : 15:30 =	311 (7.5%)	Peak PM Factor : 0.827	Average Hour : 173.1

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	39	32	19	18	108
Sun	01:00	22	21	16	6	65
	02:00	8	6	7	4	25
	03:00	8	7	3	3	21
	04:00	1	1	4	6	12
	05:00	3	2	5	8	18
	06:00	5	6	4	2	17
	07:00	12	5	8	13	38
	08:00	18	14	25	20	77
	09:00	30	25	16	35	106
	10:00	38	35	37	53	163
	11:00	54	50	31	49	184
	12:00	56	53	62	51	222
	13:00	49	42	53	47	191
	14:00	63	55	43	67	228
	15:00	59	43	62	71	235
	16:00	48	53	54	53	208
	17:00	56	61	63	61	241
	18:00	65	59	74	71	269
	19:00	52	37	44	38	171
	20:00	50	45	55	37	187
	21:00	49	38	35	30	152
	22:00	13	18	16	17	64
	23:00	14	8	17	17	56
Day Total :						3058

AM Total :	834 (27.3%)	Peak AM Hour : 10:30 =	194 (6.3%)	Peak AM Factor : 0.898	Average Period : 31.9
PM Total :	2224 (72.7%)	Peak PM Hour : 18:00 =	269 (8.8%)	Peak PM Factor : 0.909	Average Hour : 127.4

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	10	9	5	6	30
Mon	01:00	5	2	2	1	10
	02:00	2	1	2	2	7
	03:00	2	2	3	3	10
	04:00	3	2	2	4	11
	05:00	5	9	6	11	31
	06:00	15	19	17	28	79
	07:00	37	52	62	45	196
	08:00	54	44	54	49	201
	09:00	63	56	49	61	229
	10:00	63	54	54	52	223
	11:00	65	65	75	74	279
	12:00	96	79	78	87	340
	13:00	67	68	67	84	286
	14:00	69	71	77	80	297
	15:00	85	83	83	87	338
	16:00	88	86	95	89	358
	17:00	99	101	83	62	345
	18:00	62	59	59	40	220
	19:00	49	41	30	32	152
	20:00	30	25	25	21	101
	21:00	29	26	17	21	93
	22:00	20	10	10	11	51
	23:00	9	5	10	5	29
Day Total :						3916

AM Total :	1306 (33.4%)	Peak AM Hour : 11:00 =	279 (7.1%)	Peak AM Factor : 0.930	Average Period : 40.8
PM Total :	2610 (66.6%)	Peak PM Hour : 16:30 =	384 (9.8%)	Peak PM Factor : 0.950	Average Hour : 163.2

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	7	7	4	5	23
Tue	01:00	4	3	1	2	10
	02:00	3	2	0	0	5
	03:00	2	1	2	2	7
	04:00	2	1	4	2	9
	05:00	2	7	15	13	37
	06:00	15	18	27	22	82
	07:00	41	34	47	61	183
	08:00	49	53	31	52	185
	09:00	55	49	47	57	208
	10:00	41	53	48	62	204
	11:00	70	43	67	70	250
	12:00	58	54	77	68	257
	13:00	64	58	76	66	264
	14:00	59	79	62	75	275
	15:00	66	57	77	84	284
	16:00	95	93	48	65	301
	17:00	61	61	54	43	219
	18:00	38	41	35	33	147
	19:00	36	20	33	45	134
	20:00	34	21	40	35	130
	21:00	24	16	16	21	77
	22:00	18	11	10	5	44
	23:00	14	15	6	4	39
Day Total :						3374

AM Total :	1203 (35.7%)	Peak AM Hour : 11:00 =	250 (7.4%)	Peak AM Factor : 0.893	Average Period : 35.1
PM Total :	2171 (64.3%)	Peak PM Hour : 15:30 =	349 (10.3%)	Peak PM Factor : 0.918	Average Hour : 140.6

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	10	10	3	7	30
Wed	01:00	6	1	2	5	14
	02:00	5	2	2	0	9
	03:00	2	0	4	1	7
	04:00	1	3	1	2	7
	05:00	1	13	13	12	39
	06:00	15	14	24	25	78
	07:00	37	40	61	61	199
	08:00	56	43	45	50	194
	09:00	51	56	37	47	191
	10:00	41	65	42	46	194
	11:00	54	46	80	80	260
	12:00	62	59	79	64	264
	13:00	60	65	82	64	271
	14:00	70	59	75	80	284
	15:00	59	75	89	80	303
	16:00	79	90	98	94	361
	17:00	111	88	91	72	362
	18:00	59	55	61	46	221
	19:00	31	44	36	41	152
	20:00	48	35	28	33	144
	21:00	25	27	17	18	87
	22:00	19	12	16	10	57
	23:00	7	11	13	10	41
Day Total :						3769

AM Total :	1222 (32.4%)	Peak AM Hour : 11:00 =	260 (6.9%)	Peak AM Factor : 0.812	Average Period : 39.3
PM Total :	2547 (67.6%)	Peak PM Hour : 16:15 =	393 (10.4%)	Peak PM Factor : 0.885	Average Hour : 157.0

Basic Volume Summary: COA SP M NB

Grand Total For Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	28381	(51.2%)	7.00	4054	42.2	168.9	7883 (27.8%)	20498 (72.2%)
#2.	27075	(48.8%)	7.00	3868	40.3	161.2	8184 (30.2%)	18891 (69.8%)
ALL	55456		7.00	7922	82.5	330.1	16067 (29.0%)	39389 (71.0%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	327	09/20/2013	0.908	16:30 =	495	09/23/2013	0.890
#2.	11:00 =	283	09/20/2013	0.919	16:00 =	421	09/20/2013	0.907

Basic Volume Report: COA SP M SB

Station ID : COA SP M SB
Info Line 1 : North of Bellamah Ave
Info Line 2 :
GPS Lat/Lon : 35.096795 / 106.577515
DB File : COA SP M SB.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 13255
Number of Lanes : 2
Posted Speed Limit : 35.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Right Lane -				

Lane #1 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	1	9	4	0	14
Thu	01:00	3	0	2	2	7
	02:00	3	4	4	3	14
	03:00	0	0	1	0	1
	04:00	1	3	3	1	8
	05:00	1	5	5	12	23
	06:00	15	15	28	36	94
	07:00	38	61	73	64	236
	08:00	59	72	63	57	251
	09:00	60	58	50	57	225
	10:00	70	56	50	57	233
	11:00	84	71	84	90	329
	12:00	102	92	99	97	390
	13:00	84	85	68	62	299
	14:00	89	78	96	96	359
	15:00	96	103	97	127	423
	16:00	112	113	111	96	432
	17:00	136	90	90	101	417
	18:00	65	72	67	68	272
	19:00	44	60	43	53	200
	20:00	44	39	41	30	154
	21:00	39	24	22	16	101
	22:00	18	21	10	14	63
	23:00	13	16	9	4	42
Day Total :						4587

AM Total :	1435 (31.3%)	Peak AM Hour :	11:00 =	329 (7.2%)	Peak AM Factor :	0.914	Average Period : 47.8
PM Total :	3152 (68.7%)	Peak PM Hour :	15:45 =	463 (10.1%)	Peak PM Factor :	0.851	Average Hour : 191.1

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	2	2	5	3	12
Fri	01:00	3	4	2	2	11
	02:00	3	3	0	4	10
	03:00	2	3	1	2	8
	04:00	1	2	2	7	12
	05:00	1	7	8	10	26
	06:00	10	11	15	36	72
	07:00	30	58	63	71	222
	08:00	66	56	63	68	253
	09:00	63	57	85	81	286
	10:00	75	80	84	87	326
	11:00	93	77	110	87	367
	12:00	105	93	116	115	429
	13:00	99	116	104	98	417
	14:00	100	110	109	114	433
	15:00	112	124	121	116	473
	16:00	111	117	121	128	477
	17:00	120	125	120	110	475
	18:00	105	91	75	66	337
	19:00	67	63	56	57	243
	20:00	44	54	41	36	175
	21:00	43	41	39	29	152
	22:00	31	17	19	25	92
	23:00	6	18	13	8	45
Day Total :						5353

AM Total :	1605 (30.0%)	Peak AM Hour : 10:45 =	367 (6.9%)	Peak AM Factor : 0.834	Average Period : 55.8
PM Total :	3748 (70.0%)	Peak PM Hour : 16:30 =	494 (9.2%)	Peak PM Factor : 0.965	Average Hour : 223.0

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	8	6	7	6	27
Sat	01:00	7	6	4	2	19
	02:00	7	3	5	6	21
	03:00	2	2	3	2	9
	04:00	2	4	1	2	9
	05:00	1	2	7	5	15
	06:00	8	7	11	11	37
	07:00	14	15	14	29	72
	08:00	31	30	37	50	148
	09:00	57	42	58	72	229
	10:00	63	67	82	82	294
	11:00	74	91	79	96	340
	12:00	86	93	84	106	369
	13:00	86	103	107	109	405
	14:00	87	112	97	84	380
	15:00	106	91	106	100	403
	16:00	92	93	89	97	371
	17:00	77	87	89	77	330
	18:00	82	85	96	78	341
	19:00	65	76	62	66	269
	20:00	47	53	50	46	196
	21:00	55	34	28	26	143
	22:00	25	21	19	23	88
	23:00	19	23	22	15	79
Day Total :						4594

AM Total :	1220 (26.6%)	Peak AM Hour : 11:00 =	340 (7.4%)	Peak AM Factor : 0.885	Average Period : 47.9
PM Total :	3374 (73.4%)	Peak PM Hour : 13:30 =	415 (9.0%)	Peak PM Factor : 0.926	Average Hour : 191.4

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	11	5	7	3	26
Sun	01:00	6	10	9	9	34
	02:00	8	3	4	2	17
	03:00	2	5	4	1	12
	04:00	1	0	2	2	5
	05:00	0	1	6	2	9
	06:00	5	3	8	12	28
	07:00	7	14	8	16	45
	08:00	22	18	27	31	98
	09:00	22	30	31	37	120
	10:00	47	47	61	41	196
	11:00	58	55	37	72	222
	12:00	61	62	69	71	263
	13:00	67	80	65	67	279
	14:00	77	60	68	72	277
	15:00	58	55	64	58	235
	16:00	66	70	58	59	253
	17:00	60	57	64	52	233
	18:00	56	62	39	39	196
	19:00	34	38	30	36	138
	20:00	27	27	25	17	96
	21:00	32	22	18	19	91
	22:00	7	8	6	9	30
	23:00	7	8	7	6	28
Day Total :						2931

AM Total :	812 (27.7%)	Peak AM Hour : 11:00 =	222 (7.6%)	Peak AM Factor : 0.771	Average Period : 30.5
PM Total :	2119 (72.3%)	Peak PM Hour : 13:15 =	289 (9.9%)	Peak PM Factor : 0.903	Average Hour : 122.1

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	7	6	6	0	19
Mon	01:00	0	3	2	3	8
	02:00	3	0	3	1	7
	03:00	2	1	3	2	8
	04:00	4	5	1	1	11
	05:00	1	2	7	9	19
	06:00	10	13	26	32	81
	07:00	37	41	59	73	210
	08:00	77	60	48	65	250
	09:00	45	61	55	71	232
	10:00	57	62	64	82	265
	11:00	63	68	79	76	286
	12:00	94	80	87	104	365
	13:00	77	79	84	85	325
	14:00	81	85	94	81	341
	15:00	88	109	120	89	406
	16:00	82	100	86	112	380
	17:00	87	107	97	77	368
	18:00	68	75	55	65	263
	19:00	61	53	36	33	183
	20:00	39	36	20	33	128
	21:00	19	21	24	24	88
	22:00	17	20	16	13	66
	23:00	7	7	7	6	27
Day Total :						4336

AM Total :	1396 (32.2%)	Peak AM Hour : 10:45 =	292 (6.7%)	Peak AM Factor : 0.890	Average Period : 45.2
PM Total :	2940 (67.8%)	Peak PM Hour : 15:00 =	406 (9.4%)	Peak PM Factor : 0.846	Average Hour : 180.7

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	4	0	5	3	12
Tue	01:00	1	3	3	2	9
	02:00	1	4	0	0	5
	03:00	1	0	2	1	4
	04:00	2	3	3	2	10
	05:00	2	7	6	15	30
	06:00	8	15	23	26	72
	07:00	40	48	71	74	233
	08:00	59	57	40	64	220
	09:00	63	59	48	61	231
	10:00	58	75	61	57	251
	11:00	65	65	76	72	278
	12:00	74	80	91	70	315
	13:00	71	77	68	80	296
	14:00	73	70	72	94	309
	15:00	95	91	91	102	379
	16:00	80	95	88	92	355
	17:00	113	106	80	74	373
	18:00	56	78	61	47	242
	19:00	60	52	45	41	198
	20:00	50	34	33	26	143
	21:00	35	37	22	18	112
	22:00	25	7	15	13	60
	23:00	9	11	4	12	36
Day Total :						4173

AM Total :	1355 (32.5%)	Peak AM Hour : 11:00 =	278 (6.7%)	Peak AM Factor : 0.914	Average Period : 43.5
PM Total :	2818 (67.5%)	Peak PM Hour : 16:30 =	399 (9.6%)	Peak PM Factor : 0.883	Average Hour : 173.9

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	9	7	3	2	21
Wed	01:00	3	2	2	0	7
	02:00	5	1	5	2	13
	03:00	1	1	0	0	2
	04:00	1	3	1	2	7
	05:00	5	0	5	12	22
	06:00	11	10	27	32	80
	07:00	34	54	52	67	207
	08:00	56	56	58	58	228
	09:00	48	56	60	60	224
	10:00	70	70	56	65	261
	11:00	63	62	89	64	278
	12:00	73	80	97	99	349
	13:00	91	74	72	72	309
	14:00	71	81	77	84	313
	15:00	92	99	94	90	375
	16:00	76	90	98	103	367
	17:00	96	99	69	74	338
	18:00	80	67	60	51	258
	19:00	56	59	40	48	203
	20:00	51	39	39	32	161
	21:00	38	28	18	25	109
	22:00	22	13	17	13	65
	23:00	16	9	8	10	43
Day Total :						4240

AM Total :	1350 (31.8%)	Peak AM Hour : 10:45 =	279 (6.6%)	Peak AM Factor : 0.784	Average Period : 44.2
PM Total :	2890 (68.2%)	Peak PM Hour : 16:30 =	396 (9.3%)	Peak PM Factor : 0.961	Average Hour : 176.7

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Left Lane -				

Lane #2 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	7	4	2	1	14
Thu	01:00	5	3	3	2	13
	02:00	1	1	1	4	7
	03:00	3	2	1	2	8
	04:00	1	1	0	2	4
	05:00	5	9	11	17	42
	06:00	15	22	29	41	107
	07:00	36	60	75	80	251
	08:00	71	55	54	67	247
	09:00	42	53	47	48	190
	10:00	55	54	45	69	223
	11:00	70	71	70	86	297
	12:00	78	82	70	83	313
	13:00	77	80	48	69	274
	14:00	63	58	74	80	275
	15:00	81	81	59	91	312
	16:00	95	83	59	88	325
	17:00	102	84	69	70	325
	18:00	73	69	60	52	254
	19:00	53	43	36	42	174
	20:00	33	32	27	20	112
	21:00	27	32	24	21	104
	22:00	21	24	9	10	64
	23:00	12	4	7	7	30
Day Total :						3965

AM Total :	1403 (35.4%)	Peak AM Hour :	11:00 =	297 (7.5%)	Peak AM Factor : 0.863	Average Period :	41.3
PM Total :	2562 (64.6%)	Peak PM Hour :	16:45 =	343 (8.7%)	Peak PM Factor : 0.841	Average Hour :	165.2

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	6	9	4	4	23
Fri	01:00	0	4	3	5	12
	02:00	5	1	2	3	11
	03:00	2	1	4	0	7
	04:00	3	1	1	1	6
	05:00	5	8	11	20	44
	06:00	20	23	28	37	108
	07:00	40	72	73	72	257
	08:00	56	45	67	76	244
	09:00	61	57	77	75	270
	10:00	66	76	92	100	334
	11:00	109	85	88	81	363
	12:00	72	86	99	118	375
	13:00	82	90	81	74	327
	14:00	81	82	106	94	363
	15:00	91	96	105	97	389
	16:00	97	87	94	101	379
	17:00	112	92	105	98	407
	18:00	99	71	73	61	304
	19:00	53	54	46	44	197
	20:00	35	34	38	28	135
	21:00	36	33	32	31	132
	22:00	25	21	17	20	83
	23:00	21	21	14	14	70
Day Total :						4840

AM Total :	1679 (34.7%)	Peak AM Hour : 10:30 =	386 (8.0%)	Peak AM Factor : 0.885	Average Period : 50.4
PM Total :	3161 (65.3%)	Peak PM Hour : 16:45 =	410 (8.5%)	Peak PM Factor : 0.869	Average Hour : 201.7

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	8	5	7	11	31
Sat	01:00	5	8	2	1	16
	02:00	2	4	1	1	8
	03:00	2	6	3	4	15
	04:00	2	2	0	1	5
	05:00	2	4	3	12	21
	06:00	8	8	13	25	54
	07:00	13	18	23	32	86
	08:00	28	42	34	43	147
	09:00	38	44	58	79	219
	10:00	62	64	75	79	280
	11:00	87	72	78	81	318
	12:00	86	93	89	100	368
	13:00	80	82	100	86	348
	14:00	83	90	106	82	361
	15:00	100	89	93	95	377
	16:00	83	84	89	87	343
	17:00	81	96	95	75	347
	18:00	95	79	70	62	306
	19:00	70	54	51	49	224
	20:00	41	39	35	36	151
	21:00	35	21	28	18	102
	22:00	20	18	20	12	70
	23:00	19	18	15	10	62
Day Total :						4259

AM Total :	1200 (28.2%)	Peak AM Hour : 11:00 =	318 (7.5%)	Peak AM Factor : 0.914	Average Period : 44.4
PM Total :	3059 (71.8%)	Peak PM Hour : 14:15 =	378 (8.9%)	Peak PM Factor : 0.892	Average Hour : 177.5

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	8	13	6	6	33
Sun	01:00	8	4	4	6	22
	02:00	2	3	4	5	14
	03:00	4	3	3	0	10
	04:00	1	2	0	1	4
	05:00	2	1	4	8	15
	06:00	4	10	6	11	31
	07:00	10	10	13	23	56
	08:00	22	28	26	34	110
	09:00	31	34	26	41	132
	10:00	38	43	59	52	192
	11:00	52	53	46	55	206
	12:00	56	53	58	68	235
	13:00	67	68	58	46	239
	14:00	64	56	63	51	234
	15:00	51	55	45	51	202
	16:00	43	50	50	52	195
	17:00	53	52	52	61	218
	18:00	64	35	35	32	166
	19:00	20	31	26	22	99
	20:00	26	28	19	15	88
	21:00	25	25	19	11	80
	22:00	16	9	14	6	45
	23:00	11	7	3	4	25
Day Total :						2651

AM Total :	825 (31.1%)	Peak AM Hour : 10:30 =	216 (8.1%)	Peak AM Factor : 0.915	Average Period : 27.6
PM Total :	1826 (68.9%)	Peak PM Hour : 12:30 =	261 (9.8%)	Peak PM Factor : 0.960	Average Hour : 110.5

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	3	6	4	5	18
Mon	01:00	0	2	2	4	8
	02:00	2	2	3	2	9
	03:00	0	2	1	3	6
	04:00	2	2	3	3	10
	05:00	3	9	16	18	46
	06:00	13	26	29	42	110
	07:00	45	49	68	80	242
	08:00	70	64	58	69	261
	09:00	55	72	64	61	252
	10:00	40	43	66	65	214
	11:00	74	62	68	76	280
	12:00	73	78	72	87	310
	13:00	69	74	69	73	285
	14:00	89	76	65	79	309
	15:00	85	80	74	74	313
	16:00	75	68	66	109	318
	17:00	73	85	72	60	290
	18:00	42	43	49	52	186
	19:00	39	41	31	24	135
	20:00	22	28	29	24	103
	21:00	13	38	18	15	84
	22:00	20	19	14	10	63
	23:00	9	9	4	3	25
Day Total :						3877

AM Total :	1456 (37.6%)	Peak AM Hour : 07:30 =	282 (7.3%)	Peak AM Factor : 0.881	Average Period : 40.4
PM Total :	2421 (62.4%)	Peak PM Hour : 16:45 =	339 (8.7%)	Peak PM Factor : 0.778	Average Hour : 161.5

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	5	5	4	2	16
Tue	01:00	2	1	4	1	8
	02:00	5	0	0	1	6
	03:00	2	0	4	0	6
	04:00	2	2	1	0	5
	05:00	3	7	14	14	38
	06:00	12	23	39	42	116
	07:00	43	50	73	84	250
	08:00	52	57	55	66	230
	09:00	57	49	42	49	197
	10:00	59	51	58	51	219
	11:00	55	61	58	70	244
	12:00	51	62	78	63	254
	13:00	68	67	52	57	244
	14:00	55	66	73	80	274
	15:00	87	85	80	83	335
	16:00	69	73	62	74	278
	17:00	89	87	80	70	326
	18:00	48	56	42	39	185
	19:00	39	41	45	25	150
	20:00	33	32	23	29	117
	21:00	30	30	22	16	98
	22:00	11	18	11	10	50
	23:00	10	13	3	9	35
Day Total :						3681

AM Total :	1335 (36.3%)	Peak AM Hour : 07:30 =	266 (7.2%)	Peak AM Factor : 0.792	Average Period : 38.3
PM Total :	2346 (63.7%)	Peak PM Hour : 15:00 =	335 (9.1%)	Peak PM Factor : 0.941	Average Hour : 153.4

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	5	3	1	2	11
Wed	01:00	6	3	1	3	13
	02:00	3	2	2	1	8
	03:00	0	3	1	1	5
	04:00	0	0	3	2	5
	05:00	4	9	15	18	46
	06:00	14	25	35	44	118
	07:00	39	59	69	62	229
	08:00	62	55	60	72	249
	09:00	44	62	49	47	202
	10:00	43	55	58	45	201
	11:00	53	51	62	60	226
	12:00	66	68	82	82	298
	13:00	71	77	66	80	294
	14:00	54	74	77	86	291
	15:00	72	83	79	83	317
	16:00	82	72	77	82	313
	17:00	78	73	74	70	295
	18:00	67	62	62	50	241
	19:00	33	42	38	29	142
	20:00	27	23	39	29	118
	21:00	25	20	22	20	87
	22:00	9	20	18	10	57
	23:00	12	11	4	8	35
Day Total :						3801

AM Total :	1313 (34.5%)	Peak AM Hour : 07:15 =	252 (6.6%)	Peak AM Factor : 0.875	Average Period : 39.6
PM Total :	2488 (65.5%)	Peak PM Hour : 15:15 =	327 (8.6%)	Peak PM Factor : 0.951	Average Hour : 158.4

Basic Volume Summary: COA SP M SB

Grand Total For Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

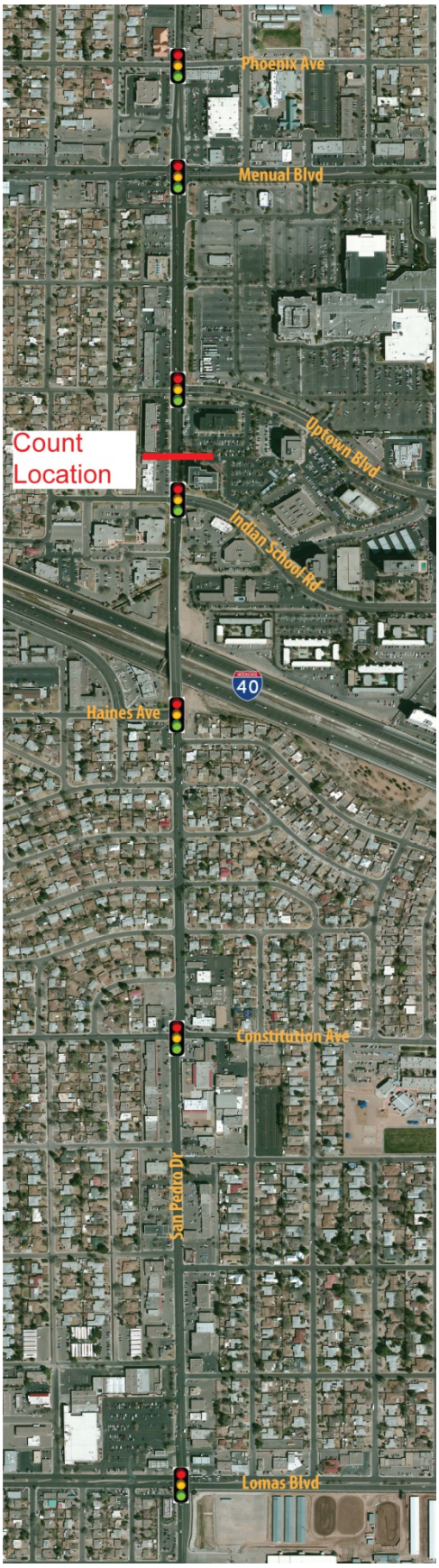
Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	30214	(52.7%)	7.00	4316	45.0	179.8	9173 (30.4%)	21041 (69.6%)
#2.	27074	(47.3%)	7.00	3868	40.3	161.2	9211 (34.0%)	17863 (66.0%)
ALL	57288		7.00	8184	85.3	341.0	18384 (32.1%)	38904 (67.9%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	10:45 =	367	09/20/2013	0.834	16:30 =	494	09/20/2013	0.965
#2.	10:30 =	386	09/20/2013	0.885	16:45 =	410	09/20/2013	0.869

Basic Volume Reports

North of Indian School Road – Northbound

North of Indian School Road – Southbound



Basic Volume Report: COA SP N NB

Station ID : COA SP N NB
Info Line 1 : North of Indian School
Info Line 2 :
GPS Lat/Lon : 35.104551 / 106.577561
DB File : COA SP N NB.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number :
Number of Lanes : 2
Posted Speed Limit : 35.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Right Lane -				

Lane #1 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	10	5	2	6	23
Thu	01:00	2	1	0	0	3
	02:00	0	0	2	3	5
	03:00	0	1	2	2	5
	04:00	2	2	3	4	11
	05:00	5	1	8	9	23
	06:00	6	10	7	22	45
	07:00	26	19	39	46	130
	08:00	45	41	45	62	193
	09:00	43	39	45	49	176
	10:00	56	52	56	59	223
	11:00	71	59	65	75	270
	12:00	88	80	73	62	303
	13:00	71	73	77	100	321
	14:00	84	72	66	86	308
	15:00	83	96	91	99	369
	16:00	111	109	90	110	420
	17:00	113	108	88	77	386
	18:00	66	64	54	53	237
	19:00	41	48	51	35	175
	20:00	39	35	30	28	132
	21:00	23	36	21	25	105
	22:00	25	17	11	20	73
	23:00	13	10	9	5	37
Day Total :						3973

AM Total :	1107 (27.9%)	Peak AM Hour :	11:00 =	270 (6.8%)	Peak AM Factor :	0.900	Average Period : 41.4
PM Total :	2866 (72.1%)	Peak PM Hour :	16:15 =	422 (10.6%)	Peak PM Factor :	0.934	Average Hour : 165.5

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	9	2	2	2	15
Fri	01:00	2	2	2	0	6
	02:00	2	1	3	0	6
	03:00	2	2	1	0	5
	04:00	1	2	5	6	14
	05:00	2	2	5	7	16
	06:00	10	14	12	22	58
	07:00	29	20	50	63	162
	08:00	33	45	40	66	184
	09:00	43	55	48	60	206
	10:00	68	56	62	70	256
	11:00	79	87	84	80	330
	12:00	105	84	90	90	369
	13:00	89	112	94	108	403
	14:00	92	97	98	92	379
	15:00	87	127	97	113	424
	16:00	107	103	112	125	447
	17:00	116	114	96	81	407
	18:00	77	79	56	55	267
	19:00	52	51	43	34	180
	20:00	28	22	31	34	115
	21:00	32	27	23	24	106
	22:00	33	37	20	31	121
	23:00	26	20	14	15	75
Day Total :						4551

AM Total :	1258 (27.6%)	Peak AM Hour : 11:00 =	330 (7.3%)	Peak AM Factor : 0.948	Average Period : 47.4
PM Total :	3293 (72.4%)	Peak PM Hour : 16:30 =	467 (10.3%)	Peak PM Factor : 0.919	Average Hour : 189.6

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	14	7	11	8	40
Sat	01:00	7	9	6	4	26
	02:00	3	3	1	7	14
	03:00	5	1	2	4	12
	04:00	3	1	2	3	9
	05:00	3	1	5	7	16
	06:00	2	1	8	8	19
	07:00	7	8	11	19	45
	08:00	17	16	25	42	100
	09:00	36	35	42	65	178
	10:00	58	47	66	67	238
	11:00	69	70	73	78	290
	12:00	79	70	81	82	312
	13:00	65	78	66	86	295
	14:00	85	94	80	84	343
	15:00	75	70	92	72	309
	16:00	89	87	82	102	360
	17:00	61	71	70	71	273
	18:00	79	95	69	76	319
	19:00	75	49	75	45	244
	20:00	48	44	51	39	182
	21:00	38	31	27	24	120
	22:00	32	39	33	39	143
	23:00	40	33	24	16	113
Day Total :						4000

AM Total :	987 (24.7%)	Peak AM Hour : 11:00 =	290 (7.3%)	Peak AM Factor : 0.929	Average Period : 41.7
PM Total :	3013 (75.3%)	Peak PM Hour : 16:00 =	360 (9.0%)	Peak PM Factor : 0.882	Average Hour : 166.7

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	23	5	4	16	48
Sun	01:00	6	13	10	4	33
	02:00	4	2	0	2	8
	03:00	0	3	1	0	4
	04:00	1	0	2	1	4
	05:00	2	1	0	6	9
	06:00	0	1	4	8	13
	07:00	8	2	9	16	35
	08:00	12	10	19	20	61
	09:00	21	18	15	29	83
	10:00	33	36	37	52	158
	11:00	57	50	59	73	239
	12:00	68	80	67	67	282
	13:00	64	64	64	67	259
	14:00	59	50	59	73	241
	15:00	66	54	52	53	225
	16:00	52	49	33	58	192
	17:00	41	40	44	56	181
	18:00	59	41	38	46	184
	19:00	31	33	32	24	120
	20:00	28	18	20	19	85
	21:00	23	23	15	11	72
	22:00	14	8	14	3	39
	23:00	2	4	6	3	15
Day Total :						2590

AM Total :	695 (26.8%)	Peak AM Hour : 11:00 =	239 (9.2%)	Peak AM Factor : 0.818	Average Period : 27.0
PM Total :	1895 (73.2%)	Peak PM Hour : 12:00 =	282 (10.9%)	Peak PM Factor : 0.881	Average Hour : 107.9

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	5	2	2	1	10
Mon	01:00	1	2	2	3	8
	02:00	2	2	1	1	6
	03:00	1	1	1	1	4
	04:00	0	3	2	8	13
	05:00	2	6	5	9	22
	06:00	7	7	7	23	44
	07:00	28	22	41	54	145
	08:00	44	44	30	55	173
	09:00	58	60	41	68	227
	10:00	70	54	56	71	251
	11:00	64	68	72	77	281
	12:00	98	88	74	88	348
	13:00	81	68	73	89	311
	14:00	72	68	82	89	311
	15:00	94	95	73	107	369
	16:00	97	92	97	120	406
	17:00	105	105	96	77	383
	18:00	61	48	46	31	186
	19:00	37	48	29	35	149
	20:00	22	24	13	15	74
	21:00	15	16	10	12	53
	22:00	13	9	8	5	35
	23:00	4	5	2	3	14
Day Total :						3823

AM Total :	1184 (31.0%)	Peak AM Hour : 11:00 =	281 (7.4%)	Peak AM Factor : 0.912	Average Period : 39.8
PM Total :	2639 (69.0%)	Peak PM Hour : 16:30 =	427 (11.2%)	Peak PM Factor : 0.890	Average Hour : 159.3

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	4	2	0	1	7
Tue	01:00	1	1	2	2	6
	02:00	1	1	2	1	5
	03:00	0	2	0	1	3
	04:00	0	2	2	4	8
	05:00	3	1	12	5	21
	06:00	6	5	15	20	46
	07:00	28	29	46	67	170
	08:00	44	32	37	47	160
	09:00	53	43	46	49	191
	10:00	42	59	51	56	208
	11:00	61	61	66	82	270
	12:00	81	67	74	65	287
	13:00	67	54	73	68	262
	14:00	59	63	70	73	265
	15:00	79	96	87	87	349
	16:00	91	104	71	79	345
	17:00	104	80	79	57	320
	18:00	48	46	42	29	165
	19:00	29	23	35	28	115
	20:00	38	21	30	24	113
	21:00	20	16	13	17	66
	22:00	9	6	8	5	28
	23:00	9	4	2	2	17
Day Total :						3427

AM Total :	1095 (32.0%)	Peak AM Hour : 11:00 =	270 (7.9%)	Peak AM Factor : 0.823	Average Period : 35.7
PM Total :	2332 (68.0%)	Peak PM Hour : 15:30 =	369 (10.8%)	Peak PM Factor : 0.887	Average Hour : 142.8

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	5	4	0	3	12
Wed	01:00	5	1	0	1	7
	02:00	2	1	0	0	3
	03:00	2	1	2	1	6
	04:00	1	0	2	5	8
	05:00	3	0	10	8	21
	06:00	6	8	9	18	41
	07:00	35	27	46	49	157
	08:00	41	35	35	44	155
	09:00	40	44	54	66	204
	10:00	53	55	40	57	205
	11:00	63	55	72	74	264
	12:00	76	74	73	81	304
	13:00	77	63	71	79	290
	14:00	72	67	70	78	287
	15:00	70	79	91	89	329
	16:00	12	105	100	123	340
	17:00	128	118	77	79	402
	18:00	73	50	56	38	217
	19:00	43	52	33	39	167
	20:00	35	24	19	24	102
	21:00	22	15	11	10	58
	22:00	11	8	10	11	40
	23:00	7	6	5	2	20
Day Total :						3639

AM Total :	1083 (29.8%)	Peak AM Hour : 11:00 =	264 (7.3%)	Peak AM Factor : 0.892	Average Period : 37.9
PM Total :	2556 (70.2%)	Peak PM Hour : 16:30 =	469 (12.9%)	Peak PM Factor : 0.916	Average Hour : 151.6

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Left Lane -				

Lane #2 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	14	16	8	5	43
Thu	01:00	4	3	5	2	14
	02:00	4	3	2	0	9
	03:00	2	3	4	5	14
	04:00	3	6	4	5	18
	05:00	2	4	12	13	31
	06:00	20	17	28	27	92
	07:00	51	49	73	84	257
	08:00	65	55	46	69	235
	09:00	52	67	65	67	251
	10:00	62	57	73	70	262
	11:00	78	92	95	77	342
	12:00	92	90	104	94	380
	13:00	96	82	77	96	351
	14:00	89	88	82	98	357
	15:00	103	115	113	130	461
	16:00	123	121	136	139	519
	17:00	158	139	109	112	518
	18:00	94	84	80	56	314
	19:00	55	49	61	50	215
	20:00	48	37	46	40	171
	21:00	47	51	50	49	197
	22:00	27	30	23	27	107
	23:00	15	24	14	10	63
Day Total :						5221

AM Total :	1568 (30.0%)	Peak AM Hour : 11:00 =	342 (6.6%)	Peak AM Factor : 0.900	Average Period : 54.4
PM Total :	3653 (70.0%)	Peak PM Hour : 16:30 =	572 (11.0%)	Peak PM Factor : 0.905	Average Hour : 217.5

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	7	4	6	3	20
Fri	01:00	2	8	2	0	12
	02:00	3	1	0	3	7
	03:00	1	3	5	5	14
	04:00	3	4	3	4	14
	05:00	7	5	10	12	34
	06:00	19	19	30	37	105
	07:00	46	34	68	67	215
	08:00	63	62	62	69	256
	09:00	58	62	69	82	271
	10:00	79	86	72	101	338
	11:00	93	88	100	110	391
	12:00	106	116	106	108	436
	13:00	117	113	98	103	431
	14:00	113	112	98	123	446
	15:00	107	129	121	130	487
	16:00	128	141	137	147	553
	17:00	150	131	124	96	501
	18:00	97	84	84	66	331
	19:00	65	65	60	53	243
	20:00	51	49	45	43	188
	21:00	44	45	46	38	173
	22:00	54	55	32	37	178
	23:00	40	25	33	25	123
Day Total :						5767

AM Total :	1677 (29.1%)	Peak AM Hour : 11:00 =	391 (6.8%)	Peak AM Factor : 0.889	Average Period : 60.1
PM Total :	4090 (70.9%)	Peak PM Hour : 16:15 =	575 (10.0%)	Peak PM Factor : 0.958	Average Hour : 240.3

