



# Road Diet Capacity Analysis

Bernalillo County

4th Street – Ortega Road to Alameda Boulevard  
Albuquerque de Los Ranchos, NM  
TS.2022.4TH-NW  
1/3/2022

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Prepared for

## Bernalillo County

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1/3/2022



*Audra V. Gallegos*  
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Prepared by

**WILSON**  
**& COMPANY**  
HIGHER RELATIONSHIPS

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109  
505 348 4000

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# List of Abbreviations

Abbreviation	Term/Phrase/Name
ADT	Average Daily Traffic
AWSC	All-Way Stop Controlled
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
DPM	Development Process Manual
FHWA	Federal Highway Administration
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HFIN	High and Fatal Injury Network
HSM	Highway Safety Manual
LOS	Level of Service
MPH	Miles per Hour
NMDOT	New Mexico Department of Transportation
PDO	Property Damage Only
PSCi	Proven Safety Countermeasures Initiative
ROW	Right-of-Way
SAMM	State Access Management Manual
TWSC	Two-Way Stop Controlled
UCOL	Urban Collector
UMA	Urban Minor Arterial
UPA	Urban Principal Arterial



# Executive Summary

## Introduction

This report documents the Road Diet Feasibility Study for 4<sup>th</sup> Street in Los Ranchos de Albuquerque and unincorporated Bernalillo County. The study has been conducted per the *New Mexico Department of Transportation (NMDOT) Road Diet Guide*. The purpose of this study is to analyze 4<sup>th</sup> Street, from Ortega Road to Alameda Boulevard, from an existing four-lane facility to a three-lane facility. This study will document existing conditions, will identify potential impacts associated with the proposed road diet, and define recommended improvements. **Figure 1** provides a vicinity map of the project.

## Summary of Findings and Recommendations

The 4<sup>th</sup> Street corridor from Ortega Road to Alameda Boulevard was analyzed to determine the feasibility of a road diet. The following are a summary of the findings in this report:

- The following four (4) intersections were analyzed for existing, 2023 Build and No-Build, and 2040 Build and No-Build conditions:
  - Ortega Road and 4<sup>th</sup> Street
  - Homeland Road and 4<sup>th</sup> Street
  - St. Francis Road and 4<sup>th</sup> Street
  - Alameda Boulevard and 4<sup>th</sup> Street
- All intersections are anticipated to operate at acceptable LOS for the 2023 and 2040 Build conditions. For Alameda Boulevard, the road diet would not change the capacity of the intersection, so the delay and LOS reflects the No-Build Conditions.
- Turn lane warrants were conducted at the above intersections. It was determined that a northbound left turn lane is warranted at the Ortega Road intersection.
- A crash analysis was conducted along the corridor. The road diet configuration is expected to reduce the number of crashes by a crash reduction factor (CRF) of 47%. The proposed action of a road diet along 4<sup>th</sup> Street could mitigate approximately one or more injury crashes and five or more PDO crashes per year.
- A conceptual corridor access management plan was created to reduce corridor conflicts. This plan provides a starting point for property owner interviews during design.

Based on the findings in this study, a road diet is recommended for the 4<sup>th</sup> Street corridor from Ortega Road to Alameda Boulevard. It is recommended that Bernalillo County coordinate with the Village of Los Ranchos and other stakeholders during the design process.





# 1.0 Introduction

## 1.1 Project Area and Background

This report documents the Road Diet Feasibility Study for 4<sup>th</sup> Street in Los Ranchos de Albuquerque and unincorporated Bernalillo County. The study has been conducted per the *New Mexico Department of Transportation (NMDOT) Road Diet Guide*. The purpose of this study is to analyze 4<sup>th</sup> Street, from Ortega Road to Alameda Boulevard, from an existing four-lane facility to a three-lane facility. This study will document existing conditions, will identify potential impacts associated with the proposed road diet, and define recommended improvements. **Figure 1** provides a vicinity map of the project.



4th Street - Ortega Road to Alameda Boulevard



Figure 1: Study Limits





## 2.1 Existing Alignment and Right-of-Way Characteristics

4th Street is a four-lane, undivided, minor arterial with a posted speed limit of 35 mph. The right-of-way is 60-foot wide throughout the corridor. The 4th Street typical section is two 11-foot travel lanes in each direction with a buffer on each side, see [Figure 3](#). The corridor does not have any multimodal facilities such as sidewalks or bike lanes. Except, near Alameda Boulevard, there is approximately 250-feet of sidewalk on both sides of 4th Street. PNM poles parallel the east side of the roadway with some service lines that cross to the west side of the 4th Street.

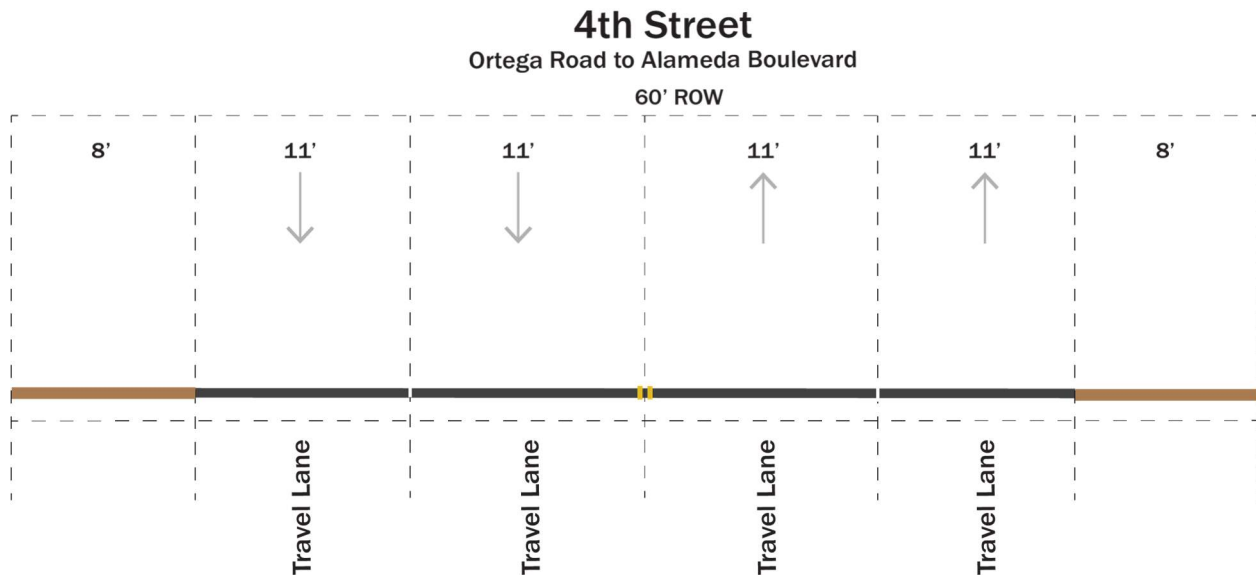


Figure 3: Existing Typical Section

## 2.2 Adjacent Roadways

4th Street has four important roadways that intersects the corridor. These roadways are described below.

**Ortega Road.** Ortega Road is a two-way, major collector roadway that serves mainly residential housing. Ortega Road runs east west and connects Edith Boulevard to Rio Grande Boulevard. It intersects 4th Street at a two-way stop-controlled intersection and has a posted speed limit of 25 mph. The intersection is within the jurisdiction of the Village of Los Ranchos.

**Homeland Road.** Homeland Road is a two-way, local roadway that serves mainly residential housing. It runs east west with a posted speed limit of 25 mph, and it connects 2nd Street to 4th Street. Homeland Road intersects 4th Street at a stop-controlled T-intersection.

**St. Francis Road.** St. Francis Road is a two-way, local roadway that serves residential housing and the Nativity of the Blessed Virgin Mary Catholic Church. It runs east west with a posted speed limit of 25 mph and connects 2nd Street to 4th Street. St. Francis Road intersects 4th Street at a stop-controlled, skewed, T-intersection.



**Alameda Boulevard.** Alameda Boulevard (NM 47) is a four-lane, divided, principal arterial. It is one of three major river crossings in the northern Albuquerque area. Alameda Boulevard runs east west and has a posted speed limit of 40 mph. It intersects 4<sup>th</sup> Street at a signalized intersection.

## 2.3 Traffic Volumes and Conditions

Tube count data (volume, speed, classification) was collected for a 48-hour period on Tuesday, August 24, 2021, and Wednesday, August 25, 2021. The tube counters were setup at three locations along the 4<sup>th</sup> Street corridor, see [Figure 4](#). [Table 1](#) summarizes the data collected from the tube counters, the full tube count data can be found in [Appendix A](#). The average daily traffic (ADT) of the 4<sup>th</sup> Street corridor ranged from 7,216 vehicles per day to 7,378 vehicles per day. The 85<sup>th</sup>-percentile speed was five (5) mph or more above the posted speed limit of 35 mph.

Table 1: Tube Count Data Summary

Location	Counter No.	Direction	Volume (veh/day)	ADT (veh/day)	85 <sup>th</sup> -Percentile Speed (mph)	Percent Heavy Vehicles
4 <sup>th</sup> Street – North of St. Francis Road	1	NB	3,654	7,352	29.5	0.6%
	2	SB	3,698		41.1	2.7%
4 <sup>th</sup> Street – South of Homeland Road	3	NB	3,577	7,216	44.9	2.6%
	4	SB	3,639		43.9	2.5%
4 <sup>th</sup> Street – North of Ortega Road	5	NB	3,706	7,378	44.8	2.8%
	6	SB	3,672		46.8	3.2%

Cameras were setup at the following four (4) intersections to collect turning movement data on Tuesday, August 24, 2021:

1. Ortega Road and 4<sup>th</sup> Street
2. Homeland Road and 4<sup>th</sup> Street
3. St. Francis Road and 4<sup>th</sup> Street
4. Alameda Boulevard and 4<sup>th</sup> Street

There was a technical issue during the St. Francis Road count, so the turning movement count was reconducted on Tuesday, August 31, 2021.

A total of 13-hours of count data was processed at each intersection from 6:00 AM to 7:00 PM. The AM and PM peak hours were determined to be 11:00 AM to 12:00 PM and 3:15 PM to 4:15 PM for Ortega Road, Homeland Road, and St. Francis Road. The peak hour for Alameda Boulevard was determined to be 7:15 AM to 8:15 AM and 4:00 PM to 5:00 PM. [Figure 5](#) summarizes the AM and PM peak hour turning movement volumes at each intersection. The full turning movement count data can be found in [Appendix A](#).



4th Street – Ortega Road to Alameda Boulevard



Figure 4: Counter Locations



Figure 5: Existing Turning Movement Volumes



### 2.3.1 Methodology

This section addresses unsignalized and signalized operations using the procedures and methodologies contained in the *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition; Transportation Research Board, 2016 for weekday AM peak and PM peak hour traffic operations.

### Signalized Intersections

The intersection analysis conforms to the operational analysis methodology outlined in the HCM. The HCM methodology relates the intersection level of service (LOS) to the intersection delay, in terms of seconds per vehicle. The Highway Capacity Software (HCS) was used for the traffic analysis, as it employs the methods of HCM to calculate level of service. The LOS criteria used for the analysis of the intersections are described in **Table 2** and identify the thresholds of control delays and the associated LOS.

Table 2: Signalized Intersection Delay and LOS Criteria

Level of Service	Delay per Vehicle (sec)	Definition
A	≤ 10	Free-flow operations, minimal delay
B	> 10 - 20	Stable flow, slight delays
C	> 20 - 35	Stable flow, acceptable delay
D	> 35 - 55	Approaching unstable flow, long delay
E	> 55 - 80	Unstable flow, intolerable delay
F	> 80	Forced flow, congestion

### Unsignalized Intersections

For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement. The method incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For all-way stop-controlled intersections, the HCM defines the LOS as the average delay per vehicle for the overall intersection. For side street stop-controlled intersections, LOS is reported for the approach with the highest average delay per vehicle. **Table 3** summarizes the relationship between delay and LOS for unsignalized intersections.

Table 3: Unsignalized Intersection Delay and LOS Criteria

Level of Service	Delay per Vehicle (sec)	Definition
A	0 ≤ 10	Free-flow operations, minimal delay
B	> 10 ≤ 15	Stable flow, slight delays
C	> 15 ≤ 25	Stable flow, acceptable delay
D	> 25 ≤ 35	Approaching unstable flow, long delay
E	> 35 ≤ 50	Unstable flow, intolerable delay
F	> 50	Forced flow, congestion

The New Mexico Department of Transportation (NMDOT), as per the State Access Management Manual (SAMM, **Table 15.C-1** below), specifies a minimum level of service (LOS) D as the acceptable condition for





signalized and unsignalized intersections on urban principal arterials (UPA), urban minor arterials (UMA) and urban collector (UCOL).

Table 15.C-1 Minimum Acceptable Level of Service Standards								
Facility Type <sup>1</sup>	Access Categories (see Sub-Section 10.D)							
	UINT	UPA	UMA	UCOL	RINT	RPA	RMA	RCOL
Freeway Sections	D	-	-	-	C	-	-	-
Ramp Junctions	D	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>	C	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>
Weaving Areas	D	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>	C	- <sup>2</sup>	- <sup>2</sup>	- <sup>2</sup>
Multi-lane Highways	-	D	D	C	-	C	C	B
Two-Lane Highways	-	D	D	C	-	C	C	B
Signalized Intersections	-	D	D	D	-	C	C	C
Unsignalized Intersections	-	D	D	D	-	D	D	C

Notes: 1. The Facility Types are per the Highway Capacity Manual.  
2. Evaluate safety and operational concerns using the best available technique.

### 2.3.2 Traffic Operations

An analysis of AM and PM peak hour traffic operations was conducted. Table 4 summarizes the delay and associated level of service of the analyzed intersections for the 2021 Existing Conditions. The Alameda Boulevard existing signal timing plan was provided by Bernalillo County and was used in the analysis. The overall intersection LOS and delay were acceptable for all intersections. The northbound and southbound approaches of the Alameda Boulevard and 4<sup>th</sup> Street intersection operate at unacceptable LOS E and LOS F for the AM and PM peak hours. The full HCS reports can be found in Appendix B.

Table 4: Existing AM (PM) LOS and Delay Summary

Intersection	Northbound		Southbound		Eastbound		Westbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>Unsignalized Intersection</b>								
Ortega Road & 4th Street (TWSC)	0.5 (1.0)	A (A)	0.3 (0.3)	A (A)	12.3 (13.6)	B (B)	12.6 (16.4)	B (C)
Homeland Road & 4th Street (TWSC)	- (-)	- (-)	0.6 (0.8)	A (A)	- (-)	- (-)	10.9 (11.8)	B (B)
St. Francis Road & 4th Street (TWSC)	- (-)	- (-)	0.2 (0.2)	A (A)	- (-)	- (-)	11.0 (11.9)	B (B)
<b>Signalized Intersection</b>								
Alameda Boulevard & 4th Street	63.6 (70.3)	<b>E (E)</b>	68.6 (138.5)	<b>E (F)</b>	22.7 (31.1)	C (C)	22.7 (48.1)	C (D)
	29.8 (53.7)							
	C (D)							



## 2.4 Transit Services

ABQ Ride is Albuquerque’s transit service, which serves the 4<sup>th</sup> Street corridor. Route 10, North Fourth Street, starts at the Albuquerque Transit Department on 1<sup>st</sup> Street and Central and ends at the Raymond G. Sanchez Community Center on 4<sup>th</sup> Street. There are six bus stops within the study area. Two of the bus stops have benches and the other four stops are designated by signs.

## 2.5 Pedestrian and Bicyclists

Pedestrians and bicyclists were counted for a 13-hour period at the four analyzed intersections. Pedestrians were considered any pedestrian or bicyclist using the crosswalk. Bicycles were considered cyclists that were using the roadway. **Table 5** summarizes the total number of vehicles, pedestrians, and bicycles during the 13-hour period. Alameda Boulevard had the greatest number of pedestrians and bicyclists followed by the Ortega Road intersection.

Table 5: Existing Modal Split

Intersection	Vehicles		Pedestrians		Bicycles	
	Total	Percentage	Total	Percentage	Total	Percentage
Ortega Road & 4th Street	8,040	99.53%	18	0.22%	20	0.25%
Homeland Road & 4th Street	6,888	99.65%	11	0.16%	13	0.19%
St. Francis Road & 4th Street	6,970	99.79%	9	0.13%	6	0.09%
Alameda Boulevard & 4th Street	36,429	99.81%	43	0.12%	27	0.07%



### 3.0 Proposed Conditions

The purpose of this study is to determine if a road diet is feasible on 4<sup>th</sup> Street, between Ortega Road and Alameda Boulevard. The road diet would reduce the existing four-lane cross section to a three-lane section. This would include one 11-ft lane in each direction with a 12-ft two-way left-turn lane (TWLTL), 5-ft bike lanes, 5-ft sidewalk, and standard curb and gutter. **Figure 6** shows the proposed typical section.

The 4<sup>th</sup> Street corridor currently does not have any storm drain infrastructure. The proposed project would include a storm drain system to capture any roadway drainage.

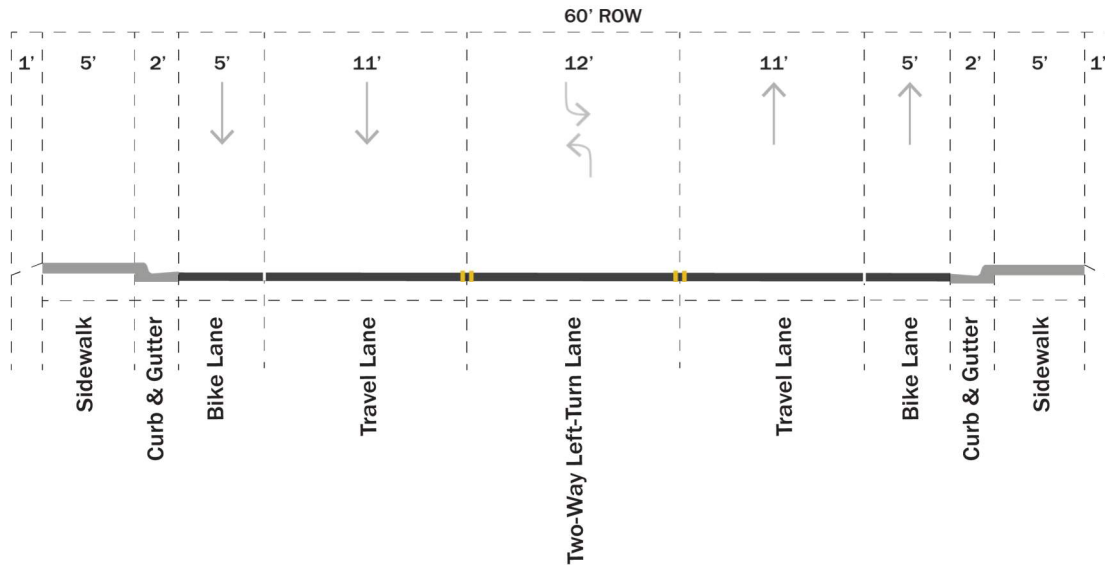


Figure 6: Proposed Road Diet Typical Section

### 3.1 Implementation Year

Construction for the road diet is proposed to be completed in 2023, so year 2023 was used as the implementation year in the analysis. The growth factor described below was used on the existing traffic volumes to develop the 2023 traffic volumes, see **Figure 7**.

#### 3.1.1 Growth Factors

Bernalillo County provided a 0.5% growth rate for the study area. The calculated growth factor is 1.01 for the 2023 Implementation Year, see calculations below.

$$Growth\ Factor = (1 + r)^t$$

$r = growth\ rate$

$t = number\ of\ years$

$$Growth\ Factor = (1 + 0.005)^{2023-2021} = 1.01$$



### 3.1.2 Traffic Analysis

#### No-Build Conditions

An analysis of AM and PM peak hour traffic operations was conducted. **Table 6** summarizes the delay and associated level of service of the analyzed intersections for the 2023 No-Build Conditions. The overall intersection LOS and delay are anticipated to be acceptable for all intersections, except the Alameda Boulevard PM Peak which is LOS E. The northbound and southbound approaches of the Alameda Boulevard and 4<sup>th</sup> Street intersection operate at unacceptable LOS E and LOS F for the AM and PM peak hours. The full HCS reports can be found in **Appendix B**.

Table 6: 2023 No-Build AM (PM) LOS and Delay Summary

Intersection	Northbound		Southbound		Eastbound		Westbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>Unsignalized Intersection</b>								
Ortega Road & 4th Street (TWSC)	0.5 (1.0)	A (A)	0.3 (0.3)	A (A)	12.3 (13.7)	B (B)	12.6 (16.5)	B (C)
Homeland Road & 4th Street (TWSC)	- (-)	- (-)	0.6 (0.8)	A (A)	- (-)	- (-)	10.9 (11.8)	B (B)
St. Francis Road & 4th Street (TWSC)	- (-)	- (-)	0.2 (0.2)	A (A)	- (-)	- (-)	11.0 (11.9)	B (B)
<b>Signalized Intersection</b>								
Alameda Boulevard & 4th Street	63.8 (70.7)	<b>E (E)</b>	68.8 (143.6)	<b>E (F)</b>	22.1 (31.4)	C (C)	22.3 (49.6)	C (D)
	29.4 (55.1)							
	C ( <b>E</b> )							



4th Street - Ortega Road to Alameda Boulevard

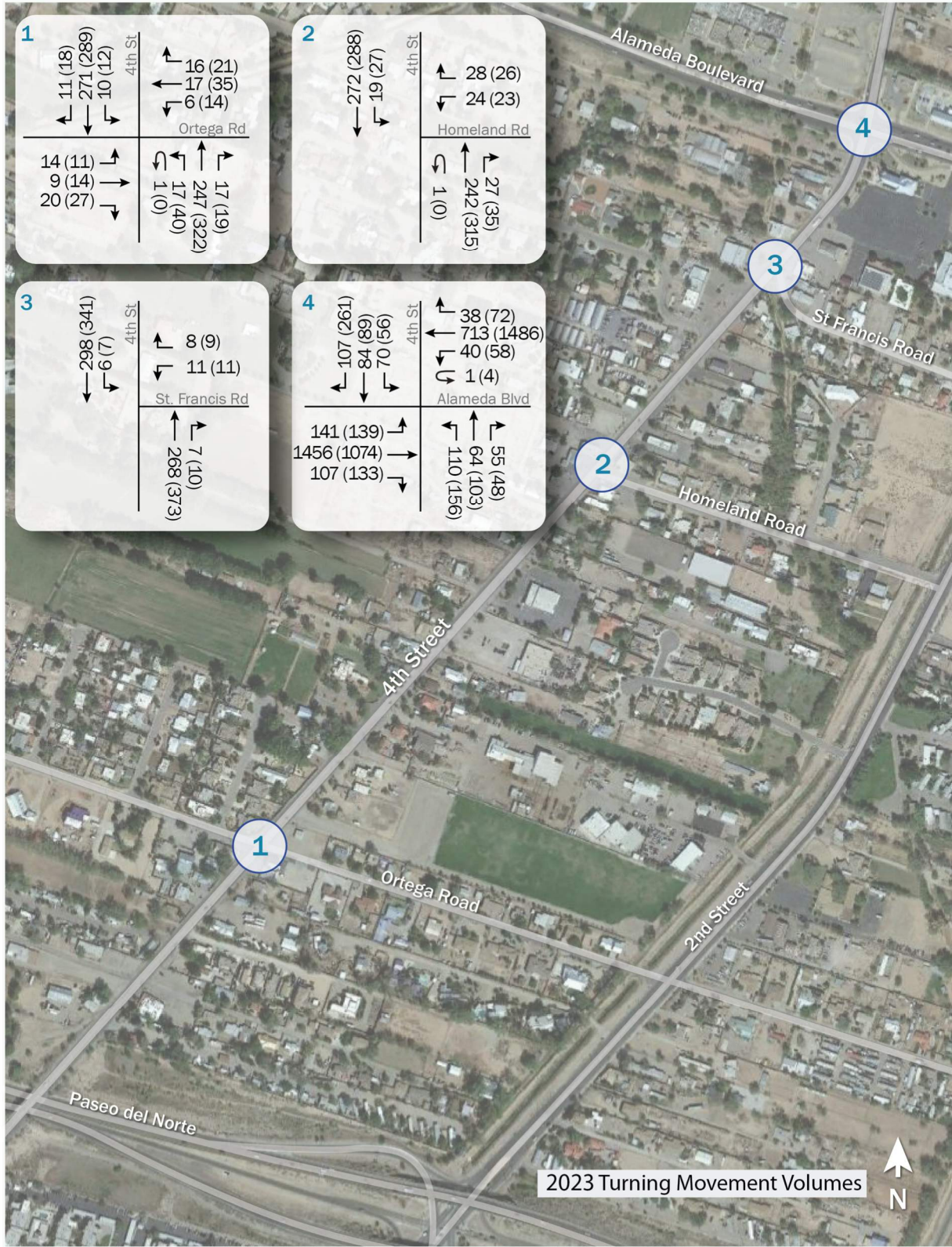


Figure 7: 2023 Turning Movement Volumes



## Build Conditions

An analysis of AM and PM peak hour traffic operations was conducted for the road diet. [Table 7](#) summarizes the delay and associated level of service of the analyzed intersections for the 2023 Build Conditions. The overall intersection LOS and delay are anticipated to be acceptable for all intersections, except the Alameda Boulevard PM Peak which is LOS E. The northbound and southbound approaches of the Alameda Boulevard and 4<sup>th</sup> Street intersection operate at unacceptable LOS E and LOS F for the AM and PM peak hours. The road diet would not change the capacity at the Alameda Boulevard intersection, so the delay and LOS reflects the 2023 No-Build Condition. The full HCS reports can be found in [Appendix B](#).

Table 7: 2023 Build AM (PM) LOS and Delay Summary

Intersection	Northbound		Southbound		Eastbound		Westbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>Unsignalized Intersection</b>								
Ortega Road & 4th Street (TWSC)	0.5 (0.8)	A (A)	0.3 (0.3)	A (A)	13.3 (14.9)	B (B)	13.2 (17.5)	B (C)
Homeland Road & 4th Street (TWSC)	- (-)	- (-)	0.5 (0.7)	A (A)	- (-)	- (-)	11.9 (13.1)	B (B)
St. Francis Road & 4th Street (TWSC)	- (-)	- (-)	0.2 (0.2)	A (A)	- (-)	- (-)	12.1 (13.4)	B (B)
<b>Signalized Intersection</b>								
Alameda Boulevard & 4th Street	63.8 (70.7)	<b>E (E)</b>	68.8 (143.6)	<b>E (F)</b>	22.1 (31.4)	C (C)	22.3 (49.6)	C (D)
	29.4 (55.1)							
	C ( <b>E</b> )							

## 3.2 Horizon Year

The Horizon Year used for the analysis is year 2040. The growth factor described below was used on the existing traffic volumes to develop the 2040 traffic volumes, see [Figure 8](#).

### 3.2.1 Growth Factors

Bernalillo County provided a 0.5% growth rate for the study area. The calculated growth factor is 1.1 for the 2040 Horizon Year, see calculations below.

$$\text{Growth Factor} = (1 + r)^t$$

$$r = \text{growth rate}$$

$$t = \text{number of years}$$

$$\text{Growth Factor} = (1 + 0.005)^{2040-2021} = 1.1$$



Figure 8: 2040 Turning Movement Volumes



### 3.2.2 Traffic Analysis

#### No-Build Conditions

An analysis of AM and PM peak hour traffic operations was conducted. **Table 8** summarizes the anticipated delay and associated level of service of the analyzed intersections for the 2040 No-Build Conditions. The overall intersection LOS and delay are anticipated to be acceptable for all intersections, except the Alameda Boulevard PM Peak which is LOS E. The northbound and southbound approaches of the Alameda Boulevard and 4<sup>th</sup> Street intersection operate at unacceptable LOS E and LOS F for the AM and PM peak hours. The westbound approach is anticipated to have LOS E in the PM Peak. The full HCS reports can be found in **Appendix B**.

Table 8: 2040 No-Build AM (PM) LOS and Delay Summary

Intersection	Northbound		Southbound		Eastbound		Westbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>Unsignalized Intersection</b>								
Ortega Road & 4th Street (TWSC)	0.6 (1.0)	A (A)	0.3 (0.4)	A (A)	12.9 (14.7)	B (B)	13.3 (18.3)	B (C)
Homeland Road & 4th Street (TWSC)	- (-)	- (-)	0.6 (0.8)	A (A)	- (-)	- (-)	11.3 (12.3)	B (B)
St. Francis Road & 4th Street (TWSC)	- (-)	- (-)	0.2 (0.2)	A (A)	- (-)	- (-)	11.3 (12.4)	B (B)
<b>Signalized Intersection</b>								
Alameda Boulevard & 4th Street	63.0 (72.9)	<b>E (E)</b>	67.9 (186.6)	<b>E (F)</b>	25.1 (33.8)	C (C)	23.5 (72.7)	<b>C (E)</b>
	31.3 (71.0)							
	<b>C (E)</b>							

#### Build Conditions

An analysis of AM and PM peak hour traffic operations was conducted for the road diet. **Table 9** summarizes the delay and associated level of service of the analyzed intersections for the 2040 Build Conditions. The overall intersection LOS and delay are anticipated to be acceptable for all intersections, except the Alameda Boulevard PM Peak which is LOS E. The northbound and southbound approaches of the Alameda Boulevard and 4<sup>th</sup> Street intersection operate at unacceptable LOS E and LOS F for the AM and PM peak hours. The westbound approach is anticipated to have LOS E in the PM Peak. The road diet would not change the capacity at the Alameda Boulevard intersection, so the delay and LOS reflects the 2040 No-Build Condition. The full HCS reports can be found in **Appendix B**.

Table 9: 2040 Build AM (PM) LOS and Delay Summary

Intersection	Northbound		Southbound		Eastbound		Westbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
<b>Unsignalized Intersection</b>								
Ortega Road & 4th Street (TWSC)	0.5 (0.9)	A (A)	0.3 (0.3)	A (A)	14.2 (16.2)	B (C)	14.1 (19.6)	B (C)
Homeland Road & 4th Street (TWSC)	- (-)	- (-)	0.5 (0.7)	A (A)	- (-)	- (-)	12.4 (13.9)	B (B)





Intersection	Northbound		Southbound		Eastbound		Westbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
St. Francis Road & 4th Street (TWSC)	- (-)	- (-)	0.2 (0.2)	A (A)	- (-)	- (-)	12.6 (14.2)	B (B)
<b>Signalized Intersection</b>								
Alameda Boulevard & 4th Street	63.0 (72.9)	<b>E (E)</b>	67.9 (186.6)	<b>E (F)</b>	25.1 (33.8)	C (C)	23.5 (72.7)	<b>C (E)</b>
	31.3 (71.0)							
	C ( <b>E</b> )							

### 3.3 Turn Lane Warrants

Turn lane warrants were conducted on 4<sup>th</sup> Street at the intersections of Ortega Road, Homeland Road, and St. Francis Road. Table 7.4.67 from the *City of Albuquerque Development Process Manual, 2020* (DPM) was used to determine if left and right turn lanes are warranted at the intersections. The DPM uses design speed and turning volume per hour for the warrants. 4<sup>th</sup> Street has a design speed of 40 mph. Based on the table, 40 turning vehicles per hour would warrant a left turn lane and 50 turning vehicles per hour would warrant a right turn lane.

Left Turn		Right Turn	
Design Speed (MPH)	Turning Volume per Hour	Design Speed (MPH)	Turning Volume per Hour
25	50	25	60
30-40	40	30-40	50
45	30	45	45

The existing 13-hour turning movement counts were used to determine the highest left and right turning volume to verify if turn lanes are warranted. **Table 10** summarizes the highest turn lane volumes. Based on the design speed and turning volumes, a northbound left turn lane at Ortega Road is warranted. This left turn lane will serve as the transition from the four-lane section, south of Ortega Road, to the three-lane section, north of Ortega Road.

