

Appendix A

Bridge Inspection Reports

New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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Bridge Number: 000000000008637
Inspection Date (90): 7/8/2008

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 98
(4) Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 07/08/2010
(7) Facility I-25 SBL (11) Mile Post = 275.700 mi		Patrol No. √ 599 Overpass Bridge I-25 (45-4	Deficiency Status Not Deficient
(49) Structure Length = 221.1 ft		(19) Detour Length = 0.0 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic		(28A) Lanes on = 2	(28B) Lanes Under = 4
(41) Posting status = A Open, no restriction		(34) Skew = 0.00 °	(35) Structure Flared 0 No flare
(9) Location = I-25 MM 276.0			
(6) Feature Intersected = NM 599			
DESCRIPTION: Maintenance Responsibility: State, Patrol 45-46, Santa Fe Location: I-25 mile marker 276.0 or the junction of I-25 and NM 599. Description: 3 continuous spans of 46', 126' and 46'. 4 CIP concrete rigid K frames, CIP concrete deck sealed with HMWM, concrete stub abutments and concrete pedestals on steel H piles.			
(113) Scour Critical = N Not Over Waterway		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 15,739		(109) Truck ADT = 22 %	(30) Year of ADT = 2007
(16) Latitude = 35d 35' 24"		(17) Longitude = 106d 03' 42"	(27) Year Built = 1990
(26) Functional Class = 01 Rural Interstate		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 42.0 ft		(52) Width Out to Out = 44.9 ft	
(50A) Curb/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 41.0 ft (w/ shoulders)		(100) Defense Highway = 1 Interstate STRAHNET	
		(101) Parallel Structure = Left of bridge	
<div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <div style="border: 1px solid black; padding: 2px; display: inline-block;">Team Leader</div> <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-left: 10px;">Date</div> </div> <div style="width: 45%;"> <div style="border: 1px solid black; padding: 2px; display: inline-block;">Reviewed By</div> <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-left: 10px;">Date</div> </div> </div>			

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New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing Prefix=1 Interstate Hwy	(114) Future ADT=24,796
(5C) Level of Service =1 Mainline	(5E) Direction Suffix = 3 South	(115) Year of Future ADT=2027
(104) Highway System :1 On the NHS	(42B)Type Service under=1 Highway	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 07/08/2008	Next Elem. Insp. Due = 07/08/2010	Next FC Inspection NA
(45) Number of Spans Main Unit = 3		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 2 Concrete Continuov		(43B) Main Span Material/Design = 07 Frame
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforci
(108A) Wearing Surface = 1 Monolithic Concrete		(108B) Membrane = 0 None
(53)Minimum Vertical Clearance Over Bridge =328.1 ft		(49) Structure Length = 221.1 ft
(54B) Minimum Vertical Underclearance = 18.8 ft		(48) Length Max Span = 126.0 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Undrclearance R = 51.8 ft		(56) Minimum Lateral Undrclearance L = 40.7 ft
Deck Area = 9,935.1 sq. ft	(106) Year Reconstructed =Unknown	(33) Median =1 Open median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = N N/A (NBI)
Super (59) = 7 Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) = 8 Desirable Criteria
Waterway Adequacy (71) = N Not applicable	Approach Alignment (72) = 8 Equal Desirable Criteria
Scour Critical (113) = N Not Over Waterway	
Underclearance, Vertical and Horizontal (69) = 9	

New Mexico Department Of Transportation	Bridge Inspection Report
Bridge Management Section	

Bridge Number: 00000000008638

Inspection Date (90): 7/7/2008

NMDOT District No. = District 5	(3) County = 49 SANTA FE	Sufficiency Rating = 94.4
(4) Town/City = Santa Fe	(91) Frequency = 24 months	Next Inspection = 07/07/2010
(7) Facility I-25 NBL (11) Mile Post = 275.700 mi	Patrol No. M 599 Overpass Bridge I-25 (45-4	Deficiency Status Not Deficient
(49) Structure Length = 221.1 ft	(19) Detour Length = 3.1 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 2	(28B) Lanes Under = 4
(41) Posting status = A Open, no restriction	(34) Skew = 0.00 °	(35) Structure Flared 0 No flare
(9) Location = I-25 MM 276.0		
(6) Feature Intersected = NM 599		
<p>DESCRIPTION:</p> <p>Maintenance Responsibility: Patrol 45-46 Santa Fe</p> <p>Location: I-25 mile marker 276.0 or the junction of I-25 and NM 599.</p> <p>Description: 3 continuous spans of 46', 126' and 46'. 4 CIP concrete rigid K frames, CIP concrete deck sealed with HMWM. concrete stub abutments and concrete pedestals on steel H piles.</p>		
(113) Scour Critical = N Not Over Waterway	(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 15,255	(109) Truck ADT = 22 %	(30) Year of ADT = 2007
(16) Latitude = 35d 35' 24"	(17) Longitude = 106d 03' 42"	(27) Year Built = 1990
(26) Functional Class = 01 Rural Interstate		(104) Highway System = 1 On the NHS
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency
(37) Historical Significance = 5 Not eligible for NRHP		(42A) Type of Service on = 1 Highway
(51) Width Curb to Curb = 42.0 ft		(52) Width Out to Out = 44.9 ft
(50A) Curb/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft
(32) Approach Roadway Width = 41.0 ft (w/ shoulders)		(100) Defense Highway = 1 Interstate STRAHNET
		(101) Parallel Structure = Right of bridge

Team Leader

Date

Reviewed By

Date

Bridge Number: 00000000008638

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New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing Prefix=1 Interstate Hwy	(114) Future ADT=23,897
(5C) Level of Service =1 Mainline	(5E) Direction Suffix = 1 North	(115) Year of Future ADT=2027
(104) Highway System =1 On the NHS	(42B)Type Service under= 1 Highway	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 07/07/2008	Next Elem. Insp. Due = 07/07/2010	Next FC Inspection NA
(45) Number of Spans Main Unit = 3		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 2 Concrete Continuous		(43B) Main Span Material/Design = 07 Frame
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforcing
(108A) Wearing Surface = 1 Monolithic Concrete		(108B) Membrane = 0 None
(53)Minimum Vertical Clearance Over Bridge =328.1 ft		(49) Structure Length = 221.1 ft
(54B) Minimum Vertical Underclearance = 18.8 ft		(48) Length Max Span = 126.0 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath structure		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath structure		
(55) Minimum Lateral Underclearance R = 47.9 ft		(56) Minimum Lateral Underclearance L = 41.0 ft
Deck Area = 9,935.1 sq. ft	(106) Year Reconstructed =Unknown	(33) Median = 1 Open median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = N N/A (NBI)
Super (59) = 7 Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) = 8 Desirable Criteria
Waterway Adequacy (71) = N Not applicable	Approach Alignment (72) = 8 Equal Desirable Criteria
Scour Critical (113) = N Not Over Waterway	
Underclearance, Vertical and Horizontal (69) = 9	

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

Bridge Number: 000000000008642

Inspection Date (90): 10/11/2007

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 99.4
(4) Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 10/11/2009
(7) Facility NM 599 (11) Mile Post = 4.002 mi		Patrol No. Santa Fe River Bridge (45-46)	Deficiency Status Not Deficient
(49) Structure Length = 167.0 ft		(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic		(28A) Lanes on = 2	(28B) Lanes Under = 0
(41) Posting status = A Open, no restriction		(34) Skew = 25.00 °	(35) Structure Flared 0 No flare
(9) Location = 4.0 miles NE of NM 14			
(6) Feature Intersected = SANTA FE RIVER			
<p>DESCRIPTION: Maintenance Responsibility: Santa Fe Patrol 45-46.</p> <p>Location: Four (4) miles Northeast of the junction of NM 14 and NM 599 at mile marker four (4) on NM 599.</p> <p>Description: Five (5) continuous spans at 28', 36', 36', 36', 28' slab bridge deck. CIP concrete deck, concrete abutments, concrete pier caps and steel 'U' piles with a concrete web wall. Project # = 01-1-1-0107-01</p>			
(113) Scour Critical = 8 Stable Above Footing		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 6,017		(109) Truck ADT = 11 %	(30) Year of ADT = 2006
(16) Latitude = 35d 38' 00"		(17) Longitude = 106d 04' 00"	(27) Year Built = 1991
(26) Functional Class = 14 Urban Other Princ		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 49.2 ft		(52) Width Out to Out = 49.9 ft	
(50A) Curb/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 48.9 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = Left of bridge	

Team Leader

Date

Reviewed By

Date

Bridge Number: 000000000008642

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New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 3 State Hwy	(114) Future ADT = 7,978
(5C) Level of Service = 3 Bypass	(5E) Direction Suffix = 4 West	(115) Year of Future ADT = 2026
(104) Highway System = 1 On the NHS	(42B) Type Service under = 5 Waterway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 10/11/2007	Next Elem. Insp. Due = 10/11/2009	Next FC Inspection = NA
(45) Number of Spans Main Unit = 5		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 2 Concrete Continuous		(43B) Main Span Material/Design = 01 Slab
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforcing
(108A) Wearing Surface = 1 Monolithic Concrete		(108B) Membrane = 0 None
(53) Minimum Vertical Clearance Over Bridge = 324.8 ft		(49) Structure Length = 167.0 ft
(54B) Minimum Vertical Underclearance = 0.0 ft		(48) Length Max Span = 36.0 ft
(54A) Minimum Vertical Underclearance Reference = N Feature not hwy or RR		
(55A) Minimum Lateral Underclearance Reference R = N Feature not hwy or RR		
(55) Minimum Lateral Underclearance R = 0.0 ft		(56) Minimum Lateral Underclearance L = 0.0 ft
Deck Area = 8,342. sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 0 No median
TRAFFIC SAFETY FEATURES		
Bridge Rail (36A) = 1 Meets Standards Approach Rail (36C) = 1 Meets Standards Transition (36B) = 1 Meets Standards Approach Rail Ends (36D) = 0 Substandard		
CONDITION		
Deck (58) = 7 Good Channel/Channel Protection (61) = 8 Protected Super (59) = 7 Good Culvert (62) = N N/A (NBI) Sub (60) = 7 Good		
APPRAISAL		
Str. Evaluation (67) = 7 Deck Geometry (68) = 9 Above Desirable Crit Waterway Adequacy (71) = 8 Equal Desirable Approach Alignment (72) = 9 Above Desirable Crit Scour Critical (113) = 8 Stable Above Footing Underclearance, Vertical and Horizontal (69) = N		

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

Bridge Number: 000000000008643 Inspection Date (90): 10/11/2007

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 95.4
(4) Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 10/11/2009
(7) Facility NM 599 /NBL (11) Mile Post = 4.002 mi		Patrol No. Santa Fe River Bridge (45-46)	Deficiency Status Not Deficient
(49) Structure Length = 167.0 ft		(19) Detour Length = 9.9 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic		(28A) Lanes on = 2	(28B) Lanes Under = 0
(41) Posting status = A Open, no restriction		(34) Skew = 25.00 °	(35) Structure Flared 0 No flare
(9) Location = 4 Mi. NE of Jct. NM14/599			
(6) Feature Intersected = SANTA FE RIVER			
DESCRIPTION: Maintenance Responsibility: Patrol 45-46 Santa Fe. Location: 4.0 miles Northeast of the Jct. N.M. 14 and N.M. 599 at milepost 4.0 on N.M. 599. Description: 5 continuous spans at 28', 36', 36', 36', 28' concrete slab deck. CIP concrete deck, concrete abutments, and concrete pier caps with steel 'H' piles with concrete web walls.			
(113) Scour Critical = 8 Stable Above Footing		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 6,191		(109) Truck ADT = 11 %	(30) Year of ADT = 2006
(16) Latitude = 35d 38' 00"		(17) Longitude = 106d 04' 00"	(27) Year Built = 1991
(26) Functional Class = 14 Urban Other Princ		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 42.3 ft		(52) Width Out to Out = 49.9 ft	
(50A) Curb/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 42.0 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = Right of bridge	

Team Leader

Date

Reviewed By

Date

New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing Prefix=3 State Hwy	(114) Future ADT=8,209
(5C) Level of Service =3 Bypass	(5E) Direction Suffix = 2 East	(115) Year of Future ADT=2026
(104) Highway System :1 On the NHS	(42B)Type Service under=5 Waterway	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 10/11/2007	Next Elem. Insp. Due = 10/11/2009	Next FC Inspection NA
(45) Number of Spans Main Unit = 5		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 2 Concrete Continuov		(43B) Main Span Material/Design = 01 Slab
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforci
(108A) Wearing Surface = 1 Monolithic Concrete		(108B) Membrane = 0 None
(53)Minimum Vertical Clearance Over Bridge =324.8 ft		(49) Structure Length = 167.0 ft
(54B) Minimum Vertical Underclearance = 0.0 ft		(48) Length Max Span = 36.1 ft
(54A) Minimum Vertical Underclearance Reference = N Feature not hwy or RR		
(55A) Minimum Lateral Underclearance Reference R = N Feature not hwy or RR		
(55) Minimum Lateral Undrclearance R = 0.0 ft		(56) Minimum Lateral Undrclearance L =0.0 ft
Deck Area = 8,331.3 sq. ft	(106) Year Reconstructed =Unknown	(33) Median =0 No median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = 8 Protected
Super (59) = 7 Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) = 9 Above Desirable Crit
Waterway Adequacy (71) = 8 Equal Desirable	Approach Alignment (72) = 8 Equal Desirable Crit
Scour Critical (113) = 8 Stable Above Footing	
Underclearance, Vertical and Horizontal (69) = N	

New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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Bridge Number: 00000000008915
Inspection Date (90): 3/12/2008

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 99.1
(4) Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 03/12/2010
(7) Facility NM 599 (11) Mile Post = 7.401 mi		Patrol No. Via Abajo Bridge (45-46)	Deficiency Status Not Deficient
(49) Structure Length = 89.9 ft		(19) Detour Length = 1.9 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic		(28A) Lanes on = 2	(28B) Lanes Under = 2
(41) Posting status = A Open, no restriction		(34) Skew = 20.00 °	(35) Structure Flared 0 No flare
(9) Location = 4 mile east of the Jct			
(6) Feature Intersected = VIA ABAJO			
DESCRIPTION: Maintenance Responsibility: NMDOT, Patrol 45-46, Santa Fe. Location: Four miles East of the Junction Airport Road and N.M. 599 at Interchange with Via Abajo at milepost 7.4 on N.M. 599 Southbound. Description: 1 simple span at 92' 8.25' with prestressed type 54 AASHTO concrete girders, CIP concrete deck, on concrete abutments, with concrete wingwalls.			
(113) Scour Critical = N Not Over Waterway		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 6,279		(109) Truck ADT = 10 %	(30) Year of ADT = 2007
(16) Latitude = 35d 40' 02"		(17) Longitude = 106d 01' 22"	(27) Year Built = 2001
(26) Functional Class = 14 Urban Other Princ		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 44.6 ft		(52) Width Out to Out = 46.6 ft	
(50A) Curb/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 44.9 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = Left of bridge	
<div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <div style="border: 1px solid black; padding: 2px; display: inline-block;">Team Leader</div> <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-left: 10px;">Date</div> </div> <div style="width: 45%;"> <div style="border: 1px solid black; padding: 2px; display: inline-block;">Reviewed By</div> <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-left: 10px;">Date</div> </div> </div>			

Bridge Number: 00000000008915
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(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing Prefix=3 State Hwy	(114) Future ADT=8,184
(5C) Level of Service =3 Bypass	(5E) Direction Suffix = 3 South	(115) Year of Future ADT=2026
(104) Highway System =1 On the NHS	(42B)Type Service under=1 Highway	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 03/12/2008	Next Elem. Insp. Due = 03/12/2010	Next FC Inspection NA
(45) Number of Spans Main Unit = 1		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concret		(43B) Main Span Material/Design = 02 Stringer/Girder
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforci
(108A) Wearing Surface = 4 Low Slump Concret		(108B) Membrane = 0 None
(53)Minimum Vertical Clearance Over Bridge =328.1 ft		(49) Structure Length = 89.9 ft
(54B) Minimum Vertical Underclearance = 19.5 ft		(48) Length Max Span = 89.9 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Underclearance R = 18.0 ft		(56) Minimum Lateral Underclearance L = 18.0 ft
Deck Area = 4,187.2 sq. ft	(106) Year Reconstructed =Unknown	(33) Median =0 No median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = N N/A (NBI)
Super (59) = 7 Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) =9 Above Desirable Crit
Waterway Adequacy (71) = N Not applicable	Approach Alignment (72) 8 Equal Desirable Crit
Scour Critical (113) =N Not Over Waterway	
Underclearance, Vertical and Horizontal (69) = 9	

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

Bridge Number: 000000000008916 **Inspection Date (90): 3/12/2008**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = .99.1
(4) Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 03/12/2010
(7) Facility NM 599 (11) Mile Post = 7.401 mi		Patrol No. Via Abajo Bridge (45-46)	Deficiency Status Not Deficient
(49) Structure Length = 92.2 ft		(19) Detour Length = 1.9 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic		(28A) Lanes on = 2	(28B) Lanes Under = 2
(41) Posting status = A Open, no restriction		(34) Skew = 20.00 °	(35) Structure Flared 0 No flare
(9) Location = 4 miles North of the Jct.			
(6) Feature Intersected = VIA ABAJO			
<p>DESCRIPTION: Maintenance Responsibility: Patrol 45-46, Santa Fe.</p> <p>Location: Four miles North of the Junction Airport Road and N.M. 599 at milepost 7.4 at Via Abajo on N.M. 599 Northbound.</p> <p>Description: 1 simple span at 92' 8.25'. AASHTO Type 54 prestressed concrete girders, CIP concrete deck, on concrete abutments, with concrete wingwalls.</p>			
(113) Scour Critical = N Not Over Waterway		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 6,390		(109) Truck ADT = 10 %	(30) Year of ADT = 2007
(16) Latitude = 35d 40' 02"		(17) Longitude = 106d 01' 22"	(27) Year Built = 2001
(26) Functional Class = 14 Urban Other Princ		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 41.0 ft		(52) Width Out to Out = 45.9 ft	
(50A) Curb/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 41.0 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = Left of bridge	

Team Leader

Date

Reviewed By

Date

Bridge Number: 000000000008916

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New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 3 State Hwy	(114) Future ADT = 8,328
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 1 North	(115) Year of Future ADT = 2027
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 03/12/2008	Next Elem. Insp. Due = 03/12/2010	Next FC Inspection = NA
(45) Number of Spans Main Unit = 1		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(43B) Main Span Material/Design = 02 Stringer/Girder
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforcing
(108A) Wearing Surface = 4 Low Slump Concrete		(108B) Membrane = 0 None
(53) Minimum Vertical Clearance Over Bridge = 328.1 ft		(49) Structure Length = 92.2 ft
(54B) Minimum Vertical Underclearance = 17.2 ft		(48) Length Max Span = 92.2 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath structure		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath structure		
(55) Minimum Lateral Underclearance R = 18.0 ft		(56) Minimum Lateral Underclearance L = 18.0 ft
Deck Area = 4,230.2 sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 0 No median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = N N/A (NBI)
Super (59) = 7 Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) = 7 Above Min Criteria
Waterway Adequacy (71) = N Not applicable	Approach Alignment (72) = 8 Equal Desirable Criteria
Scour Critical (113) = N Not Over Waterway	
Underclearance, Vertical and Horizontal (69) = 9	

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

Bridge Number: 000000000008949 **Inspection Date (90):** 3/12/2008

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 100
(4) Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 03/12/2010
(7) Facility RIDGETOP ROAD (11) Mile Post = 0.001 mi		Patrol No. Ridgetop Road Bridge (45-57)	Deficiency Status Not Deficient
(49) Structure Length = 174.2 ft		(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 2 2-way traffic		(28A) Lanes on = 2	(28B) Lanes Under = 4
(41) Posting status = A Open, no restriction		(34) Skew = 0.00 °	(35) Structure Flared 0 No flare
(9) Location = .5 miles south of the Jc			
(6) Feature Intersected = NM 599			
<p>DESCRIPTION: Maintenance Responsibility: NMDOT, Patrol 45-57, Cuyamungue.</p> <p>Location: 0.5 miles West of the Junction US-84/285 and N.M. 599 at Ridgetop Road over N.M. 599 NB/SB at milepost 13.1.</p> <p>Description: 2 spans continuous at 85' each with 170' total, type 54 prestressed AASTHO concrete girders, CIP concrete deck, concrete abutments, concrete pier wall.</p>			
(113) Scour Critical = N Not Over Waterway		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 329		(109) Truck ADT = 1 %	(30) Year of ADT = 2007
(16) Latitude = 35d 43' 00"		(17) Longitude = 105d 56' 55"	(27) Year Built = 2001
(26) Functional Class = 19 Urban Local		(104) Highway System = 0 Not on NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 40.4 ft		(52) Width Out to Out = 41.0 ft	
(50A) Curb/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 40.4 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = No bridge exists	

Team Leader

Date

Reviewed By

Date

New Mexico Department Of Transportation	Bridge Inspection Report
Bridge Management Section	

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing Prefix=3 State Hwy	(114) Future ADT=330
(5C) Level of Service =8 Service Road	(5E) Direction Suffix = 0 N/A (NBI)	(115) Year of Future ADT=2027
(104) Highway System =0 Not on NHS	(42B)Type Service under= 1 Highway	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 03/12/2008	Next Elem. Insp. Due = 03/12/2010	Next FC Inspection NA
(45) Number of Spans Main Unit = 2		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 6 P/S Conc Continuous		(43B) Main Span Material/Design = 02 Stringer/Girder
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforcing
(108A) Wearing Surface = 4 Low Slump Concrete		(108B) Membrane = 0 None
(53)Minimum Vertical Clearance Over Bridge =328.1 ft		(49) Structure Length = 174.2 ft
(54B) Minimum Vertical Underclearance = 17.0 ft		(48) Length Max Span = 85.0 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath structure		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath structure		
(55) Minimum Lateral Underclearance R = 52.2 ft		(56) Minimum Lateral Underclearance L = 53.8 ft
Deck Area = 7,147.2 sq. ft	(106) Year Reconstructed =Unknown	(33) Median =0 No median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = N N/A (NBI)
Super (59) = 7 Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) = 9 Above Desirable Crit
Waterway Adequacy (71) = N Not applicable	Approach Alignment (72) = 8 Equal Desirable Crit
Scour Critical (113) = N Not Over Waterway	
Underclearance, Vertical and Horizontal (69) = 9	

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

Bridge Number: 000000000008950 Inspection Date (90): 3/13/2008

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 99.3
(4) Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 03/13/2010
(7) Facility NM 599 SB (11) Mile Post = 13.984 mi		Patrol No. Camino Rincon Bridge (45-57)	Deficiency Status Not Deficient
(49) Structure Length = 160.1 ft		(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic		(28A) Lanes on = 2	(28B) Lanes Under = 2
(41) Posting status = A Open, no restriction		(34) Skew = 6.00 °	(35) Structure Flared 0 No flare
(9) Location = .1 mi West of Jct. US 84/			
(6) Feature Intersected = CAMINO RINCON			
<p>DESCRIPTION: Maintenance Responsibility: NMDOT, Patrol 45-57: Cuyamungue.</p> <p>Location: Junction N.M. 599 SBL at milepost 13.5 intersecting Camino Rincon.</p> <p>Description: 2 simple spans at 72' and 82.8', CIP concrete deck with epoxy coated rebar, 2 ea. approach slabs, 5 lines of AASHTO Type 54 prestressed concrete girders, pier cap on pier wall, R/C abutments, concrete slope paving and concrete barrier railing.</p>			
(113) Scour Critical = 8 Stable Above Footing		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 7,728		(109) Truck ADT = 16 %	(30) Year of ADT = 2007
(16) Latitude = 35d 42' 54"		(17) Longitude = 105d 56' 36"	(27) Year Built = 2001
(26) Functional Class = 14 Urban Other Princ		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 44.0 ft		(52) Width Out to Out = 45.6 ft	
(50A) Curb/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 44.0 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = Right of bridge	

Team Leader

Date

Reviewed By

Date

Bridge Number: 000000000008950

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New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 3 State Hwy	(114) Future ADT = 10,073
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 3 South	(115) Year of Future ADT = 2027
(104) Highway System = 1 On the NHS	(42B) Type Service under = 6 Highway-w	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 03/13/2008	Next Elem. Insp. Due = 03/13/2010	Next FC Inspection = NA
(45) Number of Spans Main Unit = 2		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(43B) Main Span Material/Design = 02 Stringer/Girder
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforcing
(108A) Wearing Surface = 1 Monolithic Concrete		(108B) Membrane = 0 None
(53) Minimum Vertical Clearance Over Bridge = 328.1 ft		(49) Structure Length = 160.1 ft
(54B) Minimum Vertical Underclearance = 15.5 ft		(48) Length Max Span = 82.0 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath structure		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath structure		
(55) Minimum Lateral Underclearance R = 15.7 ft		(56) Minimum Lateral Underclearance L = 15.7 ft
Deck Area = 7,297.9 sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 1 Open median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = 8 Protected
Super (59) = 7 Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) = 9 Above Desirable Crit
Waterway Adequacy (71) = 8 Equal Desirable	Approach Alignment (72) = 8 Equal Desirable Crit
Scour Critical (113) = 8 Stable Above Footing	
Underclearance, Vertical and Horizontal (69) = 6	

New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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Bridge Number: 000000000008951
Inspection Date (90): 3/18/2008

NMDOT District No. = District 5	(3) County = 49 SANTA FE	Sufficiency Rating = 99.3
(4) Town/City = Santa Fe	(91) Frequency = 24 months	Next Inspection = 03/18/2010
(7) Facility NM 599 NBL (11) Mile Post = 13.384 mi	Patrol No. Camino Rincon Bridge (45-57)	Deficiency Status Not Deficient
(49) Structure Length = 157.5 ft	(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 2	(28B) Lanes Under = 2
(41) Posting status = A Open, no restriction	(34) Skew = 6.00 °	(35) Structure Flared 0 No flare
(9) Location = 0.1 mi. W of Jct. US 84/2		
(6) Feature Intersected = CAMINO RINCON		
DESCRIPTION: Maintenance Responsibility: State, Patrol 45-57, Cuyamungue. Location: N.M. 599 at milepost 13.5 intersecting Camino Rincon on N.M. 599 NBL at milepost 13.484. Description: 2 simple spans at 72' and 83', CIP concrete deck with coated rebar, 2 ea. approach slabs, 5 lines of type 54 AASHTO prestressed concrete girders, concrete abutments, concrete pier cap on concrete pier wall and concrete barrier railing.		
(113) Scour Critical = 8 Stable Above Footing	(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 7,657	(109) Truck ADT = 16 %	(30) Year of ADT = 2007
(16) Latitude = 35d 42' 54"	(17) Longitude = 105d 56' 38"	(27) Year Built = 2001
(26) Functional Class = 14 Urban Other Princ	(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency	(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP	(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 43.6 ft	(52) Width Out to Out = 45.6 ft	
(50A) Curb/Sdwk Wdth L = 0.0 ft	(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 44.0 ft (w/ shoulders)	(100) Defense Highway = 0 Not a STRAHNET hwy	
	(101) Parallel Structure = Left of bridge	

Team Leader

Date

Reviewed By

Date

Bridge Number: 000000000008951
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New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 3 State Hwy	(114) Future ADT = 9,980
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 1 North	(115) Year of Future ADT = 2027
(104) Highway System = 1 On the NHS	(42B) Type Service under = 6 Highway-w	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 03/18/2008	Next Elem. Insp. Due = 03/18/2010	Next FC Inspection = NA
(45) Number of Spans Main Unit = 2		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(43B) Main Span Material/Design = 02 Stringer/Girder
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforcing
(108A) Wearing Surface = 1 Monolithic Concrete		(108B) Membrane = 0 None
(53) Minimum Vertical Clearance Over Bridge = 328.1 ft		(49) Structure Length = 157.5 ft
(54B) Minimum Vertical Underclearance = 16.3 ft		(48) Length Max Span = 83.0 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath structure		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath structure		
(55) Minimum Lateral Underclearance R = 15.7 ft		(56) Minimum Lateral Underclearance L = 15.7 ft
Deck Area = 7,179.5 sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 1 Open median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = 8 Protected
Super (59) = 7 Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) = 9 Above Desirable Crit
Waterway Adequacy (71) = 8 Equal Desirable	Approach Alignment (72) = 8 Equal Desirable Crit
Scour Critical (113) = 8 Stable Above Footing	
Underclearance, Vertical and Horizontal (69) = 7	

New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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Bridge Number: 00000000009091

Inspection Date (90): 2/28/2008

NMDOT District No. = District 5	(3) County = 49 SANTA FE	Sufficiency Rating = 100
(4) Town/City = Santa Fe	(91) Frequency = 24 months	Next Inspection = 02/28/2010
(7) Facility NM 599 (11) Mile Post = 10.100 mi	Patrol No. Calle Nopal Bridge (45-57)	Deficiency Status Not Deficient
(49) Structure Length = 118.4 ft	(19) Detour Length = 0.0 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 2	(28B) Lanes Under = 2
(41) Posting status = A Open, no restriction	(34) Skew = 1.00 °	(35) Structure Flared 0 No flare
(9) Location = Jct. NM 599 & Calle Nopal		
(6) Feature Intersected = CALLE NOPAL		
DESCRIPTION: Maintenance Responsibility: Patrol 45-57. Cuyamungue. Location: On N.M. 599 at mile marker 10.1, Interchange of N.M. 599 and Calle Nopal. Description: One (1) simple span at 84' with AASHTO type 45 prestressed concrete girders with CIP deck, concrete abutments. Project # - NH-WS-599-1(5)05 Control # - 3401.		
(113) Scour Critical = N Not Over Waterway	(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 5,552	(109) Truck ADT = 16 %	(30) Year of ADT = 2006
(16) Latitude = 35d 41' 55"	(17) Longitude = 105d 59' 30"	(27) Year Built = 2001
(26) Functional Class = 14 Urban Other Princ	(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency	(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP	(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 41.3 ft	(52) Width Out to Out = 44.9 ft	
(50A) Curb/Sdwk Width L = 0.0 ft	(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 42.0 ft (w/ shoulders)	(100) Defense Highway = 0 Not a STRAHNET hwy	
	(101) Parallel Structure = Right of bridge	

Team Leader

Date

Reviewed By

Date

Bridge Number: 00000000009091

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New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing Prefix=3 State Hwy	(114) Future ADT=7,362
(5C) Level of Service =3 Bypass	(5E) Direction Suffix = 2 East	(115) Year of Future ADT=2026
(104) Highway System :1 On the NHS	(42B)Type Service under=1 Highway	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 02/28/2008	Next Elem. Insp. Due = 02/28/2010	Next FC Inspection NA
(45) Number of Spans Main Unit = 1		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concret		(43B) Main Span Material/Design = 02 Stringer/Girder
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforci
(108A) Wearing Surface = 1 Monolithic Concrete		(108B) Membrane = 0 None
(53)Minimum Vertical Clearance Over Bridge =328.1 ft		(49) Structure Length = 118.4 ft
(54B) Minimum Vertical Underclearance = 16.0 ft		(48) Length Max Span = 118.4 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Undrclearance R = 18.0 ft		(56) Minimum Lateral Undrclearance L = 18.0 ft
Deck Area = 4,940.6 sq. ft	(106) Year Reconstructed =Unknown	(33) Median =0 No median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = N N/A (NBI)
Super (59) = 8 Very Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) = 7 Above Min Criteria
Waterway Adequacy (71) = N Not applicable	Approach Alignment (72) = 8 Equal Desirable Criteria
Scour Critical (113) = N Not Over Waterway	
Underclearance, Vertical and Horizontal (69) = 7	

New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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Bridge Number: 000000000009092
Inspection Date (90): 2/28/2008

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 100
(4) Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 02/28/2010
(7) Facility NM 599 (11) Mile Post = 10.097 mi		Patrol No. Calle Nopal Bridge (45-57)	Deficiency Status Not Deficient
(49) Structure Length = 87.9 ft		(19) Detour Length = 0.0 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic		(28A) Lanes on = 2	(28B) Lanes Under = 2
(41) Posting status = A Open, no restriction		(34) Skew = 1.00 °	(35) Structure Flared 0 No flare
(9) Location = NM 599 MP 10.1			
(6) Feature Intersected = CALLE NOPAL			
DESCRIPTION: Maintenance Responsibility: Patrol 45-57, Cuyamungue. Location: On N.M 599 at milepost 10.1 at Interchange with Calle Nopal. Description: 1 simple span at 84' with AASHTO prestressed Type 45 concrete girders with CIP deck, concrete abutments.			
(113) Scour Critical = N Not Over Waterway		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 5,465		(109) Truck ADT = 16 %	(30) Year of ADT = 2006
(16) Latitude = 35d 41' 55"		(17) Longitude = 105d 59' 31"	(27) Year Built = 2001
(26) Functional Class = 14 Urban Other Princ		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible for NRHP		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 41.7 ft		(52) Width Out to Out = 44.0 ft	
(50A) Curb/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 42.0 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = Right of bridge	
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 2px 10px;">Team Leader</div> <div style="border: 1px solid black; padding: 2px 10px;">Date</div> <div style="border: 1px solid black; padding: 2px 10px;">Reviewed By</div> <div style="border: 1px solid black; padding: 2px 10px;">Date</div> </div>			

Bridge Number: 000000000009092
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New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing Prefix=3 State Hwy	(114) Future ADT=7,246
(5C) Level of Service =3 Bypass	(5E) Direction Suffix = 4 West	(115) Year of Future ADT=2026
(104) Highway System :1 On the NHS	(42B)Type Service under=1 Highway	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 02/28/2008	Next Elem. Insp. Due = 02/28/2010	Next FC Inspection NA
(45) Number of Spans Main Unit = 1		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concret		(43B) Main Span Material/Design = 02 Stringer/Girder
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforci
(108A) Wearing Surface = 4 Low Slump Concret		(108B) Membrane = 0 None
(53)Minimum Vertical Clearance Over Bridge =324.8 ft		(49) Structure Length = 87.9 ft
(54B) Minimum Vertical Underclearance = 17.9 ft		(48) Length Max Span = 87.9 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Undrclearance R = 18.0 ft		(56) Minimum Lateral Undrclearance L = 18.0 ft
Deck Area = 3,864.2 sq. ft	(106) Year Reconstructed =Unknown	(33) Median =0 No median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards	Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 1 Meets Standards	Approach Rail Ends (36D) = 1 Meets Standards

CONDITION

Deck (58) = 7 Good	Channel/Channel Protection (61) = N N/A (NBI)
Super (59) = 7 Good	Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good	

APPRAISAL

Str. Evaluation (67) = 7	Deck Geometry (68) = 7 Above Min Criteria
Waterway Adequacy (71) = N Not applicable	Approach Alignment (72) = 8 Equal Desirable Criteria
Scour Critical (113) = N Not Over Waterway	
Underclearance, Vertical and Horizontal (69) = 9	

Appendix B

Turning Movement Counts

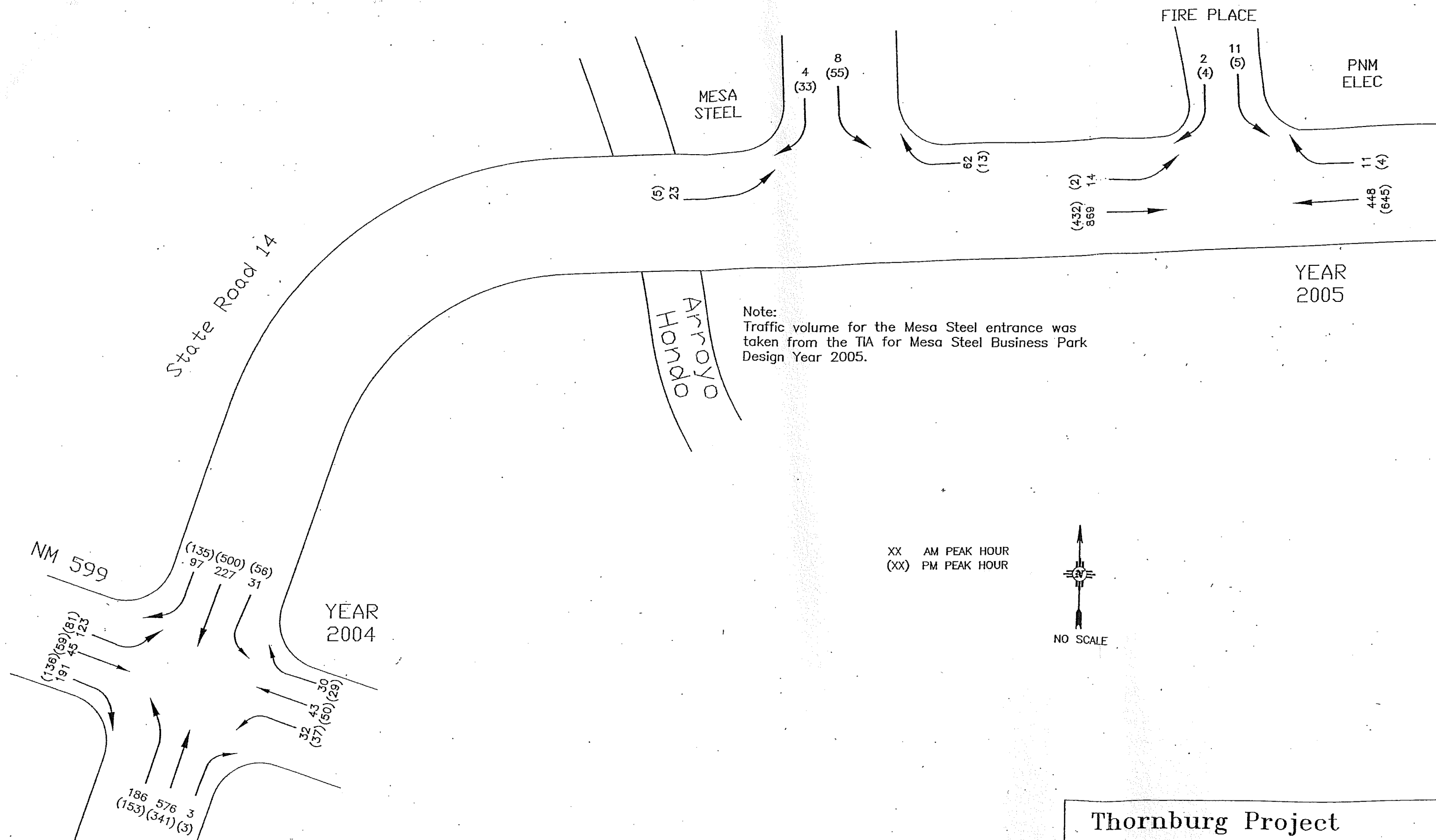


Figure 3A: 2004/2005 Existing Traffic

Thornburg Project

Civil Engineering • Water Resources • Traffic Engineering

W•E

Walker Engineering

505-820-7990
FAX 505-820-3539

905 Camino Sierra Vista Santa Fe, NM 87501

TRAFFIC COUNT

Intersection: NM 599 @ Northbound Frontage Road/Northbound I-25 On-Ramp

Date: 2-08-2007

Start Time		NORTHBOUND FRONTAGE ROAD			EASTBOUND NM 599			WESTBOUND NM 599			Peak Hour
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
7:15	7:30	10	18	20	57	85	16	17	24	40	
7:30	7:45	10	24	16	106	98	13	19	79	70	
7:45	8:00	10	16	21	116	142	18	23	73	72	
8:00	8:15	3	17	4	49	151	20	18	33	59	1567
8:15	8:30	3	16	8	48	74	13	20	38	39	1539
8:30	8:45	2	8	7	36	59	19	15	24	26	1300

Peak Hr: 7:15 to 8:15 PM

FRONTAGE ROAD			EASTBOUND NM 599			WESTBOUND NM 599		
LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT

4:45 - 5:45	33	75	61	328	476	67	77	209	241	644
	0.83	0.78	0.73	0.71	0.79	0.84	0.84	0.66	0.84	0.79

☐ calculated field

TRAFFIC COUNT


Intersection: NM 599 @ I-25 Northbound Ramps

Date: 2-08-2007

Start Time		I-25 NB Off-Ramp	NM 599 Eastbound	NM 599 Westbound		Peak Hour
		RIGHT	THRU	THRU	LOOP RAMP	
7:15	7:30	31	127	34	96	1517 1478 1309
7:30	7:45	42	175	89	87	
7:45	8:00	46	230	83	123	
8:00	8:15	43	177	36	98	
8:15	8:30	27	108	41	73	
8:30	8:45	21	93	26	84	

Peak Hr: 7:15 to 8:15 PM

	I-25 NB Off-Ramp	NM 599 Eastbound	NM 599 Westbound	
	RIGHT	THRU	THRU	LOOP RAMP
Peak Hour	162	709	242	404
	0.88	0.77	0.68	0.82
			0.76	

 calculated field

TRAFFIC COUNT

Intersection: NM 599 @ I-25 Southbound Ramps

Date: 2-08-2007

Start Time		I-25 SB OFF-RAMP			WESTBOUND NM 599		EASTBOUND NM 599		Peak Hour
		LEFT	THRU	FREE RIGHT	LEFT	THRU	THRU	FREE RIGHT	
7:15	7:30	14	0	7	4	126	113	55	1679 1668 1518
7:30	7:45	15	0	24	6	170	160	54	
7:45	8:00	24	0	20	8	198	206	78	
8:00	8:15	14	0	23	11	123	163	63	
8:15	8:30	9	0	18	6	108	99	68	
8:30	8:45	11	0	24	4	106	82	52	

Peak Hr: 7:15 to 8:15 PM

	I-25 SB OFF-RAMP			NORTHBOUND NM 599		SOUTHBOUND NM 599	
	LEFT	THRU	FREE RIGHT	LEFT	THRU	THRU	FREE RIGHT
Peak Hour	67	0	74	29	617	642	250
PHF	0.70		0.77	0.66	0.78	0.78	0.80
		0.73					

 calculated field

TRAFFIC COUNT

Mainline I-25 at NM 599

Date: 2-08-2007

Start Time		NORTHBOUND I-25	SOUTHBOUND I-25	PEAK HOURS		
				NB	SB	Both
7:15	7:30	345	115			
7:30	7:45	451	125			
7:45	8:00	441	105			
8:00	8:15	400	168	1637	513	2150
8:15	8:30	380	159	1672	557	2229
8:30	8:45	411	206	1632	638	2270

Northbound is north of the NM 599 Loop Off-Ramp
Southbound is south of the NM 599 Off-Ramp

Peak Hr: 7:45 to 8:45 PM

PHF 0.93 0.77



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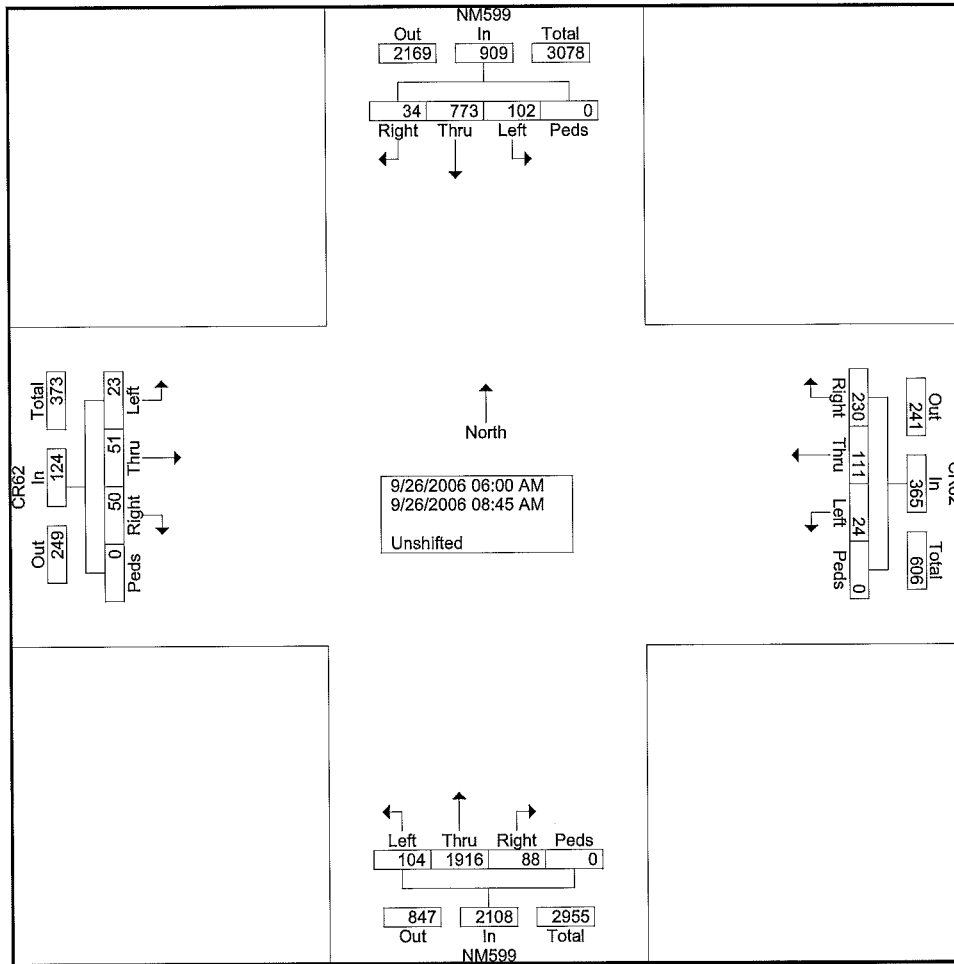
File Name : NM599&CR62AM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

Groups Printed- Unshifted

Start Time	NM599 Southbound				CR62 Westbound				NM599 Northbound				CR62 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	1	38	0	0	2	0	6	0	0	93	2	0	2	2	3	0	149
06:15 AM	6	28	1	0	0	8	13	0	2	106	2	0	1	3	0	0	170
06:30 AM	6	44	0	0	1	3	11	0	1	100	2	0	1	1	5	0	175
06:45 AM	13	53	2	0	4	13	13	0	6	131	8	0	0	5	3	0	251
Total	26	163	3	0	7	24	43	0	9	430	14	0	4	11	11	0	745
07:00 AM	8	47	2	0	2	9	16	0	7	136	4	0	1	2	3	0	237
07:15 AM	6	78	3	0	0	7	19	0	6	224	4	0	3	13	4	0	367
07:30 AM	8	78	3	0	4	5	34	0	12	262	17	0	4	1	5	0	433
07:45 AM	21	87	3	0	1	8	35	0	15	222	24	0	0	6	6	0	428
Total	43	290	11	0	7	29	104	0	40	844	49	0	8	22	18	0	1465
08:00 AM	12	84	5	0	6	13	31	0	19	217	9	0	2	3	4	0	405
08:15 AM	11	79	3	0	1	13	23	0	14	179	7	0	3	4	3	0	340
08:30 AM	6	69	4	0	2	12	15	0	9	119	3	0	4	7	9	0	259
08:45 AM	4	88	8	0	1	20	14	0	13	127	6	0	2	4	5	0	292
Total	33	320	20	0	10	58	83	0	55	642	25	0	11	18	21	0	1296
Grand Total	102	773	34	0	24	111	230	0	104	1916	88	0	23	51	50	0	3506
Approch %	11.2	85	3.7	0	6.6	30.4	63	0	4.9	90.9	4.2	0	18.5	41.1	40.3	0	
Total %	2.9	22	1	0	0.7	3.2	6.6	0	3	54.6	2.5	0	0.7	1.5	1.4	0	