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	26	18	23	12	79
Sat	01:00	9	8	5	7	29
	02:00	7	8	4	5	24
	03:00	4	5	2	2	13
	04:00	4	2	5	4	15
	05:00	2	5	3	6	16
	06:00	5	10	11	19	45
	07:00	23	24	15	33	95
	08:00	26	37	27	54	144
	09:00	57	48	49	73	227
	10:00	70	57	72	63	262
	11:00	71	71	70	75	287
	12:00	78	84	88	78	328
	13:00	84	67	74	77	302
	14:00	80	91	84	74	329
	15:00	89	78	76	99	342
	16:00	89	102	94	102	387
	17:00	77	102	72	65	316
	18:00	82	88	61	78	309
	19:00	66	60	89	71	286
	20:00	60	46	63	47	216
	21:00	46	52	53	38	189
	22:00	61	42	65	66	234
	23:00	45	52	57	33	187
Day Total :						4661

AM Total :	1236 (26.5%)	Peak AM Hour : 11:00 =	287 (6.2%)	Peak AM Factor : 0.957	Average Period : 48.6
PM Total :	3425 (73.5%)	Peak PM Hour : 16:00 =	387 (8.3%)	Peak PM Factor : 0.949	Average Hour : 194.2

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	34	26	16	18	94
Sun	01:00	15	20	14	6	55
	02:00	4	5	3	3	15
	03:00	3	4	6	4	17
	04:00	2	3	4	4	13
	05:00	2	1	3	7	13
	06:00	6	5	4	10	25
	07:00	15	10	12	15	52
	08:00	17	14	22	31	84
	09:00	25	26	25	30	106
	10:00	39	44	48	53	184
	11:00	59	54	49	45	207
	12:00	53	79	66	65	263
	13:00	60	55	64	72	251
	14:00	59	69	48	54	230
	15:00	67	51	70	70	258
	16:00	62	67	58	59	246
	17:00	76	64	67	64	271
	18:00	74	64	60	76	274
	19:00	52	44	37	49	182
	20:00	46	46	34	36	162
	21:00	48	32	23	26	129
	22:00	19	24	17	16	76
	23:00	15	6	18	12	51
Day Total :						3258

AM Total :	865 (26.6%)	Peak AM Hour : 10:45 =	215 (6.6%)	Peak AM Factor : 0.911	Average Period : 33.9
PM Total :	2393 (73.4%)	Peak PM Hour : 18:00 =	274 (8.4%)	Peak PM Factor : 0.867	Average Hour : 135.8

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	12	8	4	3	27
Mon	01:00	6	5	0	1	12
	02:00	1	1	1	4	7
	03:00	2	1	4	3	10
	04:00	3	4	4	6	17
	05:00	3	4	9	12	28
	06:00	17	20	24	28	89
	07:00	46	51	67	70	234
	08:00	71	62	61	58	252
	09:00	71	72	61	79	283
	10:00	79	68	73	60	280
	11:00	85	85	97	105	372
	12:00	114	117	113	94	438
	13:00	85	99	94	103	381
	14:00	80	88	99	100	367
	15:00	110	102	121	115	448
	16:00	109	123	134	138	504
	17:00	145	133	104	76	458
	18:00	75	74	70	56	275
	19:00	63	47	45	33	188
	20:00	32	31	24	32	119
	21:00	25	22	17	22	86
	22:00	17	14	9	12	52
	23:00	5	5	9	6	25
Day Total :						4952

AM Total :	1611 (32.5%)	Peak AM Hour : 11:00 =	372 (7.5%)	Peak AM Factor : 0.886	Average Period : 51.6
PM Total :	3341 (67.5%)	Peak PM Hour : 16:30 =	550 (11.1%)	Peak PM Factor : 0.948	Average Hour : 206.3

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	7	6	5	3	21
Tue	01:00	5	3	0	3	11
	02:00	3	2	0	1	6
	03:00	1	1	1	2	5
	04:00	3	1	4	4	12
	05:00	5	3	14	15	37
	06:00	16	18	28	28	90
	07:00	57	45	65	69	236
	08:00	69	58	51	62	240
	09:00	76	67	61	67	271
	10:00	62	72	65	79	278
	11:00	95	81	106	83	365
	12:00	123	92	95	99	409
	13:00	85	66	83	76	310
	14:00	78	79	97	102	356
	15:00	105	97	94	123	419
	16:00	130	118	75	106	429
	17:00	131	108	85	75	399
	18:00	62	51	53	55	221
	19:00	36	32	36	46	150
	20:00	34	30	35	35	134
	21:00	24	29	22	24	99
	22:00	17	14	12	12	55
	23:00	9	10	7	6	32
Day Total :						4585

AM Total :	1572 (34.3%)	Peak AM Hour : 11:00 =	365 (8.0%)	Peak AM Factor : 0.861	Average Period : 47.8
PM Total :	3013 (65.7%)	Peak PM Hour : 15:30 =	465 (10.1%)	Peak PM Factor : 0.887	Average Hour : 191.0

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	9	9	3	3	24
Wed	01:00	7	5	3	3	18
	02:00	4	2	1	1	8
	03:00	2	0	3	1	6
	04:00	1	3	0	7	11
	05:00	4	6	11	17	38
	06:00	12	19	33	30	94
	07:00	52	37	64	63	216
	08:00	53	60	44	54	211
	09:00	59	56	52	62	229
	10:00	59	82	70	68	279
	11:00	80	79	108	110	377
	12:00	106	93	97	93	389
	13:00	79	91	90	106	366
	14:00	99	81	107	104	391
	15:00	94	94	102	110	400
	16:00	14	125	121	124	384
	17:00	158	137	108	113	516
	18:00	81	65	74	55	275
	19:00	50	56	43	40	189
	20:00	42	36	38	32	148
	21:00	33	27	18	18	96
	22:00	28	11	15	11	65
	23:00	8	8	10	7	33
Day Total :						4763

AM Total :	1511 (31.7%)	Peak AM Hour : 11:00 =	377 (7.9%)	Peak AM Factor : 0.857	Average Period : 49.6
PM Total :	3252 (68.3%)	Peak PM Hour : 16:30 =	540 (11.3%)	Peak PM Factor : 0.854	Average Hour : 198.5

Basic Volume Summary: COA SP N NB

Grand Total For Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	26003	(43.9%)	7.00	3715	38.7	154.8	7409 (28.5%)	18594 (71.5%)
#2.	33207	(56.1%)	7.00	4744	49.4	197.7	10040 (30.2%)	23167 (69.8%)
ALL	59210		7.00	8459	88.1	352.5	17449 (29.5%)	41761 (70.5%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	330	09/20/2013	0.948	16:30 =	469	09/25/2013	0.916
#2.	11:00 =	391	09/20/2013	0.889	16:15 =	575	09/20/2013	0.958

Basic Volume Report: COA SP N SB

Station ID : COA SP N SB
Info Line 1 : North of Indian School
Info Line 2 :
GPS Lat/Lon : 35.104561 / 106.577563
DB File : DBFILE 093013 - 2.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 13254
Number of Lanes : 2
Posted Speed Limit : 35.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Right Lane -				

Lane #1 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	1	5	1	2	9
Thu	01:00	2	0	1	0	3
	02:00	2	5	4	1	12
	03:00	0	0	0	0	0
	04:00	0	1	3	1	5
	05:00	5	3	5	11	24
	06:00	7	12	25	37	81
	07:00	31	48	65	66	210
	08:00	72	50	57	48	227
	09:00	43	49	54	45	191
	10:00	62	46	34	60	202
	11:00	51	52	48	66	217
	12:00	88	71	74	104	337
	13:00	86	79	65	66	296
	14:00	72	65	80	89	306
	15:00	78	78	72	85	313
	16:00	87	82	96	79	344
	17:00	113	78	79	79	349
	18:00	64	63	53	48	228
	19:00	33	44	26	49	152
	20:00	29	29	34	23	115
	21:00	31	19	24	12	86
	22:00	10	14	9	11	44
	23:00	4	7	0	1	12
Day Total :						3763

AM Total :	1181 (31.4%)	Peak AM Hour :	07:30 =	253 (6.7%)	Peak AM Factor :	0.878	Average Period : 39.2
PM Total :	2582 (68.6%)	Peak PM Hour :	16:15 =	370 (9.8%)	Peak PM Factor :	0.819	Average Hour : 156.8

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	1	2	2	2	7
Fri	01:00	2	3	1	2	8
	02:00	1	0	0	4	5
	03:00	1	3	0	3	7
	04:00	1	1	2	3	7
	05:00	5	5	5	9	24
	06:00	9	10	15	31	65
	07:00	28	40	60	77	205
	08:00	59	54	48	60	221
	09:00	53	54	70	56	233
	10:00	47	60	71	76	254
	11:00	79	77	75	81	312
	12:00	90	89	102	96	377
	13:00	94	104	97	82	377
	14:00	96	99	92	103	390
	15:00	88	107	103	87	385
	16:00	84	99	81	112	376
	17:00	104	105	101	106	416
	18:00	84	72	57	48	261
	19:00	52	54	37	45	188
	20:00	32	45	32	33	142
	21:00	35	31	21	31	118
	22:00	19	18	20	15	72
	23:00	6	9	7	4	26
Day Total :						4476

AM Total :	1348 (30.1%)	Peak AM Hour : 11:00 =	312 (7.0%)	Peak AM Factor : 0.963	Average Period : 46.6
PM Total :	3128 (69.9%)	Peak PM Hour : 16:45 =	422 (9.4%)	Peak PM Factor : 0.942	Average Hour : 186.5

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	9	6	4	5	24
Sat	01:00	2	6	4	2	14
	02:00	3	2	3	1	9
	03:00	2	0	1	2	5
	04:00	3	1	2	1	7
	05:00	1	3	5	1	10
	06:00	5	4	11	10	30
	07:00	11	10	4	21	46
	08:00	17	30	18	45	110
	09:00	26	29	48	54	157
	10:00	49	55	48	67	219
	11:00	67	56	69	77	269
	12:00	76	67	89	78	310
	13:00	77	95	88	84	344
	14:00	70	79	73	67	289
	15:00	74	69	72	78	293
	16:00	68	67	64	56	255
	17:00	74	71	65	45	255
	18:00	58	68	69	62	257
	19:00	57	66	44	37	204
	20:00	37	39	36	33	145
	21:00	30	27	31	18	106
	22:00	18	18	15	12	63
	23:00	19	15	12	11	57
Day Total :						3478

AM Total :	900 (25.9%)	Peak AM Hour :	11:00 =	269 (7.7%)	Peak AM Factor : 0.873	Average Period :	36.2
PM Total :	2578 (74.1%)	Peak PM Hour :	13:00 =	344 (9.9%)	Peak PM Factor : 0.905	Average Hour :	144.9

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	6	4	3	2	15
Sun	01:00	4	7	9	2	22
	02:00	7	0	2	2	11
	03:00	1	2	4	1	8
	04:00	1	0	0	2	3
	05:00	0	0	2	3	5
	06:00	5	3	5	13	26
	07:00	8	7	8	12	35
	08:00	17	19	24	39	99
	09:00	27	27	25	34	113
	10:00	37	34	47	36	154
	11:00	36	39	34	39	148
	12:00	50	50	50	62	212
	13:00	57	55	54	45	211
	14:00	59	42	51	45	197
	15:00	53	47	59	48	207
	16:00	46	46	39	44	175
	17:00	46	51	50	40	187
	18:00	64	44	33	33	174
	19:00	21	22	22	27	92
	20:00	23	19	14	17	73
	21:00	21	19	14	12	66
	22:00	5	2	6	7	20
	23:00	8	7	3	4	22
Day Total :						2275

AM Total :	639 (28.1%)	Peak AM Hour : 10:30 =	158 (6.9%)	Peak AM Factor : 0.840	Average Period : 23.7
PM Total :	1636 (71.9%)	Peak PM Hour : 12:45 =	228 (10.0%)	Peak PM Factor : 0.891	Average Hour : 94.8

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	3	3	4	0	10
Mon	01:00	1	2	0	2	5
	02:00	2	0	1	2	5
	03:00	1	0	0	0	1
	04:00	3	1	3	0	7
	05:00	4	2	6	11	23
	06:00	8	13	23	30	74
	07:00	25	42	64	68	199
	08:00	72	48	49	49	218
	09:00	44	40	49	59	192
	10:00	39	50	50	62	201
	11:00	51	61	72	60	244
	12:00	82	81	81	87	331
	13:00	77	78	72	65	292
	14:00	85	60	83	66	294
	15:00	68	75	94	78	315
	16:00	64	70	71	81	286
	17:00	74	81	78	69	302
	18:00	64	54	41	48	207
	19:00	55	37	35	28	155
	20:00	32	29	12	22	95
	21:00	16	22	15	19	72
	22:00	9	12	8	8	37
	23:00	3	6	6	3	18
Day Total :						3583

AM Total :	1179 (32.9%)	Peak AM Hour : 07:30 =	252 (7.0%)	Peak AM Factor : 0.875	Average Period : 37.3
PM Total :	2404 (67.1%)	Peak PM Hour : 12:00 =	331 (9.2%)	Peak PM Factor : 0.880	Average Hour : 149.3

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	3	2	2	1	8
Tue	01:00	1	1	1	1	4
	02:00	1	2	0	0	3
	03:00	1	0	1	1	3
	04:00	0	2	4	1	7
	05:00	4	7	5	15	31
	06:00	8	9	16	26	59
	07:00	38	40	68	68	214
	08:00	74	56	42	49	221
	09:00	58	47	52	57	214
	10:00	53	54	49	54	210
	11:00	57	68	59	64	248
	12:00	58	74	82	82	296
	13:00	70	83	61	62	276
	14:00	65	60	72	88	285
	15:00	75	85	88	77	325
	16:00	66	81	67	67	281
	17:00	80	84	56	68	288
	18:00	54	65	50	42	211
	19:00	38	45	32	26	141
	20:00	33	31	21	23	108
	21:00	21	24	19	16	80
	22:00	13	8	11	8	40
	23:00	4	11	1	5	21
Day Total :						3574

AM Total :	1222 (34.2%)	Peak AM Hour : 07:30 =	266 (7.4%)	Peak AM Factor : 0.899	Average Period : 37.2
PM Total :	2352 (65.8%)	Peak PM Hour : 14:45 =	336 (9.4%)	Peak PM Factor : 0.955	Average Hour : 148.9

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	2	2	1	2	7
Wed	01:00	2	1	1	2	6
	02:00	1	2	2	1	6
	03:00	2	0	0	1	3
	04:00	1	0	1	0	2
	05:00	6	2	4	12	24
	06:00	8	10	26	31	75
	07:00	30	46	51	62	189
	08:00	58	50	66	59	233
	09:00	41	52	46	57	196
	10:00	45	52	53	56	206
	11:00	60	60	63	56	239
	12:00	62	91	89	95	337
	13:00	65	77	67	70	279
	14:00	64	65	63	73	265
	15:00	80	78	88	73	319
	16:00	66	70	77	74	287
	17:00	24	72	71	72	239
	18:00	57	56	50	44	207
	19:00	47	41	39	32	159
	20:00	37	31	32	31	131
	21:00	29	20	17	15	81
	22:00	17	9	10	9	45
	23:00	11	7	6	6	30
Day Total :						3565

AM Total :	1186 (33.3%)	Peak AM Hour : 10:45 =	239 (6.7%)	Peak AM Factor : 0.905	Average Period : 37.1
PM Total :	2379 (66.7%)	Peak PM Hour : 12:15 =	340 (9.5%)	Peak PM Factor : 0.895	Average Hour : 148.5

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Left Lane -				

Lane #2 Basic Volume Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Date	Time	:00	:15	:30	:45	Total
09/19/13	00:00	8	8	4	2	22
Thu	01:00	6	3	3	3	15
	02:00	2	2	1	3	8
	03:00	3	2	2	2	9
	04:00	1	2	1	4	8
	05:00	5	9	11	16	41
	06:00	13	25	41	44	123
	07:00	49	68	88	94	299
	08:00	98	68	81	80	327
	09:00	53	76	56	70	255
	10:00	75	72	54	82	283
	11:00	81	85	94	92	352
	12:00	105	106	103	116	430
	13:00	98	106	80	92	376
	14:00	72	94	91	102	359
	15:00	103	100	108	119	430
	16:00	112	117	97	105	431
	17:00	119	113	96	98	426
	18:00	89	71	80	74	314
	19:00	58	69	48	56	231
	20:00	37	47	40	30	154
	21:00	50	42	34	26	152
	22:00	27	20	10	19	76
	23:00	19	6	11	12	48
Day Total :						5169

AM Total :	1742 (33.7%)	Peak AM Hour : 11:00 =	352 (6.8%)	Peak AM Factor : 0.898	Average Period : 53.8
PM Total :	3427 (66.3%)	Peak PM Hour : 15:30 =	456 (8.8%)	Peak PM Factor : 0.958	Average Hour : 215.4

Date	Time	:00	:15	:30	:45	Total
09/20/13	00:00	8	8	6	7	29
Fri	01:00	3	5	4	4	16
	02:00	2	3	2	3	10
	03:00	2	3	4	1	10
	04:00	1	1	0	3	5
	05:00	3	9	11	20	43
	06:00	18	25	27	39	109
	07:00	71	68	84	97	320
	08:00	75	74	81	80	310
	09:00	83	65	99	91	338
	10:00	86	87	99	101	373
	11:00	87	108	106	100	401
	12:00	110	107	129	122	468
	13:00	119	121	123	104	467
	14:00	95	107	109	122	433
	15:00	119	107	116	131	473
	16:00	137	122	115	120	494
	17:00	114	121	117	125	477
	18:00	114	94	85	72	365
	19:00	69	66	54	58	247
	20:00	55	50	47	49	201
	21:00	53	44	41	40	178
	22:00	29	21	30	16	96
	23:00	22	32	18	13	85
Day Total :						5948

AM Total :	1964 (33.0%)	Peak AM Hour : 10:45 =	402 (6.8%)	Peak AM Factor : 0.931	Average Period : 62.0
PM Total :	3984 (67.0%)	Peak PM Hour : 15:30 =	506 (8.5%)	Peak PM Factor : 0.923	Average Hour : 247.8

Date	Time	:00	:15	:30	:45	Total
09/21/13	00:00	15	9	8	11	43
Sat	01:00	11	7	5	6	29
	02:00	3	3	2	5	13
	03:00	6	4	3	6	19
	04:00	4	5	3	1	13
	05:00	3	6	6	9	24
	06:00	9	7	13	19	48
	07:00	19	18	21	35	93
	08:00	35	35	39	43	152
	09:00	35	55	59	87	236
	10:00	81	77	73	86	317
	11:00	87	90	100	101	378
	12:00	95	114	101	106	416
	13:00	86	94	120	97	397
	14:00	97	85	110	108	400
	15:00	123	103	106	85	417
	16:00	114	96	92	87	389
	17:00	92	104	95	92	383
	18:00	97	80	87	63	327
	19:00	63	63	55	62	243
	20:00	61	45	57	48	211
	21:00	36	32	34	31	133
	22:00	27	26	22	27	102
	23:00	28	24	19	15	86
Day Total :						4869

AM Total :	1365 (28.0%)	Peak AM Hour : 11:00 =	378 (7.8%)	Peak AM Factor : 0.936	Average Period : 50.7
PM Total :	3504 (72.0%)	Peak PM Hour : 14:30 =	444 (9.1%)	Peak PM Factor : 0.902	Average Hour : 202.9

Date	Time	:00	:15	:30	:45	Total
09/22/13	00:00	14	17	13	9	53
Sun	01:00	7	6	6	8	27
	02:00	4	4	2	1	11
	03:00	4	3	1	0	8
	04:00	1	2	2	1	6
	05:00	1	1	8	8	18
	06:00	3	10	3	16	32
	07:00	13	11	11	14	49
	08:00	25	30	24	34	113
	09:00	29	36	37	54	156
	10:00	42	41	63	55	201
	11:00	62	49	51	71	233
	12:00	66	76	77	77	296
	13:00	89	73	81	56	299
	14:00	64	66	63	62	255
	15:00	54	68	65	73	260
	16:00	63	60	60	54	237
	17:00	71	64	64	71	270
	18:00	71	49	53	42	215
	19:00	38	41	36	25	140
	20:00	26	36	29	32	123
	21:00	34	25	23	17	99
	22:00	21	16	21	10	68
	23:00	9	16	8	5	38
Day Total :						3207

AM Total :	907 (28.3%)	Peak AM Hour : 11:00 =	233 (7.3%)	Peak AM Factor : 0.820	Average Period : 33.4
PM Total :	2300 (71.7%)	Peak PM Hour : 12:45 =	320 (10.0%)	Peak PM Factor : 0.899	Average Hour : 133.6

Date	Time	:00	:15	:30	:45	Total
09/23/13	00:00	4	3	6	9	22
Mon	01:00	2	2	2	5	11
	02:00	3	1	2	1	7
	03:00	2	2	1	2	7
	04:00	2	2	3	3	10
	05:00	3	8	18	17	46
	06:00	13	22	33	49	117
	07:00	51	59	86	93	289
	08:00	113	87	82	88	370
	09:00	65	80	73	81	299
	10:00	60	68	78	79	285
	11:00	95	80	91	94	360
	12:00	103	94	97	98	392
	13:00	106	108	85	85	384
	14:00	109	86	95	110	400
	15:00	94	97	108	99	398
	16:00	92	90	96	98	376
	17:00	97	114	100	90	401
	18:00	74	71	65	65	275
	19:00	50	64	41	38	193
	20:00	37	29	42	41	149
	21:00	27	41	27	25	120
	22:00	29	26	18	19	92
	23:00	7	9	5	5	26
Day Total :						5029

AM Total :	1823 (36.2%)	Peak AM Hour : 07:30 =	379 (7.5%)	Peak AM Factor : 0.838	Average Period : 52.4
PM Total :	3206 (63.8%)	Peak PM Hour : 12:30 =	409 (8.1%)	Peak PM Factor : 0.897	Average Hour : 209.5

Date	Time	:00	:15	:30	:45	Total
09/24/13	00:00	3	8	6	5	22
Tue	01:00	4	6	3	3	16
	02:00	7	1	2	3	13
	03:00	2	2	2	2	8
	04:00	1	3	2	3	9
	05:00	7	8	15	17	47
	06:00	9	26	48	52	135
	07:00	64	62	91	93	310
	08:00	81	71	78	75	305
	09:00	67	78	75	57	277
	10:00	78	60	76	86	300
	11:00	80	77	72	90	319
	12:00	97	94	98	102	391
	13:00	85	87	81	92	345
	14:00	86	87	78	95	346
	15:00	95	103	97	94	389
	16:00	86	92	105	91	374
	17:00	107	106	91	94	398
	18:00	73	64	60	59	256
	19:00	55	49	63	37	204
	20:00	42	41	29	33	145
	21:00	43	40	32	21	136
	22:00	18	23	17	20	78
	23:00	19	13	3	10	45
Day Total :						4868

AM Total :	1761 (36.2%)	Peak AM Hour : 07:30 =	336 (6.9%)	Peak AM Factor : 0.903	Average Period : 50.7
PM Total :	3107 (63.8%)	Peak PM Hour : 16:30 =	409 (8.4%)	Peak PM Factor : 0.956	Average Hour : 202.8

Date	Time	:00	:15	:30	:45	Total
09/25/13	00:00	6	5	4	4	19
Wed	01:00	6	5	1	8	20
	02:00	4	1	4	1	10
	03:00	0	3	2	0	5
	04:00	2	0	1	2	5
	05:00	3	7	24	16	50
	06:00	19	22	35	51	127
	07:00	56	72	81	87	296
	08:00	96	65	82	76	319
	09:00	60	74	81	64	279
	10:00	65	68	65	82	280
	11:00	68	87	84	68	307
	12:00	91	96	109	115	411
	13:00	94	98	80	87	359
	14:00	94	85	94	94	367
	15:00	91	115	90	104	400
	16:00	88	87	106	105	386
	17:00	28	83	97	95	303
	18:00	98	74	65	59	296
	19:00	46	60	63	40	209
	20:00	39	37	40	41	157
	21:00	34	34	29	25	122
	22:00	13	24	15	16	68
	23:00	17	11	9	11	48
Day Total :						4843

AM Total :	1717 (35.5%)	Peak AM Hour : 07:15 =	336 (6.9%)	Peak AM Factor : 0.875	Average Period : 50.4
PM Total :	3126 (64.5%)	Peak PM Hour : 12:30 =	416 (8.6%)	Peak PM Factor : 0.904	Average Hour : 201.8

Basic Volume Summary: COA SP N SB

Grand Total For Data From: 00:00 - 09/19/2013 To: 23:59 - 09/25/2013

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	24714	(42.1%)	7.00	3531	36.8	147.1	7655 (31.0%)	17059 (69.0%)
#2.	33933	(57.9%)	7.00	4848	50.5	202.0	11279 (33.2%)	22654 (66.8%)
ALL	58647		7.00	8379	87.3	349.1	18934 (32.3%)	39713 (67.7%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	312	09/20/2013	0.963	16:45 =	422	09/20/2013	0.942
#2.	10:45 =	402	09/20/2013	0.931	15:30 =	506	09/20/2013	0.923

Appendix B: Intersection Turning Movement Counts (Typical Weekday)

Mike Henderson Consulting, LLC

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

Collected by: MH18

File Name : San Pedro & Lomas
Site Code :
Start Date : 10/22/2013
Page No : 1

Groups Printed- Car - Truck

	Lomas Blvd Eastbound					Lomas Blvd Westbound					San Pedro Blvd Northbound					San Pedro Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	10	59	5	2	74	35	124	5	0	164	2	14	7	0	23	13	47	8	0	68	2	329	331
Total	10	59	5	2	74	35	124	5	0	164	2	14	7	0	23	13	47	8	0	68	2	329	331
07:00	14	58	5	0	77	37	135	5	0	177	8	27	12	0	47	8	41	18	0	67	0	368	368
07:15	15	79	19	0	113	57	196	9	0	262	5	34	13	0	52	14	73	20	1	107	1	534	535
07:30	16	108	9	0	133	51	264	18	1	333	10	53	16	1	79	7	73	17	1	97	3	642	645
07:45	23	131	14	0	168	45	286	16	1	347	13	54	11	0	78	21	77	29	0	127	1	720	721
Total	68	376	47	0	491	190	881	48	2	1119	36	168	52	1	256	50	264	84	2	398	5	2264	2269
08:00	20	133	17	0	170	41	223	13	1	277	13	42	18	1	73	14	66	25	0	105	2	625	627
08:15	23	116	18	0	157	50	228	10	0	288	12	43	14	0	69	17	75	24	1	116	1	630	631
08:30	18	90	16	1	124	31	185	10	0	226	15	51	13	1	79	15	59	27	1	101	3	530	533
08:45	30	126	14	0	170	42	193	11	0	246	18	46	21	0	85	20	51	24	1	95	1	596	597
Total	91	465	65	1	621	164	829	44	1	1037	58	182	66	2	306	66	251	100	3	417	7	2381	2388
09:00	30	128	15	1	173	41	196	6	1	243	11	51	17	3	79	19	46	25	1	90	6	585	591
09:15	24	128	18	5	170	36	151	17	0	204	13	39	19	0	71	18	50	16	0	84	5	529	534
09:30	18	110	16	1	144	19	136	23	0	178	16	39	17	1	72	19	49	21	1	89	3	483	486
*** BREAK ***																							
Total	72	366	49	7	487	96	483	46	1	625	40	129	53	4	222	56	145	62	2	263	14	1597	1611
*** BREAK ***																							
11:00	31	189	23	1	243	24	166	15	1	205	18	64	20	1	102	29	64	26	1	119	4	669	673
11:15	26	154	17	0	197	23	166	23	0	212	17	50	30	1	97	27	73	27	0	127	1	633	634
11:30	31	168	30	3	229	16	164	22	0	202	17	87	22	1	126	40	85	31	0	156	4	713	717
11:45	25	158	18	1	201	31	210	26	1	267	18	62	28	2	108	25	67	27	0	119	4	695	699
Total	113	669	88	5	870	94	706	86	2	886	70	263	100	5	433	121	289	111	1	521	13	2710	2723
12:00	29	192	24	2	245	21	192	25	0	238	23	90	29	1	142	31	73	41	1	145	4	770	774
12:15	35	166	17	2	218	31	181	22	0	234	26	82	35	1	143	41	67	37	2	145	5	740	745
12:30	43	184	12	2	239	22	180	24	0	226	40	84	37	0	161	27	86	36	1	149	3	775	778
12:45	41	167	20	4	228	30	198	30	0	258	29	82	30	0	141	30	95	29	2	154	6	781	787
Total	148	709	73	10	930	104	751	101	0	956	118	338	131	2	587	129	321	143	6	593	18	3066	3084
13:00	44	185	17	0	246	29	207	23	0	259	28	68	23	1	119	45	78	43	0	166	1	790	791
13:15	42	163	10	2	215	32	199	25	0	256	14	100	28	0	142	30	89	43	1	162	3	775	778
13:30	43	192	20	1	255	29	171	20	0	220	22	72	22	0	116	30	79	38	1	147	2	738	740
13:45	35	200	13	1	248	26	169	18	0	213	33	80	23	1	136	32	90	42	1	164	3	761	764
Total	164	740	60	4	964	116	746	86	0	948	97	320	96	2	513	137	336	166	3	639	9	3064	3073

*** BREAK ***

Mike Henderson Consulting, LLC

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

Collected by: MH18

File Name : San Pedro & Lomas
Site Code :
Start Date : 10/22/2013
Page No : 2

Groups Printed- Car - Truck

	Lomas Blvd Eastbound					Lomas Blvd Westbound					San Pedro Blvd Northbound					San Pedro Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	33	181	16	1	230	25	194	22	0	241	24	72	26	3	122	39	89	33	1	161	5	754	759
15:15	52	234	17	1	303	35	196	17	0	248	22	99	47	1	168	47	88	31	0	166	2	885	887
15:30	39	234	20	2	293	20	210	24	1	254	24	101	27	0	152	35	84	33	0	152	3	851	854
15:45	44	222	15	0	281	24	162	28	0	214	31	130	40	0	201	47	101	41	1	189	1	885	886
Total	168	871	68	4	1107	104	762	91	1	957	101	402	140	4	643	168	362	138	2	668	11	3375	3386
16:00	34	265	20	0	319	23	189	20	0	232	45	127	49	1	221	46	89	29	0	164	1	936	937
16:15	33	220	13	0	266	29	175	16	1	220	36	132	55	0	223	32	85	38	1	155	2	864	866
16:30	49	238	18	1	305	26	200	23	0	249	22	110	52	1	184	40	82	33	1	155	3	893	896
16:45	42	260	11	2	313	30	158	20	0	208	36	139	62	2	237	48	82	37	0	167	4	925	929
Total	158	983	62	3	1203	108	722	79	1	909	139	508	218	4	865	166	338	137	2	641	10	3618	3628
17:00	55	304	10	3	369	31	229	29	1	289	28	104	58	2	190	42	77	31	3	150	9	998	1007
17:15	49	273	13	1	335	26	179	21	1	226	28	144	53	2	225	39	85	40	1	164	5	950	955
17:30	36	260	15	1	311	16	167	20	2	203	17	93	29	2	139	38	86	31	0	155	5	808	813
17:45	36	186	9	0	231	24	155	23	0	202	15	87	31	2	133	40	96	28	1	164	3	730	733
Total	176	1023	47	5	1246	97	730	93	4	920	88	428	171	8	687	159	344	130	5	633	22	3486	3508
Grand Total	1168	6261	564	41	7993	1108	6734	679	12	8521	749	2752	1034	32	4535	1065	2697	1079	26	4841	111	25890	26001
Apprch %	14.6	78.3	7.1			13	79	8			16.5	60.7	22.8			22	55.7	22.3					
Total %	4.5	24.2	2.2		30.9	4.3	26	2.6		32.9	2.9	10.6	4		17.5	4.1	10.4	4.2		18.7	0.4	99.6	
Car	1162	6156	559		7918	1085	6627	658		8382	735	2712	1017		4496	1047	2655	1073		4801	0	0	25597
% Car	99.5	98.3	99.1	100	98.6	97.9	98.4	96.9	100	98.2	98.1	98.5	98.4	100	98.4	98.3	98.4	99.4	100	98.6	0	0	98.4
Truck	6	105	5		116	23	107	21		151	14	40	17		71	18	42	6		66	0	0	404
% Truck	0.5	1.7	0.9	0	1.4	2.1	1.6	3.1	0	1.8	1.9	1.5	1.6	0	1.6	1.7	1.6	0.6	0	1.4	0	0	1.6

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH18

File Name : San Pedro & Lomas
Site Code :
Start Date : 10/22/2013

	Lomas Blvd Eastbound				Lomas Blvd Westbound				San Pedro Blvd Northbound				San Pedro Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	16	108	9	133	51	264	18	333	10	53	16	79	7	73	17	97	642
07:45	23	131	14	168	45	286	16	347	13	54	11	78	21	77	29	127	720
08:00	20	133	17	170	41	223	13	277	13	42	18	73	14	66	25	105	625
08:15	23	116	18	157	50	228	10	288	12	43	14	69	17	75	24	116	630
Total Volume	82	488	58	628	187	1001	57	1245	48	192	59	299	59	291	95	445	2617
% App. Total	13.1	77.7	9.2		15	80.4	4.6		16.1	64.2	19.7		13.3	65.4	21.3		
PHF	.891	.917	.806	.924	.917	.875	.792	.897	.923	.889	.819	.946	.702	.945	.819	.876	.909
Car	81	478	58	617	185	987	53	1225	46	190	59	295	56	285	95	436	2573
% Car	98.8	98.0	100	98.2	98.9	98.6	93.0	98.4	95.8	99.0	100	98.7	94.9	97.9	100	98.0	98.3
Truck	1	10	0	11	2	14	4	20	2	2	0	4	3	6	0	9	44
% Truck	1.2	2.0	0	1.8	1.1	1.4	7.0	1.6	4.2	1.0	0	1.3	5.1	2.1	0	2.0	1.7
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30																	
12:30	43	184	12	239	22	180	24	226	40	84	37	161	27	86	36	149	775
12:45	41	167	20	228	30	198	30	258	29	82	30	141	30	95	29	154	781
13:00	44	185	17	246	29	207	23	259	28	68	23	119	45	78	43	166	790
13:15	42	163	10	215	32	199	25	256	14	100	28	142	30	89	43	162	775
Total Volume	170	699	59	928	113	784	102	999	111	334	118	563	132	348	151	631	3121
% App. Total	18.3	75.3	6.4		11.3	78.5	10.2		19.7	59.3	21		20.9	55.2	23.9		
PHF	.966	.945	.738	.943	.883	.947	.850	.964	.694	.835	.797	.874	.733	.916	.878	.950	.988
Car	166	680	58	904	112	773	100	985	108	325	113	546	130	344	149	623	3058
% Car	97.6	97.3	98.3	97.4	99.1	98.6	98.0	98.6	97.3	97.3	95.8	97.0	98.5	98.9	98.7	98.7	98.0
Truck	4	19	1	24	1	11	2	14	3	9	5	17	2	4	2	8	63
% Truck	2.4	2.7	1.7	2.6	0.9	1.4	2.0	1.4	2.7	2.7	4.2	3.0	1.5	1.1	1.3	1.3	2.0
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	49	238	18	305	26	200	23	249	22	110	52	184	40	82	33	155	893
16:45	42	260	11	313	30	158	20	208	36	139	62	237	48	82	37	167	925
17:00	55	304	10	369	31	229	29	289	28	104	58	190	42	77	31	150	998
17:15	49	273	13	335	26	179	21	226	28	144	53	225	39	85	40	164	950
Total Volume	195	1075	52	1322	113	766	93	972	114	497	225	836	169	326	141	636	3766
% App. Total	14.8	81.3	3.9		11.6	78.8	9.6		13.6	59.4	26.9		26.6	51.3	22.2		
PHF	.886	.884	.722	.896	.911	.836	.802	.841	.792	.863	.907	.882	.880	.959	.881	.952	.943
Car	195	1070	52	1317	112	756	91	959	114	493	225	832	166	324	141	631	3739
% Car	100	99.5	100	99.6	99.1	98.7	97.8	98.7	100	99.2	100	99.5	98.2	99.4	100	99.2	99.3
Truck	0	5	0	5	1	10	2	13	0	4	0	4	3	2	0	5	27
% Truck	0	0.5	0	0.4	0.9	1.3	2.2	1.3	0	0.8	0	0.5	1.8	0.6	0	0.8	0.7

Mike Henderson Consulting, LLC

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

Collected by: MH13

File Name : San Pedro & Constitution
Site Code :
Start Date : 10/22/2013
Page No : 1