Table 10: Turn Lane Warrant Summary

Intersection	Highest Left Turn Volume	Highest Right Turn Volume
<b>Ortega Road</b>		
Northbound	88 (warranted)	21
Southbound	17	20
<b>Homeland Road</b>		
Northbound	-	36
Southbound	35	-
<b>St. Francis Road</b>		
Northbound	-	11
Southbound	11	-



# 4.0 Safety Analysis

There are a variety of countermeasures and strategies that are effective in reducing roadway fatalities and serious injuries. Typically, information obtained from historical crash data can be used to determine crash reductions depending on the countermeasure selected. The 0.66-mile stretch of 4<sup>th</sup> Street from Ortega Road to Alameda Boulevard is expected to be transformed from a four-lane roadway to a two-lane roadway with a two-way left-turn lane as a countermeasure, also referred to as road diet. In 2012, the Federal Highway Administration (FHWA) started an initiative of listing and collecting proven safety countermeasures and added road diets to its list. The FHWA Proven Safety Countermeasures initiative (PSCi) provides information related to the percent of crash reduction from implementing a road diet and benefits after their installation which may include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.

To compute crash reductions, crash modification factors (CMFs) are used to calculate the number of crashes expected after a countermeasure has been implemented. The 2010 Highway Safety Manual provides the following CMF for a road diet conversion shown in **Figure 9**.

**Table 13-6. Potential Crash Effects of Four to Three Lane Conversion, or “Road Diet” (15)**

Treatment	Setting (Road Type)	Traffic Volume	Crash Type (Severity)	CMF	Std. Error
Four to three lane conversion	Urban (Arterials)	Unspecified	All types (All severities)	<b>0.71</b>	<b>0.02</b>

Base Condition: Four-lane roadway cross section.

NOTE: **Bold** text is used for the most reliable CMFs. These CMFs have a standard error of 0.1 or less. Original lane width is unknown.


*Source: Highway Safety Manual*

Figure 9: Potential Crash Effects of a Four to Three Lane Conversion, aka "Road Diet"

In addition, in the latest version of the PSCi 2021, the road diet configuration is expected to reduce the number of crashes by a crash reduction factor (CRF) ranging from 19% to 47% (CMF 0.81 to 0.53) ([https://safety.fhwa.dot.gov/provencountermeasures/pdf/18\\_Road%20Diets\\_508.pdf](https://safety.fhwa.dot.gov/provencountermeasures/pdf/18_Road%20Diets_508.pdf)), for this study area the highest crash reduction percentage will be used to compute the expected number of crashes after the road diet implementation, see **Table 11**.



Table 11: Crash Reduction Factor

Technique	Countermeasure	Crash Type	Crash Severity	Crash Reduction Factor (CRF)*
<b>Road Diet</b> 	Convert four-lane to two-lanes plus left turning lane	All	All	47%

Notes: \*[https://safety.fhwa.dot.gov/provencountermeasures/pdf/18\\_Road%20Diets\\_508.pdf](https://safety.fhwa.dot.gov/provencountermeasures/pdf/18_Road%20Diets_508.pdf)

Results of applying the CRF to the average crash values from 2015-2019 are provided in **Table 12**. The proposed action of a road diet along 4<sup>th</sup> Street could mitigate approximately three or more injury crashes and nine or more PDO crashes per year.

Table 12: Crash Reduction Results

Intersection	Crashes (All Crash Type)		
	Before Road Diet*	After Road Diet	Difference
(1) 4th Street and Ortega Road	4	2	2
(2) Midblock (near Ortega Road)	1	1	0
(3) 4th Street and Private Road	1	1	0
(4) 4th Street and Garcia Road and Midblock (near Garcia Road)	2	1	1
(5) 4th Street and Paseo Mobile Home Park Road	1	1	0
(6) Midblock (near Homeland Road)	1	1	0
(7) 4th Street and Homeland Road	2	1	1
(8) 4th Street and C. de Baca Lane	1	1	0
(9) 4th Street and El Dorado Drive	2	1	1
(10) Midblock (near Saint Francis Road)	1	1	0
(11) Midblock (near Rafelita Lane)	1	1	0
(12) Midblock (near Alameda Boulevard)	1	1	0
(13) 4th Street and Alameda Boulevard	19	10	9
<b>Average</b>	<b>26</b>	<b>14</b>	<b>12</b>

Notes: \*Based on 2015-19 Crash Data, Average Value  
 Crash modification factors (CMF) based on FHWA Making Our Roads Safer, One Countermeasure at a Time and Crash Modification Factors Clearinghouse  
 ([https://safety.fhwa.dot.gov/provencountermeasures/pdf/18\\_Road%20Diets\\_508.pdf](https://safety.fhwa.dot.gov/provencountermeasures/pdf/18_Road%20Diets_508.pdf))  
 ([http://www.cmfclearinghouse.org/study\\_detail.cfm?stud=192](http://www.cmfclearinghouse.org/study_detail.cfm?stud=192))  
 \*Road Diet - All Crash Types for All Crash Severities - CMF = 0.53



## Crash History

Historical crash data was provided by Bernalillo County for the latest five years available (2015-2019). The data requested was for the study area on 4<sup>th</sup> Street from Ortega Road and Alameda Boulevard.

The following 13 intersection and midblock locations were analyzed (see [Figure 11](#)):

- (1) 4th Street and Ortega Road
- (2) Midblock (near Ortega Road)
- (3) 4th Street and Private Road
- (4) 4th Street and Garcia Road and Midblock (near Garcia Road)
- (5) 4th Street and Paseo Mobile Home Park Road
- (6) Midblock (near Homeland Road)
- (7) 4th Street and Homeland Road
- (8) 4th Street and C. de Baca Lane
- (9) 4th Street and El Dorado Drive
- (10) Midblock (near St. Francis Road)
- (11) Midblock (near Rafelita Lane)
- (12) Midblock (near Alameda Boulevard)
- (13) 4th Street and Alameda Boulevard

There was a total of 132 reported crashes at the specified locations, please refer to [Table 13](#) for information related to each year total. From the crash data shown in [Figure 10](#), most of the reported crashes were at the intersection of 4<sup>th</sup> Street and Alameda Boulevard.

The following observations were concluded from the historical crash data:

- Out of the total crashes in the five-year period, 27% of crashes (35 crashes) resulted in injury with no fatalities and 73% of crashes (97 crashes) resulted in property damage only (PDO). There were no fatalities reported during this time-period. [Table 13](#) summarizes the crash severity.
- Single vehicles crashes made up 5% (7 crashes) of those reported at the specified intersections, while 88% of crashes involved two-vehicles (116 crashes), 6% involved three-vehicles (8 crashes), and 1% involved four-vehicles (1 crash).
- There were no reported crashes involving pedestrians or related to drug involvement.

Table 13: Total Crash History of 4<sup>th</sup> Street (Ortega Road to Alameda Boulevard) by Year

Year	Crash Severity		Total
	Injury	PDO*	
2015	3 (18%)	14 (82%)	17 (100%)
2016	6 (29%)	15 (71%)	21 (100%)
2017	6 (26%)	17 (74%)	23 (100%)
2018	12 (33%)	24 (67%)	36 (100%)
2019	8 (23%)	27 (77%)	35 (100%)
<b>Total</b>	<b>35 (27%)</b>	<b>97 (73%)</b>	<b>132 (100%)</b>

\*PDO – Property Damage Only



4th Street – Ortega Road to Alameda Boulevard

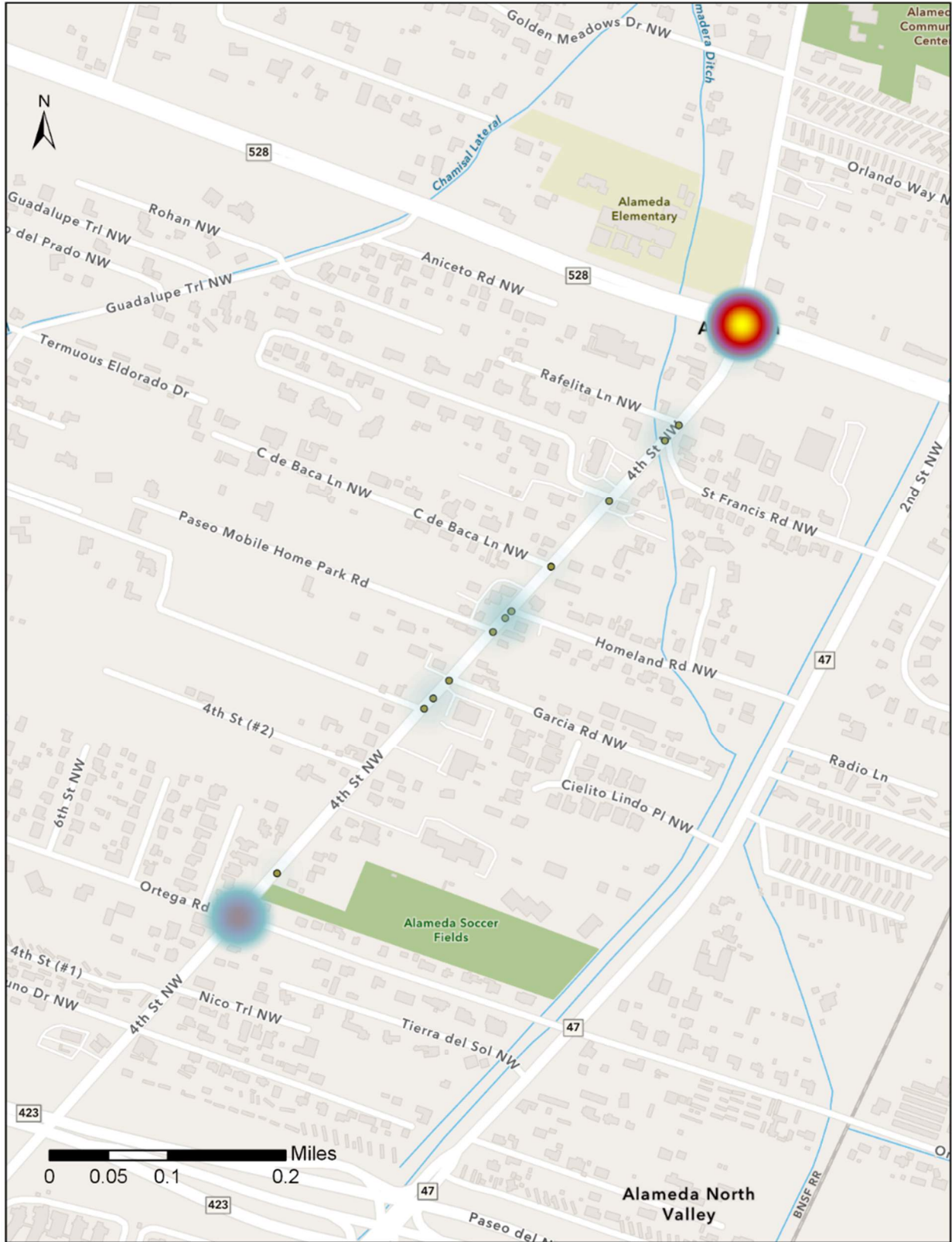


Figure 10: All Crash Type Density Heat Map

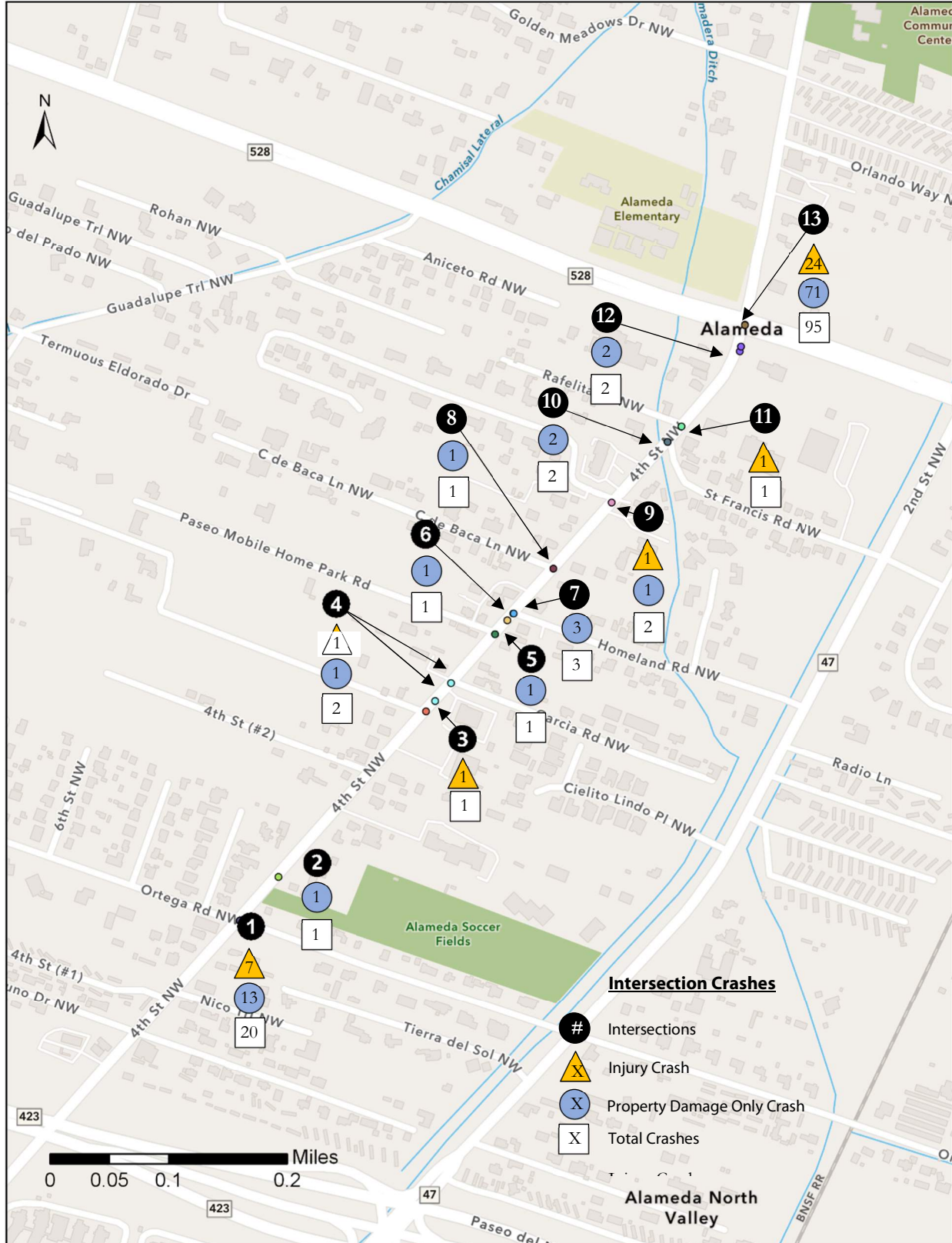


Figure 11: Crash Summary (2017-2019)



On average, approximately 21 crashes (78%) occurred on weekdays compared with 29 crashes (22%) occurring on an average weekend day.

Physical conditions during crashes such as lighting and weather did not indicate any strong influence on crashes. Crashes not related to daylight conditions were grouped together as dark and low light. Results from this assessment indicated that the study area had a fewer frequency of crashes as to compared to the Bernalillo County total crashes, see [Table 14](#).

Table 14: Lighting Conditions

Light Conditions	4th Street Study Area	4th Street Study Area Percent	All Bernalillo County Percent
Daylight	105	79.5%	69.2%
Dark & Low Light*	26	19.7%	24.3%
Unknown	1	0.8%	6.5%
<b>Grand Total</b>	<b>132</b>	<b>100.0%</b>	<b>100.0%</b>

\*Dark & Low Light include the following light conditions: Dark-Not Lighted, Dark-Lighted, Dawn and Dusk.

[Table 15](#) shows the breakdown of the top contributing factor to the crash with no apparent pattern. The three top contributing factors were: (1) driver inattention, (2) failing to yield the right of way, and (3) following to close.

Table 15: Top Contributing Factor to the Crash

Top Contributing Factor	4th Street Study Area	4th Street Study Area Percent	All Bernalillo County Percent
Driver Inattention	35	26.5%	23.8%
Failed to Yield Right of Way	24	18.2%	13.6%
Following Too Closely	18	13.6%	10.2%
Disregarded Traffic Signal	11	8.3%	7.0%
Made Improper Turn	7	5.3%	2.8%
Avoid No Contact - Vehicle	6	4.5%	2.1%
Alcohol/Drug Involved	5	3.8%	3.9%
Excessive Speed	4	3.0%	5.4%
Improper Backing	4	3.0%	1.4%
Improper Overtaking	2	1.5%	1.2%
Other Improper Driving	2	1.5%	2.6%
Passed Stop Sign	2	1.5%	1.4%
Improper Lane Change	1	0.8%	2.6%
Inadequate Brakes	1	0.8%	0.7%
Other Mechanical Defect	1	0.8%	0.7%
Speed Too Fast for Conditions	1	0.8%	2.5%
Unknown	6	4.5%	2.6%
<b>Grand Total</b>	<b>132</b>	<b>100.0%</b>	<b>100.0%</b>



The distribution of crash type over the five-year study period is shown in **Figure 12**. Rear-end crashes were the most common crash type, followed by angle crashes and sideswipe.

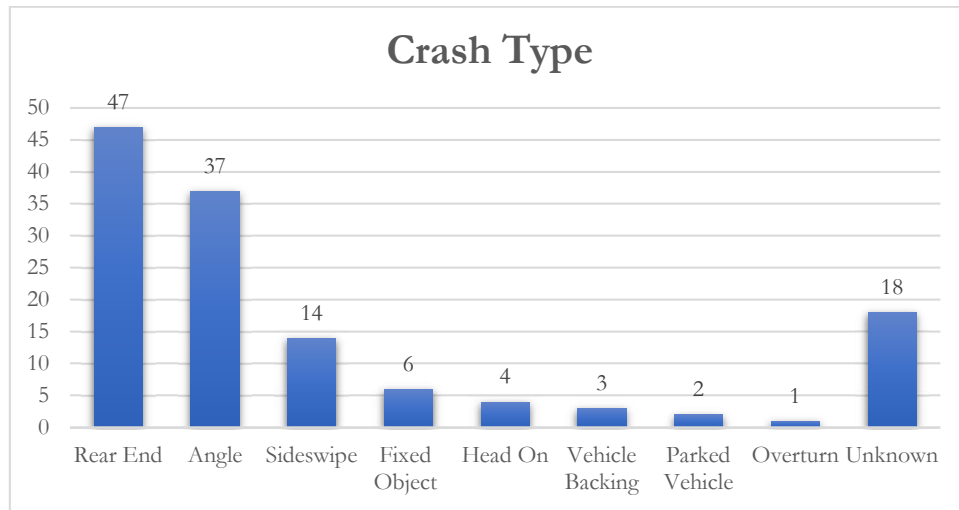


Figure 12: Crash Types Summary

### Intersection #1 – 4<sup>th</sup> Street and Ortega Road

The intersection of 4<sup>th</sup> Street and Ortega Road had a total of 20 reported crashes. From the crash data, it was observed that for the intersection of 4<sup>th</sup> Street and Ortega Road, 50% of the crashes (10 crashes) were angle, with four (4) of those crashes resulting in injury with no fatalities and six (6) crashes resulting in PDO. Three of the reported angle crashes were travelling on Ortega Road prior to the crash being reported with failing to yield the right of way as the top contributing factor. Another angle crash had as a contributing factor passing the stop sign without a proper stop.

In addition, three (3) crashes at this intersection (15%) were rear-end, all resulted in PDO and reported as travelling north. For these vehicles travelling northbound, the closest intersection is about 360 feet away being the intersection of 4<sup>th</sup> Street and Nico Trail.

One overturn crash also occurred due to failing to yield the right of way. **Figure 13** provides the percent crash distribution by type for Intersection #1.

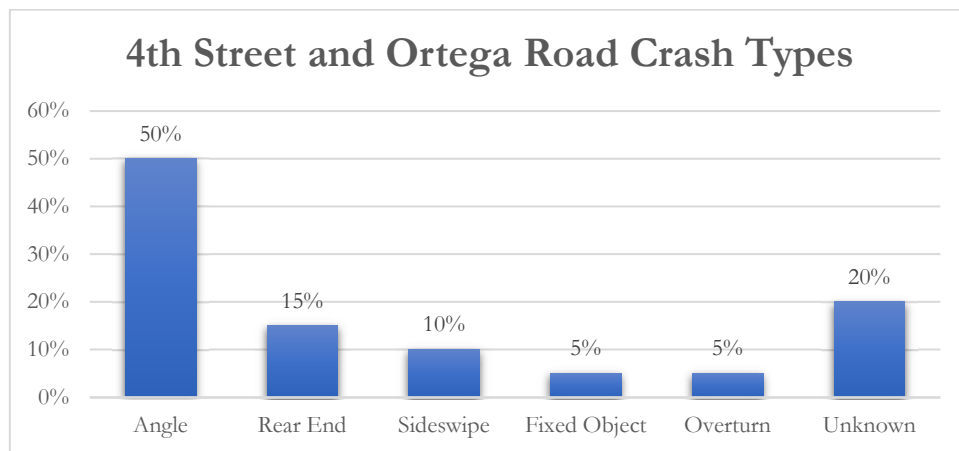


Figure 13: Intersection #1 - 4<sup>th</sup> Street and Ortega Road – Crash Types





The Mid-Region Council of Governments has a High and Fatal Injury Network (HFIN) that was published for crashes that occurred in year 2014 to 2018. The intersection of Ortega Road and 4th Street is included in the HFIN for having one to two times the average mean for crash rates, with an intersection crash rate of 1.14.

Implementing the road diet will likely address safety at the 4th Street and Ortega Road intersection by the addition of left turn lanes.

### Intersection #7 – 4th Street and Homeland Road

There were three (3) reported crashes at the 4th Street and Homeland Road intersection. From the crash data, it was observed that for the intersection of 4th Street and Homeland Road, all three crashes were due to vehicle backing and resulted in PDO.

### Intersection # 13 – 4th Street and Alameda Boulevard

From the crash data shown in Figure 14, the highest number of crashes occurred at the intersection of 4th Street and Alameda Boulevard, with a total of 95 crashes. From the total crashes at this location, 40% of crashes (38 crashes) were reported as rear-end, ten (10) of those crashes resulted in injury with no fatalities and twenty-eight (28) of those crashes resulted in PDO.

In addition, 27% of crashes (26 crashes) were reported as angle, ten (10) of those crashes resulted in injury with no fatalities and sixteen (16) of those crashes resulted in PDO. This project is not likely to address safety since no changes are proposed at this intersection.

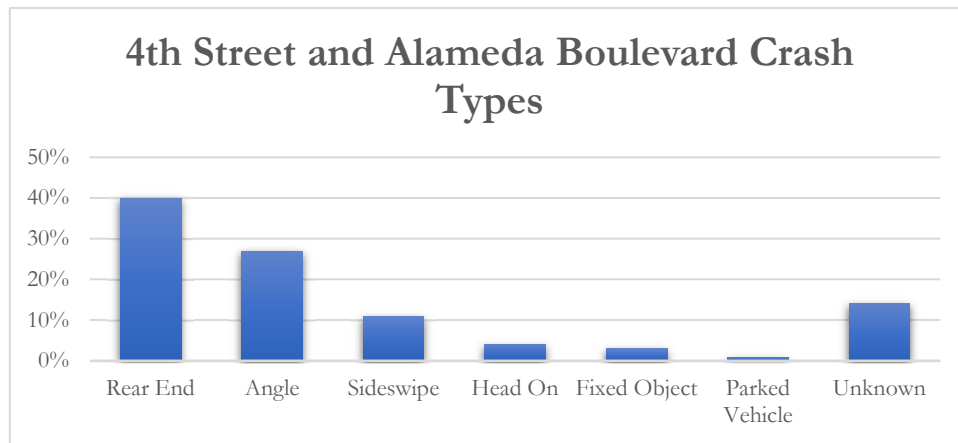


Figure 14: Intersection #13 - 4th Street and Alameda Boulevard – Crash Types

### Intersection and Midblock Locations #2, #3, #5, #6, #8 and #11

From the crash data, it was observed that only one crash was reported for each of these intersections. Out of the six (6) total crashes at these locations, two (2) resulted in injury with no fatalities and 4 resulted in PDO. Four of the reported crashes were rear end, having two reported as travelling south and two as travelling north.



## Intersection and Midblock Locations #4, #9, #10, and #12

From the crash data, it was observed that two crashes were reported at each of these locations. Out of the eight (8) total crashes at these locations, two (2) resulted in injury with no fatalities and six (6) resulted in PDO. Three (3) of the reported crashes were rear end, all travelling south having driver inattention as the contributing factor.

## 5.0 Access Management

Access management supports safe and efficient operations for all modes of transportation and can reduce the problems attributed to unmanaged vehicular access. By managing roadway access, agencies can extend the life of the roadway, increase public safety, reduce traffic congestion, and improve the appearance and quality of the built environment. All modes of travel including motorists, cyclists, pedestrians, transit riders benefit from access management by having fewer decision points and opportunities for conflicts. Bicyclists and pedestrians benefit by motorists’ travel patterns being more predictable (Access Management Manual).

### Design Criteria

A review of the existing access conditions and the development of methods to improve and manage the access were completed based on information from the following reference documents and sources:

- Transportation Research Board Access Management Manual
- Bernalillo County Access Standards

### Existing Corridor Access Conditions

The corridor does not have curb and gutter and sidewalk and has been developed with numerous commercial properties, businesses, churches, and residential properties on both sides of the road. Numerous existing driveways, access points, and intersections have been established in this area.

Within the 0.66-mile 4<sup>th</sup> Street corridor, there are 11 side street intersections and 66 defined driveways for businesses and homes. One of the intersections (Alameda Boulevard) is signalized and all other intersections are controlled with stop signs on the minor approaches only, see [Table 16](#).

Table 16: Description of Intersecting Roadways

Street	Type of Facility	Intersection Control	Functional Classification
Ortega Road	Two-lane, undivided	Two-way stop	Major collector
4 <sup>th</sup> Street (#2)	Two-lane, undivided	Two-way stop	Private
4 <sup>th</sup> Street (#3)	Two-lane, undivided	Two-way stop	Private
Garcia Road	Two-lane, undivided	Two-way stop	Local
Paseo Mobile Home Park Road	Two-lane, undivided	Two-way stop	Private
Homeland Road	Two-lane, undivided	Two-way stop	Local
C de Baca Lane	Two-lane, undivided	Two-way stop	Local
Eldorado Drive	Two-lane, undivided	Two-way stop	Local
Saint Francis Road	Two-lane, undivided	Two-way stop	Local
Rafelita Lane	Two-lane, undivided	Two-way stop	Private
Alameda Boulevard	Four-lane, divided	Signalized	Principal arterial

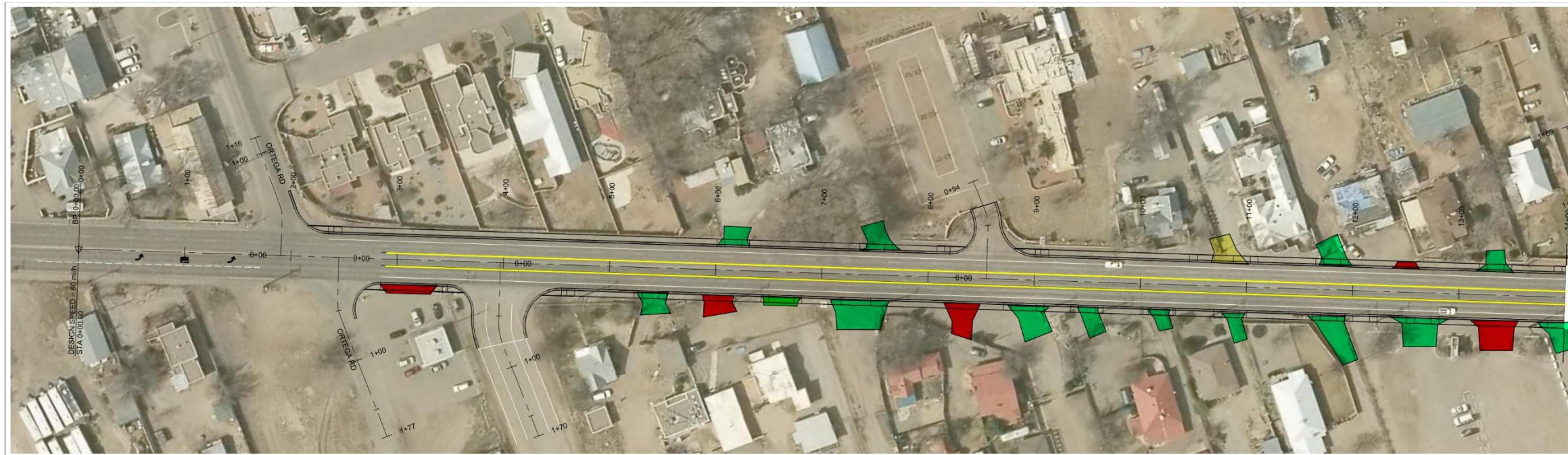


4<sup>th</sup> Street’s frequent points of access include both side streets and driveways. The corridor does not have left turn lanes which results in vehicles having to stop in the through lane to make a left turn. Throughout the corridor, the intersections or access points do not have existing right turn lanes hindering the traffic movement as vehicles have to slow down in the outside through lane to make a right turn.

The platting in this area has resulted in side street access to 4<sup>th</sup> Street approximately every 140 to 900 feet for many stretches throughout the study corridor. Additionally, numerous residences have driveways directly onto 4<sup>th</sup> Street. Many businesses have their own driveway or share driveways, and these driveways are spaced as close as 2 feet apart in some places. The Bernalillo County Access Standards recommend a spacing of at least 12 feet for existing residential and 90 feet for existing non-residential developments on a roadway with a 30 to 35 mph posted speed limit. Access points should be 150 feet minimum from an intersection.

## Conceptual Corridor Access Management

Since the 4<sup>th</sup> Street corridor is already developed, it is important to ensure all businesses and residents have access to/from their property, whether it be a direct access to 4<sup>th</sup> Street or onto a side street. Each driveway was reviewed carefully to determine if it could be eliminated or consolidated with an adjacent driveway, see [Figure 15](#) and [Figure 16](#). Prior to implementing access management, it is recommended to have property owner interviews to get input on the access management plan.