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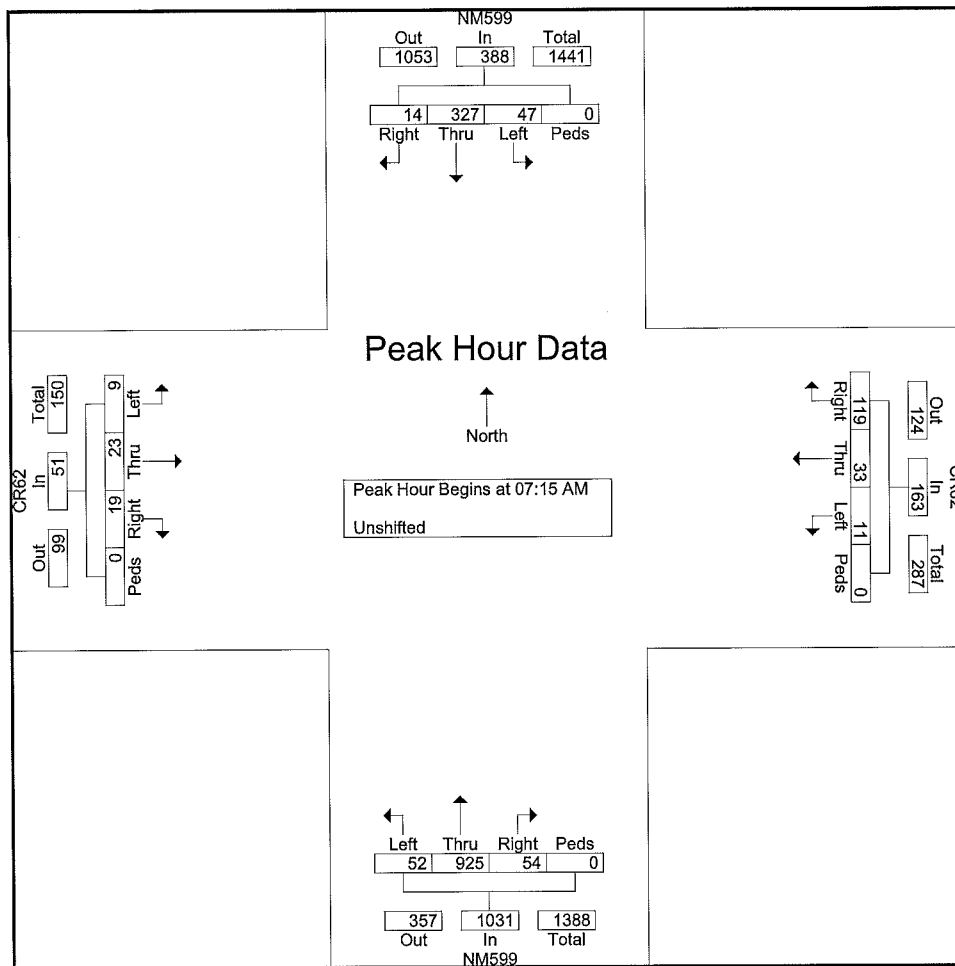


	NM599 Southbound					CR62 Westbound					NM599 Northbound					CR62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	6	78	3	0	87	0	7	19	0	26	6	224	4	0	234	3	13	4	0	20	367
07:30 AM	8	78	3	0	89	4	5	34	0	43	12	262	17	0	291	4	1	5	0	10	433
07:45 AM	21	87	3	0	111	1	8	35	0	44	15	222	24	0	261	0	6	6	0	12	428
08:00 AM	12	84	5	0	101	6	13	31	0	50	19	217	9	0	245	2	3	4	0	9	405
Total Volume	47	327	14	0	388	11	33	119	0	163	52	925	54	0	1031	9	23	19	0	51	1633
% App. Total	12.1	84.3	3.6	0		6.7	20.2	73	0		5	89.7	5.2	0		17.6	45.1	37.3	0		
PHF	.560	.940	.700	.000	.874	.458	.635	.850	.000	.815	.684	.883	.563	.000	.886	.563	.442	.792	.000	.638	.943



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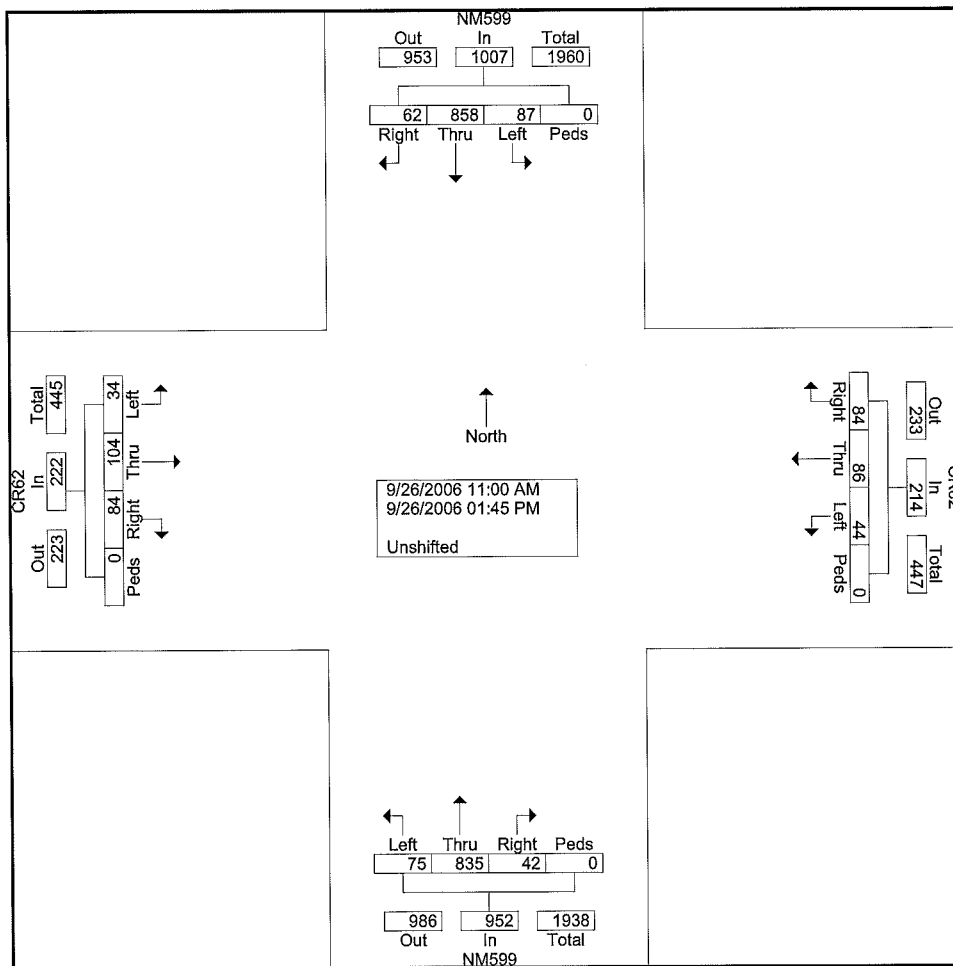
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	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	6	81	5	0	4	6	6	0	7	82	6	0	4	4	7	0	218
11:15 AM	10	67	5	0	4	7	3	0	5	80	5	0	0	12	9	0	207
11:30 AM	3	56	5	0	2	9	4	0	10	73	2	0	3	14	7	0	188
11:45 AM	7	70	8	0	4	5	12	0	5	80	6	0	2	4	8	0	211
Total	26	274	23	0	14	27	25	0	27	315	19	0	9	34	31	0	824
12:00 PM	5	67	2	0	4	6	7	0	3	66	2	0	3	5	10	0	180
12:15 PM	5	56	12	0	2	10	11	0	9	66	1	0	4	8	5	0	189
12:30 PM	6	72	5	0	4	11	5	0	5	69	4	0	3	9	7	0	200
12:45 PM	11	76	6	0	5	4	8	0	9	72	5	0	3	13	8	0	220
Total	27	271	25	0	15	31	31	0	26	273	12	0	13	35	30	0	789
01:00 PM	9	71	3	0	3	10	8	0	8	58	4	0	4	8	6	0	192
01:15 PM	8	90	3	0	5	4	9	0	2	78	3	0	1	12	3	0	218
01:30 PM	9	67	4	0	3	6	6	0	6	48	3	0	3	6	9	0	170
01:45 PM	8	85	4	0	4	8	5	0	6	63	1	0	4	9	5	0	202
Total	34	313	14	0	15	28	28	0	22	247	11	0	12	35	23	0	782
Grand Total	87	858	62	0	44	86	84	0	75	835	42	0	34	104	84	0	2395
Apprch %	8.6	85.2	6.2	0	20.6	40.2	39.3	0	7.9	87.7	4.4	0	15.3	46.8	37.8	0	
Total %	3.6	35.8	2.6	0	1.8	3.6	3.5	0	3.1	34.9	1.8	0	1.4	4.3	3.5	0	



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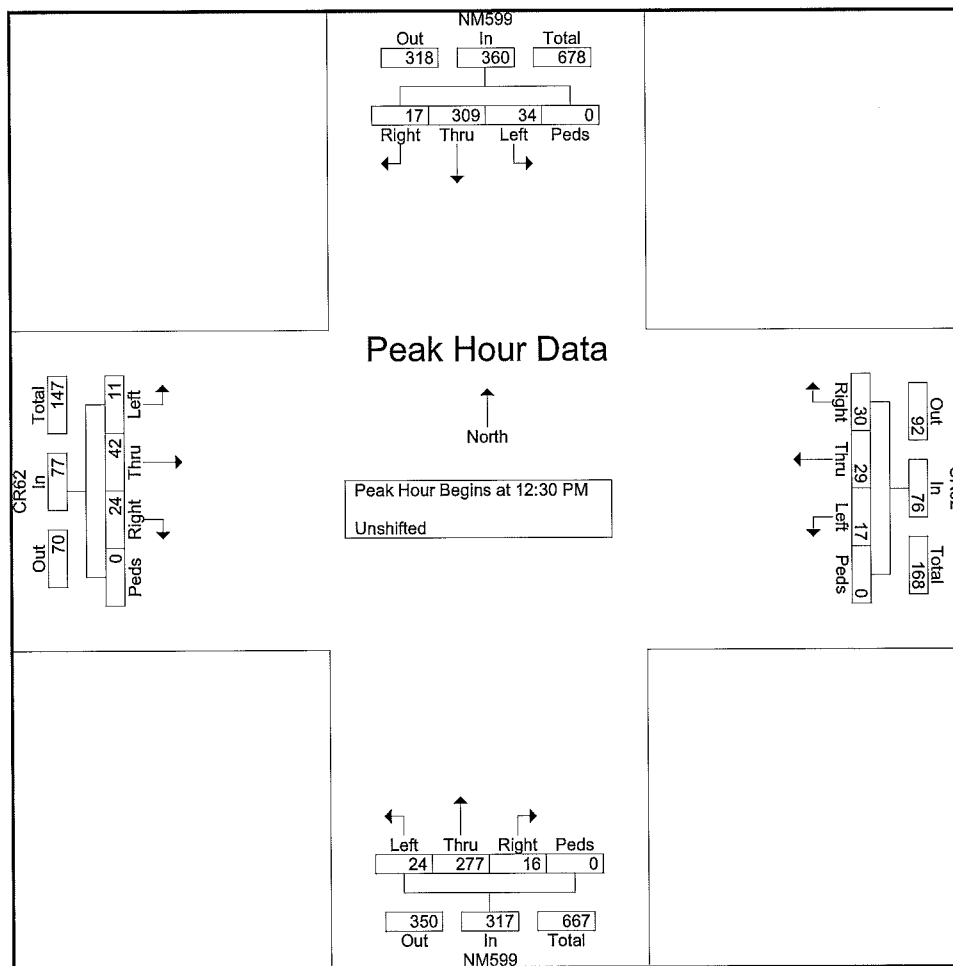


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Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	6	72	5	0	83	4	11	5	0	20	5	69	4	0	78	3	9	7	0	19	200
12:45 PM	11	76	6	0	93	5	4	8	0	17	9	72	5	0	86	3	13	8	0	24	220
01:00 PM	9	71	3	0	83	3	10	8	0	21	8	58	4	0	70	4	8	6	0	18	192
01:15 PM	8	90	3	0	101	5	4	9	0	18	2	78	3	0	83	1	12	3	0	16	218
Total Volume	34	309	17	0	360	17	29	30	0	76	24	277	16	0	317	11	42	24	0	77	830
% App. Total	9.4	85.8	4.7	0		22.4	38.2	39.5	0		7.6	87.4	5	0		14.3	54.5	31.2	0		
PHF	.773	.858	.708	.000	.891	.850	.659	.833	.000	.905	.667	.888	.800	.000	.922	.688	.808	.750	.000	.802	.943



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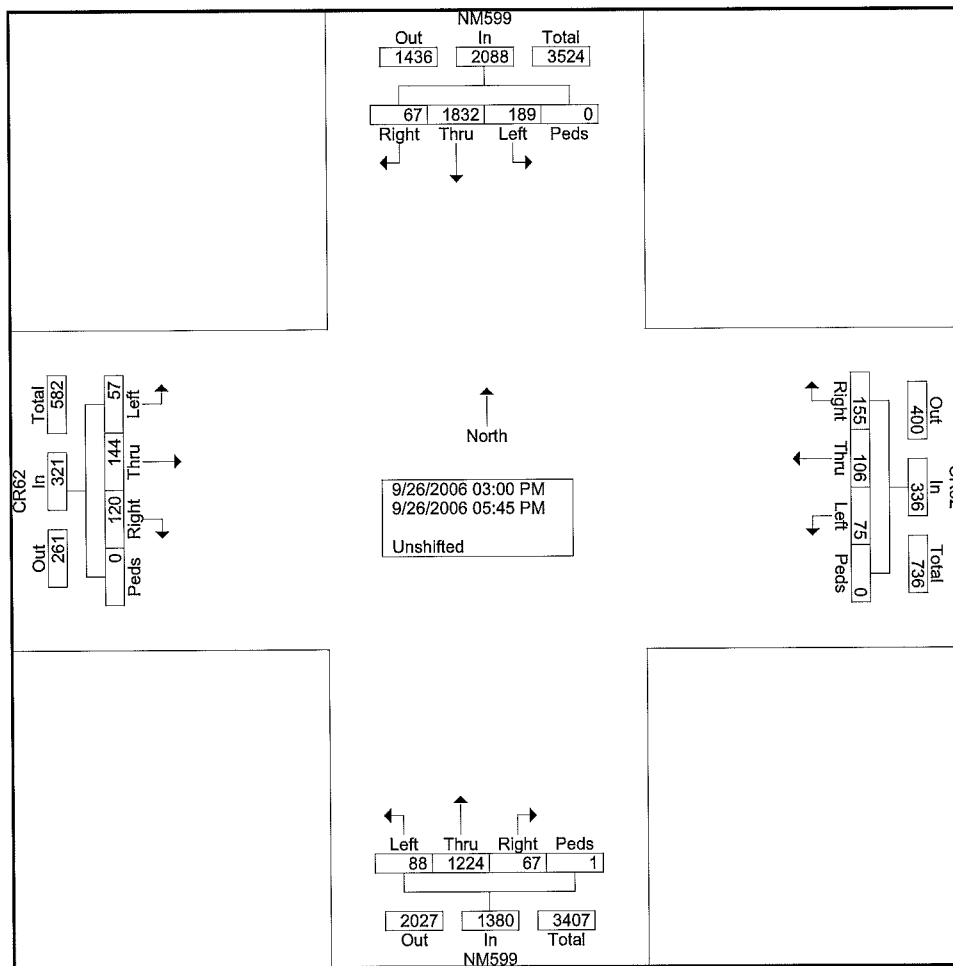
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	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
03:00 PM	8	107	7	0	7	7	11	0	4	86	2	0	5	17	14	0	275
03:15 PM	14	113	6	0	6	12	5	0	4	57	7	0	5	10	7	0	246
03:30 PM	14	105	5	0	9	12	10	0	4	85	5	0	4	6	7	0	266
03:45 PM	17	113	5	0	3	8	7	0	7	99	6	0	7	10	4	0	286
Total	53	438	23	0	25	39	33	0	19	327	20	0	21	43	32	0	1073
04:00 PM	18	138	11	0	4	6	18	0	10	92	6	0	5	11	6	0	325
04:15 PM	15	129	10	0	8	11	15	0	7	99	4	0	5	8	14	0	325
04:30 PM	20	164	4	0	7	17	12	0	10	139	7	0	6	20	10	0	416
04:45 PM	17	193	2	0	8	5	17	0	12	115	9	0	4	11	7	0	400
Total	70	624	27	0	27	39	62	0	39	445	26	0	20	50	37	0	1466
05:00 PM	19	156	4	0	2	3	20	0	7	111	7	0	2	15	12	0	358
05:15 PM	18	236	3	0	4	7	15	0	13	139	5	1	4	18	12	0	475
05:30 PM	15	219	2	0	10	9	15	0	4	111	6	0	6	6	13	0	416
05:45 PM	14	159	8	0	7	9	10	0	6	91	3	0	4	12	14	0	337
Total	66	770	17	0	23	28	60	0	30	452	21	1	16	51	51	0	1586
Grand Total	189	1832	67	0	75	106	155	0	88	1224	67	1	57	144	120	0	4125
Apprch %	9.1	87.7	3.2	0	22.3	31.5	46.1	0	6.4	88.7	4.9	0.1	17.8	44.9	37.4	0	
Total %	4.6	44.4	1.6	0	1.8	2.6	3.8	0	2.1	29.7	1.6	0	1.4	3.5	2.9	0	



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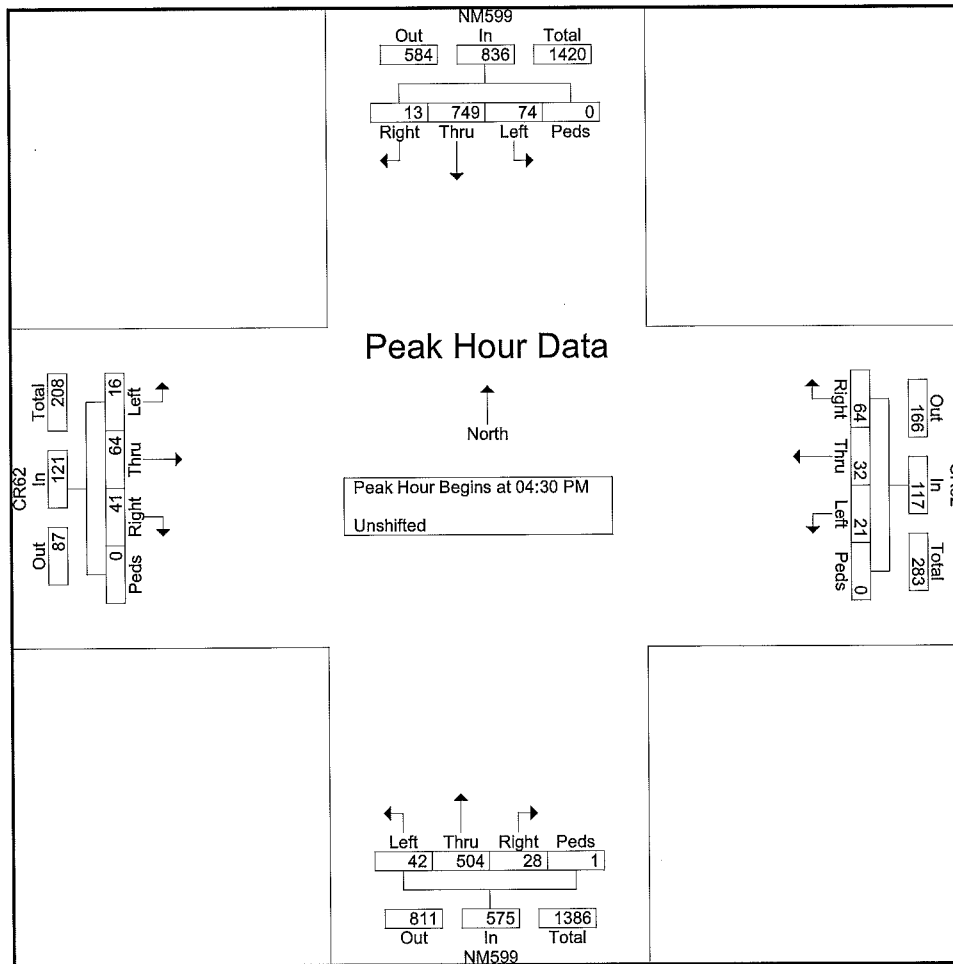


	NM599 Southbound					CR62 Westbound					NM599 Northbound					CR62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	20	164	4	0	188	7	17	12	0	36	10	139	7	0	156	6	20	10	0	36	416
04:45 PM	17	193	2	0	212	8	5	17	0	30	12	115	9	0	136	4	11	7	0	22	400
05:00 PM	19	156	4	0	179	2	3	20	0	25	7	111	7	0	125	2	15	12	0	29	358
05:15 PM	18	236	3	0	257	4	7	15	0	26	13	139	5	1	158	4	18	12	0	34	475
Total Volume	74	749	13	0	836	21	32	64	0	117	42	504	28	1	575	16	64	41	0	121	1649
% App. Total	8.9	89.6	1.6	0		17.9	27.4	54.7	0		7.3	87.7	4.9	0.2		13.2	52.9	33.9	0		
PHF	.925	.793	.813	.000	.813	.656	.471	.800	.000	.813	.808	.906	.778	.250	.910	.667	.800	.854	.000	.840	.868



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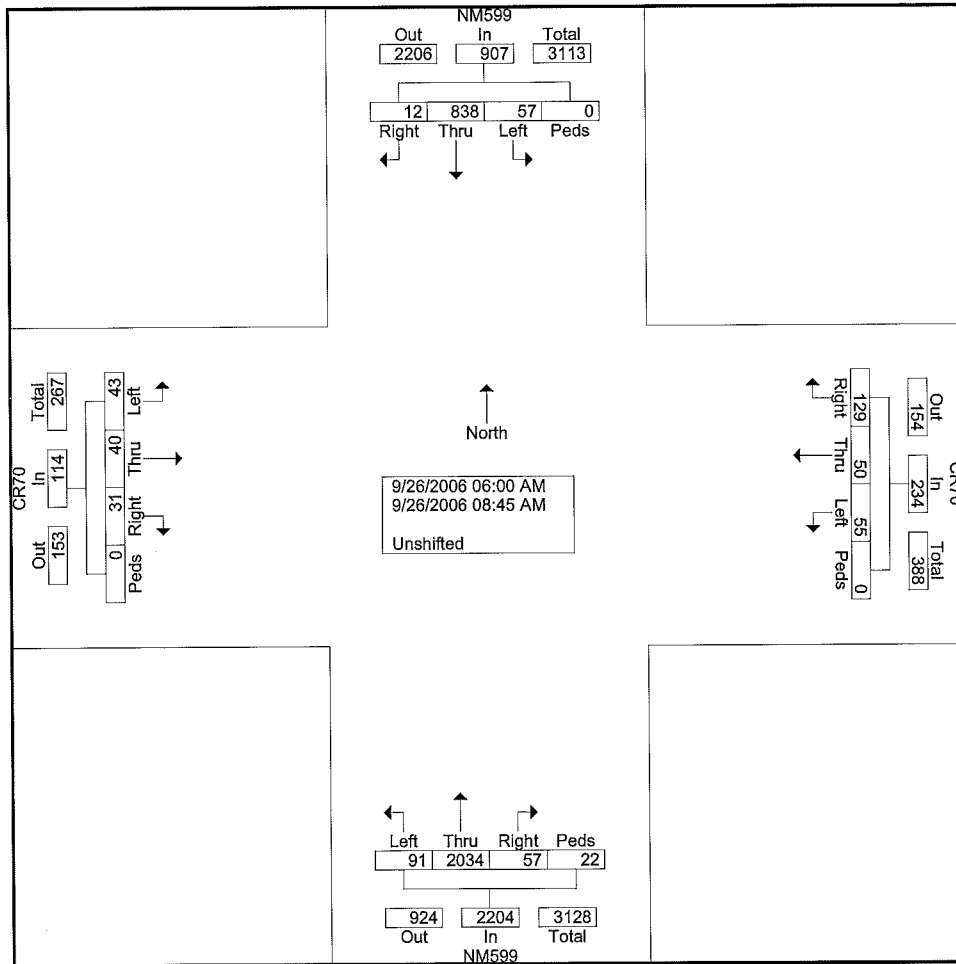
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Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

Groups Printed- Unshifted

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	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	0	32	0	0	5	0	2	0	0	84	0	0	2	1	1	0	127
06:15 AM	3	30	0	0	5	0	2	0	1	117	0	0	1	1	1	0	161
06:30 AM	3	48	0	0	2	2	4	0	5	104	2	0	2	1	1	0	174
06:45 AM	1	66	1	0	8	3	10	0	9	133	5	0	3	0	2	0	241
Total	7	176	1	0	20	5	18	0	15	438	7	0	8	3	5	0	703
07:00 AM	2	57	0	0	6	0	5	0	7	143	5	0	3	1	3	0	232
07:15 AM	7	77	1	0	3	3	15	0	3	199	7	0	4	4	2	0	325
07:30 AM	6	85	1	0	7	2	14	0	12	280	4	4	7	8	3	0	433
07:45 AM	10	111	2	0	6	9	20	0	12	302	18	18	7	9	5	0	529
Total	25	330	4	0	22	14	54	0	34	924	34	22	21	22	13	0	1519
08:00 AM	9	88	1	0	3	8	8	0	11	225	4	0	2	3	1	0	363
08:15 AM	2	78	1	0	6	7	18	0	23	174	2	0	5	3	1	0	320
08:30 AM	5	80	2	0	1	8	14	0	8	137	5	0	3	5	7	0	275
08:45 AM	9	86	3	0	3	8	17	0	0	136	5	0	4	4	4	0	279
Total	25	332	7	0	13	31	57	0	42	672	16	0	14	15	13	0	1237
Grand Total	57	838	12	0	55	50	129	0	91	2034	57	22	43	40	31	0	3459
Apprch %	6.3	92.4	1.3	0	23.5	21.4	55.1	0	4.1	92.3	2.6	1	37.7	35.1	27.2	0	
Total %	1.6	24.2	0.3	0	1.6	1.4	3.7	0	2.6	58.8	1.6	0.6	1.2	1.2	0.9	0	

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File Name : NM599&CR70AM
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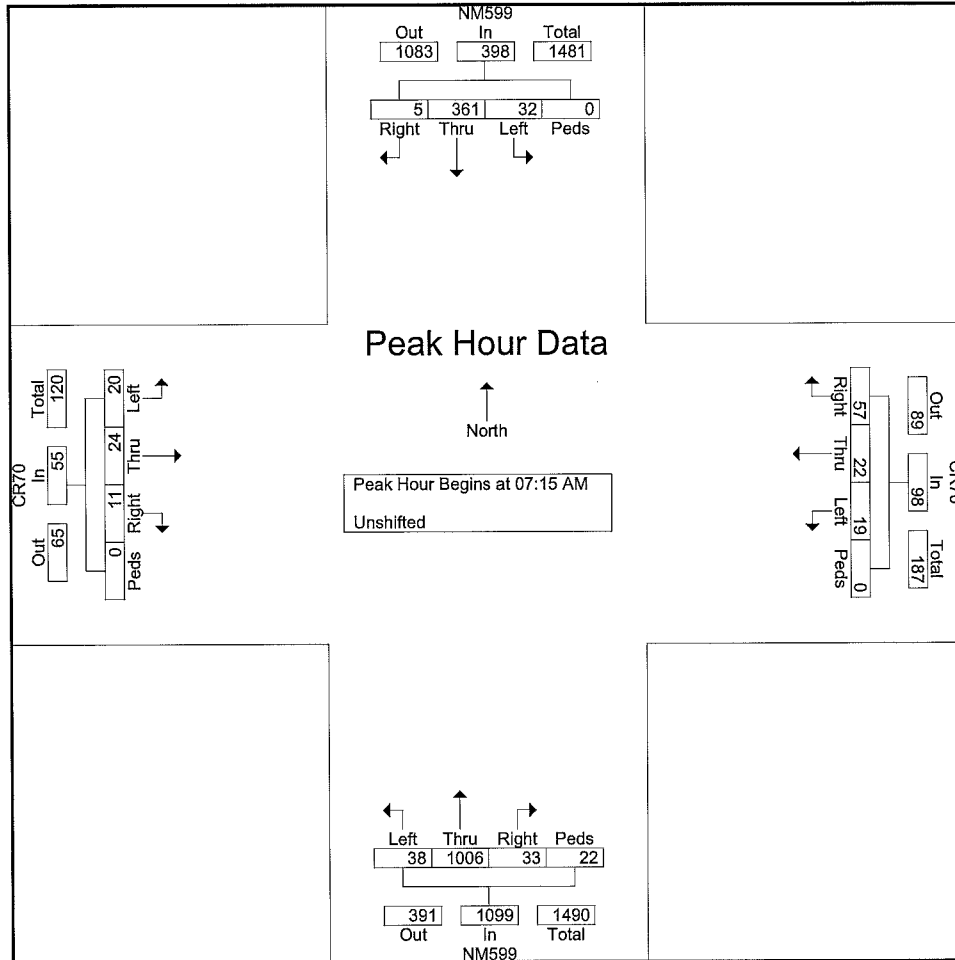


	NM599 Southbound					CR70 Westbound					NM599 Northbound					CR70 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	7	77	1	0	85	3	3	15	0	21	3	199	7	0	209	4	4	2	0	10	325
07:30 AM	6	85	1	0	92	7	2	14	0	23	12	280	4	4	300	7	8	3	0	18	433
07:45 AM	10	111	2	0	123	6	9	20	0	35	12	302	18	18	350	7	9	5	0	21	529
08:00 AM	9	88	1	0	98	3	8	8	0	19	11	225	4	0	240	2	3	1	0	6	363
Total Volume	32	361	5	0	398	19	22	57	0	98	38	1006	33	22	1099	20	24	11	0	55	1650
% App. Total	8	90.7	1.3	0		19.4	22.4	58.2	0		3.5	91.5	3	2		36.4	43.6	20	0		
PHF	.800	.813	.625	.000	.809	.679	.611	.713	.000	.700	.792	.833	.458	.306	.785	.714	.667	.550	.000	.655	.780



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NM599&CR70AM
Site Code : 00000000
Start Date : 9/26/2006
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All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NM599&CR70NOON
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

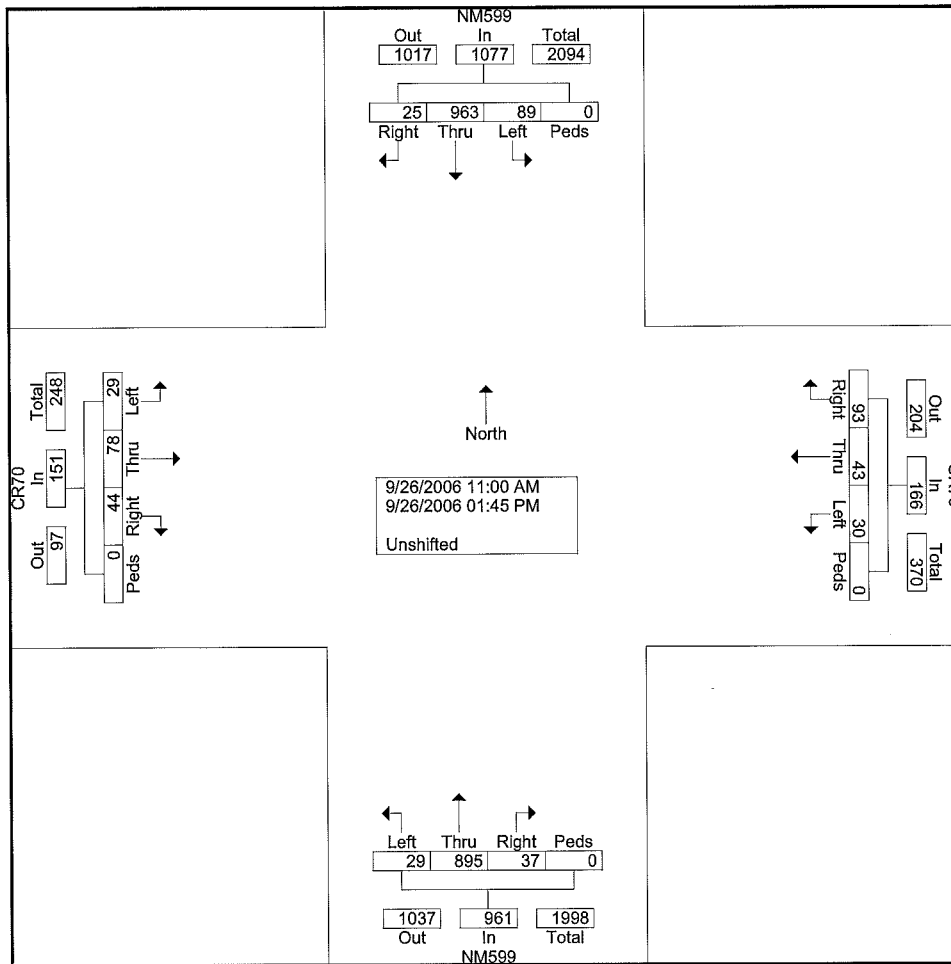
Groups Printed- Unshifted

Start Time	NM599 Southbound				CR70 Westbound				NM599 Northbound				CR70 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	10	88	0	0	3	2	8	0	3	90	4	0	5	4	2	0	219
11:15 AM	15	84	2	0	1	6	6	0	3	83	1	0	3	5	7	0	216
11:30 AM	6	61	1	0	3	3	5	0	2	75	4	0	1	5	4	0	170
11:45 AM	6	74	0	0	5	3	15	0	2	85	5	0	2	11	0	0	208
Total	37	307	3	0	12	14	34	0	10	333	14	0	11	25	13	0	813
12:00 PM	5	73	1	0	2	7	8	0	3	76	1	0	0	11	2	0	189
12:15 PM	7	80	4	0	2	3	6	0	3	82	2	0	1	6	3	0	199
12:30 PM	10	74	4	0	3	5	12	0	6	70	3	0	2	8	4	0	201
12:45 PM	8	106	3	0	2	3	12	0	1	79	8	0	2	8	2	0	234
Total	30	333	12	0	9	18	38	0	13	307	14	0	5	33	11	0	823
01:00 PM	5	80	3	0	2	3	4	0	2	60	1	0	3	4	4	0	171
01:15 PM	4	89	2	0	1	2	5	0	1	81	2	0	3	5	8	0	203
01:30 PM	5	70	4	0	4	5	4	0	1	54	1	0	2	5	5	0	160
01:45 PM	8	84	1	0	2	1	8	0	2	60	5	0	5	6	3	0	185
Total	22	323	10	0	9	11	21	0	6	255	9	0	13	20	20	0	719
Grand Total	89	963	25	0	30	43	93	0	29	895	37	0	29	78	44	0	2355
Apprch %	8.3	89.4	2.3	0	18.1	25.9	56	0	3	93.1	3.9	0	19.2	51.7	29.1	0	
Total %	3.8	40.9	1.1	0	1.3	1.8	3.9	0	1.2	38	1.6	0	1.2	3.3	1.9	0	



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NM599&CR70NOON
Site Code : 00000000
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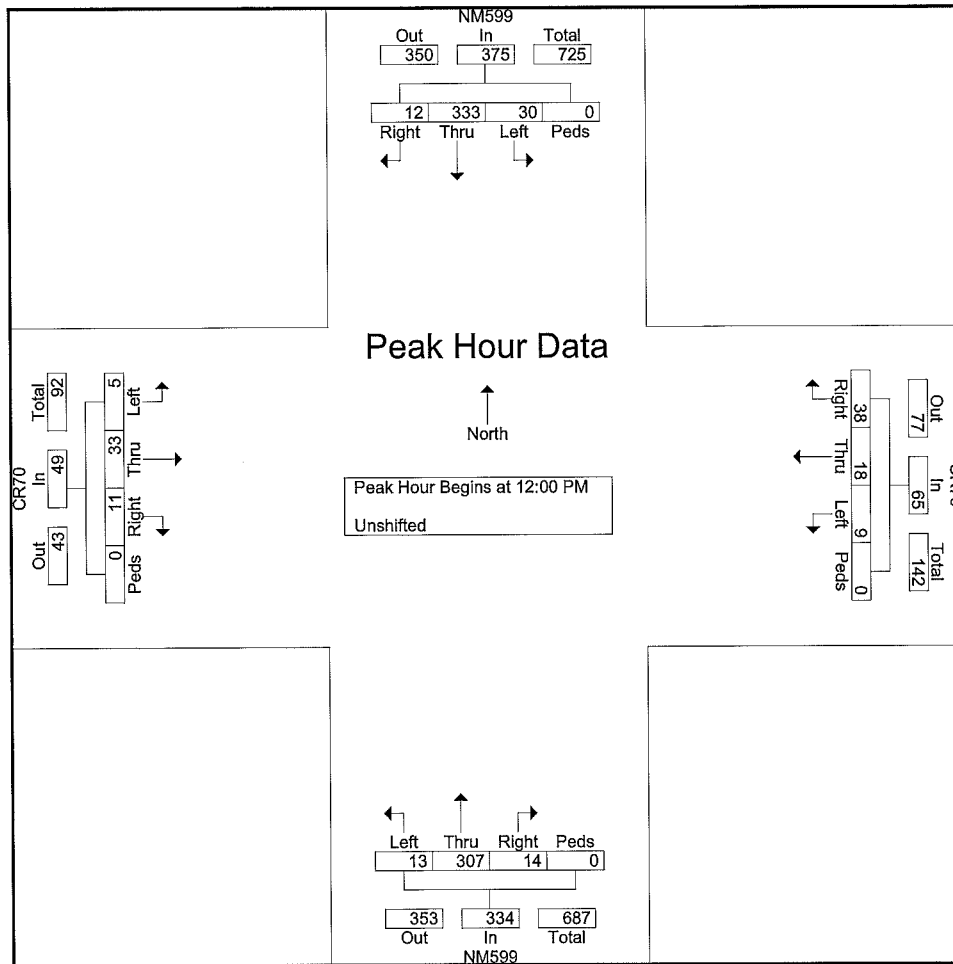


	NM599 Southbound					CR70 Westbound					NM599 Northbound					CR70 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	5	73	1	0	79	2	7	8	0	17	3	76	1	0	80	0	11	2	0	13	189
12:15 PM	7	80	4	0	91	2	3	6	0	11	3	82	2	0	87	1	6	3	0	10	199
12:30 PM	10	74	4	0	88	3	5	12	0	20	6	70	3	0	79	2	8	4	0	14	201
12:45 PM	8	106	3	0	117	2	3	12	0	17	1	79	8	0	88	2	8	2	0	12	234
Total Volume	30	333	12	0	375	9	18	38	0	65	13	307	14	0	334	5	33	11	0	49	823
% App. Total	8	88.8	3.2	0		13.8	27.7	58.5	0		3.9	91.9	4.2	0		10.2	67.3	22.4	0		
PHF	.750	.785	.750	.000	.801	.750	.643	.792	.000	.813	.542	.936	.438	.000	.949	.625	.750	.688	.000	.875	.879



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NM599&CR70NOON
Site Code : 00000000
Start Date : 9/26/2006
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All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NM599&CR70PM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

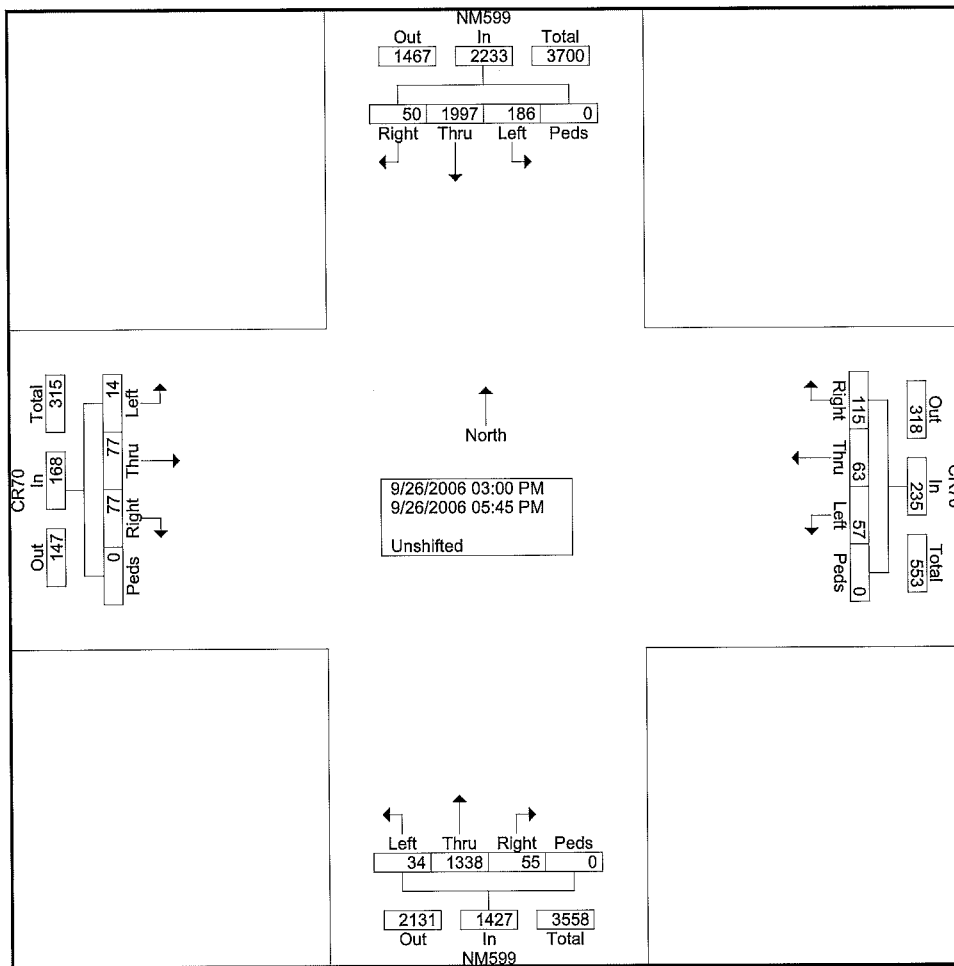
Groups Printed- Unshifted

Start Time	NM599 Southbound				CR70 Westbound				NM599 Northbound				CR70 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
03:00 PM	7	114	6	0	6	8	5	0	2	96	5	0	1	4	6	0	260
03:15 PM	21	141	2	0	4	4	10	0	4	92	5	0	2	6	5	0	296
03:30 PM	17	126	1	0	1	6	8	0	7	90	2	0	1	10	7	0	276
03:45 PM	20	121	2	0	4	3	10	0	1	107	6	0	2	4	6	0	286
Total	65	502	11	0	15	21	33	0	14	385	18	0	6	24	24	0	1118
04:00 PM	24	133	0	0	7	7	10	0	3	107	3	0	1	13	5	0	313
04:15 PM	10	151	4	0	4	3	13	0	9	107	7	0	0	7	3	0	318
04:30 PM	16	181	4	0	3	5	14	0	1	142	3	0	2	4	10	0	385
04:45 PM	12	206	1	0	4	8	12	0	2	131	5	0	1	6	9	0	397
Total	62	671	9	0	18	23	49	0	15	487	18	0	4	30	27	0	1413
05:00 PM	23	220	7	0	6	2	10	0	1	118	6	0	1	4	8	0	406
05:15 PM	8	248	6	0	5	6	12	0	1	141	5	0	1	6	7	0	446
05:30 PM	11	200	7	0	4	9	2	0	3	105	6	0	2	6	7	0	362
05:45 PM	17	156	10	0	9	2	9	0	0	102	2	0	0	7	4	0	318
Total	59	824	30	0	24	19	33	0	5	466	19	0	4	23	26	0	1532
Grand Total	186	1997	50	0	57	63	115	0	34	1338	55	0	14	77	77	0	4063
Apprch %	8.3	89.4	2.2	0	24.3	26.8	48.9	0	2.4	93.8	3.9	0	8.3	45.8	45.8	0	
Total %	4.6	49.2	1.2	0	1.4	1.6	2.8	0	0.8	32.9	1.4	0	0.3	1.9	1.9	0	



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NM599&CR70PM
Site Code : 00000000
Start Date : 9/26/2006
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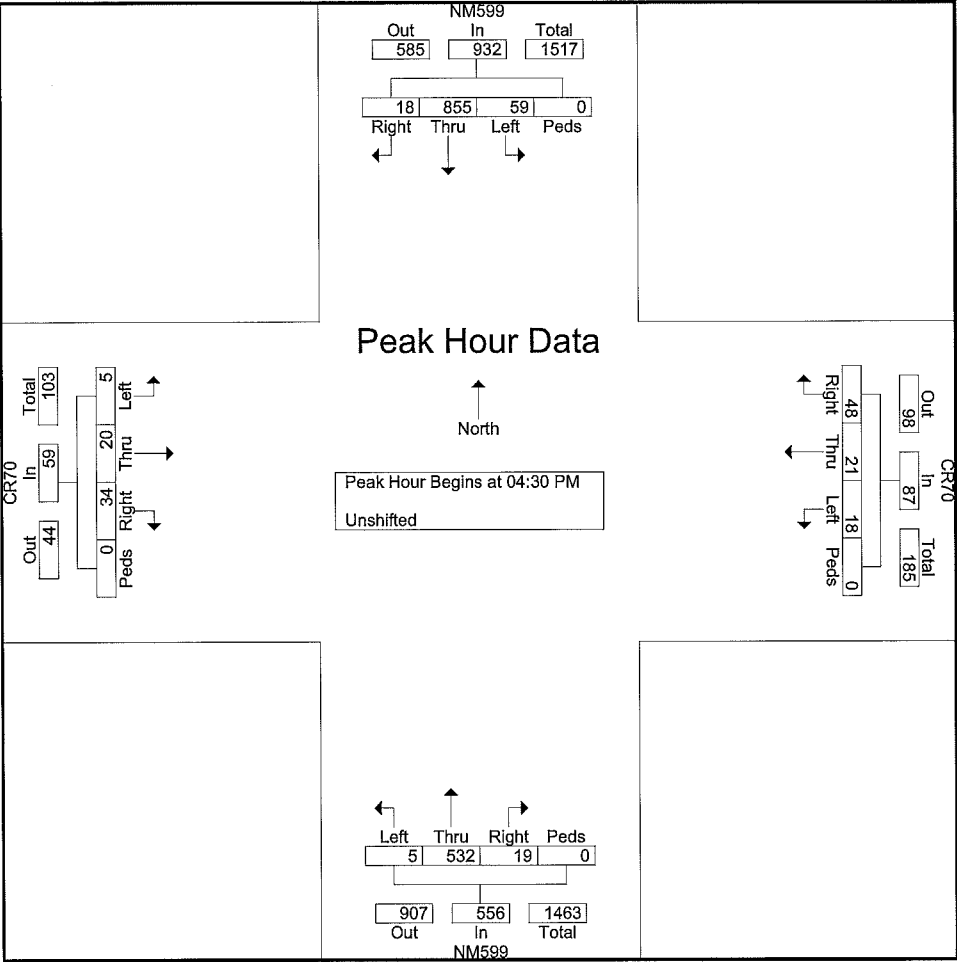


	NM599 Southbound					CR70 Westbound					NM599 Northbound					CR70 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	16	181	4	0	201	3	5	14	0	22	1	142	3	0	146	2	4	10	0	16	385
04:45 PM	12	206	1	0	219	4	8	12	0	24	2	131	5	0	138	1	6	9	0	16	397
05:00 PM	23	220	7	0	250	6	2	10	0	18	1	118	6	0	125	1	4	8	0	13	406
05:15 PM	8	248	6	0	262	5	6	12	0	23	1	141	5	0	147	1	6	7	0	14	446
Total Volume	59	855	18	0	932	18	21	48	0	87	5	532	19	0	556	5	20	34	0	59	1634
% App. Total	6.3	91.7	1.9	0		20.7	24.1	55.2	0		0.9	95.7	3.4	0		8.5	33.9	57.6	0		
PHF	.641	.862	.643	.000	.889	.750	.656	.857	.000	.906	.625	.937	.792	.000	.946	.625	.833	.850	.000	.922	.916



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NM599&CR70PM
Site Code : 00000000
Start Date : 9/26/2006
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CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information		Site Information	
Analyst	RAT	Jurisdiction/Date	SANTA FE 1/31/2006
Agency or Company	SANTA FE ENGINEERING	Major Street	NM 599
Analysis Period/Year	AM 2006	Minor Street	CAMINO DE LOS MONTOYAS
Comment	EXISTING CONDITION		