Groups Printed- Car - Truck

	Constitution Ave Eastbound					Constitution Ave Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	5	6	3	0	14	1	3	3	0	7	4	28	1	0	33	2	67	2	1	71	1	125	126
Total	5	6	3	0	14	1	3	3	0	7	4	28	1	0	33	2	67	2	1	71	1	125	126
07:00	1	6	5	0	12	2	7	4	2	13	1	48	0	0	49	1	57	5	0	63	2	137	139
07:15	3	3	5	0	11	7	12	7	4	26	4	44	4	0	52	5	90	6	0	101	4	190	194
07:30	6	10	4	0	20	2	14	8	1	24	2	83	2	1	87	9	99	2	0	110	2	241	243
07:45	10	9	6	0	25	10	11	5	0	26	8	97	5	0	110	8	114	9	0	131	0	292	292
Total	20	28	20	0	68	21	44	24	7	89	15	272	11	1	298	23	360	22	0	405	8	860	868
08:00	6	7	5	0	18	1	12	8	0	21	4	77	3	1	84	12	120	7	0	139	1	262	263
08:15	10	14	5	0	29	3	12	6	1	21	2	58	3	0	63	6	97	7	1	110	2	223	225
08:30	6	12	6	0	24	6	15	8	0	29	5	72	5	0	82	4	98	4	0	106	0	241	241
08:45	7	12	4	1	23	6	15	7	1	28	2	85	10	1	97	1	98	9	0	108	3	256	259
Total	29	45	20	1	94	16	54	29	2	99	13	292	21	2	326	23	413	27	1	463	6	982	988
09:00	8	12	6	0	26	9	14	4	0	27	2	73	5	0	80	5	86	8	0	99	0	232	232
09:15	4	10	7	1	21	5	6	4	0	15	4	75	5	0	84	5	70	9	0	84	1	204	205
09:30	8	9	10	1	27	3	11	0	0	14	4	81	3	0	88	3	90	10	0	103	1	232	233
*** BREAK ***																							
Total	20	31	23	2	74	17	31	8	0	56	10	229	13	0	252	13	246	27	0	286	2	668	670
*** BREAK ***																							
11:00	10	17	8	0	35	4	9	7	1	20	9	103	5	0	117	4	116	2	0	122	1	294	295
11:15	10	5	5	2	20	5	6	3	0	14	6	88	6	1	100	2	92	13	1	107	4	241	245
11:30	14	11	18	1	43	2	14	6	0	22	5	132	3	0	140	4	131	10	2	145	3	350	353
11:45	15	17	14	0	46	3	8	8	0	19	3	113	4	0	120	7	108	10	2	125	2	310	312
Total	49	50	45	3	144	14	37	24	1	75	23	436	18	1	477	17	447	35	5	499	10	1195	1205
12:00	17	17	14	0	48	6	22	10	0	38	3	129	14	1	146	7	119	11	0	137	1	369	370
12:15	13	15	13	2	41	10	13	8	0	31	9	125	7	1	141	14	110	13	0	137	3	350	353
12:30	16	17	4	0	37	4	20	4	0	28	7	144	3	0	154	5	115	8	3	128	3	347	350
12:45	9	12	8	0	29	12	17	10	1	39	8	148	9	0	165	6	118	12	1	136	2	369	371
Total	55	61	39	2	155	32	72	32	1	136	27	546	33	2	606	32	462	44	4	538	9	1435	1444
13:00	11	10	13	1	34	4	16	9	0	29	13	114	6	0	133	7	147	11	2	165	3	361	364
13:15	9	18	10	1	37	7	8	9	0	24	13	154	10	0	177	11	138	10	0	159	1	397	398
13:30	12	10	8	1	30	6	9	8	0	23	15	134	9	0	158	11	137	14	2	162	3	373	376
13:45	11	9	9	2	29	4	11	3	0	18	9	123	9	2	141	8	135	8	0	151	4	339	343
Total	43	47	40	5	130	21	44	29	0	94	50	525	34	2	609	37	557	43	4	637	11	1470	1481

*** BREAK ***

Mike Henderson Consulting, LLC

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

Collected by: MH13

File Name : San Pedro & Constitution
Site Code :
Start Date : 10/22/2013
Page No : 2

Groups Printed- Car - Truck

	Constitution Ave Eastbound					Constitution Ave Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	16	13	7	0	36	6	6	11	3	23	8	120	12	0	140	11	136	12	0	159	3	358	361
15:15	14	16	12	0	42	8	10	7	1	25	11	149	4	0	164	4	134	17	2	155	3	386	389
15:30	23	9	8	1	40	7	15	4	0	26	10	155	8	0	173	5	147	12	1	164	2	403	405
15:45	17	24	9	0	50	7	9	7	1	23	8	161	11	0	180	8	128	16	0	152	1	405	406
Total	70	62	36	1	168	28	40	29	5	97	37	585	35	0	657	28	545	57	3	630	9	1552	1561
16:00	12	21	13	1	46	6	14	6	1	26	9	180	9	1	198	10	163	18	1	191	4	461	465
16:15	16	21	8	2	45	13	21	8	0	42	10	137	13	1	160	8	126	16	0	150	3	397	400
16:30	9	17	9	0	35	5	18	5	1	28	13	164	13	0	190	7	120	11	4	138	5	391	396
16:45	24	21	10	0	55	6	21	9	0	36	7	170	7	0	184	8	134	23	0	165	0	440	440
Total	61	80	40	3	181	30	74	28	2	132	39	651	42	2	732	33	543	68	5	644	12	1689	1701
17:00	11	18	6	0	35	6	19	8	0	33	10	207	17	0	234	6	144	13	0	163	0	465	465
17:15	25	30	4	0	59	5	14	9	0	28	6	185	12	1	203	8	129	11	0	148	1	438	439
17:30	16	18	6	0	40	2	19	5	1	26	8	136	13	0	157	8	147	9	0	164	1	387	388
17:45	17	25	12	0	54	7	17	7	0	31	5	112	8	0	125	8	123	8	1	139	1	349	350
Total	69	91	28	0	188	20	69	29	1	118	29	640	50	1	719	30	543	41	1	614	3	1639	1642
Grand Total	421	501	294	17	1216	200	468	235	19	903	247	4204	258	11	4709	238	4183	366	24	4787	71	11615	11686
Apprch %	34.6	41.2	24.2			22.1	51.8	26			5.2	89.3	5.5			5	87.4	7.6					
Total %	3.6	4.3	2.5		10.5	1.7	4	2		7.8	2.1	36.2	2.2		40.5	2	36	3.2		41.2	0.6	99.4	
Car	415	491	290		1213	188	453	230		890	245	4148	255		4659	233	4116	360		4733	0	0	11495
% Car	98.6	98	98.6	100	98.4	94	96.8	97.9	100	96.5	99.2	98.7	98.8	100	98.7	97.9	98.4	98.4	100	98.4	0	0	98.4
Truck	6	10	4		20	12	15	5		32	2	56	3		61	5	67	6		78	0	0	191
% Truck	1.4	2	1.4	0	1.6	6	3.2	2.1	0	3.5	0.8	1.3	1.2	0	1.3	2.1	1.6	1.6	0	1.6	0	0	1.6

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH13

File Name : San Pedro & Constitution
Site Code :
Start Date : 10/22/2013

	Constitution Ave Eastbound				Constitution Ave Westbound				San Pedro Dr Northbound				San Pedro Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	6	10	4	20	2	14	8	24	2	83	2	87	9	99	2	110	241
07:45	10	9	6	25	10	11	5	26	8	97	5	110	8	114	9	131	292
08:00	6	7	5	18	1	12	8	21	4	77	3	84	12	120	7	139	262
08:15	10	14	5	29	3	12	6	21	2	58	3	63	6	97	7	110	223
Total Volume	32	40	20	92	16	49	27	92	16	315	13	344	35	430	25	490	1018
% App. Total	34.8	43.5	21.7		17.4	53.3	29.3		4.7	91.6	3.8		7.1	87.8	5.1		
PHF	.800	.714	.833	.793	.400	.875	.844	.885	.500	.812	.650	.782	.729	.896	.694	.881	.872
Car	31	40	20	91	15	47	27	89	15	312	13	340	33	425	25	483	1003
% Car	96.9	100	100	98.9	93.8	95.9	100	96.7	93.8	99.0	100	98.8	94.3	98.8	100	98.6	98.5
Truck	1	0	0	1	1	2	0	3	1	3	0	4	2	5	0	7	15
% Truck	3.1	0	0	1.1	6.3	4.1	0	3.3	6.3	1.0	0	1.2	5.7	1.2	0	1.4	1.5
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45																	
12:45	9	12	8	29	12	17	10	39	8	148	9	165	6	118	12	136	369
13:00	11	10	13	34	4	16	9	29	13	114	6	133	7	147	11	165	361
13:15	9	18	10	37	7	8	9	24	13	154	10	177	11	138	10	159	397
13:30	12	10	8	30	6	9	8	23	15	134	9	158	11	137	14	162	373
Total Volume	41	50	39	130	29	50	36	115	49	550	34	633	35	540	47	622	1500
% App. Total	31.5	38.5	30		25.2	43.5	31.3		7.7	86.9	5.4		5.6	86.8	7.6		
PHF	.854	.694	.750	.878	.604	.735	.900	.737	.817	.893	.850	.894	.795	.918	.839	.942	.945
Car	39	49	38	126	26	48	36	110	49	536	33	618	34	531	46	611	1465
% Car	95.1	98.0	97.4	96.9	89.7	96.0	100	95.7	100	97.5	97.1	97.6	97.1	98.3	97.9	98.2	97.7
Truck	2	1	1	4	3	2	0	5	0	14	1	15	1	9	1	11	35
% Truck	4.9	2.0	2.6	3.1	10.3	4.0	0	4.3	0	2.5	2.9	2.4	2.9	1.7	2.1	1.8	2.3
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	9	17	9	35	5	18	5	28	13	164	13	190	7	120	11	138	391
16:45	24	21	10	55	6	21	9	36	7	170	7	184	8	134	23	165	440
17:00	11	18	6	35	6	19	8	33	10	207	17	234	6	144	13	163	465
17:15	25	30	4	59	5	14	9	28	6	185	12	203	8	129	11	148	438
Total Volume	69	86	29	184	22	72	31	125	36	726	49	811	29	527	58	614	1734
% App. Total	37.5	46.7	15.8		17.6	57.6	24.8		4.4	89.5	6		4.7	85.8	9.4		
PHF	.690	.717	.725	.780	.917	.857	.861	.868	.692	.877	.721	.866	.906	.915	.630	.930	.932
Car	69	84	29	182	22	71	30	123	36	720	49	805	29	523	58	610	1720
% Car	100	97.7	100	98.9	100	98.6	96.8	98.4	100	99.2	100	99.3	100	99.2	100	99.3	99.2
Truck	0	2	0	2	0	1	1	2	0	6	0	6	0	4	0	4	14
% Truck	0	2.3	0	1.1	0	1.4	3.2	1.6	0	0.8	0	0.7	0	0.8	0	0.7	0.8

Mike Henderson Consulting, LLC

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

Collected by: MH9

File Name : San Pedro & Haines
Site Code :
Start Date : 10/22/2013
Page No : 1

Groups Printed- Car - Truck

	Haines Ave Eastbound					Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	7	0	5	0	12	0	0	0	0	0	7	39	0	0	46	0	59	14	0	73	0	131	131
Total	7	0	5	0	12	0	0	0	0	0	7	39	0	0	46	0	59	14	0	73	0	131	131
07:00	12	0	7	0	19	0	0	0	0	0	8	60	0	0	68	0	62	13	0	75	0	162	162
07:15	20	0	13	0	33	0	0	0	0	0	18	61	0	0	79	0	97	16	0	113	0	225	225
07:30	31	0	16	0	47	0	0	0	0	0	17	96	0	0	113	0	92	17	0	109	0	269	269
07:45	35	0	7	1	42	0	0	0	0	0	20	104	0	1	124	0	121	46	0	167	2	333	335
Total	98	0	43	1	141	0	0	0	0	0	63	321	0	1	384	0	372	92	0	464	2	989	991
08:00	49	0	16	0	65	0	0	0	0	0	16	97	0	0	113	0	130	29	0	159	0	337	337
08:15	37	0	13	0	50	0	0	0	0	0	18	80	0	1	98	0	99	30	0	129	1	277	278
08:30	22	0	21	0	43	0	0	0	0	0	14	77	0	2	91	0	101	16	0	117	2	251	253
08:45	40	0	14	1	54	0	0	0	0	0	18	94	0	0	112	0	94	26	0	120	1	286	287
Total	148	0	64	1	212	0	0	0	0	0	66	348	0	3	414	0	424	101	0	525	4	1151	1155
09:00	25	0	15	2	40	0	0	0	0	0	15	80	0	2	95	0	86	15	0	101	4	236	240
09:15	37	0	12	0	49	0	0	0	0	0	10	81	0	2	91	0	76	25	0	101	2	241	243
09:30	26	0	12	0	38	0	0	0	0	0	8	90	0	1	98	0	92	21	0	113	1	249	250
*** BREAK ***																							
Total	88	0	39	2	127	0	0	0	0	0	33	251	0	5	284	0	254	61	0	315	7	726	733
*** BREAK ***																							
11:00	39	0	10	1	49	0	0	0	0	0	18	112	0	0	130	0	121	34	0	155	1	334	335
11:15	41	0	18	2	59	0	0	0	0	0	6	104	0	1	110	0	96	31	0	127	3	296	299
11:30	35	0	12	0	47	0	0	0	0	0	10	145	0	0	155	0	137	40	0	177	0	379	379
11:45	38	0	20	0	58	0	0	0	0	0	14	125	0	0	139	0	118	32	0	150	0	347	347
Total	153	0	60	3	213	0	0	0	0	0	48	486	0	1	534	0	472	137	0	609	4	1356	1360
12:00	58	0	18	0	76	0	0	0	0	0	18	125	0	0	143	0	126	40	0	166	0	385	385
12:15	40	0	19	0	59	0	0	0	0	0	13	150	0	0	163	0	136	36	0	172	0	394	394
12:30	41	0	16	3	57	0	0	0	0	0	38	137	0	1	175	0	139	36	0	175	4	407	411
12:45	31	0	13	0	44	0	0	0	0	0	22	153	0	1	175	0	126	38	0	164	1	383	384
Total	170	0	66	3	236	0	0	0	0	0	91	565	0	2	656	0	527	150	0	677	5	1569	1574
13:00	43	0	12	0	55	0	0	0	0	0	13	133	0	0	146	0	153	35	0	188	0	389	389
13:15	43	0	16	0	59	0	0	0	0	0	12	169	0	0	181	0	161	32	0	193	0	433	433
13:30	39	0	17	0	56	0	0	0	0	0	17	152	0	0	169	0	170	37	0	207	0	432	432
13:45	53	0	20	2	73	0	0	0	0	0	14	132	0	1	146	0	145	30	0	175	3	394	397
Total	178	0	65	2	243	0	0	0	0	0	56	586	0	1	642	0	629	134	0	763	3	1648	1651

*** BREAK ***

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH9

File Name : San Pedro & Haines
Site Code :
Start Date : 10/22/2013
Page No : 2

Groups Printed- Car - Truck

	Haines Ave Eastbound					Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	48	0	25	0	73	0	0	0	0	0	13	157	0	0	170	0	150	43	0	193	0	436	436
15:15	51	0	20	0	71	0	0	0	0	0	17	140	0	0	157	0	147	30	0	177	0	405	405
15:30	55	0	15	1	70	0	0	0	0	0	14	188	0	0	202	0	161	25	0	186	1	458	459
15:45	51	0	19	1	70	0	0	0	0	0	15	179	0	3	194	0	152	39	0	191	4	455	459
Total	205	0	79	2	284	0	0	0	0	0	59	664	0	3	723	0	610	137	0	747	5	1754	1759
16:00	46	0	28	1	74	0	0	0	0	0	17	199	0	1	216	0	172	39	0	211	2	501	503
16:15	65	0	30	0	95	0	0	0	0	0	17	161	0	1	178	0	139	54	0	193	1	466	467
16:30	60	0	23	1	83	0	0	0	0	0	13	173	0	1	186	0	136	51	0	187	2	456	458
16:45	77	0	18	3	95	0	0	0	0	0	29	189	0	1	218	0	158	46	0	204	4	517	521
Total	248	0	99	5	347	0	0	0	0	0	76	722	0	4	798	0	605	190	0	795	9	1940	1949
17:00	95	0	30	0	125	0	0	0	0	0	28	188	0	0	216	0	154	50	0	204	0	545	545
17:15	72	0	21	1	93	0	0	0	0	0	18	206	0	3	224	0	153	46	0	199	4	516	520
17:30	80	0	15	0	95	0	0	0	0	0	19	164	0	0	183	0	165	49	0	214	0	492	492
17:45	46	0	21	0	67	0	0	0	0	0	16	133	0	1	149	0	136	33	0	169	1	385	386
Total	293	0	87	1	380	0	0	0	0	0	81	691	0	4	772	0	608	178	0	786	5	1938	1943
Grand Total	1588	0	607	20	2195	0	0	0	0	0	580	4673	0	24	5253	0	4560	1194	0	5754	44	13202	13246
Apprch %	72.3	0	27.7			0	0	0			11	89	0			0	79.2	20.8					
Total %	12	0	4.6		16.6	0	0	0		0	4.4	35.4	0		39.8	0	34.5	9		43.6	0.3	99.7	
Car	1573	0	597		2190	0	0	0		0	570	4618	0		5212	0	4501	1174		5675	0	0	13077
% Car	99.1	0	98.4	100	98.9	0	0	0	0	0	98.3	98.8	0	100	98.8	0	98.7	98.3	0	98.6	0	0	98.7
Truck	15	0	10		25	0	0	0		0	10	55	0		65	0	59	20		79	0	0	169
% Truck	0.9	0	1.6	0	1.1	0	0	0	0	0	1.7	1.2	0	0	1.2	0	1.3	1.7	0	1.4	0	0	1.3

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH9

File Name : San Pedro & Haines
Site Code :
Start Date : 10/22/2013
Page No : 3

	Haines Ave Eastbound				Westbound				San Pedro Dr Northbound				San Pedro Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	31	0	16	47	0	0	0	0	17	96	0	113	0	92	17	109	269
07:45	35	0	7	42	0	0	0	0	20	104	0	124	0	121	46	167	333
08:00	49	0	16	65	0	0	0	0	16	97	0	113	0	130	29	159	337
08:15	37	0	13	50	0	0	0	0	18	80	0	98	0	99	30	129	277
Total Volume	152	0	52	204	0	0	0	0	71	377	0	448	0	442	122	564	1216
% App. Total	74.5	0	25.5		0	0	0		15.8	84.2	0		0	78.4	21.6		
PHF	.776	.000	.813	.785	.000	.000	.000	.000	.888	.906	.000	.903	.000	.850	.663	.844	.902
Car	151	0	51	202	0	0	0	0	70	373	0	443	0	437	122	559	1204
% Car	99.3	0	98.1	99.0	0	0	0	0	98.6	98.9	0	98.9	0	98.9	100	99.1	99.0
Truck	1	0	1	2	0	0	0	0	1	4	0	5	0	5	0	5	12
% Truck	0.7	0	1.9	1.0	0	0	0	0	1.4	1.1	0	1.1	0	1.1	0	0.9	1.0
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 13:00																	
13:00	43	0	12	55	0	0	0	0	13	133	0	146	0	153	35	188	389
13:15	43	0	16	59	0	0	0	0	12	169	0	181	0	161	32	193	433
13:30	39	0	17	56	0	0	0	0	17	152	0	169	0	170	37	207	432
13:45	53	0	20	73	0	0	0	0	14	132	0	146	0	145	30	175	394
Total Volume	178	0	65	243	0	0	0	0	56	586	0	642	0	629	134	763	1648
% App. Total	73.3	0	26.7		0	0	0		8.7	91.3	0		0	82.4	17.6		
PHF	.840	.000	.813	.832	.000	.000	.000	.000	.824	.867	.000	.887	.000	.925	.905	.921	.952
Car	175	0	63	238	0	0	0	0	54	580	0	634	0	620	129	749	1621
% Car	98.3	0	96.9	97.9	0	0	0	0	96.4	99.0	0	98.8	0	98.6	96.3	98.2	98.4
Truck	3	0	2	5	0	0	0	0	2	6	0	8	0	9	5	14	27
% Truck	1.7	0	3.1	2.1	0	0	0	0	3.6	1.0	0	1.2	0	1.4	3.7	1.8	1.6
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	77	0	18	95	0	0	0	0	29	189	0	218	0	158	46	204	517
17:00	95	0	30	125	0	0	0	0	28	188	0	216	0	154	50	204	545
17:15	72	0	21	93	0	0	0	0	18	206	0	224	0	153	46	199	516
17:30	80	0	15	95	0	0	0	0	19	164	0	183	0	165	49	214	492
Total Volume	324	0	84	408	0	0	0	0	94	747	0	841	0	630	191	821	2070
% App. Total	79.4	0	20.6		0	0	0		11.2	88.8	0		0	76.7	23.3		
PHF	.853	.000	.700	.816	.000	.000	.000	.000	.810	.907	.000	.939	.000	.955	.955	.959	.950
Car	323	0	83	406	0	0	0	0	94	740	0	834	0	626	189	815	2055
% Car	99.7	0	98.8	99.5	0	0	0	0	100	99.1	0	99.2	0	99.4	99.0	99.3	99.3
Truck	1	0	1	2	0	0	0	0	0	7	0	7	0	4	2	6	15
% Truck	0.3	0	1.2	0.5	0	0	0	0	0	0.9	0	0.8	0	0.6	1.0	0.7	0.7

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
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Collected by: MH14

File Name : San Pedro & Indian School
Site Code :
Start Date : 10/22/2013
Page No : 1

Groups Printed- Car - Truck

	Taylor Ave Eastbound					Indian School Rd Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	1	2	2	1	5	13	2	9	0	24	1	33	14	0	48	13	59	0	0	72	1	149	150
Total	1	2	2	1	5	13	2	9	0	24	1	33	14	0	48	13	59	0	0	72	1	149	150
07:00	1	2	3	0	6	16	5	10	0	31	2	60	13	0	75	19	54	3	2	76	2	188	190
07:15	1	3	3	0	7	29	4	14	1	47	3	55	21	0	79	22	84	4	2	110	3	243	246
07:30	0	4	4	1	8	25	7	19	0	51	3	100	27	0	130	29	84	4	1	117	2	306	308
07:45	1	2	3	0	6	43	19	19	0	81	6	97	37	1	140	44	130	8	1	182	2	409	411
Total	3	11	13	1	27	113	35	62	1	210	14	312	98	1	424	114	352	19	6	485	9	1146	1155
08:00	0	4	8	0	12	31	9	22	0	62	12	87	45	0	144	34	123	5	0	162	0	380	380
08:15	2	8	0	0	10	38	11	27	0	76	3	88	25	0	116	31	91	7	0	129	0	331	331
08:30	1	0	3	0	4	31	9	22	0	62	2	62	28	0	92	33	86	3	0	122	0	280	280
08:45	0	2	10	1	12	27	5	21	0	53	5	87	48	0	140	26	90	1	1	117	2	322	324
Total	3	14	21	1	38	127	34	92	0	253	22	324	146	0	492	124	390	16	1	530	2	1313	1315
09:00	2	2	3	0	7	19	8	23	1	50	2	74	22	1	98	16	66	3	0	85	2	240	242
09:15	2	3	5	0	10	20	5	25	1	50	3	73	31	0	107	15	75	3	0	93	1	260	261
09:30	1	5	1	0	7	23	10	20	0	53	2	82	32	0	116	25	92	1	0	118	0	294	294
*** BREAK ***																							
Total	5	10	9	0	24	62	23	68	2	153	7	229	85	1	321	56	233	7	0	296	3	794	797
*** BREAK ***																							
11:00	5	3	2	2	10	33	6	26	0	65	4	102	40	3	146	23	120	5	0	148	5	369	374
11:15	3	3	5	0	11	39	4	27	0	70	8	105	42	0	155	25	92	1	0	118	0	354	354
11:30	13	9	6	3	28	43	4	34	3	81	4	148	39	2	191	24	121	4	1	149	9	449	458
11:45	8	9	2	0	19	29	10	34	0	73	1	128	44	1	173	36	122	4	0	162	1	427	428
Total	29	24	15	5	68	144	24	121	3	289	17	483	165	6	665	108	455	14	1	577	15	1599	1614
12:00	3	8	6	0	17	55	6	39	0	100	5	132	39	3	176	33	113	4	2	150	5	443	448
12:15	5	4	1	1	10	37	9	44	0	90	4	139	52	1	195	43	127	9	1	179	3	474	477
12:30	2	3	5	3	10	55	8	39	2	102	6	137	33	0	176	28	128	6	0	162	5	450	455
12:45	1	7	3	0	11	47	13	47	0	107	2	135	37	1	174	39	122	6	0	167	1	459	460
Total	11	22	15	4	48	194	36	169	2	399	17	543	161	5	721	143	490	25	3	658	14	1826	1840
13:00	1	4	2	1	7	41	5	35	2	81	3	135	56	0	194	35	149	5	0	189	3	471	474
13:15	2	3	7	0	12	45	2	23	1	70	4	155	50	0	209	43	145	3	1	191	2	482	484
13:30	7	4	9	1	20	47	8	45	0	100	11	138	45	1	194	51	153	10	0	214	2	528	530
13:45	2	4	4	0	10	48	9	40	0	97	11	138	43	0	192	18	129	1	0	148	0	447	447
Total	12	15	22	2	49	181	24	143	3	348	29	566	194	1	789	147	576	19	1	742	7	1928	1935

*** BREAK ***

Mike Henderson Consulting, LLC

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

Collected by: MH14

File Name : San Pedro & Indian School
Site Code :
Start Date : 10/22/2013
Page No : 2

Groups Printed- Car - Truck

	Taylor Ave Eastbound					Indian School Rd Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	9	9	18	0	36	43	9	22	0	74	5	138	67	1	210	23	129	4	0	156	1	476	477
15:15	14	10	10	0	34	28	6	32	0	66	4	161	48	2	213	36	149	1	0	186	2	499	501
15:30	8	6	4	0	18	42	7	49	1	98	4	177	56	0	237	36	147	1	0	184	1	537	538
15:45	2	5	2	0	9	46	2	35	0	83	7	198	46	0	251	45	145	4	1	194	1	537	538
Total	33	30	34	0	97	159	24	138	1	321	20	674	217	3	911	140	570	10	1	720	5	2049	2054
16:00	9	6	5	0	20	62	6	49	0	117	6	183	49	1	238	41	147	4	0	192	1	567	568
16:15	3	7	7	0	17	51	2	49	0	102	7	181	46	0	234	29	137	3	1	169	1	522	523
16:30	2	14	5	0	21	45	7	38	3	90	7	167	65	1	239	30	126	4	0	160	4	510	514
16:45	1	1	1	1	3	61	2	39	1	102	3	202	71	0	276	34	140	3	3	177	5	558	563
Total	15	28	18	1	61	219	17	175	4	411	23	733	231	2	987	134	550	14	4	698	11	2157	2168
17:00	7	5	9	0	21	67	10	56	1	133	2	214	61	0	277	33	147	2	1	182	2	613	615
17:15	2	7	7	1	16	37	6	41	1	84	5	211	92	4	308	32	138	6	3	176	9	584	593
17:30	1	7	5	0	13	54	2	30	0	86	10	174	54	0	238	31	158	5	0	194	0	531	531
17:45	3	4	5	1	12	27	6	36	1	69	4	143	51	0	198	33	138	6	0	177	2	456	458
Total	13	23	26	2	62	185	24	163	3	372	21	742	258	4	1021	129	581	19	4	729	13	2184	2197
Grand Total	125	179	175	17	479	1397	243	1140	19	2780	171	4639	1569	23	6379	1108	4256	143	21	5507	80	15145	15225
Apprch %	26.1	37.4	36.5			50.3	8.7	41			2.7	72.7	24.6			20.1	77.3	2.6					
Total %	0.8	1.2	1.2		3.2	9.2	1.6	7.5		18.4	1.1	30.6	10.4		42.1	7.3	28.1	0.9		36.4	0.5	99.5	
Car	124	176	166		483	1380	237	1130		2766	170	4603	1557		6353	1095	4207	139		5462	0	0	15064
% Car	99.2	98.3	94.9	100	97.4	98.8	97.5	99.1	100	98.8	99.4	99.2	99.2	100	99.2	98.8	98.8	97.2	100	98.8	0	0	98.9
Truck	1	3	9		13	17	6	10		33	1	36	12		49	13	49	4		66	0	0	161
% Truck	0.8	1.7	5.1	0	2.6	1.2	2.5	0.9	0	1.2	0.6	0.8	0.8	0	0.8	1.2	1.2	2.8	0	1.2	0	0	1.1

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH14

File Name : San Pedro & Indian School
Site Code :
Start Date : 10/22/2013
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	Taylor Ave Eastbound				Indian School Rd Westbound				San Pedro Dr Northbound				San Pedro Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	4	4	8	25	7	19	51	3	100	27	130	29	84	4	117	306
07:45	1	2	3	6	43	19	19	81	6	97	37	140	44	130	8	182	409
08:00	0	4	8	12	31	9	22	62	12	87	45	144	34	123	5	162	380
08:15	2	8	0	10	38	11	27	76	3	88	25	116	31	91	7	129	331
Total Volume	3	18	15	36	137	46	87	270	24	372	134	530	138	428	24	590	1426
% App. Total	8.3	50	41.7		50.7	17	32.2		4.5	70.2	25.3		23.4	72.5	4.1		
PHF	.375	.563	.469	.750	.797	.605	.806	.833	.500	.930	.744	.920	.784	.823	.750	.810	.872
Car	3	18	15	36	135	46	86	267	24	370	134	528	138	424	24	586	1417
% Car	100	100	100	100	98.5	100	98.9	98.9	100	99.5	100	99.6	100	99.1	100	99.3	99.4
Truck	0	0	0	0	2	0	1	3	0	2	0	2	0	4	0	4	9
% Truck	0	0	0	0	1.5	0	1.1	1.1	0	0.5	0	0.4	0	0.9	0	0.7	0.6
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45																	
12:45	1	7	3	11	47	13	47	107	2	135	37	174	39	122	6	167	459
13:00	1	4	2	7	41	5	35	81	3	135	56	194	35	149	5	189	471
13:15	2	3	7	12	45	2	23	70	4	155	50	209	43	145	3	191	482
13:30	7	4	9	20	47	8	45	100	11	138	45	194	51	153	10	214	528
Total Volume	11	18	21	50	180	28	150	358	20	563	188	771	168	569	24	761	1940
% App. Total	22	36	42		50.3	7.8	41.9		2.6	73	24.4		22.1	74.8	3.2		
PHF	.393	.643	.583	.625	.957	.538	.798	.836	.455	.908	.839	.922	.824	.930	.600	.889	.919
Car	11	18	20	49	178	27	148	353	20	555	187	762	165	559	21	745	1909
% Car	100	100	95.2	98.0	98.9	96.4	98.7	98.6	100	98.6	99.5	98.8	98.2	98.2	87.5	97.9	98.4
Truck	0	0	1	1	2	1	2	5	0	8	1	9	3	10	3	16	31
% Truck	0	0	4.8	2.0	1.1	3.6	1.3	1.4	0	1.4	0.5	1.2	1.8	1.8	12.5	2.1	1.6
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	1	1	1	3	61	2	39	102	3	202	71	276	34	140	3	177	558
17:00	7	5	9	21	67	10	56	133	2	214	61	277	33	147	2	182	613
17:15	2	7	7	16	37	6	41	84	5	211	92	308	32	138	6	176	584
17:30	1	7	5	13	54	2	30	86	10	174	54	238	31	158	5	194	531
Total Volume	11	20	22	53	219	20	166	405	20	801	278	1099	130	583	16	729	2286
% App. Total	20.8	37.7	41.5		54.1	4.9	41		1.8	72.9	25.3		17.8	80	2.2		
PHF	.393	.714	.611	.631	.817	.500	.741	.761	.500	.936	.755	.892	.956	.922	.667	.939	.932
Car	11	20	22	53	219	20	164	403	20	798	274	1092	129	580	16	725	2273
% Car	100	100	100	100	100	100	98.8	99.5	100	99.6	98.6	99.4	99.2	99.5	100	99.5	99.4
Truck	0	0	0	0	0	0	2	2	0	3	4	7	1	3	0	4	13
% Truck	0	0	0	0	0	0	1.2	0.5	0	0.4	1.4	0.6	0.8	0.5	0	0.5	0.6

Mike Henderson Consulting, LLC

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

Collected by: MH16

File Name : San Pedro & Uptown
Site Code :
Start Date : 10/22/2013
Page No : 1

Groups Printed- Car - Truck

	Cutler Ave Eastbound					Uptown Blvd Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	1	0	0	0	1	0	1	4	0	5	0	43	0	0	43	8	80	0	0	88	0	137	137
Total	1	0	0	0	1	0	1	4	0	5	0	43	0	0	43	8	80	0	0	88	0	137	137
07:00	0	0	1	0	1	3	0	2	1	5	0	66	4	0	70	15	79	0	0	94	1	170	171
07:15	1	0	0	0	1	2	1	2	1	5	1	59	3	0	63	20	117	0	0	137	1	206	207
07:30	1	1	2	0	4	2	0	7	1	9	0	107	7	2	114	36	128	1	0	165	3	292	295
07:45	0	1	3	0	4	1	1	7	1	9	2	99	11	0	112	36	174	3	0	213	1	338	339
Total	2	2	6	0	10	8	2	18	4	28	3	331	25	2	359	107	498	4	0	609	6	1006	1012
08:00	1	1	6	0	8	2	0	5	3	7	2	86	10	1	98	45	164	1	0	210	4	323	327
08:15	2	0	0	0	2	6	3	7	0	16	0	104	6	0	110	22	130	1	0	153	0	281	281
08:30	0	0	0	0	0	7	0	11	1	18	1	73	11	1	85	23	115	1	0	139	2	242	244
08:45	0	0	1	1	1	2	1	10	1	13	1	96	7	0	104	18	123	0	0	141	2	259	261
Total	3	1	7	1	11	17	4	33	5	54	4	359	34	2	397	108	532	3	0	643	8	1105	1113
09:00	3	1	1	1	5	3	1	13	0	17	2	94	6	0	102	23	87	4	0	114	1	238	239
09:15	1	0	3	1	4	12	1	19	2	32	3	93	5	1	101	29	88	2	1	119	5	256	261
09:30	0	2	0	1	2	7	0	26	0	33	4	88	11	3	103	30	113	1	1	144	5	282	287
*** BREAK ***																							
Total	4	3	4	3	11	22	2	58	2	82	9	275	22	4	306	82	288	7	2	377	11	776	787
*** BREAK ***																							
11:00	1	1	3	3	5	13	2	28	0	43	2	118	15	0	135	19	130	3	0	152	3	335	338
11:15	2	4	1	2	7	12	2	32	0	46	5	117	15	1	137	30	104	5	1	139	4	329	333
11:30	5	2	3	2	10	8	4	39	0	51	4	180	16	1	200	20	140	2	0	162	3	423	426
11:45	3	1	2	1	6	15	0	28	0	43	4	133	25	2	162	28	132	2	0	162	3	373	376
Total	11	8	9	8	28	48	8	127	0	183	15	548	71	4	634	97	506	12	1	615	13	1460	1473
12:00	1	1	3	1	5	11	2	37	2	50	10	151	21	0	182	30	127	1	0	158	3	395	398
12:15	6	9	3	1	18	19	3	31	1	53	7	160	23	0	190	28	156	2	0	186	2	447	449
12:30	13	2	4	3	19	18	2	35	5	55	6	154	17	2	177	40	143	5	4	188	14	439	453
12:45	4	3	3	2	10	17	3	36	0	56	6	150	22	2	178	30	160	3	0	193	4	437	441
Total	24	15	13	7	52	65	10	139	8	214	29	615	83	4	727	128	586	11	4	725	23	1718	1741
13:00	5	1	5	1	11	14	4	29	1	47	5	147	19	0	171	35	153	5	1	193	3	422	425
13:15	3	5	3	1	11	23	2	33	1	58	3	147	22	0	172	32	165	2	1	199	3	440	443
13:30	2	3	10	2	15	24	0	35	2	59	4	181	16	2	201	30	172	2	0	204	6	479	485
13:45	1	3	4	0	8	24	0	41	1	65	3	147	21	2	171	39	125	1	0	165	3	409	412
Total	11	12	22	4	45	85	6	138	5	229	15	622	78	4	715	136	615	10	2	761	15	1750	1765

*** BREAK ***

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
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File Name : San Pedro & Uptown
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Groups Printed- Car - Truck