4TH STREET PLAN VIEW  
SCALE: 1"=50'



4TH STREET PLAN VIEW  
SCALE: 1"=50'

- DRIVEWAY TO REMAIN
- ELIMINATE DRIVEWAY
- CONSOLIDATE DRIVEWAY
- POTENTIAL NEW DRIVEWAY

\\WILSONCO.COM\DRIVE\TRM\19-100-001-10\2\_DISCIPLINES\ROADWAY\1910110 DESIGN BASE.DWG

MATCHLINE - A SEE ABOVE

MATCHLINE - A SEE BELOW

**WILSON & COMPANY**  
4401 MASTHEAD STREET NE SUITE 150  
ALBUQUERQUE, NM 87109  
PHONE: (505) 348-4000

CONSULTANTS

SEAL

PROJECT NAME:  
BERNALILLO COUNTY  
4 TH STREET  
CONCEPTUAL DESIGN  
PLAN LAYOUT SHEET  
ALBUQUERQUE, NM

MARK	DATE	DESCRIPTION

PROJECT NO:  
191000110  
DRAWN BY XXX  
CHECKED BY XXX  
SHEET TITLE

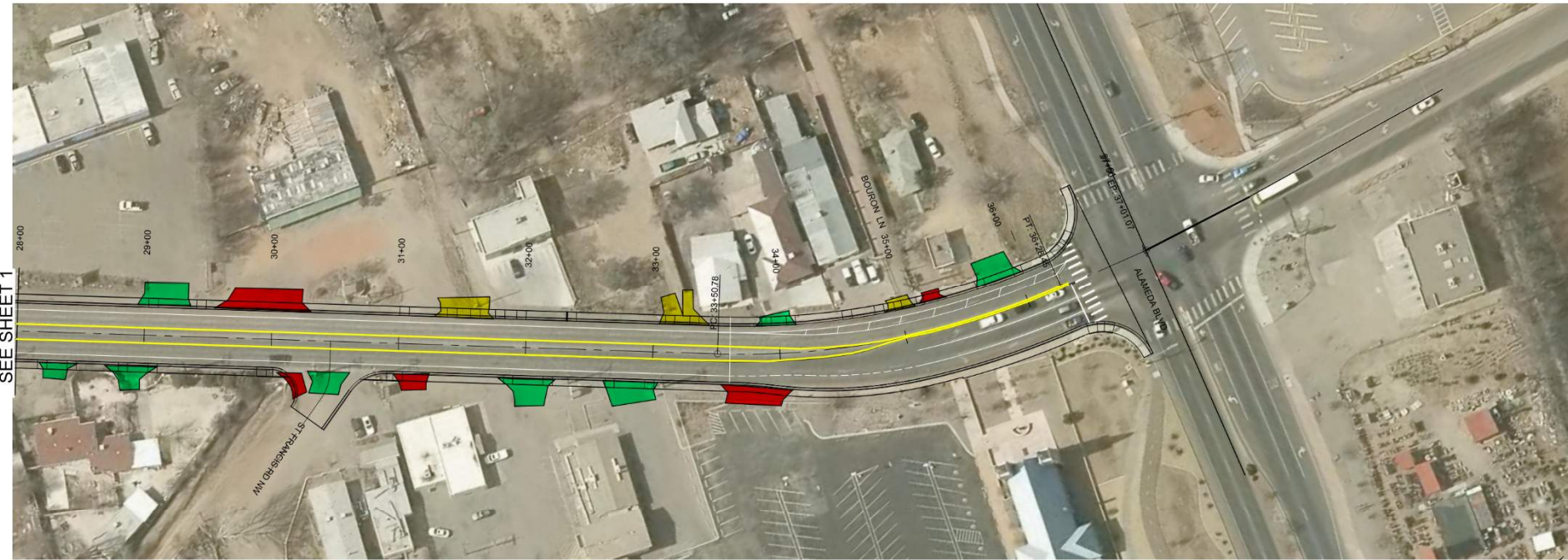
SHEET 1 OF 2

Figure 15: Access Management Layout



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MATCHLINE STA 28+00  
SEE SHEET 1



4TH STREET PLAN VIEW  
SCALE: 1"=50'

- DRIVEWAY TO REMAIN
- ELIMINATE DRIVEWAY
- CONSOLIDATE DRIVEWAY
- POTENTIAL NEW DRIVEWAY

**WILSON & COMPANY**  
4401 MASTHEAD STREET NE SUITE 150  
ALBUQUERQUE, NM 87109  
PHONE: (505) 346-6600

CONSULTANTS

SEAL

PROJECT NAME:  
BERNALILLO COUNTY  
4 TH STREET  
CONCEPTUAL DESIGN  
PLAN LAYOUT SHEET  
ALBUQUERQUE, NM

MARK	DATE	DESCRIPTION

PROJECT NO:  
1910000110  
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CHECKED BY XXX

SHEET TITLE

SHEET 2 OF 2

Figure 16: Access Management Layout



## 6.0 Summary of Findings and Recommendations

The 4<sup>th</sup> Street corridor from Ortega Road to Alameda Boulevard was analyzed to determine the feasibility of a road diet. The following are a summary of the findings in this report:

- The following four (4) intersections were analyzed for existing, 2023 Build and No-Build, and 2040 Build and No-Build conditions:
  - Ortega Road and 4<sup>th</sup> Street
  - Homeland Road and 4<sup>th</sup> Street
  - St. Francis Road and 4<sup>th</sup> Street
  - Alameda Boulevard and 4<sup>th</sup> Street
- All intersections are anticipated to operate at acceptable LOS for the 2023 and 2040 Build conditions. For Alameda Boulevard, the road diet would not change the capacity of the intersection, so the delay and LOS reflects the No-Build Conditions.
- Turn lane warrants were conducted at the above intersections. It was determined that a northbound left turn lane is warranted at the Ortega Road intersection.
- A crash analysis was conducted along the corridor. The road diet configuration is expected to reduce the number of crashes by a crash reduction factor (CRF) of 47%. The proposed action of a road diet along 4<sup>th</sup> Street could mitigate approximately one or more injury crashes and five or more PDO crashes per year.
- A conceptual corridor access management plan was created to reduce corridor conflicts. This plan provides a starting point for property owner interviews during design.

Based on the findings in this study, a road diet is recommended for the 4<sup>th</sup> Street corridor from Ortega Road to Alameda Boulevard. It is recommended that Bernalillo County coordinate with the Village of Los Ranchos and other stakeholders during the design process.

## 7.0 Conceptual Design

The conceptual layout of the 4<sup>th</sup> Street road diet is shown in [Figure 17](#) and [Figure 18](#).



**WILSON & COMPANY**  
4401 MASTHEAD STREET NE SUITE 150  
ALBUQUERQUE, NM 87109  
PHONE: (505) 348-4888

CONSULTANTS

SEAL

PROJECT NAME:  
BERNALILLO COUNTY  
4 TH STREET  
CONCEPTUAL DESIGN  
PLAN LAYOUT SHEET  
ALBUQUERQUE, NM

MARK	DATE	DESCRIPTION

PROJECT NO:  
1910000110

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SHEET 1 OF 2

Figure 17: Conceptual Road Diet Layout



MATCHLINE STA 28+00  
SEE SHEET 1

**WILSON & COMPANY**  
4401 MASTHEAD STREET, SUITE 150  
ALBUQUERQUE, NM 87109  
PHONE: (505) 348-4000

CONSULTANTS

SEAL

PROJECT NAME:  
BERNALILLO COUNTY  
4 TH STREET  
CONCEPTUAL DESIGN  
PLAN LAYOUT SHEET  
ALBUQUERQUE, NM

MARK	DATE	DESCRIPTION

PROJECT NO:  
1910000110  
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SHEET 2 OF 2

Figure 18: Conceptual Road Diet Layout





## 7.1 Conceptual Cost Estimate

Table 17 summarizes the conceptual cost estimate for the 4<sup>th</sup> Street Road Diet. The construction cost is estimated to be approximately five million dollars. The conceptual cost estimate is based on a pavement section of 4-inch HMA over 6-inches of base course. A different pavement section may be determined during the design process. The estimate is based on the storm drain connecting to an existing storm drain system, it does not include costs for right-of-way or ponds.

Table 17: Conceptual Cost Estimate

NO.	ITEM	UNIT	PRICE	QTY	AMOUNT
<b>ROADWAY</b>					
203100	BORROW	CY	\$ 30.00	1,000	\$ 30,000
207000	SUBGRADE PREPARATION	SY	\$ 2.00	20,360	\$ 40,720
303000	BASE COURSE	TON	\$ 25.00	6,250	\$ 156,250
407000	ASPHALT MATERIAL FOR TACK COAT	TON	\$ 600.00	7	\$ 4,200
408100	PRIME COAT MATERIAL	TON	\$ 650.00	35	\$ 22,750
416207	MINOR PAVING TYPE II, HMA SP-IV	SY	\$ 75.00	2,160	\$ 162,000
423283	HMA SP-IV COMPLETE	TON	\$ 125.00	4,040	\$ 505,000
601110	REMOVAL OF SURFACING	SY	\$ 10.00	22,500	\$ 225,000
667001	BUS BENCH	EACH	\$ 5,000.00	1	\$ 5,000
667002	BUS SHELTER	EACH	\$ 15,000.00	1	\$ 15,000
608004	CONCRETE SIDEWALK 4"	SY	\$ 100.00	4,100	\$ 410,000
608106	DRIVE PAD 6"	SY	\$ 100.00	850	\$ 85,000
609424	CONCRETE VERTICAL CURB & CUTTER TYPE B 6" X 24"	LF	\$ 20.00	7,200	\$ 144,000
9XXXXX	LIGHTING	LS	\$ 100,000.00	1	\$ 100,000
	UTILITY RELOCATION	LS	\$ 100,000.00	1	\$ 100,000
	PNM POWER POLE RELOCATION	EA	\$ 15,000.00	42	\$ 630,000
<b>ROADWAY SUBTOTAL</b>					\$ 2,634,920
<b>PERMANENT SIGNING</b>					
704700	HOT THERMOPLASTIC PAVEMENT MARKINGS, 4"	LF	\$ 1.50	33,700	\$ 50,550
704704	HOT THERMOPLASTIC PAVEMENT MARKINGS, 24"	LF	\$ 9.00	320	\$ 2,880
704717	HOT THERMOPLASTIC PAVEMENT MARKING RIGHT ARROW	EACH	\$ 150.00	2	\$ 300
704718	HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW	EACH	\$ 150.00	38	\$ 5,700
704720	HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)	EACH	\$ 195.00	3	\$ 585
704731	HOT THERMOPLASTIC MARKING LANE SYMBOL (BIKEWAY)	EACH	\$ 250.00	12	\$ 3,000
704732	HOT THERMOPLASTIC PAVEMENT MARKING BIKE SYMBOL (BIKEWAY)	EACH	\$ 250.00	13	\$ 3,250
704734	HOT THERMOPLASTIC PAVEMENT MARKING SHARROW SYMBOL	EACH	\$ 250.00	1	\$ 250
7XXXXX	SIGNING	LS	\$ 10,000.00	1	\$ 10,000
<b>PERMANENT SIGNING SUBTOTAL</b>					\$ 76,515
<b>DRAINAGE</b>					
	DRAINAGE ITEMS (STORM DRAIN)	LS	\$ 500,000.00	1	\$ 500,000
<b>DRAINAGE SUBTOTAL</b>					\$ 500,000
<b>LUMP SUM ITEMS</b>					
201000	CLEARING AND GRUBBING	LS	\$ 50,000.00	1	\$ 50,000
601000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$ 50,000.00	1	\$ 50,000
603281	SWPPP PLAN PREPARATION & MAINTENANCE	LS	\$ 50,000.00	1	\$ 50,000



4th Street – Ortega Road to Alameda Boulevard

NO.	ITEM	UNIT	PRICE	QTY	AMOUNT
618000	TRAFFIC CONTROL MANAGEMENT (1%)	LS	\$ 32,120.00	1	\$ 32,120
618011	PUBLIC AWARENESS	LS	\$ 10,000.00	1	\$ 10,000
621000	MOBILIZATION (10%)	LS	\$ 321,150.00	1	\$ 321,150
702810	TRAFFIC CONTROL DEVICES FOR CONSTRUCTION (1%)	LS	\$ 32,120.00	1	\$ 32,120
801000	CONSTRUCTION STAKING BY THE CONTRACTOR (1%)	LS	\$ 32,120.00	1	\$ 32,120
802000	POST CONSTRUCTION PLANS	LS	\$ 10,000.00	1	\$ 10,000
	<b>LUMP SUM ITEMS SUBTOTAL</b>				\$ 587,510
	<b>PROJECT SUBTOTAL</b>				\$ 3,798,945
	<b>20% CONTINGENCY</b>				\$ 759,789
	<b>NMGRT (7.875%)</b>				\$ 359,000
	<b>PROJECT TOTAL</b>				\$ 4,917,734

## Appendix A – Traffic Count Data

**Ortega Rd and 4th Street  
Albuquerque New Mexico  
Tuesday, August 24, 2021**

Time	Northbound 4th Street						Eastbound Ortega						Southbound 4th Street						Westbound Ortega						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	6	1	0	8	0	0	2	0	0	2	0	1	8	0	0	9	0	0	1	1	0	2	21
6:15 AM	0	0	12	1	0	13	0	0	1	0	0	1	0	0	18	2	0	20	0	2	1	0	1	3	37
6:30 AM	0	1	17	2	0	20	0	2	6	9	0	17	0	3	27	1	0	31	0	0	2	2	0	4	72
6:45 AM	0	3	34	2	0	39	0	1	8	10	0	19	0	1	44	1	0	46	0	1	3	1	0	5	109
Hourly Total	0	5	69	6	0	80	0	3	17	19	0	39	0	5	97	4	0	106	0	3	7	4	1	14	239
7:00 AM	0	2	35	1	0	38	0	2	9	11	0	22	0	3	43	0	0	46	0	0	3	0	0	3	109
7:15 AM	0	0	44	2	0	46	0	1	7	11	0	19	0	1	53	0	0	54	0	3	3	1	0	7	126
7:30 AM	0	3	45	2	0	50	0	1	16	16	0	33	0	1	62	1	0	64	0	3	5	1	0	9	156
7:45 AM	0	5	71	5	0	81	1	4	8	14	0	27	0	0	67	2	0	69	0	2	3	3	0	8	185
Hourly Total	0	10	195	10	0	215	1	8	40	52	0	101	0	5	225	3	0	233	0	8	14	5	0	27	576

# Albuquerque New Mexico

## Tuesday, August 24, 2021

Time	Northbound 4th Street						Eastbound Ortega						Southbound 4th Street						Westbound Ortega						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	7	55	6	0	68	0	2	13	9	3	24	0	1	46	1	0	48	1	1	9	4	1	15	155
8:15 AM	0	4	39	2	0	45	0	2	7	5	0	14	0	4	36	2	0	42	0	1	4	6	0	11	112
8:30 AM	0	4	47	2	0	53	0	1	4	9	0	14	0	3	48	1	0	52	0	0	2	3	0	5	124
8:45 AM	0	6	43	1	0	50	0	1	3	3	0	7	0	3	57	2	1	62	0	1	1	5	0	7	126
Hourly Total	0	21	184	11	0	216	0	6	27	26	3	59	0	11	187	6	1	204	1	3	16	18	1	38	517
9:00 AM	0	6	46	2	0	54	0	3	3	5	0	11	0	0	54	2	0	56	0	2	3	2	0	7	128
9:15 AM	0	6	42	4	0	52	0	1	6	9	0	16	0	1	49	3	0	53	0	0	6	0	0	6	127
9:30 AM	0	5	49	1	0	55	0	2	6	4	0	12	0	1	57	2	1	60	0	4	1	1	0	6	133
9:45 AM	0	3	47	2	0	52	0	4	3	7	0	14	0	2	63	3	0	68	0	0	4	4	0	8	142
Hourly Total	0	20	184	9	0	213	0	10	18	25	0	53	0	4	223	10	1	237	0	6	14	7	0	27	530
10:00 AM	0	0	46	1	0	47	0	0	3	6	0	9	0	1	58	0	0	59	0	0	4	5	0	9	124
10:15 AM	0	7	60	0	0	67	0	1	3	6	0	10	0	2	66	4	0	72	0	1	3	3	1	7	156
10:30 AM	0	7	46	1	1	54	0	1	7	6	0	14	0	1	62	1	0	64	0	1	2	2	0	5	137
10:45 AM	0	5	52	1	0	58	0	2	2	10	0	14	0	1	58	1	0	60	0	4	2	4	1	10	142
Hourly Total	0	19	204	3	1	226	0	4	15	28	0	47	0	5	244	6	0	255	0	6	11	14	2	31	559
11:00 AM	1	7	49	3	0	60	0	6	2	1	0	9	0	1	65	3	0	69	0	2	6	1	0	9	147
11:15 AM	0	4	58	3	0	65	0	4	3	5	1	12	0	1	63	5	0	69	0	0	5	4	0	9	155
11:30 AM	0	3	71	9	0	83	0	1	2	6	0	9	0	3	70	2	0	75	0	1	1	6	0	8	175
11:45 AM	0	3	67	2	0	72	0	3	2	8	0	13	0	5	70	1	0	76	0	3	5	5	0	13	174
Hourly Total	1	17	245	17	0	280	0	14	9	20	1	43	0	10	268	11	0	289	0	6	17	16	0	39	651
12:00 PM	0	8	69	5	0	82	0	2	4	7	0	13	0	0	69	4	0	73	0	1	6	6	0	13	181
12:15 PM	0	9	66	3	0	78	0	1	6	10	0	17	0	3	55	5	0	63	0	2	4	1	0	7	165
12:30 PM	0	6	66	1	0	73	0	1	5	6	1	12	0	2	70	4	0	76	0	2	5	5	0	12	173
12:45 PM	0	6	66	1	0	73	0	0	1	6	0	7	0	2	69	3	0	74	0	1	6	0	0	7	161
Hourly Total	0	29	267	10	0	306	0	4	16	29	1	49	0	7	263	16	0	286	0	6	21	12	0	39	680
1:00 PM	0	7	58	3	0	68	0	2	4	9	0	15	0	7	64	4	1	75	0	2	5	0	0	7	165
1:15 PM	0	7	52	0	0	59	0	3	3	3	0	9	0	0	58	2	0	60	0	1	8	1	1	10	138
1:30 PM	0	9	74	3	0	86	0	3	7	7	1	17	0	2	81	5	0	88	0	1	2	4	0	7	198
1:45 PM	0	8	78	2	0	88	0	3	6	8	1	17	0	3	70	3	0	76	0	1	4	9	0	14	195
Hourly Total	0	31	262	8	0	301	0	11	20	27	2	58	0	12	273	14	1	299	0	5	19	14	1	38	696
2:00 PM	1	8	70	2	0	81	0	2	7	2	0	11	0	2	69	1	0	72	0	3	4	4	0	11	175
2:15 PM	0	13	61	2	0	76	0	2	5	8	0	15	0	2	64	1	0	67	0	0	4	4	0	8	166
2:30 PM	0	8	73	1	0	82	0	0	7	7	0	14	0	5	70	2	0	77	0	2	2	4	0	8	181
2:45 PM	0	8	73	4	0	85	0	5	3	8	0	16	0	1	69	3	0	73	0	1	6	3	0	10	184
Hourly Total	1	37	277	9	0	324	0	9	22	25	0	56	0	10	272	7	0	289	0	6	16	15	0	37	706
3:00 PM	0	13	78	4	0	95	0	2	4	9	0	15	0	6	63	5	0	74	0	2	3	5	0	10	194
3:15 PM	0	7	92	7	0	106	0	5	3	6	0	14	0	2	66	7	0	75	0	1	7	11	0	19	214
3:30 PM	0	16	81	7	0	104	0	1	4	6	0	11	0	5	72	3	0	80	0	3	8	6	0	17	212
3:45 PM	0	9	73	3	0	85	0	3	2	8	0	13	0	2	70	5	0	77	0	2	8	2	1	12	187
Hourly Total	0	45	324	21	0	390	0	11	13	29	0	53	0	15	271	20	0	306	0	8	26	24	1	58	807

**Ortega Rd and 4th Street  
Albuquerque New Mexico**

## Tuesday, August 24, 2021

Time	Northbound 4th Street						Eastbound Ortega						Southbound 4th Street						Westbound Ortega						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	8	73	2	0	83	0	2	5	7	0	14	0	3	78	3	0	84	0	8	12	2	0	22	203
4:15 PM	0	12	69	1	0	82	0	2	8	3	0	13	0	1	73	0	0	74	0	2	8	6	0	16	185
4:30 PM	0	17	65	5	0	87	0	1	2	8	0	11	0	3	58	2	0	63	0	3	9	3	0	15	176
4:45 PM	0	16	60	2	0	78	0	1	5	5	0	11	0	3	62	1	0	66	0	0	10	5	0	15	170
Hourly Total	0	53	267	10	0	330	0	6	20	23	0	49	0	10	271	6	0	287	0	13	39	16	0	68	734
5:00 PM	0	26	76	0	0	102	0	1	2	5	0	8	0	2	53	1	0	56	0	1	8	6	0	15	181
5:15 PM	0	24	79	5	0	108	0	2	3	8	0	13	0	5	64	5	0	74	0	2	12	6	0	20	215
5:30 PM	0	21	70	3	0	94	0	0	7	7	0	14	0	7	57	10	0	74	0	5	12	5	0	22	204
5:45 PM	0	17	60	4	0	81	0	1	1	6	0	8	0	3	52	3	0	58	0	3	17	7	0	27	174
Hourly Total	0	88	285	12	0	385	0	4	13	26	0	43	0	17	226	19	0	262	0	11	49	24	0	84	774
6:00 PM	0	15	73	2	0	90	0	2	3	4	0	9	1	5	60	2	0	68	0	1	6	5	0	12	179
6:15 PM	0	8	63	2	0	73	0	2	3	5	0	10	0	7	48	1	0	56	0	2	7	6	0	15	154
6:30 PM	0	8	51	1	1	60	0	0	1	6	0	7	0	2	38	4	0	44	0	3	4	2	0	9	120
6:45 PM	0	10	46	0	0	56	0	2	1	4	0	7	0	2	49	0	0	51	0	0	3	1	0	4	118
Hourly Total	0	41	233	5	1	279	0	6	8	19	0	33	1	16	195	7	0	219	0	6	20	14	0	40	571
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>DAILY TOTAL</b>	<b>2</b>	<b>416</b>	<b>2996</b>	<b>131</b>	<b>2</b>	<b>3545</b>	<b>1</b>	<b>96</b>	<b>238</b>	<b>348</b>	<b>7</b>	<b>683</b>	<b>1</b>	<b>127</b>	<b>3015</b>	<b>129</b>	<b>3</b>	<b>3272</b>	<b>1</b>	<b>87</b>	<b>269</b>	<b>183</b>	<b>6</b>	<b>540</b>	<b>8040</b>
<b>Cars</b>	2	412	2935	130	0	3479	1	94	237	340	3	672	1	126	2934	125	2	3186	1	85	266	183	1	535	7872
<b>Heavy Vehicles</b>	0	4	61	1	2	66	0	2	1	8	4	11	0	1	81	4	1	86	0	2	3	0	5	5	168
<b>Heavy Vehicle %</b>	0.00%	0.96%	2.04%	0.76%	100.00%	1.86%	0.00%	2.08%	0.42%	2.30%	57.14%	1.61%	0.00%	0.79%	2.69%	3.10%	33.33%	2.63%	0.00%	2.30%	1.12%	0.00%	83.33%	0.93%	2.09%

## Ortega Rd and 4th Street

# Albuquerque New Mexico Tuesday, August 24, 2021

## AM Peak Hour

Time	Northbound						Eastbound						Southbound						Westbound						VEHICLE TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total							
11:00 AM	1	7	49	3	0	60	0	6	2	1	0	9	0	1	65	3	0	69	0	2	6	1	0	9	0	0	5	4	0	9	147
11:15 AM	0	4	58	3	0	65	0	4	3	5	1	12	0	1	63	5	0	69	0	0	5	4	0	9	0	0	5	4	0	9	155
11:30 AM	0	3	71	9	0	83	0	1	2	6	0	9	0	3	70	2	0	75	0	1	1	6	0	8	0	1	1	6	0	8	175
11:45 AM	0	3	67	2	0	72	0	3	2	8	0	13	0	5	70	1	0	76	0	3	5	5	0	13	0	3	5	5	0	13	174
Peak Hour Total	1	17	245	17	0	280	0	14	9	20	1	43	0	10	268	11	0	289	0	6	17	16	0	39	0	6	17	16	0	39	651
PHF	0.250	0.607	0.863	0.472	0.000	0.843	0.000	0.583	0.750	0.625	0.250	0.827	0.000	0.500	0.957	0.550	0.000	0.951	0.000	0.500	0.708	0.667	0.000	0.750	0.000	0.500	0.708	0.667	0.000	0.750	0.930

## PM Peak Hour

Time	Northbound						Eastbound						Southbound						Westbound						VEHICLE TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total							
3:15 PM	0	7	92	7	0	106	0	5	3	6	0	14	0	2	66	7	0	75	0	1	7	11	0	19	0	1	7	11	0	19	214
3:30 PM	0	16	81	7	0	104	0	1	4	6	0	11	0	5	72	3	0	80	0	3	8	6	0	17	0	3	8	6	0	17	212
3:45 PM	0	9	73	3	0	85	0	3	2	8	0	13	0	2	70	5	0	77	0	2	8	2	1	12	0	2	8	2	1	12	187
4:00 PM	0	8	73	2	0	83	0	2	5	7	0	14	0	3	78	3	0	84	0	8	12	2	0	22	0	8	12	2	0	22	203
Peak Hour Total	0	40	319	19	0	378	0	11	14	27	0	52	0	12	286	18	0	316	0	14	35	21	1	70	0	14	35	21	1	70	816
PHF	0.000	0.625	0.867	0.679	0.000	0.892	0.000	0.550	0.700	0.844	0.000	0.929	0.000	0.600	0.917	0.643	0.000	0.940	0.000	0.438	0.729	0.477	0.250	0.795	0.000	0.438	0.729	0.477	0.250	0.795	0.953

Total Vehicles On Leg		6997					
Vehicles Entering Intersection		3545		Vehicles Exiting Intersection		3452	
<b>Northbound</b>							
Cars	130	2935	412	2	0		
Heavy	1	61	4	0	2		
<b>Total</b>	<b>131</b>	<b>2996</b>	<b>416</b>	<b>2</b>	<b>2</b>		

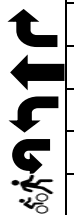


Total Vehicles on Leg 1037	Vehicles Entering Intersection 540	Westbound	Cars	Heavy	<b>Total</b>
			1	5	<b>6</b>
			1	0	<b>1</b>
	85		2	<b>87</b>	
	Vehicles Exiting Intersection 497		266	3	<b>269</b>
			183	0	<b>183</b>



Daily Volumes

Cars	Heavy	<b>Total</b>	Eastbound	Vehicles Entering Intersection 683	Total Vehicles on Leg 1498
340	8	<b>348</b>			
237	1	<b>238</b>			
94	2	<b>96</b>			
Vehicles Exiting Intersection 815	1	<b>1</b>			
		<b>7</b>			



Cars	2	1	126	2934	125
Heavy	1	0	1	81	4
<b>Total</b>	<b>3</b>	<b>1</b>	<b>127</b>	<b>3015</b>	<b>129</b>
<b>Southbound</b>					
Vehicles Entering Intersection			3272		
Vehicles Exiting Intersection			3276		
Total Vehicles On Leg			6548		



**4th St and Homeland Rd  
Albuquerque New Mexico  
Tuesday, August 24, 2021**

Time	Northbound 4th Street						Eastbound 0						Southbound 4th Street						Westbound Homeland Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	13
6:15 AM	0	0	12	2	0	14	0	0	0	0	0	0	0	1	20	0	0	0	0	1	0	0	0	1	36
6:30 AM	0	0	15	2	0	17	0	0	0	0	0	0	0	2	35	0	0	0	0	0	0	1	0	1	55
6:45 AM	0	0	33	1	0	34	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	0	0	0	80
Hourly Total	0	0	67	5	0	72	0	0	0	0	0	0	0	4	106	0	0	0	0	1	0	1	0	2	184
7:00 AM	0	0	43	0	0	43	0	0	0	0	0	0	0	3	43	0	0	0	0	0	0	2	0	2	91
7:15 AM	0	0	43	3	0	46	0	0	0	0	0	0	0	3	56	0	0	0	0	2	0	4	0	6	111
7:30 AM	0	0	46	3	0	49	0	0	0	0	0	0	0	5	57	0	0	0	0	3	0	1	0	4	115
7:45 AM	0	0	68	5	0	73	0	0	0	0	0	0	0	8	65	0	0	0	0	5	0	6	1	11	157
Hourly Total	0	0	200	11	0	211	0	0	0	0	0	0	0	19	221	0	0	0	0	10	0	13	1	23	474



**Albuquerque New Mexico**  
**Tuesday, August 24, 2021**

Time	Northbound 4th Street						Eastbound 0						Southbound 4th Street						Westbound Homeland Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	54	4	0	58	0	0	0	0	0	0	0	7	42	0	0	0	0	4	0	3	2	7	114
8:15 AM	0	0	46	2	0	48	0	0	0	0	0	0	0	7	44	0	0	0	0	3	0	4	1	7	106
8:30 AM	0	0	45	5	0	50	0	0	0	0	0	0	0	6	49	0	0	0	0	1	0	7	0	8	113
8:45 AM	0	0	44	2	0	46	0	0	0	0	0	0	0	4	61	0	0	0	0	0	0	6	0	6	117
Hourly Total	0	0	189	13	0	202	0	0	0	0	0	0	0	24	196	0	0	0	0	8	0	20	3	28	450
9:00 AM	0	0	42	1	0	43	0	0	0	0	0	0	0	6	50	0	0	0	0	1	0	5	0	6	105
9:15 AM	0	0	33	4	1	37	0	0	0	0	0	0	0	9	56	0	2	0	0	2	0	6	1	8	110
9:30 AM	0	0	39	10	1	49	0	0	0	0	0	0	0	8	53	0	0	0	0	7	0	7	0	14	124
9:45 AM	0	0	50	5	0	55	0	0	0	0	0	0	0	12	64	0	0	0	0	2	0	8	0	11	142
Hourly Total	0	0	164	20	2	184	0	0	0	0	0	0	0	35	223	0	2	0	0	12	0	26	1	39	481
10:00 AM	0	0	46	9	0	55	0	0	0	0	0	0	0	4	49	0	0	0	0	7	0	8	0	15	123
10:15 AM	0	0	48	5	0	53	0	0	0	0	0	0	0	8	62	0	0	0	0	9	0	5	0	14	137
10:30 AM	0	0	44	8	0	52	0	0	0	0	0	0	0	6	60	0	0	0	0	7	0	7	0	14	132
10:45 AM	0	0	49	6	0	55	0	0	0	0	0	0	0	7	58	0	0	0	0	4	0	4	0	8	128
Hourly Total	0	0	187	28	0	215	0	0	0	0	0	0	0	25	229	0	0	0	0	27	0	24	0	51	520
11:00 AM	0	0	47	8	0	55	0	0	0	0	0	0	0	5	66	0	0	0	0	4	0	9	0	13	139
11:15 AM	0	0	60	6	0	66	0	0	0	0	0	0	0	5	66	0	0	0	0	6	0	4	0	10	147
11:30 AM	1	0	66	8	0	75	0	0	0	0	0	0	0	7	66	0	0	0	0	11	0	7	0	18	166
11:45 AM	0	0	67	5	0	72	0	0	0	0	0	0	0	2	71	0	0	0	0	3	0	8	0	11	156
Hourly Total	1	0	240	27	0	268	0	0	0	0	0	0	0	19	269	0	0	0	0	24	0	28	0	52	608
12:00 PM	0	0	75	6	0	81	0	0	0	0	0	0	0	5	62	0	0	0	0	3	0	3	0	6	154
12:15 PM	0	0	62	2	0	64	0	0	0	0	0	0	0	10	60	0	0	0	0	5	0	5	0	10	144
12:30 PM	0	0	61	6	0	67	0	0	0	0	0	0	0	7	68	0	0	0	0	6	0	5	0	11	153
12:45 PM	0	0	60	12	0	72	0	0	0	0	0	0	1	7	65	0	0	0	0	7	0	7	0	14	159
Hourly Total	0	0	258	26	0	284	0	0	0	0	0	0	1	29	255	0	0	0	0	21	0	20	0	41	610
1:00 PM	0	0	54	5	0	59	0	0	0	0	0	0	0	5	68	0	0	0	0	5	0	4	0	9	141
1:15 PM	0	0	53	4	0	57	0	0	0	0	0	0	0	3	61	0	0	0	0	4	0	4	0	8	129
1:30 PM	0	0	63	4	0	67	0	0	0	0	0	0	0	8	86	0	0	0	0	3	0	9	0	12	173
1:45 PM	0	0	89	7	0	96	0	0	0	0	0	0	0	10	61	0	0	0	0	8	0	7	0	15	182
Hourly Total	0	0	259	20	0	279	0	0	0	0	0	0	0	26	276	0	0	0	0	20	0	24	0	44	625
2:00 PM	0	0	65	7	0	72	0	0	0	0	0	0	0	4	64	0	0	0	0	7	0	3	0	10	150
2:15 PM	0	0	69	1	0	70	0	0	0	0	0	0	0	12	68	0	0	0	0	5	0	8	0	13	163
2:30 PM	0	0	69	11	0	80	0	0	0	0	0	0	0	6	68	0	0	0	0	4	0	7	0	11	165
2:45 PM	0	0	64	8	0	72	0	0	0	0	0	0	0	9	73	0	0	0	0	7	0	6	0	13	167
Hourly Total	0	0	267	27	0	294	0	0	0	0	0	0	0	31	273	0	0	0	0	23	0	24	0	47	645
3:00 PM	0	0	71	8	0	79	0	0	0	0	0	0	0	3	60	0	0	0	0	7	0	6	0	13	155
3:15 PM	0	0	93	12	0	105	0	0	0	0	0	0	0	8	65	0	0	0	0	9	0	6	0	15	193
3:30 PM	0	0	79	6	0	85	0	0	0	0	0	0	0	6	64	0	0	0	0	7	0	7	0	14	169
3:45 PM	0	0	69	10	0	79	0	0	0	0	0	0	0	7	85	0	0	0	0	4	0	6	0	10	181
Hourly Total	0	0	312	36	0	348	0	0	0	0	0	0	0	24	274	0	0	0	0	27	0	25	0	52	698