Input Data

Lane Configuration	EB			WB			NB			SB			
Lane 1 (curb)	R			R			TR			R			
Lane 2	T			T			L			LT			
Lane 3	T			T									
Lane 4	L			L									
Lane 5													
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)	
Volume (veh/h)	28	1064	27	3	463	1	5	5	3	1	3	6	
PHF	0.82	0.82	0.82	0.91	0.91	0.91	0.54	0.54	0.54	0.50	0.50	0.50	
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3	
Flow rate	34	1298	33	3	509	1	9	9	6	2	6	12	
Flare storage (# of vehs)									0			0	
Median storage (# of vehs)								0			0		
Signal upstream of Movement 2				ft			Movement 5				ft		
Length of study period (h)	1.00												

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	TR	15	100	0.150	1	47.2	E	58.4 F
	2	L	9	59	0.153	1	76.9	F	
	3								
SB	1	R	12	742	0.016	0	9.9	A	30.7 D
	2	LT	8	71	0.112	0	61.8	F	
	3								
	EB	1	34	1044	0.033	0	8.6	A	
	WB	4	3	509	0.006	0	12.1	B	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst RAT
 Agency or Company SANTA FE ENGINEERING
 Analysis Period/Year PM 2006
 Comment EXISTING CONDITION

Site Information

Jurisdiction/Date SANTA FE 1/31/2006
 Major Street NM 599
 Minor Street CAMINO DE LOS MONTOYAS

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	R			R			TR			R		
Lane 2	T			T			L			LT		
Lane 3	T			T								
Lane 4	L			L								
Lane 5												
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	7	540	2	3	956	6	8	3	3	5	10	26
PHF	0.83	0.83	0.83	0.93	0.93	0.93	0.44	0.44	0.44	0.73	0.73	0.73
Percent of heavy vehicles, HV	3	3	3	3	3	3	3	3	3	3	3	3
Flow rate	8	651	2	3	1028	6	18	7	7	7	14	36
Flare storage (# of vehs)									0			0
Median storage (# of vehs)							0			0		
Signal upstream of Movement 2	ft			Movement 5			ft					
Length of study period (h)	1.00											

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	TR	14	155	0.090	0	30.5	D	37.3
	2	L	18	114	0.158	1	42.6	E	
	3								E
SB	1	R	36	503	0.072	0	12.7	B	29.0
	2	LT	21	90	0.233	1	57.0	F	
	3								D
EB	1		8	662	0.013	0	10.5	B	
WB	4		3	923	0.003	0	8.9	A	







3813 Academy Parkway South, NE
Albuquerque, NM 87109
(505) 881-4470 Phone
(505) 881-4483 Fax

599 & Camino de Los Montoyas (South of 599)

BICYCLE AND PEDESTRIAN CROSSING

Location: 599 Camino de los Montañas Customer: SANTE FE ENGINEERS
JAMES CARROLL

Date: 11/8/05 Operator: Rob / Mike Machine Number: 1145

Time	<div style="text-align: center;"> North  South </div>		<div style="text-align: center;"> North  South </div>		<div style="text-align: center;"> West  East </div>		<div style="text-align: center;"> West  East </div>	
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak Period 7:00-10:00					11			
	TOTAL # Bikes <u>0</u>	TOTAL # PEDS <u>0</u>	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes <u>2</u>	TOTAL # PEDS <u>0</u>	TOTAL # Bikes	TOTAL # PEDS
Midday Peak Period 11:00-2:00		1			1			
	TOTAL # Bikes <u>0</u>	TOTAL # PEDS <u>1</u>	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes <u>1</u>	TOTAL # PEDS <u>0</u>	TOTAL # Bikes	TOTAL # PEDS
Afternoon Peak Period 3:00-6:00	11					11		
	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS

Weather: Fair
Counted by: M. Roman
Card #: 1145

Owner: 599/CaminoDeLosMontoyas

File Name : 599&CA~2
Site Code : 00007766
Start Date : 11/8/2005
Page No : 1

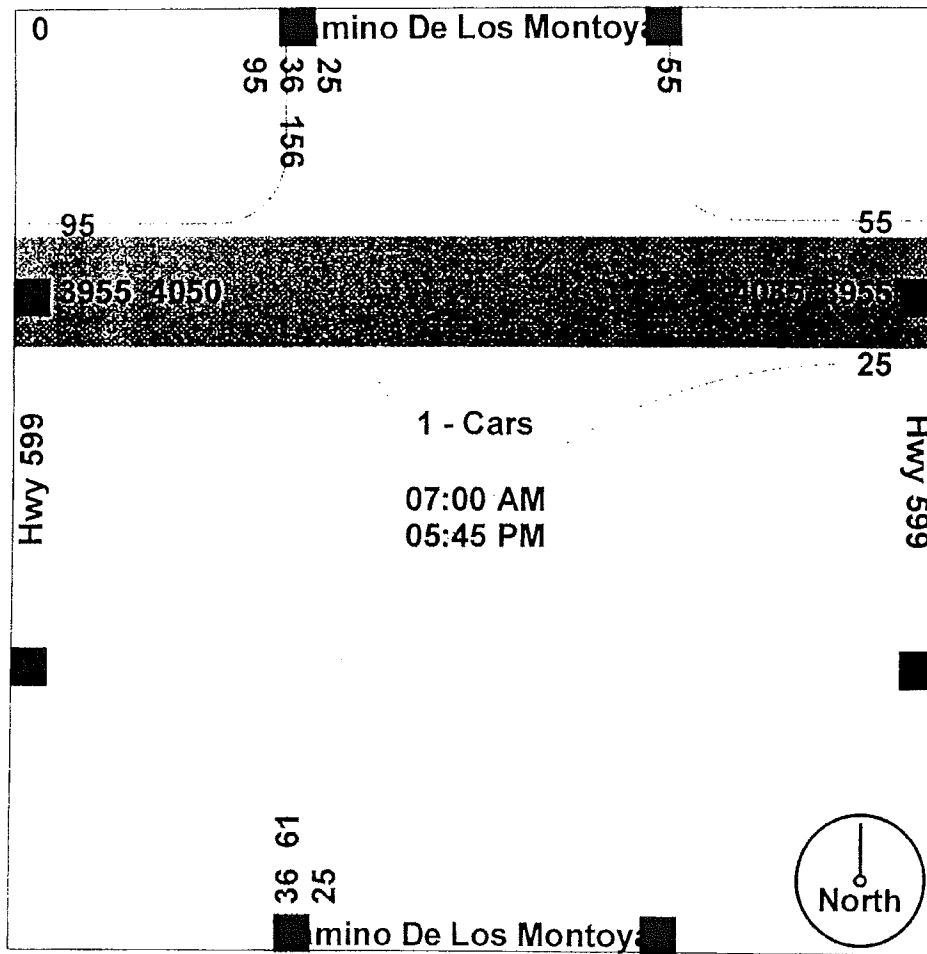
Groups Printed- Cars

	Camino De Los Montoyas From the North				Hwy 599 From the East				Camino De Los Montoyas From the South				Hwy 599 From the West				
Start Time	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	0	1	0	0	50	1	0	0	0	0	0	0	0	0	0	54
07:15 AM	1	0	1	0	1	78	1	0	0	0	0	0	0	0	0	0	82
07:30 AM	1	2	2	0	0	103	0	0	0	0	0	0	0	0	0	0	108
07:45 AM	0	0	0	0	0	120	0	0	0	0	0	0	0	0	0	0	120
Total	4	2	4	0	1	351	2	0	0	0	0	0	0	0	0	0	364
08:00 AM	0	1	0	0	0	101	1	0	0	0	0	0	0	0	0	0	103
08:15 AM	0	0	3	0	2	103	0	0	0	0	0	0	0	0	0	0	108
08:30 AM	2	1	1	1	0	85	1	0	0	0	0	0	0	0	0	0	91
08:45 AM	2	0	3	0	1	72	2	1	0	0	0	0	0	0	0	0	81
Total	4	2	7	1	3	361	4	1	0	0	0	0	0	0	0	0	383
09:00 AM	0	0	0	0	2	83	1	0	0	0	0	0	0	0	0	0	86
09:15 AM	0	1	4	0	1	96	1	0	0	0	0	0	0	0	0	0	103
09:30 AM	1	0	0	0	1	82	1	0	0	0	0	0	0	0	0	0	85
09:45 AM	1	0	1	0	2	79	1	0	0	0	0	0	0	0	0	0	84
Total	2	1	5	0	6	340	4	0	0	0	0	0	0	0	0	0	358
[BREAK]																	
11:00 AM	1	0	4	0	0	64	0	0	0	0	0	0	0	0	0	0	69
11:15 AM	0	1	1	0	0	62	2	0	0	0	0	0	0	0	0	0	66
11:30 AM	1	0	3	0	1	69	0	0	0	0	0	0	0	0	0	0	74
11:45 AM	0	3	2	0	0	75	0	0	0	0	0	0	0	0	0	0	80
Total	2	4	10	0	1	270	2	0	0	0	0	0	0	0	0	0	289
12:00 PM	0	2	1	0	0	76	0	0	0	0	0	0	0	0	0	0	79
12:15 PM	0	0	1	0	1	74	2	0	0	0	0	0	0	0	0	0	78
12:30 PM	1	0	0	0	0	87	3	0	0	0	0	0	0	0	0	0	91
12:45 PM	0	1	2	0	2	85	2	0	0	0	0	0	0	0	0	0	92
Total	1	3	4	0	3	322	7	0	0	0	0	0	0	0	0	0	340
01:00 PM	1	2	4	1	1	88	5	0	0	0	0	0	0	0	0	0	102
01:15 PM	1	1	3	0	1	65	2	0	0	0	0	0	0	0	0	0	73
01:30 PM	1	1	6	1	1	79	5	0	0	0	0	0	0	0	0	0	94
01:45 PM	1	2	3	0	0	87	6	0	0	0	0	0	0	0	0	0	99
Total	4	6	16	2	3	319	18	0	0	0	0	0	0	0	0	0	368
[BREAK]																	
03:00 PM	1	0	5	0	0	83	0	0	0	0	0	0	0	0	0	0	89
03:15 PM	0	1	2	0	0	133	2	0	0	0	0	0	0	0	0	0	138
03:30 PM	1	3	3	0	1	136	0	0	0	0	0	0	0	0	0	0	144
03:45 PM	1	0	4	0	0	133	1	0	0	0	0	0	0	0	0	0	139
Total	3	4	14	0	1	485	3	0	0	0	0	0	0	0	0	0	510
04:00 PM	0	0	3	0	2	100	0	0	0	0	0	0	0	0	0	0	105
04:15 PM	0	1	5	0	0	112	4	0	0	0	0	0	0	0	0	0	122
04:30 PM	0	3	6	0	1	213	1	0	0	0	0	0	0	0	0	0	224
04:45 PM	1	0	5	0	1	200	0	0	0	0	0	0	0	0	0	0	207
Total	1	4	19	0	4	625	5	0	0	0	0	0	0	0	0	0	658
05:00 PM	2	3	8	0	0	245	3	0	0	0	0	0	0	0	0	0	261
05:15 PM	1	4	5	0	1	241	2	0	0	0	0	0	0	0	0	0	254
05:30 PM	1	1	2	0	1	205	3	0	0	0	0	0	0	0	0	0	213
05:45 PM	0	2	1	0	1	191	2	0	0	0	0	0	0	0	0	0	197
Total	4	10	16	0	3	882	10	0	0	0	0	0	0	0	0	0	925
Grand Total	25	36	95	3	25	3955	55	1	0	0	0	0	0	0	0	0	4195
Apprch %	15.7	22.6	59.7	1.9	0.6	98.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.6	0.9	2.3	0.1	0.6	94.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: M. Roman
Card #: 1145
Counter: 599/CaminoDeLosMontoyas

File Name : 599&CA~2
Site Code : 00007766
Start Date : 11/8/2005
Page No : 2



Weather: Fair
Counted by: M. Roman
Card #: 1145
Owner: 599/CaminoDeLosMontoyas

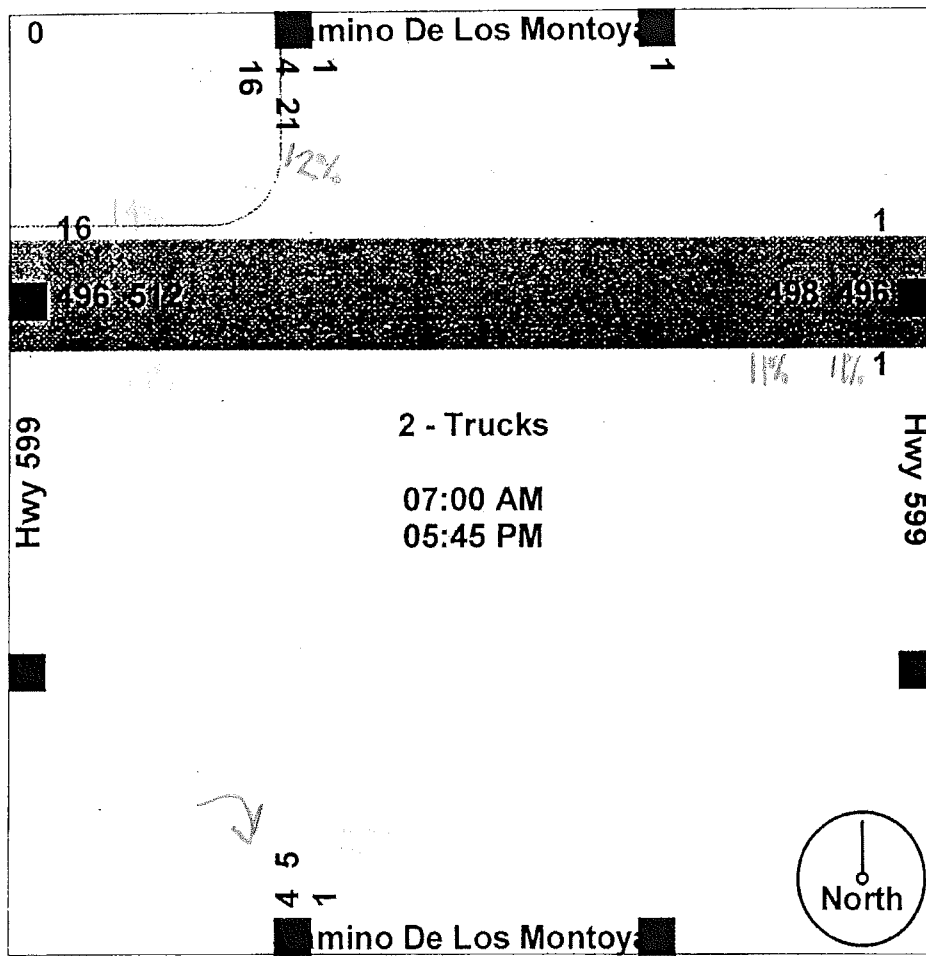
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Site Code : 00007766
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Page No : 1

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Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: M. Roman
Card #: 1145
Counter: 599/CaminoDeLosMontoyas

File Name : 599&CA~2
Site Code : 00007766
Start Date : 11/8/2005
Page No : 2



Weather: Fair
Counted by: M. Roman
and #: 1145

Owner: 599/CaminoDeLosMontoyas

File Name : 599&CA~2
Site Code : 00007766
Start Date : 11/8/2005
Page No : 1

Groups Printed- Cars - Trucks

[illegible]

[BREAK]

11:00 AM	1	0	4	0	0	76	0	0	0	0	0	0	0	0	81
11:15 AM	0	1	4	0	1	86	2	0	0	0	0	0	0	0	94
11:30 AM	1	3	3	0	1	92	0	0	0	0	0	0	0	0	100
11:45 AM	0	3	3	0	0	89	0	0	0	0	0	0	0	0	95
Total	2	7	14	0	2	343	2	0	0	0	0	0	0	0	370
12:00 PM	0	2	1	0	0	87	0	0	0	0	0	0	0	0	90
12:15 PM	0	0	1	0	1	87	2	0	0	0	0	0	0	0	91
12:30 PM	1	0	2	0	0	111	3	0	0	0	0	0	0	0	117
12:45 PM	0	1	3	0	2	95	2	0	0	0	0	0	0	0	103
Total	1	3	7	0	3	380	7	0	0	0	0	0	0	0	401
01:00 PM	1	2	4	1	1	101	5	0	0	0	0	0	0	0	115
01:15 PM	1	1	5	0	1	76	2	0	0	0	0	0	0	0	86
01:30 PM	1	1	7	1	1	98	5	0	0	0	0	0	0	0	114
01:45 PM	1	2	3	0	0	108	6	0	0	0	0	0	0	0	120
Total	4	6	19	2	3	383	18	0	0	0	0	0	0	0	435

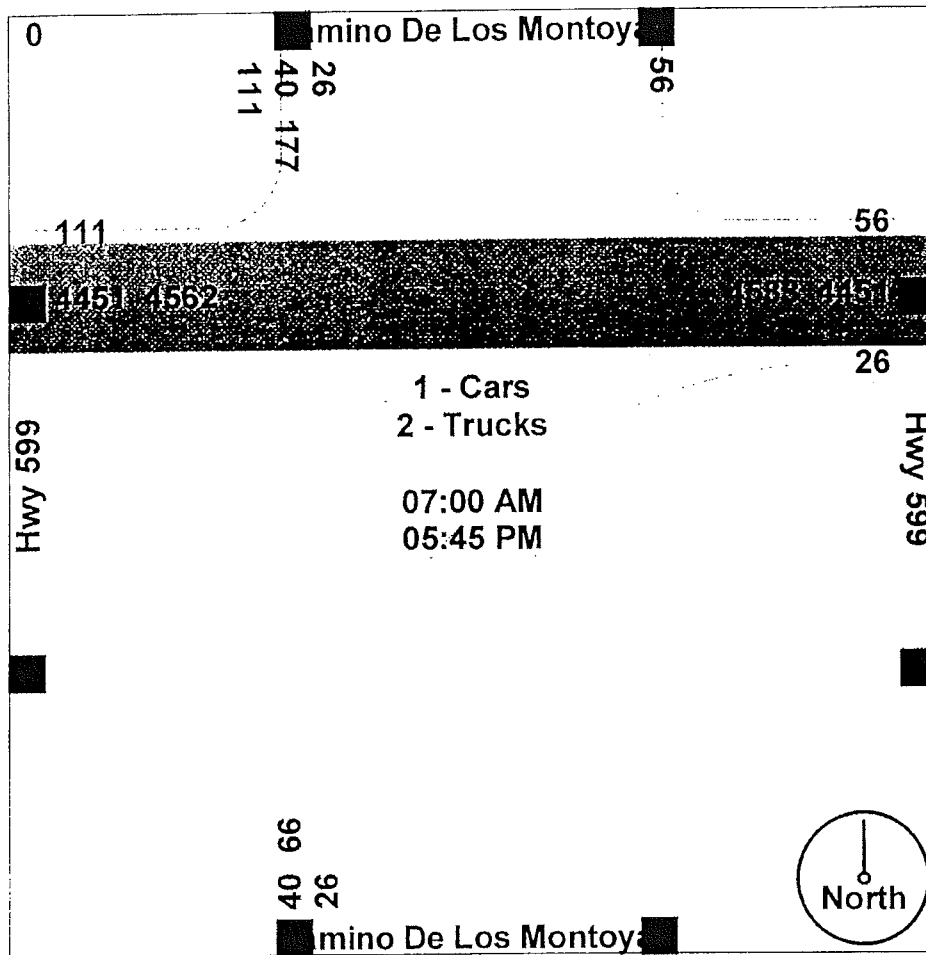
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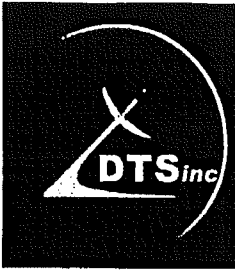
[illegible]

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: M. Roman
Card #: 1145
Other: 599/CaminoDeLosMontoyas

File Name : 599&CA~2
Site Code : 00007766
Start Date : 11/8/2005
Page No : 2





3813 Academy Parkway South, NE
Albuquerque, NM 87109
(505) 881-4470 Phone
(505) 881-4483 Fax

599/Camino de Los Montoyas

- Clock set issue initially, they were corrected

08-52

BICYCLE AND PEDESTRIAN CROSSING

Location: 599/ Camino de los Montañas Customer: _____
 Date: 11/8/05 Operator: Mike, Rob Machine Number: N/A

Time	North ↓ South Mike		North ↑ South Rob		West ← East		West → East Rob	
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak Period 7:00-10:00	Mike				Mike		11	
	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes 1	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes 2	TOTAL # PEDS
Midday Peak Period 11:00-2:00								
	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes 0	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes 0	TOTAL # PEDS
Afternoon Peak Period 3:00-6:00			1					
	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes 1	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes 0	TOTAL # PEDS

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: R. Roman
Card #: 1351
Counter: 599/Camino de los Montoyas S.599

File Name : 599&CA~3
Site Code : 00001234
Start Date : 11/8/2005
Page No : 1

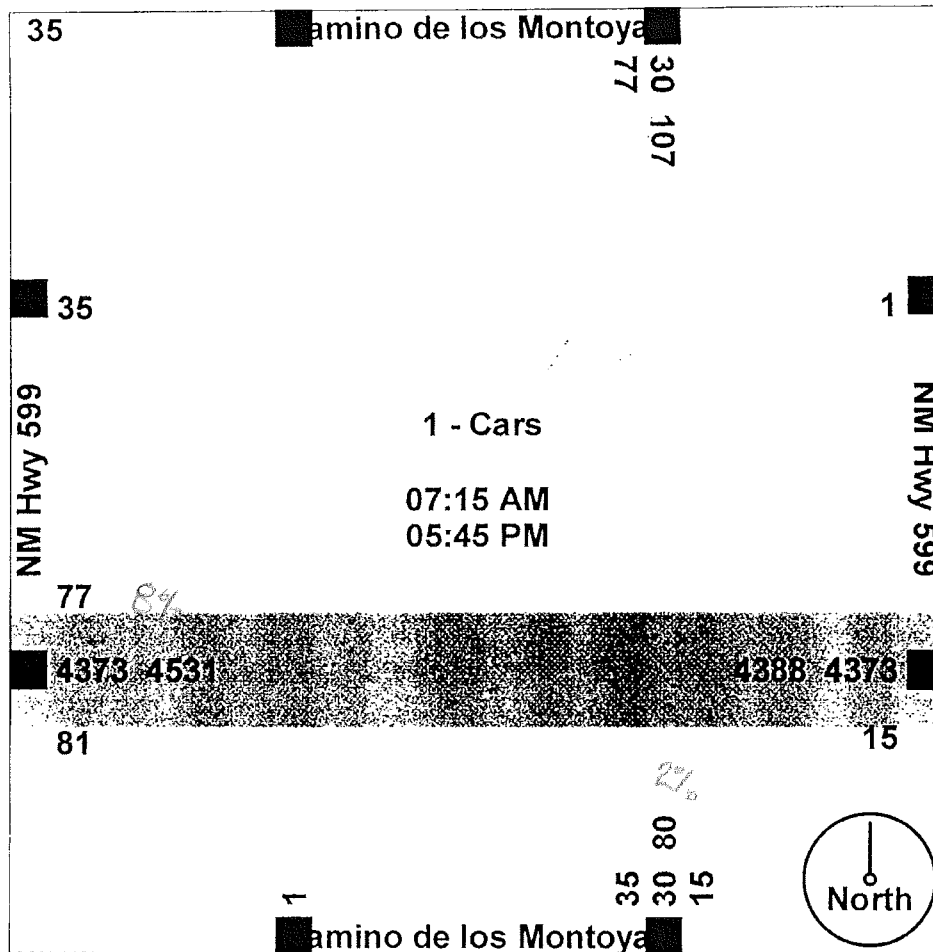
Groups Printed- Cars

Start Time	Camino de los Montoyas From the North				NM Hwy 599 From the East				Camino de los Montoyas From the South				NM Hwy 599 From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	192	6	0	204
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	5	236	12	0	254
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	11	310	10	0	333
Total	0	0	0	0	1	0	0	0	3	1	1	0	19	738	28	0	791
08:00 AM	0	0	0	0	0	0	0	0	4	0	1	0	7	228	5	0	245
08:15 AM	0	0	0	0	0	0	0	0	1	4	1	0	3	227	0	0	236
08:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	2	139	1	0	145
08:45 AM	0	0	0	0	0	0	0	0	3	0	1	0	1	142	3	0	150
Total	0	0	0	0	0	0	0	0	8	5	5	0	13	736	9	0	776
09:00 AM	0	0	0	0	0	0	0	0	3	2	0	0	2	143	3	0	153
09:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	138	2	1	147
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	115	1	0	119
09:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	4	115	1	0	122
Total	0	0	0	0	0	0	0	0	6	4	1	0	11	511	7	1	541
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	100	1	0	103
[BREAK]																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	100	1	0	103
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	87	1	0	91
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	62	0	0	65
11:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	66	0	0	69
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	104	1	0	108
Total	0	0	0	0	0	0	0	0	3	1	0	0	8	319	2	0	333
12:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	2	95	0	0	100
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	84	0	0	86
12:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	3	94	2	0	101
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	86	1	0	89
Total	0	0	0	0	0	0	0	0	3	2	1	0	8	359	3	0	376
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	3	71	1	0	76
01:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	76	1	0	80
01:30 PM	0	0	0	0	0	0	0	0	1	2	2	0	0	74	0	0	79
01:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	79	0	0	81
Total	0	0	0	0	0	0	0	0	2	6	2	0	4	300	2	0	316
[BREAK]																	
03:00 PM	0	0	0	0	0	0	0	0	1	2	1	0	0	101	2	0	107
03:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	84	1	0	88
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	88	1	0	92
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	106	2	0	109
Total	0	0	0	0	0	0	0	0	1	5	1	0	4	379	6	0	396
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	95	13	0	108
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	119	3	0	126
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	4	117	0	0	122
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	117	2	0	121
Total	0	0	0	0	0	0	0	0	1	3	0	0	7	448	18	0	477
05:00 PM	0	0	0	0	0	0	0	0	2	0	2	0	1	130	0	0	135
05:15 PM	0	0	0	0	0	0	0	0	5	2	1	0	0	162	0	0	170
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	115	3	0	119
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	76	2	0	80
Total	0	0	0	0	0	0	0	0	8	3	4	0	1	483	5	0	504
Grand Total	0	0	0	0	1	0	0	0	35	30	15	0	77	4373	81	1	4613
Apprch %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	43.8	37.5	18.8	0.0	1.7	96.5	1.8	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.7	0.3	0.0	1.7	94.8	1.8	0.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: R. Roman
Card #: 1351
Counter: 599/Camino de los Montoyas S.599

File Name : 599&CA~3
Site Code : 00001234
Start Date : 11/8/2005
Page No : 2



Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: R. Roman
Card #: 1351
Counter: 599/Camino de los Montoyas S.599

File Name : 599&CA~3
Site Code : 00001234
Start Date : 11/8/2005
Page No : 1

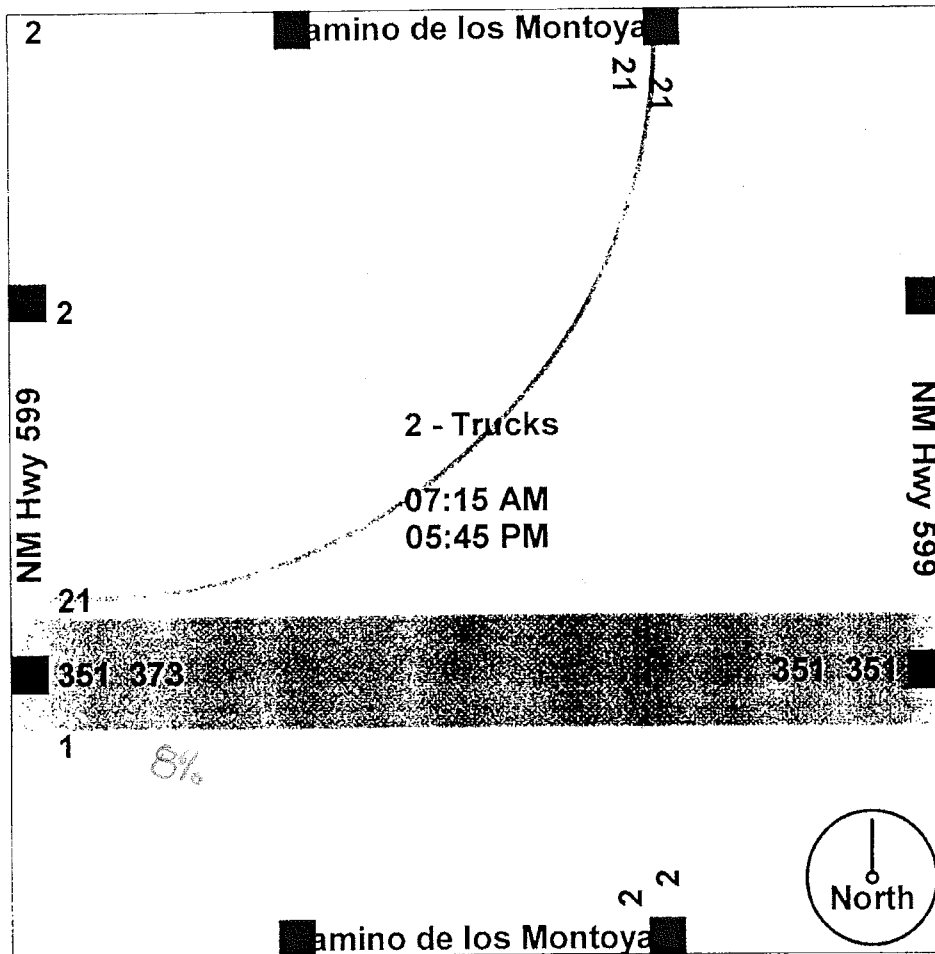
Groups Printed- Trucks

Start Time	Camino de los Montoyas From the North				NM Hwy 599 From the East				Camino de los Montoyas From the South				NM Hwy 599 From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	36	0	0	37
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	56	0	0	58
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	16	0	0	18
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0	0	13
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	13
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	13
Total	0	0	0	0	0	0	0	0	0	0	0	0	6	51	0	0	57
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0	0	17
[BREAK]																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0	0	17
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	13	0	0	16
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	1	0	10
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12
Total	0	0	0	0	0	0	0	0	1	0	0	0	3	44	1	0	49
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	15	0	0	16
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	15	0	0	16
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	54	0	0	57
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	10
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	32	0	0	36
[BREAK]																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
03:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	9
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	28	0	0	29
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	21	0	0	22
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13
Grand Total	0	0	0	0	0	0	0	0	2	0	0	0	21	351	1	0	375
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	5.6	94.1	0.3	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	5.6	93.6	0.3	0.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: R. Roman
Card #: 1351
Counter: 599/Camino de los Montoyas S.599

File Name : 599&CA~3
Site Code : 00001234
Start Date : 11/8/2005
Page No : 2



Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: R. Roman
Card #: 1351
Counter: 599/Camino de los Montoyas S.599

File Name : 599&CA~3
Site Code : 00001234
Start Date : 11/8/2005
Page No : 1

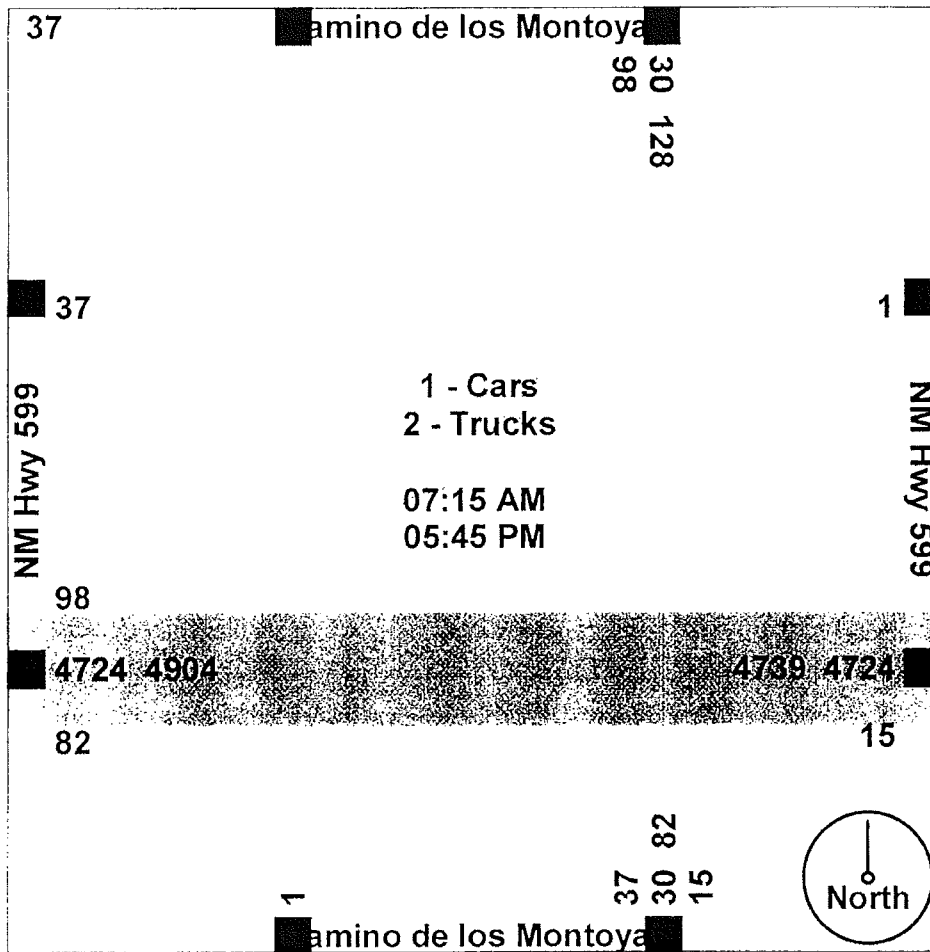
Groups Printed- Cars - Trucks

	Camino de los Montoyas From the North				NM Hwy 599 From the East				Camino de los Montoyas From the South				NM Hwy 599 From the West				Int. Total
Start Time	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	202	6	0	214
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	5	253	12	0	271
07:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	12	319	10	0	343
Total	0	0	0	0	1	0	0	0	3	1	1	0	20	774	28	0	828
08:00 AM	0	0	0	0	0	0	0	0	4	0	1	0	8	250	5	0	268
08:15 AM	0	0	0	0	0	0	0	0	1	4	1	0	3	242	0	0	251
08:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	3	150	1	0	157
08:45 AM	0	0	0	0	0	0	0	0	3	0	1	0	1	150	3	0	158
Total	0	0	0	0	0	0	0	0	8	5	5	0	15	792	9	0	834
09:00 AM	0	0	0	0	0	0	0	0	3	2	0	0	4	159	3	0	171
09:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	5	149	2	1	160
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	3	127	1	0	132
09:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	5	127	1	0	135
Total	0	0	0	0	0	0	0	0	6	4	1	0	17	562	7	1	598
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	116	1	0	120
[BREAK]																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	116	1	0	120
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	5	100	1	0	107
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	73	0	0	76
11:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	1	74	1	0	79
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	116	1	0	120
Total	0	0	0	0	0	0	0	0	4	1	0	0	11	363	3	0	382
12:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	3	110	0	0	116
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	94	0	0	97
12:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	3	108	2	0	115
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	101	1	0	105
Total	0	0	0	0	0	0	0	0	3	2	1	0	11	413	3	0	433
01:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	3	79	1	0	84
01:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	84	1	0	89
01:30 PM	0	0	0	0	0	0	0	0	1	2	2	0	1	82	0	0	88
01:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	87	0	0	91
Total	0	0	0	0	0	0	0	0	2	6	2	0	8	332	2	0	352
[BREAK]																	
03:00 PM	0	0	0	0	0	0	0	0	1	2	1	0	0	105	2	0	111
03:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	92	1	0	96
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	96	1	0	100
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	114	2	0	118
Total	0	0	0	0	0	0	0	0	2	5	1	0	4	407	6	0	425
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	103	13	0	116
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	125	3	0	132
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	5	121	0	0	127
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	120	2	0	124
Total	0	0	0	0	0	0	0	0	1	3	0	0	8	469	18	0	499
05:00 PM	0	0	0	0	0	0	0	0	2	0	2	0	1	134	0	0	139
05:15 PM	0	0	0	0	0	0	0	0	5	2	1	0	0	165	0	0	173
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	117	3	0	121
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	80	2	0	84
Total	0	0	0	0	0	0	0	0	8	3	4	0	1	496	5	0	517
Grand Total	0	0	0	0	1	0	0	0	37	30	15	0	98	4724	82	1	4988
Apprch %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	45.1	36.6	18.3	0.0	2.0	96.3	1.7	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.6	0.3	0.0	2.0	94.7	1.6	0.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: R. Roman
Card #: 1351
Counter: 599/Camino de los Montoyas S.599

File Name : 599&CA~3
Site Code : 00001234
Start Date : 11/8/2005
Page No : 2



DIGITAL TRAFFIC SYSTEMS, INC.
Turning Movement Diagram

Technician M. Roman

Date 11/2/05

File ID: _____ (assigned in office) Site code 7766 (your choice)

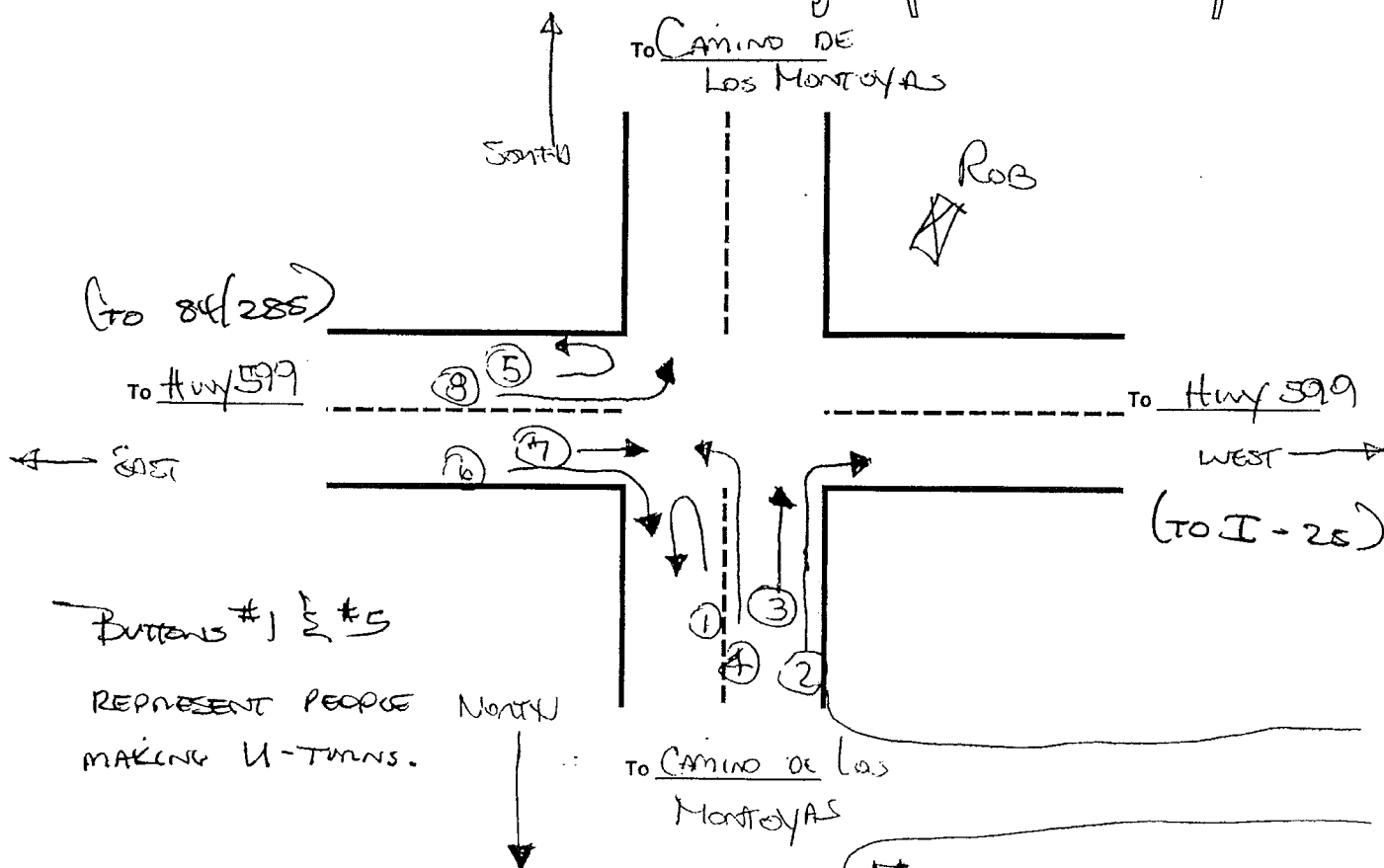
Count Board 1145


North Button 3

Customer JAMES GARCIA

Comments:

599/Camino De los Montoyas (South of 599)



NOTE: Draw in location where you parked and direction you were facing.  *MUE*
Indicate landmarks on each corner (store, field, gas station etc.)
Indicate North direction (use arrow)
Write in Highway Number/ Street names for each leg.
File ID is the name you will call the file when you download into Petra ie LAV-1
Site code is what you enter on the Jamar count board when you begin your count ie 1234
All paperwork must be legible, even if it takes you a few more minutes

JAMES
603-98139
C. B. L. K.

599 Camino de los Montoyas
Kille

DIGITAL TRAFFIC SYSTEMS, INC.
Turning Movement Diagram

Technician ROB

Count Board 1351

Date 11/8/05

North Button 3

File ID: _____ (assigned in office) Site code 1234 (your choice)

Customer _____

Comments: 2 PERSON COUNT

599/Camino de los Montoyas (South of 599)

NOTE:
Clock set
TO 8:00 AM
TO 7 PM

U Turn
E-W
(3)

to Los Montoyas North

To 599 West

(5)

To NM 599 E

(7)

Rib
Feels/Bikes
Truck

(11)

Rib
Feels/Bikes

○ Please fill in
the circle with

the button number

R to Los Montoyas South

NOTE: Draw in location where you parked and direction you were facing.

Indicate landmarks on each corner (store, field, gas station etc.)

Indicate North direction (use arrow)

Write in Highway Number/ Street names for each leg.