	Cutler Ave Eastbound					Uptown Blvd Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	4	1	5	0	10	15	2	19	0	36	2	157	13	1	172	26	139	2	1	167	2	385	387
15:15	8	2	5	0	15	17	1	33	0	51	4	177	19	1	200	22	164	2	2	188	3	454	457
15:30	4	1	7	1	12	16	0	38	1	54	5	207	22	1	234	22	160	1	0	183	3	483	486
15:45	2	1	5	0	8	22	1	35	2	58	2	227	23	0	252	25	169	2	0	196	2	514	516
Total	18	5	22	1	45	70	4	125	3	199	13	768	77	3	858	95	632	7	3	734	10	1836	1846
16:00	3	1	2	0	6	22	0	32	0	54	4	229	17	0	250	18	165	3	1	186	1	496	497
16:15	5	0	7	0	12	19	3	38	0	60	3	217	22	0	242	16	143	0	0	159	0	473	473
16:30	6	3	2	0	11	24	1	51	2	76	5	197	18	0	220	19	134	2	0	155	2	462	464
16:45	4	3	2	0	9	21	1	48	1	70	5	212	28	2	245	22	145	3	0	170	3	494	497
Total	18	7	13	0	38	86	5	169	3	260	17	855	85	2	957	75	587	8	1	670	6	1925	1931
17:00	5	7	4	1	16	27	1	64	0	92	4	251	19	0	274	22	146	1	4	169	5	551	556
17:15	5	1	2	1	8	19	4	39	1	62	6	235	23	0	264	19	143	3	0	165	2	499	501
17:30	0	0	2	3	2	20	1	45	0	66	4	199	15	2	218	14	174	2	0	190	5	476	481
17:45	2	1	3	0	6	17	4	32	2	53	3	162	22	0	187	17	148	1	0	166	2	412	414
Total	12	9	11	5	32	83	10	180	3	273	17	847	79	2	943	72	611	7	4	690	14	1938	1952
Grand Total	104	62	107	29	273	484	52	991	33	1527	122	5263	554	27	5939	908	4935	69	17	5912	106	13651	13757
Apprch %	38.1	22.7	39.2			31.7	3.4	64.9			2.1	88.6	9.3			15.4	83.5	1.2					
Total %	0.8	0.5	0.8		2	3.5	0.4	7.3		11.2	0.9	38.6	4.1		43.5	6.7	36.2	0.5		43.3	0.8	99.2	
Car	99	62	106		296	481	52	980		1546	122	5222	549		5920	902	4876	64		5859	0	0	13621
% Car	95.2	100	99.1	100	98	99.4	100	98.9	100	99.1	100	99.2	99.1	100	99.2	99.3	98.8	92.8	100	98.8	0	0	99
Truck	5	0	1		6	3	0	11		14	0	41	5		46	6	59	5		70	0	0	136
% Truck	4.8	0	0.9	0	2	0.6	0	1.1	0	0.9	0	0.8	0.9	0	0.8	0.7	1.2	7.2	0	1.2	0	0	1

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File Name : San Pedro & Uptown
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	Cutler Ave Eastbound				Uptown Blvd Westbound				San Pedro Dr Northbound				San Pedro Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	1	1	2	4	2	0	7	9	0	107	7	114	36	128	1	165	292
07:45	0	1	3	4	1	1	7	9	2	99	11	112	36	174	3	213	338
08:00	1	1	6	8	2	0	5	7	2	86	10	98	45	164	1	210	323
08:15	2	0	0	2	6	3	7	16	0	104	6	110	22	130	1	153	281
Total Volume	4	3	11	18	11	4	26	41	4	396	34	434	139	596	6	741	1234
% App. Total	22.2	16.7	61.1		26.8	9.8	63.4		0.9	91.2	7.8		18.8	80.4	0.8		
PHF	.500	.750	.458	.563	.458	.333	.929	.641	.500	.925	.773	.952	.772	.856	.500	.870	.913
Car	4	3	11	18	10	4	26	40	4	393	34	431	138	592	5	735	1224
% Car	100	100	100	100	90.9	100	100	97.6	100	99.2	100	99.3	99.3	99.3	83.3	99.2	99.2
Truck	0	0	0	0	1	0	0	1	0	3	0	3	1	4	1	6	10
% Truck	0	0	0	0	9.1	0	0	2.4	0	0.8	0	0.7	0.7	0.7	16.7	0.8	0.8
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45																	
12:45	4	3	3	10	17	3	36	56	6	150	22	178	30	160	3	193	437
13:00	5	1	5	11	14	4	29	47	5	147	19	171	35	153	5	193	422
13:15	3	5	3	11	23	2	33	58	3	147	22	172	32	165	2	199	440
13:30	2	3	10	15	24	0	35	59	4	181	16	201	30	172	2	204	479
Total Volume	14	12	21	47	78	9	133	220	18	625	79	722	127	650	12	789	1778
% App. Total	29.8	25.5	44.7		35.5	4.1	60.5		2.5	86.6	10.9		16.1	82.4	1.5		
PHF	.700	.600	.525	.783	.813	.563	.924	.932	.750	.863	.898	.898	.907	.945	.600	.967	.928
Car	14	12	21	47	76	9	132	217	18	618	76	712	126	642	12	780	1756
% Car	100	100	100	100	97.4	100	99.2	98.6	100	98.9	96.2	98.6	99.2	98.8	100	98.9	98.8
Truck	0	0	0	0	2	0	1	3	0	7	3	10	1	8	0	9	22
% Truck	0	0	0	0	2.6	0	0.8	1.4	0	1.1	3.8	1.4	0.8	1.2	0	1.1	1.2
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	4	3	2	9	21	1	48	70	5	212	28	245	22	145	3	170	494
17:00	5	7	4	16	27	1	64	92	4	251	19	274	22	146	1	169	551
17:15	5	1	2	8	19	4	39	62	6	235	23	264	19	143	3	165	499
17:30	0	0	2	2	20	1	45	66	4	199	15	218	14	174	2	190	476
Total Volume	14	11	10	35	87	7	196	290	19	897	85	1001	77	608	9	694	2020
% App. Total	40	31.4	28.6		30	2.4	67.6		1.9	89.6	8.5		11.1	87.6	1.3		
PHF	.700	.393	.625	.547	.806	.438	.766	.788	.792	.893	.759	.913	.875	.874	.750	.913	.917
Car	14	11	10	35	87	7	194	288	19	893	85	997	77	605	9	691	2011
% Car	100	100	100	100	100	100	99.0	99.3	100	99.6	100	99.6	100	99.5	100	99.6	99.6
Truck	0	0	0	0	0	0	2	2	0	4	0	4	0	3	0	3	9
% Truck	0	0	0	0	0	0	1.0	0.7	0	0.4	0	0.4	0	0.5	0	0.4	0.4

Mike Henderson Consulting, LLC

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

Collected by: MH10

File Name : San Pedro & Menaul
Site Code :
Start Date : 10/22/2013
Page No : 1

Groups Printed- Car - Truck

	Menaul Blvd Eastbound					Menaul Blvd Westbound					San Pedro Blvd Northbound					San Pedro Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	2	74	21	0	97	10	101	2	0	113	11	21	12	0	44	1	53	8	0	62	0	316	316
Total	2	74	21	0	97	10	101	2	0	113	11	21	12	0	44	1	53	8	0	62	0	316	316
07:00	5	71	20	0	96	11	124	10	0	145	10	40	15	1	65	6	57	5	0	68	1	374	375
07:15	5	106	28	0	139	36	231	7	1	274	15	34	13	0	62	6	72	10	0	88	1	563	564
07:30	13	108	33	0	154	37	300	8	1	345	19	60	28	0	107	15	88	18	0	121	1	727	728
07:45	24	132	37	0	193	50	358	12	0	420	19	65	26	1	110	15	122	21	0	158	1	881	882
Total	47	417	118	0	582	134	1013	37	2	1184	63	199	82	2	344	42	339	54	0	435	4	2545	2549
08:00	17	144	41	1	202	49	283	9	3	341	25	44	24	0	93	15	126	18	0	159	4	795	799
08:15	6	109	41	1	156	25	231	11	0	267	20	67	24	2	111	17	72	20	2	109	5	643	648
08:30	7	128	35	1	170	34	176	7	0	217	22	49	12	0	83	14	77	20	0	111	1	581	582
08:45	16	127	35	0	178	25	198	12	0	235	29	54	16	2	99	10	87	26	1	123	3	635	638
Total	46	508	152	3	706	133	888	39	3	1060	96	214	76	4	386	56	362	84	3	502	13	2654	2667
09:00	9	144	31	2	184	26	163	14	0	203	36	54	20	1	110	14	63	9	0	86	3	583	586
09:15	12	167	32	2	211	30	168	17	1	215	34	55	27	0	116	14	68	23	1	105	4	647	651
09:30	17	147	31	0	195	24	165	11	2	200	30	56	28	0	114	11	83	9	2	103	4	612	616
*** BREAK ***																							
Total	38	458	94	4	590	80	496	42	3	618	100	165	75	1	340	39	214	41	3	294	11	1842	1853
*** BREAK ***																							
11:00	8	198	40	1	246	40	199	24	0	263	49	59	39	1	147	25	91	23	0	139	2	795	797
11:15	18	241	43	2	302	27	223	20	2	270	58	63	41	1	162	9	61	20	6	90	11	824	835
11:30	16	264	41	3	321	34	243	18	0	295	86	87	40	2	213	23	77	13	0	113	5	942	947
11:45	17	257	49	1	323	33	238	27	0	298	83	75	34	0	192	30	81	31	3	142	4	955	959
Total	59	960	173	7	1192	134	903	89	2	1126	276	284	154	4	714	87	310	87	9	484	22	3516	3538
12:00	24	248	49	0	321	27	244	23	0	294	76	94	50	1	220	40	100	27	0	167	1	1002	1003
12:15	23	272	56	1	351	48	234	19	2	301	73	87	46	5	206	38	95	23	2	156	10	1014	1024
12:30	26	242	60	0	328	37	260	28	3	325	71	86	54	1	211	38	88	25	0	151	4	1015	1019
12:45	21	270	43	0	334	49	280	21	4	350	94	83	36	0	213	35	90	20	1	145	5	1042	1047
Total	94	1032	208	1	1334	161	1018	91	9	1270	314	350	186	7	850	151	373	95	3	619	20	4073	4093
13:00	21	238	52	3	311	33	258	21	0	312	67	96	40	3	203	35	100	37	2	172	8	998	1006
13:15	34	256	74	6	364	39	237	21	3	297	76	89	29	0	194	28	102	26	0	156	9	1011	1020
13:30	26	213	58	1	297	46	248	21	4	315	71	124	47	1	242	34	105	33	0	172	6	1026	1032
13:45	28	263	42	1	333	33	246	19	5	298	68	96	33	1	197	27	79	21	1	127	8	955	963
Total	109	970	226	11	1305	151	989	82	12	1222	282	405	149	5	836	124	386	117	3	627	31	3990	4021

*** BREAK ***

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH10

File Name : San Pedro & Menaul
Site Code :
Start Date : 10/22/2013
Page No : 2

Groups Printed- Car - Truck

	Menaul Blvd Eastbound					Menaul Blvd Westbound					San Pedro Blvd Northbound					San Pedro Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	25	265	40	0	330	32	253	26	5	311	57	97	46	1	200	24	97	24	0	145	6	986	992
15:15	25	271	55	3	351	34	248	38	3	320	69	113	49	3	231	31	95	25	1	151	10	1053	1063
15:30	27	238	48	4	313	34	229	24	3	287	68	125	65	1	258	32	110	25	3	167	11	1025	1036
15:45	22	311	51	1	384	47	249	33	1	329	82	130	51	1	263	33	93	26	2	152	5	1128	1133
Total	99	1085	194	8	1378	147	979	121	12	1247	276	465	211	6	952	120	395	100	6	615	32	4192	4224
16:00	15	265	43	4	323	36	249	29	3	314	79	147	61	4	287	41	123	18	0	182	11	1106	1117
16:15	26	328	38	1	392	31	266	26	0	323	84	135	51	0	270	29	84	25	0	138	1	1123	1124
16:30	20	267	39	2	326	25	221	24	1	270	69	146	49	0	264	30	98	23	2	151	5	1011	1016
16:45	17	290	62	1	369	38	249	27	1	314	81	136	42	0	259	24	81	20	1	125	3	1067	1070
Total	78	1150	182	8	1410	130	985	106	5	1221	313	564	203	4	1080	124	386	86	3	596	20	4307	4327
17:00	26	312	40	0	378	28	223	24	0	275	91	162	83	1	336	28	96	33	0	157	1	1146	1147
17:15	25	332	53	3	410	20	250	21	0	291	65	149	72	0	286	30	77	27	3	134	6	1121	1127
17:30	19	290	42	4	351	27	192	29	1	248	76	138	62	0	276	36	119	32	1	187	6	1062	1068
17:45	26	258	35	0	319	37	201	17	0	255	54	105	39	0	198	16	79	13	0	108	0	880	880
Total	96	1192	170	7	1458	112	866	91	1	1069	286	554	256	1	1096	110	371	105	4	586	13	4209	4222
Grand Total	668	7846	1538	49	10052	1192	8238	700	49	10130	2017	3221	1404	34	6642	854	3189	777	34	4820	166	31644	31810
Apprch %	6.6	78.1	15.3			11.8	81.3	6.9			30.4	48.5	21.1			17.7	66.2	16.1					
Total %	2.1	24.8	4.9		31.8	3.8	26	2.2		32	6.4	10.2	4.4		21	2.7	10.1	2.5		15.2	0.5	99.5	
Car	660	7680	1513		9902	1186	8114	625		9973	2002	3184	1394		6614	843	3155	764		4796	0	0	31285
% Car	98.8	97.9	98.4	100	98	99.5	98.5	89.3	98	98	99.3	98.9	99.3	100	99.1	98.7	98.9	98.3	100	98.8	0	0	98.3
Truck	8	166	25		199	6	124	75		206	15	37	10		62	11	34	13		58	0	0	525
% Truck	1.2	2.1	1.6	0	2	0.5	1.5	10.7	2	2	0.7	1.1	0.7	0	0.9	1.3	1.1	1.7	0	1.2	0	0	1.7

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
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(505) 275-5706

Collected by: MH10

File Name : San Pedro & Menaul
Site Code :
Start Date : 10/22/2013
Page No : 3

	Menaul Blvd Eastbound				Menaul Blvd Westbound				San Pedro Blvd Northbound				San Pedro Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	13	108	33	154	37	300	8	345	19	60	28	107	15	88	18	121	727
07:45	24	132	37	193	50	358	12	420	19	65	26	110	15	122	21	158	881
08:00	17	144	41	202	49	283	9	341	25	44	24	93	15	126	18	159	795
08:15	6	109	41	156	25	231	11	267	20	67	24	111	17	72	20	109	643
Total Volume	60	493	152	705	161	1172	40	1373	83	236	102	421	62	408	77	547	3046
% App. Total	8.5	69.9	21.6		11.7	85.4	2.9		19.7	56.1	24.2		11.3	74.6	14.1		
PHF	.625	.856	.927	.873	.805	.818	.833	.817	.830	.881	.911	.948	.912	.810	.917	.860	.864
Car	60	465	152	677	161	1153	40	1354	83	233	101	417	59	406	74	539	2987
% Car	100	94.3	100	96.0	100	98.4	100	98.6	100	98.7	99.0	99.0	95.2	99.5	96.1	98.5	98.1
Truck	0	28	0	28	0	19	0	19	0	3	1	4	3	2	3	8	59
% Truck	0	5.7	0	4.0	0	1.6	0	1.4	0	1.3	1.0	1.0	4.8	0.5	3.9	1.5	1.9
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45																	
12:45	21	270	43	334	49	280	21	350	94	83	36	213	35	90	20	145	1042
13:00	21	238	52	311	33	258	21	312	67	96	40	203	35	100	37	172	998
13:15	34	256	74	364	39	237	21	297	76	89	29	194	28	102	26	156	1011
13:30	26	213	58	297	46	248	21	315	71	124	47	242	34	105	33	172	1026
Total Volume	102	977	227	1306	167	1023	84	1274	308	392	152	852	132	397	116	645	4077
% App. Total	7.8	74.8	17.4		13.1	80.3	6.6		36.2	46	17.8		20.5	61.6	18		
PHF	.750	.905	.767	.897	.852	.913	1.000	.910	.819	.790	.809	.880	.943	.945	.784	.938	.978
Car	102	958	222	1282	166	995	82	1243	303	391	150	844	131	396	115	642	4011
% Car	100	98.1	97.8	98.2	99.4	97.3	97.6	97.6	98.4	99.7	98.7	99.1	99.2	99.7	99.1	99.5	98.4
Truck	0	19	5	24	1	28	2	31	5	1	2	8	1	1	1	3	66
% Truck	0	1.9	2.2	1.8	0.6	2.7	2.4	2.4	1.6	0.3	1.3	0.9	0.8	0.3	0.9	0.5	1.6
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	17	290	62	369	38	249	27	314	81	136	42	259	24	81	20	125	1067
17:00	26	312	40	378	28	223	24	275	91	162	83	336	28	96	33	157	1146
17:15	25	332	53	410	20	250	21	291	65	149	72	286	30	77	27	134	1121
17:30	19	290	42	351	27	192	29	248	76	138	62	276	36	119	32	187	1062
Total Volume	87	1224	197	1508	113	914	101	1128	313	585	259	1157	118	373	112	603	4396
% App. Total	5.8	81.2	13.1		10	81	9		27.1	50.6	22.4		19.6	61.9	18.6		
PHF	.837	.922	.794	.920	.743	.914	.871	.898	.860	.903	.780	.861	.819	.784	.848	.806	.959
Car	86	1215	196	1497	113	914	85	1112	313	580	258	1151	118	371	111	600	4360
% Car	98.9	99.3	99.5	99.3	100	100	84.2	98.6	100	99.1	99.6	99.5	100	99.5	99.1	99.5	99.2
Truck	1	9	1	11	0	0	16	16	0	5	1	6	0	2	1	3	36
% Truck	1.1	0.7	0.5	0.7	0	0	15.8	1.4	0	0.9	0.4	0.5	0	0.5	0.9	0.5	0.8

Appendix C: Intersection Turning Movement Counts (New Mexico State Fair)

Mike Henderson Consulting, LLC

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

Collected by: MH11

File Name : San Pedro@Lomas
Site Code :
Start Date : 9/19/2013
Page No : 1

Groups Printed- Car - Truck

	Lomas Blvd Eastbound					Lomas Blvd Westbound					San Pedro Blvd Northbound					San Pedro Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	13	64	12	0	89	48	113	9	1	170	5	21	12	0	38	17	57	9	0	83	1	380	381
Total	13	64	12	0	89	48	113	9	1	170	5	21	12	0	38	17	57	9	0	83	1	380	381
07:00	8	70	5	2	83	60	146	8	1	214	14	38	13	0	65	5	55	18	1	78	4	440	444
07:15	20	95	13	0	128	72	213	7	0	292	9	27	20	1	56	16	73	15	0	104	1	580	581
07:30	25	115	9	0	149	62	266	15	1	343	12	41	28	0	81	19	73	36	1	128	2	701	703
07:45	21	129	11	0	161	69	294	12	0	375	12	54	24	1	90	29	76	31	0	136	1	762	763
Total	74	409	38	2	521	263	919	42	2	1224	47	160	85	2	292	69	277	100	2	446	8	2483	2491
08:00	32	131	9	1	172	67	250	24	0	341	16	38	18	0	72	21	57	27	0	105	1	690	691
08:15	24	108	16	0	148	44	232	13	1	289	22	40	16	1	78	19	66	30	0	115	2	630	632
08:30	26	110	13	0	149	45	187	7	0	239	28	44	22	2	94	24	54	31	0	109	2	591	593
08:45	33	121	22	3	176	37	192	13	1	242	25	54	25	0	104	22	45	33	1	100	5	622	627
Total	115	470	60	4	645	193	861	57	2	1111	91	176	81	3	348	86	222	121	1	429	10	2533	2543
09:00	30	134	14	0	178	36	170	10	3	216	17	45	27	1	89	22	55	31	2	108	6	591	597
09:15	23	137	23	4	183	35	176	12	21	223	21	43	30	2	94	19	60	30	1	109	28	609	637
09:30	24	163	11	1	198	28	153	16	26	197	25	51	50	0	126	34	58	35	1	127	28	648	676
*** BREAK ***																							
Total	77	434	48	5	559	99	499	38	50	636	63	139	107	3	309	75	173	96	4	344	62	1848	1910
*** BREAK ***																							
11:00	36	157	10	3	203	32	170	21	1	223	28	58	42	2	128	38	65	43	2	146	8	700	708
11:15	48	172	15	0	235	28	164	13	9	205	27	55	46	1	128	38	75	30	2	143	12	711	723
11:30	25	148	27	0	200	33	172	22	2	227	30	51	45	2	126	32	67	45	2	144	6	697	703
11:45	32	189	22	0	243	34	159	29	1	222	23	64	41	0	128	36	77	42	1	155	2	748	750
Total	141	666	74	3	881	127	665	85	13	877	108	228	174	5	510	144	284	160	7	588	28	2856	2884
12:00	41	185	15	3	241	20	184	25	0	229	22	68	48	0	138	34	70	60	0	164	3	772	775
12:15	46	198	18	1	262	30	177	22	0	229	30	57	41	0	128	37	86	47	0	170	1	789	790
12:30	47	218	25	4	290	38	175	18	1	231	21	84	41	5	146	48	92	48	0	188	10	855	865
12:45	51	164	28	1	243	35	197	20	0	252	31	55	61	1	147	40	68	44	1	152	3	794	797
Total	185	765	86	9	1036	123	733	85	1	941	104	264	191	6	559	159	316	199	1	674	17	3210	3227
13:00	38	192	23	1	253	28	191	19	1	238	29	78	64	4	171	34	90	40	1	164	7	826	833
13:15	53	210	17	0	280	37	164	12	0	213	36	63	45	37	144	45	85	44	0	174	37	811	848
13:30	40	207	28	2	275	34	163	22	0	219	37	61	50	4	148	41	65	39	3	145	9	787	796
13:45	25	184	21	5	230	32	177	27	0	236	36	97	43	0	176	33	63	44	0	140	5	782	787
Total	156	793	89	8	1038	131	695	80	1	906	138	299	202	45	639	153	303	167	4	623	58	3206	3264

*** BREAK ***

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH11

File Name : San Pedro@Lomas
Site Code :
Start Date : 9/19/2013
Page No : 2

Groups Printed- Car - Truck

	Lomas Blvd Eastbound					Lomas Blvd Westbound					San Pedro Blvd Northbound					San Pedro Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	41	209	20	2	270	32	189	20	0	241	36	72	69	2	177	34	88	51	1	173	5	861	866
15:15	35	208	19	6	262	29	184	31	0	244	49	124	68	7	241	34	96	36	0	166	13	913	926
15:30	40	261	19	5	320	31	225	29	2	285	30	105	61	2	196	28	80	38	3	146	12	947	959
15:45	44	232	17	2	293	32	182	22	0	236	39	133	60	1	232	45	105	37	1	187	4	948	952
Total	160	910	75	15	1145	124	780	102	2	1006	154	434	258	12	846	141	369	162	5	672	34	3669	3703
16:00	41	303	26	4	370	29	204	22	4	255	37	100	77	1	214	44	102	39	0	185	9	1024	1033
16:15	46	256	23	0	325	24	176	24	1	224	35	117	78	1	230	45	116	41	4	202	6	981	987
16:30	49	277	15	0	341	23	210	18	3	251	29	98	71	1	198	45	76	48	1	169	5	959	964
16:45	49	223	16	1	288	31	185	20	3	236	34	127	83	0	244	56	100	39	0	195	4	963	967
Total	185	1059	80	5	1324	107	775	84	11	966	135	442	309	3	886	190	394	167	5	751	24	3927	3951
17:00	44	317	24	1	385	37	203	20	2	260	18	112	66	6	196	54	98	68	0	220	9	1061	1070
17:15	55	309	24	4	388	26	201	20	6	247	37	107	76	3	220	49	104	40	1	193	14	1048	1062
17:30	54	337	25	1	416	26	186	21	2	233	28	84	69	5	181	56	65	39	0	160	8	990	998
17:45	38	232	22	1	292	20	136	19	0	175	28	92	84	1	204	40	86	54	0	180	2	851	853
Total	191	1195	95	7	1481	109	726	80	10	915	111	395	295	15	801	199	353	201	1	753	33	3950	3983
Grand Total	1297	6765	657	58	8719	1324	6766	662	93	8752	956	2558	1714	94	5228	1233	2748	1382	30	5363	275	28062	28337
Apprch %	14.9	77.6	7.5			15.1	77.3	7.6			18.3	48.9	32.8			23	51.2	25.8					
Total %	4.6	24.1	2.3		31.1	4.7	24.1	2.4		31.2	3.4	9.1	6.1		18.6	4.4	9.8	4.9		19.1	1	99	
Car	1284	6668	637		8647	1308	6643	646		8690	909	2526	1676		5205	1222	2720	1367		5339	0	0	27881
% Car	99	98.6	97	100	98.5	98.8	98.2	97.6	100	98.2	95.1	98.7	97.8	100	97.8	99.1	99	98.9	100	99	0	0	98.4
Truck	13	97	20		130	16	123	16		155	47	32	38		117	11	28	15		54	0	0	456
% Truck	1	1.4	3	0	1.5	1.2	1.8	2.4	0	1.8	4.9	1.3	2.2	0	2.2	0.9	1	1.1	0	1	0	0	1.6

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH11

File Name : San Pedro@Lomas
Site Code :
Start Date : 9/19/2013

	Lomas Blvd Eastbound				Lomas Blvd Westbound				San Pedro Blvd Northbound				San Pedro Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	25	115	9	149	62	266	15	343	12	41	28	81	19	73	36	128	701
07:45	21	129	11	161	69	294	12	375	12	54	24	90	29	76	31	136	762
08:00	32	131	9	172	67	250	24	341	16	38	18	72	21	57	27	105	690
08:15	24	108	16	148	44	232	13	289	22	40	16	78	19	66	30	115	630
Total Volume	102	483	45	630	242	1042	64	1348	62	173	86	321	88	272	124	484	2783
% App. Total	16.2	76.7	7.1		18	77.3	4.7		19.3	53.9	26.8		18.2	56.2	25.6		
PHF	.797	.922	.703	.916	.877	.886	.667	.899	.705	.801	.768	.892	.759	.895	.861	.890	.913
Car	100	473	41	614	238	1028	63	1329	59	171	82	312	86	271	121	478	2733
% Car	98.0	97.9	91.1	97.5	98.3	98.7	98.4	98.6	95.2	98.8	95.3	97.2	97.7	99.6	97.6	98.8	98.2
Truck	2	10	4	16	4	14	1	19	3	2	4	9	2	1	3	6	50
% Truck	2.0	2.1	8.9	2.5	1.7	1.3	1.6	1.4	4.8	1.2	4.7	2.8	2.3	0.4	2.4	1.2	1.8
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30																	
12:30	47	218	25	290	38	175	18	231	21	84	41	146	48	92	48	188	855
12:45	51	164	28	243	35	197	20	252	31	55	61	147	40	68	44	152	794
13:00	38	192	23	253	28	191	19	238	29	78	64	171	34	90	40	164	826
13:15	53	210	17	280	37	164	12	213	36	63	45	144	45	85	44	174	811
Total Volume	189	784	93	1066	138	727	69	934	117	280	211	608	167	335	176	678	3286
% App. Total	17.7	73.5	8.7		14.8	77.8	7.4		19.2	46.1	34.7		24.6	49.4	26		
PHF	.892	.899	.830	.919	.908	.923	.863	.927	.813	.833	.824	.889	.870	.910	.917	.902	.961
Car	187	778	90	1055	138	714	66	918	113	277	206	596	167	333	174	674	3243
% Car	98.9	99.2	96.8	99.0	100	98.2	95.7	98.3	96.6	98.9	97.6	98.0	100	99.4	98.9	99.4	98.7
Truck	2	6	3	11	0	13	3	16	4	3	5	12	0	2	2	4	43
% Truck	1.1	0.8	3.2	1.0	0	1.8	4.3	1.7	3.4	1.1	2.4	2.0	0	0.6	1.1	0.6	1.3
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	49	223	16	288	31	185	20	236	34	127	83	244	56	100	39	195	963
17:00	44	317	24	385	37	203	20	260	18	112	66	196	54	98	68	220	1061
17:15	55	309	24	388	26	201	20	247	37	107	76	220	49	104	40	193	1048
17:30	54	337	25	416	26	186	21	233	28	84	69	181	56	65	39	160	990
Total Volume	202	1186	89	1477	120	775	81	976	117	430	294	841	215	367	186	768	4062
% App. Total	13.7	80.3	6		12.3	79.4	8.3		13.9	51.1	35		28	47.8	24.2		
PHF	.918	.880	.890	.888	.811	.954	.964	.938	.791	.846	.886	.862	.960	.882	.684	.873	.957
Car	202	1179	89	1470	118	769	81	968	113	423	289	825	214	366	186	766	4029
% Car	100	99.4	100	99.5	98.3	99.2	100	99.2	96.6	98.4	98.3	98.1	99.5	99.7	100	99.7	99.2
Truck	0	7	0	7	2	6	0	8	4	7	5	16	1	1	0	2	33
% Truck	0	0.6	0	0.5	1.7	0.8	0	0.8	3.4	1.6	1.7	1.9	0.5	0.3	0	0.3	0.8

Mike Henderson Consulting, LLC

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

Collected by: MH16

File Name : San Pedro@Constitution
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Start Date : 9/19/2013
Page No : 1

Groups Printed- Car - Truck

	Constitution Ave Eastbound					Constitution Ave Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	3	6	10	0	19	2	3	3	0	8	5	40	2	0	47	4	70	0	0	74	0	148	148
Total	3	6	10	0	19	2	3	3	0	8	5	40	2	0	47	4	70	0	0	74	0	148	148
07:00	4	7	4	3	15	0	6	6	2	12	3	55	1	2	59	1	66	4	1	71	8	157	165
07:15	6	8	7	0	21	5	9	9	5	23	5	49	5	0	59	7	96	6	0	109	5	212	217
07:30	6	14	6	0	26	8	12	20	2	40	6	73	8	0	87	11	121	6	0	138	2	291	293
07:45	5	15	2	2	22	5	20	10	1	35	11	91	4	0	106	7	132	5	1	144	4	307	311
Total	21	44	19	5	84	18	47	45	10	110	25	268	18	2	311	26	415	21	2	462	19	967	986
08:00	11	11	4	0	26	2	14	6	0	22	8	79	6	1	93	8	105	10	0	123	1	264	265
08:15	8	12	8	0	28	4	15	6	0	25	5	66	7	1	78	10	96	10	0	116	1	247	248
08:30	6	15	6	0	27	8	15	4	0	27	9	68	9	3	86	12	91	11	0	114	3	254	257
08:45	4	23	9	2	36	12	14	8	0	34	4	93	14	2	111	14	90	7	0	111	4	292	296
Total	29	61	27	2	117	26	58	24	0	108	26	306	36	7	368	44	382	38	0	464	9	1057	1066
09:00	11	13	15	0	39	14	22	12	0	48	8	66	10	1	84	7	84	11	0	102	1	273	274
09:15	8	14	4	1	26	10	18	7	1	35	4	70	4	0	78	4	87	10	2	101	4	240	244
09:30	6	9	8	1	23	7	7	5	0	19	3	87	6	0	96	5	81	6	1	92	2	230	232
*** BREAK ***																							
Total	25	36	27	2	88	31	47	24	1	102	15	223	20	1	258	16	252	27	3	295	7	743	750
*** BREAK ***																							
11:00	12	10	5	1	27	8	8	7	0	23	4	92	6	1	102	11	119	13	0	143	2	295	297
11:15	16	15	6	1	37	9	8	4	1	21	0	103	7	0	110	12	121	8	0	141	2	309	311
11:30	14	9	9	0	32	8	17	6	0	31	11	105	5	0	121	6	134	7	2	147	2	331	333
11:45	13	7	13	0	33	9	10	5	0	24	10	107	14	0	131	9	146	7	0	162	0	350	350
Total	55	41	33	2	129	34	43	22	1	99	25	407	32	1	464	38	520	35	2	593	6	1285	1291
12:00	10	16	12	0	38	10	10	6	0	26	8	123	6	1	137	4	159	14	0	177	1	378	379
12:15	24	21	12	2	57	11	14	14	0	39	8	120	7	0	135	6	140	11	1	157	3	388	391
12:30	18	15	7	0	40	12	14	11	0	37	7	136	8	0	151	6	146	7	0	159	0	387	387
12:45	17	24	13	0	54	6	12	2	0	20	4	125	6	0	135	7	143	18	0	168	0	377	377
Total	69	76	44	2	189	39	50	33	0	122	27	504	27	1	558	23	588	50	1	661	4	1530	1534
13:00	14	19	9	0	42	14	17	7	0	38	5	120	10	0	135	10	125	11	5	146	5	361	366
13:15	12	14	9	0	35	9	10	11	1	30	2	131	5	0	138	6	142	12	3	160	4	363	367
13:30	12	10	11	0	33	5	15	5	1	25	15	112	13	0	140	4	92	9	0	105	1	303	304
13:45	9	19	7	0	35	8	14	6	0	28	7	144	5	1	156	12	108	9	0	129	1	348	349
Total	47	62	36	0	145	36	56	29	2	121	29	507	33	1	569	32	467	41	8	540	11	1375	1386

*** BREAK ***

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

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File Name : San Pedro@Constitution
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Groups Printed- Car - Truck

	Constitution Ave Eastbound					Constitution Ave Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	15	18	9	1	42	9	21	11	0	41	10	127	8	1	145	5	150	9	0	164	2	392	394
15:15	13	25	7	0	45	4	13	3	0	20	14	157	6	0	177	8	145	16	0	169	0	411	411
15:30	18	21	13	0	52	6	10	8	1	24	8	163	13	0	184	12	126	17	0	155	1	415	416
15:45	12	21	9	2	42	9	29	10	0	48	8	171	21	4	200	15	158	26	0	199	6	489	495
Total	58	85	38	3	181	28	73	32	1	133	40	618	48	5	706	40	579	68	0	687	9	1707	1716
16:00	17	21	10	0	48	13	18	14	2	45	8	165	7	3	180	12	174	12	1	198	6	471	477
16:15	16	22	13	1	51	5	10	18	0	33	14	153	16	0	183	15	155	18	0	188	1	455	456
16:30	20	16	13	5	49	9	28	13	0	50	14	181	16	4	211	8	126	13	0	147	9	457	466
16:45	14	15	15	0	44	4	21	12	0	37	7	166	14	0	187	17	153	16	2	186	2	454	456
Total	67	74	51	6	192	31	77	57	2	165	43	665	53	7	761	52	608	59	3	719	18	1837	1855
17:00	25	27	14	0	66	3	16	11	0	30	8	172	14	0	194	9	185	30	1	224	1	514	515
17:15	21	32	17	0	70	8	16	7	0	31	12	173	12	0	197	16	140	14	2	170	2	468	470
17:30	15	26	6	0	47	19	23	8	1	50	7	141	11	2	159	9	130	12	2	151	5	407	412
17:45	8	15	8	0	31	6	11	10	0	27	3	126	11	0	140	9	149	11	1	169	1	367	368
Total	69	100	45	0	214	36	66	36	1	138	30	612	48	2	690	43	604	67	6	714	9	1756	1765
Grand Total	443	585	330	22	1358	281	520	305	18	1106	265	4150	317	27	4732	318	4485	406	25	5209	92	12405	12497
Apprch %	32.6	43.1	24.3			25.4	47	27.6			5.6	87.7	6.7			6.1	86.1	7.8					
Total %	3.6	4.7	2.7		10.9	2.3	4.2	2.5		8.9	2.1	33.5	2.6		38.1	2.6	36.2	3.3		42	0.7	99.3	
Car	440	568	324		1354	272	508	297		1095	259	4088	306		4680	308	4424	400		5157	0	0	12286
% Car	99.3	97.1	98.2	100	98.1	96.8	97.7	97.4	100	97.4	97.7	98.5	96.5	100	98.3	96.9	98.6	98.5	100	98.5	0	0	98.3
Truck	3	17	6		26	9	12	8		29	6	62	11		79	10	61	6		77	0	0	211
% Truck	0.7	2.9	1.8	0	1.9	3.2	2.3	2.6	0	2.6	2.3	1.5	3.5	0	1.7	3.1	1.4	1.5	0	1.5	0	0	1.7

Mike Henderson Consulting, LLC
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Collected by: MH16

File Name : San Pedro@Constitution
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Start Date : 9/19/2013