**4th St and Homeland Rd**  
**Albuquerque New Mexico**

Tuesday, August 24, 2021

Time	Northbound 4th Street						Eastbound 0						Southbound 4th Street						Westbound Homeland Rd						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
4:00 PM	0	0	71	7	0	78	0	0	0	0	0	0	0	6	71	0	0	0	77	0	3	0	7	0	10	165
4:15 PM	0	0	73	1	0	74	0	0	0	0	0	0	0	9	70	0	0	0	79	0	4	0	2	0	6	159
4:30 PM	0	0	68	2	1	70	0	0	0	0	0	0	0	5	54	0	0	0	59	0	0	0	2	0	2	131
4:45 PM	0	0	54	6	0	60	0	0	0	0	0	0	0	10	56	0	0	0	66	0	5	0	7	0	12	138
Hourly Total	0	0	266	16	1	282	0	0	0	0	0	0	0	30	251	0	0	0	281	0	12	0	18	0	30	593
5:00 PM	0	0	67	4	1	71	0	0	0	0	0	0	0	3	62	0	0	0	65	0	1	0	3	0	4	140
5:15 PM	0	0	67	0	0	67	0	0	0	0	0	0	0	5	77	0	0	0	82	0	3	0	1	0	4	153
5:30 PM	0	0	73	1	0	74	0	0	0	0	0	0	0	6	64	0	0	0	70	0	2	0	0	0	2	146
5:45 PM	0	0	60	2	0	62	0	0	0	0	0	0	0	4	58	0	0	0	62	0	0	0	1	0	1	125
Hourly Total	0	0	267	7	1	274	0	0	0	0	0	0	0	18	261	0	0	0	279	0	6	0	5	0	11	564
6:00 PM	0	0	63	2	0	65	0	0	0	0	0	0	0	3	57	0	0	0	60	0	1	0	2	0	3	128
6:15 PM	0	0	61	1	0	62	0	0	0	0	0	0	0	1	50	0	0	0	51	0	1	0	0	0	1	114
6:30 PM	0	0	57	1	0	58	0	0	0	0	0	0	0	0	44	0	0	0	44	0	1	0	0	0	1	103
6:45 PM	0	0	39	0	0	39	0	0	0	0	0	0	0	1	50	0	0	0	51	0	1	0	0	0	1	91
Hourly Total	0	0	220	4	0	224	0	0	0	0	0	0	0	5	201	0	0	0	206	0	4	0	2	0	6	436
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>DAILY TOTAL</b>	<b>1</b>	<b>0</b>	<b>2896</b>	<b>240</b>	<b>4</b>	<b>3137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>289</b>	<b>3035</b>	<b>0</b>	<b>2</b>	<b>3325</b>	<b>1</b>	<b>195</b>	<b>0</b>	<b>230</b>	<b>5</b>	<b>426</b>	<b>6888</b>	
<b>Cars</b>	1	0	2829	240	4	3070	0	0	0	0	0	0	1	287	2952	0	2	3240	1	193	0	230	5	424	6734	
<b>Heavy Vehicles</b>	0	0	67	0	0	67	0	0	0	0	0	0	0	2	83	0	0	85	0	2	0	0	0	2	154	
<b>Heavy Vehicle %</b>	0.00%	0.00%	2.31%	0.00%	0.00%	2.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.69%	2.73%	0.00%	0.00%	2.56%	0.00%	1.03%	0.00%	0.00%	0.00%	0.47%	2.24%	

4th St and Homeland Rd  
Albuquerque New Mexico

## Tuesday, August 24, 2021

### AM Peak Hour

Time	Northbound						Eastbound						Southbound						Westbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
11:00 AM	0	0	47	8	0	55	0	0	0	0	0	0	0	5	66	0	0	71	0	4	0	9	0	13	139
11:15 AM	0	0	60	6	0	66	0	0	0	0	0	0	0	5	66	0	0	71	0	6	0	4	0	10	147
11:30 AM	1	0	66	8	0	75	0	0	0	0	0	0	0	7	66	0	0	73	0	11	0	7	0	18	166
11:45 AM	0	0	67	5	0	72	0	0	0	0	0	0	0	2	71	0	0	73	0	3	0	8	0	11	156
Peak Hour Total	1	0	240	27	0	268	0	0	0	0	0	0	0	19	269	0	0	288	0	24	0	28	0	52	608
PHF	0.250	0.000	0.896	0.844	0.000	0.893	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.679	0.947	0.000	0.000	0.986	0.000	0.545	0.000	0.778	0.000	0.722	0.916

### PM Peak Hour

Time	Northbound						Eastbound						Southbound						Westbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
3:15 PM	0	0	93	12	0	105	0	0	0	0	0	0	0	8	65	0	0	73	0	9	0	6	0	15	193
3:30 PM	0	0	79	6	0	85	0	0	0	0	0	0	0	6	64	0	0	70	0	7	0	7	0	14	169
3:45 PM	0	0	69	10	0	79	0	0	0	0	0	0	0	7	85	0	0	92	0	4	0	6	0	10	181
4:00 PM	0	0	71	7	0	78	0	0	0	0	0	0	0	6	71	0	0	77	0	3	0	7	0	10	165
Peak Hour Total	0	0	312	35	0	347	0	0	0	0	0	0	0	27	285	0	0	312	0	23	0	26	0	49	708
PHF	0.000	0.000	0.839	0.729	0.000	0.826	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.844	0.838	0.000	0.000	0.848	0.000	0.639	0.000	0.929	0.000	0.817	0.917

Total Vehicles On Leg				6368		
Vehicles Entering Intersection			3137	Vehicles Exiting Intersection		3231
<b>Nothbound</b>						
Cars	240	2829	0	1	4	
Heavy	0	67	0	0	0	
<b>Total</b>	<b>240</b>	<b>2896</b>	<b>0</b>	<b>1</b>	<b>4</b>	



Total Vehicles on Leg 956	Vehicles Entering Intersection 426	Westbound	Cars	Heavy	Total
			5	0	5
	1		0	1	
	193		2	195	
	Vehicles Exiting Intersection 530		0	0	0
			230	0	230



Daily Volumes

Total Vehicles on Leg 0	Eastbound	Cars	Heavy	Total
		0	0	0
		0	0	0
		0	0	0
		0	0	0
		0	0	0



Cars	2	1	287	2952	0	
Heavy	0	0	2	83	0	
<b>Total</b>	<b>2</b>	<b>1</b>	<b>289</b>	<b>3035</b>	<b>0</b>	
<b>Southbound</b>						
Vehicles Entering Intersection			3325	Vehicles Exiting Intersection		3127
Total Vehicles On Leg			6452			



**4th & St. Francis Rd  
Albuquerque NM  
Tuesday, August 31, 2021**

Time	Northbound 4th St.						Eastbound 0						Southbound 4th St.						Westbound St. Francis						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	11	1	0	12	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	0	24
6:15 AM	0	0	18	0	0	18	0	0	0	0	0	0	0	0	19	0	0	0	20	0	0	0	0	0	0	38
6:30 AM	0	0	23	0	0	23	0	0	0	0	0	0	0	0	30	0	0	0	31	0	0	0	0	0	0	54
6:45 AM	0	0	30	1	0	31	0	0	0	0	0	0	0	0	48	0	0	0	49	0	1	0	1	0	2	82
Hourly Total	0	0	82	2	0	84	0	0	0	0	0	0	0	0	3	109	0	0	112	0	1	0	1	0	2	198
7:00 AM	0	0	38	0	0	38	0	0	0	0	0	0	0	0	3	36	0	0	39	0	5	0	1	2	6	83
7:15 AM	0	0	45	0	0	45	0	0	0	0	0	0	0	0	0	48	0	0	48	0	3	0	0	0	3	96
7:30 AM	0	0	52	0	0	52	0	0	0	0	0	0	0	0	2	74	0	1	76	0	2	0	1	0	3	131
7:45 AM	0	0	60	2	0	62	0	0	0	0	0	0	0	0	0	61	0	0	61	0	8	0	2	1	10	133
Hourly Total	0	0	195	2	0	197	0	0	0	0	0	0	0	0	5	219	0	1	224	0	18	0	4	3	22	443

## Albuquerque NM Tuesday, August 31, 2021

Time	Northbound 4th St.						Eastbound 0						Southbound 4th St.						Westbound St. Francis						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	58	0	0	58	0	0	0	0	0	0	0	2	50	0	0	0	0	1	0	4	0	5	115
8:15 AM	0	0	55	1	0	56	0	0	0	0	0	0	0	3	49	0	0	0	0	2	0	1	0	3	111
8:30 AM	0	0	57	4	0	61	0	0	0	0	0	0	0	2	41	0	0	0	0	3	0	3	0	6	110
8:45 AM	0	0	62	6	0	68	0	0	0	0	0	0	0	4	61	0	0	0	0	3	0	4	1	7	140
Hourly Total	0	0	232	11	0	243	0	0	0	0	0	0	0	11	201	0	0	0	0	9	0	12	1	21	476
9:00 AM	0	0	52	0	0	52	0	0	0	0	0	0	0	2	49	0	0	0	0	9	0	2	0	11	114
9:15 AM	0	0	51	5	0	56	0	0	0	0	0	0	0	2	65	0	0	0	0	5	0	1	0	6	129
9:30 AM	0	0	54	1	0	55	0	0	0	0	0	0	0	0	61	0	0	0	0	2	0	2	0	4	120
9:45 AM	0	0	64	1	0	65	0	0	0	0	0	0	0	1	72	0	0	0	0	7	0	2	0	9	147
Hourly Total	0	0	221	7	0	228	0	0	0	0	0	0	0	5	247	0	0	0	0	23	0	7	0	30	510
10:00 AM	0	0	70	2	0	72	0	0	0	0	0	0	0	1	59	0	0	0	0	6	0	0	0	6	138
10:15 AM	0	0	47	0	0	47	0	0	0	0	0	0	0	1	49	0	0	0	0	5	0	1	0	6	103
10:30 AM	0	0	52	1	0	53	0	0	0	0	0	0	0	1	71	0	0	0	0	2	0	1	0	3	128
10:45 AM	0	0	63	2	0	65	0	0	0	0	0	0	0	2	73	0	0	0	0	3	0	2	0	5	145
Hourly Total	0	0	232	5	0	237	0	0	0	0	0	0	0	5	252	0	0	0	0	16	0	4	0	20	514
11:00 AM	0	0	63	2	0	65	0	0	0	0	0	0	0	1	62	0	0	0	0	1	0	3	0	4	132
11:15 AM	0	0	69	1	0	70	0	0	0	0	0	0	0	3	88	0	0	0	0	2	0	1	0	3	164
11:30 AM	0	0	72	2	0	74	0	0	0	0	0	0	0	2	65	0	0	0	0	5	0	1	0	6	147
11:45 AM	0	0	61	2	0	63	0	0	0	0	0	0	0	0	80	0	0	0	0	3	0	3	0	6	149
Hourly Total	0	0	265	7	0	272	0	0	0	0	0	0	0	6	295	0	0	0	0	11	0	8	0	19	592
12:00 PM	0	0	76	0	0	76	0	0	0	0	0	0	0	3	70	0	0	0	0	0	0	1	0	1	150
12:15 PM	0	0	60	0	0	60	0	0	0	0	0	0	0	3	83	0	0	0	0	1	0	0	0	1	147
12:30 PM	0	0	70	1	0	71	0	0	0	0	0	0	0	3	70	0	0	0	0	6	0	3	0	9	153
12:45 PM	0	0	66	0	0	66	0	0	0	0	0	0	0	2	80	0	0	0	0	0	0	1	0	1	149
Hourly Total	0	0	272	1	0	273	0	0	0	0	0	0	0	11	303	0	0	0	0	7	0	5	0	12	599
1:00 PM	0	0	79	1	0	80	0	0	0	0	0	0	0	0	68	0	0	0	0	2	0	2	0	4	152
1:15 PM	0	0	57	2	0	59	0	0	0	0	0	0	0	3	76	0	0	0	0	2	0	2	0	4	142
1:30 PM	1	0	70	3	0	74	0	0	0	0	0	0	0	0	83	0	0	0	0	3	0	2	1	5	162
1:45 PM	0	0	61	1	0	62	0	0	0	0	0	0	0	1	89	0	0	0	0	3	0	1	0	4	156
Hourly Total	1	0	267	7	0	275	0	0	0	0	0	0	0	4	316	0	0	0	0	10	0	7	1	17	612
2:00 PM	0	0	72	1	0	73	0	0	0	0	0	0	0	2	65	0	0	0	0	1	0	1	0	2	142
2:15 PM	0	0	77	3	0	80	0	0	0	0	0	0	0	2	67	0	0	0	0	2	0	2	0	4	153
2:30 PM	0	0	91	1	0	92	0	0	0	0	0	0	0	2	70	0	0	0	0	0	0	3	0	3	167
2:45 PM	0	0	67	2	0	69	0	0	0	0	0	0	0	2	67	0	0	0	0	6	0	1	0	7	145
Hourly Total	0	0	307	7	0	314	0	0	0	0	0	0	0	8	269	0	0	0	0	9	0	7	0	16	607
3:00 PM	0	0	80	5	0	85	0	0	0	0	0	0	0	2	82	0	0	0	0	1	0	1	0	2	171
3:15 PM	0	0	112	1	0	113	0	0	0	0	0	0	0	0	78	0	0	0	0	4	0	4	0	8	199
3:30 PM	0	0	102	3	0	105	0	0	0	0	0	0	0	1	81	0	0	0	0	3	0	1	0	4	191
3:45 PM	0	0	75	1	0	76	0	0	0	0	0	0	0	4	97	0	0	0	0	3	0	3	0	6	183
Hourly Total	0	0	369	10	0	379	0	0	0	0	0	0	0	7	338	0	0	0	0	11	0	9	0	20	744

**4th & St. Francis Rd  
Albuquerque NM**

Tuesday, August 31, 2021

Time	Northbound 4th St.						Eastbound 0						Southbound 4th St.						Westbound St. Francis						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	71	1	0	72	0	0	0	0	0	0	0	4	57	0	0	61	0	2	0	0	0	2	135
4:15 PM	0	0	73	1	0	74	0	0	0	0	0	0	0	5	73	0	1	78	0	4	0	1	0	5	157
4:30 PM	0	0	72	4	0	76	0	0	0	0	0	0	0	1	75	0	1	76	0	1	0	0	0	1	153
4:45 PM	0	0	60	2	0	62	0	0	0	0	0	0	0	0	64	0	0	64	0	3	0	3	0	6	132
Hourly Total	0	0	276	8	0	284	0	0	0	0	0	0	0	10	269	0	2	279	0	10	0	4	0	14	577
5:00 PM	0	0	69	2	0	71	0	0	0	0	0	0	0	5	62	0	0	67	0	1	0	0	0	1	139
5:15 PM	0	0	72	3	0	75	0	0	0	0	0	0	0	0	63	0	0	63	0	2	0	3	0	5	143
5:30 PM	0	0	95	1	0	96	0	0	0	0	0	0	0	2	73	0	1	75	0	0	0	0	0	0	171
5:45 PM	0	0	73	0	0	73	0	0	0	0	0	0	1	2	69	0	0	72	0	4	0	1	0	5	150
Hourly Total	0	0	309	6	0	315	0	0	0	0	0	0	1	9	267	0	1	277	0	7	0	4	0	11	603
6:00 PM	0	0	97	1	0	98	0	0	0	0	0	0	0	1	46	0	0	47	0	2	0	2	0	4	149
6:15 PM	0	0	66	0	0	66	0	0	0	0	0	0	0	3	55	0	0	58	0	1	0	1	0	2	126
6:30 PM	0	0	69	3	0	72	0	0	0	0	0	0	0	0	46	0	0	46	0	1	0	3	0	4	122
6:45 PM	0	0	45	1	0	46	0	0	0	0	0	0	0	0	48	0	0	48	0	4	0	0	0	4	98
Hourly Total	0	0	277	5	0	282	0	0	0	0	0	0	0	4	195	0	0	199	0	8	0	6	0	14	495
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>DAILY TOTAL</b>	<b>1</b>	<b>0</b>	<b>3304</b>	<b>78</b>	<b>0</b>	<b>3383</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>3280</b>	<b>0</b>	<b>4</b>	<b>3369</b>	<b>0</b>	<b>140</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>218</b>	<b>6970</b>
<b>Cars</b>	1	0	3230	78	0	3309	0	0	0	0	0	0	1	88	3203	0	4	3292	0	139	0	78	5	217	6818
<b>Heavy Vehicles</b>	0	0	74	0	0	74	0	0	0	0	0	0	0	0	77	0	0	77	0	1	0	0	0	1	152
<b>Heavy Vehicle %</b>	0.00%	0.00%	2.24%	0.00%	0.00%	2.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.35%	0.00%	0.00%	2.29%	0.00%	0.71%	0.00%	0.00%	0.00%	0.46%	2.18%

# Albuquerque NM Tuesday, August 31, 2021

## AM Peak Hour

Time	Northbound						Eastbound						Southbound						Westbound						VEHICLE TOTAL																								
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total																									
11:00 AM	0	0	63	2	0	65	0	0	0	0	0	0	0	1	62	0	0	63	0	1	0	3	0	4	0	0	265	7	0	272	0	0	0	0	0	0	0	6	295	0	0	301	0	11	0	8	0	19	592
11:15 AM	0	0	69	1	0	70	0	0	0	0	0	0	0	3	88	0	0	91	0	2	0	1	0	3	0	0	69	1	0	70	0	0	0	0	0	0	0	3	88	0	0	91	0	2	0	1	0	3	164
11:30 AM	0	0	72	2	0	74	0	0	0	0	0	0	0	2	65	0	0	67	0	5	0	1	0	6	0	0	72	2	0	74	0	0	0	0	0	0	0	0	65	0	0	67	0	5	0	1	0	6	147
11:45 AM	0	0	61	2	0	63	0	0	0	0	0	0	0	0	80	0	0	80	0	3	0	3	0	6	0	0	61	2	0	63	0	0	0	0	0	0	0	0	80	0	0	80	0	3	0	3	0	6	149
Peak Hour Total	0	0	265	7	0	272	0	0	0	0	0	0	0	6	295	0	0	301	0	11	0	8	0	19	0	0	265	7	0	272	0	0	0	0	0	0	0	6	295	0	0	301	0	11	0	8	0	19	592
PHF	0.000	0.000	0.920	0.875	0.000	0.919	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.838	0.000	0.000	0.827	0.000	0.550	0.000	0.667	0.000	0.792	0.000	0.000	0.920	0.875	0.000	0.919	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.838	0.000	0.000	0.827	0.000	0.550	0.000	0.667	0.000	0.792	0.902

## PM Peak Hour

Time	Northbound						Eastbound						Southbound						Westbound						VEHICLE TOTAL																								
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total																									
3:00 PM	0	0	80	5	0	85	0	0	0	0	0	0	0	2	82	0	0	84	0	1	0	1	0	2	0	0	369	10	0	379	0	0	0	0	0	0	0	7	338	0	0	345	0	11	0	9	0	20	171
3:15 PM	0	0	112	1	0	113	0	0	0	0	0	0	0	0	78	0	0	78	0	4	0	4	0	8	0	0	112	1	0	113	0	0	0	0	0	0	0	0	78	0	0	78	0	4	0	4	0	8	199
3:30 PM	0	0	102	3	0	105	0	0	0	0	0	0	0	1	81	0	0	82	0	3	0	1	0	4	0	0	102	3	0	105	0	0	0	0	0	0	0	1	81	0	0	82	0	3	0	1	0	4	191
3:45 PM	0	0	75	1	0	76	0	0	0	0	0	0	0	4	97	0	0	101	0	3	0	3	0	6	0	0	75	1	0	76	0	0	0	0	0	0	0	4	97	0	0	101	0	3	0	3	0	6	183
Peak Hour Total	0	0	369	10	0	379	0	0	0	0	0	0	0	7	338	0	0	345	0	11	0	9	0	20	0	0	369	10	0	379	0	0	0	0	0	0	0	7	338	0	0	345	0	11	0	9	0	20	744
PHF	0.000	0.000	0.824	0.500	0.000	0.838	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.871	0.000	0.000	0.854	0.000	0.688	0.000	0.563	0.000	0.625	0.000	0.000	0.824	0.500	0.000	0.838	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.871	0.000	0.000	0.854	0.000	0.688	0.000	0.563	0.000	0.625	0.935

Total Vehicles On Leg		6804	
Vehicles Entering Intersection		3383	Vehicles Exiting Intersection
			3421
<b>Northbound</b>			
Cars	78	3230	0
Heavy	0	74	0
<b>Total</b>	<b>78</b>	<b>3304</b>	<b>0</b>



Total Vehicles on Leg 384	Vehicles Entering Intersection	Westbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 166		5	0	5
			0	0	0
			139	1	140
			0	0	0
	78	0	78		



Daily Volumes

Cars	Heavy	Total	Eastbound	Vehicles Entering Intersection	Total Vehicles on Leg 0
0	0	0		Vehicles Exiting Intersection 0	
0	0	0			
0	0	0			
0	0	0			
0	0	0			



Cars	4	1	88	3203	0
Heavy	0	0	0	77	0
<b>Total</b>	<b>4</b>	<b>1</b>	<b>88</b>	<b>3280</b>	<b>0</b>
<b>Southbound</b>					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
3369			3383		
Total Vehicles On Leg			6752		



**4th St and Alameda  
Albuquerque New Mexico  
Tuesday, August 24, 2021**

Time	Northbound 4th St.						Eastbound Alameda Blvd						Southbound 4th St.						Westbound Alameda Blvd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	3	1	0	5	0	10	199	5	0	214	0	4	3	6	0	13	0	0	57	8	0	65	297
6:15 AM	0	5	4	3	1	12	0	19	280	13	1	312	0	11	3	11	0	25	0	4	76	6	3	86	435
6:30 AM	0	5	4	7	0	16	0	30	313	24	0	367	0	9	4	15	0	28	0	6	113	6	0	125	536
6:45 AM	0	13	12	3	0	28	0	40	408	29	0	477	0	14	13	25	0	52	0	4	133	15	0	152	709
Hourly Total	0	24	23	14	1	61	0	99	1200	71	1	1370	0	38	23	57	0	118	0	14	379	35	3	428	1977
7:00 AM	0	23	11	11	0	45	0	27	406	24	0	457	0	6	13	27	0	46	0	9	126	12	0	147	695
7:15 AM	0	19	10	14	0	43	0	27	376	22	0	425	0	14	20	19	0	53	0	11	151	11	0	173	694
7:30 AM	0	22	13	14	0	49	0	40	357	32	0	429	0	23	20	25	0	68	0	10	183	4	1	197	743
7:45 AM	0	38	23	16	0	77	0	42	347	26	0	415	0	20	27	27	0	74	1	15	174	8	0	198	764
Hourly Total	0	102	57	55	0	214	0	136	1486	104	0	1726	0	63	80	98	0	241	1	45	634	35	1	715	2896



**Albuquerque New Mexico**  
**Tuesday, August 24, 2021**

Time	Northbound 4th St.						Eastbound Alameda Blvd						Southbound 4th St.						Westbound Alameda Blvd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	30	17	10	0	57	0	31	362	26	0	419	0	12	16	35	0	63	0	4	198	15	0	217	756
8:15 AM	0	18	16	8	0	42	1	36	307	22	0	366	0	7	9	27	2	43	0	15	197	27	0	239	690
8:30 AM	0	31	18	8	1	57	0	28	302	22	1	352	0	19	17	27	0	63	0	7	163	16	0	186	658
8:45 AM	0	18	14	9	0	41	0	31	264	26	0	321	0	26	24	27	0	77	1	14	197	21	0	233	672
Hourly Total	0	97	65	35	1	197	1	126	1235	96	1	1458	0	64	66	116	2	246	1	40	755	79	0	875	2776
9:00 AM	0	23	15	10	0	48	0	32	214	31	0	277	0	17	12	28	0	57	1	10	189	10	0	210	592
9:15 AM	0	26	12	7	0	45	1	25	248	36	2	310	0	12	23	33	0	68	0	13	181	7	0	201	624
9:30 AM	0	25	15	9	1	49	0	29	254	40	0	323	0	15	16	26	0	57	0	7	186	15	0	208	637
9:45 AM	0	29	13	7	2	49	1	31	229	43	0	304	0	9	21	28	0	58	0	8	191	12	0	211	622
Hourly Total	0	103	55	33	3	191	2	117	945	150	2	1214	0	53	72	115	0	240	1	38	747	44	0	830	2475
10:00 AM	0	29	15	12	0	56	1	36	212	23	0	272	0	11	15	29	0	55	1	15	168	11	0	195	578
10:15 AM	0	29	15	10	1	54	0	16	201	38	0	255	0	20	19	33	0	72	0	13	178	6	0	197	578
10:30 AM	0	31	14	11	0	56	0	25	231	43	0	299	0	9	15	31	0	55	0	14	190	11	0	215	625
10:45 AM	0	32	8	13	0	53	0	17	226	34	0	277	0	12	10	23	0	45	0	13	207	12	0	232	607
Hourly Total	0	121	52	46	1	219	1	94	870	138	0	1103	0	52	59	116	0	227	1	55	743	40	0	839	2388
11:00 AM	0	26	22	12	0	60	0	31	229	35	1	295	0	7	14	22	0	43	0	19	192	13	0	224	622
11:15 AM	0	29	23	11	0	63	1	23	262	41	0	327	0	18	16	39	0	73	0	15	218	17	0	250	713
11:30 AM	0	34	25	21	0	80	0	34	252	41	1	327	0	15	12	50	0	77	0	25	193	17	0	235	719
11:45 AM	0	35	23	16	0	74	0	42	254	39	0	335	0	13	19	44	0	76	1	19	219	15	0	254	739
Hourly Total	0	124	93	60	0	277	1	130	997	156	2	1284	0	53	61	155	0	269	1	78	822	62	0	963	2793
12:00 PM	0	36	19	16	0	71	1	24	232	24	0	281	0	9	19	41	0	69	1	13	214	15	0	243	664
12:15 PM	0	45	18	14	0	77	0	39	251	31	0	321	0	21	16	42	0	79	0	18	213	11	1	242	719
12:30 PM	0	32	19	25	0	76	0	34	236	28	0	298	0	12	18	52	0	82	1	19	202	10	0	232	688
12:45 PM	0	37	15	14	0	66	0	26	226	46	0	298	0	17	20	40	0	77	0	9	213	17	0	239	680
Hourly Total	0	150	71	69	0	290	1	123	945	129	0	1198	0	59	73	175	0	307	2	59	842	53	1	956	2751
1:00 PM	0	30	22	10	1	62	0	30	253	35	0	318	0	11	13	37	0	61	0	18	253	13	0	284	725
1:15 PM	0	33	8	14	0	55	0	25	212	39	0	276	0	15	17	42	0	74	0	21	220	19	2	260	665
1:30 PM	0	44	15	18	0	77	0	27	281	44	0	352	0	14	26	49	0	89	0	14	191	12	1	217	735
1:45 PM	0	31	31	14	0	76	0	27	214	37	1	278	0	16	20	36	1	72	1	7	239	24	0	271	697
Hourly Total	0	138	76	56	1	270	0	109	960	155	1	1224	0	56	76	164	1	296	1	60	903	68	3	1032	2822
2:00 PM	0	29	15	27	1	71	1	29	264	35	1	329	0	17	13	52	0	82	1	13	209	4	1	227	709
2:15 PM	0	36	22	16	0	74	0	27	237	32	0	296	0	12	23	31	0	66	0	21	253	23	0	297	733
2:30 PM	0	33	23	20	0	76	0	38	238	37	0	313	0	19	19	46	0	84	0	16	254	22	0	292	765
2:45 PM	0	43	22	11	0	76	0	35	240	36	0	311	0	18	28	51	0	97	0	11	282	15	0	308	792
Hourly Total	0	141	82	74	1	297	1	129	979	140	1	1249	0	66	83	180	0	329	1	61	998	64	1	1124	2999
3:00 PM	0	40	16	19	0	75	0	28	240	30	0	298	0	20	24	48	0	92	0	10	302	20	0	332	797
3:15 PM	0	40	37	24	0	101	0	34	229	29	1	292	0	22	28	42	0	92	0	21	295	25	0	341	826
3:30 PM	0	35	26	16	0	77	0	25	206	34	0	265	0	18	17	51	6	86	1	18	288	19	0	326	754
3:45 PM	0	37	23	6	0	66	0	29	269	34	0	332	0	28	37	55	0	120	0	10	290	19	0	319	837
Hourly Total	0	152	102	65	0	319	0	116	944	127	1	1187	0	88	106	196	6	390	1	59	1175	83	0	1318	3214

Tuesday, August 24, 2021

Time	Northbound 4th St.						Eastbound Alameda Blvd						Southbound 4th St.						Westbound Alameda Blvd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	47	25	19	0	91	0	34	280	41	0	355	0	16	25	71	0	112	0	14	335	18	0	367	925
4:15 PM	0	31	28	11	0	70	0	37	279	32	0	348	0	16	28	77	0	121	2	14	390	11	0	417	956
4:30 PM	0	41	28	7	0	76	0	31	237	24	0	292	0	11	14	55	0	80	2	14	382	22	0	420	868
4:45 PM	0	35	21	11	0	67	0	36	267	35	0	338	0	12	21	55	1	88	0	15	364	20	0	399	892
Hourly Total	0	154	102	48	0	304	0	138	1063	132	0	1333	0	55	88	258	1	401	4	57	1471	71	0	1603	3641
5:00 PM	0	30	29	8	0	67	0	30	228	26	0	284	0	13	17	75	0	105	1	14	408	21	0	444	900
5:15 PM	0	34	29	10	0	73	0	45	255	29	0	329	0	24	34	71	1	129	1	11	288	8	0	308	839
5:30 PM	0	34	19	11	0	64	0	26	198	25	1	249	0	21	25	78	0	124	2	9	305	12	0	328	765
5:45 PM	0	30	26	17	0	73	0	22	195	23	0	240	0	14	25	66	0	105	1	4	336	19	0	360	778
Hourly Total	0	128	103	46	0	277	0	123	876	103	1	1102	0	72	101	290	1	463	5	38	1337	60	0	1440	3282
6:00 PM	0	24	22	14	0	60	0	22	179	25	0	226	0	14	26	53	0	93	2	12	252	21	0	287	666
6:15 PM	0	30	27	15	0	72	0	33	167	21	0	221	0	10	16	50	0	76	0	15	212	18	0	245	614
6:30 PM	0	28	23	5	0	56	0	25	191	17	0	233	0	8	17	46	0	71	0	13	203	21	0	237	597
6:45 PM	0	20	18	13	1	51	1	34	145	26	2	206	0	9	20	41	2	70	0	5	188	18	0	211	538
Hourly Total	0	102	90	47	1	239	1	114	682	89	2	886	0	41	79	190	2	310	2	45	855	78	0	980	2415
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>DAILY TOTAL</b>	<b>0</b>	<b>1536</b>	<b>971</b>	<b>648</b>	<b>9</b>	<b>3155</b>	<b>8</b>	<b>1554</b>	<b>13182</b>	<b>1590</b>	<b>12</b>	<b>16334</b>	<b>0</b>	<b>760</b>	<b>967</b>	<b>2110</b>	<b>13</b>	<b>3837</b>	<b>21</b>	<b>649</b>	<b>11661</b>	<b>772</b>	<b>9</b>	<b>13103</b>	<b>36429</b>
<b>Cars</b>	0	1515	935	640	3	3090	8	1540	12641	1566	8	15755	0	746	920	2085	11	3751	21	641	11122	756	3	12540	35136
<b>Heavy Vehicles</b>	0	21	36	8	6	65	0	14	541	24	4	579	0	14	47	25	2	86	0	8	539	16	6	563	1293
<b>Heavy Vehicle %</b>	0.00%	1.37%	3.71%	1.23%	66.67%	2.06%	0.00%	0.90%	4.10%	1.51%	33.33%	3.54%	0.00%	1.84%	4.86%	1.18%	15.38%	2.24%	0.00%	1.23%	4.62%	2.07%	66.67%	4.30%	3.55%