File ID is the name you will call the file when you download into Petra ie LAV-1

Site code is what you enter on the Jamar count board when you begin your count ie 1234

All paperwork must be legible, even if it takes you a few more minutes



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NFRONTAGE&CR62AM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

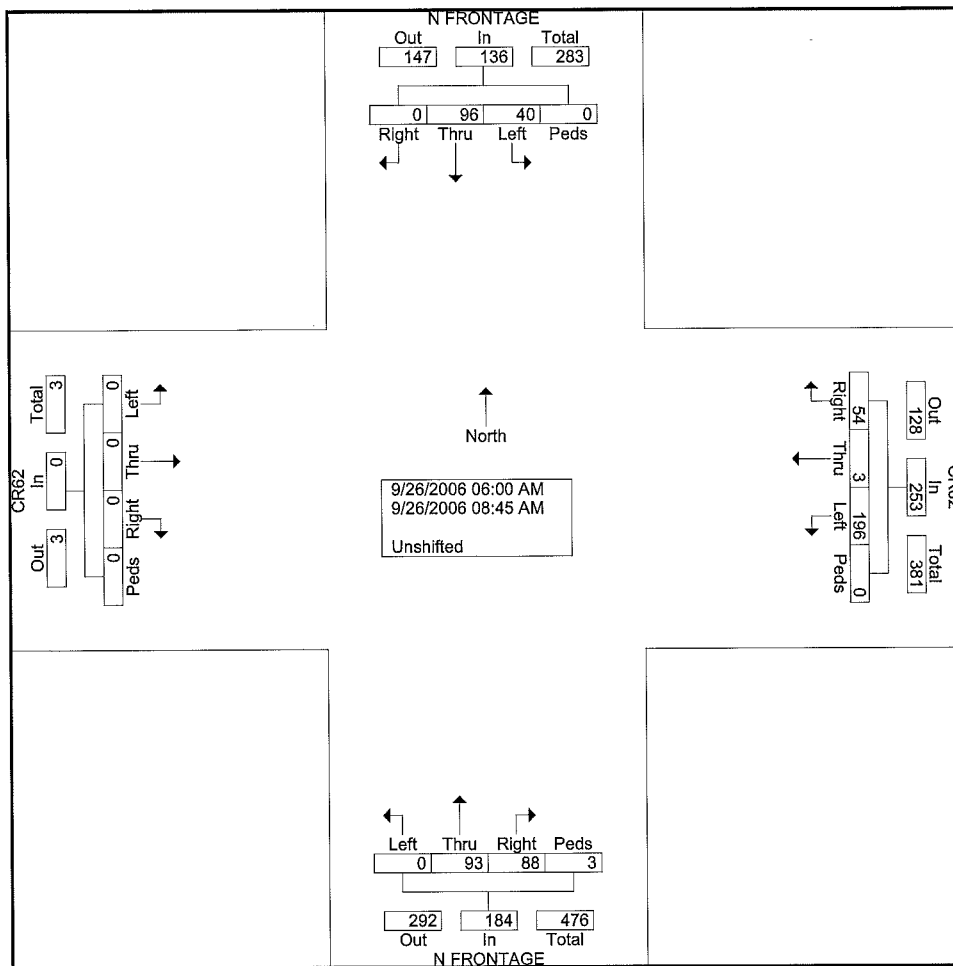
Groups Printed- Unshifted

Start Time	N FRONTAGE Southbound				CR62 Westbound				N FRONTAGE Northbound				CR62 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	1	1	0	0	0	0	0	0	0	1	7	0	0	0	0	0	10
06:15 AM	1	5	0	0	10	0	1	0	0	2	2	0	0	0	0	0	21
06:30 AM	5	2	0	0	1	0	2	0	0	2	2	0	0	0	0	0	14
06:45 AM	1	5	0	0	14	0	7	0	0	3	6	0	0	0	0	0	36
Total	8	13	0	0	25	0	10	0	0	8	17	0	0	0	0	0	81
07:00 AM	1	4	0	0	8	0	10	0	0	3	4	3	0	0	0	0	33
07:15 AM	6	8	0	0	11	0	4	0	0	18	13	0	0	0	0	0	60
07:30 AM	5	13	0	0	20	1	6	0	0	20	6	0	0	0	0	0	71
07:45 AM	8	17	0	0	41	1	3	0	0	9	11	0	0	0	0	0	90
Total	20	42	0	0	80	2	23	0	0	50	34	3	0	0	0	0	254
08:00 AM	3	15	0	0	27	0	4	0	0	7	6	0	0	0	0	0	62
08:15 AM	1	5	0	0	13	1	5	0	0	10	8	0	0	0	0	0	43
08:30 AM	4	10	0	0	20	0	3	0	0	10	17	0	0	0	0	0	64
08:45 AM	4	11	0	0	31	0	9	0	0	8	6	0	0	0	0	0	69
Total	12	41	0	0	91	1	21	0	0	35	37	0	0	0	0	0	238
Grand Total	40	96	0	0	196	3	54	0	0	93	88	3	0	0	0	0	573
Apprch %	29.4	70.6	0	0	77.5	1.2	21.3	0	0	50.5	47.8	1.6	0	0	0	0	
Total %	7	16.8	0	0	34.2	0.5	9.4	0	0	16.2	15.4	0.5	0	0	0	0	



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NFRONTAGE&CR62AM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 2

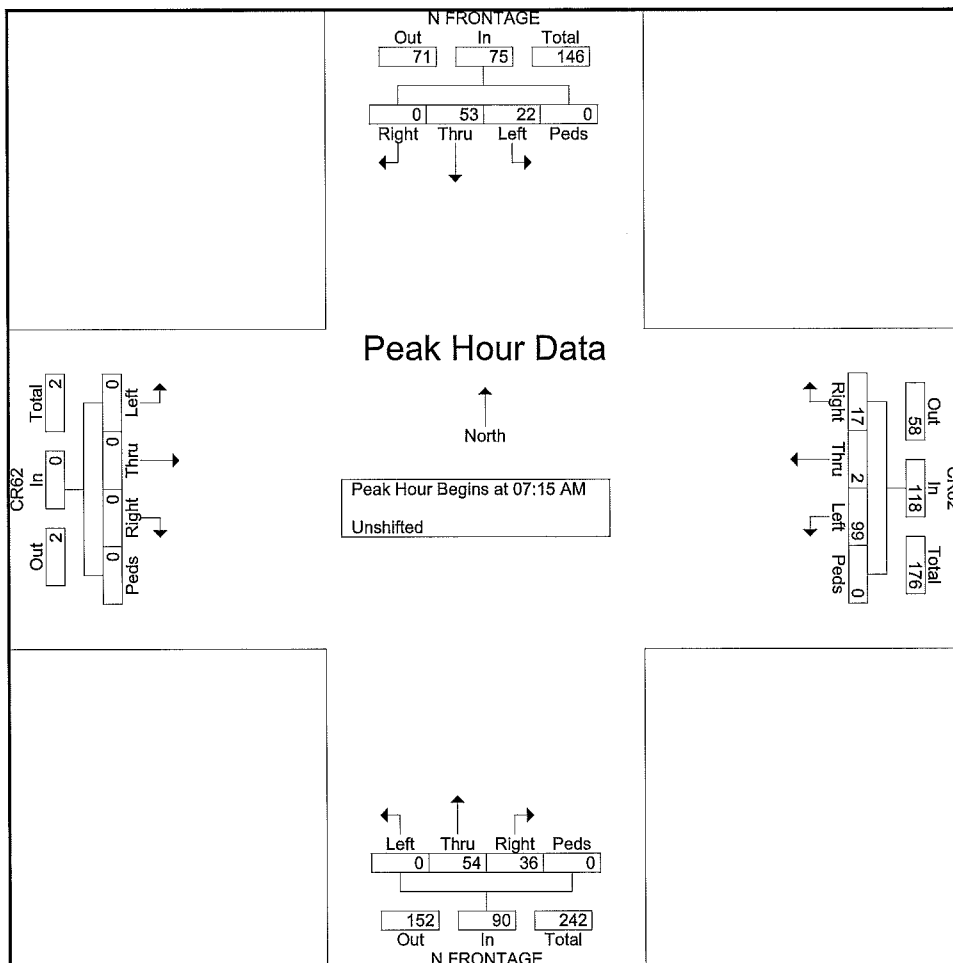


	N FRONTAGE Southbound					CR62 Westbound					N FRONTAGE Northbound					CR62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	6	8	0	0	14	11	0	4	0	15	0	18	13	0	31	0	0	0	0	0	60
07:30 AM	5	13	0	0	18	20	1	6	0	27	0	20	6	0	26	0	0	0	0	0	71
07:45 AM	8	17	0	0	25	41	1	3	0	45	0	9	11	0	20	0	0	0	0	0	90
08:00 AM	3	15	0	0	18	27	0	4	0	31	0	7	6	0	13	0	0	0	0	0	62
Total Volume	22	53	0	0	75	99	2	17	0	118	0	54	36	0	90	0	0	0	0	0	283
% App. Total	29.3	70.7	0	0		83.9	1.7	14.4	0		0	60	40	0		0	0	0	0		
PHF	.688	.779	.000	.000	.750	.604	.500	.708	.000	.656	.000	.675	.692	.000	.726	.000	.000	.000	.000	.000	.786



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NFRONTAGE&CR62AM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 3





All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NFRONTAGE&CR62NOON
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

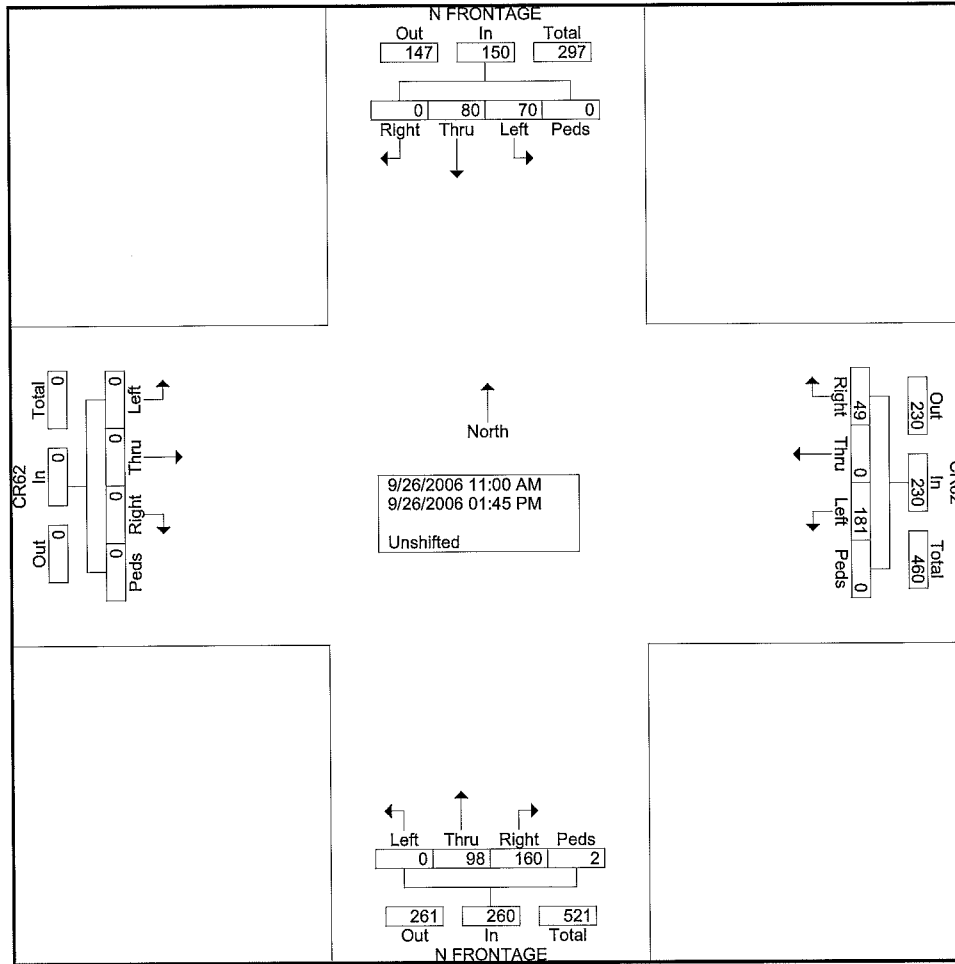
Groups Printed- Unshifted

Start Time	N FRONTAGE Southbound				CR62 Westbound				N FRONTAGE Northbound				CR62 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	5	9	0	0	13	0	4	0	0	6	12	0	0	0	0	0	49
11:15 AM	7	9	0	0	14	0	4	0	0	9	11	0	0	0	0	0	54
11:30 AM	6	6	0	0	22	0	3	0	0	7	17	0	0	0	0	0	61
11:45 AM	4	6	0	0	13	0	3	0	0	11	8	0	0	0	0	0	45
Total	22	30	0	0	62	0	14	0	0	33	48	0	0	0	0	0	209
12:00 PM	5	10	0	0	10	0	3	0	0	12	14	0	0	0	0	0	54
12:15 PM	6	7	0	0	23	0	9	0	0	11	14	2	0	0	0	0	72
12:30 PM	11	3	0	0	16	0	3	0	0	6	15	0	0	0	0	0	54
12:45 PM	12	6	0	0	14	0	8	0	0	11	13	0	0	0	0	0	64
Total	34	26	0	0	63	0	23	0	0	40	56	2	0	0	0	0	244
01:00 PM	0	7	0	0	19	0	2	0	0	12	15	0	0	0	0	0	55
01:15 PM	4	4	0	0	9	0	2	0	0	2	13	0	0	0	0	0	34
01:30 PM	6	6	0	0	17	0	2	0	0	8	15	0	0	0	0	0	54
01:45 PM	4	7	0	0	11	0	6	0	0	3	13	0	0	0	0	0	44
Total	14	24	0	0	56	0	12	0	0	25	56	0	0	0	0	0	187
Grand Total	70	80	0	0	181	0	49	0	0	98	160	2	0	0	0	0	640
Apprch %	46.7	53.3	0	0	78.7	0	21.3	0	0	37.7	61.5	0.8	0	0	0	0	
Total %	10.9	12.5	0	0	28.3	0	7.7	0	0	15.3	25	0.3	0	0	0	0	



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NFRONTAGE&CR62NOON
Site Code : 00000000
Start Date : 9/26/2006
Page No : 2

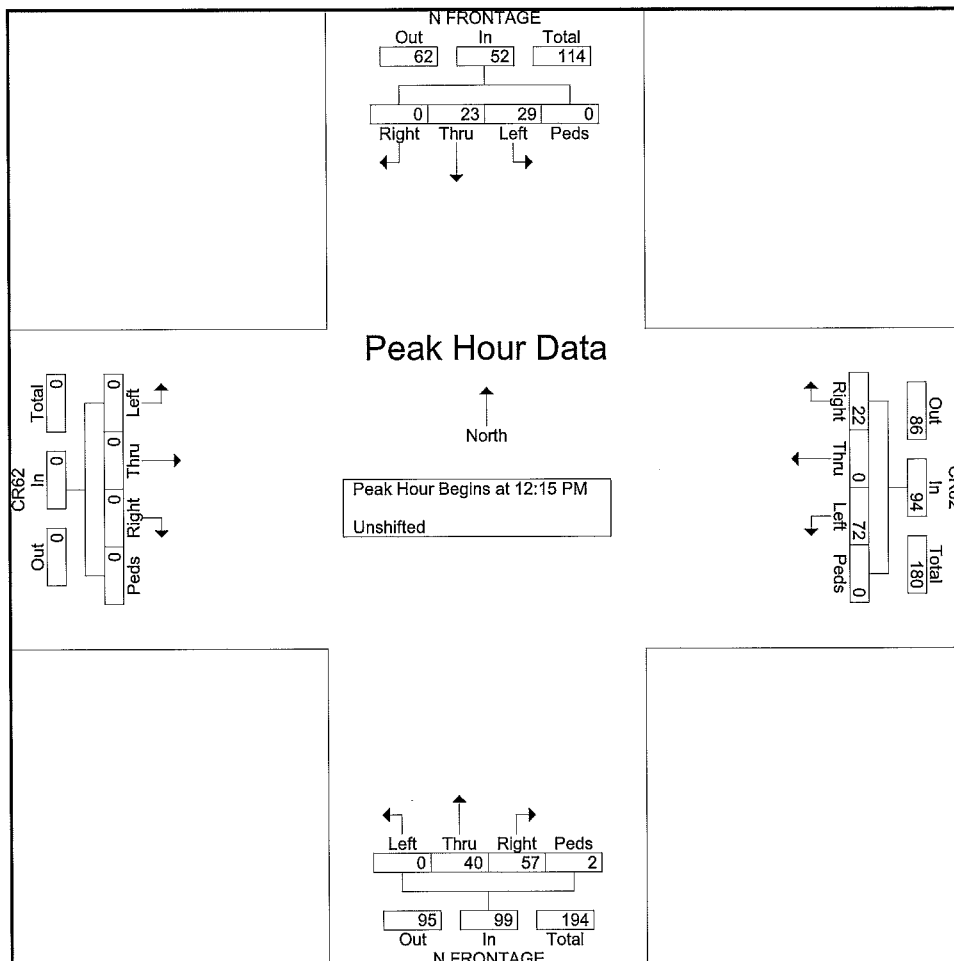


	N FRONTAGE Southbound					CR62 Westbound					N FRONTAGE Northbound					CR62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	6	7	0	0	13	23	0	9	0	32	0	11	14	2	27	0	0	0	0	0	72
12:30 PM	11	3	0	0	14	16	0	3	0	19	0	6	15	0	21	0	0	0	0	0	54
12:45 PM	12	6	0	0	18	14	0	8	0	22	0	11	13	0	24	0	0	0	0	0	64
01:00 PM	0	7	0	0	7	19	0	2	0	21	0	12	15	0	27	0	0	0	0	0	55
Total Volume	29	23	0	0	52	72	0	22	0	94	0	40	57	2	99	0	0	0	0	0	245
% App. Total	55.8	44.2	0	0		76.6	0	23.4	0		0	40.4	57.6	2		0	0	0	0		
PHF	.604	.821	.000	.000	.722	.783	.000	.611	.000	.734	.000	.833	.950	.250	.917	.000	.000	.000	.000	.000	.851



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NFRONTAGE&CR62NOON
Site Code : 00000000
Start Date : 9/26/2006
Page No : 3





All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

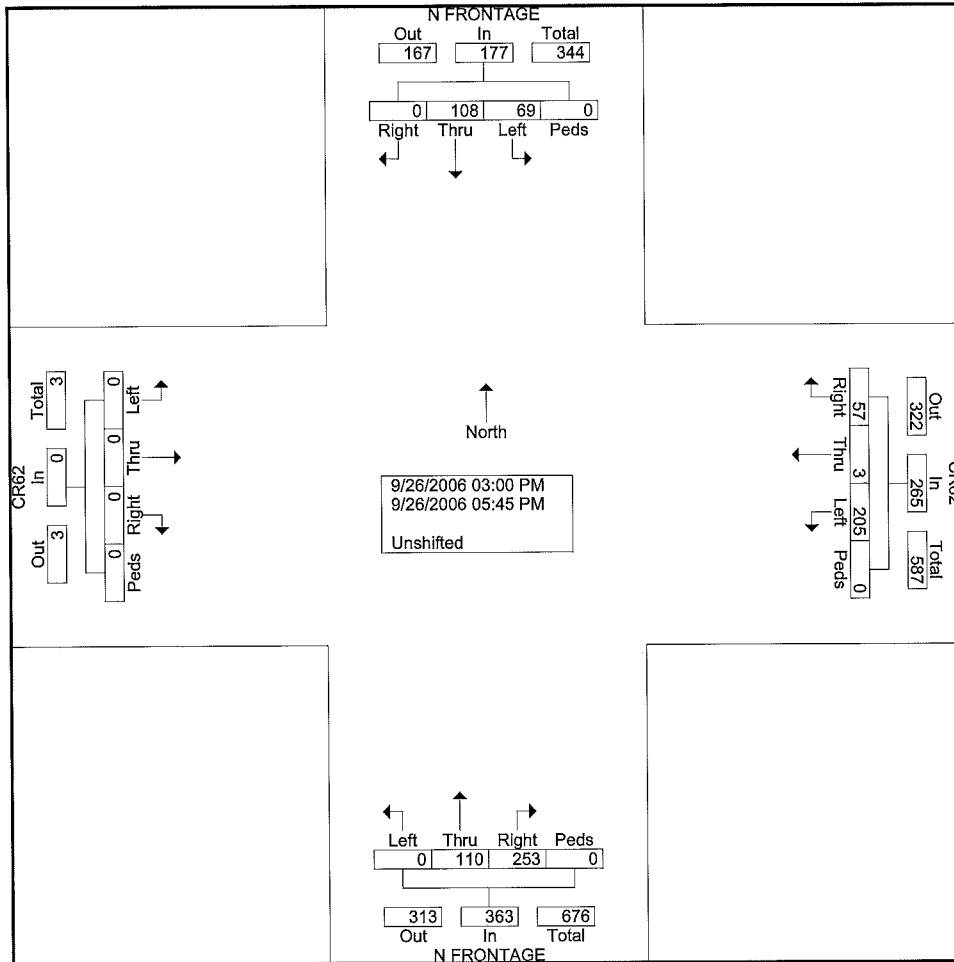
File Name : NFRONTAGE&CR62PM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

Groups Printed- Unshifted

Start Time	N FRONTAGE Southbound				CR62 Westbound				N FRONTAGE Northbound				CR62 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
03:00 PM	4	8	0	0	21	0	7	0	0	4	12	0	0	0	0	0	56
03:15 PM	7	11	0	0	25	0	8	0	0	5	16	0	0	0	0	0	72
03:30 PM	3	11	0	0	17	0	5	0	0	7	31	0	0	0	0	0	74
03:45 PM	5	9	0	0	20	0	6	0	0	12	27	0	0	0	0	0	79
Total	19	39	0	0	83	0	26	0	0	28	86	0	0	0	0	0	281
04:00 PM	8	8	0	0	15	0	6	0	0	10	17	0	0	0	0	0	64
04:15 PM	5	6	0	0	23	0	4	0	0	11	19	0	0	0	0	0	68
04:30 PM	7	10	0	0	15	1	3	0	0	9	35	0	0	0	0	0	80
04:45 PM	9	10	0	0	14	0	1	0	0	9	25	0	0	0	0	0	68
Total	29	34	0	0	67	1	14	0	0	39	96	0	0	0	0	0	280
05:00 PM	5	5	0	0	11	0	2	0	0	16	27	0	0	0	0	0	66
05:15 PM	6	12	0	0	13	1	5	0	0	11	19	0	0	0	0	0	67
05:30 PM	3	8	0	0	12	0	7	0	0	7	11	0	0	0	0	0	48
05:45 PM	7	10	0	0	19	1	3	0	0	9	14	0	0	0	0	0	63
Total	21	35	0	0	55	2	17	0	0	43	71	0	0	0	0	0	244
Grand Total	69	108	0	0	205	3	57	0	0	110	253	0	0	0	0	0	805
Apprch %	39	61	0	0	77.4	1.1	21.5	0	0	30.3	69.7	0	0	0	0	0	
Total %	8.6	13.4	0	0	25.5	0.4	7.1	0	0	13.7	31.4	0	0	0	0	0	

All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NFRONTAGE&CR62PM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 2

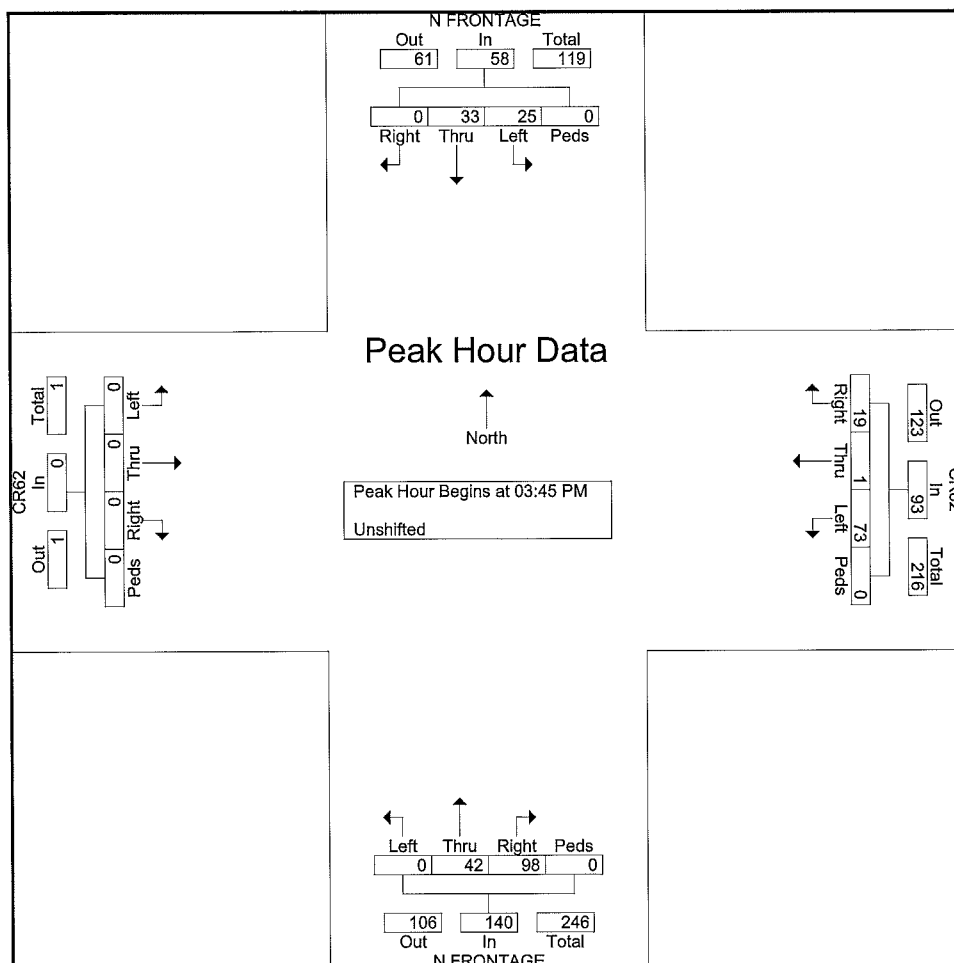


	N FRONTAGE Southbound					CR62 Westbound					N FRONTAGE Northbound					CR62 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	5	9	0	0	14	20	0	6	0	26	0	12	27	0	39	0	0	0	0	0	79
04:00 PM	8	8	0	0	16	15	0	6	0	21	0	10	17	0	27	0	0	0	0	0	64
04:15 PM	5	6	0	0	11	23	0	4	0	27	0	11	19	0	30	0	0	0	0	0	68
04:30 PM	7	10	0	0	17	15	1	3	0	19	0	9	35	0	44	0	0	0	0	0	80
Total Volume	25	33	0	0	58	73	1	19	0	93	0	42	98	0	140	0	0	0	0	0	291
% App. Total	43.1	56.9	0	0		78.5	1.1	20.4	0		0	30	70	0		0	0	0	0		
PHF	.781	.825	.000	.000	.853	.793	.250	.792	.000	.861	.000	.875	.700	.000	.795	.000	.000	.000	.000	.000	.909



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : NFRONTAGE&CR62PM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 3



All Traffic Data

Services Inc.

All Traffic Data Services, Inc.
 9660 W. 44th Ave.
 Wheat Ridge, CO 80033

File Name : CR62&CAJAAM
 Site Code : 00000000
 Start Date : 9/26/2006
 Page No : 1

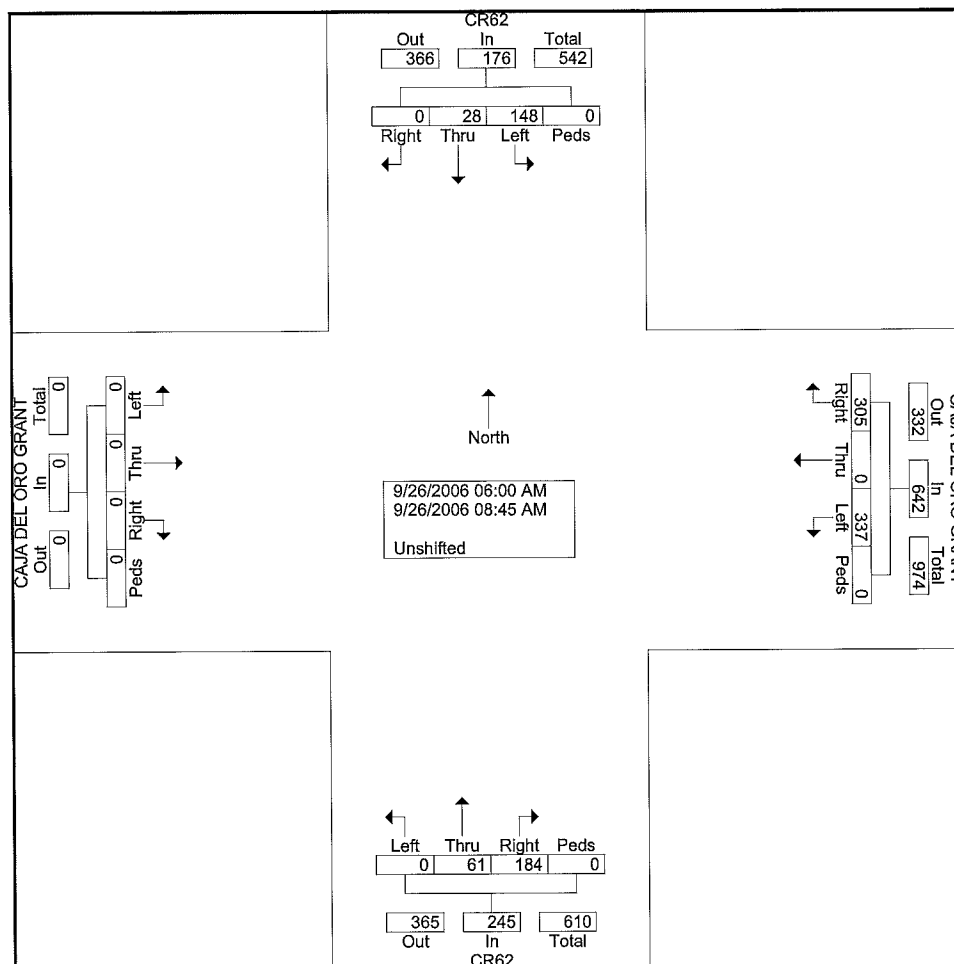
Groups Printed- Unshifted

Start Time	CR62 Southbound				CAJA DEL ORO GRANT Westbound				CR62 Northbound				CAJA DEL ORO GRANT Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	1	1	0	0	18	0	7	0	0	1	7	0	0	0	0	0	35
06:15 AM	5	0	0	0	21	0	8	0	0	1	8	0	0	0	0	0	43
06:30 AM	2	0	0	0	15	0	4	0	0	1	8	0	0	0	0	0	30
06:45 AM	9	2	0	0	26	0	21	0	0	5	18	0	0	0	0	0	81
Total	17	3	0	0	80	0	40	0	0	8	41	0	0	0	0	0	189
07:00 AM	10	2	0	0	29	0	18	0	0	3	14	0	0	0	0	0	76
07:15 AM	13	1	0	0	29	0	33	0	0	4	20	0	0	0	0	0	100
07:30 AM	22	0	0	0	41	0	45	0	0	14	11	0	0	0	0	0	133
07:45 AM	22	1	0	0	56	0	44	0	0	14	37	0	0	0	0	0	174
Total	67	4	0	0	155	0	140	0	0	35	82	0	0	0	0	0	483
08:00 AM	22	8	0	0	33	0	46	0	0	6	21	0	0	0	0	0	136
08:15 AM	14	5	0	0	24	0	36	0	0	3	20	0	0	0	0	0	102
08:30 AM	14	2	0	0	18	0	17	0	0	4	12	0	0	0	0	0	67
08:45 AM	14	6	0	0	27	0	26	0	0	5	8	0	0	0	0	0	86
Total	64	21	0	0	102	0	125	0	0	18	61	0	0	0	0	0	391
Grand Total	148	28	0	0	337	0	305	0	0	61	184	0	0	0	0	0	1063
Apprch %	84.1	15.9	0	0	52.5	0	47.5	0	0	24.9	75.1	0	0	0	0	0	
Total %	13.9	2.6	0	0	31.7	0	28.7	0	0	5.7	17.3	0	0	0	0	0	



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR62&CAJAAM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 2

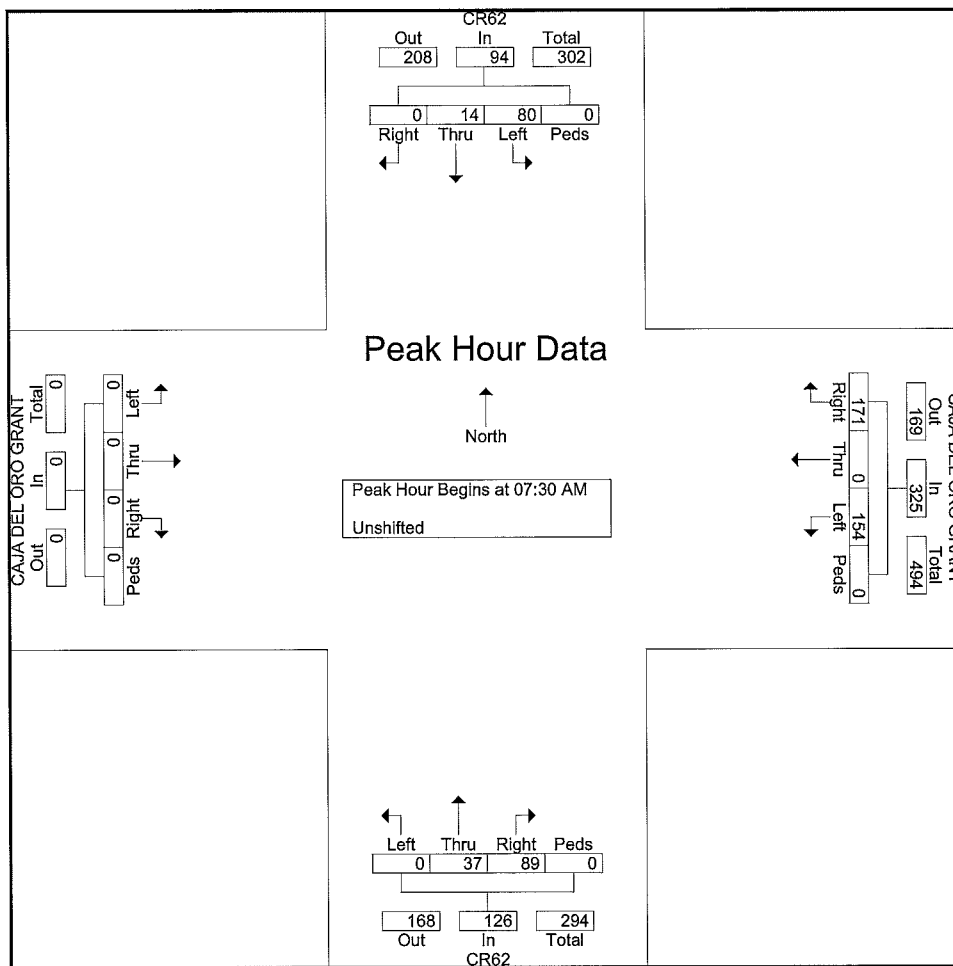


	CR62 Southbound					CAJA DEL ORO GRANT Westbound					CR62 Northbound					CAJA DEL ORO GRANT Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	22	0	0	0	22	41	0	45	0	86	0	14	11	0	25	0	0	0	0	0	133
07:45 AM	22	1	0	0	23	56	0	44	0	100	0	14	37	0	51	0	0	0	0	0	174
08:00 AM	22	8	0	0	30	33	0	46	0	79	0	6	21	0	27	0	0	0	0	0	136
08:15 AM	14	5	0	0	19	24	0	36	0	60	0	3	20	0	23	0	0	0	0	0	102
Total Volume	80	14	0	0	94	154	0	171	0	325	0	37	89	0	126	0	0	0	0	0	545
% App. Total	85.1	14.9	0	0		47.4	0	52.6	0		0	29.4	70.6	0		0	0	0	0		
PHF	.909	.438	.000	.000	.783	.688	.000	.929	.000	.813	.000	.661	.601	.000	.618	.000	.000	.000	.000	.000	.783



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR62&CAJAAM
Site Code : 00000000
Start Date : 9/26/2006
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All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR62&CAJANOON
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

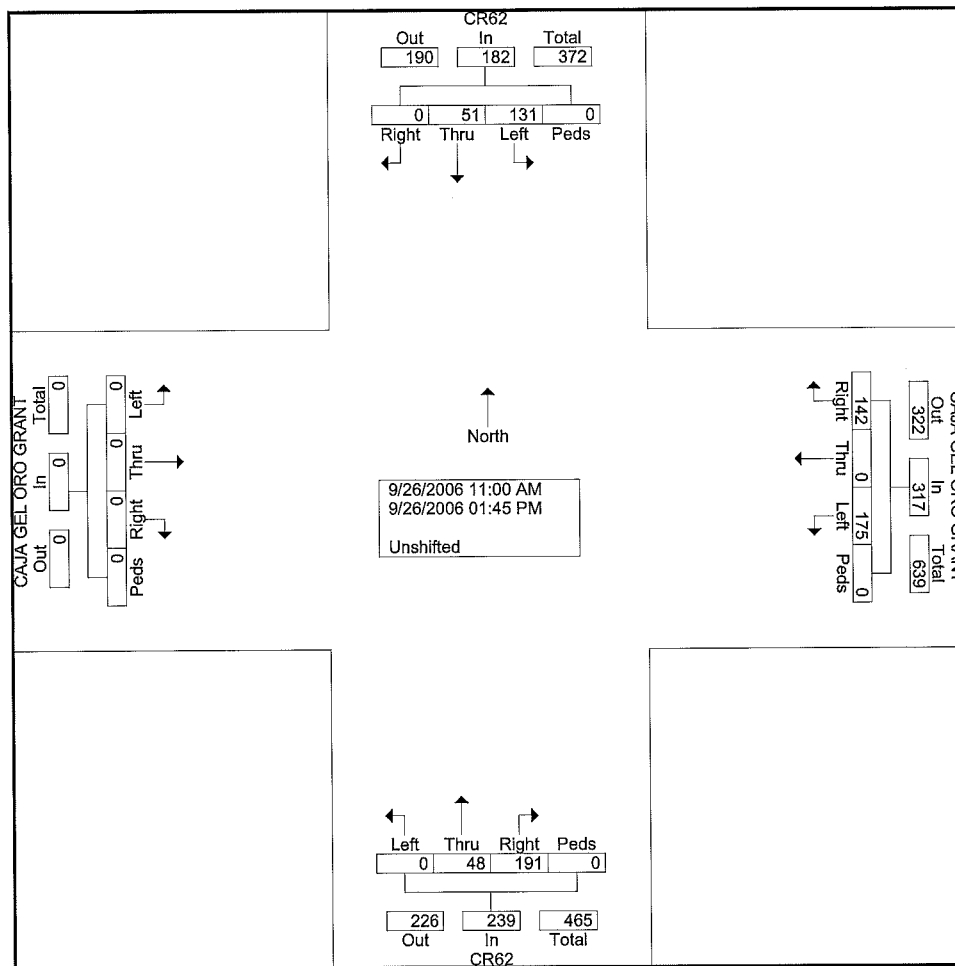
Groups Printed- Unshifted

Start Time	CR62 Southbound				CAJA GEL ORO GRANT Westbound				CR62 Northbound				CAJA GEL ORO GRANT Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	10	4	0	0	10	0	5	0	0	7	10	0	0	0	0	0	46
11:15 AM	18	5	0	0	12	0	9	0	0	8	19	0	0	0	0	0	71
11:30 AM	6	3	0	0	14	0	10	0	0	1	17	0	0	0	0	0	51
11:45 AM	11	6	0	0	12	0	16	0	0	6	10	0	0	0	0	0	61
Total	45	18	0	0	48	0	40	0	0	22	56	0	0	0	0	0	229
12:00 PM	7	0	0	0	20	0	9	0	0	2	9	0	0	0	0	0	47
12:15 PM	12	2	0	0	19	0	10	0	0	1	14	0	0	0	0	0	58
12:30 PM	11	5	0	0	15	0	20	0	0	3	17	0	0	0	0	0	71
12:45 PM	9	4	0	0	17	0	10	0	0	8	22	0	0	0	0	0	70
Total	39	11	0	0	71	0	49	0	0	14	62	0	0	0	0	0	246
01:00 PM	9	4	0	0	16	0	11	0	0	2	18	0	0	0	0	0	60
01:15 PM	9	2	0	0	18	0	15	0	0	5	16	0	0	0	0	0	65
01:30 PM	15	9	0	0	11	0	18	0	0	4	19	0	0	0	0	0	76
01:45 PM	14	7	0	0	11	0	9	0	0	1	20	0	0	0	0	0	62
Total	47	22	0	0	56	0	53	0	0	12	73	0	0	0	0	0	263
Grand Total	131	51	0	0	175	0	142	0	0	48	191	0	0	0	0	0	738
Apprch %	72	28	0	0	55.2	0	44.8	0	0	20.1	79.9	0	0	0	0	0	
Total %	17.8	6.9	0	0	23.7	0	19.2	0	0	6.5	25.9	0	0	0	0	0	



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR62&CAJANOON
Site Code : 00000000
Start Date : 9/26/2006
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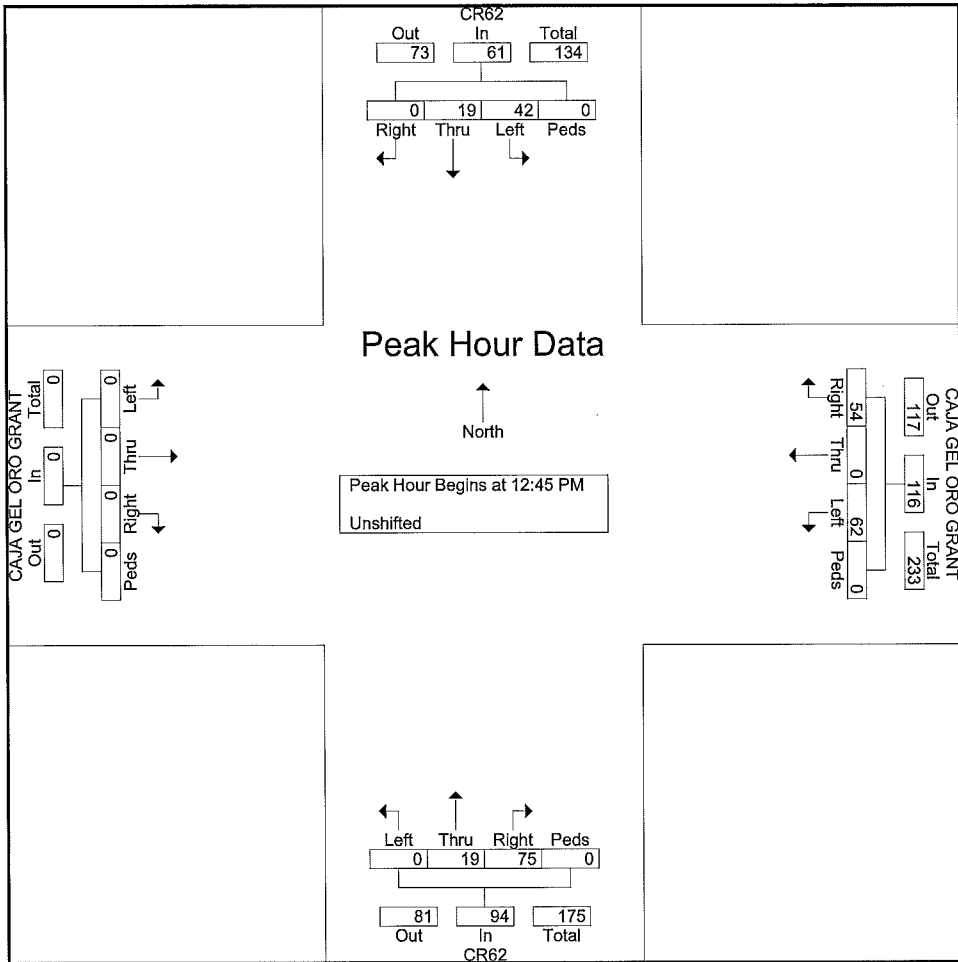


	CR62 Southbound					CAJA GEL ORO GRANT Westbound					CR62 Northbound					CAJA GEL ORO GRANT Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45 PM																					
12:45 PM	9	4	0	0	13	17	0	10	0	27	0	8	22	0	30	0	0	0	0	0	70
01:00 PM	9	4	0	0	13	16	0	11	0	27	0	2	18	0	20	0	0	0	0	0	60
01:15 PM	9	2	0	0	11	18	0	15	0	33	0	5	16	0	21	0	0	0	0	0	65
01:30 PM	15	9	0	0	24	11	0	18	0	29	0	4	19	0	23	0	0	0	0	0	76
Total Volume	42	19	0	0	61	62	0	54	0	116	0	19	75	0	94	0	0	0	0	0	271
% App. Total	68.9	31.1	0	0		53.4	0	46.6	0		0	20.2	79.8	0		0	0	0	0		
PHF	.700	.528	.000	.000	.635	.861	.000	.750	.000	.879	.000	.594	.852	.000	.783	.000	.000	.000	.000	.000	.891



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9660 W. 44th Ave.
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File Name : CR62&CAJANOON
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All Traffic Data Services, Inc.
9660 W. 44th Ave.
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File Name : CR62&CAJAPM
Site Code : 00000000
Start Date : 9/26/2006
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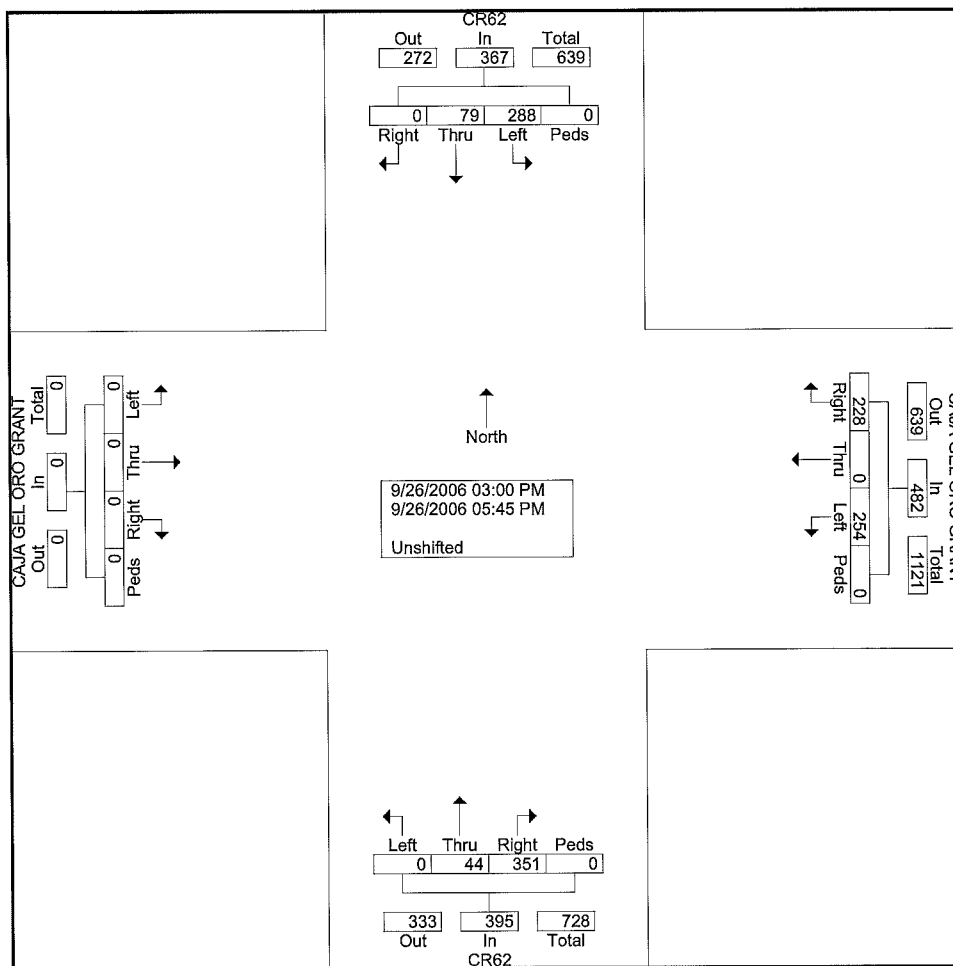
Groups Printed- Unshifted

Start Time	CR62 Southbound				CAJA GEL ORO GRANT Westbound				CR62 Northbound				CAJA GEL ORO GRANT Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
03:00 PM	20	8	0	0	15	0	16	0	0	4	23	0	0	0	0	0	86
03:15 PM	14	7	0	0	20	0	15	0	0	7	28	0	0	0	0	0	91
03:30 PM	18	8	0	0	18	0	16	0	0	2	25	0	0	0	0	0	87
03:45 PM	21	1	0	0	22	0	17	0	0	2	32	0	0	0	0	0	95
Total	73	24	0	0	75	0	64	0	0	15	108	0	0	0	0	0	359
04:00 PM	27	8	0	0	24	0	15	0	0	3	46	0	0	0	0	0	123
04:15 PM	31	9	0	0	18	0	24	0	0	3	39	0	0	0	0	0	124
04:30 PM	28	6	0	0	20	0	14	0	0	3	39	0	0	0	0	0	110
04:45 PM	39	10	0	0	27	0	18	0	0	1	36	0	0	0	0	0	131
Total	125	33	0	0	89	0	71	0	0	10	160	0	0	0	0	0	488
05:00 PM	29	7	0	0	28	0	25	0	0	4	37	0	0	0	0	0	130
05:15 PM	33	7	0	0	17	0	25	0	0	6	26	0	0	0	0	0	114
05:30 PM	14	2	0	0	18	0	17	0	0	4	12	0	0	0	0	0	67
05:45 PM	14	6	0	0	27	0	26	0	0	5	8	0	0	0	0	0	86
Total	90	22	0	0	90	0	93	0	0	19	83	0	0	0	0	0	397
Grand Total	288	79	0	0	254	0	228	0	0	44	351	0	0	0	0	0	1244
Apprch %	78.5	21.5	0	0	52.7	0	47.3	0	0	11.1	88.9	0	0	0	0	0	
Total %	23.2	6.4	0	0	20.4	0	18.3	0	0	3.5	28.2	0	0	0	0	0	



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR62&CAJAPM
Site Code : 00000000
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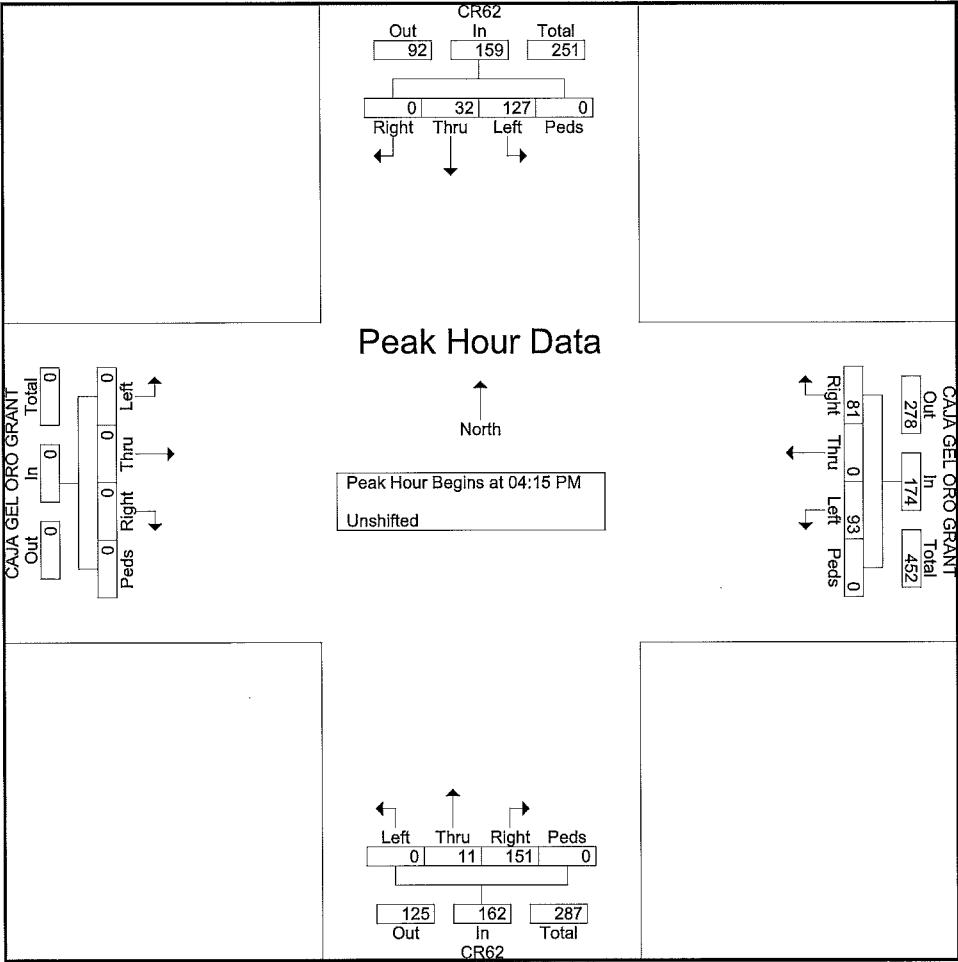


	CR62 Southbound					CAJA GEL ORO GRANT Westbound					CR62 Northbound					CAJA GEL ORO GRANT Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	31	9	0	0	40	18	0	24	0	42	0	3	39	0	42	0	0	0	0	0	124
04:30 PM	28	6	0	0	34	20	0	14	0	34	0	3	39	0	42	0	0	0	0	0	110
04:45 PM	39	10	0	0	49	27	0	18	0	45	0	1	36	0	37	0	0	0	0	0	131
05:00 PM	29	7	0	0	36	28	0	25	0	53	0	4	37	0	41	0	0	0	0	0	130
Total Volume	127	32	0	0	159	93	0	81	0	174	0	11	151	0	162	0	0	0	0	0	495
% App. Total	79.9	20.1	0	0		53.4	0	46.6	0		0	6.8	93.2	0		0	0	0	0		
PHF	.814	.800	.000	.000	.811	.830	.000	.810	.000	.821	.000	.688	.968	.000	.964	.000	.000	.000	.000	.000	.945