	Constitution Ave Eastbound				Constitution Ave Westbound				San Pedro Dr Northbound				San Pedro Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	6	14	6	26	8	12	20	40	6	73	8	87	11	121	6	138	291
07:45	5	15	2	22	5	20	10	35	11	91	4	106	7	132	5	144	307
08:00	11	11	4	26	2	14	6	22	8	79	6	93	8	105	10	123	264
08:15	8	12	8	28	4	15	6	25	5	66	7	78	10	96	10	116	247
Total Volume	30	52	20	102	19	61	42	122	30	309	25	364	36	454	31	521	1109
% App. Total	29.4	51	19.6		15.6	50	34.4		8.2	84.9	6.9		6.9	87.1	6		
PHF	.682	.867	.625	.911	.594	.763	.525	.763	.682	.849	.781	.858	.818	.860	.775	.905	.903
Car	30	52	20	102	19	60	42	121	30	306	25	361	36	448	30	514	1098
% Car	100	100	100	100	100	98.4	100	99.2	100	99.0	100	99.2	100	98.7	96.8	98.7	99.0
Truck	0	0	0	0	0	1	0	1	0	3	0	3	0	6	1	7	11
% Truck	0	0	0	0	0	1.6	0	0.8	0	1.0	0	0.8	0	1.3	3.2	1.3	1.0
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00																	
12:00	10	16	12	38	10	10	6	26	8	123	6	137	4	159	14	177	378
12:15	24	21	12	57	11	14	14	39	8	120	7	135	6	140	11	157	388
12:30	18	15	7	40	12	14	11	37	7	136	8	151	6	146	7	159	387
12:45	17	24	13	54	6	12	2	20	4	125	6	135	7	143	18	168	377
Total Volume	69	76	44	189	39	50	33	122	27	504	27	558	23	588	50	661	1530
% App. Total	36.5	40.2	23.3		32	41	27		4.8	90.3	4.8		3.5	89	7.6		
PHF	.719	.792	.846	.829	.813	.893	.589	.782	.844	.926	.844	.924	.821	.925	.694	.934	.986
Car	69	71	44	184	38	48	32	118	26	494	25	545	23	582	49	654	1501
% Car	100	93.4	100	97.4	97.4	96.0	97.0	96.7	96.3	98.0	92.6	97.7	100	99.0	98.0	98.9	98.1
Truck	0	5	0	5	1	2	1	4	1	10	2	13	0	6	1	7	29
% Truck	0	6.6	0	2.6	2.6	4.0	3.0	3.3	3.7	2.0	7.4	2.3	0	1.0	2.0	1.1	1.9
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	20	16	13	49	9	28	13	50	14	181	16	211	8	126	13	147	457
16:45	14	15	15	44	4	21	12	37	7	166	14	187	17	153	16	186	454
17:00	25	27	14	66	3	16	11	30	8	172	14	194	9	185	30	224	514
17:15	21	32	17	70	8	16	7	31	12	173	12	197	16	140	14	170	468
Total Volume	80	90	59	229	24	81	43	148	41	692	56	789	50	604	73	727	1893
% App. Total	34.9	39.3	25.8		16.2	54.7	29.1		5.2	87.7	7.1		6.9	83.1	10		
PHF	.800	.703	.868	.818	.667	.723	.827	.740	.732	.956	.875	.935	.735	.816	.608	.811	.921
Car	80	89	59	228	24	79	41	144	39	684	55	778	50	602	72	724	1874
% Car	100	98.9	100	99.6	100	97.5	95.3	97.3	95.1	98.8	98.2	98.6	100	99.7	98.6	99.6	99.0
Truck	0	1	0	1	0	2	2	4	2	8	1	11	0	2	1	3	19
% Truck	0	1.1	0	0.4	0	2.5	4.7	2.7	4.9	1.2	1.8	1.4	0	0.3	1.4	0.4	1.0

Mike Henderson Consulting, LLC

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

Collected by: MH8

File Name : San Pedro@Haines
Site Code :
Start Date : 9/19/2013
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Groups Printed- Car - Truck

	Haines Ave Eastbound					Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	9	0	9	1	18	0	0	0	0	0	22	44	0	2	66	0	67	8	0	75	3	159	162
Total	9	0	9	1	18	0	0	0	0	0	22	44	0	2	66	0	67	8	0	75	3	159	162
07:00	17	0	9	1	26	0	0	0	0	0	17	67	0	0	84	0	66	11	0	77	1	187	188
07:15	17	0	15	0	32	0	0	0	0	0	14	63	0	2	77	0	97	26	0	123	2	232	234
07:30	25	0	19	0	44	0	0	0	0	0	26	100	0	1	126	0	123	30	0	153	1	323	324
07:45	44	0	13	0	57	0	0	0	0	0	18	114	0	1	132	0	132	39	0	171	1	360	361
Total	103	0	56	1	159	0	0	0	0	0	75	344	0	4	419	0	418	106	0	524	5	1102	1107
08:00	43	0	13	0	56	0	0	0	0	0	19	96	0	0	115	0	128	29	0	157	0	328	328
08:15	40	0	16	0	56	0	0	0	0	0	19	80	0	0	99	0	102	30	0	132	0	287	287
08:30	30	0	16	1	46	0	0	0	0	0	13	78	0	2	91	0	107	26	0	133	3	270	273
08:45	33	0	14	0	47	0	0	0	0	0	13	103	0	2	116	0	102	22	0	124	2	287	289
Total	146	0	59	1	205	0	0	0	0	0	64	357	0	4	421	0	439	107	0	546	5	1172	1177
09:00	43	0	13	0	56	0	0	0	0	0	7	86	0	1	93	0	86	19	0	105	1	254	255
09:15	23	0	15	0	38	0	0	0	0	0	9	84	0	2	93	0	98	19	0	117	2	248	250
09:30	24	0	6	0	30	0	0	0	0	0	13	96	0	0	109	0	87	26	0	113	0	252	252
*** BREAK ***																							
Total	90	0	34	0	124	0	0	0	0	0	29	266	0	3	295	0	271	64	0	335	3	754	757
*** BREAK ***																							
11:00	36	0	22	1	58	0	0	0	0	0	5	118	0	1	123	0	122	33	0	155	2	336	338
11:15	40	0	29	0	69	0	0	0	0	0	14	120	0	0	134	0	116	29	0	145	0	348	348
11:30	32	0	31	1	63	0	0	0	0	0	12	114	0	0	126	0	124	27	0	151	1	340	341
11:45	37	0	27	1	64	0	0	0	0	0	13	129	0	0	142	0	151	29	0	180	1	386	387
Total	145	0	109	3	254	0	0	0	0	0	44	481	0	1	525	0	513	118	0	631	4	1410	1414
12:00	28	0	17	0	45	0	0	0	0	0	11	127	0	0	138	0	166	31	0	197	0	380	380
12:15	25	0	24	0	49	0	0	0	0	0	20	158	0	2	178	0	155	36	0	191	2	418	420
12:30	49	0	21	0	70	0	0	0	0	0	9	155	0	1	164	0	135	41	0	176	1	410	411
12:45	43	0	16	0	59	0	0	0	0	0	15	135	0	2	150	0	165	38	0	203	2	412	414
Total	145	0	78	0	223	0	0	0	0	0	55	575	0	5	630	0	621	146	0	767	5	1620	1625
13:00	38	0	11	1	49	0	0	0	0	0	6	142	0	1	148	0	164	51	0	215	2	412	414
13:15	47	0	11	0	58	0	0	0	0	0	18	131	0	0	149	0	156	38	0	194	0	401	401
13:30	43	0	8	0	51	0	0	0	0	0	16	128	0	0	144	0	106	44	0	150	0	345	345
13:45	52	0	14	0	66	0	0	0	0	0	13	156	0	0	169	0	125	35	0	160	0	395	395
Total	180	0	44	1	224	0	0	0	0	0	53	557	0	1	610	0	551	168	0	719	2	1553	1555

*** BREAK ***

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH8

File Name : San Pedro@Haines
Site Code :
Start Date : 9/19/2013
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Groups Printed- Car - Truck

	Haines Ave Eastbound					Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	47	0	20	0	67	0	0	0	0	0	17	154	0	1	171	0	164	34	0	198	1	436	437
15:15	39	0	25	0	64	0	0	0	0	0	16	168	0	1	184	0	173	34	0	207	1	455	456
15:30	59	0	26	0	85	0	0	0	0	0	14	177	0	0	191	0	136	32	0	168	0	444	444
15:45	44	0	29	1	73	0	0	0	0	0	10	181	0	3	191	0	193	34	0	227	4	491	495
Total	189	0	100	1	289	0	0	0	0	0	57	680	0	5	737	0	666	134	0	800	6	1826	1832
16:00	64	0	37	1	101	0	0	0	0	0	21	175	0	1	196	0	183	48	0	231	2	528	530
16:15	60	0	21	0	81	0	0	0	0	0	18	172	0	1	190	0	174	37	0	211	1	482	483
16:30	75	0	27	1	102	0	0	0	0	0	23	193	0	2	216	0	152	54	0	206	3	524	527
16:45	44	0	28	0	72	0	0	0	0	0	16	213	0	3	229	0	165	40	0	205	3	506	509
Total	243	0	113	2	356	0	0	0	0	0	78	753	0	7	831	0	674	179	0	853	9	2040	2049
17:00	79	0	29	0	108	0	0	0	0	0	13	198	0	1	211	0	215	49	0	264	1	583	584
17:15	86	0	28	0	114	0	0	0	0	0	13	192	0	2	205	0	155	31	0	186	2	505	507
17:30	76	0	27	0	103	0	0	0	0	0	25	143	0	0	168	0	138	46	0	184	0	455	455
17:45	44	0	30	0	74	0	0	0	0	0	17	155	0	0	172	0	153	34	0	187	0	433	433
Total	285	0	114	0	399	0	0	0	0	0	68	688	0	3	756	0	661	160	0	821	3	1976	1979
Grand Total	1535	0	716	10	2251	0	0	0	0	0	545	4745	0	35	5290	0	4881	1190	0	6071	45	13612	13657
Apprch %	68.2	0	31.8			0	0	0			10.3	89.7	0			0	80.4	19.6					
Total %	11.3	0	5.3		16.5	0	0	0		0	4	34.9	0		38.9	0	35.9	8.7		44.6	0.3	99.7	
Car	1521	0	705		2236	0	0	0		0	536	4677	0		5248	0	4813	1176		5989	0	0	13473
% Car	99.1	0	98.5	100	98.9	0	0	0	0	0	98.3	98.6	0	100	98.6	0	98.6	98.8	0	98.6	0	0	98.7
Truck	14	0	11		25	0	0	0		0	9	68	0		77	0	68	14		82	0	0	184
% Truck	0.9	0	1.5	0	1.1	0	0	0	0	0	1.7	1.4	0	0	1.4	0	1.4	1.2	0	1.4	0	0	1.3

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH8

File Name : San Pedro@Haines
Site Code :
Start Date : 9/19/2013
Page No : 3

	Haines Ave Eastbound				Westbound				San Pedro Dr Northbound				San Pedro Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	25	0	19	44	0	0	0	0	26	100	0	126	0	123	30	153	323
07:45	44	0	13	57	0	0	0	0	18	114	0	132	0	132	39	171	360
08:00	43	0	13	56	0	0	0	0	19	96	0	115	0	128	29	157	328
08:15	40	0	16	56	0	0	0	0	19	80	0	99	0	102	30	132	287
Total Volume	152	0	61	213	0	0	0	0	82	390	0	472	0	485	128	613	1298
% App. Total	71.4	0	28.6		0	0	0		17.4	82.6	0		0	79.1	20.9		
PHF	.864	.000	.803	.934	.000	.000	.000	.000	.788	.855	.000	.894	.000	.919	.821	.896	.901
Car	152	0	61	213	0	0	0	0	82	387	0	469	0	479	128	607	1289
% Car	100	0	100	100	0	0	0	0	100	99.2	0	99.4	0	98.8	100	99.0	99.3
Truck	0	0	0	0	0	0	0	0	0	3	0	3	0	6	0	6	9
% Truck	0	0	0	0	0	0	0	0	0	0.8	0	0.6	0	1.2	0	1.0	0.7
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15																	
12:15	25	0	24	49	0	0	0	0	20	158	0	178	0	155	36	191	418
12:30	49	0	21	70	0	0	0	0	9	155	0	164	0	135	41	176	410
12:45	43	0	16	59	0	0	0	0	15	135	0	150	0	165	38	203	412
13:00	38	0	11	49	0	0	0	0	6	142	0	148	0	164	51	215	412
Total Volume	155	0	72	227	0	0	0	0	50	590	0	640	0	619	166	785	1652
% App. Total	68.3	0	31.7		0	0	0		7.8	92.2	0		0	78.9	21.1		
PHF	.791	.000	.750	.811	.000	.000	.000	.000	.625	.934	.000	.899	.000	.938	.814	.913	.988
Car	153	0	71	224	0	0	0	0	48	579	0	627	0	612	164	776	1627
% Car	98.7	0	98.6	98.7	0	0	0	0	96.0	98.1	0	98.0	0	98.9	98.8	98.9	98.5
Truck	2	0	1	3	0	0	0	0	2	11	0	13	0	7	2	9	25
% Truck	1.3	0	1.4	1.3	0	0	0	0	4.0	1.9	0	2.0	0	1.1	1.2	1.1	1.5
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	75	0	27	102	0	0	0	0	23	193	0	216	0	152	54	206	524
16:45	44	0	28	72	0	0	0	0	16	213	0	229	0	165	40	205	506
17:00	79	0	29	108	0	0	0	0	13	198	0	211	0	215	49	264	583
17:15	86	0	28	114	0	0	0	0	13	192	0	205	0	155	31	186	505
Total Volume	284	0	112	396	0	0	0	0	65	796	0	861	0	687	174	861	2118
% App. Total	71.7	0	28.3		0	0	0		7.5	92.5	0		0	79.8	20.2		
PHF	.826	.000	.966	.868	.000	.000	.000	.000	.707	.934	.000	.940	.000	.799	.806	.815	.908
Car	280	0	112	392	0	0	0	0	64	786	0	850	0	684	171	855	2097
% Car	98.6	0	100	99.0	0	0	0	0	98.5	98.7	0	98.7	0	99.6	98.3	99.3	99.0
Truck	4	0	0	4	0	0	0	0	1	10	0	11	0	3	3	6	21
% Truck	1.4	0	0	1.0	0	0	0	0	1.5	1.3	0	1.3	0	0.4	1.7	0.7	1.0

Mike Henderson Consulting, LLC

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

Collected by: MH13

File Name : San Pedro@Indian School
Site Code :
Start Date : 9/19/2013
Page No : 1

Groups Printed- Car - Truck

	Taylor Ave Eastbound					Indian School Rd Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	1	2	1	1	4	8	1	6	3	15	0	43	7	0	50	10	70	0	2	80	6	149	155
Total	1	2	1	1	4	8	1	6	3	15	0	43	7	0	50	10	70	0	2	80	6	149	155
07:00	0	2	0	1	2	18	6	9	1	33	0	62	24	0	86	18	60	1	3	79	5	200	205
07:15	1	1	4	0	6	31	3	11	1	45	2	59	26	0	87	21	92	1	0	114	1	252	253
07:30	1	5	4	2	10	31	10	21	0	62	3	95	23	0	121	24	121	5	2	150	4	343	347
07:45	2	6	7	0	15	43	8	19	3	70	3	107	47	0	157	34	118	6	0	158	3	400	403
Total	4	14	15	3	33	123	27	60	5	210	8	323	120	0	451	97	391	13	5	501	13	1195	1208
08:00	1	10	7	2	18	26	5	23	3	54	5	87	41	0	133	35	124	8	1	167	6	372	378
08:15	1	3	2	0	6	40	9	22	0	71	5	73	45	1	123	25	86	2	0	113	1	313	314
08:30	2	4	4	1	10	41	10	15	0	66	2	76	29	0	107	34	100	3	0	137	1	320	321
08:45	2	3	4	1	9	26	4	21	0	51	2	106	29	0	137	31	92	6	0	129	1	326	327
Total	6	20	17	4	43	133	28	81	3	242	14	342	144	1	500	125	402	19	1	546	9	1331	1340
09:00	1	1	7	0	9	24	4	16	2	44	6	82	37	0	125	15	74	6	1	95	3	273	276
09:15	1	3	2	0	6	25	7	28	0	60	3	77	34	0	114	24	94	0	0	118	0	298	298
09:30	4	2	1	1	7	31	8	20	1	59	3	88	25	1	116	14	84	4	0	102	3	284	287
*** BREAK ***																							
Total	6	6	10	1	22	80	19	64	3	163	12	247	96	1	355	53	252	10	1	315	6	855	861
*** BREAK ***																							
11:00	2	4	5	1	11	42	3	36	2	81	4	112	40	2	156	21	109	2	0	132	5	380	385
11:15	3	6	4	0	13	34	4	40	0	78	3	111	45	2	159	31	107	3	0	141	2	391	393
11:30	8	4	7	1	19	41	4	33	0	78	3	120	33	0	156	33	103	2	0	138	1	391	392
11:45	5	9	8	0	22	37	5	36	1	78	3	116	39	1	158	23	132	3	0	158	2	416	418
Total	18	23	24	2	65	154	16	145	3	315	13	459	157	5	629	108	451	10	0	569	10	1578	1588
12:00	7	8	3	0	18	54	7	54	1	115	4	118	36	0	158	46	146	6	3	198	4	489	493
12:15	6	7	8	0	21	45	5	40	1	90	2	128	42	1	172	37	134	5	3	176	5	459	464
12:30	3	4	6	0	13	46	6	36	4	88	11	145	59	1	215	33	135	10	10	178	15	494	509
12:45	0	9	4	0	13	37	11	39	1	87	4	122	54	0	180	35	167	7	1	209	2	489	491
Total	16	28	21	0	65	182	29	169	7	380	21	513	191	2	725	151	582	28	17	761	26	1931	1957
13:00	1	5	2	0	8	56	6	37	1	99	4	131	49	0	184	34	162	5	0	201	1	492	493
13:15	3	7	4	1	14	46	6	28	0	80	6	122	49	1	177	35	144	8	2	187	4	458	462
13:30	1	8	0	0	9	45	10	35	1	90	5	121	45	0	171	28	112	4	1	144	2	414	416
13:45	4	3	7	0	14	36	4	42	2	82	4	157	44	0	205	33	121	6	2	160	4	461	465
Total	9	23	13	1	45	183	26	142	4	351	19	531	187	1	737	130	539	23	5	692	11	1825	1836

*** BREAK ***

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
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Collected by: MH13

File Name : San Pedro@Indian School
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Start Date : 9/19/2013
Page No : 2

Groups Printed- Car - Truck

	Taylor Ave Eastbound					Indian School Rd Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	6	5	13	0	24	36	3	26	0	65	0	125	25	1	150	14	112	2	0	128	1	367	368
15:15	6	5	4	0	15	56	8	35	0	99	3	172	43	0	218	29	153	3	1	185	1	517	518
15:30	2	4	7	0	13	39	5	30	2	74	2	180	46	0	228	46	127	4	0	177	2	492	494
15:45	3	6	6	0	15	58	5	39	0	102	6	182	58	2	246	38	164	3	0	205	2	568	570
Total	17	20	30	0	67	189	21	130	2	340	11	659	172	3	842	127	556	12	1	695	6	1944	1950
16:00	7	9	6	1	22	60	7	48	0	115	2	189	45	0	236	32	164	6	0	202	1	575	576
16:15	2	4	5	0	11	42	6	43	3	91	4	187	59	1	250	31	164	1	0	196	4	548	552
16:30	1	5	6	1	12	53	8	37	2	98	4	185	73	0	262	32	154	2	1	188	4	560	564
16:45	3	4	4	0	11	43	4	45	1	92	5	202	55	0	262	26	150	2	2	178	3	543	546
Total	13	22	21	2	56	198	25	173	6	396	15	763	232	1	1010	121	632	11	3	764	12	2226	2238
17:00	7	9	5	1	21	79	2	53	0	134	7	217	61	1	285	44	189	2	0	235	2	675	677
17:15	6	12	2	0	20	30	3	43	0	76	7	193	80	0	280	41	141	7	2	189	2	565	567
17:30	4	3	5	1	12	55	8	26	3	89	6	167	52	0	225	33	132	4	1	169	5	495	500
17:45	3	2	1	0	6	32	6	26	1	64	4	155	54	0	213	28	148	6	1	182	2	465	467
Total	20	26	13	2	59	196	19	148	4	363	24	732	247	1	1003	146	610	19	4	775	11	2200	2211
Grand Total	110	184	165	16	459	1446	211	1118	40	2775	137	4612	1553	15	6302	1068	4485	145	39	5698	110	15234	15344
Apprch %	24	40.1	35.9			52.1	7.6	40.3			2.2	73.2	24.6			18.7	78.7	2.5					
Total %	0.7	1.2	1.1		3	9.5	1.4	7.3		18.2	0.9	30.3	10.2		41.4	7	29.4	1		37.4	0.7	99.3	
Car	109	183	158		466	1432	206	1106		2784	136	4559	1537		6247	1058	4437	140		5674	0	0	15171
% Car	99.1	99.5	95.8	100	98.1	99	97.6	98.9	100	98.9	99.3	98.9	99	100	98.9	99.1	98.9	96.6	100	98.9	0	0	98.9
Truck	1	1	7		9	14	5	12		31	1	53	16		70	10	48	5		63	0	0	173
% Truck	0.9	0.5	4.2	0	1.9	1	2.4	1.1	0	1.1	0.7	1.1	1	0	1.1	0.9	1.1	3.4	0	1.1	0	0	1.1

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH13

File Name : San Pedro@Indian School
Site Code :
Start Date : 9/19/2013

	Taylor Ave Eastbound				Indian School Rd Westbound				San Pedro Dr Northbound				San Pedro Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	1	5	4	10	31	10	21	62	3	95	23	121	24	121	5	150	343
07:45	2	6	7	15	43	8	19	70	3	107	47	157	34	118	6	158	400
08:00	1	10	7	18	26	5	23	54	5	87	41	133	35	124	8	167	372
08:15	1	3	2	6	40	9	22	71	5	73	45	123	25	86	2	113	313
Total Volume	5	24	20	49	140	32	85	257	16	362	156	534	118	449	21	588	1428
% App. Total	10.2	49	40.8		54.5	12.5	33.1		3	67.8	29.2		20.1	76.4	3.6		
PHF	.625	.600	.714	.681	.814	.800	.924	.905	.800	.846	.830	.850	.843	.905	.656	.880	.893
Car	5	24	20	49	138	32	84	254	16	361	155	532	117	445	21	583	1418
% Car	100	100	100	100	98.6	100	98.8	98.8	100	99.7	99.4	99.6	99.2	99.1	100	99.1	99.3
Truck	0	0	0	0	2	0	1	3	0	1	1	2	1	4	0	5	10
% Truck	0	0	0	0	1.4	0	1.2	1.2	0	0.3	0.6	0.4	0.8	0.9	0	0.9	0.7
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15																	
12:15	6	7	8	21	45	5	40	90	2	128	42	172	37	134	5	176	459
12:30	3	4	6	13	46	6	36	88	11	145	59	215	33	135	10	178	494
12:45	0	9	4	13	37	11	39	87	4	122	54	180	35	167	7	209	489
13:00	1	5	2	8	56	6	37	99	4	131	49	184	34	162	5	201	492
Total Volume	10	25	20	55	184	28	152	364	21	526	204	751	139	598	27	764	1934
% App. Total	18.2	45.5	36.4		50.5	7.7	41.8		2.8	70	27.2		18.2	78.3	3.5		
PHF	.417	.694	.625	.655	.821	.636	.950	.919	.477	.907	.864	.873	.939	.895	.675	.914	.979
Car	10	25	20	55	182	27	150	359	21	515	204	740	138	591	23	752	1906
% Car	100	100	100	100	98.9	96.4	98.7	98.6	100	97.9	100	98.5	99.3	98.8	85.2	98.4	98.6
Truck	0	0	0	0	2	1	2	5	0	11	0	11	1	7	4	12	28
% Truck	0	0	0	0	1.1	3.6	1.3	1.4	0	2.1	0	1.5	0.7	1.2	14.8	1.6	1.4
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	1	5	6	12	53	8	37	98	4	185	73	262	32	154	2	188	560
16:45	3	4	4	11	43	4	45	92	5	202	55	262	26	150	2	178	543
17:00	7	9	5	21	79	2	53	134	7	217	61	285	44	189	2	235	675
17:15	6	12	2	20	30	3	43	76	7	193	80	280	41	141	7	189	565
Total Volume	17	30	17	64	205	17	178	400	23	797	269	1089	143	634	13	790	2343
% App. Total	26.6	46.9	26.6		51.2	4.2	44.5		2.1	73.2	24.7		18.1	80.3	1.6		
PHF	.607	.625	.708	.762	.649	.531	.840	.746	.821	.918	.841	.955	.813	.839	.464	.840	.868
Car	17	30	17	64	204	17	178	399	22	789	265	1076	142	631	13	786	2325
% Car	100	100	100	100	99.5	100	100	99.8	95.7	99.0	98.5	98.8	99.3	99.5	100	99.5	99.2
Truck	0	0	0	0	1	0	0	1	1	8	4	13	1	3	0	4	18
% Truck	0	0	0	0	0.5	0	0	0.3	4.3	1.0	1.5	1.2	0.7	0.5	0	0.5	0.8

Mike Henderson Consulting, LLC

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

Collected by: MH14

File Name : San Pedro@Uptown
Site Code :
Start Date : 9/19/2013
Page No : 1

Groups Printed- Car - Truck

	Cutler Ave Eastbound					Uptown Blvd Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	0	0	0	1	0	0	0	1	1	1	0	40	6	0	46	9	82	1	0	92	2	139	141
Total	0	0	0	1	0	0	0	1	1	1	0	40	6	0	46	9	82	1	0	92	2	139	141
07:00	1	0	1	2	2	1	2	5	1	8	2	68	4	0	74	15	79	0	0	94	3	178	181
07:15	1	0	1	0	2	0	0	7	1	7	0	70	2	0	72	25	118	0	0	143	1	224	225
07:30	1	1	3	0	5	2	0	2	0	4	0	106	4	1	110	25	143	0	0	168	1	287	288
07:45	0	0	1	0	1	3	1	4	2	8	2	112	16	0	130	30	158	1	0	189	2	328	330
Total	3	1	6	2	10	6	3	18	4	27	4	356	26	1	386	95	498	1	0	594	7	1017	1024
08:00	0	2	1	2	3	4	2	8	1	14	1	81	13	2	95	52	163	3	0	218	5	330	335
08:15	2	1	0	0	3	6	1	10	0	17	1	85	9	1	95	26	109	2	0	137	1	252	253
08:30	0	0	0	2	0	1	0	13	1	14	0	76	13	0	89	28	135	0	0	163	3	266	269
08:45	1	0	1	2	2	4	0	15	0	19	2	107	12	0	121	22	121	2	0	145	2	287	289
Total	3	3	2	6	8	15	3	46	2	64	4	349	47	3	400	128	528	7	0	663	11	1135	1146
09:00	0	3	0	0	3	8	0	16	1	24	2	84	12	0	98	19	91	1	0	111	1	236	237
09:15	2	2	2	1	6	6	0	9	1	15	4	88	9	0	101	17	114	0	0	131	2	253	255
09:30	2	1	0	1	3	3	0	17	0	20	3	96	11	0	110	18	104	3	1	125	2	258	260
*** BREAK ***																							
Total	4	6	2	2	12	17	0	42	2	59	9	268	32	0	309	54	309	4	1	367	5	747	752
*** BREAK ***																							
11:00	2	3	9	2	14	14	1	36	0	51	5	128	17	2	150	22	102	0	0	124	4	339	343
11:15	4	1	3	1	8	17	0	36	3	53	5	127	15	4	147	37	125	1	2	163	10	371	381
11:30	0	2	5	2	7	11	4	31	1	46	5	136	22	2	163	26	118	2	0	146	5	362	367
11:45	1	3	6	0	10	19	4	37	1	60	4	139	9	1	152	32	130	0	0	162	2	384	386
Total	7	9	23	5	39	61	9	140	5	210	19	530	63	9	612	117	475	3	2	595	21	1456	1477
12:00	3	3	9	0	15	9	4	38	0	51	10	164	15	1	189	35	167	1	0	203	1	458	459
12:15	2	2	8	1	12	17	2	33	1	52	10	148	17	1	175	35	158	2	1	195	4	434	438
12:30	7	9	7	1	23	10	1	45	1	56	6	160	19	2	185	31	153	4	1	188	5	452	457
12:45	3	3	5	1	11	31	1	31	1	63	8	141	10	0	159	35	178	5	0	218	2	451	453
Total	15	17	29	3	61	67	8	147	3	222	34	613	61	4	708	136	656	12	2	804	12	1795	1807
13:00	3	3	9	0	15	25	1	32	1	58	6	146	20	1	172	35	137	2	0	174	2	419	421
13:15	5	5	6	1	16	22	0	27	0	49	7	125	18	2	150	35	147	3	1	185	4	400	404
13:30	8	1	3	0	12	19	1	30	1	50	5	125	23	0	153	27	120	0	0	147	1	362	363
13:45	2	0	12	0	14	18	0	37	2	55	7	164	17	0	188	27	132	0	0	159	2	416	418
Total	18	9	30	1	57	84	2	126	4	212	25	560	78	3	663	124	536	5	1	665	9	1597	1606

*** BREAK ***

Mike Henderson Consulting, LLC

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

Collected by: MH14

File Name : San Pedro@Uptown
Site Code :
Start Date : 9/19/2013
Page No : 2

Groups Printed- Car - Truck

	Cutler Ave Eastbound					Uptown Blvd Westbound					San Pedro Dr Northbound					San Pedro Dr Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	10	3	5	0	18	11	1	31	0	43	3	169	15	0	187	24	157	0	0	181	0	429	429
15:15	5	5	3	0	13	16	0	33	1	49	3	184	23	0	210	24	155	4	0	183	1	455	456
15:30	6	6	2	3	14	26	2	34	0	62	1	188	11	3	200	21	144	0	1	165	7	441	448
15:45	1	3	5	0	9	24	0	35	1	59	2	205	22	1	229	17	165	2	0	184	2	481	483
Total	22	17	15	3	54	77	3	133	2	213	9	746	71	4	826	86	621	6	1	713	10	1806	1816
16:00	1	2	3	0	6	20	1	29	0	50	3	206	25	0	234	20	160	0	0	180	0	470	470
16:15	4	2	5	0	11	21	3	31	3	55	1	205	30	4	236	24	151	0	1	175	8	477	485
16:30	1	4	1	1	6	24	2	51	0	77	6	203	22	3	231	21	145	0	1	166	5	480	485
16:45	4	2	3	0	9	21	1	42	0	64	5	233	16	0	254	15	141	1	0	157	0	484	484
Total	10	10	12	1	32	86	7	153	3	246	15	847	93	7	955	80	597	1	2	678	13	1911	1924
17:00	4	1	8	0	13	31	3	47	0	81	7	248	21	0	276	18	179	1	1	198	1	568	569
17:15	6	1	4	1	11	21	4	37	2	62	7	230	16	0	253	17	150	2	0	169	3	495	498
17:30	5	1	1	0	7	23	3	41	1	67	4	171	18	0	193	21	136	1	0	158	1	425	426
17:45	1	2	6	1	9	11	3	22	0	36	5	166	15	1	186	23	144	0	0	167	2	398	400
Total	16	5	19	2	40	86	13	147	3	246	23	815	70	1	908	79	609	4	1	692	7	1886	1893
Grand Total	98	77	138	26	313	499	48	953	29	1500	142	5124	547	32	5813	908	4911	44	10	5863	97	13489	13586
Apprch %	31.3	24.6	44.1			33.3	3.2	63.5			2.4	88.1	9.4			15.5	83.8	0.8					
Total %	0.7	0.6	1		2.3	3.7	0.4	7.1		11.1	1.1	38	4.1		43.1	6.7	36.4	0.3		43.5	0.7	99.3	
Car	94	76	137		333	496	47	937		1509	140	5057	543		5772	895	4849	43		5797	0	0	13411
% Car	95.9	98.7	99.3	100	98.2	99.4	97.9	98.3	100	98.7	98.6	98.7	99.3	100	98.8	98.6	98.7	97.7	100	98.7	0	0	98.7
Truck	4	1	1		6	3	1	16		20	2	67	4		73	13	62	1		76	0	0	175
% Truck	4.1	1.3	0.7	0	1.8	0.6	2.1	1.7	0	1.3	1.4	1.3	0.7	0	1.2	1.4	1.3	2.3	0	1.3	0	0	1.3

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH14

File Name : San Pedro@Uptown
Site Code :
Start Date : 9/19/2013

	Cutler Ave Eastbound				Uptown Blvd Westbound				San Pedro Dr Northbound				San Pedro Dr Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	1	1	3	5	2	0	2	4	0	106	4	110	25	143	0	168	287
07:45	0	0	1	1	3	1	4	8	2	112	16	130	30	158	1	189	328
08:00	0	2	1	3	4	2	8	14	1	81	13	95	52	163	3	218	330
08:15	2	1	0	3	6	1	10	17	1	85	9	95	26	109	2	137	252
Total Volume	3	4	5	12	15	4	24	43	4	384	42	430	133	573	6	712	1197
% App. Total	25	33.3	41.7		34.9	9.3	55.8		0.9	89.3	9.8		18.7	80.5	0.8		
PHF	.375	.500	.417	.600	.625	.500	.600	.632	.500	.857	.656	.827	.639	.879	.500	.817	.907
Car	3	4	5	12	15	4	24	43	4	380	42	426	132	567	6	705	1186
% Car	100	100	100	100	100	100	100	100	100	99.0	100	99.1	99.2	99.0	100	99.0	99.1
Truck	0	0	0	0	0	0	0	0	0	4	0	4	1	6	0	7	11
% Truck	0	0	0	0	0	0	0	0	0	1.0	0	0.9	0.8	1.0	0	1.0	0.9
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00																	
12:00	3	3	9	15	9	4	38	51	10	164	15	189	35	167	1	203	458
12:15	2	2	8	12	17	2	33	52	10	148	17	175	35	158	2	195	434
12:30	7	9	7	23	10	1	45	56	6	160	19	185	31	153	4	188	452
12:45	3	3	5	11	31	1	31	63	8	141	10	159	35	178	5	218	451
Total Volume	15	17	29	61	67	8	147	222	34	613	61	708	136	656	12	804	1795
% App. Total	24.6	27.9	47.5		30.2	3.6	66.2		4.8	86.6	8.6		16.9	81.6	1.5		
PHF	.536	.472	.806	.663	.540	.500	.817	.881	.850	.934	.803	.937	.971	.921	.600	.922	.980
Car	15	17	28	60	67	8	143	218	33	606	60	699	131	649	12	792	1769
% Car	100	100	96.6	98.4	100	100	97.3	98.2	97.1	98.9	98.4	98.7	96.3	98.9	100	98.5	98.6
Truck	0	0	1	1	0	0	4	4	1	7	1	9	5	7	0	12	26
% Truck	0	0	3.4	1.6	0	0	2.7	1.8	2.9	1.1	1.6	1.3	3.7	1.1	0	1.5	1.4
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	1	4	1	6	24	2	51	77	6	203	22	231	21	145	0	166	480
16:45	4	2	3	9	21	1	42	64	5	233	16	254	15	141	1	157	484
17:00	4	1	8	13	31	3	47	81	7	248	21	276	18	179	1	198	568
17:15	6	1	4	11	21	4	37	62	7	230	16	253	17	150	2	169	495
Total Volume	15	8	16	39	97	10	177	284	25	914	75	1014	71	615	4	690	2027
% App. Total	38.5	20.5	41		34.2	3.5	62.3		2.5	90.1	7.4		10.3	89.1	0.6		
PHF	.625	.500	.500	.750	.782	.625	.868	.877	.893	.921	.852	.918	.845	.859	.500	.871	.892
Car	15	8	16	39	95	10	173	278	25	906	74	1005	70	611	4	685	2007
% Car	100	100	100	100	97.9	100	97.7	97.9	100	99.1	98.7	99.1	98.6	99.3	100	99.3	99.0
Truck	0	0	0	0	2	0	4	6	0	8	1	9	1	4	0	5	20
% Truck	0	0	0	0	2.1	0	2.3	2.1	0	0.9	1.3	0.9	1.4	0.7	0	0.7	1.0