# Albuquerque New Mexico Tuesday, August 24, 2021

## AM Peak Hour

Time	Northbound						Eastbound						Southbound						Westbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:15 AM	0	19	10	14	0	43	0	27	376	22	0	425	0	14	20	19	0	53	0	11	151	11	0	173	694
7:30 AM	0	22	13	14	0	49	0	40	357	32	0	429	0	23	20	25	0	68	0	10	183	4	1	197	743
7:45 AM	0	38	23	16	0	77	0	42	347	26	0	415	0	20	27	27	0	74	1	15	174	8	0	198	764
8:00 AM	0	30	17	10	0	57	0	31	362	26	0	419	0	12	16	35	0	63	0	4	198	15	0	217	756
Peak Hour Total	0	109	63	54	0	226	0	140	1442	106	0	1688	0	69	83	106	0	258	1	40	706	38	1	785	2957
PHF	0.000	0.717	0.685	0.844	0.000	0.734	0.000	0.833	0.959	0.828	0.000	0.984	0.000	0.750	0.769	0.757	0.000	0.872	0.250	0.667	0.891	0.633	0.250	0.904	0.968

## PM Peak Hour

Time	Northbound						Eastbound						Southbound						Westbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	47	25	19	0	91	0	34	280	41	0	355	0	16	25	71	0	112	0	14	335	18	0	367	925
4:15 PM	0	31	28	11	0	70	0	37	279	32	0	348	0	16	28	77	0	121	2	14	390	11	0	417	956
4:30 PM	0	41	28	7	0	76	0	31	237	24	0	292	0	11	14	55	0	80	2	14	382	22	0	420	868
4:45 PM	0	35	21	11	0	67	0	36	267	35	0	338	0	12	21	55	1	88	0	15	364	20	0	399	892
Peak Hour Total	0	154	102	48	0	304	0	138	1063	132	0	1333	0	55	88	258	1	401	4	57	1471	71	0	1603	3641
PHF	0.000	0.819	0.911	0.632	0.000	0.835	0.000	0.932	0.949	0.805	0.000	0.939	0.000	0.859	0.786	0.838	0.250	0.829	0.500	0.950	0.943	0.807	0.000	0.954	0.952

Total Vehicles On Leg		6361	
Vehicles Entering Intersection		3155	Vehicles Exiting Intersection
			3206
<b>Northbound</b>			
Cars	640	935	1515
Heavy	8	36	21
<b>Total</b>	<b>648</b>	<b>971</b>	<b>1536</b>

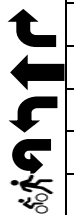


Total Vehicles on Leg 27714	Vehicles Entering Intersection	Westbound	Cars	Heavy	Total
	13103		3	6	9
			21	0	21
			641	8	649
			11122	539	11661
Vehicles Exiting Intersection		756	16	772	



Daily Volumes

Cars	Heavy	Total	Eastbound	Vehicles Entering Intersection	Total Vehicles on Leg 31649
1566	24	1590		16334	
12641	541	13182			
1540	14	1554			
8	0	8			
8	4	12	Vehicles Exiting Intersection	15315	



Cars	11	0	746	920	2085
Heavy	2	0	14	47	25
<b>Total</b>	<b>13</b>	<b>0</b>	<b>760</b>	<b>967</b>	<b>2110</b>
<b>Southbound</b>					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
3837			3297		
Total Vehicles On Leg			7134		





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #5 Nourthbound (Between Ortega and 4th)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183349  
Longitude: -106.623054

8/23/2021	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Average	
Time	NB, A To B		NB, A To B		NB, A To B		NB, A To B		Week Average NB, A To B
12:00 AM	*	12	10	*	*	*	*	11	
1:00	*	3	6	*	*	*	*	4	
2:00	*	5	3	*	*	*	*	4	
3:00	*	7	6	*	*	*	*	6	
4:00	*	8	11	*	*	*	*	10	
5:00	*	27	30	*	*	*	*	28	
6:00	*	105	120	*	*	*	*	112	
7:00	*	228	228	*	*	*	*	228	
8:00	*	198	230	*	*	*	*	214	
9:00	*	229	219	*	*	*	*	224	
10:00	*	252	235	*	*	*	*	244	
11:00	*	283	261	*	*	*	*	272	
12:00 PM	*	280	289	*	*	*	*	284	
1:00	*	284	310	*	*	*	*	297	
2:00	*	286	331	*	*	*	*	308	
3:00	*	290	303	*	*	*	*	296	
4:00	*	280	316	*	*	*	*	298	
5:00	*	256	289	*	*	*	*	272	
6:00	*	205	187	*	*	*	*	196	
7:00	*	158	138	*	*	*	*	148	
8:00	*	107	101	*	*	*	*	104	
9:00	*	85	71	*	*	*	*	78	
10:00	*	30	48	*	*	*	*	39	
11:00	*	26	24	*	*	*	*	25	
Total Day	0	3644	3766	0	0	0	0	3702	
AM Peak Volume		11:00 283	11:00 261					11:00 272	
PM Peak Volume		3:00 290	2:00 331					2:00 308	
Comb Total ADT	0	3644	3766	0	0	0	0	3702	
	ADT: 3,706	AADT: 3,706							



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #5 Nourthbound (Between  
Ortega and 4th)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183349  
Longitude: -106.623054





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #6 Southbound (Between Ortega and 4th)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183329  
Longitude: -106.622887

8/23/2021	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	SB, A To B		SB, A To B		SB, A To B		SB, A To B		SB, A To B		SB, A To B		SB, A To B		SB, A To B	
12:00 AM	*		12		14		*		*		*		*		13	
1:00	*		5		12		*		*		*		*		8	
2:00	*		3		9		*		*		*		*		6	
3:00	*		5		4		*		*		*		*		4	
4:00	*		10		11		*		*		*		*		10	
5:00	*		18		24		*		*		*		*		21	
6:00	*		70		83		*		*		*		*		76	
7:00	*		207		169		*		*		*		*		188	
8:00	*		204		214		*		*		*		*		209	
9:00	*		196		191		*		*		*		*		194	
10:00	*		215		249		*		*		*		*		232	
11:00	*		257		252		*		*		*		*		254	
12:00 PM	*		271		316		*		*		*		*		294	
1:00	*		275		354		*		*		*		*		314	
2:00	*		282		297		*		*		*		*		290	
3:00	*		347		246		*		*		*		*		296	
4:00	*		274		96		*		*		*		*		185	
5:00	*		269		115		*		*		*		*		192	
6:00	*		219		58		*		*		*		*		138	
7:00	*		165		58		*		*		*		*		112	
8:00	*		115		46		*		*		*		*		80	
9:00	*		68		28		*		*		*		*		48	
10:00	*		19		15		*		*		*		*		17	
11:00	*		18		7		*		*		*		*		12	
Total	0	0	0	3524	0	2868	0	0	0	0	0	0	0	0	0	3193
Day	0		0	3524	0	2868	0	0	0	0	0	0	0	0	0	3193
AM Peak			11:00		11:00											11:00
Volume			257		252											254
PM Peak			3:00		1:00											1:00
Volume			347		354											314
Comb Total	0		3524		2868		0	0	0	0	0	0	0	0	0	3193
ADT	ADT: 3,672		AADT: 3,672													



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #6 Southbound (Between  
Ortega and 4th)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183329  
Longitude: -106.622887





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #5 Nourthbound

(Between Ortega and 4th)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183349  
Longitude: -106.623054  
Direction: NB, A To B

8/24/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	1	1	3	3	3	0	0	1	0	0	12
1:00	0	0	0	0	1	1	0	0	0	1	0	0	0	3
2:00	0	0	0	0	1	2	2	0	0	0	0	0	0	5
3:00	0	0	0	0	0	3	2	0	1	0	1	0	0	7
4:00	0	0	0	1	0	2	3	2	0	0	0	0	0	8
5:00	1	0	1	1	6	11	4	2	1	0	0	0	0	27
6:00	1	0	1	4	17	41	28	10	3	0	0	0	0	105
7:00	0	2	1	5	23	75	75	33	9	3	2	0	0	228
8:00	0	2	1	8	31	71	56	25	2	1	1	0	0	198
9:00	0	0	1	5	36	97	63	20	6	1	0	0	0	229
10:00	2	0	1	11	50	90	79	16	1	2	0	0	0	252
11:00	2	2	4	7	45	109	84	23	5	1	0	1	0	283
12:00 PM	1	1	6	7	30	104	93	24	9	4	1	0	0	280
1:00	0	0	3	11	41	109	89	16	9	5	1	0	0	284
2:00	3	1	2	7	40	110	83	33	5	2	0	0	0	286
3:00	0	3	5	8	49	102	77	36	8	1	1	0	0	290
4:00	0	2	1	7	17	90	103	39	16	4	1	0	0	280
5:00	0	2	4	4	11	70	106	43	11	3	1	1	0	256
6:00	0	1	3	4	12	76	74	28	5	1	1	0	0	205
7:00	0	2	2	8	33	52	49	9	3	0	0	0	0	158
8:00	1	0	2	4	19	33	39	9	0	0	0	0	0	107
9:00	0	1	0	8	17	28	25	4	2	0	0	0	0	85
10:00	0	0	1	3	2	13	8	3	0	0	0	0	0	30
11:00	0	3	2	3	1	10	3	1	1	1	0	1	0	26
Total	11	22	41	117	483	1302	1148	379	97	30	11	3	0	3644





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #5 Nourthbound

(Between Ortega and 4th)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183349  
Longitude: -106.623054  
Direction: NB, A To B

8/25/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	1	1	1	1	4	0	1	0	1	0	0	0	10
1:00	0	0	0	0	2	2	1	0	0	1	0	0	0	6
2:00	0	0	0	1	1	0	0	0	1	0	0	0	0	3
3:00	0	0	0	0	1	0	1	2	1	0	1	0	0	6
4:00	0	0	2	0	1	2	3	3	0	0	0	0	0	11
5:00	0	0	0	1	2	14	7	6	0	0	0	0	0	30
6:00	1	1	0	6	20	39	36	12	5	0	0	0	0	120
7:00	0	2	2	5	9	83	69	43	9	4	1	0	1	228
8:00	0	2	2	3	33	86	70	23	9	2	0	0	0	230
9:00	0	0	2	4	23	92	74	20	3	1	0	0	0	219
10:00	0	0	2	5	25	85	79	26	9	2	2	0	0	235
11:00	0	0	4	7	24	90	89	36	8	3	0	0	0	261
12:00 PM	1	1	1	3	39	133	84	15	11	1	0	0	0	289
1:00	0	2	2	9	58	122	79	28	7	3	0	0	0	310
2:00	0	2	3	9	47	137	87	35	7	2	1	0	1	331
3:00	1	1	0	9	41	97	97	41	14	1	1	0	0	303
4:00	0	1	3	7	29	100	127	34	11	2	2	0	0	316
5:00	0	0	5	4	26	100	112	36	4	2	0	0	0	289
6:00	0	1	2	4	22	64	66	21	6	0	1	0	0	187
7:00	0	1	5	6	18	41	43	17	6	1	0	0	0	138
8:00	0	0	0	2	20	43	28	8	0	0	0	0	0	101
9:00	0	0	3	2	14	26	17	5	1	2	0	1	0	71
10:00	0	0	2	3	8	16	14	4	0	1	0	0	0	48
11:00	1	0	2	3	2	11	3	1	0	1	0	0	0	24
Total	4	15	43	94	466	1387	1186	417	112	30	9	1	2	3766
Grand Total	15	37	84	211	949	2689	2334	796	209	60	20	4	2	7410

Stats	Percentile	15th	50th	85th	95th
Speed		34.4	39.5	44.8	49
Mean Speed (Average)		39.6			
10 MPH Pace Speed		35-44			
Number in Pace		4995			
Percent in Pace		67.4%			
Number > 35 MPH		6114			
Percent > 35 MPH		82.5%			



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #5 Nourthbound  
(Between Ortega and 4th)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183349  
Longitude: -106.623054





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #6 Southbound

(Between Ortega and 4th)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183329  
Longitude: -106.622887  
Direction: SB, A To B

8/24/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	1	2	4	2	1	1	1	0	0	0	12
1:00	0	0	0	0	2	1	1	1	0	0	0	0	0	5
2:00	1	0	0	0	0	0	1	0	0	0	0	1	0	3
3:00	0	0	0	0	0	0	3	0	0	2	0	0	0	5
4:00	0	0	1	0	2	2	4	1	0	0	0	0	0	10
5:00	0	0	0	1	2	6	4	5	0	0	0	0	0	18
6:00	1	1	0	0	14	19	23	10	2	0	0	0	0	70
7:00	0	0	0	2	16	77	75	26	9	1	1	0	0	207
8:00	0	1	0	4	33	72	51	30	9	4	0	0	0	204
9:00	0	1	3	2	28	64	63	26	4	3	2	0	0	196
10:00	0	0	0	9	21	78	70	26	9	2	0	0	0	215
11:00	0	1	2	5	27	69	96	42	9	3	3	0	0	257
12:00 PM	0	4	3	3	27	68	101	44	17	3	1	0	0	271
1:00	2	1	0	7	28	95	95	35	9	2	1	0	0	275
2:00	0	0	3	5	38	97	90	36	11	1	0	1	0	282
3:00	0	2	2	9	37	97	132	49	16	3	0	0	0	347
4:00	1	1	5	3	19	77	102	47	18	1	0	0	0	274
5:00	0	2	2	3	12	56	103	72	15	2	1	1	0	269
6:00	0	0	2	5	10	55	80	44	17	2	1	2	1	219
7:00	0	3	8	7	24	61	40	12	8	1	0	1	0	165
8:00	0	1	7	5	20	30	36	14	1	0	1	0	0	115
9:00	1	1	2	5	11	22	17	7	2	0	0	0	0	68
10:00	0	0	1	2	1	6	6	1	1	1	0	0	0	19
11:00	0	1	1	1	3	4	7	0	0	0	1	0	0	18
Total	6	20	42	79	377	1060	1202	529	158	32	12	6	1	3524



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #6 Southbound

(Between Ortega and 4th)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183329  
Longitude: -106.622887  
Direction: SB, A To B

8/25/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	4	7	2	0	1	0	0	0	0	14
1:00	0	0	0	0	3	0	5	1	3	0	0	0	0	12
2:00	0	0	0	3	1	0	0	1	0	1	0	0	3	9
3:00	0	0	0	0	0	1	2	1	0	0	0	0	0	4
4:00	0	1	1	0	2	5	2	0	0	0	0	0	0	11
5:00	0	0	0	0	4	8	5	3	2	2	0	0	0	24
6:00	0	0	0	1	8	23	32	15	4	0	0	0	0	83
7:00	0	0	0	0	9	55	64	31	6	1	3	0	0	169
8:00	0	0	2	0	13	79	64	43	7	6	0	0	0	214
9:00	1	0	1	4	12	59	63	35	13	3	0	0	0	191
10:00	0	3	1	6	14	72	82	52	15	1	1	1	1	249
11:00	0	0	2	5	19	82	84	43	11	4	1	1	0	252
12:00 PM	1	1	1	4	35	84	122	51	14	3	0	0	0	316
1:00	1	1	1	8	49	129	123	30	7	4	0	0	1	354
2:00	0	1	4	2	20	103	109	35	18	2	2	1	0	297
3:00	6	0	3	4	10	45	57	25	17	6	10	5	58	246
4:00	20	3	0	0	0	2	0	0	1	4	4	6	56	96
5:00	104	6	0	0	0	1	0	0	0	1	0	0	3	115
6:00	52	5	1	0	0	0	0	0	0	0	0	0	0	58
7:00	56	1	0	0	0	0	0	0	0	0	0	0	1	58
8:00	46	0	0	0	0	0	0	0	0	0	0	0	0	46
9:00	28	0	0	0	0	0	0	0	0	0	0	0	0	28
10:00	14	1	0	0	0	0	0	0	0	0	0	0	0	15
11:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	336	23	17	37	203	755	816	366	119	38	21	14	123	2868
Grand Total	342	43	59	116	580	1815	2018	895	277	70	33	20	124	6392

Stats	Percentile	15th	50th	85th	95th
Speed		33.9	40.4	46.8	52.7
Mean Speed (Average)		41.5			
10 MPH Pace Speed		35-44			
Number in Pace		3804			
Percent in Pace		59.5%			
Number > 35 MPH		5252			
Percent > 35 MPH		82.2%			



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #6 Southbound  
(Between Ortega and 4th)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183329  
Longitude: -106.622887





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #5 Nourthbound  
(Between Ortega and 4th)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183349  
Longitude: -106.623054  
Direction: NB, A To B

8/24/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	9	2	0	0	0	0	0	0	0	0	0	0	0	12
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
4:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
5:00	0	13	7	2	4	1	0	0	0	0	0	0	0	0	27
6:00	2	55	24	4	16	1	1	2	0	0	0	0	0	0	105
7:00	0	113	65	5	34	3	0	8	0	0	0	0	0	0	228
8:00	0	117	38	5	28	2	1	4	0	0	1	0	0	2	198
9:00	0	135	50	2	34	1	0	6	0	0	0	0	0	1	229
10:00	4	132	64	2	36	1	0	10	1	0	0	0	0	2	252
11:00	2	161	73	2	33	1	1	6	1	0	0	0	0	3	283
12:00 PM	0	158	76	3	39	0	0	4	0	0	0	0	0	0	280
1:00	2	148	69	5	52	0	0	8	0	0	0	0	0	0	284
2:00	0	158	70	5	42	2	0	5	1	0	0	0	0	3	286
3:00	0	149	72	4	47	2	0	11	1	0	1	0	0	3	290
4:00	2	147	80	3	40	0	0	6	0	0	0	0	0	2	280
5:00	4	142	66	2	37	0	0	3	0	1	0	0	0	1	256
6:00	2	133	46	1	16	0	0	4	0	0	0	1	0	2	205
7:00	0	110	30	0	16	0	0	2	0	0	0	0	0	0	158
8:00	1	71	20	0	12	0	0	3	0	0	0	0	0	0	107
9:00	2	54	23	0	6	0	0	0	0	0	0	0	0	0	85
10:00	0	19	9	0	2	0	0	0	0	0	0	0	0	0	30
11:00	0	19	3	0	2	0	0	0	1	0	0	0	0	1	26
Total	22	2060	891	45	498	14	3	82	5	1	2	1	0	20	3644
Percent	0.6%	56.5%	24.5%	1.2%	13.7%	0.4%	0.1%	2.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.5%	
AM Peak	10:00	11:00	11:00	7:00	10:00	7:00	6:00	10:00	10:00		8:00			11:00	11:00
	4	161	73	5	36	3	1	10	1	*	1	*	*	3	283
PM Peak	5:00	12:00	4:00	1:00	1:00	2:00		3:00	2:00	5:00	3:00	6:00		2:00	3:00
	4	158	80	5	52	2	*	11	1	1	1	1	*	3	290



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #5 Nourthbound  
(Between Ortega and 4th)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183349  
Longitude: -106.623054  
Direction: NB, A To B

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	9	0	0	0	0	0	0	0	0	0	0	0	0	10
1:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
4:00	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
5:00	1	14	10	1	4	0	0	0	0	0	0	0	0	0	30
6:00	0	58	32	4	21	1	0	4	0	0	0	0	0	0	120
7:00	1	124	57	4	34	0	0	5	0	0	0	0	0	3	228
8:00	1	132	51	7	27	2	0	7	2	0	0	0	0	1	230
9:00	0	112	54	4	40	1	0	6	0	0	0	0	0	2	219
10:00	1	131	64	2	30	0	0	6	1	0	0	0	0	0	235
11:00	1	145	75	2	28	1	0	7	0	0	0	0	0	2	261
12:00 PM	2	158	67	2	52	0	0	6	1	0	0	0	0	1	289
1:00	2	174	73	2	45	2	0	9	0	0	0	1	0	2	310
2:00	0	194	78	3	47	0	0	7	0	0	0	0	0	2	331
3:00	4	164	80	2	42	1	0	7	0	0	0	0	0	3	303
4:00	2	173	74	4	53	1	1	6	0	0	0	0	0	2	316
5:00	2	170	62	1	44	1	0	9	0	0	0	0	0	0	289
6:00	0	119	45	1	18	0	0	2	1	0	0	0	0	1	187
7:00	1	86	31	0	18	0	0	2	0	0	0	0	0	0	138
8:00	1	68	21	0	8	0	0	2	0	0	0	0	0	1	101
9:00	0	44	15	0	10	0	0	1	0	0	0	0	0	1	71
10:00	1	35	8	1	3	0	0	0	0	0	0	0	0	0	48
11:00	0	17	3	0	3	0	0	1	0	0	0	0	0	0	24
Total	21	2141	909	40	530	10	1	87	5	0	0	1	0	21	3766
Percent	0.6%	56.9%	24.1%	1.1%	14.1%	0.3%	0.0%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	12:00 AM	11:00	11:00	8:00	9:00	8:00		8:00	8:00					7:00	11:00
PM Peak	1 3:00	145 2:00	75 3:00	7 4:00	40 4:00	2 1:00	*	7 4:00	2 12:00 PM	*	*	*	*	3 3:00	261 2:00
	4	194	80	4	53	2	1	9	1	*	*	1	*	3	331
Grand Total	43	4201	1800	85	1028	24	4	169	10	1	2	2	0	41	7410
Percent	0.6%	56.7%	24.3%	1.1%	13.9%	0.3%	0.1%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%	



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #5 Nourthbound  
(Between Ortega and 4th)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183349  
Longitude: -106.623054







# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #6 Southbound

(Between Ortega and 4th)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183329  
Longitude: -106.622887  
Direction: SB, A To B

8/24/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	6	5	0	1	0	0	0	0	0	0	0	0	0	12
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	7	1	0	2	0	0	0	0	0	0	0	0	0	10
5:00	0	9	7	0	2	0	0	0	0	0	0	0	0	0	18
6:00	0	25	20	2	15	1	0	6	0	0	1	0	0	0	70
7:00	0	77	58	3	50	1	0	17	0	1	0	0	0	0	207
8:00	2	78	55	4	51	2	0	11	0	0	0	0	0	1	204
9:00	1	93	57	3	36	0	0	4	1	0	0	0	0	1	196
10:00	0	90	68	2	44	0	0	8	1	1	0	0	0	1	215
11:00	1	114	84	3	40	0	0	10	0	0	0	1	0	4	257
12:00 PM	3	138	77	4	38	0	0	8	0	1	0	0	0	2	271
1:00	1	144	65	3	49	0	0	8	0	0	1	0	0	4	275
2:00	2	145	66	3	61	0	0	4	0	0	0	0	0	1	282
3:00	1	185	96	2	52	1	0	7	0	0	0	0	1	2	347
4:00	2	136	86	1	38	0	0	9	0	1	0	0	0	1	274
5:00	4	122	84	4	48	0	0	5	1	0	0	0	0	1	269
6:00	0	117	68	2	28	0	0	3	0	0	0	0	0	1	219
7:00	0	94	50	0	20	0	0	1	0	0	0	0	0	0	165
8:00	1	64	35	0	14	1	0	0	0	0	0	0	0	0	115
9:00	0	39	21	0	7	0	0	1	0	0	0	0	0	0	68
10:00	0	12	6	0	1	0	0	0	0	0	0	0	0	0	19
11:00	1	5	9	1	2	0	0	0	0	0	0	0	0	0	18
Total	20	1706	1024	37	599	6	0	102	3	4	2	1	1	19	3524
Percent	0.6%	48.4%	29.1%	1.0%	17.0%	0.2%	0.0%	2.9%	0.1%	0.1%	0.1%	0.0%	0.0%	0.5%	
AM Peak	8:00	11:00	11:00	8:00	8:00	8:00		7:00	9:00	7:00	6:00	11:00		11:00	11:00
	2	114	84	4	51	2	*	17	1	1	1	1	*	4	257
PM Peak	5:00	3:00	3:00	12:00	2:00	3:00		4:00	5:00	12:00	1:00		3:00	1:00	3:00
	4	185	96	4	61	1	*	9	1	1	1	*	1	4	347



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #6 Southbound  
(Between Ortega and 4th)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183329  
Longitude: -106.622887  
Direction: SB, A To B

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
1:00	1	6	3	0	2	0	0	0	0	0	0	0	0	0	12
2:00	0	2	7	0	0	0	0	0	0	0	0	0	0	0	9
3:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
4:00	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
5:00	0	4	11	0	5	0	0	4	0	0	0	0	0	0	24
6:00	0	36	19	2	21	0	0	4	0	0	0	0	0	1	83
7:00	1	68	50	4	32	0	0	11	0	1	0	0	0	2	169
8:00	1	72	74	7	49	1	1	6	1	0	0	1	0	1	214
9:00	0	78	70	2	33	0	0	6	0	0	1	0	0	1	191
10:00	1	106	80	6	46	0	0	8	0	0	0	0	0	2	249
11:00	0	123	78	2	39	0	0	9	0	0	0	0	0	1	252
12:00 PM	3	142	98	3	60	0	0	10	0	0	0	0	0	0	316
1:00	0	165	110	3	60	0	0	14	0	0	0	0	0	2	354
2:00	1	155	89	1	42	0	0	6	0	1	1	0	0	1	297
3:00	1	84	43	44	62	0	0	0	0	0	0	0	0	12	246
4:00	3	1	1	53	15	0	0	0	0	0	0	0	0	23	96
5:00	4	0	0	13	2	0	0	0	0	0	0	0	0	96	115
6:00	18	1	1	4	3	0	0	0	0	0	0	0	0	31	58
7:00	9	0	0	5	0	0	0	1	0	0	0	0	0	43	58
8:00	10	0	0	2	0	0	0	0	0	0	0	0	0	34	46
9:00	10	0	0	1	0	0	0	0	0	0	0	0	0	17	28
10:00	7	0	0	0	0	0	0	0	0	0	0	0	0	8	15
11:00	5	0	0	0	0	0	0	0	0	0	0	0	0	2	7
<b>Total</b>	<b>75</b>	<b>1063</b>	<b>739</b>	<b>152</b>	<b>475</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>277</b>	<b>2868</b>
<b>Percent</b>	<b>2.6%</b>	<b>37.1%</b>	<b>25.8%</b>	<b>5.3%</b>	<b>16.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2.8%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>9.7%</b>	
<b>AM Peak</b>	1:00	11:00	10:00	8:00	8:00	8:00	8:00	7:00	8:00	7:00	9:00	8:00		7:00	11:00
	1	123	80	7	49	1	1	11	1	1	1	1	*	2	252
<b>PM Peak</b>	6:00	1:00	1:00	4:00	3:00			1:00		2:00	2:00			5:00	1:00
	18	165	110	53	62	*	*	14	*	1	1	*	*	96	354
<b>Grand Total</b>	<b>95</b>	<b>2769</b>	<b>1763</b>	<b>189</b>	<b>1074</b>	<b>7</b>	<b>1</b>	<b>181</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>296</b>	<b>6392</b>
<b>Percent</b>	<b>1.5%</b>	<b>43.3%</b>	<b>27.6%</b>	<b>3.0%</b>	<b>16.8%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>2.8%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>4.6%</b>	



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #6 Southbound  
(Between Ortega and 4th)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.183329  
Longitude: -106.622887





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #3 Nourthbound (Between  
Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185080  
Longitude: -106.621014

8/23/2021	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	NB, B To		NB, B To		NB, B To		NB, B To		NB, B To		NB, B To		NB, B To		NB, B To	
	A		A		A		A		A		A		A		A	
12:00 AM	*		10		15		*		*		*		*		12	
1:00	*		4		13		*		*		*		*		8	
2:00	*		4		7		*		*		*		*		6	
3:00	*		5		5		*		*		*		*		5	
4:00	*		8		7		*		*		*		*		8	
5:00	*		18		28		*		*		*		*		23	
6:00	*		74		83		*		*		*		*		78	
7:00	*		205		177		*		*		*		*		191	
8:00	*		199		214		*		*		*		*		206	
9:00	*		186		193		*		*		*		*		190	
10:00	*		211		239		*		*		*		*		225	
11:00	*		265		255		*		*		*		*		260	
12:00 PM	*		271		309		*		*		*		*		290	
1:00	*		269		296		*		*		*		*		282	
2:00	*		283		309		*		*		*		*		296	
3:00	*		335		317		*		*		*		*		326	
4:00	*		277		259		*		*		*		*		268	
5:00	*		274		274		*		*		*		*		274	
6:00	*		219		225		*		*		*		*		222	
7:00	*		155		152		*		*		*		*		154	
8:00	*		118		134		*		*		*		*		126	
9:00	*		70		63		*		*		*		*		66	
10:00	*		20		45		*		*		*		*		32	
11:00	*		19		25		*		*		*		*		22	
Total	0	0	0	3499	0	3644	0	0	0	0	0	0	0	0	0	3570
Day	0		3499		3644		0		0		0		0		3570	
AM Peak			11:00		11:00										11:00	
Volume			265		255										260	
PM Peak			3:00		3:00										3:00	
Volume			335		317										326	
Comb Total	0		3499		3644		0		0		0		0		3570	
ADT	ADT: 3,577		AADT: 3,577													



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185080  
Longitude: -106.621014

File Name: Counter #3 Nourthbound (Between  
Homeland and Garcia Rd)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #4 Southbound (Between  
Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185088  
Longitude: -106.621168

8/23/2021	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	SB, B To		SB, B To		SB, B To		SB, B To		SB, B To		SB, B To		SB, B To		SB, B To	
	A	*	A	*	A	*	A	*	A	*	A	*	A	*	A	*
12:00 AM		*	12	*	9	*		*		*		*		*		10
1:00		*	4	*	7	*		*		*		*		*		6
2:00		*	5	*	1	*		*		*		*		*		3
3:00		*	9	*	6	*		*		*		*		*		8
4:00		*	6	*	9	*		*		*		*		*		8
5:00		*	26	*	30	*		*		*		*		*		28
6:00		*	99	*	110	*		*		*		*		*		104
7:00		*	221	*	221	*		*		*		*		*		221
8:00		*	199	*	221	*		*		*		*		*		210
9:00		*	232	*	225	*		*		*		*		*		228
10:00		*	254	*	237	*		*		*		*		*		246
11:00		*	286	*	263	*		*		*		*		*		274
12:00 PM		*	268	*	300	*		*		*		*		*		284
1:00		*	289	*	317	*		*		*		*		*		303
2:00		*	279	*	305	*		*		*		*		*		292
3:00		*	289	*	283	*		*		*		*		*		286
4:00		*	264	*	300	*		*		*		*		*		282
5:00		*	245	*	291	*		*		*		*		*		268
6:00		*	202	*	185	*		*		*		*		*		194
7:00		*	157	*	137	*		*		*		*		*		147
8:00		*	111	*	104	*		*		*		*		*		108
9:00		*	79	*	67	*		*		*		*		*		73
10:00		*	27	*	41	*		*		*		*		*		34
11:00		*	19	*	19	*		*		*		*		*		19
Total	0	0	0	3582	0	3688	0	0	0	0	0	0	0	0	0	3636
Day	0		3582		3688		0		0		0		0		3636	
AM Peak			11:00		11:00											11:00
Volume			286		263											274
PM Peak			1:00		1:00											1:00
Volume			289		317											303
Comb Total	0		3582		3688		0		0		0		0		3636	
ADT	ADT: 3,639		AADT: 3,639													