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9660 W. 44th Ave.
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File Name : CR62&CAJAPM
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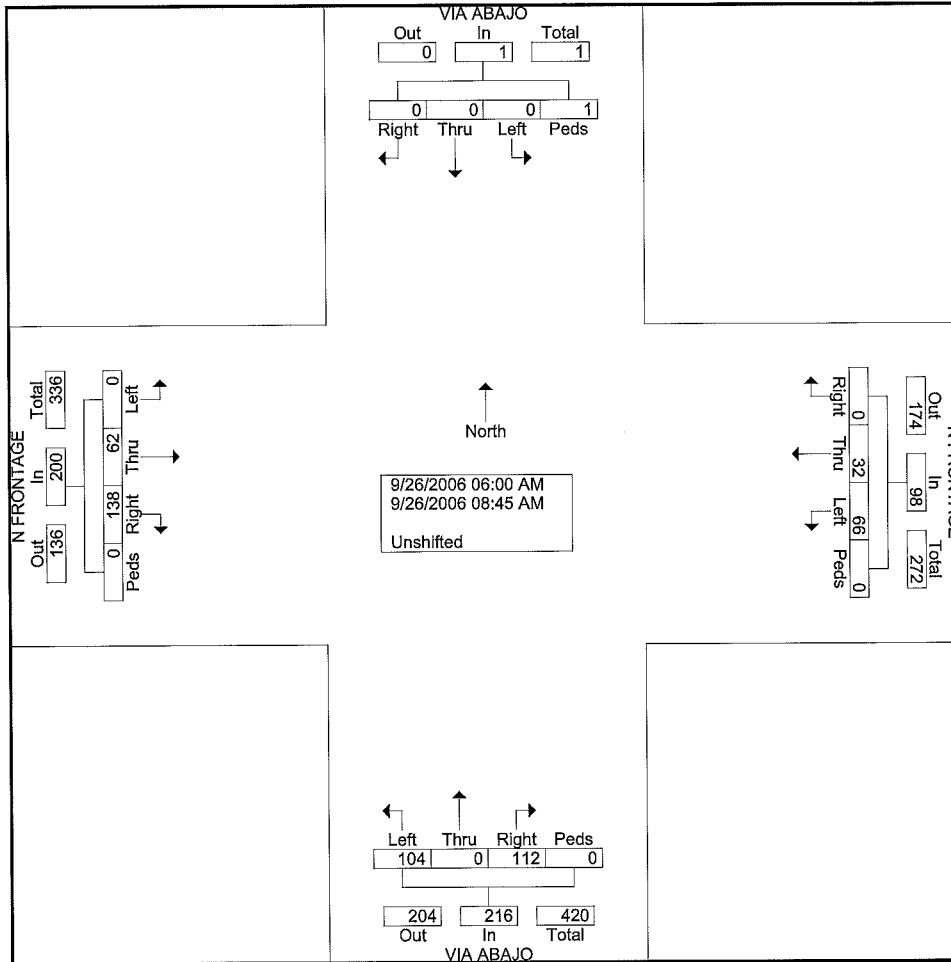
File Name : VIAABAJO&NFRONTAGEAM
 Site Code : 00000000
 Start Date : 9/26/2006
 Page No : 1

Groups Printed- Unshifted

Start Time	VIA ABAJO Southbound				N FRONTAGE Westbound				VIA ABAJO Northbound				N FRONTAGE Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
06:15 AM	0	0	0	1	0	0	0	0	5	0	0	0	0	0	1	0	7
06:30 AM	0	0	0	0	3	1	0	0	2	0	2	0	0	1	5	0	14
06:45 AM	0	0	0	0	3	2	0	0	7	0	6	0	0	4	11	0	33
Total	0	0	0	1	6	3	0	0	15	0	8	0	0	5	18	0	56
07:00 AM	0	0	0	0	5	0	0	0	5	0	11	0	0	2	10	0	33
07:15 AM	0	0	0	0	7	1	0	0	14	0	4	0	0	6	20	0	52
07:30 AM	0	0	0	0	9	5	0	0	10	0	15	0	0	9	28	0	76
07:45 AM	0	0	0	0	9	8	0	0	12	0	17	0	0	9	13	0	68
Total	0	0	0	0	30	14	0	0	41	0	47	0	0	26	71	0	229
08:00 AM	0	0	0	0	7	3	0	0	18	0	22	0	0	7	13	0	70
08:15 AM	0	0	0	0	5	1	0	0	7	0	9	0	0	11	9	0	42
08:30 AM	0	0	0	0	9	7	0	0	9	0	16	0	0	2	14	0	57
08:45 AM	0	0	0	0	9	4	0	0	14	0	10	0	0	11	13	0	61
Total	0	0	0	0	30	15	0	0	48	0	57	0	0	31	49	0	230
Grand Total	0	0	0	1	66	32	0	0	104	0	112	0	0	62	138	0	515
Apprch %	0	0	0	100	67.3	32.7	0	0	48.1	0	51.9	0	0	31	69	0	
Total %	0	0	0	0.2	12.8	6.2	0	0	20.2	0	21.7	0	0	12	26.8	0	

All Traffic Data Services, Inc.
9660 W. 44th Ave.
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File Name : VIAABAJO&NFRONTAGEAM
Site Code : 00000000
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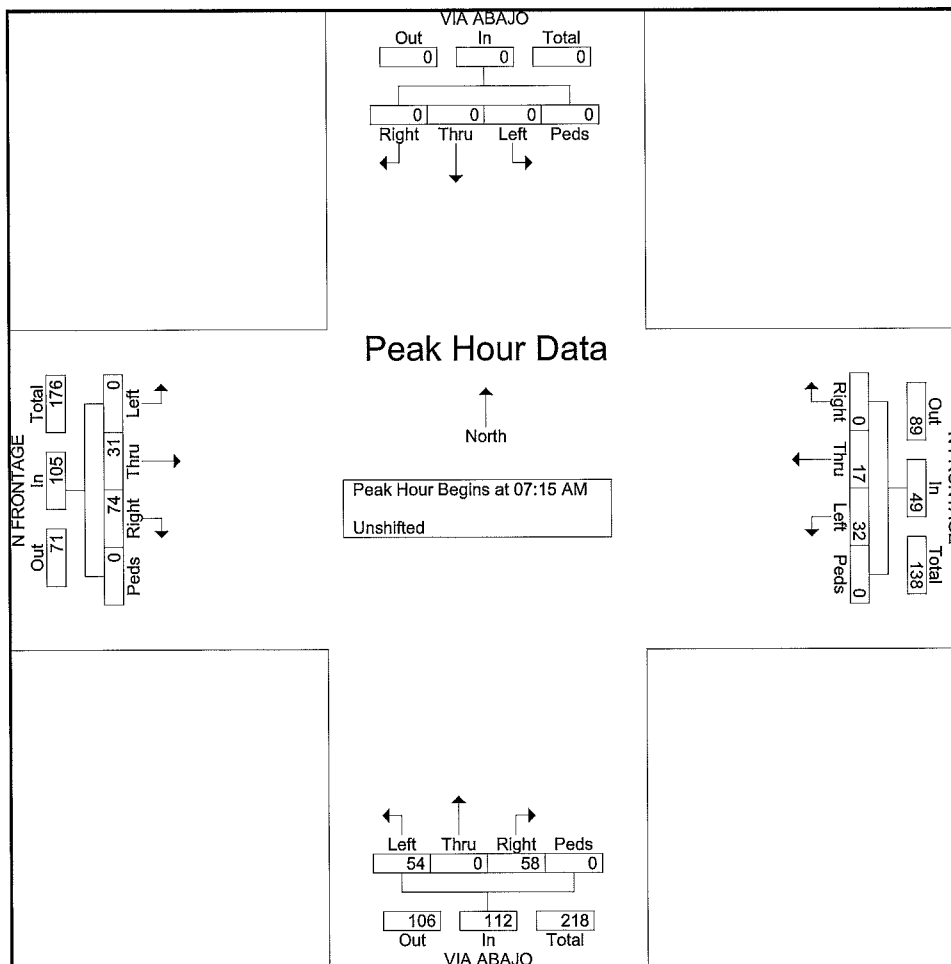


	VIA ABAJO Southbound					N FRONTAGE Westbound					VIA ABAJO Northbound					N FRONTAGE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	7	1	0	0	8	14	0	4	0	18	0	6	20	0	26	52
07:30 AM	0	0	0	0	0	9	5	0	0	14	10	0	15	0	25	0	9	28	0	37	76
07:45 AM	0	0	0	0	0	9	8	0	0	17	12	0	17	0	29	0	9	13	0	22	68
08:00 AM	0	0	0	0	0	7	3	0	0	10	18	0	22	0	40	0	7	13	0	20	70
Total Volume	0	0	0	0	0	32	17	0	0	49	54	0	58	0	112	0	31	74	0	105	266
% App. Total	0	0	0	0	0	65.3	34.7	0	0		48.2	0	51.8	0		0	29.5	70.5	0		
PHF	.000	.000	.000	.000	.000	.889	.531	.000	.000	.721	.750	.000	.659	.000	.700	.000	.861	.661	.000	.709	.875



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File Name : VIAABAJO&NFRONTAGEAM
Site Code : 00000000
Start Date : 9/26/2006
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All Traffic Data

Services Inc.

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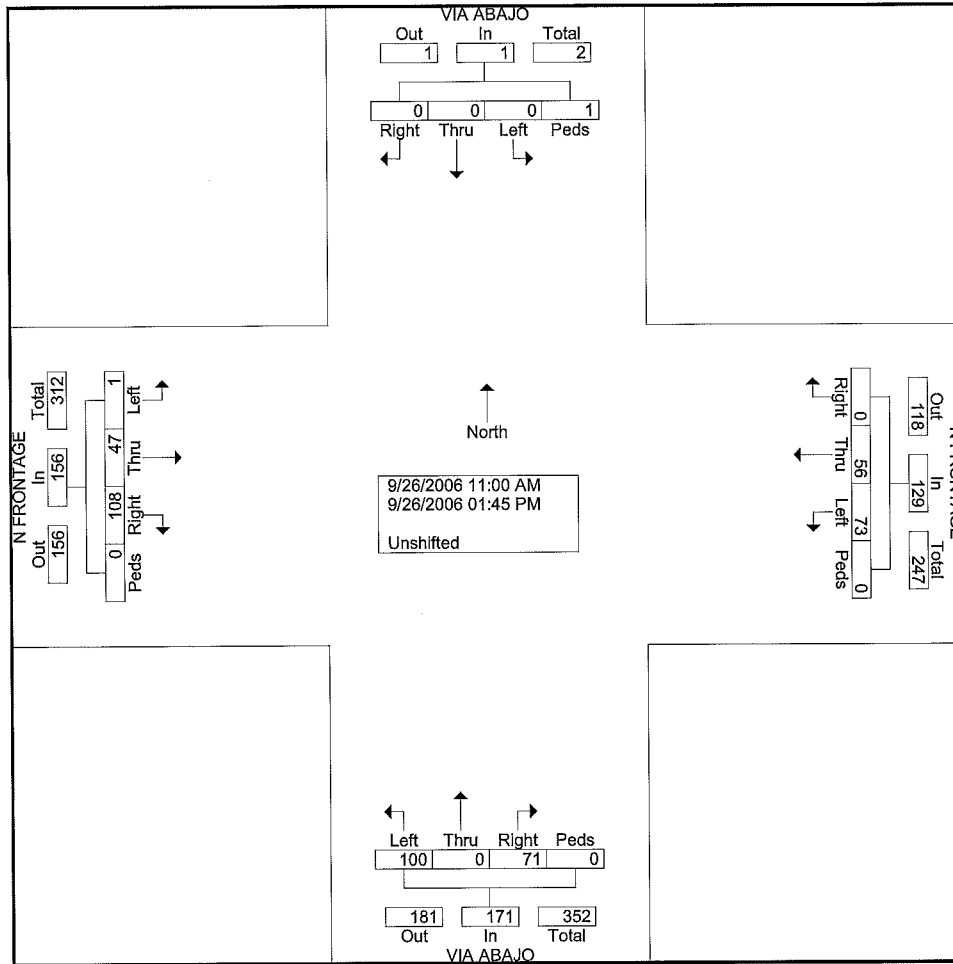
File Name : VIAABAJO&NFRONTAGENOON
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

Groups Printed- Unshifted

Start Time	VIA ABAJO Southbound				N FRONTAGE Westbound				VIA ABAJO Northbound				N FRONTAGE Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	0	0	0	0	8	4	0	0	10	0	4	0	0	1	7	0	34
11:15 AM	0	0	0	0	10	4	0	0	9	0	4	0	0	4	9	0	40
11:30 AM	0	0	0	0	5	4	0	0	4	0	5	0	0	0	9	0	27
11:45 AM	0	0	0	1	10	3	0	0	7	0	4	0	1	7	9	0	42
Total	0	0	0	1	33	15	0	0	30	0	17	0	1	12	34	0	143
12:00 PM	0	0	0	0	6	4	0	0	14	0	7	0	0	5	17	0	53
12:15 PM	0	0	0	0	4	3	0	0	12	0	5	0	0	4	9	0	37
12:30 PM	0	0	0	0	3	5	0	0	5	0	11	0	0	3	6	0	33
12:45 PM	0	0	0	0	8	8	0	0	12	0	8	0	0	8	11	0	55
Total	0	0	0	0	21	20	0	0	43	0	31	0	0	20	43	0	178
01:00 PM	0	0	0	0	8	3	0	0	5	0	6	0	0	7	10	0	39
01:15 PM	0	0	0	0	1	6	0	0	8	0	5	0	0	4	3	0	27
01:30 PM	0	0	0	0	4	7	0	0	6	0	6	0	0	1	8	0	32
01:45 PM	0	0	0	0	6	5	0	0	8	0	6	0	0	3	10	0	38
Total	0	0	0	0	19	21	0	0	27	0	23	0	0	15	31	0	136
Grand Total	0	0	0	1	73	56	0	0	100	0	71	0	1	47	108	0	457
Apprch %	0	0	0	100	56.6	43.4	0	0	58.5	0	41.5	0	0.6	30.1	69.2	0	
Total %	0	0	0	0.2	16	12.3	0	0	21.9	0	15.5	0	0.2	10.3	23.6	0	

All Traffic Data Services, Inc.
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Wheat Ridge, CO 80033

File Name : VIAABAJO&NFRONTAGENOOON
Site Code : 00000000
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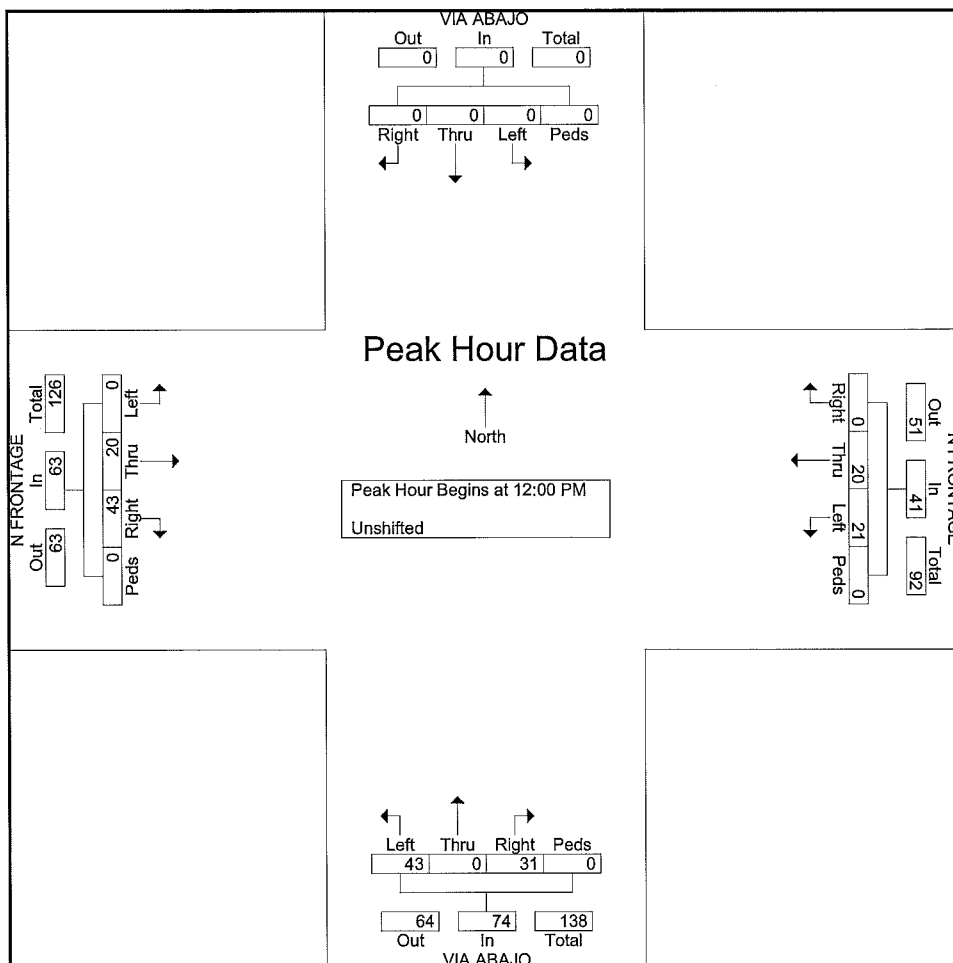


	VIA ABAJO Southbound					N FRONTAGE Westbound					VIA ABAJO Northbound					N FRONTAGE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	6	4	0	0	10	14	0	7	0	21	0	5	17	0	22	53
12:15 PM	0	0	0	0	0	4	3	0	0	7	12	0	5	0	17	0	4	9	0	13	37
12:30 PM	0	0	0	0	0	3	5	0	0	8	5	0	11	0	16	0	3	6	0	9	33
12:45 PM	0	0	0	0	0	8	8	0	0	16	12	0	8	0	20	0	8	11	0	19	55
Total Volume	0	0	0	0	0	21	20	0	0	41	43	0	31	0	74	0	20	43	0	63	178
% App. Total	0	0	0	0	0	51.2	48.8	0	0	58.1	0	41.9	0	0	0	0	31.7	68.3	0	0	0
PHF	.000	.000	.000	.000	.000	.656	.625	.000	.000	.641	.768	.000	.705	.000	.881	.000	.625	.632	.000	.716	.809



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File Name : VIAABAJO&NFRONTAGENOON
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All Traffic Data

All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

File Name : VIAABAJO&FRONTAGEPM
Site Code : 00000000
Start Date : 5/11/2006
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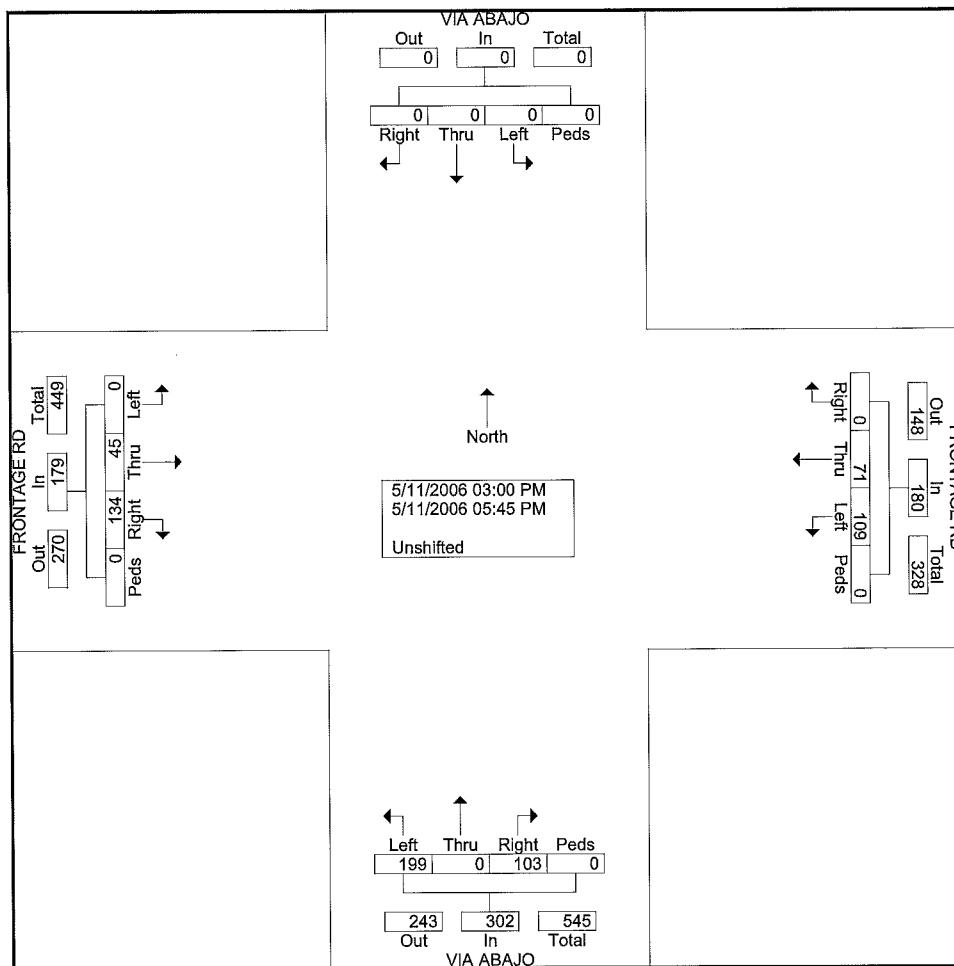
Groups Printed- Unshifted

Start Time	VIA ABAJO Southbound				FRONTAGE RD Westbound				VIA ABAJO Northbound				FRONTAGE RD Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
03:00 PM	0	0	0	0	11	6	0	0	13	0	8	0	0	1	12	0	51
03:15 PM	0	0	0	0	10	4	0	0	9	0	6	0	0	0	12	0	41
03:30 PM	0	0	0	0	9	4	0	0	8	0	9	0	0	2	7	0	39
03:45 PM	0	0	0	0	6	3	0	0	15	0	6	0	0	5	5	0	40
Total	0	0	0	0	36	17	0	0	45	0	29	0	0	8	36	0	171
04:00 PM	0	0	0	0	10	7	0	0	18	0	10	0	0	6	9	0	60
04:15 PM	0	0	0	0	9	8	0	0	18	0	3	0	0	3	16	0	57
04:30 PM	0	0	0	0	13	9	0	0	15	0	5	0	0	5	14	0	61
04:45 PM	0	0	0	0	7	5	0	0	15	0	11	0	0	4	11	0	53
Total	0	0	0	0	39	29	0	0	66	0	29	0	0	18	50	0	231
05:00 PM	0	0	0	0	10	10	0	0	23	0	9	0	0	6	15	0	73
05:15 PM	0	0	0	0	11	5	0	0	19	0	11	0	0	7	12	0	65
05:30 PM	0	0	0	0	5	5	0	0	23	0	11	0	0	6	13	0	63
05:45 PM	0	0	0	0	8	5	0	0	23	0	14	0	0	0	8	0	58
Total	0	0	0	0	34	25	0	0	88	0	45	0	0	19	48	0	259
Grand Total	0	0	0	0	109	71	0	0	199	0	103	0	0	45	134	0	661
Apprch %	0	0	0	0	60.6	39.4	0	0	65.9	0	34.1	0	0	25.1	74.9	0	
Total %	0	0	0	0	16.5	10.7	0	0	30.1	0	15.6	0	0	6.8	20.3	0	



All Traffic Data Services, Inc
9660 W 44th Ave
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File Name : VIAABAJO&FRONTAGEPM
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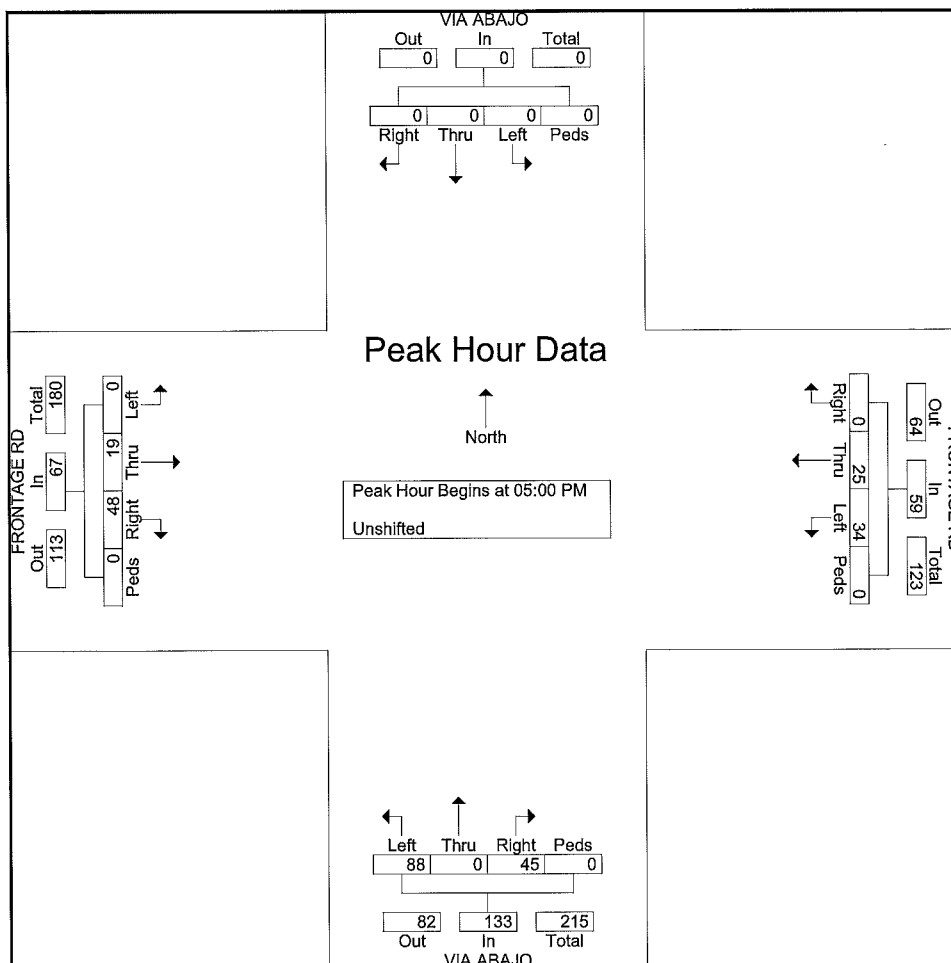


	VIA ABAJO Southbound					FRONTAGE RD Westbound					VIA ABAJO Northbound					FRONTAGE RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	10	10	0	0	20	23	0	9	0	32	0	6	15	0	21	73
05:15 PM	0	0	0	0	0	11	5	0	0	16	19	0	11	0	30	0	7	12	0	19	65
05:30 PM	0	0	0	0	0	5	5	0	0	10	23	0	11	0	34	0	6	13	0	19	63
05:45 PM	0	0	0	0	0	8	5	0	0	13	23	0	14	0	37	0	0	8	0	8	58
Total Volume	0	0	0	0	0	34	25	0	0	59	88	0	45	0	133	0	19	48	0	67	259
% App. Total	0	0	0	0		57.6	42.4	0	0		66.2	0	33.8	0		0	28.4	71.6	0		
PHF	.000	.000	.000	.000	.000	.773	.625	.000	.000	.738	.957	.000	.804	.000	.899	.000	.679	.800	.000	.798	.887



All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

File Name : VIAABAJO&FRONTAGEPM
Site Code : 00000000
Start Date : 5/11/2006
Page No : 3





All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR70&NFRONTAGEAM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

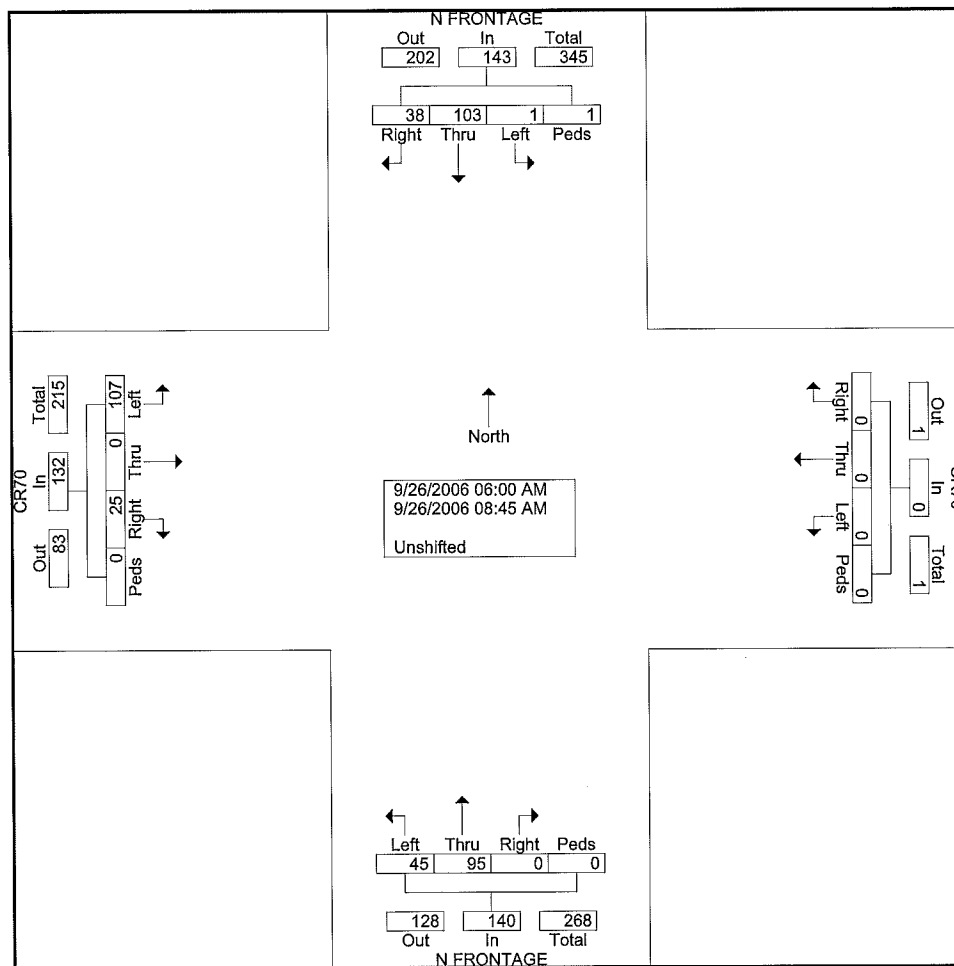
Groups Printed- Unshifted

Start Time	N FRONTAGE Southbound				CR70 Westbound				N FRONTAGE Northbound				CR70 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5
06:15 AM	0	5	0	0	0	0	0	0	1	2	0	0	0	0	1	0	9
06:30 AM	0	3	1	0	0	0	0	0	2	1	0	0	6	0	3	0	16
06:45 AM	0	5	3	0	0	0	0	0	5	4	0	0	9	0	1	0	27
Total	0	16	4	0	0	0	0	0	8	7	0	0	17	0	5	0	57
07:00 AM	0	3	3	1	0	0	0	0	11	2	0	0	8	0	1	0	29
07:15 AM	0	10	6	0	0	0	0	0	4	14	0	0	15	0	3	0	52
07:30 AM	0	13	2	0	0	0	0	0	3	23	0	0	20	0	3	0	64
07:45 AM	0	18	2	0	0	0	0	0	4	8	0	0	12	0	5	0	49
Total	0	44	13	1	0	0	0	0	22	47	0	0	55	0	12	0	194
08:00 AM	1	16	7	0	0	0	0	0	2	11	0	0	11	0	1	0	49
08:15 AM	0	4	3	0	0	0	0	0	3	10	0	0	8	0	1	0	29
08:30 AM	0	11	4	0	0	0	0	0	6	7	0	0	3	0	3	0	34
08:45 AM	0	12	7	0	0	0	0	0	4	13	0	0	13	0	3	0	52
Total	1	43	21	0	0	0	0	0	15	41	0	0	35	0	8	0	164
Grand Total	1	103	38	1	0	0	0	0	45	95	0	0	107	0	25	0	415
Apprch %	0.7	72	26.6	0.7	0	0	0	0	32.1	67.9	0	0	81.1	0	18.9	0	
Total %	0.2	24.8	9.2	0.2	0	0	0	0	10.8	22.9	0	0	25.8	0	6	0	



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR70&NFRONTAGEAM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 2

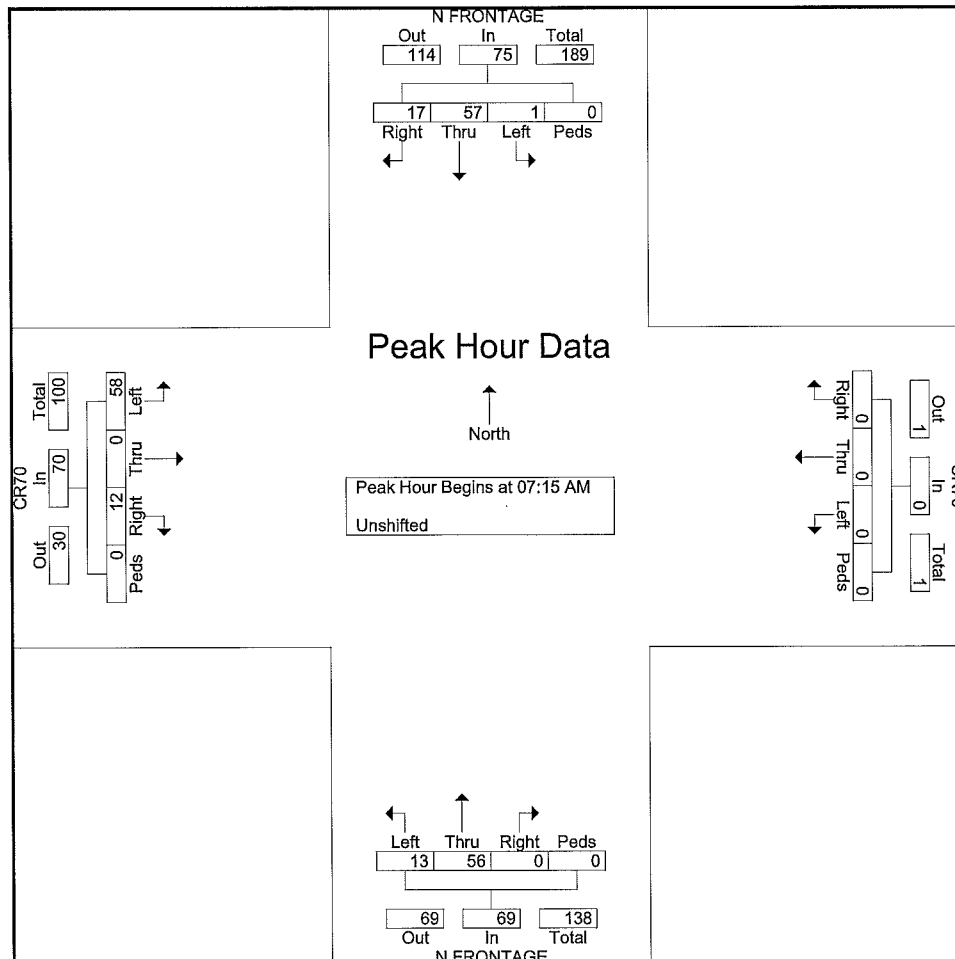


	N FRONTAGE Southbound					CR70 Westbound					N FRONTAGE Northbound					CR70 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	10	6	0	16	0	0	0	0	0	4	14	0	0	18	15	0	3	0	18	52
07:30 AM	0	13	2	0	15	0	0	0	0	0	3	23	0	0	26	20	0	3	0	23	64
07:45 AM	0	18	2	0	20	0	0	0	0	0	4	8	0	0	12	12	0	5	0	17	49
08:00 AM	1	16	7	0	24	0	0	0	0	0	2	11	0	0	13	11	0	1	0	12	49
Total Volume	1	57	17	0	75	0	0	0	0	0	13	56	0	0	69	58	0	12	0	70	214
% App. Total	1.3	76	22.7	0		0	0	0	0		18.8	81.2	0	0		82.9	0	17.1	0		
PHF	.250	.792	.607	.000	.781	.000	.000	.000	.000	.000	.813	.609	.000	.000	.663	.725	.000	.600	.000	.761	.836



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR70&NFRONTAGEAM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 3





All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR70&NFRONTAGENOON
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

Groups Printed- Unshifted

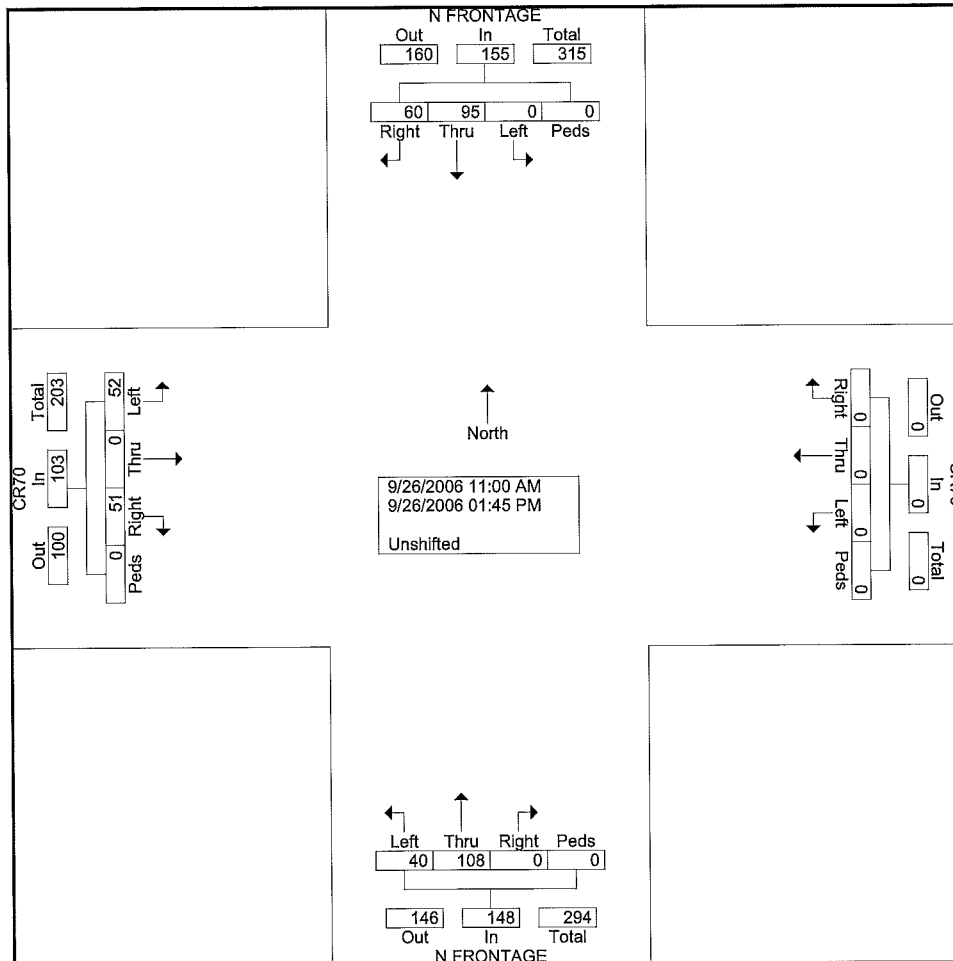
Start Time	N FRONTAGE Southbound				CR70 Westbound				N FRONTAGE Northbound				CR70 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
11:00 AM	0	9	5	0	0	0	0	0	3	6	0	0	2	0	4	0	29
11:15 AM	0	10	4	0	0	0	0	0	3	8	0	0	5	0	6	0	36
11:30 AM	0	5	3	0	0	0	0	0	2	7	0	0	3	0	5	0	25
11:45 AM	0	7	4	0	0	0	0	0	3	12	0	0	6	0	4	0	36
Total	0	31	16	0	0	0	0	0	11	33	0	0	16	0	19	0	126
12:00 PM	0	10	9	0	0	0	0	0	4	14	0	0	6	0	6	0	49
12:15 PM	0	8	3	0	0	0	0	0	4	12	0	0	2	0	4	0	33
12:30 PM	0	6	6	0	0	0	0	0	3	7	0	0	5	0	5	0	32
12:45 PM	0	15	4	0	0	0	0	0	4	14	0	0	7	0	3	0	47
Total	0	39	22	0	0	0	0	0	15	47	0	0	20	0	18	0	161
01:00 PM	0	4	4	0	0	0	0	0	4	13	0	0	4	0	4	0	33
01:15 PM	0	4	10	0	0	0	0	0	5	2	0	0	2	0	3	0	26
01:30 PM	0	8	5	0	0	0	0	0	2	6	0	0	3	0	4	0	28
01:45 PM	0	9	3	0	0	0	0	0	3	7	0	0	7	0	3	0	32
Total	0	25	22	0	0	0	0	0	14	28	0	0	16	0	14	0	119
Grand Total	0	95	60	0	0	0	0	0	40	108	0	0	52	0	51	0	406
Apprch %	0	61.3	38.7	0	0	0	0	0	27	73	0	0	50.5	0	49.5	0	
Total %	0	23.4	14.8	0	0	0	0	0	9.9	26.6	0	0	12.8	0	12.6	0	

All Traffic Data

Services Inc.