Mike Henderson Consulting, LLC

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

Collected by: MH7

File Name : San Pedro@Menaul
Site Code :
Start Date : 9/19/2013
Page No : 1

Groups Printed- Car - Truck

	Menaul Blvd Eastbound					Menaul Blvd Westbound					San Pedro Blvd Northbound					San Pedro Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:45	4	70	16	0	90	12	122	2	3	136	4	20	10	1	34	8	51	12	0	71	4	331	335
Total	4	70	16	0	90	12	122	2	3	136	4	20	10	1	34	8	51	12	0	71	4	331	335
07:00	3	71	20	2	94	18	133	8	2	159	12	43	15	1	70	6	60	8	0	74	5	397	402
07:15	4	98	33	0	135	26	225	6	3	257	12	45	15	0	72	9	79	13	0	101	3	565	568
07:30	14	129	37	0	180	42	319	8	3	369	31	54	28	0	113	10	97	17	0	124	3	786	789
07:45	20	157	37	0	214	41	379	6	1	426	29	70	18	0	117	15	116	12	0	143	1	900	901
Total	41	455	127	2	623	127	1056	28	9	1211	84	212	76	1	372	40	352	50	0	442	12	2648	2660
08:00	11	153	38	1	202	46	252	16	0	314	12	53	21	0	86	15	128	25	0	168	1	770	771
08:15	13	139	33	2	185	24	228	13	0	265	27	48	14	0	89	16	86	22	1	124	3	663	666
08:30	9	119	43	1	171	27	191	8	0	226	27	40	21	1	88	18	93	14	0	125	2	610	612
08:45	11	140	29	0	180	35	206	8	1	249	31	70	26	1	127	11	71	19	0	101	2	657	659
Total	44	551	143	4	738	132	877	45	1	1054	97	211	82	2	390	60	378	80	1	518	8	2700	2708
09:00	6	122	25	1	153	28	165	17	2	210	27	52	22	0	101	14	65	13	1	92	4	556	560
09:15	15	139	35	0	189	20	157	16	0	193	41	50	20	0	111	22	81	21	0	124	0	617	617
09:30	10	165	33	2	208	31	162	11	0	204	38	51	23	0	112	10	67	15	0	92	2	616	618
*** BREAK ***																							
Total	31	426	93	3	550	79	484	44	2	607	106	153	65	0	324	46	213	49	1	308	6	1789	1795
*** BREAK ***																							
11:00	17	173	32	2	222	27	183	21	1	231	58	74	33	3	165	17	70	16	2	103	8	721	729
11:15	21	263	54	1	338	27	247	22	0	296	77	86	27	1	190	29	86	24	0	139	2	963	965
11:30	20	235	36	0	291	31	245	16	2	292	64	79	38	2	181	27	84	27	3	138	7	902	909
11:45	22	234	53	0	309	37	244	23	2	304	67	84	37	0	188	27	85	23	0	135	2	936	938
Total	80	905	175	3	1160	122	919	82	5	1123	266	323	135	6	724	100	325	90	5	515	19	3522	3541
12:00	23	243	50	2	316	53	212	19	2	284	68	98	48	4	214	22	93	26	1	141	9	955	964
12:15	12	264	68	3	344	35	232	21	2	288	66	79	47	1	192	25	103	33	3	161	9	985	994
12:30	17	249	49	1	315	50	259	31	1	340	81	89	36	4	206	26	97	22	2	145	8	1006	1014
12:45	29	247	65	1	341	45	248	19	1	312	63	87	41	1	191	28	107	27	1	162	4	1006	1010
Total	81	1003	232	7	1316	183	951	90	6	1224	278	353	172	10	803	101	400	108	7	609	30	3952	3982
13:00	22	239	50	3	311	32	294	30	2	356	79	82	33	1	194	40	99	28	1	167	7	1028	1035
13:15	30	229	56	2	315	33	245	24	0	302	65	84	34	0	183	27	116	30	1	173	3	973	976
13:30	24	239	44	0	307	36	247	19	3	302	68	82	32	0	182	31	68	23	0	122	3	913	916
13:45	35	254	41	1	330	46	232	30	2	308	69	107	47	2	223	28	81	28	3	137	8	998	1006
Total	111	961	191	6	1263	147	1018	103	7	1268	281	355	146	3	782	126	364	109	5	599	21	3912	3933

*** BREAK ***

Mike Henderson Consulting, LLC
5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH7

File Name : San Pedro@Menaul
Site Code :
Start Date : 9/19/2013
Page No : 2

Groups Printed- Car - Truck

	Menaul Blvd Eastbound					Menaul Blvd Westbound					San Pedro Blvd Northbound					San Pedro Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
15:00	30	262	43	1	335	35	229	26	4	290	60	107	59	1	226	32	117	21	5	170	11	1021	1032
15:15	16	246	43	3	305	37	259	23	4	319	66	107	56	2	229	38	108	25	1	171	10	1024	1034
15:30	26	255	44	0	325	49	253	26	1	328	80	126	63	3	269	24	101	18	2	143	6	1065	1071
15:45	25	279	41	2	345	28	278	33	1	339	52	123	51	2	226	38	114	24	1	176	6	1086	1092
Total	97	1042	171	6	1310	149	1019	108	10	1276	258	463	229	8	950	132	440	88	9	660	33	4196	4229
16:00	19	267	45	4	331	34	225	21	2	280	77	148	57	4	282	42	131	27	0	200	10	1093	1103
16:15	25	292	46	1	363	40	245	25	1	310	69	118	67	1	254	30	107	25	2	162	5	1089	1094
16:30	21	261	23	5	305	38	215	18	0	271	91	148	52	5	291	36	130	24	2	190	12	1057	1069
16:45	32	286	40	4	358	33	261	25	6	319	69	149	50	3	268	25	97	24	2	146	15	1091	1106
Total	97	1106	154	14	1357	145	946	89	9	1180	306	563	226	13	1095	133	465	100	6	698	42	4330	4372
17:00	17	292	47	6	356	29	226	22	2	277	82	162	78	2	322	35	122	36	2	193	12	1148	1160
17:15	28	394	49	2	471	26	304	30	3	360	70	150	63	1	283	29	90	23	2	142	8	1256	1264
17:30	30	261	41	3	332	23	211	18	2	252	72	133	60	1	265	31	122	23	1	176	7	1025	1032
17:45	22	275	31	0	328	31	217	14	0	262	53	93	45	0	191	31	104	28	2	163	2	944	946
Total	97	1222	168	11	1487	109	958	84	7	1151	277	538	246	4	1061	126	438	110	7	674	29	4373	4402
Grand Total	683	7741	1470	56	9894	1205	8350	675	59	10230	1957	3191	1387	48	6535	872	3426	796	41	5094	204	31753	31957
Apprch %	6.9	78.2	14.9			11.8	81.6	6.6			29.9	48.8	21.2			17.1	67.3	15.6					
Total %	2.2	24.4	4.6		31.2	3.8	26.3	2.1		32.2	6.2	10	4.4		20.6	2.7	10.8	2.5		16	0.6	99.4	
Car	676	7593	1451		9776	1195	8173	662		10089	1922	3153	1373		6496	858	3391	784		5074	0	0	31435
% Car	99	98.1	98.7	100	98.3	99.2	97.9	98.1	100	98.1	98.2	98.8	99	100	98.7	98.4	99	98.5	100	98.8	0	0	98.4
Truck	7	148	19		174	10	177	13		200	35	38	14		87	14	35	12		61	0	0	522
% Truck	1	1.9	1.3	0	1.7	0.8	2.1	1.9	0	1.9	1.8	1.2	1	0	1.3	1.6	1	1.5	0	1.2	0	0	1.6

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Collected by: MH7

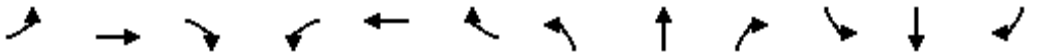
File Name : San Pedro@Menaul
Site Code :
Start Date : 9/19/2013
Page No : 3

	Menaul Blvd Eastbound				Menaul Blvd Westbound				San Pedro Blvd Northbound				San Pedro Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	14	129	37	180	42	319	8	369	31	54	28	113	10	97	17	124	786
07:45	20	157	37	214	41	379	6	426	29	70	18	117	15	116	12	143	900
08:00	11	153	38	202	46	252	16	314	12	53	21	86	15	128	25	168	770
08:15	13	139	33	185	24	228	13	265	27	48	14	89	16	86	22	124	663
Total Volume	58	578	145	781	153	1178	43	1374	99	225	81	405	56	427	76	559	3119
% App. Total	7.4	74	18.6		11.1	85.7	3.1		24.4	55.6	20		10	76.4	13.6		
PHF	.725	.920	.954	.912	.832	.777	.672	.806	.798	.804	.723	.865	.875	.834	.760	.832	.866
Car	58	557	145	760	152	1156	43	1351	99	224	81	404	55	424	75	554	3069
% Car	100	96.4	100	97.3	99.3	98.1	100	98.3	100	99.6	100	99.8	98.2	99.3	98.7	99.1	98.4
Truck	0	21	0	21	1	22	0	23	0	1	0	1	1	3	1	5	50
% Truck	0	3.6	0	2.7	0.7	1.9	0	1.7	0	0.4	0	0.2	1.8	0.7	1.3	0.9	1.6
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15																	
12:15	12	264	68	344	35	232	21	288	66	79	47	192	25	103	33	161	985
12:30	17	249	49	315	50	259	31	340	81	89	36	206	26	97	22	145	1006
12:45	29	247	65	341	45	248	19	312	63	87	41	191	28	107	27	162	1006
13:00	22	239	50	311	32	294	30	356	79	82	33	194	40	99	28	167	1028
Total Volume	80	999	232	1311	162	1033	101	1296	289	337	157	783	119	406	110	635	4025
% App. Total	6.1	76.2	17.7		12.5	79.7	7.8		36.9	43	20.1		18.7	63.9	17.3		
PHF	.690	.946	.853	.953	.810	.878	.815	.910	.892	.947	.835	.950	.744	.949	.833	.951	.979
Car	79	978	229	1286	160	1016	98	1274	283	333	155	771	117	404	108	629	3960
% Car	98.8	97.9	98.7	98.1	98.8	98.4	97.0	98.3	97.9	98.8	98.7	98.5	98.3	99.5	98.2	99.1	98.4
Truck	1	21	3	25	2	17	3	22	6	4	2	12	2	2	2	6	65
% Truck	1.3	2.1	1.3	1.9	1.2	1.6	3.0	1.7	2.1	1.2	1.3	1.5	1.7	0.5	1.8	0.9	1.6
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	21	261	23	305	38	215	18	271	91	148	52	291	36	130	24	190	1057
16:45	32	286	40	358	33	261	25	319	69	149	50	268	25	97	24	146	1091
17:00	17	292	47	356	29	226	22	277	82	162	78	322	35	122	36	193	1148
17:15	28	394	49	471	26	304	30	360	70	150	63	283	29	90	23	142	1256
Total Volume	98	1233	159	1490	126	1006	95	1227	312	609	243	1164	125	439	107	671	4552
% App. Total	6.6	82.8	10.7		10.3	82	7.7		26.8	52.3	20.9		18.6	65.4	15.9		
PHF	.766	.782	.811	.791	.829	.827	.792	.852	.857	.940	.779	.904	.868	.844	.743	.869	.906
Car	97	1218	158	1473	125	987	93	1205	311	601	241	1153	123	437	106	666	4497
% Car	99.0	98.8	99.4	98.9	99.2	98.1	97.9	98.2	99.7	98.7	99.2	99.1	98.4	99.5	99.1	99.3	98.8
Truck	1	15	1	17	1	19	2	22	1	8	2	11	2	2	1	5	55
% Truck	1.0	1.2	0.6	1.1	0.8	1.9	2.1	1.8	0.3	1.3	0.8	0.9	1.6	0.5	0.9	0.7	1.2

Appendix D: Synchro Output Reports – Existing Geometry (Typical Weekday)

Synchro Output Reports (Existing Geometry)

Typical Weekday - AM Peak Hour

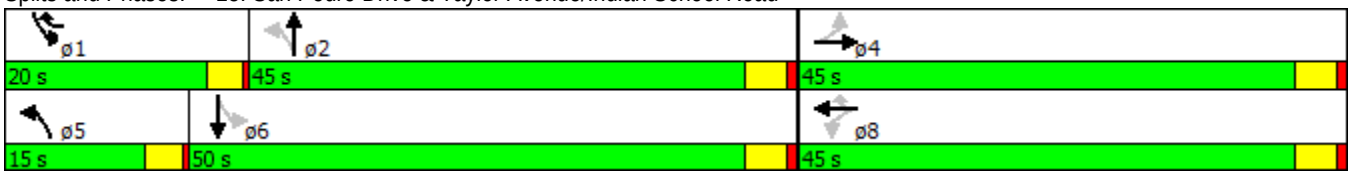


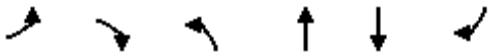
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	18	15	137	46	87	24	372	134	138	428	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	60		145	110		0	120		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		0.99		0.98	1.00	0.99		1.00	1.00	
Frt		0.940				0.850		0.953			0.991	
Flt Protected		0.994		0.950			0.950			0.950		
Satd. Flow (prot)	0	1761	0	1770	1900	1599	1805	3417	0	1805	3539	0
Flt Permitted		0.971		0.786			0.445			0.375		
Satd. Flow (perm)	0	1719	0	1456	1900	1566	843	3417	0	712	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				107		75			7	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		359			502			1306			661	
Travel Time (s)		9.8			9.8			25.4			12.9	
Confl. Peds. (#/hr)	6		4	4		6	3		1	1		3
Peak Hour Factor	0.38	0.56	0.47	0.80	0.60	0.81	0.50	0.93	0.74	0.78	0.82	0.75
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	171	77	107	48	581	0	177	554	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0	8.0	9.0	30.5		8.0	30.5	
Total Split (s)	45.0	45.0		45.0	45.0	20.0	15.0	45.0		20.0	50.0	
Total Split (%)	40.9%	40.9%		40.9%	40.9%	18.2%	13.6%	40.9%		18.2%	45.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.0	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	0.5	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5	3.5	3.5	4.5		3.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effct Green (s)		15.1		15.1	15.1	24.3	49.5	42.2		54.4	48.2	
Actuated g/C Ratio		0.19		0.19	0.19	0.31	0.63	0.54		0.70	0.62	
v/c Ratio		0.20		0.61	0.21	0.19	0.08	0.31		0.29	0.25	
Control Delay		18.1		38.7	27.9	4.3	5.0	9.9		5.8	8.7	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		18.1		38.7	27.9	4.3	5.0	9.9		5.8	8.7	
LOS		B		D	C	A	A	A		A	A	
Approach Delay		18.1			26.0			9.5			8.0	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		17		78	32	0	6	64		23	65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		25		123	44	22	11	124		48	105	
Internal Link Dist (ft)		279			422			1226			581	
Turn Bay Length (ft)				60		145	110			120		
Base Capacity (vph)		913		761	993	725	727	1880		733	2186	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.08		0.22	0.08	0.15	0.07	0.31		0.24	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 78.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 12.5		Intersection LOS: B	
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: San Pedro Drive & Taylor Avenue/Indian School Road



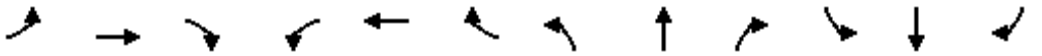


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	152	52	71	377	442	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor				1.00	0.99	
Frt		0.850			0.961	
Flt Protected	0.950			0.992		
Satd. Flow (prot)	3467	1583	0	3546	3421	0
Flt Permitted	0.950			0.753		
Satd. Flow (perm)	3467	1583	0	2691	3421	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		64			94	
Link Speed (mph)	25			35	35	
Link Distance (ft)	335			1951	1306	
Travel Time (s)	9.1			38.0	25.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.78	0.81	0.89	0.91	0.85	0.66
Heavy Vehicles (%)	1%	2%	1%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	195	64	0	494	705	0
Turn Type	NA	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	16.0	16.0	16.0	
Minimum Split (s)	27.0	27.0	21.0	21.0	33.0	
Total Split (s)	33.0	33.0	77.0	77.0	77.0	
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	
Act Effct Green (s)	10.6	10.6		72.0	72.0	
Actuated g/C Ratio	0.11	0.11		0.78	0.78	
v/c Ratio	0.49	0.27		0.24	0.26	
Control Delay	42.9	13.0		3.3	2.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	42.9	13.0		3.3	2.8	
LOS	D	B		A	A	
Approach Delay	35.5			3.3	2.8	
Approach LOS	D			A	A	
Queue Length 50th (ft)	56	0		32	39	
Queue Length 95th (ft)	77	29		54	59	
Internal Link Dist (ft)	255			1871	1226	
Turn Bay Length (ft)						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Base Capacity (vph)	1048	523		2092	2681	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.19	0.12		0.24	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 92.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 8.8		Intersection LOS: A	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: San Pedro Drive & Haines Avenue

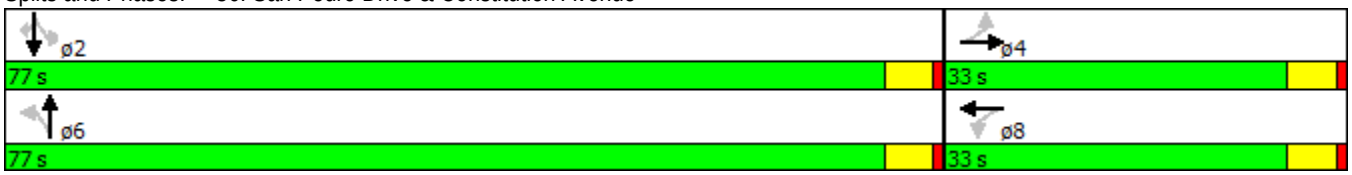


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	40	20	16	49	27	16	315	13	35	430	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	95		0	0		0	0		45
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor	1.00	1.00		1.00	0.99			1.00			1.00	0.98
Frt		0.955			0.945			0.993				0.850
Flt Protected	0.950			0.950				0.996			0.995	
Satd. Flow (prot)	1752	1806	0	1703	1740	0	0	3520	0	0	3540	1615
Flt Permitted	0.700			0.705				0.894			0.877	
Satd. Flow (perm)	1286	1806	0	1260	1740	0	0	3159	0	0	3120	1578
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			25			9				34
Link Speed (mph)		30			30			35			75	
Link Distance (ft)		366			431			2699			1951	
Travel Time (s)		8.3			9.8			52.6			17.7	
Confl. Peds. (#/hr)	3		2	2		3	1		2	2		1
Peak Hour Factor	0.80	0.71	0.83	0.40	0.88	0.84	0.50	0.81	0.65	0.73	0.90	0.69
Heavy Vehicles (%)	3%	0%	0%	6%	4%	0%	6%	1%	0%	6%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	80	0	40	88	0	0	441	0	0	526	36
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Detector Phase	4	4		8	8		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	33.0	33.0		33.0	33.0		77.0	77.0		77.0	77.0	77.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Act Effct Green (s)	12.1	12.1		12.1	12.1			76.7			76.7	76.7
Actuated g/C Ratio	0.13	0.13		0.13	0.13			0.81			0.81	0.81
v/c Ratio	0.24	0.32		0.25	0.36			0.17			0.21	0.03
Control Delay	41.2	33.3		41.4	32.4			2.8			3.0	1.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	41.2	33.3		41.4	32.4			2.8			3.0	1.1
LOS	D	C		D	C			A			A	A
Approach Delay		36.0			35.2			2.8			2.8	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	22	33		22	34			29			36	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	47	57		23	78			37			52	4
Internal Link Dist (ft)		286			351			2619			1871	
Turn Bay Length (ft)	60			95								45
Base Capacity (vph)	382	549		374	534			2571			2538	1290
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.10	0.15		0.11	0.16			0.17			0.21	0.03

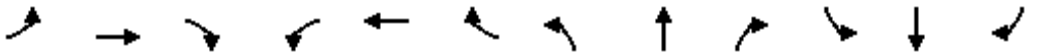
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 94.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 9.3		Intersection LOS: A	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 36: San Pedro Drive & Constitution Avenue



Synchro Output Reports (Existing Geometry)

Typical Weekday - PM Peak Hour

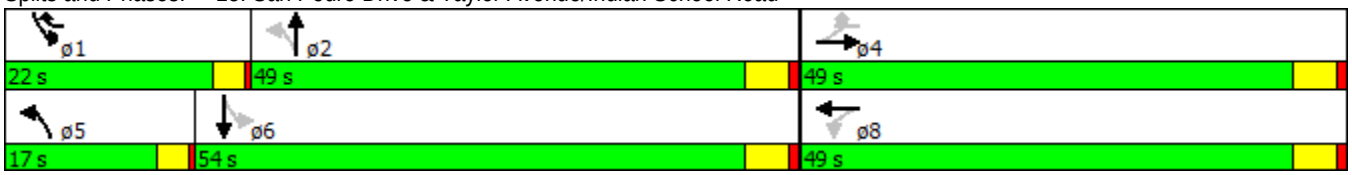


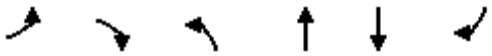
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	20	22	219	20	166	20	801	278	130	583	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	60		145	110		0	120		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00		0.98	1.00	0.99			1.00	
Frt		0.947				0.850		0.955			0.995	
Flt Protected		0.985		0.950			0.950			0.950		
Satd. Flow (prot)	0	1762	0	1805	1900	1599	1805	3414	0	1787	3588	0
Flt Permitted		0.916		0.723			0.402			0.122		
Satd. Flow (perm)	0	1636	0	1370	1900	1572	761	3414	0	230	3588	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				48		63			4	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		359			502			1306			661	
Travel Time (s)		9.8			9.8			25.4			12.9	
Confl. Peds. (#/hr)	3		2	2		3	5		1	1		5
Peak Hour Factor	0.39	0.71	0.61	0.82	0.50	0.74	0.50	0.94	0.76	0.96	0.92	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	267	40	224	40	1218	0	135	658	0
Turn Type	Perm	NA		Perm	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		4	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0	9.0	9.0	31.0		9.0	31.0	
Total Split (s)	49.0	49.0		49.0	49.0	22.0	17.0	49.0		22.0	54.0	
Total Split (%)	40.8%	40.8%		40.8%	40.8%	18.3%	14.2%	40.8%		18.3%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	0.5	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0	3.5	3.5	5.0		3.5	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effct Green (s)		23.2		23.2	23.2	33.6	53.5	45.5		59.1	52.1	
Actuated g/C Ratio		0.25		0.25	0.25	0.37	0.59	0.50		0.65	0.57	
v/c Ratio		0.21		0.77	0.08	0.37	0.08	0.70		0.45	0.32	
Control Delay		19.7		46.6	25.8	15.4	8.1	21.2		12.3	12.9	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.7		46.6	25.8	15.4	8.1	21.2		12.3	12.9	
LOS		B		D	C	B	A	C		B	B	
Approach Delay		19.7			31.9			20.8			12.8	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		28		145	18	68	7	253		26	108	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		49		210	24	85	14	461		66	192	
Internal Link Dist (ft)		279			422			1226			581	
Turn Bay Length (ft)				60		145	110			120		
Base Capacity (vph)		813		668	927	779	646	1733		469	2049	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.11		0.40	0.04	0.29	0.06	0.70		0.29	0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 91.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 68.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: San Pedro Drive & Taylor Avenue/Indian School Road



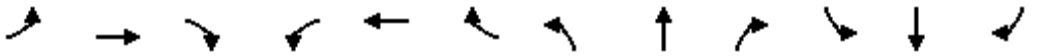


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	324	84	94	747	630	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99		1.00		
Frt		0.850			0.965	
Flt Protected	0.950			0.994		
Satd. Flow (prot)	3502	1599	0	3557	3449	0
Flt Permitted	0.950			0.714		
Satd. Flow (perm)	3502	1577	0	2554	3449	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		120			61	
Link Speed (mph)	25			35	35	
Link Distance (ft)	335			1951	1306	
Travel Time (s)	9.1			38.0	25.4	
Confl. Peds. (#/hr)		1	8			
Peak Hour Factor	0.85	0.70	0.81	0.91	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	381	120	0	937	864	0
Turn Type	NA	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	16.0	16.0	16.0	
Minimum Split (s)	27.0	27.0	21.0	21.0	33.0	
Total Split (s)	42.0	42.0	78.0	78.0	78.0	
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	
Act Effct Green (s)	16.1	16.1		73.1	73.1	
Actuated g/C Ratio	0.16	0.16		0.74	0.74	
v/c Ratio	0.67	0.34		0.50	0.34	
Control Delay	45.2	9.4		6.9	4.9	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	45.2	9.4		6.9	4.9	
LOS	D	A		A	A	
Approach Delay	36.6			6.9	4.9	
Approach LOS	D			A	A	
Queue Length 50th (ft)	118	0		107	76	
Queue Length 95th (ft)	155	21		182	126	
Internal Link Dist (ft)	255			1871	1226	
Turn Bay Length (ft)						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Base Capacity (vph)	1308	664		1881	2557	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.29	0.18		0.50	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 99.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: San Pedro Drive & Haines Avenue

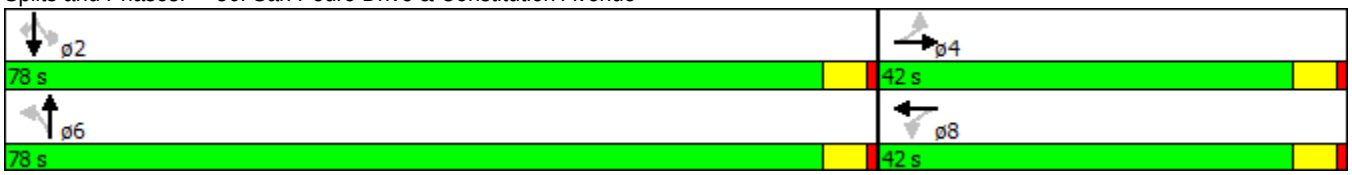


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	86	29	22	72	31	36	726	49	29	527	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	95		0	0		0	0		45
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.99		0.99				1.00			1.00	0.96
Frt		0.962			0.955			0.989				0.850
Flt Protected	0.950			0.950				0.997			0.997	
Satd. Flow (prot)	1805	1792	0	1805	1786	0	0	3521	0	0	3565	1615
Flt Permitted	0.632			0.512				0.883			0.870	
Satd. Flow (perm)	1201	1792	0	967	1786	0	0	3117	0	0	3111	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			19			12				62
Link Speed (mph)		30			30			35			75	
Link Distance (ft)		366			431			2699			1951	
Travel Time (s)		8.3			9.8			52.6			17.7	
Confl. Peds. (#/hr)			5	5			5		4	4		5
Peak Hour Factor	0.69	0.72	0.72	0.92	0.86	0.86	0.69	0.88	0.72	0.91	0.92	0.63
Heavy Vehicles (%)	0%	2%	0%	0%	1%	3%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	159	0	24	120	0	0	945	0	0	605	92
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Detector Phase	4	4		8	8		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	42.0	42.0		42.0	42.0		78.0	78.0		78.0	78.0	78.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		65.0%	65.0%		65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Act Effct Green (s)	14.2	14.2		14.2	14.2			73.9			73.9	73.9
Actuated g/C Ratio	0.14	0.14		0.14	0.14			0.75			0.75	0.75
v/c Ratio	0.58	0.59		0.17	0.44			0.40			0.26	0.08
Control Delay	52.7	44.3		39.0	36.9			5.0			4.2	1.7
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	52.7	44.3		39.0	36.9			5.0			4.2	1.7
LOS	D	D		D	D			A			A	A
Approach Delay		47.5			37.3			5.0			3.9	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	58	84		13	57			82			46	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	83	113		37	105			138			84	9
Internal Link Dist (ft)		286			351			2619			1871	
Turn Bay Length (ft)	60			95								45
Base Capacity (vph)	453	685		364	686			2351			2344	1189
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.22	0.23		0.07	0.17			0.40			0.26	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 98.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

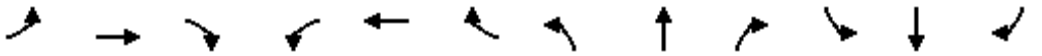
Splits and Phases: 36: San Pedro Drive & Constitution Avenue



Appendix E: Synchro Output Reports – Existing Geometry (New Mexico State Fair)

Synchro Output Reports (Existing Geometry)

New Mexico State Fair - AM Peak Hour

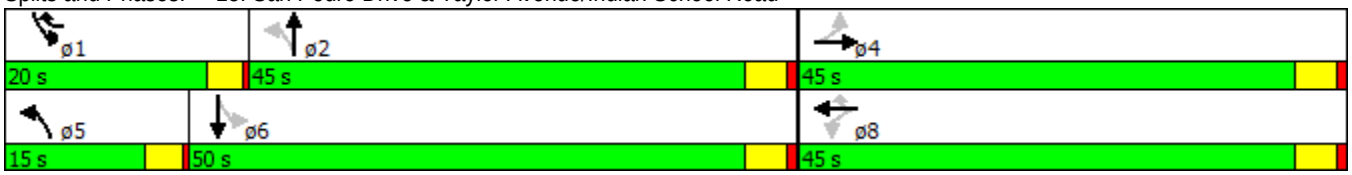


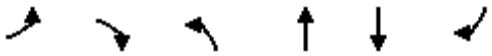
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	24	20	140	32	85	16	362	156	118	449	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	60		145	110		0	120		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		0.99		0.98	1.00	0.99		1.00	1.00	
Frt		0.950				0.850		0.954			0.991	
Flt Protected		0.995		0.950			0.950			0.950		
Satd. Flow (prot)	0	1784	0	1787	1900	1599	1805	3410	0	1787	3539	0
Flt Permitted		0.976		0.776			0.457			0.360		
Satd. Flow (perm)	0	1749	0	1452	1900	1566	866	3410	0	677	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				92		72			7	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		359			502			1306			661	
Travel Time (s)		9.8			9.8			25.4			12.9	
Confl. Peds. (#/hr)	6		4	4		6	3		1	1		3
Peak Hour Factor	0.62	0.60	0.71	0.81	0.80	0.92	0.80	0.85	0.83	0.84	0.91	0.66
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	0%	1%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	173	40	92	20	614	0	140	525	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0	8.0	9.0	30.5		8.0	30.5	
Total Split (s)	45.0	45.0		45.0	45.0	20.0	15.0	45.0		20.0	50.0	
Total Split (%)	40.9%	40.9%		40.9%	40.9%	18.2%	13.6%	40.9%		18.2%	45.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.0	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	0.5	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5	3.5	3.5	4.5		3.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effct Green (s)		14.9		14.9	14.9	23.6	48.4	41.6		53.6	49.2	
Actuated g/C Ratio		0.19		0.19	0.19	0.31	0.63	0.54		0.70	0.64	
v/c Ratio		0.21		0.61	0.11	0.17	0.03	0.33		0.24	0.23	
Control Delay		19.3		38.3	25.9	4.6	4.9	9.9		5.5	7.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.3		38.3	25.9	4.6	4.9	9.9		5.5	7.5	
LOS		B		D	C	A	A	A		A	A	
Approach Delay		19.3			26.5			9.8			7.1	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		19		74	16	0	2	67		18	39	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		31		125	37	27	9	118		43	108	
Internal Link Dist (ft)		279			422			1226			581	
Turn Bay Length (ft)				60		145	110			120		
Base Capacity (vph)		942		771	1009	724	743	1878		714	2270	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.08		0.22	0.04	0.13	0.03	0.33		0.20	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 76.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: San Pedro Drive & Taylor Avenue/Indian School Road



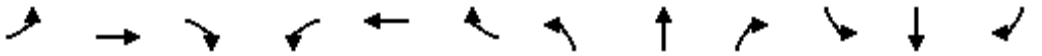


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	152	61	82	390	485	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor				1.00	0.99	
Frt		0.850			0.966	
Flt Protected	0.950			0.991		
Satd. Flow (prot)	3502	1615	0	3549	3441	0
Flt Permitted	0.950			0.723		
Satd. Flow (perm)	3502	1615	0	2588	3441	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		76			73	
Link Speed (mph)	25			35	35	
Link Distance (ft)	335			1951	1306	
Travel Time (s)	9.1			38.0	25.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.86	0.80	0.79	0.85	0.92	0.82
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	177	76	0	563	683	0
Turn Type	NA	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	16.0	16.0	16.0	
Minimum Split (s)	27.0	27.0	21.0	21.0	33.0	
Total Split (s)	33.0	33.0	77.0	77.0	77.0	
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	
Act Effct Green (s)	10.1	10.1		72.0	72.0	
Actuated g/C Ratio	0.11	0.11		0.78	0.78	
v/c Ratio	0.46	0.31		0.28	0.25	
Control Delay	42.5	12.8		3.3	2.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	42.5	12.8		3.3	2.8	
LOS	D	B		A	A	
Approach Delay	33.6			3.3	2.8	
Approach LOS	C			A	A	
Queue Length 50th (ft)	50	0		36	37	
Queue Length 95th (ft)	78	30		56	61	
Internal Link Dist (ft)	255			1871	1226	
Turn Bay Length (ft)						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Base Capacity (vph)	1064	544		2023	2706	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.17	0.14		0.28	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 92.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: San Pedro Drive & Haines Avenue

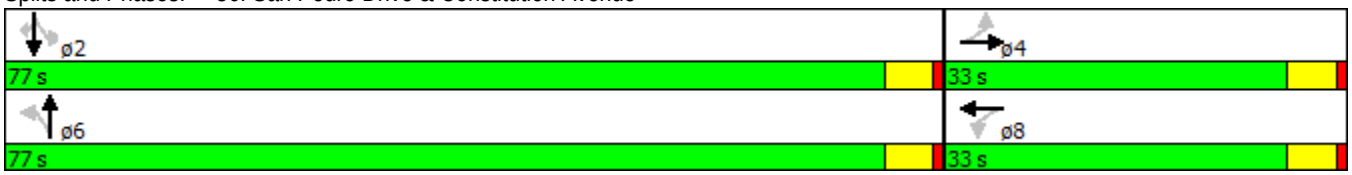


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	52	20	19	61	42	30	309	25	36	454	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	95		0	0		0	0		45
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99			1.00			1.00	0.98
Frt		0.948			0.925			0.989				0.850
Flt Protected	0.950			0.950				0.995			0.996	
Satd. Flow (prot)	1805	1792	0	1805	1726	0	0	3517	0	0	3563	1568
Flt Permitted	0.499			0.697				0.855			0.889	
Satd. Flow (perm)	945	1792	0	1321	1726	0	0	3022	0	0	3179	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			43			15				35
Link Speed (mph)		30			30			35			75	
Link Distance (ft)		366			431			2699			1951	
Travel Time (s)		8.3			9.8			52.6			17.7	
Confl. Peds. (#/hr)	3		2	2		3	1		2	2		1
Peak Hour Factor	0.68	0.87	0.62	0.59	0.76	0.53	0.68	0.85	0.78	0.82	0.86	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	92	0	32	159	0	0	440	0	0	572	40
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Detector Phase	4	4		8	8		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	33.0	33.0		33.0	33.0		77.0	77.0		77.0	77.0	77.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Act Effct Green (s)	13.5	13.5		13.5	13.5			74.9			74.9	74.9
Actuated g/C Ratio	0.14	0.14		0.14	0.14			0.76			0.76	0.76
v/c Ratio	0.34	0.35		0.18	0.58			0.19			0.24	0.03
Control Delay	44.5	31.5		38.3	37.0			3.6			3.9	1.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	44.5	31.5		38.3	37.0			3.6			3.9	1.5
LOS	D	C		D	D			A			A	A
Approach Delay		35.7			37.2			3.6			3.7	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	24	38		17	66			28			41	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	43	80		29	102			51			69	7
Internal Link Dist (ft)		286			351			2619			1871	
Turn Bay Length (ft)	60			95								45
Base Capacity (vph)	269	527		377	523			2302			2418	1173
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.16	0.17		0.08	0.30			0.19			0.24	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 98.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 36: San Pedro Drive & Constitution Avenue



Synchro Output Reports (Existing Geometry)