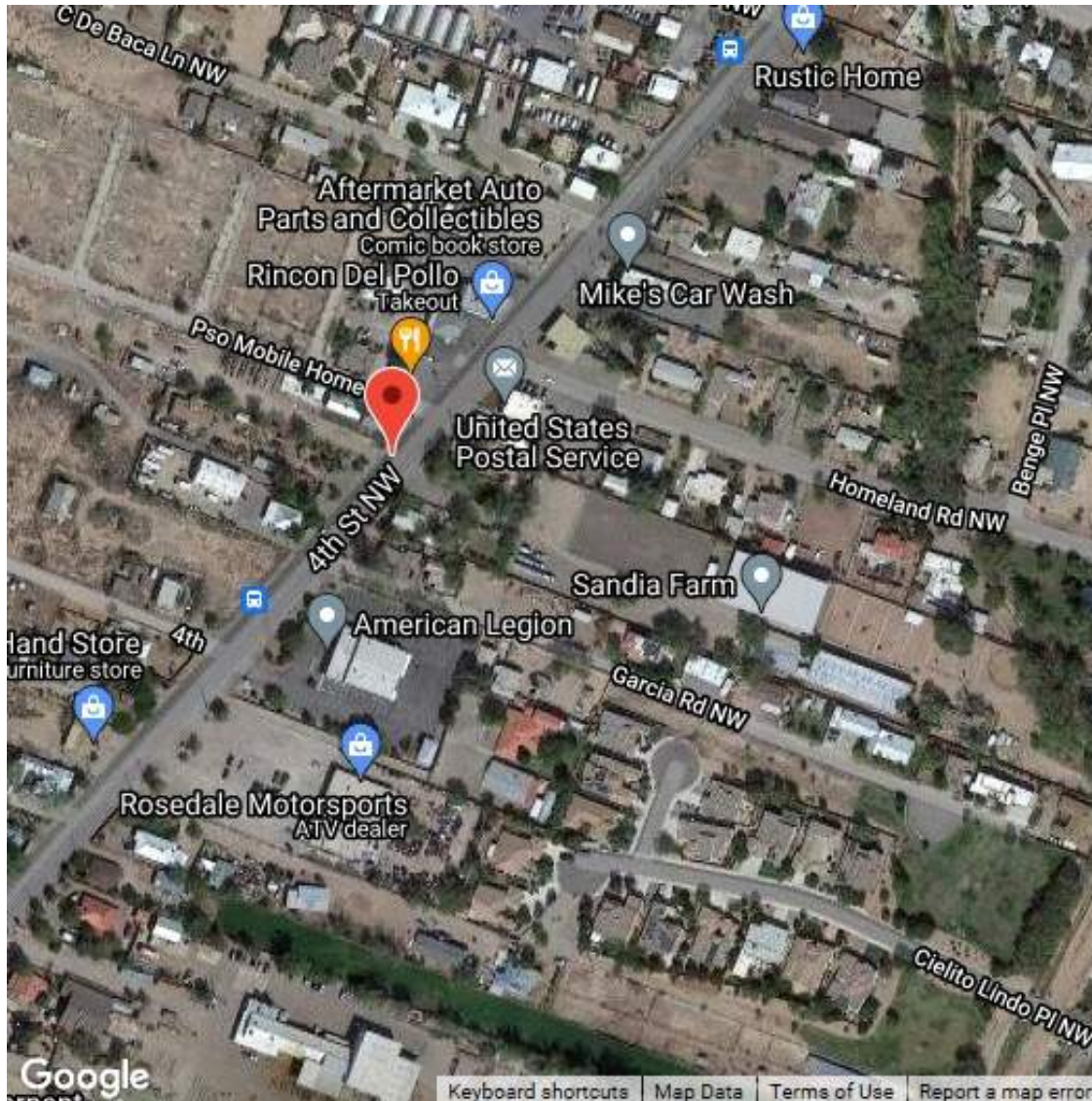


# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #4 Southbound (Between  
Homeland and Garcia Rd)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185088  
Longitude: -106.621168





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #3 Nourthbound  
(Between Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185080  
Longitude: -106.621014  
Direction: NB, B To A

8/24/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	1	3	2	1	1	2	0	0	0	0	10
1:00	0	0	0	0	1	3	0	0	0	0	0	0	0	4
2:00	0	0	0	1	1	2	0	0	0	0	0	0	0	4
3:00	0	0	0	0	0	0	3	0	2	0	0	0	0	5
4:00	0	0	0	0	0	4	3	1	0	0	0	0	0	8
5:00	0	0	1	0	2	8	5	2	0	0	0	0	0	18
6:00	0	0	2	3	17	21	24	7	0	0	0	0	0	74
7:00	0	0	1	8	39	76	57	17	6	1	0	0	0	205
8:00	0	1	2	8	55	61	46	17	8	1	0	0	0	199
9:00	1	0	3	17	34	59	53	11	5	3	0	0	0	186
10:00	1	4	8	20	39	78	41	17	1	2	0	0	0	211
11:00	0	2	4	21	49	80	75	22	10	2	0	0	0	265
12:00 PM	0	0	0	23	39	111	67	23	7	1	0	0	0	271
1:00	3	1	0	21	49	99	62	28	5	1	0	0	0	269
2:00	1	0	3	19	46	115	72	20	7	0	0	0	0	283
3:00	1	1	3	14	46	123	102	33	11	1	0	0	0	335
4:00	1	1	2	9	33	89	88	40	13	0	0	1	0	277
5:00	2	0	2	6	16	70	107	63	6	0	2	0	0	274
6:00	1	0	0	2	11	71	75	43	12	0	3	1	0	219
7:00	0	1	2	4	21	63	41	15	8	0	0	0	0	155
8:00	0	2	3	10	22	45	25	9	0	1	1	0	0	118
9:00	1	1	1	2	21	19	17	6	2	0	0	0	0	70
10:00	0	0	1	0	3	7	5	2	2	0	0	0	0	20
11:00	0	0	1	2	6	2	6	1	1	0	0	0	0	19
Total	12	14	39	191	553	1208	975	378	108	13	6	2	0	3499





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #3 Nourthbound  
(Between Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185080  
Longitude: -106.621014  
Direction: NB, B To A

8/25/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	1	0	0	0	3	7	3	1	0	0	0	0	0	15
1:00	1	1	1	0	2	1	5	0	1	1	0	0	0	13
2:00	0	0	0	1	1	0	1	0	1	0	0	0	3	7
3:00	0	0	0	0	0	1	2	2	0	0	0	0	0	5
4:00	0	0	0	0	4	3	0	0	0	0	0	0	0	7
5:00	0	0	0	3	3	11	4	4	2	1	0	0	0	28
6:00	1	0	0	1	13	29	26	9	3	1	0	0	0	83
7:00	0	0	2	3	19	68	60	21	2	0	2	0	0	177
8:00	1	2	3	14	35	70	62	22	5	0	0	0	0	214
9:00	0	1	6	10	25	59	61	22	7	1	1	0	0	193
10:00	0	1	5	12	36	76	69	30	8	0	0	1	1	239
11:00	1	1	7	20	42	82	72	23	6	0	1	0	0	255
12:00 PM	2	1	4	15	54	108	82	32	10	1	0	0	0	309
1:00	1	1	4	21	65	114	71	14	3	1	1	0	0	296
2:00	2	3	4	20	41	116	80	26	14	3	0	0	0	309
3:00	2	0	1	18	45	110	92	35	12	1	0	1	0	317
4:00	0	0	2	10	28	70	90	39	16	2	1	1	0	259
5:00	0	0	1	5	18	84	108	49	7	2	0	0	0	274
6:00	0	0	0	5	25	77	72	35	8	2	1	0	0	225
7:00	0	1	0	3	24	54	41	25	3	0	1	0	0	152
8:00	1	0	0	2	30	53	35	9	4	0	0	0	0	134
9:00	0	0	0	2	10	23	14	10	4	0	0	0	0	63
10:00	0	0	0	3	9	15	11	7	0	0	0	0	0	45
11:00	0	0	0	0	3	4	9	6	3	0	0	0	0	25
Total	13	12	40	168	535	1235	1070	421	119	16	8	3	4	3644
Grand Total	25	26	79	359	1088	2443	2045	799	227	29	14	5	4	7143

Stats	Percentile	15th	50th	85th	95th
Speed		33.1	39.1	44.9	48.9
Mean Speed (Average)		39.2			
10 MPH Pace Speed		35-44			
Number in Pace		4469			
Percent in Pace		62.6%			
Number > 35 MPH		5566			
Percent > 35 MPH		77.9%			



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

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Start Date: 8/24/2021  
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GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185080  
Longitude: -106.621014





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #4 Southbound

(Between Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185088  
Longitude: -106.621168  
Direction: SB, B To A

8/24/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	1	1	6	1	2	1	0	0	0	0	12
1:00	0	0	1	1	0	1	0	0	1	0	0	0	0	4
2:00	0	0	0	1	1	1	1	1	0	0	0	0	0	5
3:00	0	0	0	0	1	5	0	1	0	1	1	0	0	9
4:00	0	0	0	1	1	0	1	3	0	0	0	0	0	6
5:00	1	0	0	1	8	11	4	0	1	0	0	0	0	26
6:00	0	0	0	7	16	34	35	3	3	0	0	1	0	99
7:00	0	0	1	7	32	71	71	29	6	1	3	0	0	221
8:00	2	0	1	18	44	72	46	14	1	1	0	0	0	199
9:00	2	1	1	13	56	96	49	12	1	1	0	0	0	232
10:00	1	2	11	31	57	86	52	11	2	0	1	0	0	254
11:00	1	4	8	19	65	110	61	13	4	0	0	1	0	286
12:00 PM	1	0	5	18	51	99	54	31	7	1	1	0	0	268
1:00	1	2	5	19	62	99	75	14	7	2	1	0	2	289
2:00	0	1	5	24	51	89	76	25	4	4	0	0	0	279
3:00	0	5	7	16	59	96	73	24	5	1	2	0	1	289
4:00	0	2	3	8	30	100	78	33	9	1	0	0	0	264
5:00	0	0	1	5	24	79	85	34	13	2	2	0	0	245
6:00	0	0	1	3	16	71	79	23	7	1	1	0	0	202
7:00	0	0	0	9	38	54	39	14	2	1	0	0	0	157
8:00	0	1	1	7	17	32	43	8	2	0	0	0	0	111
9:00	0	1	1	6	17	27	19	5	2	1	0	0	0	79
10:00	0	0	0	0	6	11	9	1	0	0	0	0	0	27
11:00	1	1	0	2	4	5	4	1	0	0	0	1	0	19
Total	10	20	52	217	657	1255	955	302	78	18	12	3	3	3582



# Wilson & Company

4401 Masthead Street NE, Suite 150  
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File Name: Counter #4 Southbound

(Between Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185088  
Longitude: -106.621168  
Direction: SB, B To A

8/25/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	2	4	0	2	0	1	0	0	0	9
1:00	1	0	0	1	1	1	1	1	1	0	0	0	0	7
2:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:00	0	0	0	0	0	2	2	1	0	1	0	0	0	6
4:00	0	0	0	0	2	2	5	0	0	0	0	0	0	9
5:00	0	0	2	2	2	15	3	6	0	0	0	0	0	30
6:00	1	0	0	8	19	35	35	8	3	1	0	0	0	110
7:00	1	0	0	6	29	72	73	23	13	2	1	0	1	221
8:00	0	3	1	18	45	66	59	20	6	3	0	0	0	221
9:00	1	2	3	13	53	77	59	14	2	1	0	0	0	225
10:00	1	3	4	17	54	84	57	9	4	4	0	0	0	237
11:00	2	1	2	25	61	88	59	21	2	1	1	0	0	263
12:00 PM	3	3	3	25	67	112	62	18	4	3	0	0	0	300
1:00	1	5	8	27	68	116	69	16	5	2	0	0	0	317
2:00	3	3	5	25	60	117	58	28	4	2	0	0	0	305
3:00	3	3	6	19	50	93	79	21	9	0	0	0	0	283
4:00	1	3	3	14	45	100	96	29	6	1	2	0	0	300
5:00	1	1	0	8	42	109	89	36	4	1	0	0	0	291
6:00	1	1	3	3	29	66	57	17	5	2	1	0	0	185
7:00	0	0	2	6	22	45	39	18	4	1	0	0	0	137
8:00	0	0	2	6	24	37	29	6	0	0	0	0	0	104
9:00	0	0	0	0	16	28	13	6	3	0	0	0	1	67
10:00	0	0	0	5	8	13	10	4	1	0	0	0	0	41
11:00	0	1	0	1	2	10	3	1	1	0	0	0	0	19
Total	20	29	44	229	701	1292	957	305	78	26	5	0	2	3688
Grand Total	30	49	96	446	1358	2547	1912	607	156	44	17	3	5	7270

Stats	Percentile	15th	50th	85th	95th
Speed		32.3	38.2	43.9	47.9
Mean Speed (Average)		38.3			
10 MPH Pace Speed		35-44			
Number in Pace		4448			
Percent in Pace		61.2%			
Number > 35 MPH		5291			
Percent > 35 MPH		72.8%			



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End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185088  
Longitude: -106.621168





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #3 Nourthbound

(Between Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185080  
Longitude: -106.621014  
Direction: NB, B To A

8/24/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
5:00	0	8	8	0	2	0	0	0	0	0	0	0	0	0	18
6:00	0	30	22	2	15	1	0	3	0	0	1	0	0	0	74
7:00	0	86	55	3	42	1	0	16	2	0	0	0	0	0	205
8:00	2	80	64	3	37	2	1	8	0	0	0	0	0	2	199
9:00	1	93	56	3	27	0	0	5	1	0	0	0	0	0	186
10:00	0	93	71	2	32	1	0	10	1	0	0	0	0	1	211
11:00	2	139	75	5	37	0	0	6	1	0	0	0	0	0	265
12:00 PM	4	157	61	4	37	0	0	4	0	1	0	0	0	3	271
1:00	0	146	77	3	34	0	0	7	1	0	0	0	0	1	269
2:00	3	143	74	3	49	1	0	7	0	0	0	0	0	3	283
3:00	2	175	94	3	53	2	0	3	0	0	0	0	0	3	335
4:00	1	128	102	2	37	0	0	4	0	0	0	0	0	3	277
5:00	3	132	81	5	45	1	0	4	1	0	0	0	0	2	274
6:00	0	122	67	2	22	1	0	5	0	0	0	0	0	0	219
7:00	0	91	45	0	17	1	0	1	0	0	0	0	0	0	155
8:00	1	66	39	1	11	0	0	0	0	0	0	0	0	0	118
9:00	1	39	22	1	6	0	0	0	0	0	0	0	0	1	70
10:00	0	11	7	0	2	0	0	0	0	0	0	0	0	0	20
11:00	1	6	9	0	3	0	0	0	0	0	0	0	0	0	19
Total	22	1763	1038	42	511	11	1	83	7	1	1	0	0	19	3499
Percent	0.6%	50.4%	29.7%	1.2%	14.6%	0.3%	0.0%	2.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	8:00	11:00	11:00	11:00	7:00	8:00	8:00	7:00	7:00	6:00				8:00	11:00
	2	139	75	5	42	2	1	16	2	*	1	*	*	2	265
PM Peak	12:00	3:00	4:00	5:00	3:00	3:00		1:00	1:00	12:00				12:00	3:00
	PM									PM				PM	
	4	175	102	5	53	2	*	7	1	1	*	*	*	3	335



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GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
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Latitude: 35.185080  
Longitude: -106.621014  
Direction: NB, B To A

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
1:00	1	7	3	0	2	0	0	0	0	0	0	0	0	0	13
2:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
4:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
5:00	0	8	13	0	3	0	0	4	0	0	0	0	0	0	28
6:00	0	41	20	2	16	0	0	3	0	0	1	0	0	0	83
7:00	0	85	51	4	28	0	1	8	0	0	0	0	0	0	177
8:00	1	76	83	7	38	1	0	7	1	0	0	0	0	0	214
9:00	0	93	58	3	34	0	0	2	1	0	0	0	0	2	193
10:00	2	111	69	6	41	1	0	7	0	0	0	0	0	2	239
11:00	2	140	69	2	34	0	0	5	0	0	0	0	0	3	255
12:00 PM	3	162	86	2	45	1	0	6	1	0	0	0	0	3	309
1:00	1	154	84	3	47	0	1	3	0	0	0	0	0	3	296
2:00	2	165	85	1	42	1	1	8	0	0	0	0	0	4	309
3:00	4	183	71	4	42	0	0	8	1	0	0	0	0	4	317
4:00	0	140	71	3	44	0	0	1	0	0	0	0	0	0	259
5:00	1	148	74	2	43	0	0	4	0	0	1	0	0	1	274
6:00	2	125	67	4	24	0	0	1	0	0	0	0	0	2	225
7:00	2	70	49	0	29	0	0	0	0	0	0	0	1	1	152
8:00	0	72	44	0	17	0	0	0	0	0	0	0	0	1	134
9:00	1	25	27	0	10	0	0	0	0	0	0	0	0	0	63
10:00	0	23	15	0	7	0	0	0	0	0	0	0	0	0	45
11:00	0	13	9	0	3	0	0	0	0	0	0	0	0	0	25
Total	22	1864	1058	43	550	4	3	67	4	0	2	0	1	26	3644
Percent	0.6%	51.2%	29.0%	1.2%	15.1%	0.1%	0.1%	1.8%	0.1%	0.0%	0.1%	0.0%	0.0%	0.7%	
AM Peak	10:00	11:00	8:00	8:00	10:00	8:00	7:00	7:00	8:00		6:00		*	11:00	11:00
	2	140	83	7	41	1	1	8	1		1		*	3	255
PM Peak	3:00	3:00	12:00	3:00	1:00	12:00	1:00	2:00	12:00		5:00		7:00	2:00	3:00
	4	183	86	4	47	1	1	8	1		1		1	4	317
Grand Total	44	3627	2096	85	1061	15	4	150	11	1	3	0	1	45	7143
Percent	0.6%	50.8%	29.3%	1.2%	14.9%	0.2%	0.1%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.6%	



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GPS Accuracy: 0 ft  
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Station ID:  
Location 1:  
Location 2:  
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Albuquerque, NM 87109

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(Between Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185088  
Longitude: -106.621168  
Direction: SB, B To A

8/24/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	9	2	0	0	0	0	0	0	0	0	0	0	0	12
1:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
4:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
5:00	0	13	6	2	4	1	0	0	0	0	0	0	0	0	26
6:00	1	54	22	5	12	1	1	2	0	0	0	0	0	1	99
7:00	0	111	62	6	32	1	0	6	1	0	0	0	0	2	221
8:00	0	118	41	5	26	1	0	6	1	0	0	0	0	1	199
9:00	1	130	53	3	37	2	0	5	0	0	0	0	0	1	232
10:00	0	135	62	3	41	1	0	10	2	0	0	0	0	0	254
11:00	2	158	81	2	34	1	1	5	1	0	0	0	0	1	286
12:00 PM	1	162	58	3	37	0	0	5	0	0	0	0	0	2	268
1:00	1	144	78	5	52	0	0	7	0	0	0	0	0	2	289
2:00	1	148	79	4	35	2	0	7	1	0	0	0	0	2	279
3:00	2	143	77	5	50	1	0	7	2	0	1	0	0	1	289
4:00	1	158	61	3	35	0	0	5	0	0	0	0	0	1	264
5:00	2	140	56	2	38	0	0	5	0	0	0	0	0	2	245
6:00	2	125	41	1	25	1	0	5	0	0	0	0	0	2	202
7:00	0	105	36	0	14	0	0	2	0	0	0	0	0	0	157
8:00	1	70	28	0	11	0	1	0	0	0	0	0	0	0	111
9:00	1	53	17	0	7	1	0	0	0	0	0	0	0	0	79
10:00	0	18	6	0	3	0	0	0	0	0	0	0	0	0	27
11:00	1	11	4	0	2	0	0	0	1	0	0	0	0	0	19
Total	18	2022	875	49	497	13	3	77	9	0	1	0	0	18	3582
Percent	0.5%	56.4%	24.4%	1.4%	13.9%	0.4%	0.1%	2.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	11:00	11:00	11:00	7:00	10:00	9:00	6:00	10:00	10:00					7:00	11:00
	2	158	81	6	41	2	1	10	2	*	*	*	*	2	286
PM Peak	3:00	12:00	2:00	1:00	1:00	2:00	8:00	1:00	3:00		3:00			12:00	1:00
	2	162	79	5	52	2	1	7	2	*	1	*	*	2	289



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #4 Southbound

(Between Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185088  
Longitude: -106.621168  
Direction: SB, B To A

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
1:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
4:00	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
5:00	0	13	12	1	4	0	0	0	0	0	0	0	0	0	30
6:00	0	55	24	4	21	1	0	4	0	0	0	0	0	1	110
7:00	0	124	58	4	26	0	0	2	0	0	0	1	0	6	221
8:00	1	120	55	8	27	1	0	7	2	0	0	0	0	0	221
9:00	1	110	59	4	45	0	0	5	0	0	0	0	0	1	225
10:00	2	133	58	2	35	0	0	4	2	0	0	0	0	1	237
11:00	2	157	69	2	27	1	0	3	0	0	0	0	0	2	263
12:00 PM	0	168	71	3	50	0	0	6	1	0	0	0	0	1	300
1:00	1	183	70	2	49	0	0	8	0	0	0	0	0	4	317
2:00	1	179	68	3	45	0	0	6	0	0	0	0	0	3	305
3:00	0	162	69	2	41	1	0	7	1	0	0	0	0	0	283
4:00	0	179	72	3	39	1	0	6	0	0	0	0	0	0	300
5:00	0	178	67	1	37	0	0	6	0	0	0	0	0	2	291
6:00	0	121	38	1	22	0	0	1	1	0	0	0	0	1	185
7:00	1	83	28	0	22	0	0	1	0	0	0	0	0	2	137
8:00	1	70	20	0	10	1	0	2	0	0	0	0	0	0	104
9:00	0	42	12	0	13	0	0	0	0	0	0	0	0	0	67
10:00	1	32	5	0	3	0	0	0	0	0	0	0	0	0	41
11:00	0	10	6	0	3	0	0	0	0	0	0	0	0	0	19
Total	11	2140	869	40	522	6	0	68	7	0	0	1	0	24	3688
Percent	0.3%	58.0%	23.6%	1.1%	14.2%	0.2%	0.0%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.7%	
AM Peak	10:00	11:00	11:00	8:00	9:00	6:00		8:00	8:00			7:00		7:00	11:00
	2	157	69	8	45	1	*	7	2	*	*	1	*	6	263
PM Peak	1:00	1:00	4:00	12:00	12:00	3:00		1:00	12:00					1:00	1:00
				PM	PM				PM						
	1	183	72	3	50	1	*	8	1	*	*	*	*	4	317
Grand Total	29	4162	1744	89	1019	19	3	145	16	0	1	1	0	42	7270
Percent	0.4%	57.2%	24.0%	1.2%	14.0%	0.3%	0.0%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.6%	



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #4 Southbound  
(Between Homeland and Garcia Rd)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.185088  
Longitude: -106.621168





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #1 Nourthbound (Between  
Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187893  
Longitude: -106.617943

8/23/2021	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	NB, B To		NB, B To		NB, B To		NB, B To		NB, B To		NB, B To		NB, B To		NB, B To	
	A		A		A	A		A	A		A	A		A	A	
12:00 AM	*		10		15		*		*		*		*		12	
1:00	*		3		12		*		*		*		*		8	
2:00	*		3		6		*		*		*		*		4	
3:00	*		5		5		*		*		*		*		5	
4:00	*		9		6		*		*		*		*		8	
5:00	*		15		26		*		*		*		*		20	
6:00	*		65		86		*		*		*		*		76	
7:00	*		209		169		*		*		*		*		189	
8:00	*		204		224		*		*		*		*		214	
9:00	*		198		193		*		*		*		*		196	
10:00	*		209		245		*		*		*		*		227	
11:00	*		274		276		*		*		*		*		275	
12:00 PM	*		273		319		*		*		*		*		296	
1:00	*		259		300		*		*		*		*		280	
2:00	*		289		326		*		*		*		*		308	
3:00	*		318		323		*		*		*		*		320	
4:00	*		286		254		*		*		*		*		270	
5:00	*		269		300		*		*		*		*		284	
6:00	*		233		237		*		*		*		*		235	
7:00	*		168		157		*		*		*		*		162	
8:00	*		119		141		*		*		*		*		130	
9:00	*		71		61		*		*		*		*		66	
10:00	*		25		42		*		*		*		*		34	
11:00	*		13		26		*		*		*		*		20	
Total	0	0	0	3527	0	3749	0	0	0	0	0	0	0	0	0	3639
Day	0		3527		3749		0	0	0	0	0	0	0		3639	
AM Peak			11:00		11:00										11:00	
Volume			274		276										275	
PM Peak			3:00		2:00										3:00	
Volume			318		326										320	
Comb Total	0		3527		3749		0	0	0	0	0	0	0		3639	
ADT	ADT: 3,654		AADT: 3,654													



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #1 Nourthbound (Between  
Alameda and St. Francis)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187893  
Longitude: -106.617943





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #2 Southbound (Between  
Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187953  
Longitude: -106.618074

8/23/2021	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	SB, B To		SB, B To		SB, B To		SB, B To		SB, B To		SB, B To		SB, B To		SB, B To	
	A		A		A		A		A		A		A		A	
12:00 AM	*		13		10			*		*		*		*		12
1:00	*		2		6			*		*		*		*		4
2:00	*		5		2			*		*		*		*		4
3:00	*		10		6			*		*		*		*		8
4:00	*		4		10			*		*		*		*		7
5:00	*		27		29			*		*		*		*		28
6:00	*		104		112			*		*		*		*		108
7:00	*		228		223			*		*		*		*		226
8:00	*		208		235			*		*		*		*		222
9:00	*		257		235			*		*		*		*		246
10:00	*		243		247			*		*		*		*		245
11:00	*		290		274			*		*		*		*		282
12:00 PM	*		262		300			*		*		*		*		281
1:00	*		284		327			*		*		*		*		306
2:00	*		290		310			*		*		*		*		300
3:00	*		281		278			*		*		*		*		280
4:00	*		267		297			*		*		*		*		282
5:00	*		251		293			*		*		*		*		272
6:00	*		210		177			*		*		*		*		194
7:00	*		164		151			*		*		*		*		158
8:00	*		110		99			*		*		*		*		104
9:00	*		80		69			*		*		*		*		74
10:00	*		28		44			*		*		*		*		36
11:00	*		20		20			*		*		*		*		20
Total	0	0	0	3638	0	3754	0	0	0	0	0	0	0	0	0	3699
Day	0		3638		3754		0	0	0	0	0	0	0		3699	
AM Peak			11:00		11:00											11:00
Volume			290		274											282
PM Peak			2:00		1:00											1:00
Volume			290		327											306
Comb Total	0		3638		3754		0	0	0	0	0	0	0		3699	
ADT	ADT: 3,698		AADT: 3,698													



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187953  
Longitude: -106.618074

File Name: Counter #2 Southbound (Between  
Alameda and St. Francis)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #1 Nourthbound

(Between Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187893  
Longitude: -106.617943  
Direction: NB, B To A

8/24/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	1	4	2	2	1	0	0	0	0	0	0	0	10
1:00	0	0	0	3	0	0	0	0	0	0	0	0	0	3
2:00	0	0	0	3	0	0	0	0	0	0	0	0	0	3
3:00	0	0	0	2	2	1	0	0	0	0	0	0	0	5
4:00	0	0	1	7	1	0	0	0	0	0	0	0	0	9
5:00	0	0	1	9	5	0	0	0	0	0	0	0	0	15
6:00	1	1	16	37	10	0	0	0	0	0	0	0	0	65
7:00	0	9	49	128	21	2	0	0	0	0	0	0	0	209
8:00	6	39	73	77	9	0	0	0	0	0	0	0	0	204
9:00	0	5	72	104	17	0	0	0	0	0	0	0	0	198
10:00	1	7	73	112	15	1	0	0	0	0	0	0	0	209
11:00	7	13	79	147	27	1	0	0	0	0	0	0	0	274
12:00 PM	8	18	84	144	18	1	0	0	0	0	0	0	0	273
1:00	0	6	81	149	23	0	0	0	0	0	0	0	0	259
2:00	1	6	68	176	37	1	0	0	0	0	0	0	0	289
3:00	19	45	94	129	31	0	0	0	0	0	0	0	0	318
4:00	16	26	89	122	31	2	0	0	0	0	0	0	0	286
5:00	3	9	44	175	37	1	0	0	0	0	0	0	0	269
6:00	1	6	38	138	46	4	0	0	0	0	0	0	0	233
7:00	1	6	40	99	21	1	0	0	0	0	0	0	0	168
8:00	0	2	19	85	12	1	0	0	0	0	0	0	0	119
9:00	0	1	17	46	6	1	0	0	0	0	0	0	0	71
10:00	0	1	4	16	4	0	0	0	0	0	0	0	0	25
11:00	0	0	2	9	2	0	0	0	0	0	0	0	0	13
Total	64	201	948	1919	377	18	0	0	0	0	0	0	0	3527





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #1 Nourthbound

(Between Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187893  
Longitude: -106.617943  
Direction: NB, B To A

8/25/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	1	0	4	9	0	1	0	0	0	0	0	0	0	15
1:00	0	0	2	5	5	0	0	0	0	0	0	0	0	12
2:00	0	0	0	1	2	0	0	0	3	0	0	0	0	6
3:00	0	0	1	4	0	0	0	0	0	0	0	0	0	5
4:00	1	1	1	3	0	0	0	0	0	0	0	0	0	6
5:00	0	1	2	15	8	0	0	0	0	0	0	0	0	26
6:00	0	5	15	53	12	1	0	0	0	0	0	0	0	86
7:00	4	8	39	95	23	0	0	0	0	0	0	0	0	169
8:00	8	37	83	86	10	0	0	0	0	0	0	0	0	224
9:00	3	4	55	108	21	2	0	0	0	0	0	0	0	193
10:00	1	4	79	141	19	1	0	0	0	0	0	0	0	245
11:00	3	8	79	158	28	0	0	0	0	0	0	0	0	276
12:00 PM	6	11	99	171	30	2	0	0	0	0	0	0	0	319
1:00	9	24	104	149	11	3	0	0	0	0	0	0	0	300
2:00	5	17	78	189	36	1	0	0	0	0	0	0	0	326
3:00	12	26	85	169	31	0	0	0	0	0	0	0	0	323
4:00	8	14	50	141	39	2	0	0	0	0	0	0	0	254
5:00	12	19	66	165	36	1	1	0	0	0	0	0	0	300
6:00	0	4	45	138	45	5	0	0	0	0	0	0	0	237
7:00	1	1	33	92	28	2	0	0	0	0	0	0	0	157
8:00	0	2	26	91	22	0	0	0	0	0	0	0	0	141
9:00	0	1	11	31	16	2	0	0	0	0	0	0	0	61
10:00	0	0	6	28	8	0	0	0	0	0	0	0	0	42
11:00	0	0	1	17	7	1	0	0	0	0	0	0	0	26
Total	74	187	964	2059	437	24	1	0	3	0	0	0	0	3749
Grand Total	138	388	1912	3978	814	42	1	0	3	0	0	0	0	7276

Stats	Percentile	15th	50th	85th	95th
Speed		22.3	26.3	29.5	31.4
Mean Speed (Average)		26.0			
10 MPH Pace Speed		20-29			
Number in Pace		5818			
Percent in Pace		80.0%			
Number > 35 MPH		46			
Percent > 35 MPH		0.6%			



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #1 Nourthbound  
(Between Alameda and St. Francis)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187893  
Longitude: -106.617943





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #2 Southbound

(Between Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187953  
Longitude: -106.618074  
Direction: SB, B To A

8/24/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	3	2	5	1	1	1	0	0	0	0	13
1:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
2:00	0	0	1	0	2	2	0	0	0	0	0	0	0	5
3:00	0	0	0	0	3	3	2	1	1	0	0	0	0	10
4:00	0	0	0	0	0	0	2	2	0	0	0	0	0	4
5:00	1	0	0	2	8	11	3	2	0	0	0	0	0	27
6:00	0	0	2	8	34	33	20	7	0	0	0	0	0	104
7:00	0	0	1	9	57	86	64	9	1	0	1	0	0	228
8:00	1	3	9	39	67	67	17	4	1	0	0	0	0	208
9:00	4	3	2	27	77	106	29	6	3	0	0	0	0	257
10:00	2	3	1	20	72	105	34	5	0	0	1	0	0	243
11:00	3	2	10	15	107	104	40	8	0	1	0	0	0	290
12:00 PM	3	1	9	16	62	117	43	9	1	1	0	0	0	262
1:00	3	1	3	22	90	101	50	12	2	0	0	0	0	284
2:00	2	2	4	25	77	121	46	10	2	0	1	0	0	290
3:00	4	3	16	40	80	85	43	8	0	1	1	0	0	281
4:00	2	3	5	15	60	109	60	9	3	1	0	0	0	267
5:00	0	2	1	4	47	111	67	16	2	1	0	0	0	251
6:00	1	0	1	7	47	87	54	10	2	0	1	0	0	210
7:00	0	2	2	15	55	53	29	7	1	0	0	0	0	164
8:00	0	0	1	11	33	42	20	3	0	0	0	0	0	110
9:00	0	0	1	5	22	39	10	3	0	0	0	0	0	80
10:00	0	0	1	1	7	14	3	2	0	0	0	0	0	28
11:00	0	1	2	1	3	6	4	0	1	1	0	1	0	20
Total	26	26	72	285	1012	1409	641	134	21	6	5	1	0	3638