All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR70&NFRONTAGENOON
Site Code : 00000000
Start Date : 9/26/2006
Page No : 2

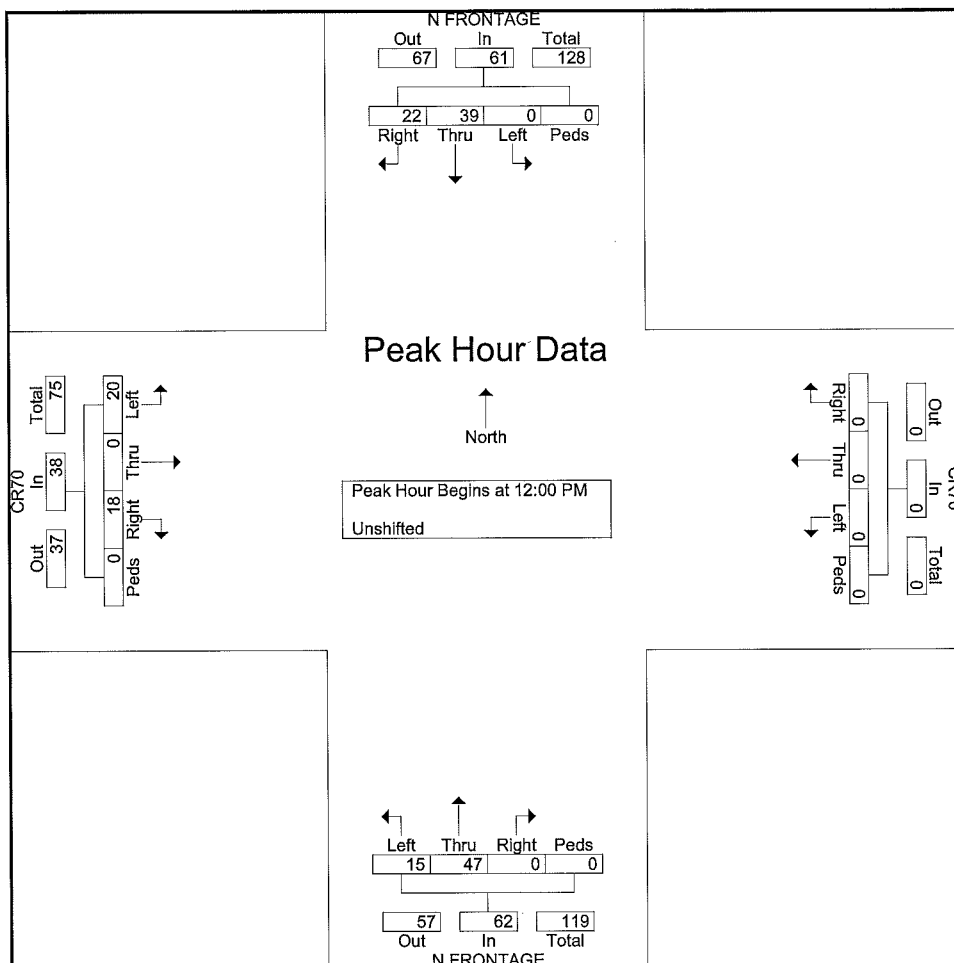


	N FRONTAGE Southbound					CR70 Westbound					N FRONTAGE Northbound					CR70 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	10	9	0	19	0	0	0	0	0	4	14	0	0	18	6	0	6	0	12	49
12:15 PM	0	8	3	0	11	0	0	0	0	0	4	12	0	0	16	2	0	4	0	6	33
12:30 PM	0	6	6	0	12	0	0	0	0	0	3	7	0	0	10	5	0	5	0	10	32
12:45 PM	0	15	4	0	19	0	0	0	0	0	4	14	0	0	18	7	0	3	0	10	47
Total Volume	0	39	22	0	61	0	0	0	0	0	15	47	0	0	62	20	0	18	0	38	161
% App. Total	0	63.9	36.1	0		0	0	0	0		24.2	75.8	0	0		52.6	0	47.4	0		
PHF	.000	.650	.611	.000	.803	.000	.000	.000	.000	.000	.938	.839	.000	.000	.861	.714	.000	.750	.000	.792	.821



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR70&NFRONTAGENOON
Site Code : 00000000
Start Date : 9/26/2006
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All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

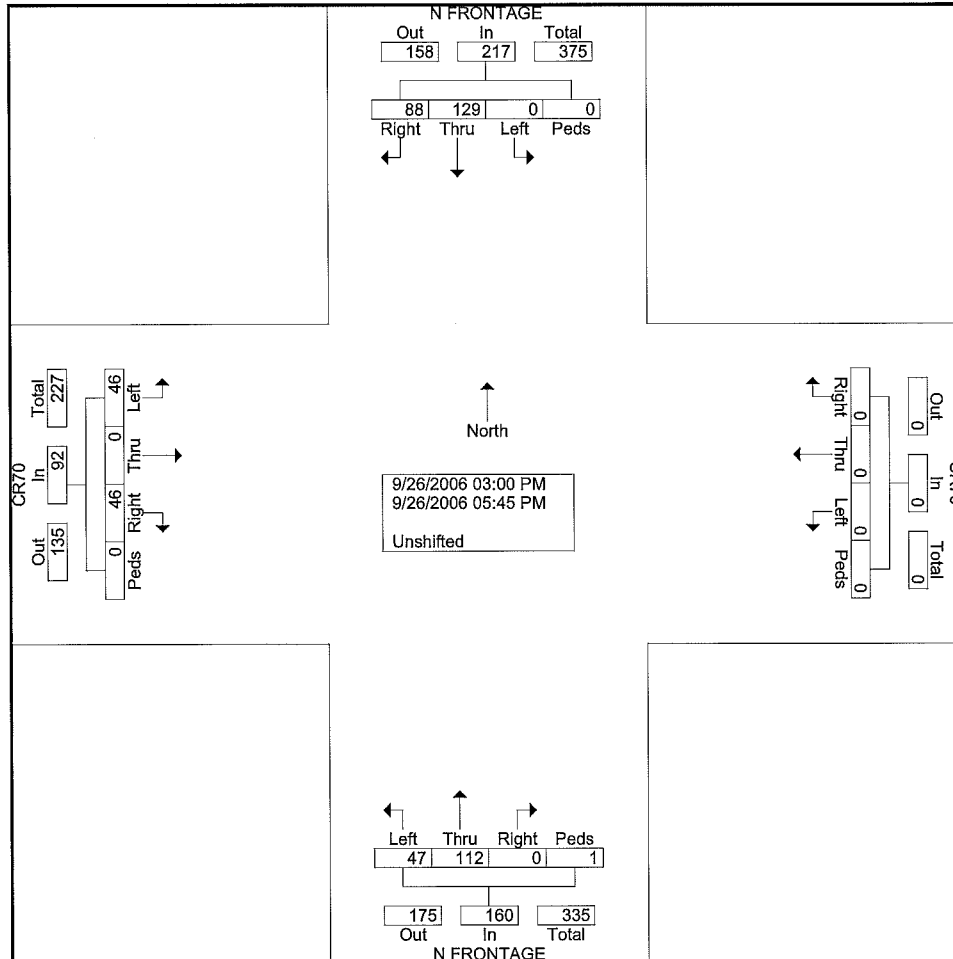
File Name : CR70&NFRONTAGEPM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 1

Groups Printed- Unshifted

Start Time	N FRONTAGE Southbound				CR70 Westbound				N FRONTAGE Northbound				CR70 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
03:00 PM	0	11	8	0	0	0	0	0	3	10	0	1	2	0	5	0	40
03:15 PM	0	12	10	0	0	0	0	0	5	6	0	0	3	0	4	0	40
03:30 PM	0	8	7	0	0	0	0	0	3	10	0	0	6	0	5	0	39
03:45 PM	0	9	5	0	0	0	0	0	4	11	0	0	4	0	6	0	39
Total	0	40	30	0	0	0	0	0	15	37	0	1	15	0	20	0	158
04:00 PM	0	11	6	0	0	0	0	0	3	11	0	0	4	0	5	0	40
04:15 PM	0	10	8	0	0	0	0	0	5	6	0	0	2	0	3	0	34
04:30 PM	0	13	9	0	0	0	0	0	3	9	0	0	8	0	2	0	44
04:45 PM	0	9	6	0	0	0	0	0	4	13	0	0	5	0	4	0	41
Total	0	43	29	0	0	0	0	0	15	39	0	0	19	0	14	0	159
05:00 PM	0	15	10	0	0	0	0	0	4	15	0	0	3	0	3	0	50
05:15 PM	0	9	8	0	0	0	0	0	5	8	0	0	3	0	4	0	37
05:30 PM	0	12	6	0	0	0	0	0	3	4	0	0	4	0	3	0	32
05:45 PM	0	10	5	0	0	0	0	0	5	9	0	0	2	0	2	0	33
Total	0	46	29	0	0	0	0	0	17	36	0	0	12	0	12	0	152
Grand Total	0	129	88	0	0	0	0	0	47	112	0	1	46	0	46	0	469
Apprch %	0	59.4	40.6	0	0	0	0	0	29.4	70	0	0.6	50	0	50	0	
Total %	0	27.5	18.8	0	0	0	0	0	10	23.9	0	0.2	9.8	0	9.8	0	

All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR70&NFRONTAGEPM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 2

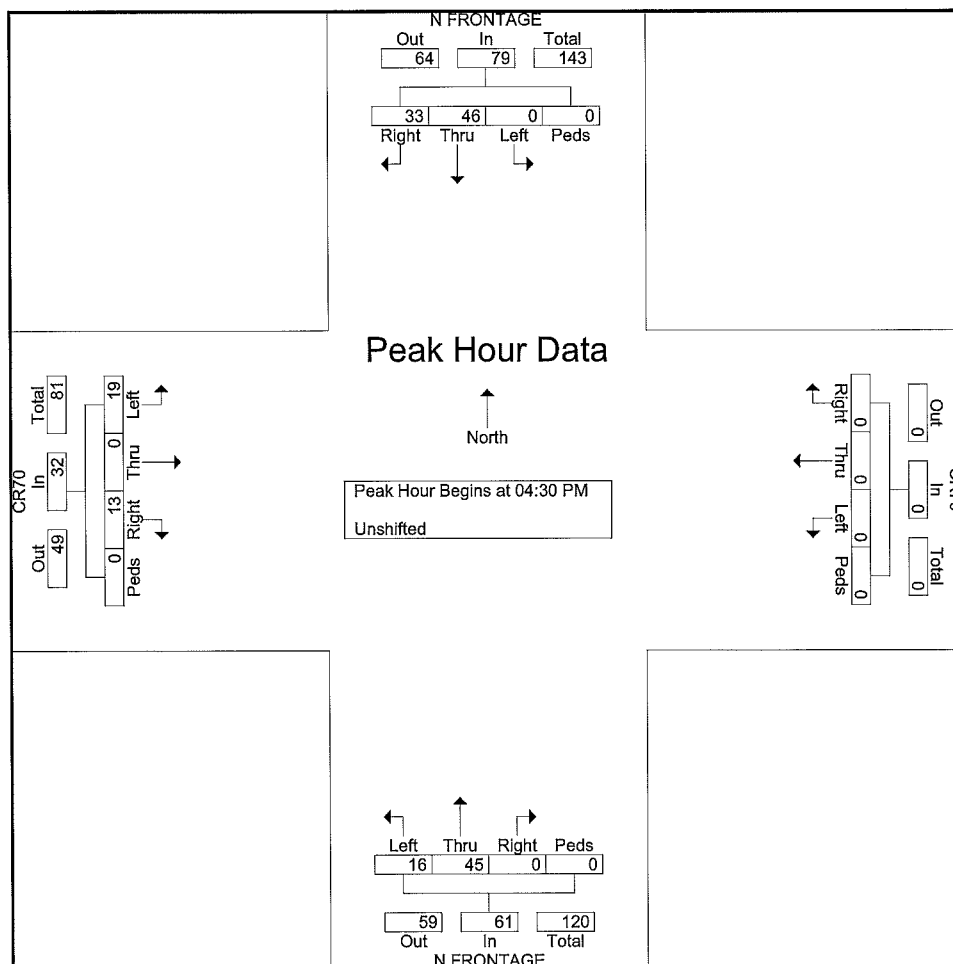


	N FRONTAGE Southbound					CR70 Westbound					N FRONTAGE Northbound					CR70 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	13	9	0	22	0	0	0	0	0	3	9	0	0	12	8	0	2	0	10	44
04:45 PM	0	9	6	0	15	0	0	0	0	0	4	13	0	0	17	5	0	4	0	9	41
05:00 PM	0	15	10	0	25	0	0	0	0	0	4	15	0	0	19	3	0	3	0	6	50
05:15 PM	0	9	8	0	17	0	0	0	0	0	5	8	0	0	13	3	0	4	0	7	37
Total Volume	0	46	33	0	79	0	0	0	0	0	16	45	0	0	61	19	0	13	0	32	172
% App. Total	0	58.2	41.8	0		0	0	0	0	0	26.2	73.8	0	0		59.4	0	40.6	0		
PHF	.000	.767	.825	.000	.790	.000	.000	.000	.000	.000	.800	.750	.000	.000	.803	.594	.000	.813	.000	.800	.860



All Traffic Data Services, Inc.
9660 W. 44th Ave.
Wheat Ridge, CO 80033

File Name : CR70&NFRONTAGEPM
Site Code : 00000000
Start Date : 9/26/2006
Page No : 3



North

14

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst RAT
 Agency or Company SANTA FE ENGINEERING
 Analysis Period/Year AM 2006
 Comment EXISTING CONDITION

Site Information

Jurisdiction/Date SANTA FE 1/31/2006
 Major Street RIDGETOP ROAD
 Minor Street WB RAMP

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	LT			TR			LTR					
Lane 2												
Lane 3												
Lane 4												
Lane 5												
	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	7	73			68	23	52	2	77			
PHF	0.63	0.63			0.78	0.78	0.80	0.80	0.80			
Percent of heavy vehicles, HV	1	1			1	1	1	1	1			
Flow rate	11	116			87	29	65	3	96			
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
Length of study period (h)	1.00											

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	164	845	0.194	1	10.3	B	10.3
	2								
	3								B
EB	1								
	2								
	3								
NB	1		11	1478	0.008	0	7.5	A	
SB	(4)								

8% trucks

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst RAT
 Agency or Company SANTA FE ENGINEERING
 Analysis Period/Year PM 2006
 Comment EXISTING CONDITION

Site Information

Jurisdiction/Date SANTA FE 1/31/2006
 Major Street RIDGETOP ROAD
 Minor Street WB RAMP

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	LT			TR			LTR					
Lane 2												
Lane 3												
Lane 4												
Lane 5												
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	24	21			78	70	37	0	66			
PHF	0.75	0.75			0.86	0.86	0.74	0.74	0.74			
Percent of heavy vehicles, HV	1	1			1	1	1	1	1			
Flow rate	32	28			91	81	50	0	89			
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
Length of study period (h)	1.00											

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1	LTR	139	918	0.151	1	9.6	A	9.6
	2								
	3								A
EB	1								
	2								
	3								
NB	1		32	1411	0.023	0	7.6	A	
SB	4								



3813 Academy Parkway South, NE
Albuquerque, NM 87109
(505) 881-4470 Phone
(505) 881-4483 Fax

599 and Ridgetop-North of 599

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: T.Jones
Card #: 0787

Albuquerque, NM 87109 Site Name : 599&Ridgetop-North of 599Adj
505-881-4470 Site Code : 00454512
Start Date : 11/8/2005
Page No : 1

Counter: 599/Ridgetop-North 599

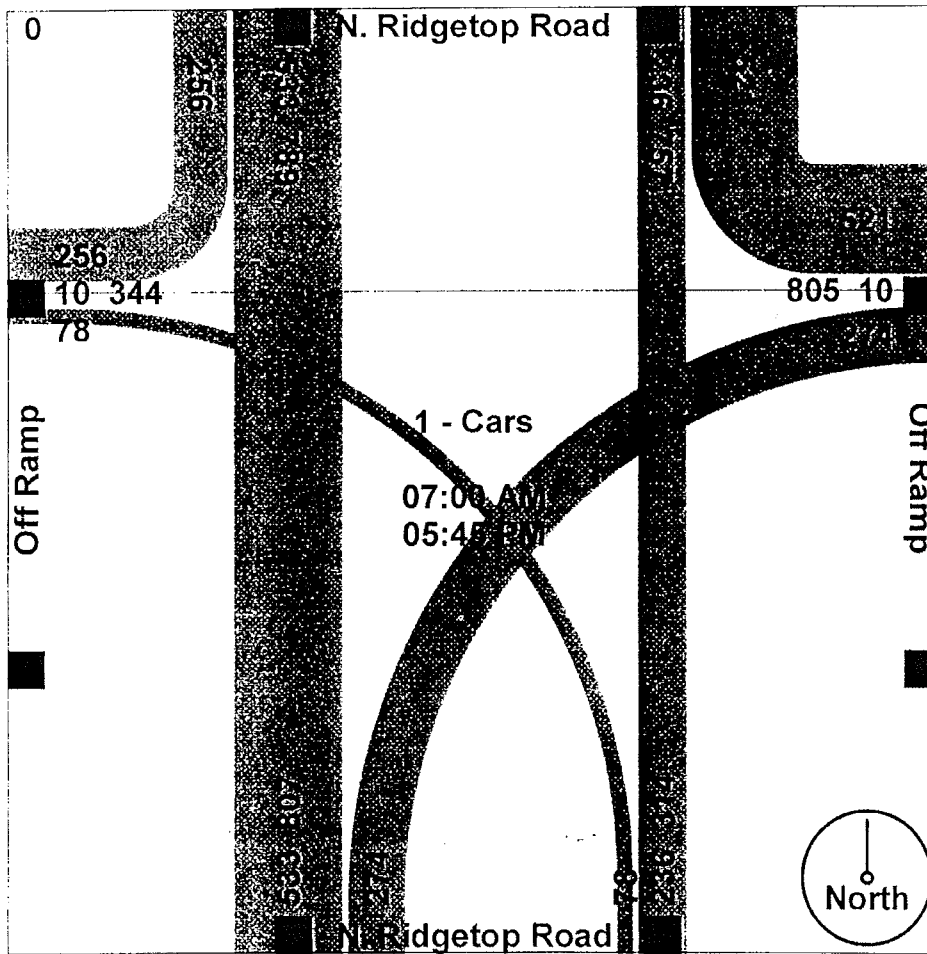
Groups Printed- Cars

Start Time	N. Ridgetop Road From the North				Off Ramp From the East				N. Ridgetop Road From the South				Off Ramp From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	12	2	0	5	0	8	0	0	13	0	0	0	0	0	0	40
07:15 AM	0	24	9	0	1	0	16	0	2	14	0	0	0	0	0	0	66
07:30 AM	0	14	4	0	3	1	17	0	1	28	0	0	0	0	0	0	68
07:45 AM	0	14	4	0	14	0	16	0	1	18	0	0	0	0	0	0	67
Total	0	64	19	0	23	1	57	0	4	73	0	0	0	0	0	0	241
08:00 AM	0	17	6	0	18	0	22	0	3	10	0	0	0	0	0	0	76
08:15 AM	0	19	5	0	17	1	17	0	2	6	0	0	0	0	0	0	67
08:30 AM	0	20	3	0	8	1	17	0	1	10	0	0	0	0	0	0	60
08:45 AM	0	16	1	0	8	0	15	0	4	7	0	0	0	0	0	0	51
Total	0	72	15	0	51	2	71	0	10	33	0	0	0	0	0	0	254
09:00 AM	0	17	6	0	4	0	11	0	1	11	0	0	0	0	0	0	50
09:15 AM	0	21	6	0	5	0	13	0	4	6	0	0	0	0	0	0	55
09:30 AM	0	13	4	0	4	0	10	0	2	6	0	0	0	0	0	0	39
09:45 AM	0	15	9	0	7	1	25	1	0	4	0	0	0	0	0	0	62
Total	0	66	25	0	20	1	59	1	7	27	0	0	0	0	0	0	206
[BREAK]																	
11:00 AM	0	11	7	0	6	0	7	0	3	4	0	0	0	0	0	0	38
11:15 AM	0	16	3	0	5	0	4	0	0	2	0	0	0	0	0	0	30
11:30 AM	0	16	8	0	7	0	11	0	3	5	0	0	0	0	0	0	50
11:45 AM	0	14	4	0	9	0	15	0	1	3	0	0	0	0	0	0	46
Total	0	57	22	0	27	0	37	0	7	14	0	0	0	0	0	0	164
12:00 PM	0	14	7	0	6	0	13	0	1	5	0	0	0	0	0	0	46
12:15 PM	0	14	7	0	4	0	12	0	0	6	0	0	0	0	0	0	43
12:30 PM	0	10	4	0	8	1	19	0	1	4	0	0	0	0	0	0	47
12:45 PM	0	12	4	0	10	0	12	1	1	5	0	0	0	0	0	0	45
Total	0	50	22	0	28	1	56	1	3	20	0	0	0	0	0	0	181
01:00 PM	0	9	10	0	4	0	15	0	1	6	0	0	0	0	0	0	45
01:15 PM	0	16	4	0	7	0	22	0	0	4	0	0	0	0	0	0	53
01:30 PM	0	11	3	0	4	1	11	0	2	3	0	0	0	0	0	0	35
01:45 PM	0	15	2	0	10	0	10	0	1	0	0	0	0	0	0	0	38
Total	0	51	19	0	25	1	58	0	4	13	0	0	0	0	0	0	171
[BREAK]																	
03:00 PM	0	10	4	0	4	1	17	0	6	7	0	0	0	0	0	0	49
03:15 PM	0	19	17	0	7	0	16	0	3	5	0	0	0	0	0	0	67
03:30 PM	0	15	9	0	5	1	18	0	1	5	0	0	0	0	0	0	54
03:45 PM	0	13	14	0	12	0	8	1	1	4	0	0	0	0	0	0	53
Total	0	57	44	0	28	2	59	1	11	21	0	0	0	0	0	0	223
04:00 PM	0	17	12	0	13	0	13	0	3	2	0	0	0	0	0	0	60
04:15 PM	0	13	12	0	5	0	17	0	4	3	0	0	0	0	0	0	54
04:30 PM	0	18	24	0	14	0	11	0	5	5	0	0	0	0	0	0	77
04:45 PM	0	21	15	0	9	0	25	0	8	7	0	0	0	0	0	0	85
Total	0	69	63	0	41	0	66	0	20	17	0	0	0	0	0	0	276
05:00 PM	0	22	16	0	8	0	13	0	7	5	0	0	0	0	0	0	71
05:15 PM	0	13	7	0	9	0	21	0	3	3	0	0	0	0	0	0	56
05:30 PM	0	8	2	0	7	0	9	0	1	4	0	0	0	0	0	0	31
05:45 PM	0	4	2	0	7	2	15	1	1	6	0	0	0	0	0	0	38
Total	0	47	27	0	31	2	58	1	12	18	0	0	0	0	0	0	196
Grand Total	0	533	256	0	274	10	521	4	78	236	0	0	0	0	0	0	1912
Apprch %	0.0	67.6	32.4	0.0	33.9	1.2	64.4	0.5	24.8	75.2	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	27.9	13.4	0.0	14.3	0.5	27.2	0.2	4.1	12.3	0.0	0.0	0.0	0.0	0.0	0.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: T.Jones
Card #: 0787
Cntr: 599/Ridgetop-North 599

Albuquerque, NM 87109
505-881-4470
Site Name : 599&Ridgetop-North of 599Adj
Site Code : 00454512
Start Date : 11/8/2005
Page No : 2



Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: T.Jones
Card #: 0787
Counter: 599/Ridgetop-North 599

Albuquerque, NM 87109
505-881-4470
Site Name : 599&Ridgetop-North of 599Adj
Site Code : 00454512
Start Date : 11/8/2005
Page No : 1

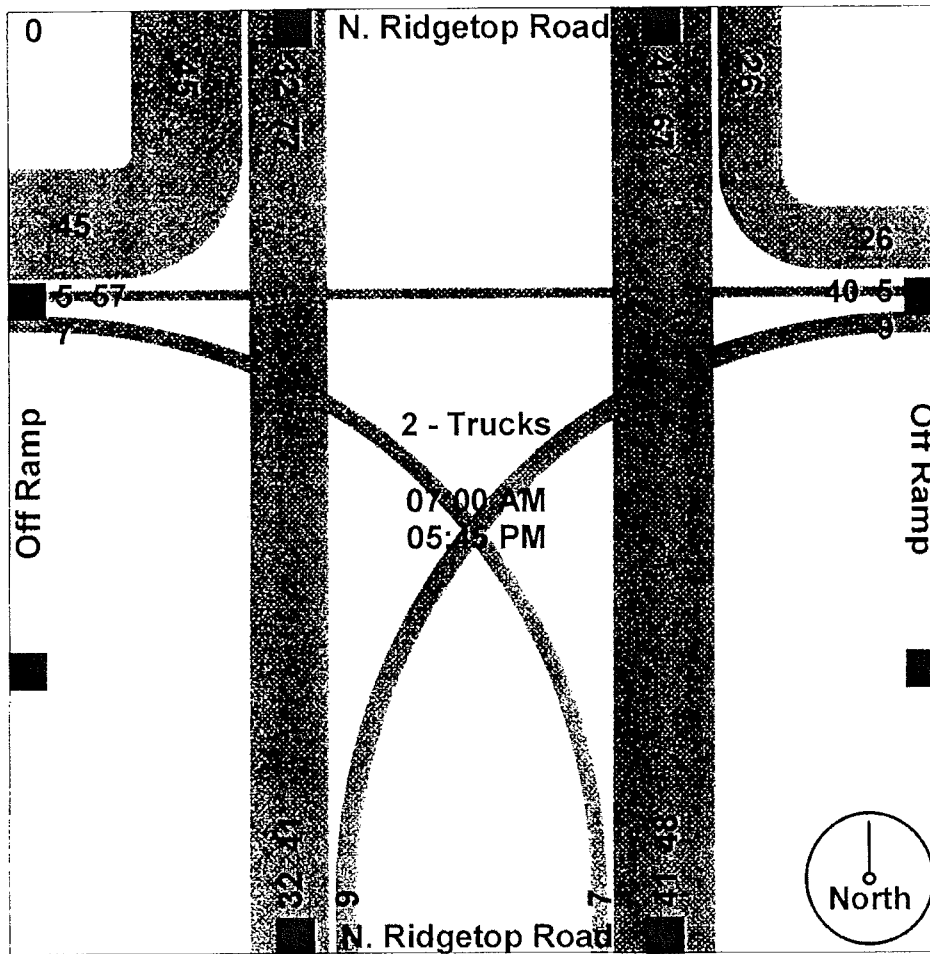
Groups Printed- Trucks

Start Time	N. Ridgetop Road From the North				Off Ramp From the East				N. Ridgetop Road From the South				Off Ramp From the West				Int. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	1	1	0	1	0	0	0	0	5	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	1	0	0	0	1	0	0	3	0	0	0	0	0	0	5
07:45 AM	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	4
Total	0	1	3	0	1	0	2	0	0	11	0	0	0	0	0	0	18
08:00 AM	0	1	0	0	0	0	1	0	0	4	0	0	0	0	0	0	6
08:15 AM	0	3	2	0	0	0	2	0	0	2	0	0	0	0	0	0	9
08:30 AM	0	0	3	0	1	1	0	0	0	2	0	0	0	0	0	0	7
08:45 AM	0	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	5
Total	0	5	7	0	1	1	4	0	0	9	0	0	0	0	0	0	27
09:00 AM	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0	0	5
09:15 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
09:30 AM	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	5
09:45 AM	0	1	1	0	0	0	4	0	1	2	0	0	0	0	0	0	9
Total	0	4	3	0	1	1	6	0	1	6	0	0	0	0	0	0	22
[BREAK]																	
11:00 AM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	6
11:15 AM	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:30 AM	0	1	3	0	0	0	1	0	0	2	0	0	0	0	0	0	7
11:45 AM	0	1	1	0	0	0	1	0	1	2	0	0	0	0	0	0	6
Total	0	4	11	0	1	0	3	1	1	6	0	0	0	0	0	0	27
12:00 PM	0	0	3	0	1	0	2	0	0	1	0	0	0	0	0	0	7
12:15 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	1	1	0	0	1	1	0	0	1	0	0	0	0	0	0	5
Total	0	3	6	0	1	2	4	0	0	2	0	0	0	0	0	0	18
01:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	4
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	1	0	0	0	0	2	0	1	2	0	0	0	0	0	0	6
Total	0	2	2	0	2	0	3	0	1	4	0	0	0	0	0	0	14
[BREAK]																	
03:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:30 PM	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	0	4	0	1	0	1	0	2	1	0	0	0	0	0	0	9
Total	0	9	7	0	1	1	2	0	2	1	0	0	0	0	0	0	23
04:00 PM	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
04:15 PM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	2	0	1	0	0	0	2	1	0	0	0	0	0	0	9
05:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	1	4	0	0	0	2	0	0	1	0	0	0	0	0	0	8
Grand Total	0	32	45	0	9	5	26	1	7	41	0	0	0	0	0	0	166
Apprch %	0.0	41.6	58.4	0.0	22.0	12.2	63.4	2.4	14.6	85.4	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	19.3	27.1	0.0	5.4	3.0	15.7	0.6	4.2	24.7	0.0	0.0	0.0	0.0	0.0	0.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: T.Jones
Card #: 0787
Counter: 599/Ridgetop-North 599

Site Name : 599&Ridgetop-North of 599Adj
Site Code : 00454512
Start Date : 11/8/2005
Page No : 2



Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: T.Jones
Card #: 0787
Counter: 599/Ridgetop-North 599

Albuquerque, NM 87109
505-881-4470
Site Name : 599&Ridgetop-North of 599Adj
Site Code : 00454512
Start Date : 11/8/2005
Page No : 1

Groups Printed- Cars - Trucks

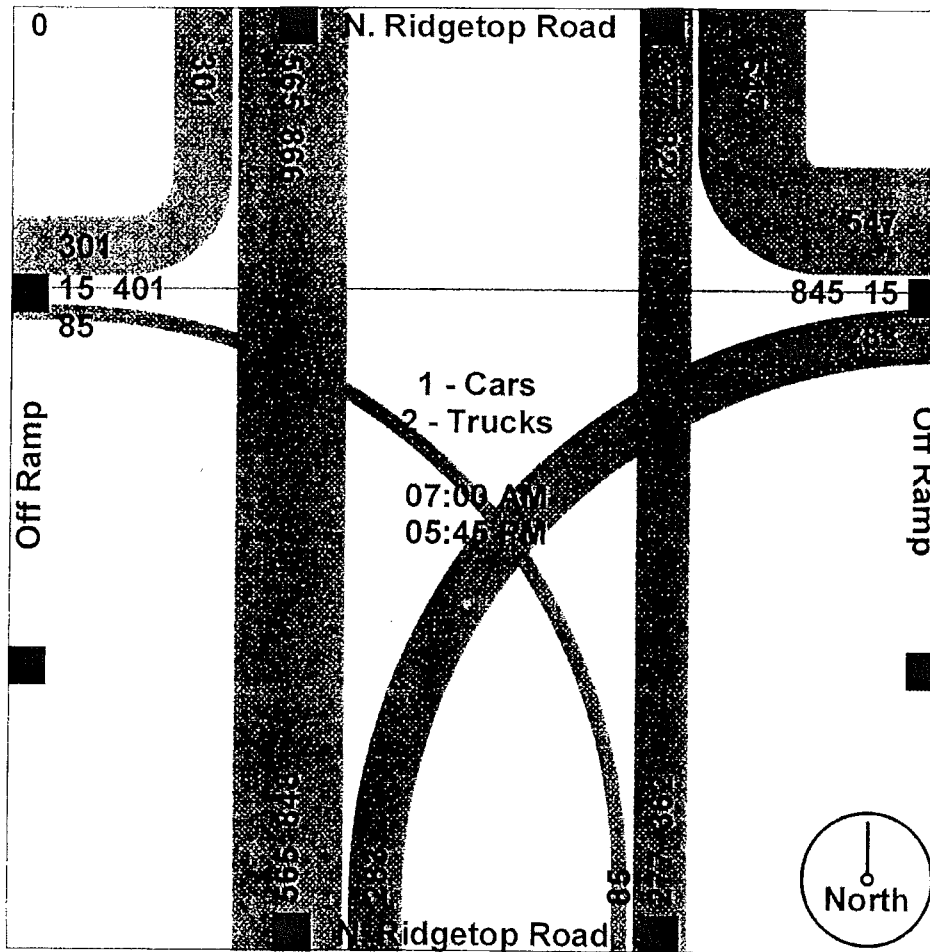
N. Ridgetop Road From the North					Off Ramp From the East				N. Ridgetop Road From the South				Off Ramp From the West				Int. Total
Start Time	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
07:00 AM	0	13	3	0	6	0	8	0	0	18	0	0	0	0	0	0	48
07:15 AM	0	24	9	0	1	0	16	0	2	15	0	0	0	0	0	0	67
07:30 AM	0	14	5	0	3	1	18	0	1	31	0	0	0	0	0	0	73
07:45 AM	0	14	5	0	14	0	17	0	1	20	0	0	0	0	0	0	71
Total	0	65	22	0	24	1	59	0	4	84	0	0	0	0	0	0	259
08:00 AM	0	18	6	0	18	0	23	0	3	14	0	0	0	0	0	0	82
08:15 AM	0	22	7	0	17	1	19	0	2	8	0	0	0	0	0	0	76
08:30 AM	0	20	6	0	9	2	17	0	1	12	0	0	0	0	0	0	67
08:45 AM	0	17	3	0	8	0	16	0	4	8	0	0	0	0	0	0	56
Total	0	77	22	0	52	3	75	0	10	42	0	0	0	0	0	0	281
09:00 AM	0	18	6	0	4	0	12	0	1	14	0	0	0	0	0	0	55
09:15 AM	0	22	7	0	5	0	13	0	4	7	0	0	0	0	0	0	58
09:30 AM	0	14	5	0	5	1	11	0	2	6	0	0	0	0	0	0	44
09:45 AM	0	16	10	0	7	1	29	1	1	6	0	0	0	0	0	0	71
Total	0	70	28	0	21	2	65	1	8	33	0	0	0	0	0	0	228
[BREAK]																	
11:00 AM	0	11	8	0	7	0	8	1	3	6	0	0	0	0	0	0	44
11:15 AM	0	18	9	0	5	0	4	0	0	2	0	0	0	0	0	0	38
11:30 AM	0	17	11	0	7	0	12	0	3	7	0	0	0	0	0	0	57
11:45 AM	0	15	5	0	9	0	16	0	2	5	0	0	0	0	0	0	52
Total	0	61	33	0	28	0	40	1	8	20	0	0	0	0	0	0	191
12:00 PM	0	14	10	0	7	0	15	0	1	6	0	0	0	0	0	0	53
12:15 PM	0	14	9	0	4	1	13	0	0	6	0	0	0	0	0	0	47
12:30 PM	0	12	4	0	8	1	19	0	1	4	0	0	0	0	0	0	49
12:45 PM	0	13	5	0	10	1	13	1	1	6	0	0	0	0	0	0	50
Total	0	53	28	0	29	3	60	1	3	22	0	0	0	0	0	0	199
01:00 PM	0	9	11	0	5	0	15	0	1	6	0	0	0	0	0	0	47
01:15 PM	0	16	5	0	7	0	23	0	0	6	0	0	0	0	0	0	57
01:30 PM	0	12	3	0	5	1	11	0	2	3	0	0	0	0	0	0	37
01:45 PM	0	16	2	0	10	0	12	0	2	2	0	0	0	0	0	0	44
Total	0	53	21	0	27	1	61	0	5	17	0	0	0	0	0	0	185
[BREAK]																	
03:00 PM	0	10	4	0	4	1	17	0	6	7	0	0	0	0	0	0	49
03:15 PM	0	26	18	0	7	0	16	0	3	5	0	0	0	0	0	0	75
03:30 PM	0	17	11	0	5	2	19	0	1	5	0	0	0	0	0	0	60
03:45 PM	0	13	18	0	13	0	9	1	3	5	0	0	0	0	0	0	62
Total	0	66	51	0	29	3	61	1	13	22	0	0	0	0	0	0	246
04:00 PM	0	17	13	0	13	0	13	0	5	2	0	0	0	0	0	0	63
04:15 PM	0	15	13	0	5	0	17	0	4	4	0	0	0	0	0	0	58
04:30 PM	0	19	24	0	14	0	11	0	5	5	0	0	0	0	0	0	78
04:45 PM	0	21	15	0	10	0	25	0	8	7	0	0	0	0	0	0	86
Total	0	72	65	0	42	0	66	0	22	18	0	0	0	0	0	0	285
05:00 PM	0	23	18	0	8	0	13	0	7	5	0	0	0	0	0	0	74
05:15 PM	0	13	7	0	9	0	22	0	3	3	0	0	0	0	0	0	57
05:30 PM	0	8	4	0	7	0	9	0	1	5	0	0	0	0	0	0	34
05:45 PM	0	4	2	0	7	2	16	1	1	6	0	0	0	0	0	0	39
Total	0	48	31	0	31	2	60	1	12	19	0	0	0	0	0	0	204
Grand Total	0	565	301	0	283	15	547	5	85	277	0	0	0	0	0	0	2078
Apprch %	0.0	65.2	34.8	0.0	33.3	1.8	64.4	0.6	23.5	76.5	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	27.2	14.5	0.0	13.6	0.7	26.3	0.2	4.1	13.3	0.0	0.0	0.0	0.0	0.0	0.0	

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE

Weather: Fair
Counted by: T.Jones
Card #: 0787

Other: 599/Ridgetop-North 599

Site Name : 599&Ridgetop-North of 599Adj
505-881-4470 Site Code : 00454512
Start Date : 11/8/2005
Page No : 2



Ridgetop North of 599

DIGITAL TRAFFIC SYSTEMS, INC.
Turning Movement Diagram

Technician only

Count Board 078.7

Date 11/8/06

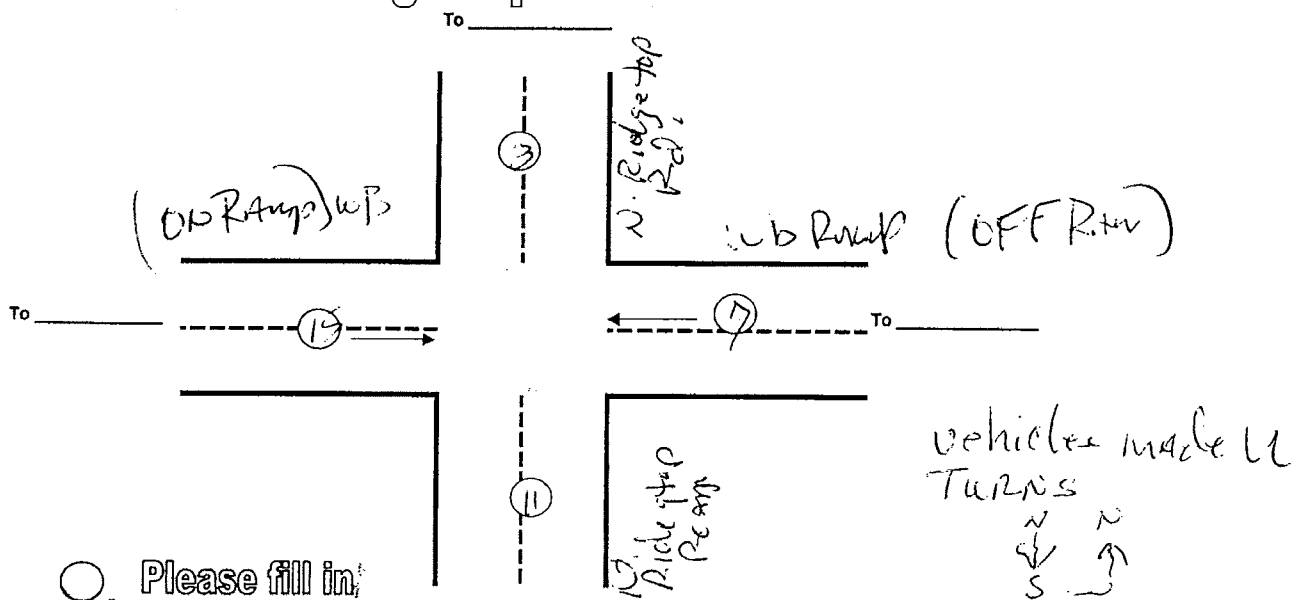
North Button 11

File ID: _____ (assigned in office) Site code 454512 (your choice)

Customer _____

Comments: _____

599/Ridgetop-North of 599



○ Please fill in
the circle with

the button number





NOTE: Draw in location where you parked and direction you were facing.
Indicate landmarks on each corner (store, field, gas station etc.)
Indicate North direction (use arrow)
Write in Highway Number/ Street names for each leg.
File ID is the name you will call the file when you download into Petra ie LAV-1
Site code is what you enter on the Jamar count board when you begin your count ie 1234
All paperwork must be legible, even if it takes you a few more minutes

*TONY MAKE SURE
THAT ALL DIRECTIONS
ARE LABELED ON
THIS MAP

BICYCLE AND PEDESTRIAN CROSSING

Location: Bridge top Rd & 589 WB Ramp Customer: _____

Date: 11/03/05 Operator: Tony J. Machine Number: 0787

Time	North  South		North  South		West  East		West  East	
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak Period 7:00-10:00		11	1	1				
	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS
Midday Peak Period 11:00-2:00		1						
	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS
Afternoon Peak Period 3:00-6:00		1		11				
	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS	TOTAL # Bikes	TOTAL # PEDS

South

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst RAT
 Agency or Company SANTA FE ENGINEERING
 Analysis Period/Year AM 2006
 Comment EXISTING CONDITION

Site Information

Jurisdiction/Date SANTA FE 1/31/2006
 Major Street RIDGETOP ROAD
 Minor Street EB RAMP

Input Data

Lane Configuration	SB NB			NB SB			WB			EB		
Lane 1 (curb)	LT			TR						LTR		
Lane 2												
Lane 3												
Lane 4												
Lane 5												
	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	66	60			15	64				42	1	15
PHF	0.83	0.83			0.39	0.39				0.63	0.63	0.63
Percent of heavy vehicles, HV	1	1			1	1				1	1	1
Flow rate	80	72			38	164				67	2	24
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
Length of study period (h)	1.00											

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1								
	2								
	3								
EB	1	LTR	93	640	0.145	1	11.6	B	11.6
	2								
	3								B
NB	1		80	1375	0.058	0	7.8	A	
SB	4								

4% trucks

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

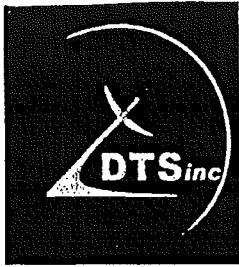
General Information			Site Information	
Analyst	RAT		Jurisdiction/Date	SANTA FE 1/31/2006
Agency or Company	SANTA FE ENGINEERING		Major Street	RIDGETOP ROAD
Analysis Period/Year	PM	2006	Minor Street	EB RAMP
Comment	EXISTING CONDITION			

Input Data

Lane Configuration	NB			SB			WB			EB		
Lane 1 (curb)	LT			TR						LTR		
Lane 2												
Lane 3												
Lane 4												
Lane 5												
	NB			SB			WB			EB		
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)	74	34			16	20				16	1	1
PHF	0.83	0.83			0.39	0.39				0.63	0.63	0.63
Percent of heavy vehicles, HV	1	1			1	1				1	1	1
Flow rate	89	41			41	51				25	2	2
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2	ft			Movement 5			ft					
Length of study period (h)	1.00											

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
WB	1								
	2								
	3								
EB	1	LTR	29	650	0.045	0	10.8	B	10.8
	2								
	3								B
NB	1		89	1509	0.059	0	7.5	A	
SB	4								






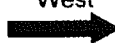
3813 Academy Parkway South, NE
Albuquerque, NM 87109
(505) 881-4470 Phone
(505) 881-4483 Fax

599/Ridgetop-South of 599

- A pickup drove the wrong way up the east bound ramp then went north.
- U Turn on Ridgetop Road
- 5 Cars traveling southbound in the intersection made a U Turn to go back to North

BICYCLE AND PEDESTRIAN CROSSING

Location: EB Ramp 599 + North Ridgely Rd. Customer: James Garcia
 Date: 11-2-05 Operator: Virginia Machine Number: 1079

Time	North  South		North  South		West  East		West  East	
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds
Morning Peak Period 7:00-10:00		11	1	1			1	
	TOTAL # Bikes 0	TOTAL # PEDS 2	TOTAL # Bikes 1	TOTAL # PEDS 1	TOTAL # Bikes 0	TOTAL # PEDS 0	TOTAL # Bikes 1	TOTAL # PEDS 0
Midday Peak Period 11:00-2:00								
	TOTAL # Bikes 0	TOTAL # PEDS 0	TOTAL # Bikes 0	TOTAL # PEDS 0	TOTAL # Bikes 0	TOTAL # PEDS 0	TOTAL # Bikes 0	TOTAL # PEDS 0
Afternoon Peak Period 3:00-6:00		1		11				
	TOTAL # Bikes 0	TOTAL # PEDS 1	TOTAL # Bikes 0	TOTAL # PEDS 2	TOTAL # Bikes 0	TOTAL # PEDS 0	TOTAL # Bikes 0	TOTAL # PEDS 0

Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: V. Reynolds
Card #: 1079
Counter: 599&Ridgetop-South 599

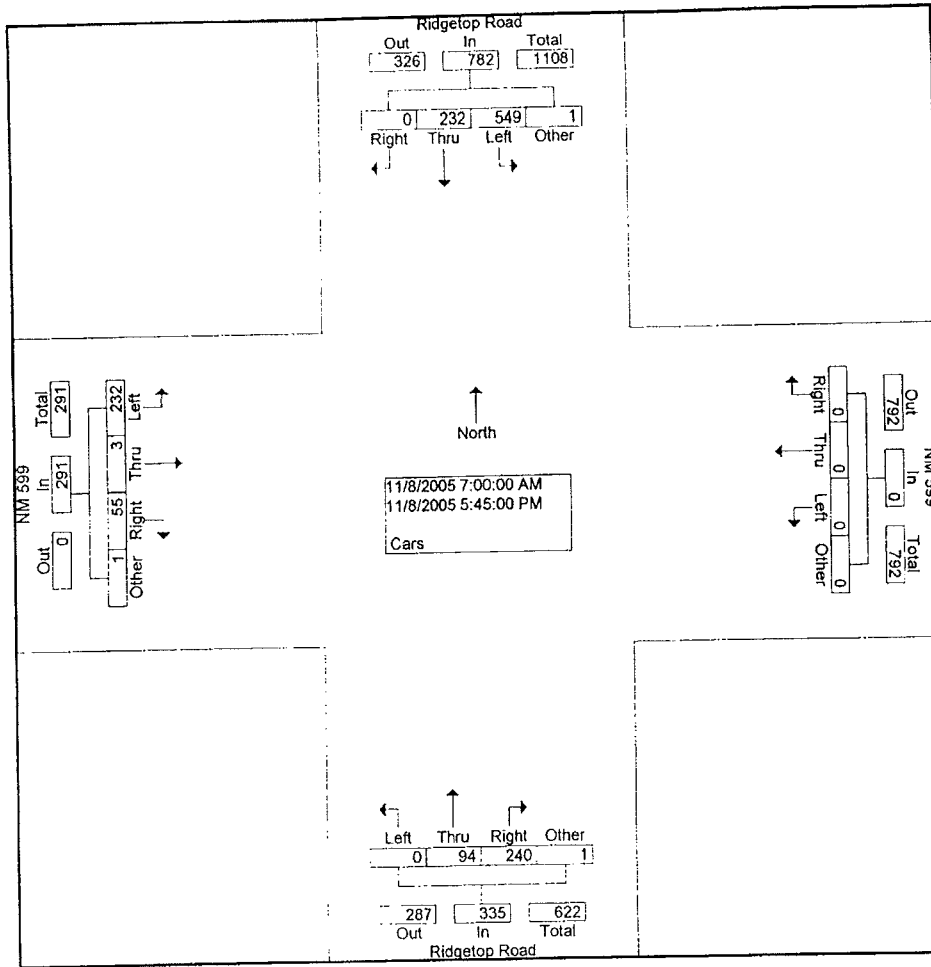
File Name : 599&RI~1
Site Code : 00002222
Start Date : 11/8/2005
Page No : 1

Groups Printed- Cars

Start Time	Ridgetop Road From the North					NM 599 From the East					Ridgetop Road From the South					NM 599 From the West					Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	5	0	0	7	0	0	0	0	0	0	1	2	0	3	6	0	3	0	9	19
07:15 AM	10	3	0	0	13	0	0	0	0	0	0	0	4	0	4	12	0	0	0	12	29
07:30 AM	18	1	0	0	19	0	0	0	0	0	0	2	11	0	13	13	0	0	0	13	45
07:45 AM	17	3	0	0	20	0	0	0	0	0	0	1	10	0	11	31	0	6	0	37	68
Total	47	12	0	0	59	0	0	0	0	0	0	4	27	0	31	62	0	9	0	71	161
08:00 AM	12	11	0	0	23	0	0	0	0	0	0	1	6	0	7	22	0	1	0	23	53
08:15 AM	15	22	0	0	37	0	0	0	0	0	0	3	6	0	9	11	1	9	0	21	67
08:30 AM	18	18	0	0	36	0	0	0	0	0	0	1	6	0	7	6	0	1	0	7	50
08:45 AM	16	8	0	0	24	0	0	0	0	0	0	3	6	0	9	9	0	3	0	12	45
Total	61	59	0	0	120	0	0	0	0	0	0	8	24	0	32	48	1	14	0	63	215
09:00 AM	15	8	0	0	23	0	0	0	0	0	0	6	45	0	51	7	0	1	0	8	82
09:15 AM	16	4	0	0	20	0	0	0	0	0	0	2	7	0	9	10	0	2	0	12	41
09:30 AM	22	5	0	0	27	0	0	0	0	0	0	8	12	0	20	4	0	3	0	7	54
09:45 AM	15	4	0	0	19	0	0	0	0	0	0	1	6	0	7	6	0	1	0	7	33
Total	68	21	0	0	89	0	0	0	0	0	0	17	70	0	87	27	0	7	0	34	210
[BREAK]																					
11:00 AM	13	5	0	1	19	0	0	0	0	0	0	2	7	0	9	3	0	1	0	4	32
11:15 AM	15	4	0	0	19	0	0	0	0	0	0	2	5	0	7	2	0	1	0	3	29
11:30 AM	21	5	0	0	26	0	0	0	0	0	0	3	3	0	6	4	0	0	0	4	36
11:45 AM	18	6	0	0	24	0	0	0	0	0	0	0	10	0	10	3	0	1	0	4	38
Total	67	20	0	1	88	0	0	0	0	0	0	7	25	0	32	12	0	3	0	15	135
12:00 PM	16	5	0	0	21	0	0	0	0	0	0	0	9	0	9	7	0	0	0	7	37
12:15 PM	12	3	0	0	15	0	0	0	0	0	0	1	6	0	7	6	0	2	0	8	30
12:30 PM	13	3	0	0	16	0	0	0	0	0	0	0	9	0	9	5	1	3	0	9	34
12:45 PM	15	7	0	0	22	0	0	0	0	0	0	3	6	0	9	3	0	0	0	3	34
Total	56	18	0	0	74	0	0	0	0	0	0	4	30	0	34	21	1	5	0	27	135
01:00 PM	13	3	0	0	16	0	0	0	0	0	0	2	3	0	5	7	0	2	0	9	30
01:15 PM	16	5	0	0	21	0	0	0	0	0	0	1	3	0	4	4	0	0	0	4	29
01:30 PM	16	4	0	0	20	0	0	0	0	0	0	3	2	0	5	2	0	2	0	4	29
01:45 PM	14	9	0	0	23	0	0	0	0	0	0	1	5	0	6	2	0	1	0	3	32
Total	59	21	0	0	80	0	0	0	0	0	0	7	13	0	20	15	0	5	0	20	120
[BREAK]																					
03:00 PM	10	3	0	0	13	0	0	0	0	0	0	6	6	0	12	6	0	4	1	11	36
03:15 PM	18	8	0	0	26	0	0	0	0	0	0	2	2	0	4	6	0	1	0	7	37
03:30 PM	18	4	0	0	22	0	0	0	0	0	0	2	5	0	7	6	0	0	0	6	35
03:45 PM	20	5	0	0	25	0	0	0	0	0	0	3	3	0	6	3	1	1	0	5	36
Total	66	20	0	0	86	0	0	0	0	0	0	13	16	0	29	21	1	6	1	29	144
04:00 PM	17	14	0	0	31	0	0	0	0	0	0	3	5	0	8	3	0	0	0	3	42
04:15 PM	18	3	0	0	21	0	0	0	0	0	0	2	8	0	10	4	0	0	0	4	35
04:30 PM	18	12	0	0	30	0	0	0	0	0	0	5	4	0	9	5	0	0	0	5	44
04:45 PM	18	6	0	0	24	0	0	0	0	0	0	3	4	0	7	1	0	1	0	2	33
Total	71	35	0	0	106	0	0	0	0	0	0	13	21	0	34	13	0	1	0	14	154
05:00 PM	17	6	0	0	23	0	0	0	0	0	0	14	3	0	17	6	0	1	0	7	47
05:15 PM	14	7	0	0	21	0	0	0	0	0	0	1	4	0	5	5	0	1	0	6	32
05:30 PM	15	9	0	0	24	0	0	0	0	0	0	4	1	0	5	0	0	2	0	2	31
05:45 PM	8	4	0	0	12	0	0	0	0	0	0	2	6	1	9	2	0	1	0	3	24
Total	54	26	0	0	80	0	0	0	0	0	0	21	14	1	36	13	0	5	0	18	134
Grand Total	549	232	0	1	782	0	0	0	0	0	0	94	240	1	335	232	3	55	1	291	1408
Approch %	70.2	29.7	0.0	0.1		0.0	0.0	0.0	0.0		0.0	28.1	71.6	0.3		79.7	1.0	18.9	0.3		
Total %	39.0	16.5	0.0	0.1	55.5	0.0	0.0	0.0	0.0	0.0	0.0	6.7	17.0	0.1	23.8	16.5	0.2	3.9	0.1	20.7	

Weather: Fair
 Counted by: V. Reynolds
 Card #: 1079
 Corner: 599&Ridgetop-South 599