New Mexico State Fair - PM Peak Hour

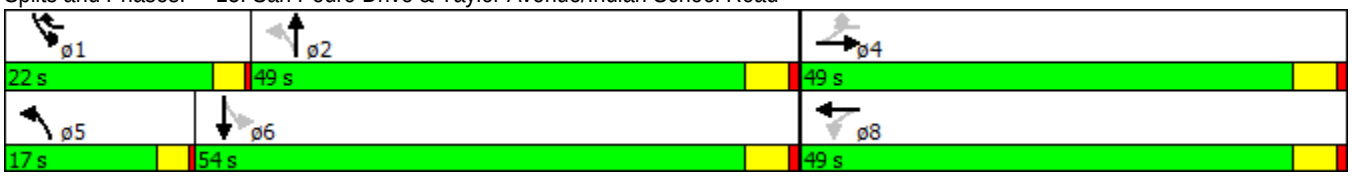
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	30	17	205	17	178	23	797	269	143	634	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	60		145	110		0	120		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00		1.00		0.98	1.00	0.99			1.00	
Frt		0.968				0.850		0.960			0.995	
Flt Protected		0.986		0.950			0.950			0.950		
Satd. Flow (prot)	0	1807	0	1805	1900	1615	1736	3402	0	1787	3588	0
Flt Permitted		0.926		0.704			0.347			0.111		
Satd. Flow (perm)	0	1695	0	1334	1900	1588	632	3402	0	209	3588	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				45		50			4	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		359			502			1306			661	
Travel Time (s)		9.8			9.8			25.4			12.9	
Confl. Peds. (#/hr)	3		2	2		3	5		1	1		5
Peak Hour Factor	0.61	0.62	0.71	0.65	0.53	0.84	0.82	0.92	0.84	0.81	0.84	0.46
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	1%	2%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	315	32	212	28	1186	0	177	783	0
Turn Type	Perm	NA		Perm	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		4	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0	9.0	9.0	31.0		9.0	31.0	
Total Split (s)	49.0	49.0		49.0	49.0	22.0	17.0	49.0		22.0	54.0	
Total Split (%)	40.8%	40.8%		40.8%	40.8%	18.3%	14.2%	40.8%		18.3%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	0.5	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0	3.5	3.5	5.0		3.5	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effct Green (s)		28.4		28.4	28.4	41.0	52.8	45.0		61.2	54.0	
Actuated g/C Ratio		0.29		0.29	0.29	0.42	0.54	0.46		0.62	0.55	
v/c Ratio		0.20		0.82	0.06	0.31	0.07	0.75		0.57	0.40	
Control Delay		22.8		50.2	25.0	13.2	10.6	27.2		20.0	15.9	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.8		50.2	25.0	13.2	10.6	27.2		20.0	15.9	
LOS		C		D	C	B	B	C		B	B	
Approach Delay		22.8			34.7			26.8			16.6	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)		39		179	14	61	6	290		42	151	

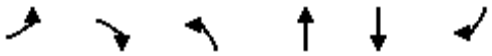
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		53		196	22	93	21	#586		103	245	
Internal Link Dist (ft)		279			422			1226			581	
Turn Bay Length (ft)				60		145	110			120		
Base Capacity (vph)		782		608	867	816	534	1585		432	1974	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.13		0.52	0.04	0.26	0.05	0.75		0.41	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 98.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: San Pedro Drive & Taylor Avenue/Indian School Road



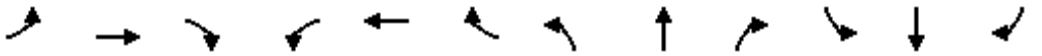


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	284	112	65	796	687	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99		1.00		
Frt		0.850			0.970	
Flt Protected	0.950			0.995		
Satd. Flow (prot)	3467	1615	0	3553	3488	0
Flt Permitted	0.950			0.720		
Satd. Flow (perm)	3467	1593	0	2570	3488	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		115			47	
Link Speed (mph)	25			35	35	
Link Distance (ft)	335			1951	1306	
Travel Time (s)	9.1			38.0	25.4	
Confl. Peds. (#/hr)		1	8			
Peak Hour Factor	0.83	0.97	0.71	0.93	0.80	0.81
Heavy Vehicles (%)	1%	0%	2%	1%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	342	115	0	948	1074	0
Turn Type	NA	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	16.0	16.0	16.0	
Minimum Split (s)	27.0	27.0	21.0	21.0	33.0	
Total Split (s)	42.0	42.0	78.0	78.0	78.0	
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	
Act Effct Green (s)	14.8	14.8		73.1	73.1	
Actuated g/C Ratio	0.15	0.15		0.75	0.75	
v/c Ratio	0.65	0.34		0.49	0.41	
Control Delay	45.3	10.0		6.3	5.1	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	45.3	10.0		6.3	5.1	
LOS	D	A		A	A	
Approach Delay	36.4			6.3	5.1	
Approach LOS	D			A	A	
Queue Length 50th (ft)	104	0		103	100	
Queue Length 95th (ft)	136	47		167	130	
Internal Link Dist (ft)	255			1871	1226	
Turn Bay Length (ft)						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Base Capacity (vph)	1311	674		1918	2616	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.26	0.17		0.49	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 97.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: San Pedro Drive & Haines Avenue

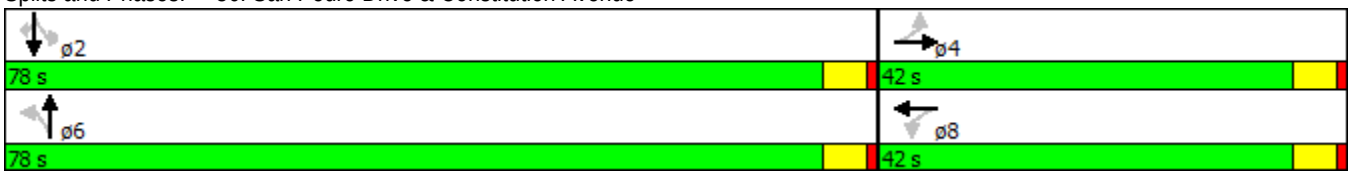


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	90	59	24	81	43	41	692	56	50	604	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	95		0	0		0	0		45
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.99		0.99				1.00			1.00	0.96
Frt		0.948			0.952			0.989				0.850
Flt Protected	0.950			0.950				0.997			0.996	
Satd. Flow (prot)	1805	1777	0	1805	1757	0	0	3504	0	0	3596	1599
Flt Permitted	0.513			0.421				0.840			0.801	
Satd. Flow (perm)	975	1777	0	796	1757	0	0	2951	0	0	2891	1542
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			20			13				61
Link Speed (mph)		30			30			35			75	
Link Distance (ft)		366			431			2699			1951	
Travel Time (s)		8.3			9.8			52.6			17.7	
Confl. Peds. (#/hr)			5	5			5		4	4		5
Peak Hour Factor	0.80	0.70	0.87	0.67	0.72	0.83	0.73	0.96	0.88	0.73	0.82	0.61
Heavy Vehicles (%)	0%	1%	0%	0%	2%	5%	5%	1%	2%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	197	0	36	164	0	0	841	0	0	805	120
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Detector Phase	4	4		8	8		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	42.0	42.0		42.0	42.0		78.0	78.0		78.0	78.0	78.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		65.0%	65.0%		65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Act Effct Green (s)	15.5	15.5		15.5	15.5			73.1			73.1	73.1
Actuated g/C Ratio	0.16	0.16		0.16	0.16			0.74			0.74	0.74
v/c Ratio	0.65	0.66		0.29	0.56			0.38			0.38	0.10
Control Delay	59.3	45.5		42.6	41.2			5.4			5.5	2.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	59.3	45.5		42.6	41.2			5.4			5.5	2.5
LOS	E	D		D	D			A			A	A
Approach Delay		50.1			41.4			5.4			5.1	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	60	104		20	84			79			77	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	101	128		37	113			139			117	14
Internal Link Dist (ft)		286			351			2619			1871	
Turn Bay Length (ft)	60			95								45
Base Capacity (vph)	366	682		299	672			2191			2143	1159
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.27	0.29		0.12	0.24			0.38			0.38	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 98.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 36: San Pedro Drive & Constitution Avenue



Appendix F: Synchro Output Reports – Road Diet Conversion (Typical Weekday)

Synchro Output Reports (Road Diet)

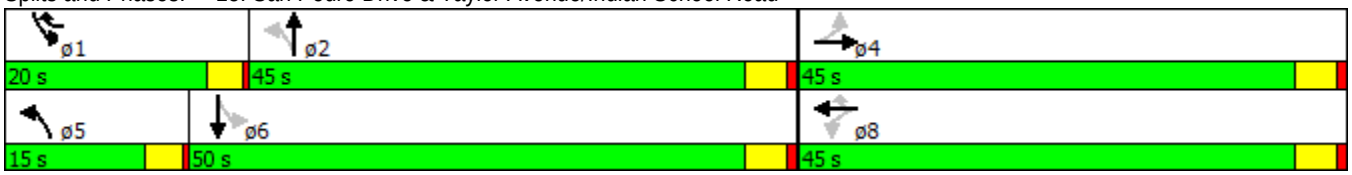
Typical Weekday - AM Peak Hour

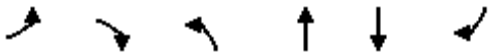
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	18	15	137	46	87	24	372	134	138	428	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	60		145	110		0	120		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor		0.99		0.99		0.98	1.00	0.99			1.00	
Frt		0.940				0.850		0.953			0.991	
Flt Protected		0.994		0.950			0.950			0.950		
Satd. Flow (prot)	0	1752	0	1770	1900	1599	1805	1798	0	1805	1862	0
Flt Permitted		0.972		0.785			0.406			0.291		
Satd. Flow (perm)	0	1711	0	1449	1900	1566	770	1798	0	553	1862	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				107		23			3	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		359			502			1306			661	
Travel Time (s)		9.8			9.8			25.4			12.9	
Confl. Peds. (#/hr)	6		4	4		6	3		1	1		3
Peak Hour Factor	0.38	0.56	0.47	0.80	0.60	0.81	0.50	0.93	0.74	0.78	0.82	0.75
Heavy Vehicles (%)	0%	0%	0%	2%	0%	1%	0%	0%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	171	77	107	48	581	0	177	554	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0	8.0	9.0	30.5		8.0	30.5	
Total Split (s)	45.0	45.0		45.0	45.0	20.0	15.0	45.0		20.0	50.0	
Total Split (%)	40.9%	40.9%		40.9%	40.9%	18.2%	13.6%	40.9%		18.2%	45.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.0	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	0.5	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5	3.5	3.5	4.5		3.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effct Green (s)		15.2		15.2	15.2	24.7	49.2	41.9		54.4	48.2	
Actuated g/C Ratio		0.19		0.19	0.19	0.32	0.63	0.54		0.70	0.62	
v/c Ratio		0.20		0.61	0.21	0.19	0.08	0.60		0.34	0.48	
Control Delay		18.0		38.7	27.8	4.2	5.2	16.6		6.4	12.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		18.0		38.7	27.8	4.2	5.2	16.6		6.4	12.2	
LOS		B		D	C	A	A	B		A	B	
Approach Delay		18.0			25.9			15.7			10.8	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		17		78	32	0	6	168		23	151	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		25		122	44	21	11	361		49	258	
Internal Link Dist (ft)		279			422			1226			581	
Turn Bay Length (ft)				60		145	110			120		
Base Capacity (vph)		908		756	991	726	684	974		654	1148	
Starvation Cap Reductn		0		0	0	0	0	0		0	15	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.08		0.23	0.08	0.15	0.07	0.60		0.27	0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 78.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: San Pedro Drive & Taylor Avenue/Indian School Road



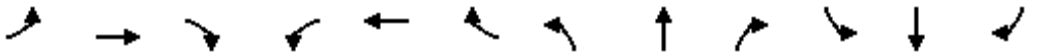


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	152	52	71	377	442	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00		0.99	
Frt		0.850			0.965	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1583	1787	1881	1808	0
Flt Permitted	0.950		0.333			
Satd. Flow (perm)	1787	1583	626	1881	1808	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		64			34	
Link Speed (mph)	25			35	35	
Link Distance (ft)	335			1951	1306	
Travel Time (s)	9.1			38.0	25.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.78	0.81	0.89	0.91	0.85	0.66
Heavy Vehicles (%)	1%	2%	1%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	195	64	80	414	705	0
Turn Type	NA	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	16.0	16.0	16.0	
Minimum Split (s)	27.0	27.0	21.0	21.0	33.0	
Total Split (s)	33.0	33.0	77.0	77.0	77.0	
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	
Act Effct Green (s)	15.9	15.9	72.1	72.1	72.1	
Actuated g/C Ratio	0.16	0.16	0.74	0.74	0.74	
v/c Ratio	0.67	0.21	0.17	0.30	0.53	
Control Delay	50.6	10.6	5.8	5.6	7.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.6	10.6	5.8	5.6	7.6	
LOS	D	B	A	A	A	
Approach Delay	40.7			5.6	7.6	
Approach LOS	D			A	A	
Queue Length 50th (ft)	116	0	13	73	149	
Queue Length 95th (ft)	158	27	36	142	259	
Internal Link Dist (ft)	255			1871	1226	
Turn Bay Length (ft)						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Base Capacity (vph)	511	498	460	1384	1339	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.38	0.13	0.17	0.30	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 98			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: San Pedro Drive & Haines Avenue

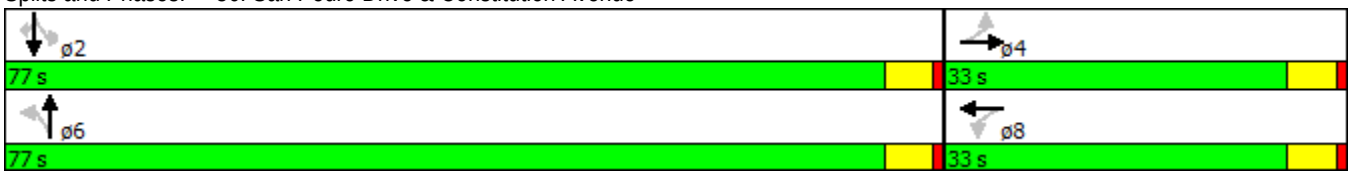


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	40	20	16	49	27	16	315	13	35	430	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	95		0	0		0	0		45
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor	1.00	1.00		1.00	0.99		1.00	1.00		1.00		0.98
Frt		0.955			0.945			0.993				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1806	0	1703	1740	0	1703	1867	0	1703	1881	1615
Flt Permitted	0.700			0.705			0.477			0.517		
Satd. Flow (perm)	1286	1806	0	1260	1740	0	854	1867	0	924	1881	1578
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			25			5				20
Link Speed (mph)		30			30			35			75	
Link Distance (ft)		366			431			2699			1951	
Travel Time (s)		8.3			9.8			52.6			17.7	
Confl. Peds. (#/hr)	3		2	2		3	1		2	2		1
Peak Hour Factor	0.80	0.71	0.83	0.40	0.88	0.84	0.50	0.81	0.65	0.73	0.90	0.69
Heavy Vehicles (%)	3%	0%	0%	6%	4%	0%	6%	1%	0%	6%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	80	0	40	88	0	32	409	0	48	478	36
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Detector Phase	4	4		8	8		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	33.0	33.0		33.0	33.0		77.0	77.0		77.0	77.0	77.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Act Effct Green (s)	12.1	12.1		12.1	12.1		76.7	76.7		76.7	76.7	76.7
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.81	0.81		0.81	0.81	0.81
v/c Ratio	0.24	0.32		0.25	0.36		0.05	0.27		0.06	0.31	0.03
Control Delay	41.2	33.3		41.4	32.4		2.9	3.4		3.0	3.7	1.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.2	33.3		41.4	32.4		2.9	3.4		3.0	3.7	1.7
LOS	D	C		D	C		A	A		A	A	A
Approach Delay		36.0			35.2			3.4			3.5	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	22	33		22	34		4	57		6	71	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	47	57		23	78		5	77		11	109	6
Internal Link Dist (ft)		286			351			2619			1871	
Turn Bay Length (ft)	60			95								45
Base Capacity (vph)	382	549		374	534		694	1519		751	1530	1287
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.10	0.15		0.11	0.16		0.05	0.27		0.06	0.31	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 94.3			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 36: San Pedro Drive & Constitution Avenue



Synchro Output Reports (Road Diet)

Typical Weekday - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	20	22	219	20	166	20	801	278	130	583	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	60		145	110		0	120		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor		0.99		1.00		0.97		0.99			1.00	
Frt		0.947				0.850		0.955			0.995	
Flt Protected		0.985		0.950			0.950			0.950		
Satd. Flow (prot)	0	1762	0	1805	1900	1599	1805	1797	0	1787	1888	0
Flt Permitted		0.916		0.723			0.297			0.079		
Satd. Flow (perm)	0	1634	0	1370	1900	1554	564	1797	0	149	1888	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				48		20			2	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		359			502			1306			661	
Travel Time (s)		9.8			9.8			25.4			12.9	
Confl. Peds. (#/hr)	3		2	2		3	5		1	1		5
Peak Hour Factor	0.39	0.71	0.61	0.82	0.50	0.74	0.50	0.94	0.76	0.96	0.92	0.67
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	0%	1%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	267	40	224	40	1218	0	135	658	0
Turn Type	Perm	NA		Perm	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		4	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0	9.0	9.0	31.0		9.0	31.0	
Total Split (s)	49.0	49.0		49.0	49.0	22.0	17.0	49.0		22.0	54.0	
Total Split (%)	40.8%	40.8%		40.8%	40.8%	18.3%	14.2%	40.8%		18.3%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	0.5	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0	3.5	3.5	5.0		3.5	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effct Green (s)		23.2		23.2	23.2	33.6	53.5	45.5		59.1	52.1	
Actuated g/C Ratio		0.25		0.25	0.25	0.37	0.59	0.50		0.65	0.57	
v/c Ratio		0.21		0.77	0.08	0.37	0.10	1.34		0.53	0.61	
Control Delay		19.7		46.6	25.8	15.5	8.3	186.5		20.3	19.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.2	
Total Delay		19.7		46.6	25.8	15.5	8.3	186.5		20.3	19.2	
LOS		B		D	C	B	A	F		C	B	
Approach Delay		19.7			31.9			180.8			19.4	
Approach LOS		B			C			F			B	
Queue Length 50th (ft)		28		145	18	68	7	~923		26	259	

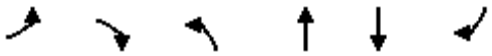
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		49		210	24	85	14	#1456		94	499	
Internal Link Dist (ft)		279			422			1226			581	
Turn Bay Length (ft)				60		145	110			120		
Base Capacity (vph)		812		668	927	774	549	906		433	1078	
Starvation Cap Reductn		0		0	0	0	0	0		0	64	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.11		0.40	0.04	0.29	0.07	1.34		0.31	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 91.3			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay: 97.8		Intersection LOS: F	
Intersection Capacity Utilization 96.8%		ICU Level of Service F	
Analysis Period (min) 15			

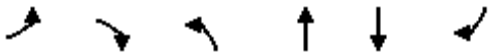
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: San Pedro Drive & Taylor Avenue/Indian School Road



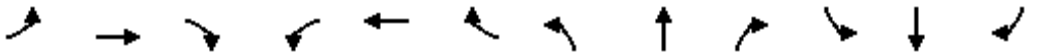
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	324	84	94	747	630	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				
Frt		0.850			0.969	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1599	1805	1881	1823	0
Flt Permitted	0.950		0.202			
Satd. Flow (perm)	1805	1577	384	1881	1823	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		120			23	
Link Speed (mph)	25			35	35	
Link Distance (ft)	335			1951	1306	
Travel Time (s)	9.1			38.0	25.4	
Confl. Peds. (#/hr)		1	8			
Peak Hour Factor	0.85	0.70	0.81	0.91	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	381	120	116	821	864	0
Turn Type	NA	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	16.0	16.0	16.0	
Minimum Split (s)	27.0	27.0	21.0	21.0	33.0	
Total Split (s)	42.0	42.0	78.0	78.0	78.0	
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	
Act Effct Green (s)	27.9	27.9	73.2	73.2	73.2	
Actuated g/C Ratio	0.25	0.25	0.66	0.66	0.66	
v/c Ratio	0.84	0.25	0.46	0.66	0.72	
Control Delay	56.4	6.8	18.6	16.1	17.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.4	6.8	18.6	16.1	17.5	
LOS	E	A	B	B	B	
Approach Delay	44.5			16.4	17.5	
Approach LOS	D			B	B	
Queue Length 50th (ft)	258	0	37	327	357	
Queue Length 95th (ft)	343	18	90	572	637	
Internal Link Dist (ft)	255			1871	1226	
Turn Bay Length (ft)						



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Base Capacity (vph)	602	606	252	1238	1208	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.63	0.20	0.46	0.66	0.72	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 111.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 18: San Pedro Drive & Haines Avenue

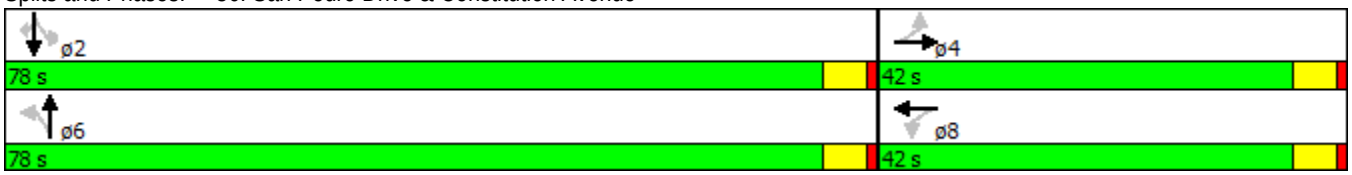


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	86	29	22	72	31	36	726	49	29	527	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	95		0	0		0	0		45
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor		0.99		0.99				1.00				0.96
Frt		0.962			0.955			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1792	0	1805	1786	0	1805	1857	0	1805	1881	1615
Flt Permitted	0.632			0.512			0.411			0.248		
Satd. Flow (perm)	1201	1792	0	967	1786	0	781	1857	0	471	1881	1558
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			19			6				34
Link Speed (mph)		30			30			35			75	
Link Distance (ft)		366			431			2699			1951	
Travel Time (s)		8.3			9.8			52.6			17.7	
Confl. Peds. (#/hr)			5	5			5		4	4		5
Peak Hour Factor	0.69	0.72	0.72	0.92	0.86	0.86	0.69	0.88	0.72	0.91	0.92	0.63
Heavy Vehicles (%)	0%	2%	0%	0%	1%	3%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	159	0	24	120	0	52	893	0	32	573	92
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Detector Phase	4	4		8	8		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	42.0	42.0		42.0	42.0		78.0	78.0		78.0	78.0	78.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		65.0%	65.0%		65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Act Effct Green (s)	14.2	14.2		14.2	14.2		73.9	73.9		73.9	73.9	73.9
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.75	0.75		0.75	0.75	0.75
v/c Ratio	0.58	0.59		0.17	0.44		0.09	0.64		0.09	0.40	0.08
Control Delay	52.7	44.3		39.0	36.9		4.1	8.7		4.4	5.6	2.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	52.7	44.3		39.0	36.9		4.1	8.7		4.4	5.6	2.6
LOS	D	D		D	D		A	A		A	A	A
Approach Delay		47.5			37.3			8.4			5.1	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	58	84		13	57		7	202		4	97	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	83	113		37	105		15	374		15	188	14
Internal Link Dist (ft)		286			351			2619			1871	
Turn Bay Length (ft)	60			95								45
Base Capacity (vph)	453	685		364	686		588	1400		354	1417	1182
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.22	0.23		0.07	0.17		0.09	0.64		0.09	0.40	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 98.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

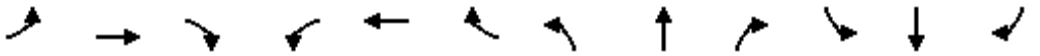
Splits and Phases: 36: San Pedro Drive & Constitution Avenue



Appendix G: Synchro Output Reports – Road Diet Conversion (New Mexico State Fair)

Synchro Output Reports (Road Diet)

New Mexico State Fair - AM Peak Hour

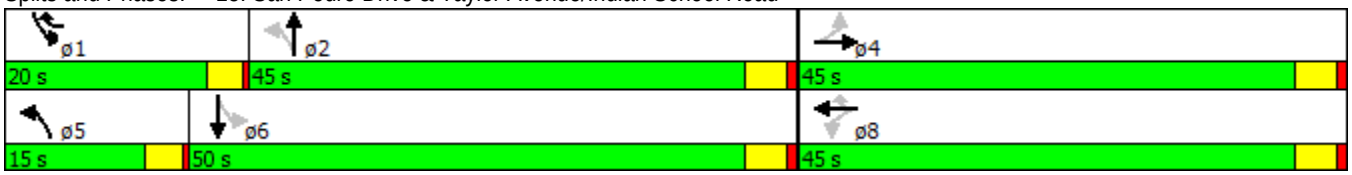


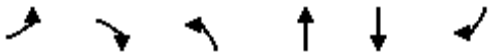
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	24	20	140	32	85	16	362	156	118	449	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	60		145	110		0	120		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor		0.99		0.99		0.97	1.00	0.99			1.00	
Frt		0.950				0.850		0.954			0.991	
Flt Protected		0.995		0.950			0.950			0.950		
Satd. Flow (prot)	0	1776	0	1787	1900	1599	1805	1795	0	1787	1862	0
Flt Permitted		0.976		0.775			0.446			0.272		
Satd. Flow (perm)	0	1740	0	1445	1900	1544	846	1795	0	512	1862	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				92		23			4	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		359			502			1306			661	
Travel Time (s)		9.8			9.8			25.4			12.9	
Confl. Peds. (#/hr)	6		4	4		6	3		1	1		3
Peak Hour Factor	0.62	0.60	0.71	0.81	0.80	0.92	0.80	0.85	0.83	0.84	0.91	0.66
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	0%	1%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	173	40	92	20	614	0	140	525	0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0	8.0	9.0	30.5		8.0	30.5	
Total Split (s)	45.0	45.0		45.0	45.0	20.0	15.0	45.0		20.0	50.0	
Total Split (%)	40.9%	40.9%		40.9%	40.9%	18.2%	13.6%	40.9%		18.2%	45.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.0	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	0.5	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5		4.5	4.5	3.5	3.5	4.5		3.5	4.5	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effct Green (s)		15.1		15.1	15.1	24.1	48.1	41.2		53.6	49.2	
Actuated g/C Ratio		0.20		0.20	0.20	0.31	0.63	0.54		0.70	0.64	
v/c Ratio		0.21		0.61	0.11	0.17	0.03	0.63		0.29	0.44	
Control Delay		19.3		38.2	25.9	4.4	5.1	17.2		6.1	10.4	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.3		38.2	25.9	4.4	5.1	17.2		6.1	10.4	
LOS		B		D	C	A	A	B		A	B	
Approach Delay		19.3			26.4			16.8			9.5	
Approach LOS		B			C			B			A	
Queue Length 50th (ft)		19		74	16	0	2	179		18	90	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		31		125	37	26	9	348		43	268	
Internal Link Dist (ft)		279			422			1226			581	
Turn Bay Length (ft)				60		145	110			120		
Base Capacity (vph)		936		766	1007	720	727	973		633	1193	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.08		0.23	0.04	0.13	0.03	0.63		0.22	0.44	

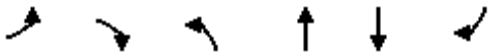
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 76.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: San Pedro Drive & Taylor Avenue/Indian School Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	152	61	82	390	485	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			1.00		0.99	
Frt		0.850			0.969	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1615	1805	1881	1817	0
Flt Permitted	0.950		0.349			
Satd. Flow (perm)	1805	1615	662	1881	1817	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		76			28	
Link Speed (mph)	25			35	35	
Link Distance (ft)	335			1951	1306	
Travel Time (s)	9.1			38.0	25.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.86	0.80	0.79	0.85	0.92	0.82
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	177	76	104	459	683	0
Turn Type	NA	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	16.0	16.0	16.0	
Minimum Split (s)	27.0	27.0	21.0	21.0	33.0	
Total Split (s)	33.0	33.0	77.0	77.0	77.0	
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	
Act Effct Green (s)	14.7	14.7	72.1	72.1	72.1	
Actuated g/C Ratio	0.15	0.15	0.74	0.74	0.74	
v/c Ratio	0.65	0.25	0.21	0.33	0.50	
Control Delay	50.0	10.5	5.7	5.4	6.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.0	10.5	5.7	5.4	6.8	
LOS	D	B	A	A	A	
Approach Delay	38.1			5.4	6.8	
Approach LOS	D			A	A	
Queue Length 50th (ft)	104	0	16	79	134	
Queue Length 95th (ft)	163	29	36	139	258	
Internal Link Dist (ft)	255			1871	1226	
Turn Bay Length (ft)						



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Base Capacity (vph)	523	522	493	1401	1361	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.34	0.15	0.21	0.33	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 96.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

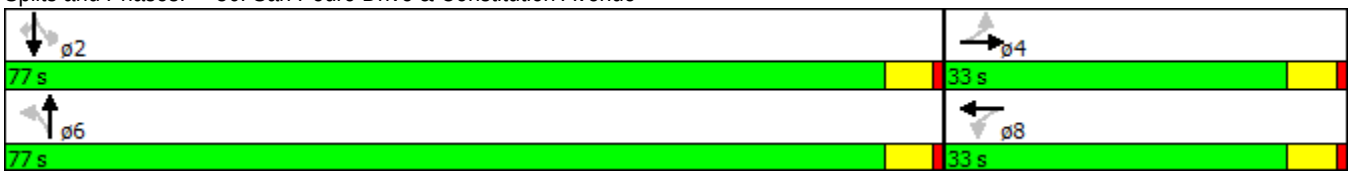
Splits and Phases: 18: San Pedro Drive & Haines Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	52	20	19	61	42	30	309	25	36	454	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	95		0	0		0	0		45
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00	1.00		1.00		0.98
Frt		0.948			0.925			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1792	0	1805	1726	0	1805	1856	0	1805	1881	1568
Flt Permitted	0.499			0.697			0.438			0.517		
Satd. Flow (perm)	945	1792	0	1321	1726	0	831	1856	0	980	1881	1532
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			43			8				20
Link Speed (mph)		30			30			35			75	
Link Distance (ft)		366			431			2699			1951	
Travel Time (s)		8.3			9.8			52.6			17.7	
Confl. Peds. (#/hr)	3		2	2		3	1		2	2		1
Peak Hour Factor	0.68	0.87	0.62	0.59	0.76	0.53	0.68	0.85	0.78	0.82	0.86	0.78
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	92	0	32	159	0	44	396	0	44	528	40
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Detector Phase	4	4		8	8		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	33.0	33.0		33.0	33.0		77.0	77.0		77.0	77.0	77.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		70.0%	70.0%		70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Act Effct Green (s)	13.5	13.5		13.5	13.5		74.9	74.9		74.9	74.9	74.9
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.76	0.76		0.76	0.76	0.76
v/c Ratio	0.34	0.35		0.18	0.58		0.07	0.28		0.06	0.37	0.03
Control Delay	44.5	31.5		38.3	37.0		3.7	4.3		3.6	5.0	2.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	44.5	31.5		38.3	37.0		3.7	4.3		3.6	5.0	2.2
LOS	D	C		D	D		A	A		A	A	A
Approach Delay		35.7			37.2			4.2			4.7	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	24	38		17	66		5	55		5	82	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	43	80		29	102		12	101		15	148	9
Internal Link Dist (ft)		286			351			2619			1871	
Turn Bay Length (ft)	60			95								45
Base Capacity (vph)	269	527		377	523		632	1413		745	1430	1170
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.16	0.17		0.08	0.30		0.07	0.28		0.06	0.37	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 98.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 36: San Pedro Drive & Constitution Avenue



Synchro Output Reports (Road Diet)

New Mexico State Fair - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	30	17	205	17	178	23	797	269	143	634	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	60		145	110		0	120		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor		0.99		1.00		0.98		0.99			1.00	
Frt		0.968				0.850		0.960			0.995	
Flt Protected		0.986		0.950			0.950			0.950		
Satd. Flow (prot)	0	1802	0	1805	1900	1615	1736	1790	0	1787	1888	0
Flt Permitted		0.926		0.704			0.189			0.080		
Satd. Flow (perm)	0	1691	0	1332	1900	1588	345	1790	0	150	1888	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				45		18			2	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		359			502			1306			661	
Travel Time (s)		9.8			9.8			25.4			12.9	
Confl. Peds. (#/hr)	3		2	2		3	5		1	1		5
Peak Hour Factor	0.61	0.62	0.71	0.65	0.53	0.84	0.82	0.92	0.84	0.81	0.84	0.46
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	1%	2%	1%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	315	32	212	28	1186	0	177	783	0
Turn Type	Perm	NA		Perm	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		4	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0	9.0	9.0	31.0		9.0	31.0	
Total Split (s)	49.0	49.0		49.0	49.0	22.0	17.0	49.0		22.0	54.0	
Total Split (%)	40.8%	40.8%		40.8%	40.8%	18.3%	14.2%	40.8%		18.3%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	0.5	0.5	1.0		0.5	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0	3.5	3.5	5.0		3.5	5.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effct Green (s)		28.4		28.4	28.4	41.0	52.8	44.9		61.1	54.0	
Actuated g/C Ratio		0.29		0.29	0.29	0.42	0.54	0.46		0.62	0.55	
v/c Ratio		0.20		0.82	0.06	0.31	0.10	1.43		0.64	0.75	
Control Delay		22.8		50.1	25.0	13.2	11.1	226.2		29.0	26.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.7	
Total Delay		22.8		50.1	25.0	13.2	11.1	226.2		29.0	27.2	
LOS		C		D	C	B	B	F		C	C	
Approach Delay		22.8			34.7			221.3			27.5	
Approach LOS		C			C			F			C	
Queue Length 50th (ft)		39		179	14	61	6	~987		52	385	

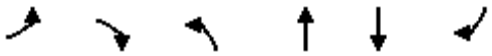
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		53		196	22	93	21	#1641		126	#663	
Internal Link Dist (ft)		279			422			1226			581	
Turn Bay Length (ft)				60		145	110			120		
Base Capacity (vph)		779		607	866	816	402	829		407	1038	
Starvation Cap Reductn		0		0	0	0	0	0		0	66	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.13		0.52	0.04	0.26	0.07	1.43		0.43	0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 98.2			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.43			
Intersection Signal Delay: 111.8		Intersection LOS: F	
Intersection Capacity Utilization 96.0%		ICU Level of Service F	
Analysis Period (min) 15			

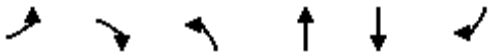
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: San Pedro Drive & Taylor Avenue/Indian School Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	284	112	65	796	687	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99				
Frt		0.850			0.973	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1787	1615	1770	1881	1841	0
Flt Permitted	0.950		0.097			
Satd. Flow (perm)	1787	1593	181	1881	1841	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		115			19	
Link Speed (mph)	25			35	35	
Link Distance (ft)	335			1951	1306	
Travel Time (s)	9.1			38.0	25.4	
Confl. Peds. (#/hr)		1	8			
Peak Hour Factor	0.83	0.97	0.71	0.93	0.80	0.81
Heavy Vehicles (%)	1%	0%	2%	1%	0%	2%
Adj. Flow (vph)	342	115	92	856	859	215
Shared Lane Traffic (%)						
Lane Group Flow (vph)	342	115	92	856	1074	0
Turn Type	NA	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						
Minimum Initial (s)	8.0	8.0	16.0	16.0	16.0	
Minimum Split (s)	27.0	27.0	21.0	21.0	33.0	
Total Split (s)	42.0	42.0	78.0	78.0	78.0	
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	
Act Effct Green (s)	25.8	25.8	73.3	73.3	73.3	
Actuated g/C Ratio	0.24	0.24	0.67	0.67	0.67	
v/c Ratio	0.81	0.25	0.76	0.68	0.86	
Control Delay	54.6	7.1	56.8	15.6	24.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.6	7.1	56.8	15.6	24.5	
LOS	D	A	E	B	C	
Approach Delay	42.7			19.6	24.5	
Approach LOS	D			B	C	
Queue Length 50th (ft)	226	0	39	325	521	
Queue Length 95th (ft)	296	43	#114	606	740	
Internal Link Dist (ft)	255			1871	1226	

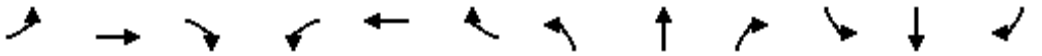


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	608	618	121	1263	1242	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.56	0.19	0.76	0.68	0.86	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 109.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 26.0		Intersection LOS: C	
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: San Pedro Drive & Haines Avenue