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #2 Southbound

(Between Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187953  
Longitude: -106.618074  
Direction: SB, B To A

8/25/2021	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	Total
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	
12:00 AM	0	0	0	0	3	3	3	1	0	0	0	0	0	10
1:00	0	0	0	1	1	1	1	2	0	0	0	0	0	6
2:00	0	0	0	0	0	2	0	0	0	0	0	0	0	2
3:00	0	0	0	0	1	1	2	2	0	0	0	0	0	6
4:00	1	0	0	0	3	3	1	2	0	0	0	0	0	10
5:00	0	0	0	2	5	14	6	2	0	0	0	0	0	29
6:00	0	0	0	13	27	42	22	6	2	0	0	0	0	112
7:00	1	1	7	20	57	75	48	8	5	0	0	1	0	223
8:00	2	9	17	30	67	76	25	7	2	0	0	0	0	235
9:00	3	3	6	20	71	93	32	6	1	0	0	0	0	235
10:00	1	2	5	30	67	90	42	10	0	0	0	0	0	247
11:00	1	2	5	22	82	109	41	10	2	0	0	0	0	274
12:00 PM	1	3	4	32	81	124	43	8	2	1	1	0	0	300
1:00	3	6	18	39	114	114	31	1	1	0	0	0	0	327
2:00	4	3	3	23	110	117	43	5	1	1	0	0	0	310
3:00	4	0	8	18	76	121	37	10	3	1	0	0	0	278
4:00	2	5	3	11	58	131	62	18	6	0	1	0	0	297
5:00	1	2	5	24	73	116	55	17	0	0	0	0	0	293
6:00	0	1	2	8	43	73	39	10	1	0	0	0	0	177
7:00	0	0	2	10	40	62	27	8	0	2	0	0	0	151
8:00	0	0	2	6	28	48	12	2	1	0	0	0	0	99
9:00	0	1	0	5	22	26	13	2	0	0	0	0	0	69
10:00	0	0	0	5	14	15	8	1	1	0	0	0	0	44
11:00	0	0	0	1	7	8	2	2	0	0	0	0	0	20
Total	24	38	87	320	1050	1464	595	140	28	5	2	1	0	3754
Grand Total	50	64	159	605	2062	2873	1236	274	49	11	7	2	0	7392

Stats	Percentile	15th	50th	85th	95th
Speed		30.8	36.2	41.1	44.7
Mean Speed (Average)		36.0			
10 MPH Pace Speed		30-39			
Number in Pace		4890			
Percent in Pace		66.2%			
Number > 35 MPH		4452			
Percent > 35 MPH		60.2%			



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #2 Southbound  
(Between Alameda and St. Francis)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187953  
Longitude: -106.618074





# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #1 Nourthbound

(Between Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187893  
Longitude: -106.617943  
Direction: NB, B To A

8/24/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
5:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
6:00	0	52	8	2	2	1	0	0	0	0	0	0	0	0	65
7:00	0	155	43	2	5	2	0	0	0	1	0	0	0	1	209
8:00	1	146	47	3	2	4	0	0	0	0	0	0	0	1	204
9:00	0	155	32	3	4	0	0	3	1	0	0	0	0	0	198
10:00	0	166	38	1	1	1	0	0	2	0	0	0	0	0	209
11:00	4	220	39	2	2	2	0	1	1	0	0	1	0	2	274
12:00 PM	6	209	48	4	2	1	0	0	0	1	0	0	0	2	273
1:00	2	208	37	1	4	1	0	1	2	0	0	0	0	3	259
2:00	1	224	49	1	7	1	0	1	0	0	0	0	0	5	289
3:00	2	259	44	5	3	0	0	1	0	0	0	0	0	4	318
4:00	2	245	34	0	3	0	0	0	0	0	0	0	0	2	286
5:00	5	220	33	2	3	3	0	1	1	0	0	0	0	1	269
6:00	0	209	20	2	0	1	0	1	0	0	0	0	0	0	233
7:00	0	152	15	0	1	0	0	0	0	0	0	0	0	0	168
8:00	2	107	9	0	0	0	0	0	0	0	0	0	0	1	119
9:00	2	62	7	0	0	0	0	0	0	0	0	0	0	0	71
10:00	0	23	2	0	0	0	0	0	0	0	0	0	0	0	25
11:00	1	12	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	28	2866	508	28	39	17	0	9	7	2	0	1	0	22	3527
Percent	0.8%	81.3%	14.4%	0.8%	1.1%	0.5%	0.0%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.6%	
AM Peak	11:00	11:00	8:00	8:00	7:00	8:00		9:00	10:00	7:00		11:00		11:00	11:00
	4	220	47	3	5	4	*	3	2	1	*	1	*	2	274
PM Peak	12:00	3:00	2:00	3:00	2:00	5:00		1:00	1:00	12:00				2:00	3:00
	PM									PM					
	6	259	49	5	7	3	*	1	2	1	*	*	*	5	318



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #1 Nourthbound

(Between Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187893  
Longitude: -106.617943  
Direction: NB, B To A

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
1:00	1	10	1	0	0	0	0	0	0	0	0	0	0	0	12
2:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	4	1	0	0	1	0	0	0	0	0	0	0	0	6
5:00	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
6:00	0	71	12	2	1	0	0	0	0	0	0	0	0	0	86
7:00	2	134	26	2	3	1	0	0	0	0	0	0	0	1	169
8:00	2	157	45	3	8	1	0	1	1	0	1	0	0	5	224
9:00	2	155	27	2	5	0	0	1	0	0	1	0	0	0	193
10:00	0	191	41	3	7	0	0	2	0	0	0	0	0	1	245
11:00	2	233	36	2	2	0	0	1	0	0	0	0	0	0	276
12:00 PM	3	260	44	2	5	2	0	0	1	0	0	0	0	2	319
1:00	2	236	47	3	4	0	1	3	0	0	0	0	0	4	300
2:00	1	274	45	1	2	1	0	0	0	0	0	0	0	2	326
3:00	2	265	44	2	5	0	0	1	1	0	0	0	0	3	323
4:00	0	212	34	3	3	1	0	0	0	0	0	0	0	1	254
5:00	3	246	43	2	3	0	0	0	0	0	0	0	0	3	300
6:00	2	206	24	2	2	0	0	0	0	0	0	0	0	1	237
7:00	2	134	19	0	1	1	0	0	0	0	0	0	0	0	157
8:00	0	128	13	0	0	0	0	0	0	0	0	0	0	0	141
9:00	2	53	6	0	0	0	0	0	0	0	0	0	0	0	61
10:00	0	38	3	0	1	0	0	0	0	0	0	0	0	0	42
11:00	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
<b>Total</b>	<b>27</b>	<b>3076</b>	<b>519</b>	<b>29</b>	<b>52</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>3749</b>
<b>Percent</b>	<b>0.7%</b>	<b>82.0%</b>	<b>13.8%</b>	<b>0.8%</b>	<b>1.4%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.6%</b>	
<b>AM Peak</b>	7:00	11:00	8:00	8:00	8:00	4:00		10:00	8:00		8:00			8:00	11:00
	2	233	45	3	8	1	*	2	1	*	1	*	*	5	276
<b>PM Peak</b>	12:00	2:00	1:00	1:00	12:00	12:00	1:00	1:00	12:00					1:00	2:00
	PM	PM			PM	PM			PM						
	3	274	47	3	5	2	1	3	1	*	*	*	*	4	326
<b>Grand Total</b>	<b>55</b>	<b>5942</b>	<b>1027</b>	<b>57</b>	<b>91</b>	<b>25</b>	<b>1</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>7276</b>
<b>Percent</b>	<b>0.8%</b>	<b>81.7%</b>	<b>14.1%</b>	<b>0.8%</b>	<b>1.3%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.6%</b>	



# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #1 Nourthbound  
(Between Alameda and St. Francis)  
Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187893  
Longitude: -106.617943







# Wilson & Company

4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109

File Name: Counter #2 Southbound

(Between Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187953  
Longitude: -106.618074  
Direction: SB, B To A

8/24/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	2	6	5	0	0	0	0	0	0	0	0	0	0	0	13
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
3:00	0	4	5	0	1	0	0	0	0	0	0	0	0	0	10
4:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
5:00	0	7	10	2	7	1	0	0	0	0	0	0	0	0	27
6:00	1	30	41	4	24	1	0	3	0	0	0	0	0	0	104
7:00	0	55	94	6	57	2	0	10	0	0	0	0	0	4	228
8:00	2	85	65	4	37	2	0	10	0	0	0	0	0	3	208
9:00	0	88	93	1	64	0	0	10	0	0	0	0	0	1	257
10:00	1	79	86	6	56	1	0	9	2	0	0	0	0	3	243
11:00	4	92	124	3	56	0	0	6	1	0	1	0	0	3	290
12:00 PM	2	101	105	3	41	1	0	6	0	0	0	0	0	3	262
1:00	4	89	105	5	73	0	0	5	0	0	1	0	0	2	284
2:00	0	100	121	7	54	1	0	3	1	0	0	0	0	3	290
3:00	0	99	102	5	57	1	0	10	3	0	0	1	0	3	281
4:00	1	88	119	3	49	0	0	4	0	0	0	0	0	3	267
5:00	4	100	95	2	47	0	0	3	0	0	0	0	0	0	251
6:00	3	88	78	1	34	0	0	5	0	0	0	0	0	1	210
7:00	1	75	63	0	23	0	0	2	0	0	0	0	0	0	164
8:00	1	47	44	0	15	0	0	2	0	0	0	0	0	1	110
9:00	2	36	32	0	10	0	0	0	0	0	0	0	0	0	80
10:00	0	13	12	0	3	0	0	0	0	0	0	0	0	0	28
11:00	2	8	5	0	4	0	0	0	1	0	0	0	0	0	20
Total	30	1296	1408	52	713	10	0	88	8	0	2	1	0	30	3638
Percent	0.8%	35.6%	38.7%	1.4%	19.6%	0.3%	0.0%	2.4%	0.2%	0.0%	0.1%	0.0%	0.0%	0.8%	
AM Peak	11:00	11:00	11:00	7:00	9:00	7:00		7:00	10:00		11:00			7:00	11:00
	4	92	124	6	64	2	*	10	2	*	1	*	*	4	290
PM Peak	1:00	12:00 PM	2:00	2:00	1:00	12:00 PM		3:00	3:00		1:00	3:00		12:00 PM	2:00
	4	101	121	7	73	1	*	10	3	*	1	1	*	3	290



# Wilson & Company

4401 Masthead Street NE, Suite 150  
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File Name: Counter #2 Southbound

(Between Alameda and St. Francis)

Date Printed: 8/26/2021

Start Date: 8/24/2021

End Date: 8/25/2021

GPS Accuracy: 0 ft

Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187953  
Longitude: -106.618074  
Direction: SB, B To A

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00 AM	1	5	4	0	0	0	0	0	0	0	0	0	0	0	10
1:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	3	0	2	0	0	0	0	0	0	0	0	0	6
4:00	1	3	3	0	2	0	0	0	0	0	0	0	0	1	10
5:00	1	7	15	1	5	0	0	0	0	0	0	0	0	0	29
6:00	0	38	38	4	24	1	0	5	0	0	0	0	0	2	112
7:00	0	71	89	5	47	1	0	6	0	0	0	0	0	4	223
8:00	1	89	85	7	39	2	0	11	1	0	0	0	0	0	235
9:00	0	79	88	5	57	0	0	4	0	0	0	0	0	2	235
10:00	2	91	98	3	44	0	0	5	1	0	1	0	0	2	247
11:00	1	91	121	4	49	0	0	6	0	0	0	0	0	2	274
12:00 PM	2	108	108	4	70	0	0	5	1	0	0	0	0	2	300
1:00	3	115	119	3	72	2	0	8	0	0	0	0	0	5	327
2:00	1	121	116	2	60	0	0	7	1	0	0	0	0	2	310
3:00	2	98	106	2	59	1	0	9	0	1	0	0	0	0	278
4:00	1	109	118	3	62	0	0	4	0	0	0	0	0	0	297
5:00	2	115	117	2	50	0	0	5	1	0	0	0	0	1	293
6:00	0	59	90	1	24	0	0	2	1	0	0	0	0	0	177
7:00	1	53	63	1	30	1	0	2	0	0	0	0	0	0	151
8:00	0	45	38	0	12	0	0	4	0	0	0	0	0	0	99
9:00	0	29	28	0	12	0	0	0	0	0	0	0	0	0	69
10:00	1	24	14	0	4	0	0	0	0	0	0	0	0	1	44
11:00	0	7	8	0	5	0	0	0	0	0	0	0	0	0	20
Total	20	1363	1472	47	729	8	0	83	6	1	1	0	0	24	3754
Percent	0.5%	36.3%	39.2%	1.3%	19.4%	0.2%	0.0%	2.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.6%	
AM Peak	10:00	10:00	11:00	8:00	9:00	8:00		8:00	8:00		10:00			7:00	11:00
	2	91	121	7	57	2	*	11	1	*	1	*	*	4	274
PM Peak	1:00	2:00	1:00	12:00	1:00	1:00		3:00	12:00	3:00				1:00	1:00
				PM				PM							
	3	121	119	4	72	2	*	9	1	1	*	*	*	5	327
Grand Total	50	2659	2880	99	1442	18	0	171	14	1	3	1	0	54	7392
Percent	0.7%	36.0%	39.0%	1.3%	19.5%	0.2%	0.0%	2.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.7%	



# Wilson & Company

4401 Masthead Street NE, Suite 150  
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File Name: Counter #2 Southbound  
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Date Printed: 8/26/2021  
Start Date: 8/24/2021  
End Date: 8/25/2021  
GPS Accuracy: 0 ft  
Location Verified: No

Station ID:  
Location 1:  
Location 2:  
Latitude: 35.187953  
Longitude: -106.618074

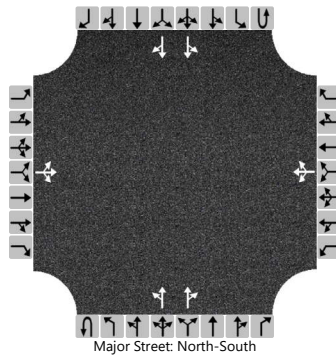


## Appendix B – HCS Output Reports

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Ortega Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Ortega Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	Existing AM Peak	Peak Hour Factor	0.93				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0		0	2	0		0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		14	9	20		6	17	16		17	245	17		10	268	11
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.50	6.94		7.54	6.52	6.90		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

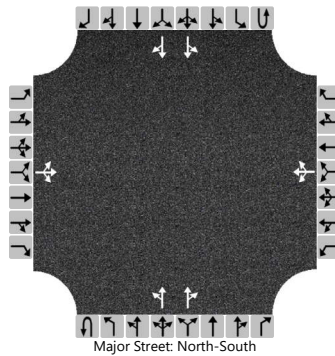
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46				42				18				11	
Capacity, c (veh/h)			542				516				1263				1285	
v/c Ratio			0.09				0.08				0.01				0.01	
95% Queue Length, Q <sub>95</sub> (veh)			0.3				0.3				0.0				0.0	
Control Delay (s/veh)			12.3				12.6				7.9				7.8	
Level of Service (LOS)			B				B				A				A	
Approach Delay (s/veh)	12.3				12.6				0.5				0.3			
Approach LOS	B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Ortega Rd and 4th St				
Agency/Co.	Wilson & Company	Jurisdiction					
Date Performed	9/10/2021	East/West Street	Ortega Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	Existing PM	Peak Hour Factor	0.95				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		11	14	27		14	35	21		40	319	19		12	286	18
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.50	6.94		7.54	6.52	6.90		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

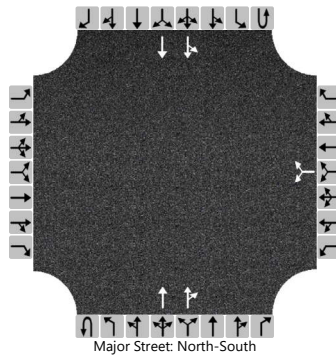
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			55				74				42				13		
Capacity, c (veh/h)			471				390				1244				1205		
v/c Ratio			0.12				0.19				0.03				0.01		
95% Queue Length, Q <sub>95</sub> (veh)			0.4				0.7				0.1				0.0		
Control Delay (s/veh)			13.6				16.4				8.0				8.0		
Level of Service (LOS)			B				C				A				A		
Approach Delay (s/veh)		13.6				16.4				1.0				0.3			
Approach LOS		B				C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Homeland Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Homeland Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	Existing AM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						24		28			240	27		19	269	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.12	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.21	

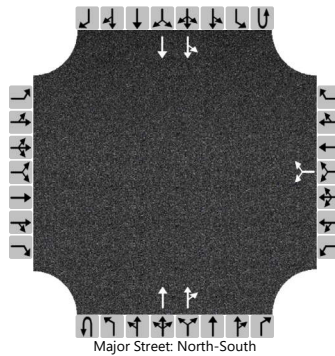
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57									21	
Capacity, c (veh/h)						667									1276	
v/c Ratio						0.08									0.02	
95% Queue Length, Q <sub>95</sub> (veh)						0.3									0.0	
Control Delay (s/veh)						10.9									7.9	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						10.9								0.6		
Approach LOS						B										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Homeland Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Homeland Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	Existing PM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	2	0		0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						23		26			312	35		27	285	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.12	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.21	

## Delay, Queue Length, and Level of Service

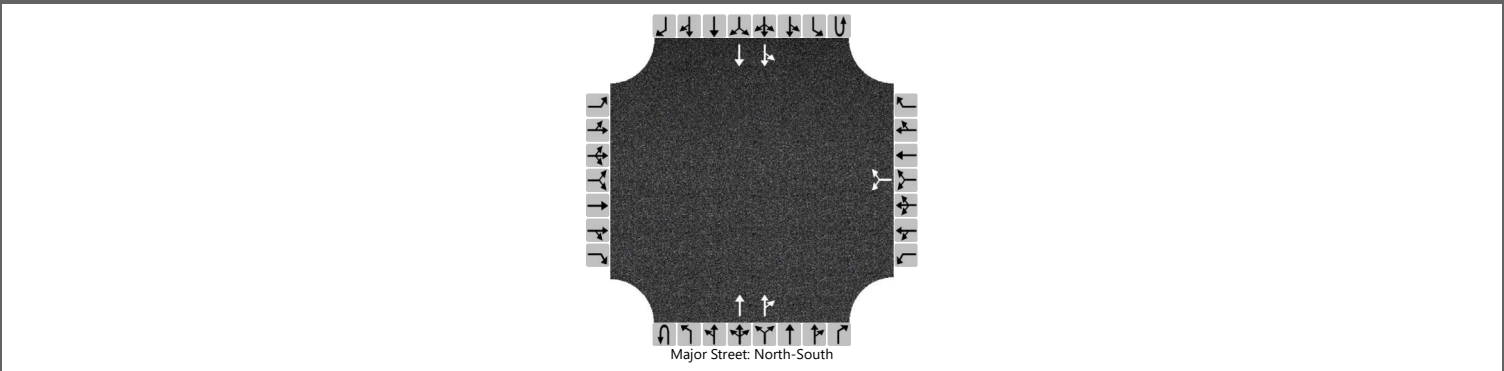
Flow Rate, v (veh/h)						53									29	
Capacity, c (veh/h)						585									1185	
v/c Ratio						0.09									0.02	
95% Queue Length, Q <sub>95</sub> (veh)						0.3									0.1	
Control Delay (s/veh)						11.8									8.1	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)					11.8								0.8			
Approach LOS					B											



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	St. Frances Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	St. Frances Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	Existing AM	Peak Hour Factor	0.90				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						11		8			265	7		6	295	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.10	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.20	

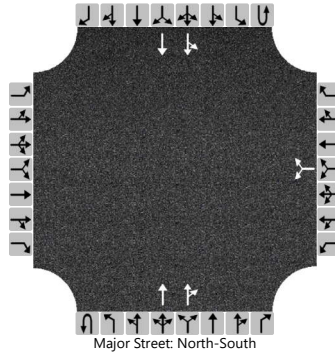
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						21									7	
Capacity, c (veh/h)						625									1270	
v/c Ratio						0.03									0.01	
95% Queue Length, Q <sub>95</sub> (veh)						0.1									0.0	
Control Delay (s/veh)						11.0									7.8	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						11.0								0.2		
Approach LOS						B										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst				Intersection	St. Frances Rd and 4th St		
Agency/Co.	Wilson and Company			Jurisdiction			
Date Performed	9/14/2021			East/West Street	St. Frances Rd		
Analysis Year	2021			North/South Street	4th Street		
Time Analyzed	Existing PM			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						11		9			369	10		7	338	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

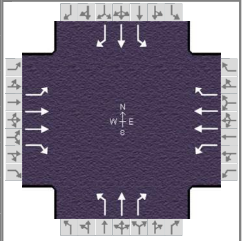
Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.10	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.20	

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22									8	
Capacity, c (veh/h)						547									1162	
v/c Ratio						0.04									0.01	
95% Queue Length, Q <sub>95</sub> (veh)						0.1									0.0	
Control Delay (s/veh)						11.9									8.1	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)					11.9								0.2			
Approach LOS					B											

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Wilson & Co			Duration, h	0.250		
Analyst		Analysis Date	9/14/2021	Area Type	Other		
Jurisdiction		Time Period	Existing AM	PHF	0.97		
Urban Street		Analysis Year	2021	Analysis Period	1 > 7:15		
Intersection	4th and Alameda		File Name	Alameda Existing AM.xus			
Project Description	Existing AM Peak						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	140	1442	106	40	706	38	109	63	54	69	83	106

Signal Information												
Cycle, s	135.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.0	3.0	74.9	6.9	3.4	11.7		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.4	4.4	4.4	5.2	0.0	5.2		
				Red	1.5	1.5	1.5	1.5	0.0	1.5		

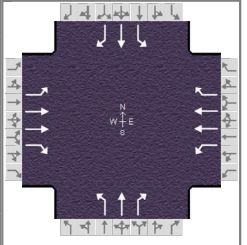
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.8	89.7	9.9	80.8	17.0	21.8	13.6	18.4
Change Period, ( Y+R <sub>c</sub> ), s	5.9	5.9	5.9	5.9	6.7	6.7	6.7	6.7
Max Allow Headway ( MAH ), s	3.2	0.0	3.2	0.0	3.2	3.3	3.2	3.3
Queue Clearance Time ( g <sub>s</sub> ), s	12.8		5.0		10.4	6.4	7.4	11.1
Green Extension Time ( g <sub>e</sub> ), s	0.2	0.0	0.1	0.0	0.1	0.6	0.0	0.5
Phase Call Probability	1.00		0.79		0.99	1.00	0.93	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	144	1487	109	41	728	39	112	65	56	71	86	109
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1752	1585	1795	1738	1584	1795	1841	1598	1781	1826	1598
Queue Service Time ( g <sub>s</sub> ), s	10.8	38.5	3.9	3.0	16.2	1.6	8.4	4.4	4.4	5.4	6.1	9.1
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	10.8	38.5	3.9	3.0	16.2	1.6	8.4	4.4	4.4	5.4	6.1	9.1
Green Ratio ( g/C )	0.09	0.61	0.61	0.02	0.55	0.55	0.07	0.10	0.10	0.04	0.08	0.08
Capacity ( c ), veh/h	159	2149	972	40	1902	866	124	192	167	78	144	126
Volume-to-Capacity Ratio ( X )	0.909	0.692	0.112	1.034	0.383	0.045	0.904	0.338	0.333	0.913	0.593	0.866
Back of Queue ( Q ), ft/ln ( 95 th percentile)	230.4	594.8	68.7	88.6	293	28.1	191.6	98.9	0.9	128	138.4	182.5
Back of Queue ( Q ), veh/ln ( 95 th percentile)	9.1	23.1	2.7	3.5	11.3	1.1	7.6	3.8	0.0	5.0	5.3	7.2
Queue Storage Ratio ( RQ ) ( 95 th percentile)	1.61	0.00	0.51	0.52	0.00	0.21	1.78	0.00	0.01	1.10	0.00	1.57
Uniform Delay ( d <sub>1</sub> ), s/veh	61.0	17.3	10.8	66.0	17.3	14.2	62.4	55.7	56.1	64.3	59.6	61.5
Incremental Delay ( d <sub>2</sub> ), s/veh	7.7	1.9	0.2	49.5	0.6	0.1	9.0	0.4	0.4	14.3	1.4	6.7
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	68.7	19.1	11.1	115.5	17.9	14.3	71.4	56.0	56.5	78.6	61.0	68.1
Level of Service ( LOS )	E	B	B	F	B	B	E	E	E	E	E	E
Approach Delay, s/veh / LOS	22.7		C	22.7		C	63.6		E	68.6		E
Intersection Delay, s/veh / LOS	29.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.08	B	2.09	B	2.47	B	2.47	B
Bicycle LOS Score / LOS								

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Wilson & Co			Duration, h	0.250		
Analyst		Analysis Date	9/14/2021	Area Type	Other		
Jurisdiction		Time Period	Existing PM	PHF	0.95		
Urban Street		Analysis Year	2021	Analysis Period	1 > 16:00		
Intersection	4th and Alameda		File Name	Alameda Existing PM.xus			
Project Description	Existing PM Peak						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	138	1063	132	57	1471	71	154	102	48	55	88	258

Signal Information																	
Cycle, s	155.0	Reference Phase	2	Green		Yellow		Red		Phase 1		Phase 2		Phase 3		Phase 4	
Offset, s	0	Reference Point	Begin	6.7	2.0	75.3	6.5	2.9	23.8	1		2		3		4	
Uncoordinated	No	Simult. Gap E/W	On	4.4	4.4	4.4	5.2	5.2	5.2	5		6		7		8	
Force Mode	Fixed	Simult. Gap N/S	On	1.5	1.5	1.5	1.5	1.5	1.5	5		6		7		8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.5	89.1	12.6	81.2	22.8	40.1	13.2	30.5
Change Period, ( Y+R <sub>c</sub> ), s	5.9	5.9	5.9	5.9	6.7	6.7	6.7	6.7
Max Allow Headway ( MAH ), s	3.2	0.0	3.2	0.0	3.2	3.3	3.2	3.3
Queue Clearance Time ( g <sub>s</sub> ), s	14.4		7.2		15.9	9.6	7.0	24.7
Green Extension Time ( g <sub>e</sub> ), s	0.2	0.0	0.1	0.0	0.2	1.1	0.0	0.0
Phase Call Probability	1.00		0.92		1.00	1.00	0.92	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	1.00

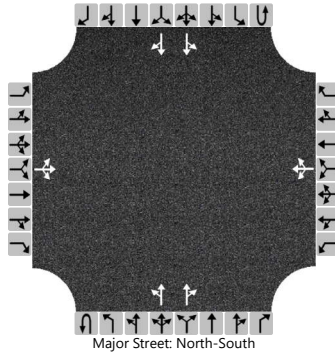
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	145	1119	139	60	1548	75	162	107	51	58	93	272
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1752	1585	1795	1738	1583	1795	1841	1598	1781	1826	1598
Queue Service Time ( g <sub>s</sub> ), s	12.4	34.1	7.0	5.2	64.7	4.0	13.9	7.6	4.0	5.0	7.1	22.7
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	12.4	34.1	7.0	5.2	64.7	4.0	13.9	7.6	4.0	5.0	7.1	22.7
Green Ratio ( g/C )	0.09	0.53	0.53	0.04	0.48	0.48	0.10	0.21	0.21	0.04	0.15	0.15
Capacity ( c ), veh/h	158	1862	842	66	1670	761	174	383	333	63	267	234
Volume-to-Capacity Ratio ( X )	0.922	0.601	0.165	0.911	0.927	0.098	0.929	0.280	0.152	0.920	0.346	1.161
Back of Queue ( Q ), ft/ln ( 95 th percentile)	263.1	555.2	129.5	123.7	1029.9	74.6	301.6	169.6	75.7	121.6	158.7	626.7
Back of Queue ( Q ), veh/ln ( 95 th percentile)	10.4	21.5	5.1	4.9	39.6	2.9	12.0	6.6	3.0	4.8	6.1	24.9
Queue Storage Ratio ( RQ ) ( 95 th percentile)	1.84	0.00	0.96	0.73	0.00	0.56	2.81	0.00	0.71	1.04	0.00	5.39
Uniform Delay ( d <sub>1</sub> ), s/veh	70.2	24.7	18.7	74.4	37.3	22.0	69.4	51.2	50.2	74.5	59.1	66.2
Incremental Delay ( d <sub>2</sub> ), s/veh	10.6	1.4	0.4	16.0	10.4	0.3	19.6	0.1	0.1	17.7	0.3	109.3
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	80.8	26.2	19.1	90.4	47.7	22.2	89.0	51.3	50.2	92.2	59.3	175.4
Level of Service ( LOS )	F	C	B	F	D	C	F	D	D	F	E	F
Approach Delay, s/veh / LOS	31.1	C		48.1	D		70.3	E		138.5	F	
Intersection Delay, s/veh / LOS	53.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.11	B	2.47	B	2.47	B
Bicycle LOS Score / LOS								

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Ortega Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Ortega Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2023 AM	Peak Hour Factor	0.93				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		14	9	20		6	17	16		17	247	17		10	271	11
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.50	6.94		7.54	6.52	6.90		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

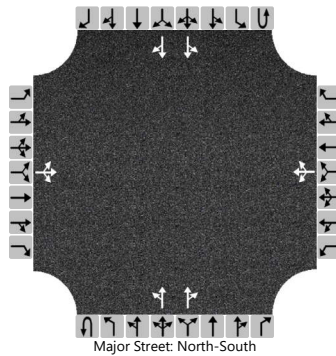
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46				42				18				11		
Capacity, c (veh/h)			539				513				1260				1283		
v/c Ratio			0.09				0.08				0.01				0.01		
95% Queue Length, Q <sub>95</sub> (veh)			0.3				0.3				0.0				0.0		
Control Delay (s/veh)			12.3				12.6				7.9				7.8		
Level of Service (LOS)			B				B				A				A		
Approach Delay (s/veh)		12.3				12.6				0.5				0.3			
Approach LOS		B				B				A				A			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst				Intersection	Ortega Rd and 4th St		
Agency/Co.	Wilson and Company			Jurisdiction			
Date Performed	9/14/2021			East/West Street	Ortega Rd		
Analysis Year	2021			North/South Street	4th Street		
Time Analyzed	2023 PM			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0
Configuration			LTR				LTR			LT		TR		LT		TR
Volume (veh/h)		11	14	27		14	35	21		40	322	19		12	289	18
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.50	6.94		7.54	6.52	6.90		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

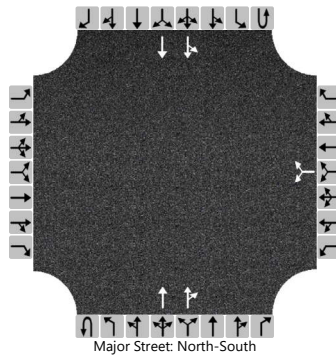
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			55			74				42				13			
Capacity, c (veh/h)			468			387				1241				1201			
v/c Ratio			0.12			0.19				0.03				0.01			
95% Queue Length, Q <sub>95</sub> (veh)			0.4			0.7				0.1				0.0			
Control Delay (s/veh)			13.7			16.5				8.0				8.0			
Level of Service (LOS)			B			C				A				A			
Approach Delay (s/veh)		13.7				16.5				1.0				0.3			
Approach LOS		B				C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Homeland Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Homeland Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2023 AM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						24		28			242	27		19	272	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.12	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.21	