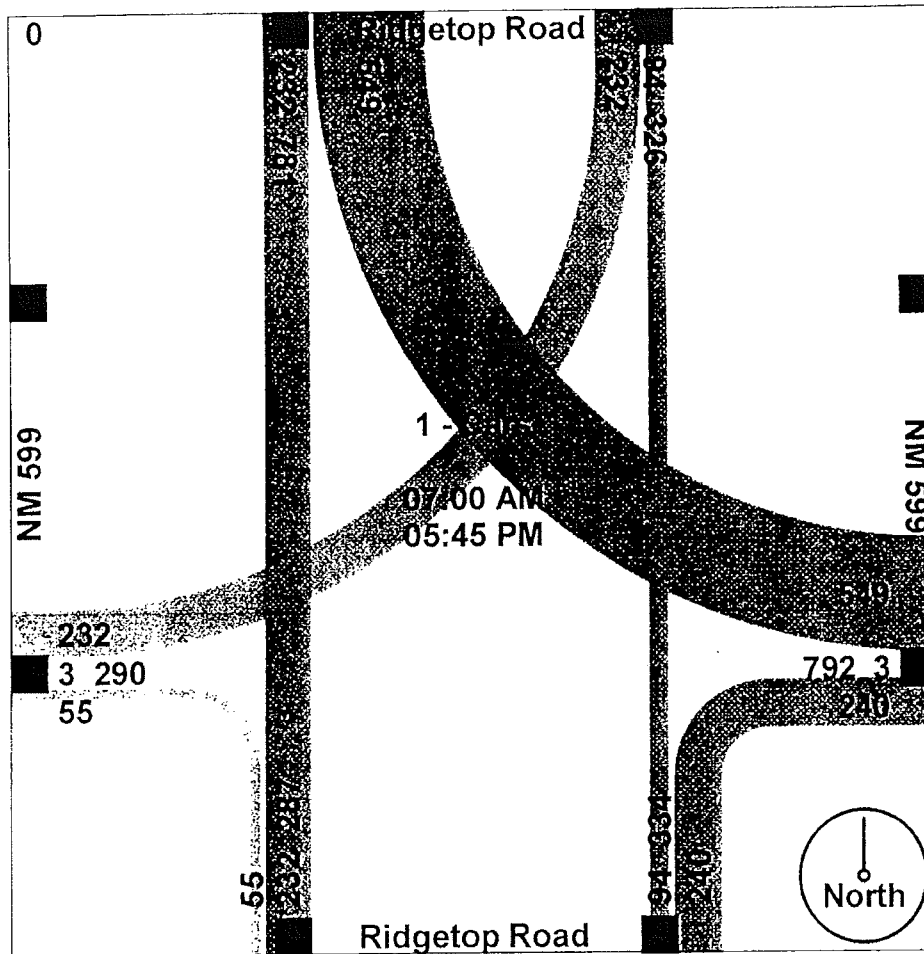
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 Site Code : 00002222
 Start Date : 11/8/2005
 Page No : 2



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Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: V. Reynolds
Card #: 1079
Cuner: 599&Ridgetop-South 599

File Name : 599&RI~1
Site Code : 00002222
Start Date : 11/8/2005
Page No : 3



Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: V. Reynolds
Card #: 1079
Counter: 599&Ridgetop-South 599

File Name : 599&RI~1
Site Code : 00002222
Start Date : 11/8/2005
Page No : 1

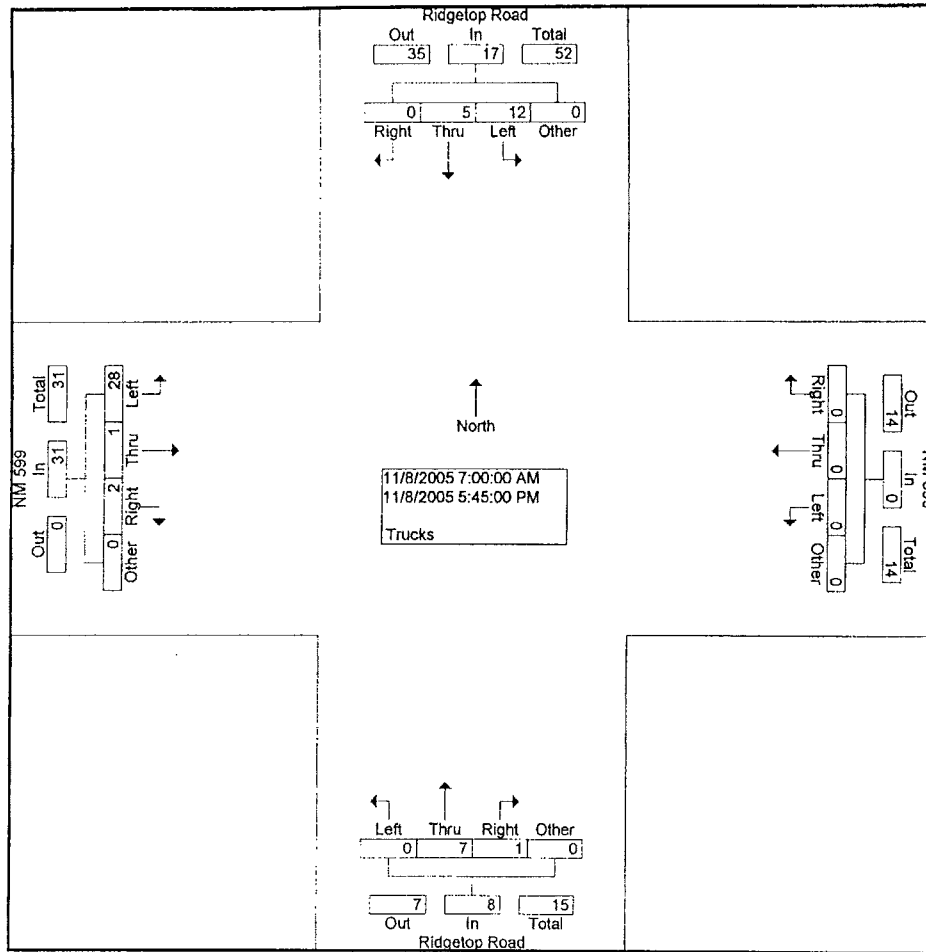
Groups Printed- Trucks

	Ridgetop Road From the North					NM 599 From the East					Ridgetop Road From the South					NM 599 From the West					
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	5
08:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
Total	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	6	0	0	0	6	13
09:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	8
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
[BREAK]																					
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	7	0	1	0	8	11
[BREAK]																					
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
[BREAK]																					
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	4
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	0	0	0	6	7
12:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
[BREAK]																					
12:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
[BREAK]																					
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
[BREAK]																					
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
[BREAK]																					
03:15 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	5	0	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5
[BREAK]																					
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
[BREAK]																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Grand Total	12	5	0	0	17	0	0	0	0	0	0	7	1	0	8	28	1	2	0	31	56
Approch %	70.6	29.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	87.5	12.5	0.0		90.3	3.2	6.5	0.0		
Total %	21.4	8.9	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	12.5	1.8	0.0	14.3	50.0	1.8	3.6	0.0	55.4	

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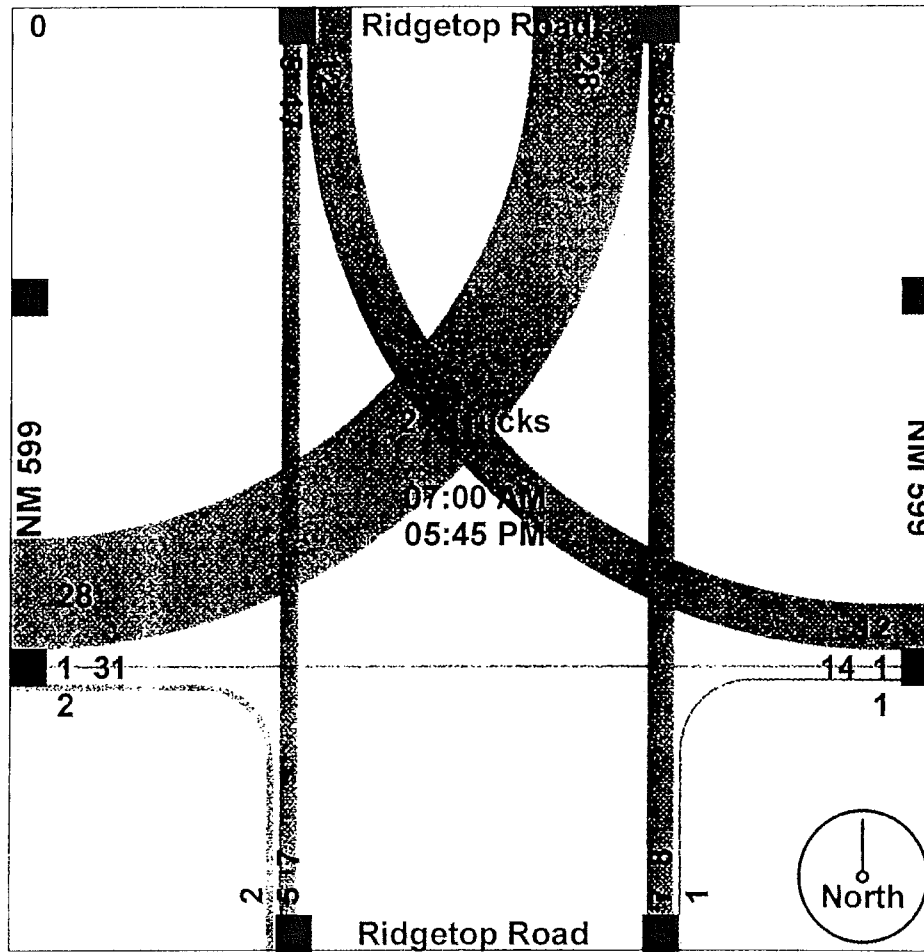
Weather: Fair
Counted by: V. Reynolds
Card #: 1079
Corners: 599&Ridgetop-South 599

File Name : 599&RI~1
Site Code : 00002222
Start Date : 11/8/2005
Page No : 2



Weather: Fair
Counted by: V. Reynolds
Board #: 1079
Corner: 599&Ridgetop-South 599

File Name : 599&RI~1
Site Code : 00002222
Start Date : 11/8/2005
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Digital Traffic Systems, Inc.
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Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: V. Reynolds
Card #: 1079

Counter: 599&Ridgetop-South 599

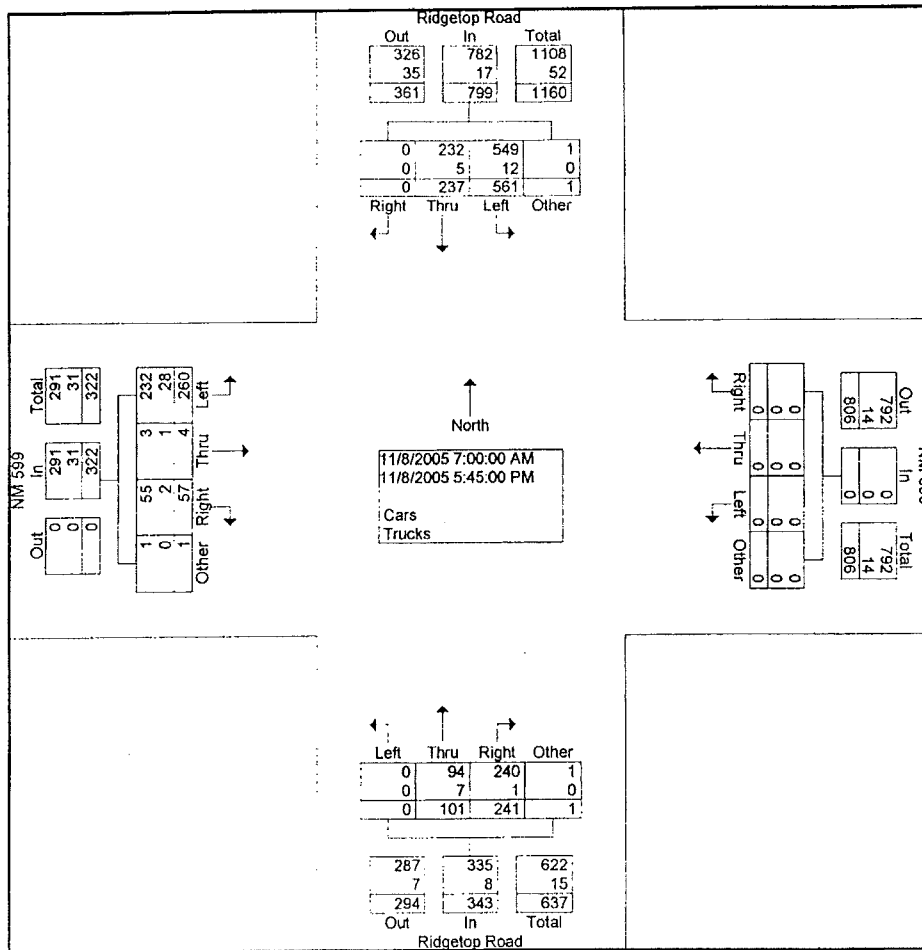
File Name : 599&RI~1
Site Code : 00002222
Start Date : 11/8/2005
Page No : 1

Groups Printed- Cars - Trucks

Groups Printed - Cars - Trucks																						
	Ridgetop Road From the North					NM 599 From the East					Ridgetop Road From the South					NM 599 From the West						
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0			
07:00 AM	2	5	0	0	7	0	0	0	0	0	0	1	2	0	3	6	1	3	0	0	10	20
07:15 AM	10	3	0	0	13	0	0	0	0	0	0	0	4	0	4	15	0	0	0	0	15	32
07:30 AM	18	1	0	0	19	0	0	0	0	0	0	2	11	0	13	14	0	0	0	0	14	46
07:45 AM	17	3	0	0	20	0	0	0	0	0	0	1	10	0	11	33	0	6	0	0	39	70
Total	47	12	0	0	59	0	0	0	0	0	0	4	27	0	31	68	1	9	0	0	78	168
08:00 AM	12	11	0	0	23	0	0	0	0	0	0	1	6	0	7	24	0	1	0	0	25	55
08:15 AM	15	23	0	0	38	0	0	0	0	0	0	4	7	0	11	13	1	9	0	0	23	72
08:30 AM	19	19	0	0	38	0	0	0	0	0	0	2	6	0	8	6	0	1	0	0	7	53
08:45 AM	16	9	0	0	25	0	0	0	0	0	0	3	6	0	9	11	0	3	0	0	14	48
Total	62	62	0	0	124	0	0	0	0	0	0	10	25	0	35	54	1	14	0	0	69	228
09:00 AM	16	9	0	0	25	0	0	0	0	0	0	6	45	0	51	12	0	2	0	0	14	90
09:15 AM	16	4	0	0	20	0	0	0	0	0	0	2	7	0	9	12	0	2	0	0	14	43
09:30 AM	22	5	0	0	27	0	0	0	0	0	0	8	12	0	20	4	0	3	0	0	7	54
09:45 AM	15	5	0	0	20	0	0	0	0	0	0	1	6	0	7	6	0	1	0	0	7	34
Total	69	23	0	0	92	0	0	0	0	0	0	17	70	0	87	34	0	8	0	0	42	221
[BREAK]																						
11:00 AM	13	5	0	1	19	0	0	0	0	0	0	2	7	0	9	5	0	1	0	0	6	34
11:15 AM	15	4	0	0	19	0	0	0	0	0	0	2	5	0	7	2	0	1	0	0	3	29
11:30 AM	21	5	0	0	26	0	0	0	0	0	0	3	3	0	6	5	0	0	0	0	5	37
11:45 AM	18	6	0	0	24	0	0	0	0	0	0	1	10	0	11	6	0	1	0	0	7	42
Total	67	20	0	1	88	0	0	0	0	0	0	8	25	0	33	18	0	3	0	0	21	142
12:00 PM	17	5	0	0	22	0	0	0	0	0	0	0	9	0	9	8	0	0	0	0	8	39
12:15 PM	12	3	0	0	15	0	0	0	0	0	0	1	6	0	7	6	0	2	0	0	8	30
12:30 PM	13	3	0	0	16	0	0	0	0	0	0	0	9	0	9	5	1	3	0	0	9	34
12:45 PM	16	7	0	0	23	0	0	0	0	0	0	3	6	0	9	3	0	0	0	0	3	35
Total	58	18	0	0	76	0	0	0	0	0	0	4	30	0	34	22	1	5	0	0	28	138
01:00 PM	13	3	0	0	16	0	0	0	0	0	0	2	3	0	5	7	0	2	0	0	9	30
01:15 PM	16	5	0	0	21	0	0	0	0	0	0	1	3	0	4	4	0	1	0	0	5	30
01:30 PM	16	4	0	0	20	0	0	0	0	0	0	3	2	0	5	2	0	2	0	0	4	29
01:45 PM	14	9	0	0	23	0	0	0	0	0	0	2	5	0	7	2	0	1	0	0	3	33
Total	59	21	0	0	80	0	0	0	0	0	0	8	13	0	21	15	0	6	0	0	21	122
[BREAK]																						
03:00 PM	10	3	0	0	13	0	0	0	0	0	0	6	6	0	12	6	0	4	1	0	11	36
03:15 PM	22	8	0	0	30	0	0	0	0	0	0	2	2	0	4	6	0	1	0	0	7	41
03:30 PM	19	4	0	0	23	0	0	0	0	0	0	2	5	0	7	6	0	0	0	0	6	36
03:45 PM	20	5	0	0	25	0	0	0	0	0	0	4	3	0	7	3	1	1	0	0	5	37
Total	71	20	0	0	91	0	0	0	0	0	0	14	16	0	30	21	1	6	1	0	29	150
04:00 PM	17	14	0	0	31	0	0	0	0	0	0	5	5	0	10	3	0	0	0	0	3	44
04:15 PM	18	3	0	0	21	0	0	0	0	0	0	2	8	0	10	5	0	0	0	0	5	36
04:30 PM	19	12	0	0	31	0	0	0	0	0	0	5	4	0	9	5	0	0	0	0	5	45
04:45 PM	19	6	0	0	25	0	0	0	0	0	0	3	4	0	7	1	0	1	0	0	2	34
Total	73	35	0	0	108	0	0	0	0	0	0	15	21	0	36	14	0	1	0	0	15	159
05:00 PM	17	6	0	0	23	0	0	0	0	0	0	14	3	0	17	6	0	1	0	0	7	47
05:15 PM	15	7	0	0	22	0	0	0	0	0	0	1	4	0	5	5	0	1	0	0	6	33
05:30 PM	15	9	0	0	24	0	0	0	0	0	0	4	1	0	5	0	0	2	0	0	2	31
05:45 PM	8	4	0	0	12	0	0	0	0	0	0	2	6	1	9	3	0	1	0	0	4	25
Total	55	26	0	0	81	0	0	0	0	0	0	21	14	1	36	14	0	5	0	0	19	136
Grand Total	561	237	0	1	799	0	0	0	0	0	0	101	241	1	343	260	4	57	1	0	322	1464
Approach %	79.2	29.7	0.0	0.1		0.0	0.0	0.0	0.0		0.0	29.4	70.3	0.3		80.7	12	17.7	0.3			
Total %	38.3	16.2	0.0	0.1	54.6	0.0	0.0	0.0	0.0	0.0	0.0	6.9	16.5	0.1	23.4	17.6	0.3	3.2	0.1	22.0		

Weather: Fair
 Counted by: V. Reynolds
 Card #: 1079
 Cntr: 599&Ridgetop-South 599

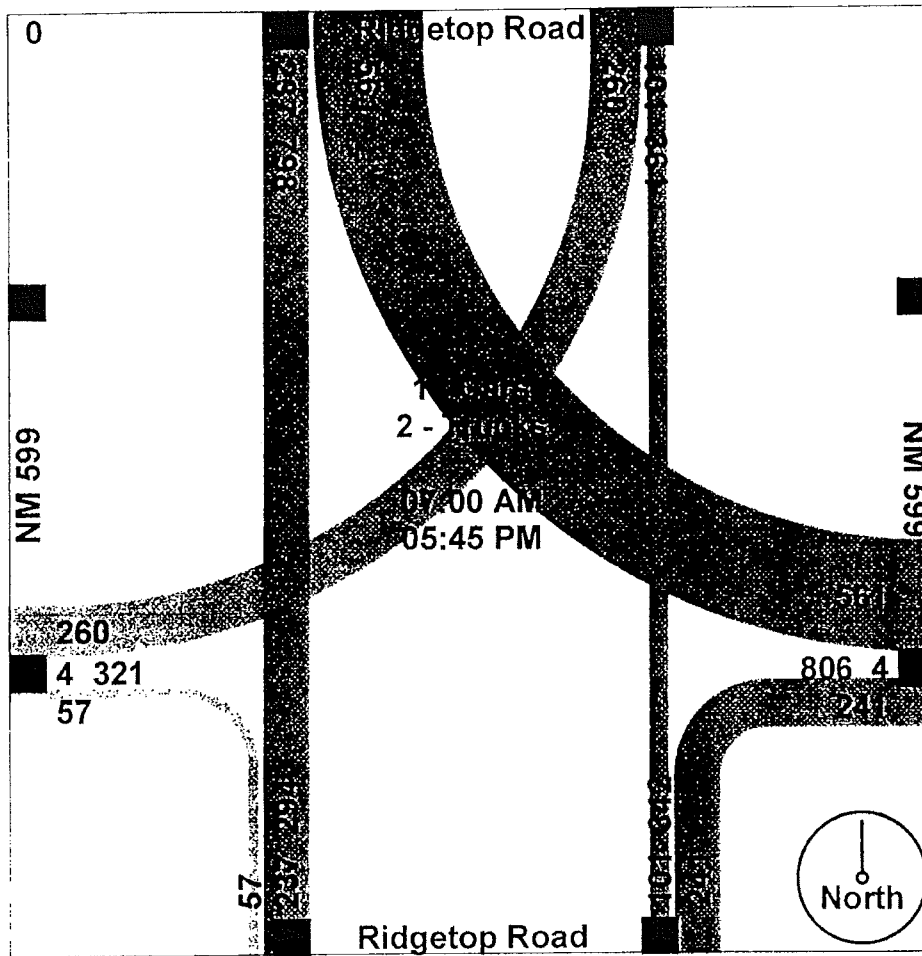
File Name : 599&RI~1
 Site Code : 00002222
 Start Date : 11/8/2005
 Page No : 2



Digital Traffic Systems, Inc.
3813 Academy Parkway South, NE
Albuquerque, NM 87109
505-881-4470

Weather: Fair
Counted by: V. Reynolds
Card #: 1079
Counter: 599&Ridgetop-South 599

File Name : 599&RI~1
Site Code : 00002222
Start Date : 11/8/2005
Page No : 3



511 - Maryland County Route

5678

DIGITAL TRAFFIC SYSTEMS, INC.
Turning Movement Diagram

Technician Virginia

Count Board 1079

Date 11-2-05

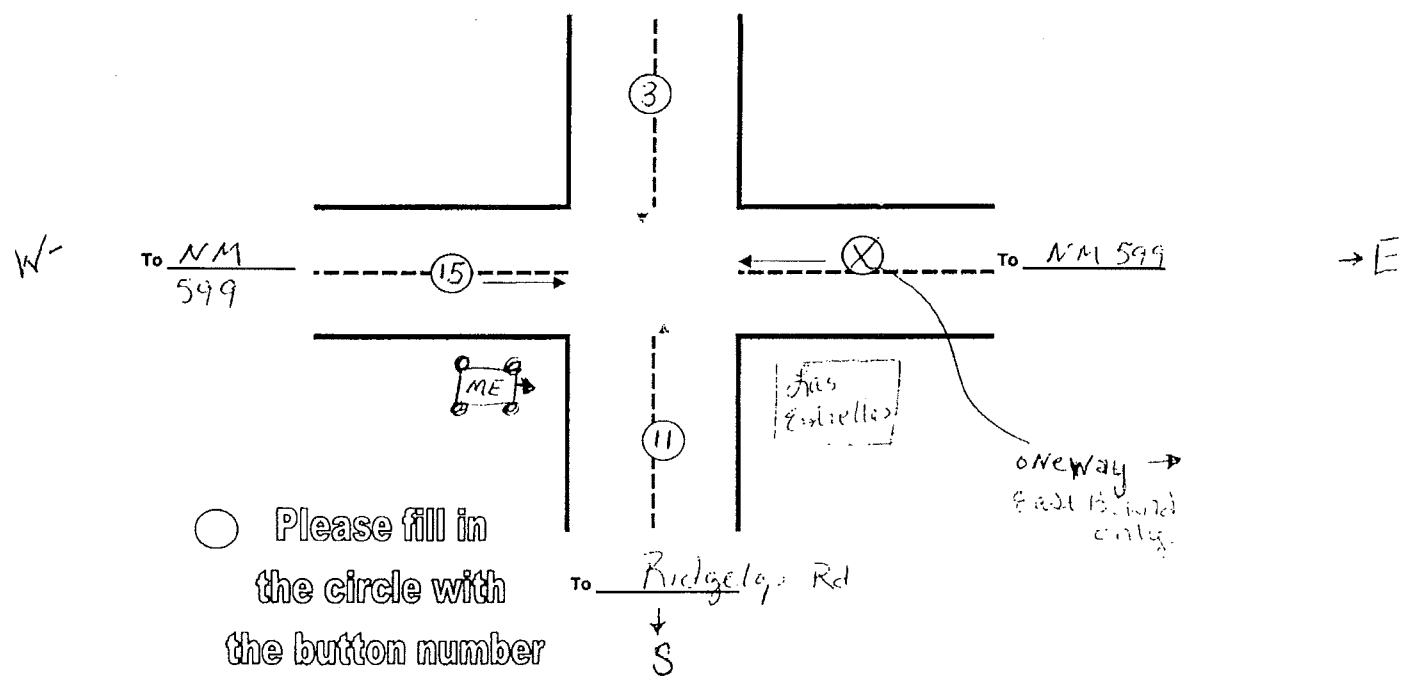
North Button 11

File ID: _____ (assigned in office) Site code 2222 (your choice)

Customer _____

Comments: A Pickup drove wrong way up the East Bound
Ramp then went North - > U-turn on
Ridgetop Rd & east traveling south bound in
intersection made a U-turn to go back to North

599/Ridgetop-South of 599
To ~~NM 599~~ Ridgetop Rd



○ Please fill in
the circle with
the button number

NOTE: Draw in location where you parked and direction you were facing.
Indicate landmarks on each corner (store, field, gas station etc.)
Indicate North direction (use arrow)
Write in Highway Number/ Street names for each leg.
File ID is the name you will call the file when you download into Petra ie LAV-1
Site code is what you enter on the Jamar count board when you begin your count ie 1234
All paperwork must be legible, even if it takes you a few more minutes

All Traffic Data Services, Inc.
9660 W 44th Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

Page 1
ST FRAN TO WB NM 599

Site Code: 30

SB-WB

Start Time	12-Sep-06 Tue	SB
12:00 AM		47
01:00		13
02:00		16
03:00		20
04:00		30
05:00		84
06:00		216
07:00		399
08:00		360
09:00		292
10:00		323
11:00		289
12:00 PM		298
01:00		296
02:00		342
03:00		468
04:00		567
05:00		647
06:00		405
07:00		222
08:00		140
09:00		133
10:00		240
11:00		72
Total		5919
AM Peak	07:00	
Vol.		399
PM Peak	17:00	
Vol.		647

Start Time	13-Sep-06 Wed	SB
12:00 AM		30
01:00		14
02:00		10
03:00		12
04:00		30
05:00		82
06:00		206
07:00		410
08:00		340
09:00		304
10:00		300
11:00		298
12:00 PM		312
01:00		300
02:00		332
03:00		433
04:00		562
05:00		616
06:00		443
07:00		244
08:00		150
09:00		142
10:00		70
11:00		50
Total		5690
AM Peak		07:00
Vol.		410
PM Peak		17:00
Vol.		616
Total		11609
ADT	Not Calculated	

All Traffic Data Services, Inc.
9660 W 44th Ave
Wheat Ridge, CO 80033
www.alltrafficdata.net

Page 1
NM 599 TO NB ST FRANCIS DR
Site Code: 29

EB - NB

Start Time	12-Sep-06 Tue	EB
12:00 AM		27
01:00		16
02:00		12
03:00		9
04:00		22
05:00		127
06:00		458
07:00		583
08:00		418
09:00		321
10:00		393
11:00		277
12:00 PM		216
01:00		191
02:00		169
03:00		180
04:00		294
05:00		355
06:00		323
07:00		252
08:00		148
09:00		107
10:00		91
11:00		35
Total		5024
AM Peak	07:00	
Vol.	583	
PM Peak	17:00	
Vol.	355	

Start Time	13-Sep-06 Wed	EB
12:00 AM		25
01:00		19
02:00		15
03:00		6
04:00		26
05:00		121
06:00		465
07:00		573
08:00		403
09:00		320
10:00		302
11:00		281
12:00 PM		216
01:00		218
02:00		275
03:00		270
04:00		306
05:00		359
06:00		319
07:00		264
08:00		154
09:00		117
10:00		94
11:00		29
Total		5177
AM Peak	07:00	
Vol.		573
PM Peak	17:00	
Vol.		359
Total		10201
ADT	Not Calculated	

EB-SB

Start Time	12-Sep-06 Tue	EB
12:00 AM		35
01:00		26
02:00		15
03:00		14
04:00		25
05:00		132
06:00		475
07:00		574
08:00		423
09:00		333
10:00		400
11:00		289
12:00 PM		221
01:00		204
02:00		174
03:00		189
04:00		287
05:00		368
06:00		333
07:00		261
08:00		152
09:00		112
10:00		101
11:00		51
Total		5194
AM Peak	07:00	
Vol.		574
PM Peak	17:00	
Vol.		368

Start Time	13-Sep-06 Wed	EB
12:00 AM		21
01:00		18
02:00		8
03:00		13
04:00		21
05:00		139
06:00		499
07:00		603
08:00		444
09:00		350
10:00		420
11:00		303
12:00 PM		232
01:00		214
02:00		183
03:00		198
04:00		301
05:00		386
06:00		350
07:00		274
08:00		184
09:00		132
10:00		101
11:00		47
Total		5441
AM Peak	07:00	
Vol.		603
PM Peak	17:00	
Vol.		386
Total		10635
ADT	Not Calculated	

NB-WB

Start Time	12-Sep-06 Tue	NB
12:00 AM		13
01:00		3
02:00		0
03:00		4
04:00		3
05:00		13
06:00		42
07:00		178
08:00		300
09:00		294
10:00		286
11:00		277
12:00 PM		335
01:00		361
02:00		324
03:00		363
04:00		428
05:00		564
06:00		262
07:00		163
08:00		152
09:00		103
10:00		56
11:00		25
Total		4549
AM Peak	08:00	
Vol.		300
PM Peak	17:00	
Vol.		564
























Start Time	13-Sep-06 Wed	NB
12:00 AM		13
01:00		5
02:00		2
03:00		1
04:00		3
05:00		13
06:00		40
07:00		160
08:00		302
09:00		257
10:00		262
11:00		266
12:00 PM		292
01:00		328
02:00		305
03:00		380
04:00		384
05:00		504
06:00		298
07:00		223
08:00		169
09:00		89
10:00		48
11:00		22
Total		4366
AM Peak	08:00	
Vol.		302
PM Peak	17:00	
Vol.		504
Total		8915
ADT	Not Calculated	

Appendix C

Existing Intersection Capacity Analysis
























HCM Signalized Intersection Capacity Analysis
101: NM 599 & NM 14

AM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.96		1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1652	1404		1564		1570	3137		1570	2998	
Flt Permitted	0.74	1.00	1.00		0.89		0.45	1.00		0.38	1.00	
Satd. Flow (perm)	1218	1652	1404		1420		743	3137		622	2998	
Volume (vph)	123	45	191	32	43	30	186	576	3	31	227	97
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	154	56	239	40	54	38	232	720	4	39	284	121
RTOR Reduction (vph)	0	0	192	0	31	0	0	0	0	0	65	0
Lane Group Flow (vph)	154	56	47	0	101	0	232	724	0	39	340	0
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	9.5	9.5	9.5		9.5		30.2	25.5		23.8	22.3	
Effective Green, g (s)	9.5	9.5	9.5		9.5		30.2	25.5		23.8	22.3	
Actuated g/C Ratio	0.20	0.20	0.20		0.20		0.62	0.53		0.49	0.46	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	239	324	275		278		543	1649		335	1378	
v/s Ratio Prot		0.03					0.04	0.23		0.00	0.11	
v/s Ratio Perm	0.13		0.03		0.07		0.22			0.05		
v/c Ratio	0.64	0.17	0.17		0.36		0.43	0.44		0.12	0.25	
Uniform Delay, d1	17.9	16.2	16.2		16.9		4.2	7.1		6.4	8.0	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.8	0.3	0.3		0.8		0.5	0.9		0.2	0.4	
Delay (s)	23.8	16.5	16.5		17.7		4.7	7.9		6.6	8.4	
Level of Service	C	B	B		B		A	A		A	A	
Approach Delay (s)		19.0			17.7			7.2			8.2	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay		10.8					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.52										
Actuated Cycle Length (s)		48.5					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		43.2%					ICU Level of Service		A			
Analysis Period (min)		15										
c Critical Lane Group												













HCM Signalized Intersection Capacity Analysis
101: NM 599 & NM 14

PM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85		0.97		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1652	1404		1571		1570	3135		1570	3039	
Flt Permitted	0.63	1.00	1.00		0.87		0.27	1.00		0.50	1.00	
Satd. Flow (perm)	1046	1652	1404		1395		439	3135		829	3039	
Volume (vph)	81	59	136	37	50	29	153	341	3	56	500	135
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	101	74	170	46	62	36	191	426	4	70	625	169
RTOR Reduction (vph)	0	0	143	0	23	0	0	1	0	0	31	0
Lane Group Flow (vph)	101	74	27	0	121	0	191	429	0	70	763	0
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	9.6	9.6	9.6		9.6		42.8	36.3		34.2	31.7	
Effective Green, g (s)	9.6	9.6	9.6		9.6		42.8	36.3		34.2	31.7	
Actuated g/C Ratio	0.16	0.16	0.16		0.16		0.71	0.60		0.57	0.52	
Clearance Time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	166	263	223		222		444	1884		500	1595	
v/s Ratio Prot		0.04					0.05	0.14		0.01	0.25	
v/s Ratio Perm	0.10		0.02		0.09		0.25			0.07		
v/c Ratio	0.61	0.28	0.12		0.55		0.43	0.23		0.14	0.48	
Uniform Delay, d1	23.6	22.4	21.8		23.4		3.8	5.6		5.9	9.1	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.2	0.6	0.2		2.7		0.7	0.3		0.1	1.0	
Delay (s)	29.8	23.0	22.0		26.1		4.5	5.9		6.1	10.1	
Level of Service	C	C	C		C		A	A		A	B	
Approach Delay (s)		24.5			26.1			5.4			9.8	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay		12.2					HCM Level of Service		B			
HCM Volume to Capacity ratio		0.50										
Actuated Cycle Length (s)		60.4					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		49.7%					ICU Level of Service		A			
Analysis Period (min)		15										
c Critical Lane Group												

























HCM Unsignalized Intersection Capacity Analysis
105: CR 62 & NM 599

AM Peak Hour - Existing
12/12/2006

																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations		↰	↱		↰	↱	↰	↱	↱	↰	↱	↰							
Sign Control		Stop			Stop			Free			Free								
Grade		0%			0%			0%			0%								
Volume (veh/h)	9	23	19	11	33	119	52	925	54	47	327	14							
Peak Hour Factor	0.64	0.64	0.64	0.81	0.81	0.81	0.89	0.89	0.89	0.87	0.87	0.87							
Hourly flow rate (vph)	14	36	30	14	41	147	58	1039	61	54	376	16							
Pedestrians																			
Lane Width (ft)																			
Walking Speed (ft/s)																			
Percent Blockage																			
Right turn flare (veh)	6			6															
Median type	None			None															
Median storage veh)																			
Upstream signal (ft)																			
pX, platoon unblocked																			
vC, conflicting volume	1214	1701	188	1485	1656	520	392				1100								
vC1, stage 1 conf vol																			
vC2, stage 2 conf vol																			
vCu, unblocked vol	1214	1701	188	1485	1656	520	392				1100								
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4				4.4								
tC, 2 stage (s)																			
tF (s)	3.6	4.2	3.4	3.6	4.2	3.4	2.4				2.4								
p0 queue free %	67	47	96	65	44	69	95				90								
cM capacity (veh/h)	42	68	783	39	73	469	1075				560								
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4									
Volume Total	80	201	58	520	520	61	54	188	188	16									
Volume Left	14	14	58	0	0	0	54	0	0	0									
Volume Right	30	147	0	0	0	61	0	0	0	16									
cSH	97	238	1075	1700	1700	1700	560	1700	1700	1700									
Volume to Capacity	0.82	0.85	0.05	0.31	0.31	0.04	0.10	0.11	0.11	0.01									
Queue Length 95th (ft)	112	167	4	0	0	0	8	0	0	0									
Control Delay (s)	114.8	59.5	8.5	0.0	0.0	0.0	12.1	0.0	0.0	0.0									
Lane LOS	F	F	A				B												
Approach Delay (s)	114.8	59.5	0.4				1.5												
Approach LOS	F	F																	
Intersection Summary																			
Average Delay	11.8																		
Intersection Capacity Utilization	47.9%			ICU Level of Service			A												
Analysis Period (min)	15																		























HCM Unsignalized Intersection Capacity Analysis
105: CR 62 & NM 599

PM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	16	64	41	21	32	64	42	504	28	74	749	13
Peak Hour Factor	0.84	0.84	0.84	0.81	0.81	0.81	0.91	0.91	0.91	0.81	0.81	0.81
Hourly flow rate (vph)	19	76	49	26	40	79	46	554	31	91	925	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			6			6						
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1536	1784	462	1354	1770	277	941			585		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1536	1784	462	1354	1770	277	941			585		
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4			4.4		
tC, 2 stage (s)												
tF (s)	3.6	4.2	3.4	3.6	4.2	3.4	2.4			2.4		
p0 queue free %	26	0	90	0	34	88	93			90		
cM capacity (veh/h)	26	59	512	0	60	683	649			902		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4		
Volume Total	144	144	46	277	277	31	91	462	462	16		
Volume Left	19	26	46	0	0	0	91	0	0	0		
Volume Right	49	79	0	0	0	31	0	0	0	16		
cSH	72	40	649	1700	1700	1700	902	1700	1700	1700		
Volume to Capacity	2.00	3.61	0.07	0.16	0.16	0.02	0.10	0.27	0.27	0.01		
Queue Length 95th (ft)	328	Err	6	0	0	0	8	0	0	0		
Control Delay (s)	591.4	Err	11.0	0.0	0.0	0.0	9.4	0.0	0.0	0.0		
Lane LOS	F	F	B				A					
Approach Delay (s)	591.4	Err	0.8				0.8					
Approach LOS	F	F										
Intersection Summary												
Average Delay			784.5									
Intersection Capacity Utilization			45.0%			ICU Level of Service				A		
Analysis Period (min)			15									























HCM Unsignalized Intersection Capacity Analysis
106: CR 70 & NM 599

AM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	20	24	11	19	22	57	38	1006	33	32	361	5
Peak Hour Factor	0.66	0.66	0.66	0.70	0.70	0.70	0.79	0.79	0.79	0.81	0.81	0.81
Hourly flow rate (vph)	30	36	17	27	31	81	48	1273	42	40	446	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)			6			6						
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1314	1936	223	1698	1900	637	452			1315		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1314	1936	223	1698	1900	637	452			1315		
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4			4.4		
tC, 2 stage (s)												
tF (s)	3.6	4.2	3.4	3.6	4.2	3.4	2.4			2.4		
p0 queue free %	21	25	98	0	39	79	95			91		
cM capacity (veh/h)	38	49	742	18	51	390	1018			457		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4		
Volume Total	83	140	48	637	637	42	40	223	223	6		
Volume Left	30	27	48	0	0	0	40	0	0	0		
Volume Right	17	81	0	0	0	42	0	0	0	6		
cSH	54	76	1018	1700	1700	1700	457	1700	1700	1700		
Volume to Capacity	1.53	1.84	0.05	0.37	0.37	0.02	0.09	0.13	0.13	0.00		
Queue Length 95th (ft)	192	307	4	0	0	0	7	0	0	0		
Control Delay (s)	436.1	517.0	8.7	0.0	0.0	0.0	13.6	0.0	0.0	0.0		
Lane LOS	F	F	A				B					
Approach Delay (s)	436.1	517.0	0.3				1.1					
Approach LOS	F	F										
Intersection Summary												
Average Delay			52.8									
Intersection Capacity Utilization			47.3%			ICU Level of Service				A		
Analysis Period (min)			15									























HCM Unsignalized Intersection Capacity Analysis
106: CR 70 & NM 599

PM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	5	20	34	19	22	57	5	532	19	59	855	18
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.95	0.95	0.95	0.89	0.89	0.89
Hourly flow rate (vph)	5	22	37	21	24	63	5	560	20	66	961	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	6			6								
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1427	1684	480	1213	1684	280	981			580		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1427	1684	480	1213	1684	280	981			580		
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4			4.4		
tC, 2 stage (s)												
tF (s)	3.6	4.2	3.4	3.6	4.2	3.4	2.4			2.4		
p0 queue free %	90	71	93	75	68	91	99			93		
cM capacity (veh/h)	54	75	498	84	75	680	625			906		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4		
Volume Total	64	108	5	280	280	20	66	480	480	20		
Volume Left	5	21	5	0	0	0	66	0	0	0		
Volume Right	37	63	0	0	0	20	0	0	0	20		
cSH	167	189	625	1700	1700	1700	906	1700	1700	1700		
Volume to Capacity	0.38	0.57	0.01	0.16	0.16	0.01	0.07	0.28	0.28	0.01		
Queue Length 95th (ft)	41	76	1	0	0	0	6	0	0	0		
Control Delay (s)	43.1	47.6	10.8	0.0	0.0	0.0	9.3	0.0	0.0	0.0		
Lane LOS	E	E	B								A	
Approach Delay (s)	43.1	47.6	0.1								0.6	
Approach LOS	E	E										
Intersection Summary												
Average Delay	4.7											
Intersection Capacity Utilization	45.8%			ICU Level of Service				A				
Analysis Period (min)	15											


























HCM Unsignalized Intersection Capacity Analysis
109: NM 599 & Camino de Los Montoyas

AM Peak Hour - Existing
12/12/2006

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control	Free				Free				Stop		Stop		
Grade	0%				0%				0%		0%		
Volume (veh/h)	28	1064	27	3	463	1	5	5	3	1	3	6	
Peak Hour Factor	0.82	0.82	0.82	0.91	0.91	0.91	0.54	0.54	0.54	0.50	0.50	0.50	
Hourly flow rate (vph)	34	1298	33	3	509	1	9	9	6	2	6	12	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type									None		None		
Median storage veh													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	510			1330				1642	1882	649	1243	1914	254
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	510			1330				1642	1882	649	1243	1914	254
tC, single (s)	4.4			4.4				7.8	6.8	7.2	7.8	6.8	7.2
tC, 2 stage (s)													
tF (s)	2.4			2.4				3.6	4.2	3.4	3.6	4.2	3.4
p0 queue free %	96			99				82	84	99	98	89	98
cM capacity (veh/h)	966			451				50	58	383	98	55	707
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1		
Volume Total	34	649	649	33	3	254	254	1	9	15	20		
Volume Left	34	0	0	0	3	0	0	0	9	0	2		
Volume Right	0	0	0	33	0	0	0	1	0	6	12		
cSH	966	1700	1700	1700	451	1700	1700	1700	50	85	137		
Volume to Capacity	0.04	0.38	0.38	0.02	0.01	0.15	0.15	0.00	0.18	0.17	0.15		
Queue Length 95th (ft)	3	0	0	0	1	0	0	0	15	15	12		
Control Delay (s)	8.9	0.0	0.0	0.0	13.0	0.0	0.0	0.0	91.9	55.9	35.6		
Lane LOS	A					B				F	F	E	
Approach Delay (s)	0.2					0.1				69.7	35.6		
Approach LOS									F		E		
Intersection Summary													
Average Delay			1.4										
Intersection Capacity Utilization			39.4%		ICU Level of Service					A			
Analysis Period (min)			15										
















HCM Unsignalized Intersection Capacity Analysis
109: NM 599 & Camino de Los Montoyas

PM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free			Free							Stop	
Grade	0%			0%							0%	
Volume (veh/h)	7	540	2	3	956	6	8	3	3	5	10	26
Peak Hour Factor	0.83	0.83	0.83	0.93	0.93	0.93	0.44	0.44	0.44	0.73	0.73	0.73
Hourly flow rate (vph)	8	651	2	3	1028	6	18	7	7	7	14	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1034			653			1230	1708	325	1387	1704	514
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1034			653			1230	1708	325	1387	1704	514
tC, single (s)	4.4			4.4			7.8	6.8	7.2	7.8	6.8	7.2
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.6	4.2	3.4	3.6	4.2	3.4
p0 queue free %	99			100			81	91	99	92	82	92
cM capacity (veh/h)	595			847			95	77	634	83	78	473
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	8	325	325	2	3	514	514	6	18	14	56	
Volume Left	8	0	0	0	3	0	0	0	18	0	7	
Volume Right	0	0	0	2	0	0	0	6	0	7	36	
cSH	595	1700	1700	1700	847	1700	1700	1700	95	138	168	
Volume to Capacity	0.01	0.19	0.19	0.00	0.00	0.30	0.30	0.00	0.19	0.10	0.33	
Queue Length 95th (ft)	1	0	0	0	0	0	0	0	17	8	34	
Control Delay (s)	11.1	0.0	0.0	0.0	9.3	0.0	0.0	0.0	51.8	33.9	36.8	
Lane LOS	B				A				F	D	E	
Approach Delay (s)	0.1				0.0				44.2		36.8	
Approach LOS									E		E	
Intersection Summary												
Average Delay	2.0											
Intersection Capacity Utilization	39.8%			ICU Level of Service						A		
Analysis Period (min)	15											
















HCM Unsignalized Intersection Capacity Analysis
110: NM 599 WB Ramps & N Ridgetop Rd

AM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	52	2	77	7	73	0	0	68	23
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80	0.63	0.63	0.63	0.78	0.78	0.78
Hourly flow rate (vph)	0	0	0	65	2	96	11	116	0	0	87	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	338	240	102	240	255	116	117			116		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	338	240	102	240	255	116	117			116		
tC, single (s)	7.2	6.6	6.4	7.2	6.6	6.4	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3			2.3		
p0 queue free %	100	100	100	90	100	89	99			100		
cM capacity (veh/h)	524	634	919	684	622	902	1395			1396		
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	164	127	117									
Volume Left	65	11	0									
Volume Right	96	0	29									
cSH	796	1395	1700									
Volume to Capacity	0.21	0.01	0.07									
Queue Length 95th (ft)	19	1	0									
Control Delay (s)	10.7	0.7	0.0									
Lane LOS	B	A										
Approach Delay (s)	10.7	0.7	0.0									
Approach LOS	B											
Intersection Summary												
Average Delay	4.5											
Intersection Capacity Utilization	24.0%			ICU Level of Service			A					
Analysis Period (min)	15											
















HCM Unsignalized Intersection Capacity Analysis
110: NM 599 WB Ramps & N Ridgetop Rd

PM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	0	0	37	0	66	24	21	0	0	78	70
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.75	0.75	0.75	0.86	0.86	0.86
Hourly flow rate (vph)	0	0	0	50	0	89	32	28	0	0	91	81
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	313	223	131	223	264	28	172				28	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	313	223	131	223	264	28	172				28	
tC, single (s)	7.2	6.6	6.4	7.2	6.6	6.4	4.2				4.2	
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3				2.3	
p0 queue free %	100	100	100	93	100	91	98				100	
cM capacity (veh/h)	551	638	884	693	605	1011	1330				1505	
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	139	60	172									
Volume Left	50	32	0									
Volume Right	89	0	81									
cSH	868	1330	1700									
Volume to Capacity	0.16	0.02	0.10									
Queue Length 95th (ft)	14	2	0									
Control Delay (s)	9.9	4.2	0.0									
Lane LOS	A	A										
Approach Delay (s)	9.9	4.2	0.0									
Approach LOS	A											
Intersection Summary												
Average Delay	4.4											
Intersection Capacity Utilization	27.8%			ICU Level of Service			A					
Analysis Period (min)	15											
