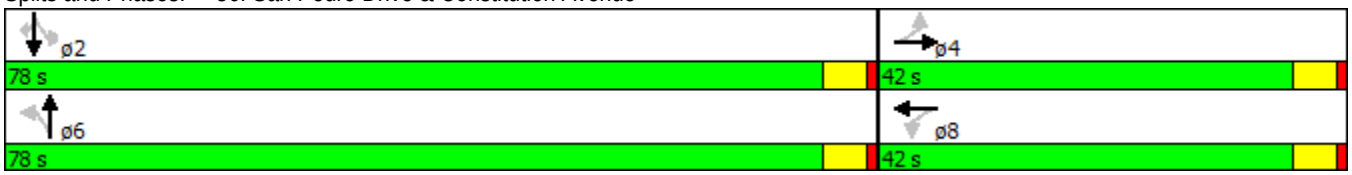


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	90	59	24	81	43	41	692	56	50	604	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	60		0	95		0	0		0	0		45
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor		0.99		0.99				1.00				0.96
Frt		0.948			0.952			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1777	0	1805	1757	0	1719	1852	0	1805	1900	1599
Flt Permitted	0.513			0.421			0.319			0.294		
Satd. Flow (perm)	975	1777	0	796	1757	0	577	1852	0	559	1900	1542
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			20			7				35
Link Speed (mph)		30			30			35			75	
Link Distance (ft)		366			431			2699			1951	
Travel Time (s)		8.3			9.8			52.6			17.7	
Confl. Peds. (#/hr)			5	5			5		4	4		5
Peak Hour Factor	0.80	0.70	0.87	0.67	0.72	0.83	0.73	0.96	0.88	0.73	0.82	0.61
Heavy Vehicles (%)	0%	1%	0%	0%	2%	5%	5%	1%	2%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	197	0	36	164	0	56	785	0	68	737	120
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Detector Phase	4	4		8	8		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	27.0
Total Split (s)	42.0	42.0		42.0	42.0		78.0	78.0		78.0	78.0	78.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		65.0%	65.0%		65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Act Effct Green (s)	15.5	15.5		15.5	15.5		73.1	73.1		73.1	73.1	73.1
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.74	0.74		0.74	0.74	0.74
v/c Ratio	0.65	0.66		0.29	0.56		0.13	0.57		0.16	0.52	0.10
Control Delay	59.3	45.5		42.6	41.2		5.2	8.2		5.6	7.5	3.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	59.3	45.5		42.6	41.2		5.2	8.2		5.6	7.5	3.2
LOS	E	D		D	D		A	A		A	A	A
Approach Delay		50.1			41.4			8.0			6.8	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	60	104		20	84		8	177		10	158	12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	101	128		37	113		19	339		23	252	19
Internal Link Dist (ft)		286			351			2619			1871	
Turn Bay Length (ft)	60			95								45
Base Capacity (vph)	366	682		299	672		427	1374		414	1408	1152
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.27	0.29		0.12	0.24		0.13	0.57		0.16	0.52	0.10

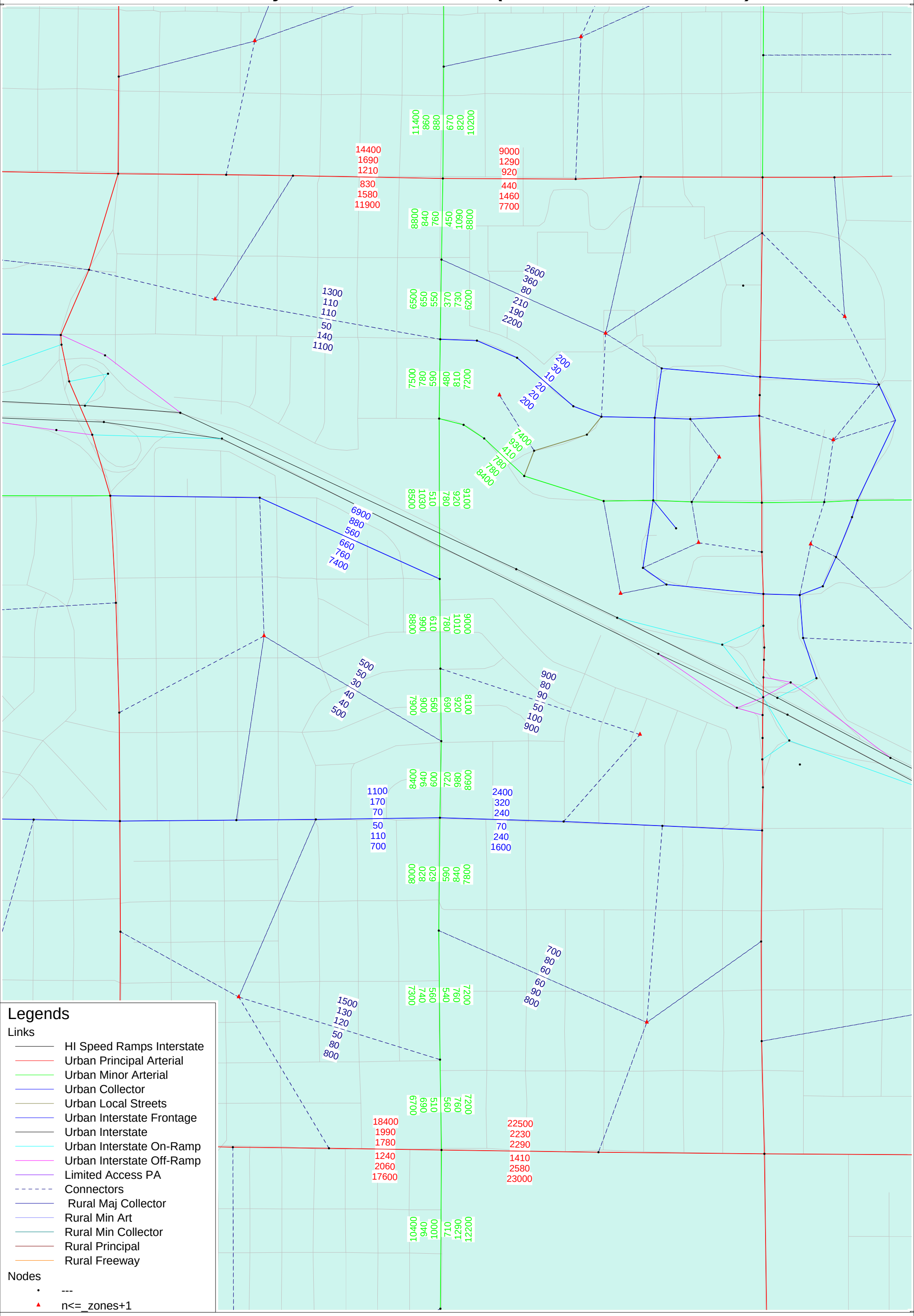
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 98.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 16.0		Intersection LOS: B	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 36: San Pedro Drive & Constitution Avenue



Appendix H: MRCOG 2035 MTP Model Directional Volumes

Year 2035 Travel Demand (raw), with MTP 2035 Alternative Option dataset
San Pedro, Lomas Blvd to Menaul Blvd
AM/PM/Daily Directional Volumes (AM stat is closest to link)



Legends

Links

- HI Speed Ramps Interstate
- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Local Streets
- Urban Interstate Frontage
- Urban Interstate
- Urban Interstate On-Ramp
- Urban Interstate Off-Ramp
- Limited Access PA
- Connectors
- Rural Maj Collector
- Rural Min Art
- Rural Min Collector
- Rural Principal
- Rural Freeway

Nodes

- ---
- n<=_zones+1

Appendix I: Summarized Crash Data

Summary of Crashes Organized by Intersection

MONTH	DY	YEAR	SEVERITY	TIME	ANALYSIS	LIGHT	WEATHER	PEDINV	PECINV	ALCINV	TOPCFACC	ASTREET	BSTREET	V1DIREC	V2DIREC	V3DIREC
Marble Avenue																
4	29	2008	Property damage only	7:25 AM	Light standard (light pole)	Daylight	Clear	Not Involved	Not Involved	None Indicated	Mechanical defect	MARBLE AVE NE	SAN PEDRO DR NE	S		
6	11	2008	Non-fatal accident	6:25 PM	Head on collision - opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure to yield	MARBLE AVE NE	SAN PEDRO DR NE	N	S	N
12	1	2009	Property Damage Only Crash	12:32 PM	Sideswipe collision - opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	MARBLE AVE NE	SAN PEDRO DR NE	N	S	
5	20	2010	Injury Crash	1:06 PM	Cyclist-Veh	Daylight	Clear	Not Involved	Involved	None Indicated	Driver Inattention	MARBLE AVE NE	SAN PEDRO DR NE	South	North	
6	8	2010	Property Damage Only Crash	9:55 AM	Od-1 Left Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	MARBLE AVE NE	SAN PEDRO DR NE	South	East	
7	9	2010	Injury Crash	5:22 PM	Angle-1 Left	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	MARBLE AVE NE	SAN PEDRO DR NE	North	East	
8	10	2010	Property Damage Only Crash	4:59 PM	Sd-One Rght Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	MARBLE AVE NE	SAN PEDRO DR NE	East	East	
10	11	2010	Property Damage Only Crash	4:10 PM	Sd-Sideswipe	Daylight	Clear	Not Involved	Not Involved	None Indicated	Imp. Overtaking	MARBLE AVE NE	SAN PEDRO DR NE	South	South	
12	23	2010	Injury Crash	1:19 PM	Leave Driveway	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	MARBLE AVE NE	SAN PEDRO DR NE	South	North	
1	3	2009	Injury Crash	4:25 PM	One left turn - from opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	MARBLE AVE NW	SAN PEDRO DR NE	S	N	
Mountain Road																
1	18	2008	Property damage only	11:55 AM	Vehicle parked in proper location	Daylight	Clear	Not Involved	Not Involved	None Indicated	Excessive speed	MOUNTAIN RD NE	SAN PEDRO DR NE	N	N	P
2	7	2008	Property damage only	8:15 PM	Sideswipe collision - opposite direction	Dark (not lighted)	Clear	Not Involved	Not Involved	None Indicated	Failure to yield	MOUNTAIN RD NE	SAN PEDRO DR NE	E	N	
4	20	2008	Property damage only	12:10 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	MOUNTAIN RD NE	SAN PEDRO DR NE	E	E	
4	29	2008	Non-fatal accident	2:08 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	MOUNTAIN RD NE	SAN PEDRO DR NE	N	N	
6	3	2008	Non-fatal accident	9:33 AM	Stopped in traffic - one car	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	MOUNTAIN RD NE	SAN PEDRO DR NE	S	S	
10	4	2008	Non-fatal accident	12:50 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	MOUNTAIN RD NE	SAN PEDRO DR NE	N	N	
10	27	2008	Property damage only	12:18 PM	Sideswipe collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	MOUNTAIN RD NE	SAN PEDRO DR NE	N	N	
11	7	2008	Property damage only	5:30 PM	One left turn - entering at angle	Dusk	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	MOUNTAIN RD NE	SAN PEDRO DR NE	W	N	
4	5	2009	Property Damage Only Crash	11:00 AM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Follow Too Close	MOUNTAIN RD NE	SAN PEDRO DR NE	N	N	
11	6	2009	Property Damage Only Crash	8:36 AM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Follow Too Close	MOUNTAIN RD NE	SAN PEDRO DR NE	N	N	N
11	25	2009	Injury Crash	8:29 PM	All other non-intersection	Dark (lighted)	Clear	Not Involved	Not Involved	None Indicated	Improper Turn	MOUNTAIN RD NE	SAN PEDRO DR NE	N	N	
7	20	2010	Injury Crash	2:10 PM	Sd-Rear End	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	MOUNTAIN RD NE	SAN PEDRO DR NE	North	North	
11	8	2008	Property damage only	11:38 AM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	MOUNTAIN RD NW	SAN PEDRO DR NE	N	N	
1	12	2009	Injury Crash	1:37 PM	Sideswipe collision - opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	MOUNTAIN RD NW	SAN PEDRO DR NE	N	W	
Summer Avenue																
9	15	2009	Property Damage Only Crash	5:00 PM	Sideswipe collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	SUMMER AVE NE	SAN PEDRO DR NE	S	S	
Constitution Avenue																
2	9	2008	Non-fatal accident	3:28 PM	Vehicle struck cyclist at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	W	W	
2	21	2008	Property damage only	4:15 PM	Backing from parked position - one car	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE		B	
3	6	2008	Property damage only	1:35 PM	One left turn - from opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure to yield	CONSTITUTION AVE NE	SAN PEDRO DR NE	N	S	
3	12	2008	Non-fatal accident	5:25 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	CONSTITUTION AVE NE	SAN PEDRO DR NE	N	N	
4	12	2008	Non-fatal accident	5:32 PM	One left turn - from opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure to yield	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	W	
4	19	2008	Property damage only	11:36 AM	Both turning left - entering at an angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper turn	CONSTITUTION AVE NE	SAN PEDRO DR NE	W	E	
4	23	2008	Property damage only	11:45 AM	Entering driveway access - one car	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure to yield	CONSTITUTION AVE NE	SAN PEDRO DR NE	E	N	
6	14	2008	Property damage only	10:23 AM	Sideswipe collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	E	E	
8	30	2008	Non-fatal accident	4:12 PM	Both going straight - entering at angle	Daylight	Raining	Not Involved	Not Involved	None Indicated	Defective brakes	CONSTITUTION AVE NE	SAN PEDRO DR NE	W	S	
10	6	2008	Property damage only	3:54 PM	One left turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure to yield	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	W	
10	9	2008	Non-fatal accident	11:21 AM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	S	
10	14	2008	Property damage only	8:44 AM	One stopped - from same direction	Daylight	Raining	Not Involved	Not Involved	None Indicated	Following too close	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	S	
1	17	2009	Property Damage Only Crash	10:22 AM	Both going straight - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Passed red light	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	W	
2	6	2009	Injury Crash	6:48 PM	One left turn - entering at angle	Dark (lighted)	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	CONSTITUTION AVE NE	SAN PEDRO DR NE	N	S	
3	17	2009	Property Damage Only Crash	9:00 PM	Head on collision - opposite direction	0	Not Stated	Not Involved	Not Involved	None Indicated	Excessive Speed	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	N	
4	9	2009	Property Damage Only Crash	6:51 PM	One left turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Passed red light	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	W	
4	9	2009	Property Damage Only Crash	6:50 PM	One right turn -from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Left of center	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	S	
4	16	2009	Property Damage Only Crash	12:00 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Excessive Speed	CONSTITUTION AVE NE	SAN PEDRO DR NE	N	N	
5	13	2009	Property Damage Only Crash	10:40 AM	Sideswipe collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper overtake	CONSTITUTION AVE NE	SAN PEDRO DR NE	E	E	
5	16	2009	Injury Crash	3:03 PM	Vehicle	Daylight	Clear	Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	W	N	
6	15	2009	Injury Crash	6:08 PM	One left turn - from opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	N	S	S
6	26	2009	Property Damage Only Crash	2:51 PM	One stopped - from same direction	Daylight	Raining	Not Involved	Not Involved	None Indicated	Too Fast For Conditions	CONSTITUTION AVE NE	SAN PEDRO DR NE	N	N	
6	27	2009	Property Damage Only Crash	12:30 PM	Both going straight - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Left of center	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	S	
7	24	2009	Injury Crash	7:59 AM	Cyclist struck vehicle	Daylight	Clear	Not Involved	Involved	None Indicated	Failure To Yield	CONSTITUTION AVE NE	SAN PEDRO DR NE	W	W	
8	4	2009	Property Damage Only Crash	8:53 PM	Sideswipe collision - same direction	Dark (lighted)	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	S	
8	14	2009	Property Damage Only Crash	9:00 AM	Rear end collision - same direction	Daylight	Raining	Not Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	S	
9	3	2009	Property Damage Only Crash	4:47 PM	Both going straight - from same direction	Daylight	Raining	Not Involved	Not Involved	None Indicated	Improper overtake	CONSTITUTION AVE NE	SAN PEDRO DR NE	S	S	
11	18	2009	Property Damage Only Crash	12:19 PM	Vehicle backing - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper lane change	CONSTITUTION AVE NE	SAN PEDRO DR NE	E	B	
1	12	2010	Injury Crash	4:00 PM	Sd-Rear End	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	North	North	
1	30	2010	Property Damage Only Crash	5:51 PM	Light Pole	Dark-Lighted	Clear	Not Involved	Not Involved	Cited For Dwi	Alcohol/Drug Involved	CONSTITUTION AVE NE	SAN PEDRO DR NE	South		
2	5	2010	Property Damage Only Crash	3:45 PM	Stopped Traffic	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	North	North	
3	17	2010	Property Damage Only Crash	5:19 PM	Od-1 Left Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	CONSTITUTION AVE NE	SAN PEDRO DR NE	North	South	
4	24	2010	Property Damage Only Crash	8:00 PM	Angle-Straight	Dark-Lighted	Clear	Not Involved	Not Involved	None Indicated	Poor Driving	CONSTITUTION AVE NE	SAN PEDRO DR NE	West	North	
5	1	2010	Injury Crash	4:01 PM	Od-1 Left Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	CONSTITUTION AVE NE	SAN PEDRO DR NE	South	North	
5	29	2010	Injury Crash	11:17 AM	Angle-Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	East	North	South
7	9	2010	Property Damage Only Crash	5:05 AM	Angle-Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	Poor Driving	CONSTITUTION AVE NE	SAN PEDRO DR NE	South	South	
8	2	2010	Property Damage Only Crash	4:26 PM	Sd-Both Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	Imp. Overtaking	CONSTITUTION AVE NE	SAN PEDRO DR NE	North	North	
8	2	2010	Property Damage Only Crash	4:15 PM	Sd-Sideswipe	Daylight	Clear	Not Involved	Not Involved	None Indicated	No Indication	CONSTITUTION AVE NE	SAN PEDRO DR NE	North	North	
8	6	2010	Property Damage Only Crash	11:42 AM	Overhead Wires	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	B		
8	9	2010	Property Damage Only Crash	3:02 PM	Sd-Both Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	South	South	
9	25	2010	Fatal Crash	7:09 PM	Light Pole	Dusk	Clear	Not Involved	Not Involved	Contr Factors	Alcohol/Drug Involved	CONSTITUTION AVE NE	SAN PEDRO DR NE	South		
10	17	2010	Property Damage Only Crash	5:14 PM	Leave Driveway	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper Turn	CONSTITUTION AVE NE	SAN PEDRO DR NE	South	South	
11	4	2010	Property Damage Only Crash	11:23 AM	Sd-Rear End	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NE	SAN PEDRO DR NE	North	North	
1	2	2009	Injury Crash	2:27 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	CONSTITUTION AVE NW	SAN PEDRO DR NE	N	N	N
Cagua Drive																
8	22	2009	Property Damage Only Crash	2:07 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Follow Too Close	CAGUA DR NE	SAN PEDRO DR NE	S	S	
10	20	2009	Injury Crash	10:33 AM	Sideswipe collision - opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	CAGUA DR NE	SAN PEDRO DR NE	N	W	
2	3	2009	Property Damage Only Crash	5:10 PM	Sideswipe collision - opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	CAGUA PL NE	SAN PEDRO DR NE	S	N	
2	5	2010	Property Damage Only Crash	8:08 PM	Od-Sideswipe	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper Turn	CAGUA PL NE	SAN PEDRO DR NE	North	South	
4	5	2010	Property Damage Only Crash	8:00 AM	Proper Park	Daylight	Clear	Not Involved	Not Involved	None Indicated	No Indication	CAGUA PL NE	SAN PEDRO DR NE	Unkn*	P	
Bellamah Avenue																
8	24	2008	Property damage only	11:00 PM	Backing from other than driveway	Dark (lighted)	Clear	Not Involved	Not Involved	None Indicated	Passed stop sign	BELLAMAH AVE NE	SAN PEDRO DR NE	W	B	
12	18	2009	Injury Crash	6:30 AM	Both going straight - from same direction	Dawn	Clear	Not Involved	Not Involved	None Indicated	Passed stop sign	BELLAMAH AVE NE	SAN PEDRO DR NE	N	N	W
11	15	2010	Property Damage Only Crash	1:52 AM	Angle-Straight	Other/Not Stated	Not Stated	Not Involved	Not Involved	None Indicated	Failure To Yield	BELLAMAH AVE NE	SAN PEDRO DR NE	North	West	
12	5	2010	Property Damage Only Crash	11:55 AM	Angle-Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	BELLAMAH AVE NE	SAN PEDRO DR NE	North	West	P
12	17	2010	Property Damage Only Crash	4:16 PM	Sd-Rear End	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	BELLAMAH AVE NE	SAN PEDRO DR NE	North	North	

Aspen Avenue

12	6	2009	Property Damage Only Crash	10:15 PM	Vehicle parked in proper location	Dark (not lighted)	Clear	Not Involved	Not Involved	None Indicated	No Indication	ASPEN AVE NE	SAN PEDRO DR NE	E	P	

Princess Jeanne Avenue

1	22	2008	Property damage only	12:05 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	PRINCESS JEANNE AVE NE	SAN PEDRO DR NE	S	S	
12	10	2009	Property Damage Only Crash	4:29 PM	Rear end collision - same direction	Dusk	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	PRINCESS JEANNE AVE NE	SAN PEDRO DR NE	S	S	
5	4	2010	Property Damage Only Crash	12:51 PM	Sd-Sideswipe	Daylight	Clear	Not Involved	Not Involved	None Indicated	Imp. Lane Change	PRINCESS JEANNE AVE NE	SAN PEDRO DR NE	South	South	
6	3	2010	Injury Crash	11:33 AM	Sd-One Left Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Excessive Speed	PRINCESS JEANNE AVE NE	SAN PEDRO DR NE	North	North	North

Hannett Avenue

2	19	2008	Non-fatal accident	1:07 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Excessive speed	HANNETT AVE NE	SAN PEDRO DR NE	S	S	S
3	14	2008	Property damage only	9:42 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Excessive speed	HANNETT AVE NE	SAN PEDRO DR NE	N	N	
5	21	2008	Non-fatal accident	5:15 PM	Rear end collision - same direction	Daylight	Wind	Not Involved	Not Involved	None Indicated	Driver inattention	HANNETT AVE NE	SAN PEDRO DR NE	N	N	
3	29	2009	Property Damage Only Crash	2:10 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Follow Too Close	HANNETT AVE NE	SAN PEDRO DR NE	N	N	
5	21	2009	Property Damage Only Crash	11:55 AM	One right turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper Turn	HANNETT AVE NE	SAN PEDRO DR NE	N	W	
5	21	2009	Property Damage Only Crash	11:45 AM	Sideswipe collision - opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper overtake	HANNETT AVE NE	SAN PEDRO DR NE	W	N	
8	4	2009	Property Damage Only Crash	4:15 PM	Both going straight - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Passed stop sign	HANNETT AVE NE	SAN PEDRO DR NE	N	W	
12	24	2009	Property Damage Only Crash	10:00 AM	One left turn - from opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	HANNETT AVE NE	SAN PEDRO DR NE	E	W	
4	21	2010	Injury Crash	12:40 PM	Sd-Rear End	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	HANNETT AVE NE	SAN PEDRO DR NE	North	North	
7	22	2010	Injury Crash	12:15 PM	U-Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper Turn	HANNETT AVE NE	SAN PEDRO DR NE	East	West	

Zimmerman Avenue

2	14	2008	Non-fatal accident	5:30 PM	Stopped in traffic - one car	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	ZIMMERMAN AVE NE	SAN PEDRO DR NE	S	S	S
2	28	2008	Property damage only	3:02 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	ZIMMERMAN AVE NE	SAN PEDRO DR NE	S	S	
4	4	2008	Property damage only	3:13 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	ZIMMERMAN AVE NE	SAN PEDRO DR NE	S	S	
5	10	2008	Property damage only	12:22 PM	Sideswipe collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	ZIMMERMAN AVE NE	SAN PEDRO DR NE	S	S	
7	22	2008	Property damage only	3:45 PM	One right turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure to yield	ZIMMERMAN AVE NE	SAN PEDRO DR NE	W	N	
9	13	2008	Property damage only	1:15 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	ZIMMERMAN AVE NE	SAN PEDRO DR NE	S	S	
5	19	2009	Property Damage Only Crash	5:25 PM	One right turn -from same direction	Dusk	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	ZIMMERMAN AVE NE	SAN PEDRO DR NE	N	N	
8	20	2010	Injury Crash	3:33 PM	Sd-Rear End	Daylight	Clear	Not Involved	Not Involved	None Indicated	Follow Too Close	ZIMMERMAN AVE NE	SAN PEDRO DR NE	South	South	

Haines Avenue

5	11	2008	Property damage only	12:32 PM	Stopped in traffic - one car	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	HAINES AVE NE	SAN PEDRO DR NE	S	S	
9	10	2008	Property damage only	1:50 PM	Vehicle backing - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper lane change	HAINES AVE NE	SAN PEDRO DR NE	E	E	
12	23	2008	Property damage only	12:44 AM	One left turn - entering at angle	Dark (lighted)	Clear	Not Involved	Not Involved	None Indicated	None	HAINES AVE NE	SAN PEDRO DR NE	E	S	
4	5	2009	Injury Crash	1:05 PM	Both going straight - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Follow Too Close	HAINES AVE NE	SAN PEDRO DR NE	N	N	
5	19	2009	Property Damage Only Crash	5:30 PM	Sideswipe collision - opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Passed stop sign	HAINES AVE NE	SAN PEDRO DR NE	N	E	
6	24	2009	Property Damage Only Crash	4:01 PM	Both going straight - from same direction	Daylight	Raining	Not Involved	Not Involved	None Indicated	Passed red light	HAINES AVE NE	SAN PEDRO DR NE	N	N	
9	1	2009	Property Damage Only Crash	3:04 PM	Sideswipe collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	HAINES AVE NE	SAN PEDRO DR NE	S	P	
11	7	2009	Property Damage Only Crash	2:45 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Follow Too Close	HAINES AVE NE	SAN PEDRO DR NE	N	N	
12	18	2009	Property Damage Only Crash	8:10 AM	One left turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Passed red light	HAINES AVE NE	SAN PEDRO DR NE	E	S	
1	8	2010	Property Damage Only Crash	6:45 PM	Od-1 Left Turn	Dark-Not Lighted	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	HAINES AVE NE	SAN PEDRO DR NE	South	North	
4	22	2010	Property Damage Only Crash	5:15 PM	Sd-One Stopped	Daylight	Raining	Not Involved	Not Involved	None Indicated	Road Defect	HAINES AVE NE	SAN PEDRO DR NE	South	South	Unkn*
4	27	2010	Property Damage Only Crash	6:09 PM	Sd-Both Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	Imp. Overtaking	HAINES AVE NE	SAN PEDRO DR NE	North	North	
6	30	2010	Property Damage Only Crash	3:42 PM	Od-1 Right Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	HAINES AVE NE	SAN PEDRO DR NE	East	North	
8	24	2010	Property Damage Only Crash	6:36 PM	Od-Sideswipe	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	HAINES AVE NE	SAN PEDRO DR NE	South	North	
10	16	2010	Property Damage Only Crash	2:13 PM	Angle-Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	None	HAINES AVE NE	SAN PEDRO DR NE	East	Unkn*	

Indian School Road / Taylor Avenue

1	3	2008	Property damage only	12:23 PM	Stopped in traffic - one car	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	S	S
2	8	2008	Property damage only	5:40 PM	One left turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper turn	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	S	
3	8	2008	Property damage only	1:35 PM	One left turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure to yield	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	E	N	
3	20	2008	Property damage only	6:45 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	N	
6	13	2008	Property damage only	7:02 PM	One left turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Passed red light	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	W	N	
7	31	2008	Non-fatal accident	6:00 PM	One stopped - from same direction	Dusk	Clear	Not Involved	Not Involved	None Indicated	Following too close	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	W	W	
8	14	2008	Property damage only	12:40 PM	One left turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	E	
9	29	2008	Non-fatal accident	6:29 PM	Crossed gore	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure to yield	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	E	S	
10	1	2008	Property damage only	11:31 AM	Both going straight - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	N	
11	18	2008	Non-fatal accident	4:17 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	S	
12	4	2008	Non-fatal accident	12:45 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	S	
12	9	2008	Non-fatal accident	2:18 AM	Sideswipe collision - same direction	Dark (lighted)	Clear	Not Involved	Not Involved	None Indicated	Following too close	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	S	
12	10	2008	Property damage only	5:15 PM	One right turn - entering at angle	Dusk	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	N	
12	19	2008	Property damage only	1:50 AM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	N	N
1	28	2009	Property Damage Only Crash	1:30 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	N	
1	30	2009	Injury Crash	5:11 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	S	S
2	13	2009	Injury Crash	4:55 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	N	N
3	16	2009	Property Damage Only Crash	9:45 AM	Vehicle backing - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	E	E	
3	19	2009	Injury Crash	3:04 PM	One left turn - from opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	S	
4	15	2009	Property Damage Only Crash	12:01 PM	One left turn - from opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	N	
4	17	2009	Property Damage Only Crash	5:00 PM	One stopped - from same direction	Daylight	Raining	Not Involved	Not Involved	None Indicated	Improper lane change	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	S	
4	26	2009	Property Damage Only Crash	1:55 PM	Rear end collision - same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	N	
5	15	2009	Property Damage Only Crash	12:45 PM	Stopped in traffic - one car	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	N	
9	20	2009	Injury Crash	1:11 PM	One left turn - from opposite direction	Daylight	Clear	Not Involved	Not Involved	Cited For Dwi	Alcohol/Drug Involved	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	N	
10	5	2009	Property Damage Only Crash	2:50 PM	One left turn - entering at angle	Daylight	Clear	Not Involved	Not Involved	None Indicated	Improper lane change	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	S	S	
10	12	2009	Injury Crash	2:00 PM	Both turning left - from opposite direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Excessive Speed	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	N	S	
10	27	2009	Property Damage Only Crash	9:50 PM	Vehicle backing - from same direction	Dark (lighted)	Clear	Not Involved	Not Involved	None Indicated	Improper driving	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	W	B	
1	26	2010	Property Damage Only Crash	11:31 AM	Od-1 Left Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	North	South	
1	29	2010	Property Damage Only Crash	6:27 PM	Sd-Sideswipe	Dark-Lighted	Clear	Not Involved	Not Involved	None Indicated	Imp. Overtaking	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	South	South	
2	4	2010	Injury Crash	11:00 AM	U-Turn	Daylight	Clear	Not Involved	Not Involved	Contr Factors	Alcohol/Drug Involved	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	West	West	
4	6	2010	Injury Crash	11:45 AM	Angle-Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	Red Light Running	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	East	West	North
4	21	2010	Property Damage Only Crash	3:00 PM	Sd-Rear End	Daylight	Clear	Not Involved	Not Involved	None Indicated	Follow Too Close	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	South	South	
6	18	2010	Injury Crash	5:23 PM	Od-1 Left Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Failure To Yield	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	North	South	
8	20	2010	Property Damage Only Crash	8:24 AM	Sd-One Stopped	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	North	North	
9	4	2010	Injury Crash	6:30 PM	Sd-One Stopped	Daylight	Clear	Not Involved	Not Involved	None Indicated	Follow Too Close	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	West	West	
10	15	2010	Injury Crash	6:31 PM	Sd-One Stopped	Dusk	Clear	Not Involved	Not Involved	None Indicated	Other-No Error	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	South	South	South
10	22	2010	Property Damage Only Crash	3:13 PM	Sd-Both Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	Red Light Running	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	North	East	
11	7	2010	Property Damage Only Crash	5:27 PM	Sd-One Stopped	Dusk	Clear	Not Involved	Not Involved	None Indicated	None	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	South	South	
11	7	2010	Property Damage Only Crash	5:27 PM	Sd-Rear End	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	South	North	Unkn*
11	20	2010	Property Damage Only Crash	1:39 PM	Od-1 Left Turn	Daylight	Clear	Not Involved	Not Involved	None Indicated	Driver Inattention	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	North	North	
12	31	2010	Property Damage Only Crash	4:00 PM	Sd-Both Straight	Daylight	Clear	Not Involved	Not Involved	None Indicated	Red Light Running	INDIAN SCHOOL RD NE	SAN PEDRO DR NE	North	North	
3	24	2008	Property damage only	3:10 PM	One stopped - from same direction	Daylight	Clear	Not Involved	Not Involved	None Indicated	Following too close	TAYLOR AVE NE	SAN PEDRO DR NE	N	N	
2	3	2009	Property Damage Only Crash	3:40 PM	Vehicle parked in proper location	Daylight	Clear	Not Involved	Not Involved	None Indicated	Other - no driver error	TAYLOR AVE NE	SAN PEDRO DR NE	N	P	

Corridor Crash Cluster Maps

PARSONS BRINCKERHOFF

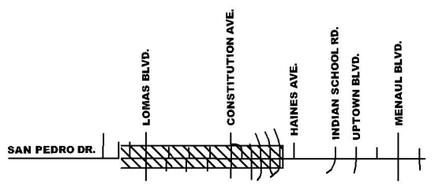
200 0 200

SCALE: 1"=200'

LEGEND

- F# FIXED OBJECT
- A# ANGLE
- H# HEAD ON
- L# LEFT TURN
- R# RIGHT TURN
- O# OTHER
- P# PARKED
- D# DRIVEWAY
- RE# REAR END
- S# SIDESWIPE
- PC# PEDESTRIAN OR CYCLIST

KEY MAP



SAN PEDRO DRIVE BIKE FACILITY EVALUATION

200 0 200

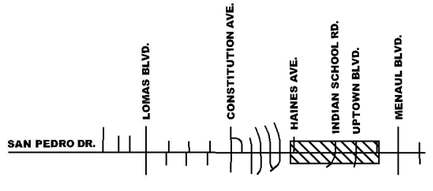
SCALE: 1"=200'

PARSONS BRINCKERHOFF

LEGEND

- F# FIXED OBJECT
- A# ANGLE
- H# HEAD ON
- L# LEFT TURN
- R# RIGHT TURN
- O# OTHER
- P# PARKED
- D# DRIVEWAY
- RE# REAR END
- S# SIDESWIPE
- PC# PEDESTRIAN OR CYCLIST

KEY MAP



SAN PEDRO DRIVE BIKE FACILITY EVALUATION

Appendix J: Estimated of Probable Project Costs

Estimate of Probable Project Costs
San Pedro Drive - Full Road Diet Conversion (Lomas to I-40 Only)

The Full Road Diet Conversion alternative proposes to implement a road diet section (3-lane) within the existing roadway section between the existing curb line from Lomas Boulevard to I-40. The roadway section north of I-40 would remain as is. The alternative includes a raised median with refuge at Mountain Road.

City of Albuquerque Project 5015.10

4/4/2014

ITEM NUMBER	LONG DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL COST
	Construction				
4.010	Construction Staking, compl.	LS	$1,500.00	1	$1,500.00
4.020	Construction Surveying, compl.	LS	$1,500.00	1	$1,500.00
6.050	Construction Mobilization, compl.	LS	$10,000.00	1	$10,000.00
19.010	Construction Traffic Control & Barricading,	LS	$2,500.00	1	$2,500.00
30.010	Flood Protection, compl.	LS	$500.00	1	$500.00
	Subtotal of Construction Items				**$16,000.00**
	Roadway				
116.020	Placement Arterial Asphalt Concrete, 2 inch lift, cip.	SY	2.15	900	$1,935.00
301.020	Subgrade Prep. 12" at 95% compaction, cip.	SY	2.00	300	$600.00
302.010	Aggregate Base Course, crushed, 6" at 95% compaction, cip. SD 2408	SY	6.93	300	$2,079.00
340.010	Sidewalk, 4" thick, Portland Cement Concrete, incl. subgrade compaction, cip.	SY	40.09		$0.00
340.023	Wheelchair Access Ramp, 4" PCC, Std. Curb., cip. SD 2418	SY	48.10		$0.00
340.050	Curb & Gutter, Standard, Portland Cement Concrete, incl. subgrade preparation, cip.	LF	20.31		$0.00
340.060	Concrete, cip. SD 2408	LF	19.49	500	$9,745.00
	Subtotal of Roadway Items				**$14,359.00**
	Removals				
343.030	Existing Pavement, Asphalt Concrete, more than 4" thick, sawcut, remove & dispose, compl.	SY	9.51	300	$2,853.00
343.080	Existing Curb & Gutter or Valley Gutter, PC Concrete ,remove & dispose, compl.	LF	6.42		$0.00
343.085	& dispose	SY	9.34		$0.00
	Subtotal of Removals Items				**$2,853.00**
	Signing and Striping				
441.001	Reflectorized Plastic Pavement Markings, 4" width, cip.	LF	0.46	29,000	$13,340.00
441.003	Reflectorized Plastic Pavement Markings, 8" width, cip.	LF	0.92	1,250	$1,150.00
441.005	Reflectorized Plastic Pavement Markings, 24" width, cip.	LF	2.76	3,125	$8,625.00
441.010	Reflectorized Plastic Arrow, Right, cip.	EA	108.60	4	$434.40
441.011	Reflectorized Plastic Arrow, Left, cip.	EA	129.17	26	$3,358.42
441.020	Reflectorized Plastic Word, Only, cip.	EA	155.49	10	$1,554.90
443.101	Removal of Pavement Stripe, any width,	LF	0.87	19,000	$16,530.00
443.102	Removal of Pavement Arrow, Symbol, or	EA	53.19	25	$1,329.75
450.001	Aluminum Panel Sign, cip,	SF	18.48	75	$1,386.00
450.010	Square Tube Steel Posts & Base Posts for Aluminum Panel Sign, cip.	LF	10.45	160	$1,672.00
	Subtotal of Signing and Striping Items				**$49,380.47**

Subtotal of Construction Items	**$82,600.00**
Contingency (30%)	$24,780.00
Small Project (15%)	$12,390.00
Engineering & Design (6%)	$4,956.00
TOTAL Estimate of Probable Project Cost	**$124,800.00**

PARSONS BRINCKERHOFF

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Suite 700
Albuquerque, New Mexico 87110