HCM Unsignalized Intersection Capacity Analysis
111: NM 599 EB Off-Ramp & N Ridgetop Rd

AM Peak Hour - Existing
1/16/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	42	1	15	0	0	0	0	15	64	60	66	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	46	1	16	0	0	0	0	16	70	65	72	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	253	288	72	270	253	51	72			86		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	253	288	72	270	253	51	72			86		
tC, single (s)	7.2	6.6	6.4	7.2	6.6	6.4	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3			2.3		
p0 queue free %	93	100	98	100	100	100	100			95		
cM capacity (veh/h)	651	573	955	622	600	981	1450			1432		
Direction, Lane #	EB 1	NB 1	SB 1									
Volume Total	63	86	137									
Volume Left	46	0	65									
Volume Right	16	70	0									
cSH	707	1700	1432									
Volume to Capacity	0.09	0.05	0.05									
Queue Length 95th (ft)	7	0	4									
Control Delay (s)	10.6	0.0	3.8									
Lane LOS	B		A									
Approach Delay (s)	10.6	0.0	3.8									
Approach LOS	B											
Intersection Summary												
Average Delay		4.2										
Intersection Capacity Utilization		23.5%		ICU Level of Service		A						
Analysis Period (min)		15										










HCM Unsignalized Intersection Capacity Analysis
111: NM 599 EB Off-Ramp & N Ridgetop Rd

PM Peak Hour - Existing
1/16/2007

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop				Free			Free	
Grade	0%			0%				0%			0%	
Volume (veh/h)	16	1	1	0	0	0	0	16	20	34	74	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	1	1	0	0	0	0	17	22	37	80	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	183	193	80	184	183	28	80				39	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	183	193	80	184	183	28	80				39	
tC, single (s)	7.2	6.6	6.4	7.2	6.6	6.4	4.2				4.2	
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3				2.3	
p0 queue free %	98	100	100	100	100	100	100				98	
cM capacity (veh/h)	737	662	945	733	672	1011	1439				1491	
Direction, Lane #												
	EB 1	NB 1	SB 1									
Volume Total	20	39	117									
Volume Left	17	0	37									
Volume Right	1	22	0									
cSH	741	1700	1491									
Volume to Capacity	0.03	0.02	0.02									
Queue Length 95th (ft)	2	0	2									
Control Delay (s)	10.0	0.0	2.5									
Lane LOS	A		A									
Approach Delay (s)	10.0	0.0	2.5									
Approach LOS	A											
Intersection Summary												
Average Delay	2.8											
Intersection Capacity Utilization	22.4%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
201: Caja del Rio & N Frontage Rd

AM Peak Hour - Existing
12/12/2006

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	154	171	80	14	37	89
Peak Hour Factor	0.81	0.81	0.62	0.62	0.78	0.78
Hourly flow rate (vph)	190	211	129	23	47	114
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	385	104	162			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	385	104	162			
tC, single (s)	6.5	6.4	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	65	77	90			
cM capacity (veh/h)	536	916	1342			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	401	152	162			
Volume Left	190	129	0			
Volume Right	211	0	114			
cSH	686	1342	1700			
Volume to Capacity	0.59	0.10	0.10			
Queue Length 95th (ft)	96	8	0			
Control Delay (s)	17.4	6.9	0.0			
Lane LOS	C	A				
Approach Delay (s)	17.4	6.9	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			11.2			
Intersection Capacity Utilization			41.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
201: Caja del Rio & N Frontage Rd











PM Peak Hour - Existing
12/12/2006



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	93	81	127	32	11	151
Peak Hour Factor	0.82	0.82	0.81	0.81	0.96	0.96
Hourly flow rate (vph)	113	99	157	40	11	157
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	443	90	169			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	443	90	169			
tC, single (s)	6.5	6.4	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	77	89	88			
cM capacity (veh/h)	484	933	1334			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	212	196	169			
Volume Left	113	157	0			
Volume Right	99	0	157			
cSH	624	1334	1700			
Volume to Capacity	0.34	0.12	0.10			
Queue Length 95th (ft)	38	10	0			
Control Delay (s)	13.7	6.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.7	6.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			7.3			
Intersection Capacity Utilization	38.7%		ICU Level of Service	A		
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis
202: CR 62 & N Frontage Rd

AM Peak Hour - Existing
12/12/2006

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	99	17	54	36	22	53
Peak Hour Factor	0.66	0.66	0.73	0.73	0.75	0.75
Hourly flow rate (vph)	150	26	74	49	29	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	228	99			123	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	99			123	
tC, single (s)	6.5	6.4			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	79	97			98	
cM capacity (veh/h)	717	923			1387	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	176	123	100			
Volume Left	150	0	29			
Volume Right	26	49	0			
cSH	741	1700	1387			
Volume to Capacity	0.24	0.07	0.02			
Queue Length 95th (ft)	23	0	2			
Control Delay (s)	11.4	0.0	2.4			
Lane LOS	B		A			
Approach Delay (s)	11.4	0.0	2.4			
Approach LOS	B					
Intersection Summary						
Average Delay		5.6				
Intersection Capacity Utilization		23.9%		ICU Level of Service		A
Analysis Period (min)		15				

















HCM Unsignalized Intersection Capacity Analysis
202: CR 62 & N Frontage Rd

PM Peak Hour - Existing
12/12/2006

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	73	19	42	98	25	33
Peak Hour Factor	0.86	0.86	0.80	0.80	0.85	0.85
Hourly flow rate (vph)	85	22	52	122	29	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	211	114			175	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	211	114			175	
tC, single (s)	6.5	6.4			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	88	98			98	
cM capacity (veh/h)	732	905			1326	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	107	175	68			
Volume Left	85	0	29			
Volume Right	22	122	0			
cSH	762	1700	1326			
Volume to Capacity	0.14	0.10	0.02			
Queue Length 95th (ft)	12	0	2			
Control Delay (s)	10.5	0.0	3.5			
Lane LOS	B		A			
Approach Delay (s)	10.5	0.0	3.5			
Approach LOS	B					
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization			26.8%	ICU Level of Service	A	
Analysis Period (min)			15			

















HCM Unsignalized Intersection Capacity Analysis
203: N Frontage Rd & Via Abajo

AM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	31	74	32	17	0	54	0	58	0	0	0
Peak Hour Factor	0.71	0.71	0.71	0.72	0.72	0.72	0.70	0.70	0.70	0.92	0.92	0.92
Hourly flow rate (vph)	0	44	104	44	24	0	77	0	83	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	24			148			208	208	96	291	260	24
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	24			148			208	208	96	291	260	24
tC, single (s)	4.2			4.2			7.2	6.7	6.4	7.2	6.7	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			97			89	100	91	100	100	100
cM capacity (veh/h)	1511			1358			704	644	926	565	602	1017
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	148	68	160	0								
Volume Left	0	44	77	0								
Volume Right	104	0	83	0								
cSH	1511	1358	804	1700								
Volume to Capacity	0.00	0.03	0.20	0.00								
Queue Length 95th (ft)	0	3	18	0								
Control Delay (s)	0.0	5.1	10.6	0.0								
Lane LOS		A	B	A								
Approach Delay (s)	0.0	5.1	10.6	0.0								
Approach LOS			B	A								
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization			22.5%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
203: N Frontage Rd & Via Abajo

PM Peak Hour - Existing
12/12/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Volume (veh/h)	0	19	48	34	25	0	88	0	45	0	0	0
Peak Hour Factor	0.80	0.80	0.80	0.74	0.74	0.74	0.90	0.90	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	0	24	60	46	34	0	98	0	50	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	34			84			179	179	54	229	209	34
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	34			84			179	179	54	229	209	34
tC, single (s)	4.2			4.2			7.2	6.7	6.4	7.2	6.7	6.4
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.6	4.1	3.4	3.6	4.1	3.4
p0 queue free %	100			97			87	100	95	100	100	100
cM capacity (veh/h)	1498			1435			736	669	978	647	644	1003
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	84	80	148	0								
Volume Left	0	46	98	0								
Volume Right	60	0	50	0								
cSH	1498	1435	803	1700								
Volume to Capacity	0.00	0.03	0.18	0.00								
Queue Length 95th (ft)	0	2	17	0								
Control Delay (s)	0.0	4.5	10.5	0.0								
Lane LOS		A	B	A								
Approach Delay (s)	0.0	4.5	10.5	0.0								
Approach LOS			B	A								
Intersection Summary												
Average Delay			6.1									
Intersection Capacity Utilization			24.2%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
204: CR 70 & N Frontage Rd

AM Peak Hour - Existing
12/12/2006



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WT		NT		SL	ST
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	58	12	57	17	13	56
Peak Hour Factor	0.76	0.76	0.78	0.78	0.66	0.63
Hourly flow rate (vph)	76	16	73	22	20	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	212	84			95	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	212	84			95	
tC, single (s)	6.5	6.4			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	90	98			99	
cM capacity (veh/h)	737	940			1421	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	92	95	109			
Volume Left	76	0	20			
Volume Right	16	22	0			
cSH	766	1700	1421			
Volume to Capacity	0.12	0.06	0.01			
Queue Length 95th (ft)	10	0	1			
Control Delay (s)	10.3	0.0	1.5			
Lane LOS	B		A			
Approach Delay (s)	10.3	0.0	1.5			
Approach LOS	B					
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization		20.9%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
204: CR 70 & N Frontage Rd

PM Peak Hour - Existing
12/12/2006



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕	↱	↰	↕
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	19	19	46	33	16	45
Peak Hour Factor	0.80	0.80	0.79	0.79	0.80	0.80
Hourly flow rate (vph)	24	24	58	42	20	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	175	79			100	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	175	79			100	
tC, single (s)	6.5	6.4			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	97	97			99	
cM capacity (veh/h)	774	946			1415	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	48	100	76			
Volume Left	24	0	20			
Volume Right	24	42	0			
cSH	852	1700	1415			
Volume to Capacity	0.06	0.06	0.01			
Queue Length 95th (ft)	4	0	1			
Control Delay (s)	9.5	0.0	2.1			
Lane LOS	A		A			
Approach Delay (s)	9.5	0.0	2.1			
Approach LOS	A					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization		19.9%		ICU Level of Service	A	
Analysis Period (min)		15				

Appendix D

Existing Signal Warrant Analysis

PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario: Existing Traffic Volumes for NM 599

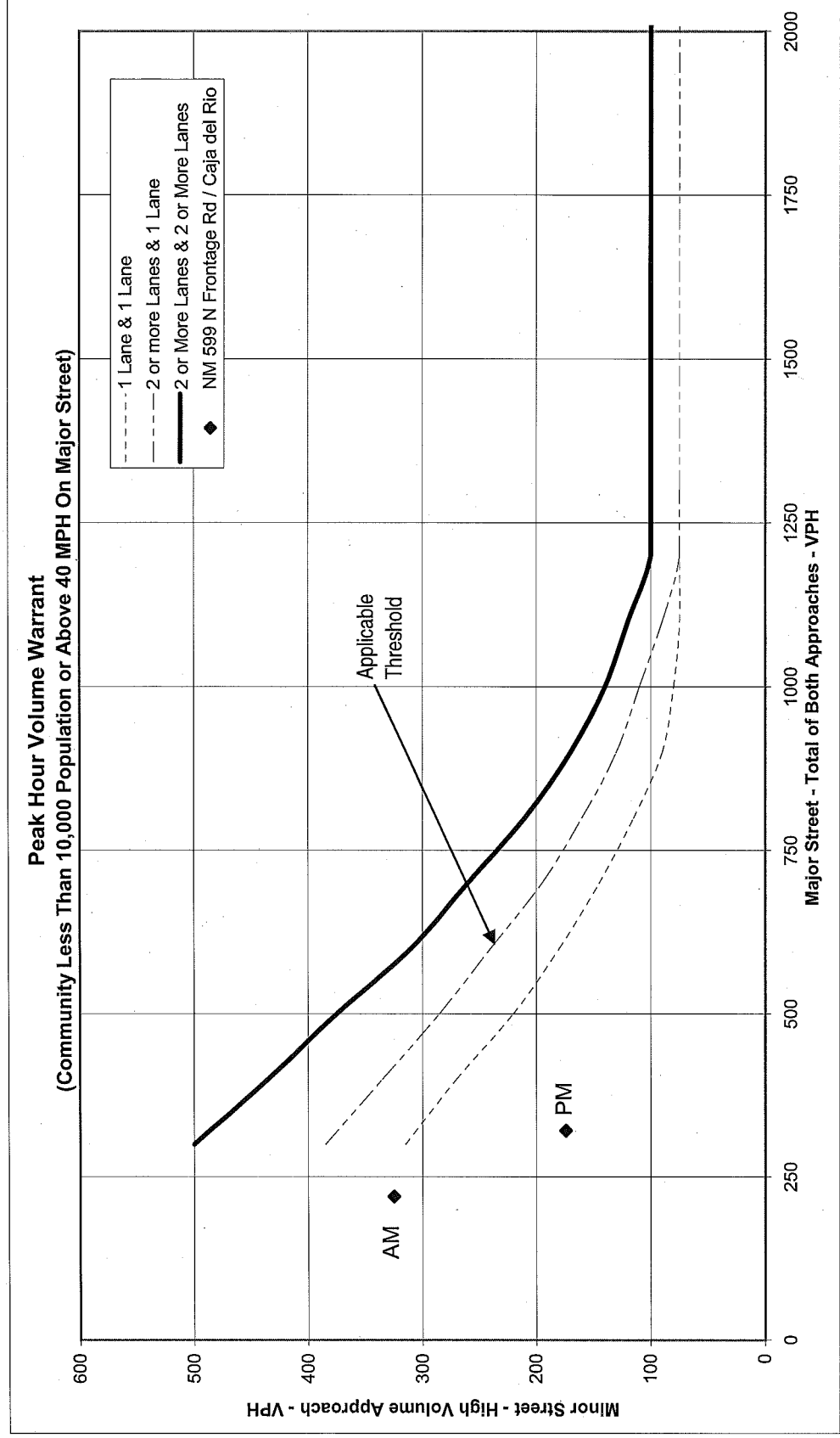
Intersection: NM 599 N Frontage Rd / Caja del Rio

Type: 2 Lane / 1 Lane

Major Street (Orientation): NM 599 N Frontage Rd (N/S)

Minor Street (Orientation): Caja del Rio (E/W)

Minor Street Approach Volume (CdR)		Major Street Approach Volume (Frontage Rd)		Satisfies Warrant 3?
EB	WB	NB	SB	
AM Peak	325	0	325	No
PM Peak	174	0	174	No
		94	126	No
		159	162	No
			321	No



Note: 100 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 75 VPH as the threshold for a minor street approach with one lane

PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario: Existing Traffic Volumes for NM 599

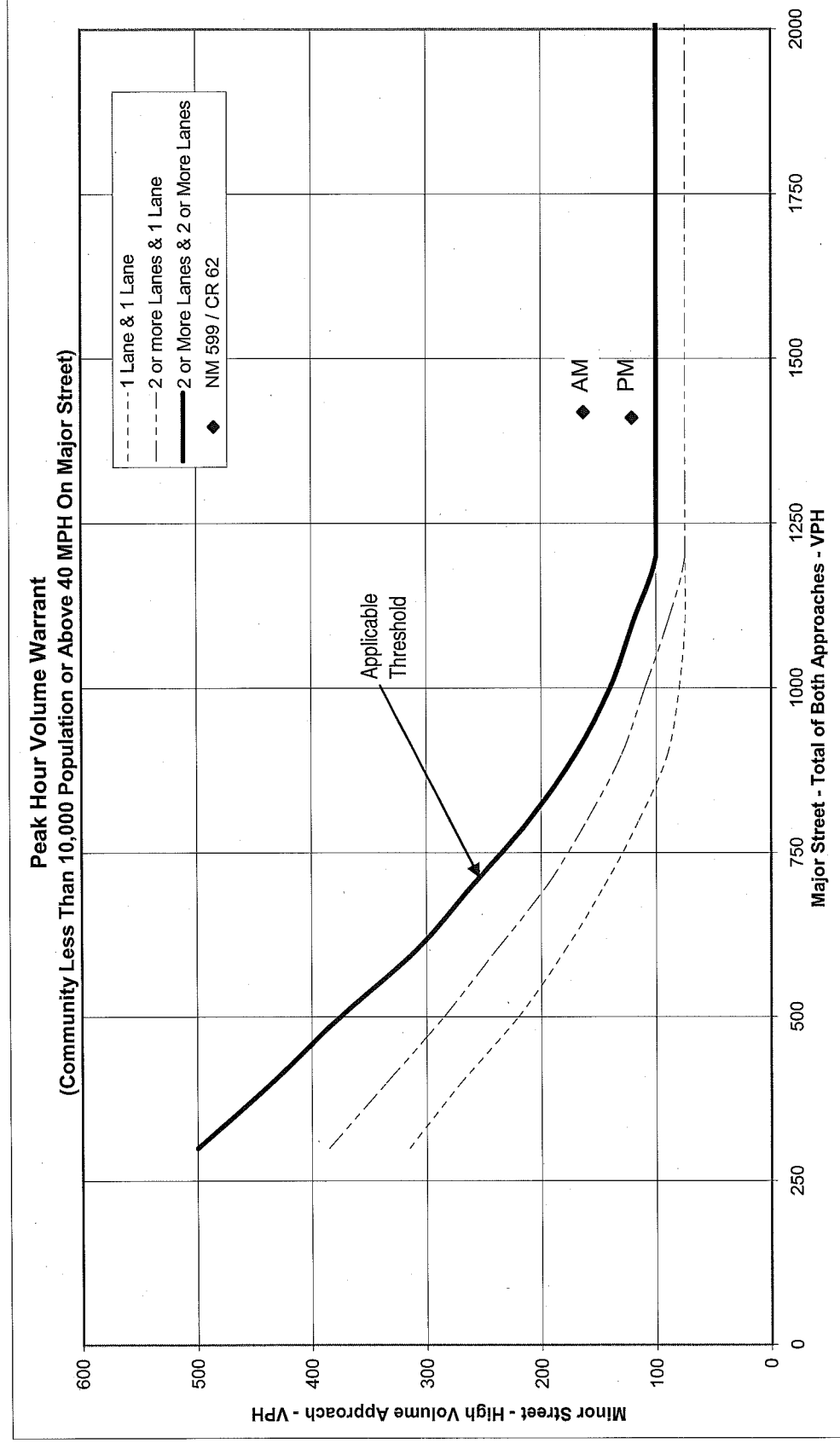
Intersection: NM 599 / CR 62

Type: 2 Lane / 2 Lane

Major Street (Orientation): NM 599 (N/S)

Minor Street (Orientation): CR 62 (EW)

Time	Minor Street Approach Volume (CR 62)			Major Street Approach Volume (NM 599)			Satisfies Warrant 3?
	EB	WB	High Vol Approach	NB	SB	NB+SB	
AM Peak	51	163	163	1,031	388	1,419	Yes
PM Peak	121	117	121	574	836	1,410	Yes



Note: 100 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 75 VPH as the threshold for a minor street approach with one lane

PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario: Existing Traffic Volumes for NM 599

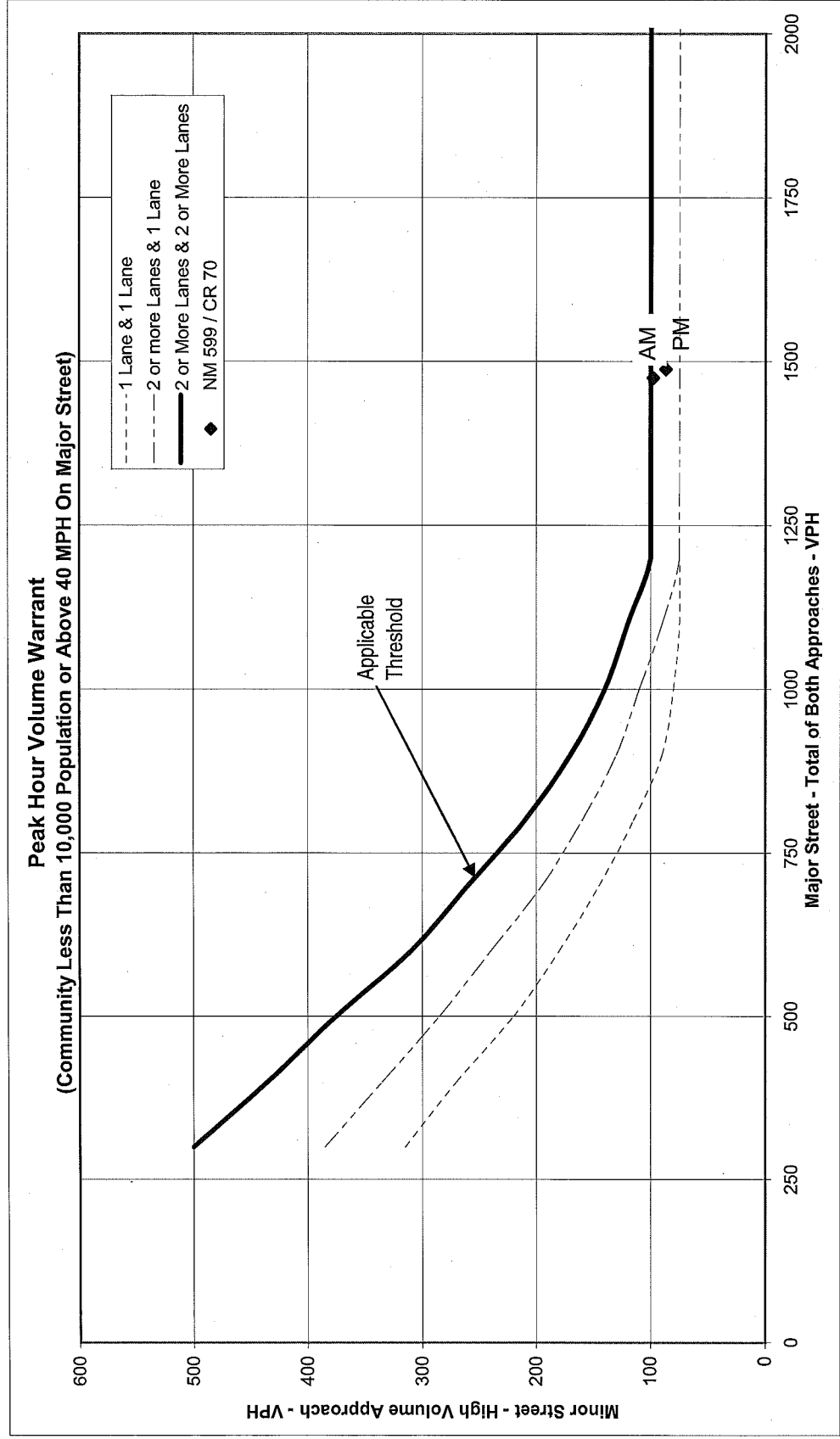
Intersection: NM 599 / CR 70

Type: 2 Lane / 2 Lane

Major Street (Orientation): NM 599 (N/S)

Minor Street (Orientation): CR 70 (EW)

Time	Minor Street Approach Volume (CR 70)			Major Street Approach Volume (NM 599)			Satisfies Warrant 3?
	EB	WB	High Vol Approach	NB	SB	NB+SB	
AM Peak	55	98	98	1,077	398	1,475	Yes
PM Peak	59	87	87	556	932	1,488	No

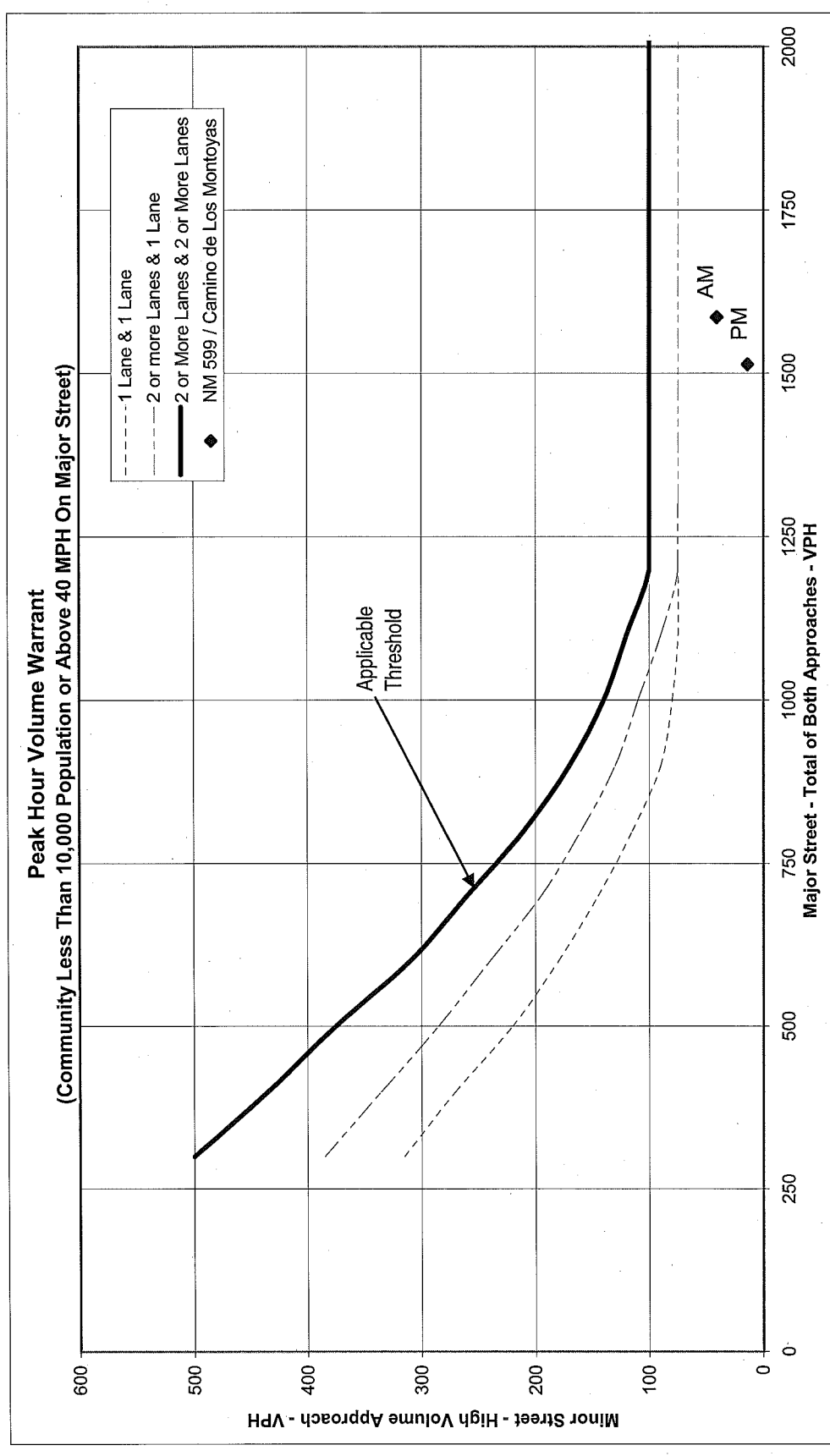


Note: 100 VPH applies as the lower threshold for minor street approach with 2 or more lanes & 75 VPH as the threshold for a minor street approach with one lane

PEAK HOUR VOLUME SIGNAL WARRANT ANALYSIS

Scenario: Existing Traffic Volumes for NM 599
 Intersection: NM 599 / Camino de Los Montoyas
 Type: 2 Lane / 2 Lane
 Major Street (Orientation): NM 599 (N/S)
 Minor Street (Orientation): Camino de Los Montoyas

Minor Street Approach Volume (CdLM)		Major Street Approach Volume (NM 599)		Satisfies Warrant 3?
EB	WB	NB	SB	
10	41	1,119	467	No
13	14	549	965	No

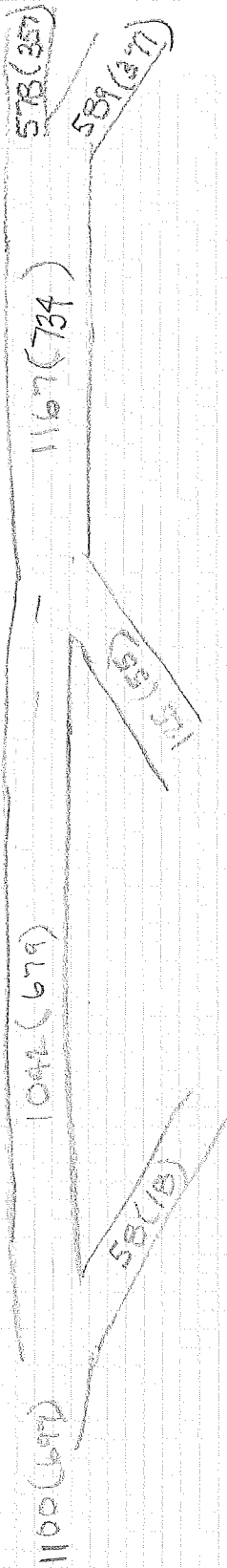


Appendix E

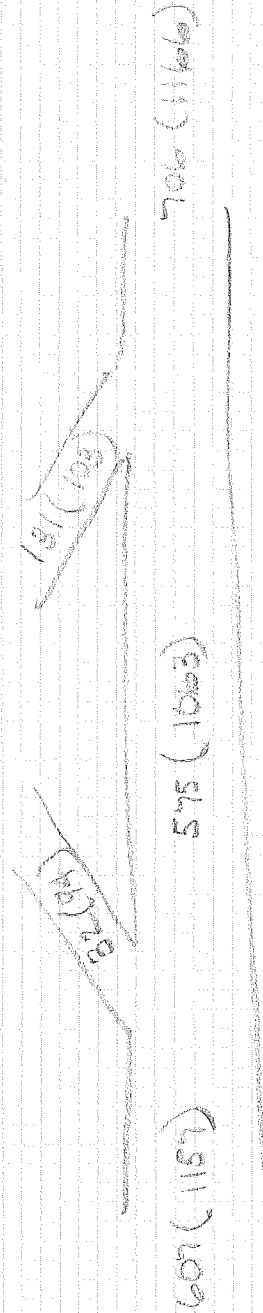
Existing Weaving Analysis

EXISTING

NM599 / EB RAMP RIDGETOP



NM599 / WB RAMP RIDGETOP



Bohannon & Huston

PROJECT NAME _____ SHEET _____ OF _____
PROJECT NO. _____ BY _____ DATE _____
SUBJECT _____ CH'D _____ DATE _____

ENGINEERING &
SPATIAL DATA &
ADVANCED TECHNOLOGIES &

CHAPTER 24 - FREEWAY WEAVING WORKSHEET

General Information

Analyst JAW
Agency or Company Agency
Analysis Period/Year AM PEAK 2006
Comment Comments

Site Information

Jurisdiction/Date Jurisdiction 1/16/2007
Freeway/Direction of Travel NM 599
Weaving Segment Location RIDGETOP NB ON RAMP

☒ Operational (LOS) ☐ Design (N, L, Type) ☐ Planning (LOS) ☐ Planning (N, L, Type)

Inputs

Entry lanes <u>2</u>	A	Exit lanes <u>2</u>	Freeway free-flow speed, S_{FF} = <u>55</u> mi/h
	↗ ↘		Weaving number of lanes, N = <u>3</u>
			Weaving segment length, L = <u>1270</u> ft
			Freeway terrain <input type="checkbox"/> Level <input checked="" type="checkbox"/> Rolling
			Ramp terrain <input checked="" type="checkbox"/> Level <input type="checkbox"/> Rolling
			Weaving type <input checked="" type="checkbox"/> Type A <input type="checkbox"/> Type B <input type="checkbox"/> Type C
Entry lanes <u>1</u>	B	Exit lanes <u>1</u>	Volume ratio, $VR = \frac{v_w}{v}$ = <u>0.454</u>
	↗ ↘		Weaving ratio, $R = \frac{v_{w2}}{v_w}$ = <u>0.070</u>
Driver type from A <input checked="" type="checkbox"/> Commuter/weekday <input type="checkbox"/> Recreational/weekend			
Driver type from B <input checked="" type="checkbox"/> Commuter/weekday <input type="checkbox"/> Recreational/weekend			

Conversion to pc/h Under Base Conditions

(pc/h)	AADT (veh/day)	K	D	V (veh/h)	PHF	% HV	f_{HV}	f_p	$v = \frac{V}{PHF * f_{HV} * f_p}$
V_{AC}				578	0.91	11	<input type="checkbox"/> 0.858 <input type="checkbox"/> 1.00	<input type="checkbox"/> 1.00	740
V_{BD}				83	0.91	11	<input type="checkbox"/> 0.948 <input type="checkbox"/> 1.00	<input type="checkbox"/> 1.00	96
V_{AD}				506	0.91	11	<input type="checkbox"/> 0.858 <input type="checkbox"/> 1.00	<input type="checkbox"/> 1.00	648
V_{BC}				42	0.91	11	<input type="checkbox"/> 0.948 <input type="checkbox"/> 1.00	<input type="checkbox"/> 1.00	49
V_w									696
V_{nw}									836
v									1533

Weaving and Nonweaving Speeds

	Unconstrained		Constrained	
	Weaving ($i = w$)	Nonweaving ($i = nw$)	Weaving ($i = w$)	Nonweaving ($i = nw$)
a (Exhibit 24-6)	0.15	45.5	0.35	36.3
b (Exhibit 24-6)	2.2	4.0	2.2	4.0
c (Exhibit 24-6)	0.97	1.3	0.97	1.3
d (Exhibit 24-6)	0.80	0.75	0.80	0.75
Weaving intensity factor, W_i $W_i = \frac{a(1 + VR)^b (v/N)^c}{(L)^d}$	0.476	0.244	1.112	0.140
Weaving and nonweaving speeds, S_i (mi/h) $S_i = 15 + \frac{S_{FF} - 10}{1 + W_i}$	45.5	51.17	36.3	54.49

Number of lanes required for unconstrained operation, N_w (Exhibit 24-7) 1.42

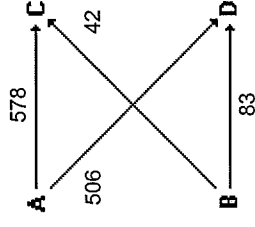
Maximum number of lanes, $N_w(\max)$ (Exhibit 24-7) 1.40

☐ If $N_w < N_w(\max)$ unconstrained operation ☒ If $N_w \geq N_w(\max)$ constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h) $S = \left(\frac{v_w}{S_w} \right) + \left(\frac{v_{nw}}{S_{nw}} \right)$	44.4
Weaving segment density, D (pc/mi/ln) $D = \frac{v/N}{S}$	11.5
Level of service, LOS (Exhibit 24-2)	B
Capacity for base condition, c_b (pc/h) (Exhibit 24-8)	4338
Capacity as a 15-min flow rate, c (veh/h) $c = c_b * f_{HV} * f_p$	3918
Capacity as a full-hour volume, c_h (veh/h) $c_h = c(PHF)$	3565

Summary of volumes (veh/h)



Length of weaving segment 1270 ft Freeway weaving volume 506 veh/h Ramp weaving volume 42 veh/h

Freeway non-weaving volume 578 veh/h Ramp non-weaving volume 83 veh/h

Capacity for base condition, cb 4338 pc/h 15-min capacity 3918 veh/h Full hour capacity, ch 3565 veh/h

Weave Type A Weave segment speed 44.4 mi/h Weave segment density 11.5 pc/mi/h LOS B

Freeway Weaving - Analysis Summary

Analyst	JAW	City/Location	SANTA FE	Jurisdiction/Date	Jurisdiction	1/16/2007
Agency/Company	Agency	Freeway	NM 599	Comments	Comments	
Analysis period/Year	AM PEAK	Ramp	RIDGETOP NB ON RAMP			

CHAPTER 24 - FREEWAY WEAVING WORKSHEET

General Information

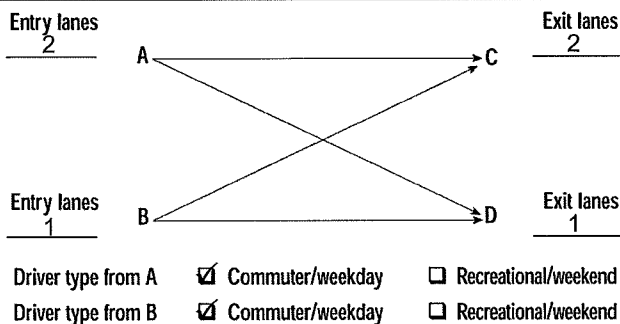
Analyst JAW
 Agency or Company Agency
 Analysis Period/Year PM PEAK HOUR 2006
 Comment Comments

Site Information

Jurisdiction/Date Jurisdiction 1/16/2007
 Freeway/Direction of Travel NM 599
 Weaving Segment Location RIDGE NB ON RAMP

☒ Operational (LOS) ☐ Design (N, L, Type) ☐ Planning (LOS) ☐ Planning (N, L, Type)

Inputs



Freeway free-flow speed, S_{FF} = 55 mi/h
 Weaving number of lanes, N = 3
 Weaving segment length, L = 1270 ft
 Freeway terrain ☐ Level ☒ Rolling
 Ramp terrain ☒ Level ☐ Rolling
 Weaving type ☒ Type A ☐ Type B ☐ Type C
 Volume ratio, $VR = \frac{v_w}{v}$ = 0.455
 Weaving ratio, $R = \frac{v_{w2}}{v_w}$ = 0.046

Conversion to pc/h Under Base Conditions

(pc/h)	AADT (veh/day)	K	D	V (veh/h)	PHF	% HV	f_{HV}	f_p	$v = \frac{V}{PHF * f_{HV} * f_p}$
v_{AC}				394	0.91	11	<input type="checkbox"/> 0.858	<input type="checkbox"/> 1.00	504
v_{BD}				37	0.91	11	<input type="checkbox"/> 0.948	<input type="checkbox"/> 1.00	43
v_{AD}				340	0.91	11	<input type="checkbox"/> 0.858	<input type="checkbox"/> 1.00	435
v_{BC}				18	0.91	11	<input type="checkbox"/> 0.948	<input type="checkbox"/> 1.00	21
v_w									456
v_{nw}									547
v									1003

Weaving and Nonweaving Speeds

	Unconstrained		Constrained	
	Weaving (i = w)	Nonweaving (i = nw)	Weaving (i = w)	Nonweaving (i = nw)
a (Exhibit 24-6)	0.15	49.2		
b (Exhibit 24-6)	2.2	4.0		
c (Exhibit 24-6)	0.97	1.3		
d (Exhibit 24-6)	0.80	0.75		
Weaving intensity factor, W_i $W_i = \frac{a(1 + VR)^b (v/N)^c}{(L)^d}$	0.316	0.141		
Weaving and nonweaving speeds, S_i (mi/h) $S_i = 15 + \frac{S_{FF} - 10}{1 + W_i}$	49.2	54.44		

Number of lanes required for unconstrained operation, N_w (Exhibit 24-7) 1.37

Maximum number of lanes, $N_w(\max)$ (Exhibit 24-7) 1.40

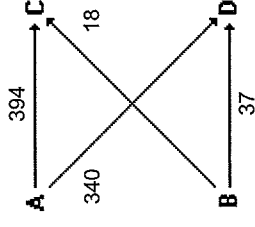
☒ If $N_w < N_w(\max)$ unconstrained operation ☐ If $N_w \geq N_w(\max)$ constrained operation

Weaving Segment Speed, Density, Level of Service, and Capacity

Weaving segment speed, S (mi/h) $S = \left(\frac{v_w}{S_w} \right) + \left(\frac{v_{nw}}{S_{nw}} \right)$	51.9
Weaving segment density, D (pc/mi/ln) $D = \frac{v/N}{S}$	6.4
Level of service, LOS (Exhibit 24-2)	A
Capacity for base condition, c_b (pc/h) (Exhibit 24-8)	6159
Capacity as a 15-min flow rate, c (veh/h) $c = c_b * f_{HV} * f_p$	5562
Capacity as a full-hour volume, c_h (veh/h) $c_h = c(PHF)$	5062

Summary of volumes

(veh/h)



Length of weaving segment 1270 ft Freeway weaving volume 340 veh/h Ramp weaving volume 18 veh/h
 Freeway non-weaving volume 394 veh/h Ramp non-weaving volume 37 veh/h
 Capacity for base condition, cb 6159 pc/h 15-min capacity 5562 veh/h Full hour capacity, ch 5062 veh/h

Weave Type A Weave segment speed 51.9 mi/h Weave segment density 6.4 pc/mi/lh LOS A

Freeway Weaving - Analysis Summary

Analyst	JAW	City/Location	SANTA FE	Jurisdiction/Date	Jurisdiction	1/16/2007
Agency/Company	Agency	Freeway	NM 599	Comments	Comments	
Analysis period/Year	PM PEAK HOUR 2006	Ramp	RIDGE NB ON RAMP			

RIDGETOP RAMP S

PHF .8 (from analysis of Santa Fe Engr.)

% HV 8% (from 1/2006 count)

Assume commuter traffic

NM 599 at Ridgtop

PHF .91 (from analysis of Camino de los Montañas intersection
by Santa Fe Engr.)

% HV = 11 (from 1/2006 count)

Assume Commuter traffic

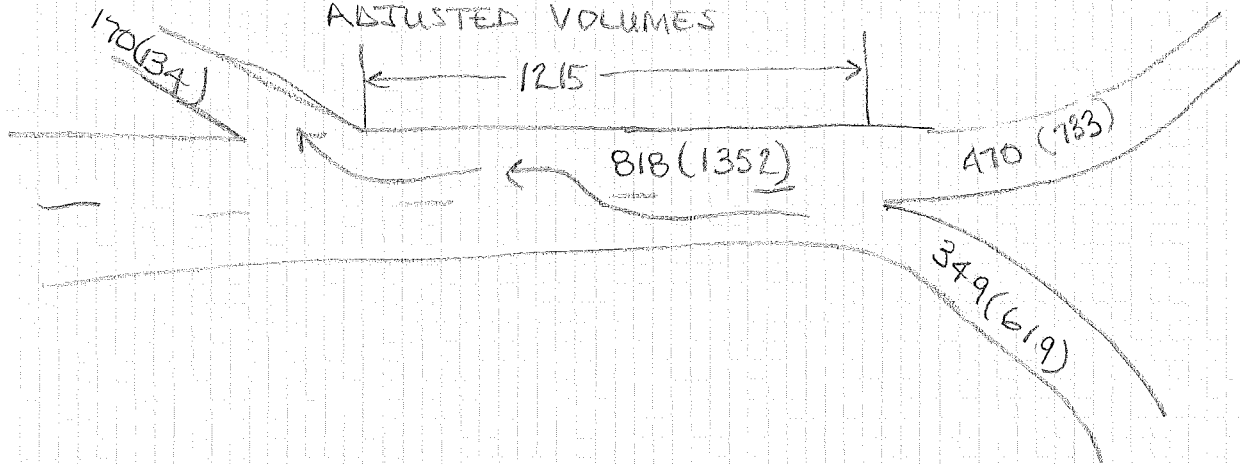
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ENGINEERING ▲
SPATIAL DATA ▲
ADVANCED TECHNOLOGIES ▲

Description	Peak Hour	Volume	PHF	%Truck	Fhv	Fp	Adjusted volume
Ridgetop SB off ramp	am	131	0.8	8	0.96	1	170
	pm	103	0.8	8	0.96	1	134
NM 599 WB	am	706	0.91	11	0.95	1	818
	pm	1166	0.91	11	0.95	1	1352
US 84/285 SB ramp	am	405	0.91	11	0.95	1	470
	pm	632	0.91	11	0.95	1	733
US 84/285 NB ramp	am	301	0.91	11	0.95	1	349
	pm	534	0.91	11	0.95	1	619

TYPE C TWO SIDED WEAVE
ADJUSTED VOLUMES



AM PEAK HOUR
UNCONSTRAINED

$$W_w = \frac{a (1 + VR)^b \left(\frac{V}{N} \right)^c}{L^a} = \frac{.08 \left(1 + \frac{170}{818} \right)^{2.3} \left(\frac{818}{2} \right)^{.8}}{1215^{.6}} = .214$$

$$S_w = 15 + \frac{(60 - 15)}{1 + .214} = 52.07$$

$$W_{nw} = \frac{.002 \left(1 + \frac{170}{818} \right)^b \left(\frac{818}{2} \right)^{1.1}}{1215^{.6}} = .0653$$

$$S_{nw} = 15 + \frac{(60 - 15)}{1 + .0653} = 57.24$$

check constraint

$$N_w = N [.761 + .047 \frac{V}{R} - .00011 - .005 (S_{nw} - S_w)] = 1.49 < 3.0_{max}$$

$$S = \frac{V}{\left(\frac{V_w}{S_w} \right) + \left(\frac{V_{nw}}{S_{nw}} \right)} = \frac{818}{\frac{170}{52.07} + \frac{648}{57.24}} = 56.08$$

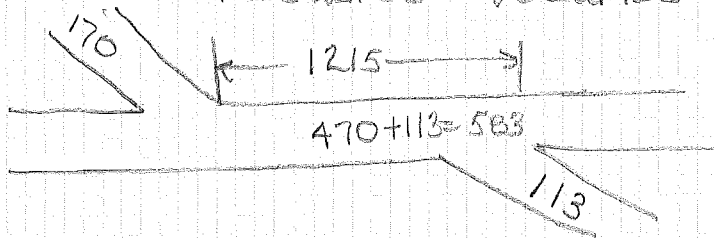
$$D = \frac{\left(\frac{V}{N} \right)}{S} = \frac{\left(\frac{818}{2} \right)}{56.08} = 7.29, \text{ LOS A}$$

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TYPE C TWO SIDED WEAVE

(ASSUMES 2/3 RAMP
COMES FROM S.F.)

ADJUSTED VOLUMES



AM PEAK HOUR
UNCONSTRAINED

$$W_w = \frac{.08 \left(1 + \frac{170}{583} \right)^{2.3} \left(\frac{583}{1} \right)^{.8}}{1215^{.6}} = .3315$$

$$S_w = 15 + \frac{(60-15)}{.3315} = 48.8$$

$$W_{NW} = \frac{.002 \left(1 + \frac{170}{583} \right)^6 \left(\frac{583}{1} \right)^{1.1}}{1215^{.6}} = .1443$$

$$S_{NW} = 15 + \frac{(60-15)}{.1443} = 54.32$$

check constraint

$$N_w = N \left[.761 + .017 \left(\frac{170}{583} \right) - .00011 - .005 (54.32 - 48.8) \right] = .747 < 3_{max}$$

$$S = \frac{583}{\frac{170}{48.8} + \frac{413}{54.3}} = 52.6$$

$$D = \frac{583}{52.6} = 11.1 \quad LOS B$$

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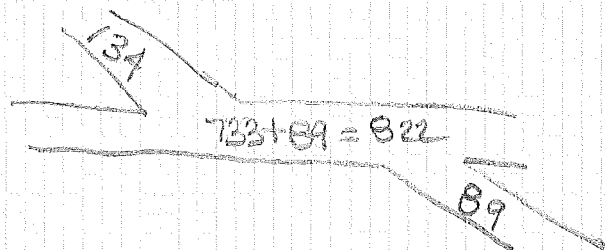
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ENGINEERING

SPATIAL DATA

ADVANCED TECHNOLOGIES

PM PEAK UNCONSTRAINED



$$W_w = \frac{.08 \left(1 + \frac{134}{822} \right)^{2.3} \left(\frac{822}{1} \right)^{.8}}{1215^{.16}} = .3428$$

$$S_w = 15 + \frac{(60-15)}{1.3428} = 48.5$$

$$W_{NW} = \frac{.002 \left(1 + \frac{134}{822} \right)^6 \left(\frac{822}{1} \right)^{1.1}}{1215^{.16}} = .1122$$

$$S_{NW} = 15 + \frac{(60-15)}{1.1122} = 55.46$$

$$N_w = N \left[.761 + .047 \left(\frac{134}{822} \right) - .00011 - .605 (55.46 - 48.5) \right] = .734 < 3$$

$$S = \frac{822}{\frac{134}{48.5} + \frac{688}{55.46}} = 54.19$$

$$D = \frac{\frac{822}{1}}{54.19} = 15.17 \quad \text{LOS B}$$

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 SPATIAL DATA ▲

ADVANCED TECHNOLOGIES ▲