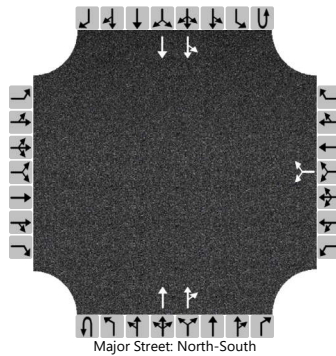
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57									21	
Capacity, c (veh/h)						665									1273	
v/c Ratio						0.09									0.02	
95% Queue Length, Q <sub>95</sub> (veh)						0.3									0.0	
Control Delay (s/veh)						10.9									7.9	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)					10.9								0.6			
Approach LOS					B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Homeland Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Homeland Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2023 PM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						23		26			315	35		27	288	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.12	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.21	

## Delay, Queue Length, and Level of Service

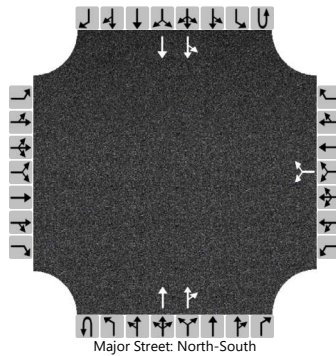
Flow Rate, v (veh/h)						53									29	
Capacity, c (veh/h)						582									1182	
v/c Ratio						0.09									0.02	
95% Queue Length, Q <sub>95</sub> (veh)						0.3									0.1	
Control Delay (s/veh)						11.8									8.1	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						11.8								0.8		
Approach LOS						B										



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	St. Frances Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	St. Frances Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2023 AM	Peak Hour Factor	0.90				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	2	0		0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						11		8			268	7		6	298	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.82		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.30						2.20		

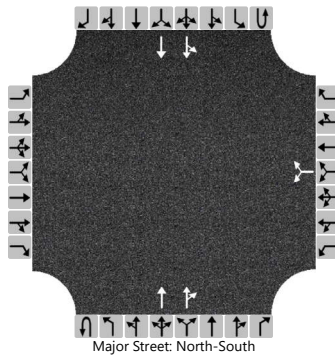
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						21								7		
Capacity, c (veh/h)						621								1267		
v/c Ratio						0.03								0.01		
95% Queue Length, Q <sub>95</sub> (veh)						0.1								0.0		
Control Delay (s/veh)						11.0								7.9		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					11.0								0.2			
Approach LOS					B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	St. Frances Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	St. Frances Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2023 PM	Peak Hour Factor	0.93				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						11		9			373	10		7	341	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

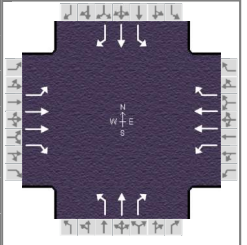
Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.10	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.20	

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22									8	
Capacity, c (veh/h)						543									1158	
v/c Ratio						0.04									0.01	
95% Queue Length, Q <sub>95</sub> (veh)						0.1									0.0	
Control Delay (s/veh)						11.9									8.1	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						11.9								0.2		
Approach LOS						B										

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Wilson & Co			Duration, h	0.250		
Analyst		Analysis Date	9/14/2021	Area Type	Other		
Jurisdiction		Time Period	Existing AM	PHF	1.00		
Urban Street		Analysis Year	2021	Analysis Period	1 > 7:15		
Intersection	4th and Alameda		File Name	Alameda 2023 AM.xus			
Project Description	2023 AM Peak						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	141	1456	107	40	713	38	110	64	55	70	84	107

Signal Information				Phase Diagrams									
Cycle, s	135.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin	Green	3.9	2.9	75.5	6.8	3.4	11.5			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.4	4.4	4.4	5.2	0.0	5.2			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	1.5	0.0	1.5			

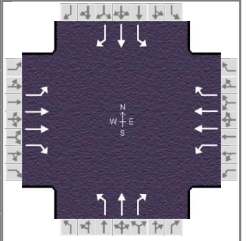
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.6	90.2	9.8	81.4	16.9	21.5	13.5	18.2
Change Period, ( Y+R <sub>c</sub> ), s	5.9	5.9	5.9	5.9	6.7	6.7	6.7	6.7
Max Allow Headway ( MAH ), s	3.2	0.0	3.2	0.0	3.2	3.3	3.2	3.3
Queue Clearance Time ( g <sub>s</sub> ), s	12.5		4.9		10.2	6.4	7.3	10.9
Green Extension Time ( g <sub>e</sub> ), s	0.2	0.0	0.1	0.0	0.1	0.6	0.0	0.5
Phase Call Probability	0.99		0.78		0.98	1.00	0.93	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	141	1456	107	40	713	38	110	64	55	70	84	107
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1752	1585	1795	1738	1584	1795	1841	1598	1781	1826	1598
Queue Service Time ( g <sub>s</sub> ), s	10.5	36.8	3.7	2.9	15.6	1.5	8.2	4.4	4.3	5.3	6.0	8.9
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	10.5	36.8	3.7	2.9	15.6	1.5	8.2	4.4	4.3	5.3	6.0	8.9
Green Ratio ( g/C )	0.09	0.62	0.62	0.02	0.55	0.55	0.07	0.10	0.10	0.04	0.08	0.08
Capacity ( c ), veh/h	155	2162	978	38	1918	874	122	189	164	77	142	124
Volume-to-Capacity Ratio ( X )	0.908	0.673	0.109	1.042	0.372	0.043	0.903	0.340	0.336	0.914	0.593	0.864
Back of Queue ( Q ), ft/ln ( 95 th percentile)	226.6	571.3	66.4	86.8	284.3	27	188	97.7	0.9	126.2	136.2	178.7
Back of Queue ( Q ), veh/ln ( 95 th percentile)	9.0	22.1	2.6	3.4	10.9	1.1	7.5	3.8	0.0	5.0	5.2	7.1
Queue Storage Ratio ( RQ ) ( 95 th percentile)	1.58	0.00	0.49	0.51	0.00	0.20	1.75	0.00	0.01	1.08	0.00	1.54
Uniform Delay ( d <sub>1</sub> ), s/veh	61.1	16.7	10.6	66.1	16.8	13.9	62.5	55.9	56.3	64.4	59.7	61.6
Incremental Delay ( d <sub>2</sub> ), s/veh	7.7	1.7	0.2	52.5	0.6	0.1	9.1	0.4	0.4	14.6	1.5	6.7
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	68.9	18.4	10.8	118.6	17.4	14.0	71.6	56.3	56.8	79.0	61.2	68.2
Level of Service ( LOS )	E	B	B	F	B	B	E	E	E	E	E	E
Approach Delay, s/veh / LOS	22.1		C	22.3		C	63.8		E	68.8		E
Intersection Delay, s/veh / LOS	29.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.08	B	2.09	B	2.47	B	2.47	B
Bicycle LOS Score / LOS								

# HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Wilson & Co			Duration, h	0.250		
Analyst		Analysis Date	9/14/2021	Area Type	Other		
Jurisdiction		Time Period	Existing PM	PHF	0.95		
Urban Street		Analysis Year	2021	Analysis Period	1 > 16:00		
Intersection	4th and Alameda		File Name	Alameda 2023 PM.xus			
Project Description	2023 PM Peak						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	139	1074	133	58	1486	72	156	103	48	56	89	261

Signal Information				Phase Diagrams									
Cycle, s	155.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin	Green	6.8	2.0	75.2	6.6	3.0	23.7			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.4	4.4	4.4	5.2	5.2	5.2			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	1.5	1.5	1.5			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.6	89.0	12.7	81.1	22.9	40.0	13.3	30.4
Change Period, ( Y+R <sub>c</sub> ), s	5.9	5.9	5.9	5.9	6.7	6.7	6.7	6.7
Max Allow Headway ( MAH ), s	3.2	0.0	3.2	0.0	3.2	3.3	3.2	3.3
Queue Clearance Time ( g <sub>s</sub> ), s	14.5		7.3		16.1	9.7	7.1	24.5
Green Extension Time ( g <sub>e</sub> ), s	0.2	0.0	0.1	0.0	0.2	1.1	0.0	0.0
Phase Call Probability	1.00		0.93		1.00	1.00	0.92	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	1.00

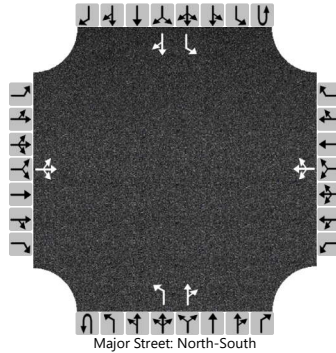
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	146	1131	140	61	1564	76	164	108	51	59	94	275
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1752	1585	1795	1738	1583	1795	1841	1598	1781	1826	1598
Queue Service Time ( g <sub>s</sub> ), s	12.5	34.7	7.1	5.3	66.0	4.1	14.1	7.7	4.0	5.1	7.2	22.5
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	12.5	34.7	7.1	5.3	66.0	4.1	14.1	7.7	4.0	5.1	7.2	22.5
Green Ratio ( g/C )	0.09	0.53	0.53	0.04	0.48	0.48	0.10	0.21	0.21	0.04	0.15	0.15
Capacity ( c ), veh/h	159	1859	841	67	1667	759	177	382	332	64	266	232
Volume-to-Capacity Ratio ( X )	0.923	0.608	0.167	0.909	0.938	0.100	0.930	0.284	0.152	0.918	0.353	1.182
Back of Queue ( Q ), ft/ln ( 95 th percentile)	265.8	563.2	130.8	125.7	1054.2	75.9	305.9	171.4	75.8	123.5	160.8	644.4
Back of Queue ( Q ), veh/ln ( 95 th percentile)	10.5	21.8	5.1	5.0	40.5	3.0	12.1	6.6	3.0	4.9	6.2	25.6
Queue Storage Ratio ( RQ ) ( 95 th percentile)	1.86	0.00	0.97	0.74	0.00	0.56	2.85	0.00	0.71	1.06	0.00	5.54
Uniform Delay ( d <sub>1</sub> ), s/veh	70.1	24.9	18.7	74.3	37.7	22.1	69.4	51.3	50.2	74.5	59.2	66.2
Incremental Delay ( d <sub>2</sub> ), s/veh	11.4	1.5	0.4	15.6	11.6	0.3	20.4	0.1	0.1	17.2	0.3	117.2
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	81.5	26.4	19.2	89.9	49.3	22.3	89.7	51.4	50.3	91.7	59.5	183.5
Level of Service ( LOS )	F	C	B	F	D	C	F	D	D	F	E	F
Approach Delay, s/veh / LOS	31.4	C		49.6	D		70.7	E		143.6	F	
Intersection Delay, s/veh / LOS	55.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	2.11	B	2.47	B	2.47	B
Bicycle LOS Score / LOS								

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Ortega Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Ortega Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	Road Diet 2023 AM	Peak Hour Factor	0.93				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		14	9	20		6	17	16		17	247	17		10	271	11
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.50	6.22		7.12	6.51	6.20		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

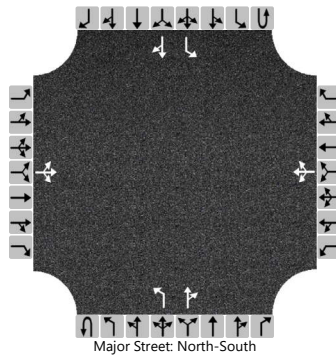
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			46				42			18				11			
Capacity, c (veh/h)			479				479			1261				1284			
v/c Ratio			0.10				0.09			0.01				0.01			
95% Queue Length, Q <sub>95</sub> (veh)			0.3				0.3			0.0				0.0			
Control Delay (s/veh)			13.3				13.2			7.9				7.8			
Level of Service (LOS)			B				B			A				A			
Approach Delay (s/veh)		13.3				13.2				0.5				0.3			
Approach LOS		B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Ortega Rd and 4th St				
Agency/Co.	Wilson and Company		Jurisdiction				
Date Performed	9/14/2021		East/West Street	Ortega Rd			
Analysis Year	2021		North/South Street	4th Street			
Time Analyzed	2023 PM Road Diet		Peak Hour Factor	0.95			
Intersection Orientation	North-South		Analysis Time Period (hrs)	0.25			
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		11	14	27		14	35	21		40	322	19		12	289	18
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.50	6.22		7.12	6.51	6.20		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

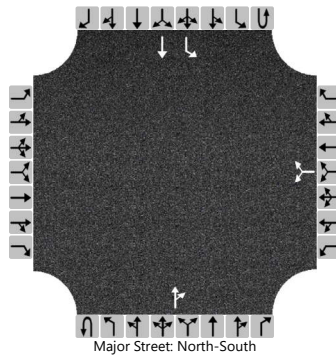
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			55				74							13			
Capacity, c (veh/h)			417				362							1203			
v/c Ratio			0.13				0.20							0.01			
95% Queue Length, Q <sub>95</sub> (veh)			0.4				0.8							0.0			
Control Delay (s/veh)			14.9				17.5							8.0			
Level of Service (LOS)			B				C							A			
Approach Delay (s/veh)		14.9				17.5				0.8				0.3			
Approach LOS		B				C											

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Homeland Rd and 4th St
Agency/Co.	Wilson and Company	Jurisdiction	
Date Performed	9/14/2021	East/West Street	Homeland Rd
Analysis Year	2021	North/South Street	4th Street
Time Analyzed	2023 AM Road Diet	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	4th Street Road Diet		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0		0	1	0		0	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						24		28			242	27		19	272	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.20						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.30						2.21		

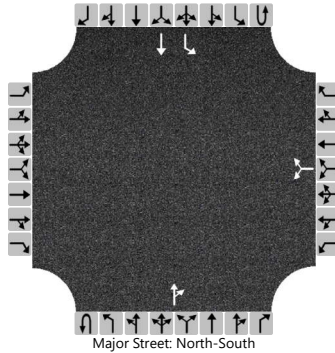
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						57								21		
Capacity, c (veh/h)						578								1275		
v/c Ratio						0.10								0.02		
95% Queue Length, Q <sub>95</sub> (veh)						0.3								0.0		
Control Delay (s/veh)						11.9								7.9		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)					11.9								0.5			
Approach LOS					B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Homeland Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Homeland Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2023 PM Road Diet	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						23		26			315	35		27	288	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.41		6.20							4.11	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.21	

## Delay, Queue Length, and Level of Service

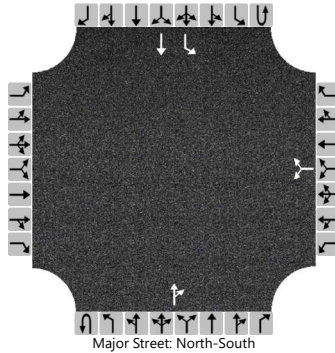
Flow Rate, v (veh/h)						53								29		
Capacity, c (veh/h)						498								1184		
v/c Ratio						0.11								0.02		
95% Queue Length, Q <sub>95</sub> (veh)						0.4								0.1		
Control Delay (s/veh)						13.1								8.1		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)						13.1								0.7		
Approach LOS						B										



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	St. Frances Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	St. Frances Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2023 AM Road Diet	Peak Hour Factor	0.90				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						11		8			268	7		6	298	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.41		6.20							4.10	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.20	

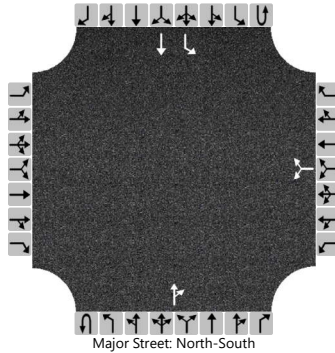
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						21									7	
Capacity, c (veh/h)						527									1267	
v/c Ratio						0.04									0.01	
95% Queue Length, Q <sub>95</sub> (veh)						0.1									0.0	
Control Delay (s/veh)						12.1									7.9	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						12.1								0.2		
Approach LOS						B										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	St. Frances Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	St. Frances Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2023 PM Road Diet	Peak Hour Factor	0.93				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						11		9			373	10		7	341	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.41		6.20							4.10	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.20	

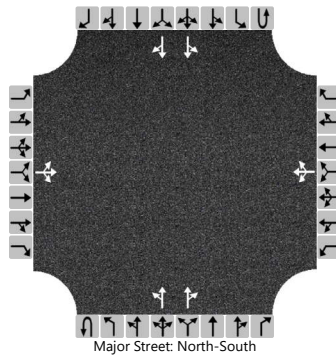
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22									8	
Capacity, c (veh/h)						449									1158	
v/c Ratio						0.05									0.01	
95% Queue Length, Q <sub>95</sub> (veh)						0.2									0.0	
Control Delay (s/veh)						13.4									8.1	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						13.4								0.2		
Approach LOS						B										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Ortega Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Ortega Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 AM	Peak Hour Factor	0.93				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0	
Configuration			LTR				LTR			LT		TR		LT		TR	
Volume (veh/h)		15	10	22		7	19	18		19	270	19		11	295	12	
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.50	6.94		7.54	6.52	6.90		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

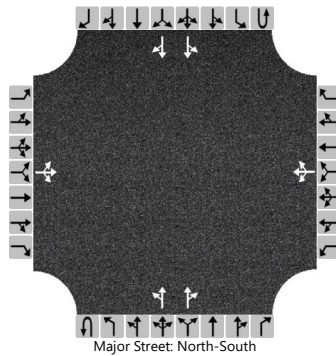
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			51				47			20				12			
Capacity, c (veh/h)			504				479			1231				1254			
v/c Ratio			0.10				0.10			0.02				0.01			
95% Queue Length, Q <sub>95</sub> (veh)			0.3				0.3			0.1				0.0			
Control Delay (s/veh)			12.9				13.3			8.0				7.9			
Level of Service (LOS)			B				B			A				A			
Approach Delay (s/veh)		12.9				13.3				0.6				0.3			
Approach LOS		B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Ortega Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Ortega Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 PM	Peak Hour Factor	0.95				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	2	0	0	0	2	0	
Configuration			LTR				LTR			LT		TR		LT		TR	
Volume (veh/h)		12	15	30		15	39	23		44	351	21		13	315	20	
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.54	6.50	6.94		7.54	6.52	6.90		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

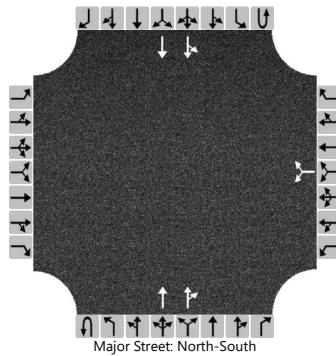
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			60				81							14			
Capacity, c (veh/h)			431				351							1169			
v/c Ratio			0.14				0.23							0.01			
95% Queue Length, Q <sub>95</sub> (veh)			0.5				0.9							0.0			
Control Delay (s/veh)			14.7				18.3							8.1			
Level of Service (LOS)			B				C							A			
Approach Delay (s/veh)		14.7				18.3				1.0				0.4			
Approach LOS		B				C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Homeland Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Homeland Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 AM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						26		31			264	30		21	296	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.12	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.21	

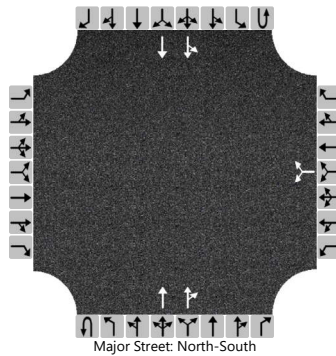
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						62								23		
Capacity, c (veh/h)						636								1244		
v/c Ratio						0.10								0.02		
95% Queue Length, Q <sub>95</sub> (veh)						0.3								0.1		
Control Delay (s/veh)						11.3								7.9		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)						11.3								0.6		
Approach LOS						B										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Homeland Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Homeland Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 PM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						25		29			343	39		30	314	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.12	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.21	

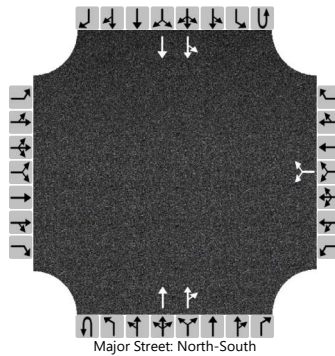
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						59									33	
Capacity, c (veh/h)						549									1147	
v/c Ratio						0.11									0.03	
95% Queue Length, Q <sub>95</sub> (veh)						0.4									0.1	
Control Delay (s/veh)						12.3									8.2	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						12.3								0.8		
Approach LOS						B										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	St. Frances Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	St. Frances Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 AM	Peak Hour Factor	0.90				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						12		9			292	8		7	325	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.10	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.20	

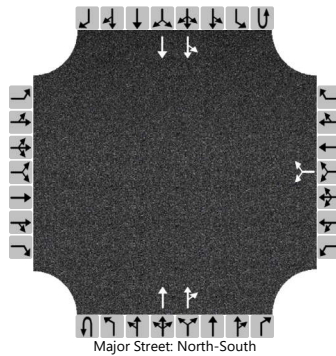
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23									8	
Capacity, c (veh/h)						592									1237	
v/c Ratio						0.04									0.01	
95% Queue Length, Q <sub>95</sub> (veh)						0.1									0.0	
Control Delay (s/veh)						11.3									7.9	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						11.3								0.2		
Approach LOS						B										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	St. Frances Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	St. Frances Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 PM	Peak Hour Factor	0.93				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						12		10			406	11		8	372	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9							4.1	
Critical Headway (sec)						6.82		6.90							4.10	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.20	

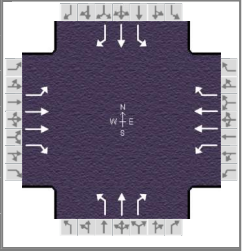
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						24									9	
Capacity, c (veh/h)						510									1123	
v/c Ratio						0.05									0.01	
95% Queue Length, Q <sub>95</sub> (veh)						0.1									0.0	
Control Delay (s/veh)						12.4									8.2	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						12.4								0.2		
Approach LOS						B										



## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Wilson & Co			Duration, h	0.250		
Analyst		Analysis Date	9/14/2021	Area Type	Other		
Jurisdiction		Time Period	Existing AM	PHF	1.00		
Urban Street		Analysis Year	2021	Analysis Period	1 > 7:15		
Intersection	4th and Alameda		File Name	Alameda 2040 AM.xus			
Project Description	2040 AM Peak						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	154	1586	117	44	777	42	120	69	59	76	91	117

Signal Information				Phase Diagrams										
Cycle, s	135.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin	Green	4.3	3.4	72.8	7.3	3.6	12.3				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.4	4.4	4.4	5.2	0.0	5.2				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	1.5	0.0	1.5				

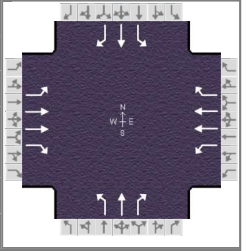
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.6	88.1	10.2	78.7	17.7	22.6	14.0	19.0
Change Period, ( $Y+R_c$ ), s	5.9	5.9	5.9	5.9	6.7	6.7	6.7	6.7
Max Allow Headway ( $MAH$ ), s	3.2	0.0	3.2	0.0	3.2	3.3	3.2	3.3
Queue Clearance Time ( $g_s$ ), s	13.5		5.3		11.0	6.7	7.7	11.8
Green Extension Time ( $g_e$ ), s	0.2	0.0	0.1	0.0	0.1	0.6	0.1	0.6
Phase Call Probability	1.00		0.81		0.99	1.00	0.94	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( $v$ ), veh/h	154	1586	117	44	777	42	120	69	59	76	91	117
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1795	1752	1585	1795	1738	1584	1795	1841	1598	1781	1826	1598
Queue Service Time ( $g_s$ ), s	11.5	44.5	4.3	3.3	18.2	1.7	9.0	4.7	4.6	5.7	6.5	9.8
Cycle Queue Clearance Time ( $g_c$ ), s	11.5	44.5	4.3	3.3	18.2	1.7	9.0	4.7	4.6	5.7	6.5	9.8
Green Ratio ( $g/C$ )	0.09	0.60	0.60	0.02	0.53	0.53	0.07	0.11	0.11	0.05	0.08	0.08
Capacity ( $c$ ), veh/h	169	2108	953	44	1850	843	132	204	177	84	153	134
Volume-to-Capacity Ratio ( $X$ )	0.913	0.753	0.123	0.992	0.420	0.050	0.907	0.339	0.334	0.909	0.594	0.873
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	242.4	680.8	76.6	90.7	323	31.4	201.1	104.5	87.3	135.5	146.7	194.1
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	9.6	26.4	3.0	3.6	12.4	1.2	8.0	4.0	3.5	5.3	5.6	7.7
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	1.69	0.00	0.57	0.53	0.00	0.23	1.87	0.00	0.81	1.16	0.00	1.67
Uniform Delay ( $d_1$ ), s/veh	60.6	19.3	11.6	65.8	18.8	15.2	62.1	55.0	55.4	64.0	59.1	61.1
Incremental Delay ( $d_2$ ), s/veh	7.6	2.5	0.3	36.5	0.7	0.1	8.8	0.4	0.4	13.1	1.4	6.6
Initial Queue Delay ( $d_3$ ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh	68.2	21.8	11.8	102.3	19.5	15.3	70.8	55.4	55.8	77.1	60.5	67.7
Level of Service (LOS)	E	C	B	F	B	B	E	E	E	E	E	E
Approach Delay, s/veh / LOS	25.1		C	23.5		C	63.0		E	67.9		E
Intersection Delay, s/veh / LOS	31.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.08	B	2.10	B	2.47	B	2.47	B
Bicycle LOS Score / LOS								

## HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Wilson & Co			Duration, h	0.250		
Analyst		Analysis Date	9/14/2021	Area Type	Other		
Jurisdiction		Time Period	Existing PM	PHF	0.95		
Urban Street		Analysis Year	2021	Analysis Period	1 > 16:00		
Intersection	4th and Alameda		File Name	Alameda 2040 PM.xus			
Project Description	2040 PM Peak						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	152	1169	145	63	1618	78	169	112	53	61	97	284

Signal Information														
Cycle, s	155.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	On											
				Green	7.3	2.6	74.0	7.1	3.6	22.5				
				Yellow	4.4	4.4	4.4	5.2	5.2	5.2				
				Red	1.5	1.5	1.5	1.5	1.5	1.5				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	21.8	88.4	13.2	79.9	24.1	39.5	13.8	29.2
Change Period, ( Y+R <sub>c</sub> ), s	5.9	5.9	5.9	5.9	6.7	6.7	6.7	6.7
Max Allow Headway ( MAH ), s	3.2	0.0	3.2	0.0	3.2	3.3	3.2	3.3
Queue Clearance Time ( g <sub>s</sub> ), s	15.7		7.7		17.2	10.4	7.6	23.5
Green Extension Time ( g <sub>e</sub> ), s	0.2	0.0	0.1	0.0	0.2	1.2	0.0	0.0
Phase Call Probability	1.00		0.94		1.00	1.00	0.94	1.00
Max Out Probability	0.00		0.00		0.01	0.00	0.00	1.00

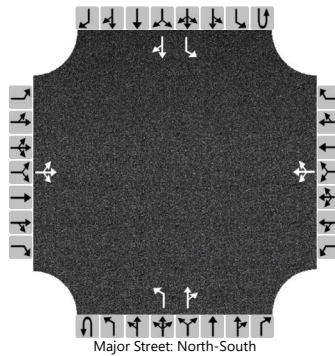
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	160	1231	153	66	1703	82	178	118	56	64	102	299
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1752	1585	1795	1738	1583	1795	1841	1598	1781	1826	1598
Queue Service Time ( g <sub>s</sub> ), s	13.7	39.7	7.8	5.7	73.0	4.5	15.2	8.4	4.5	5.6	7.9	21.5
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	13.7	39.7	7.8	5.7	73.0	4.5	15.2	8.4	4.5	5.6	7.9	21.5
Green Ratio ( g/C )	0.10	0.53	0.53	0.04	0.47	0.47	0.11	0.21	0.21	0.04	0.14	0.14
Capacity ( c ), veh/h	172	1844	834	73	1637	746	190	378	328	70	253	222
Volume-to-Capacity Ratio ( X )	0.928	0.667	0.183	0.904	1.040	0.110	0.935	0.312	0.170	0.912	0.403	1.349
Back of Queue ( Q ), ft/ln ( 95 th percentile)	296.4	635.9	145.4	134.9	1334.8	2.8	333.9	187.9	84.2	132.8	177.7	787.7
Back of Queue ( Q ), veh/ln ( 95 th percentile)	11.8	24.6	5.7	5.4	51.3	0.1	13.2	7.3	3.3	5.2	6.8	31.3
Queue Storage Ratio ( RQ ) ( 95 th percentile)	2.07	0.00	1.08	0.79	0.00	0.02	3.11	0.00	0.78	1.14	0.00	6.77
Uniform Delay ( d <sub>1</sub> ), s/veh	69.5	26.5	19.3	74.0	41.0	22.9	68.8	51.9	50.7	74.2	60.5	66.7
Incremental Delay ( d <sub>2</sub> ), s/veh	18.3	1.9	0.5	14.0	33.5	0.3	24.9	0.2	0.1	15.3	0.4	183.7
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	87.9	28.5	19.7	88.0	74.5	23.2	93.6	52.1	50.8	89.5	60.8	250.5
Level of Service ( LOS )	F	C	B	F	F	C	F	D	D	F	E	F
Approach Delay, s/veh / LOS	33.8		C	72.7		E	72.9		E	186.6		F
Intersection Delay, s/veh / LOS	71.0						E					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	2.10	B	2.11	B
Bicycle LOS Score / LOS				

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst				Intersection	Ortega Rd and 4th St		
Agency/Co.	Wilson and Company			Jurisdiction			
Date Performed	9/14/2021			East/West Street	Ortega Rd		
Analysis Year	2021			North/South Street	4th Street		
Time Analyzed	2040 AM Road Diet			Peak Hour Factor	0.93		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		15	10	22		7	19	18		19	270	19		11	295	12
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.50	6.22		7.12	6.51	6.20		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

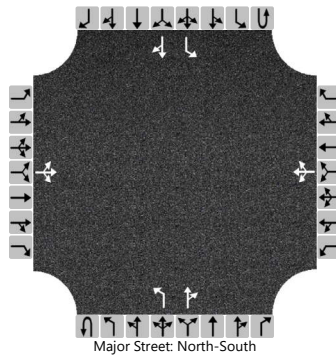
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			51				47			20				12			
Capacity, c (veh/h)			444				444			1233				1255			
v/c Ratio			0.11				0.11			0.02				0.01			
95% Queue Length, Q <sub>95</sub> (veh)			0.4				0.4			0.1				0.0			
Control Delay (s/veh)			14.2				14.1			8.0				7.9			
Level of Service (LOS)			B				B			A				A			
Approach Delay (s/veh)		14.2				14.1				0.5				0.3			
Approach LOS		B				B											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Ortega Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Ortega Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 PM Road Diet	Peak Hour Factor	0.95				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		12	15	30		15	39	23		44	351	21		13	315	20
Percent Heavy Vehicles (%)		2	0	2		2	1	0		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.50	6.22		7.12	6.51	6.20		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.52	4.01	3.30		2.21				2.21		

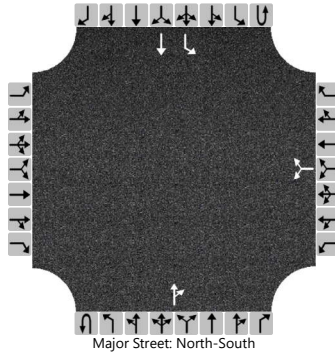
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			60				81							14			
Capacity, c (veh/h)			380				327							1170			
v/c Ratio			0.16				0.25							0.01			
95% Queue Length, Q <sub>95</sub> (veh)			0.6				1.0							0.0			
Control Delay (s/veh)			16.2				19.6							8.1			
Level of Service (LOS)			C				C							A			
Approach Delay (s/veh)		16.2				19.6				0.9				0.3			
Approach LOS		C				C											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Homeland Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Homeland Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 AM	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						26		31			264	30		21	296	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.41		6.20							4.11	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.21	

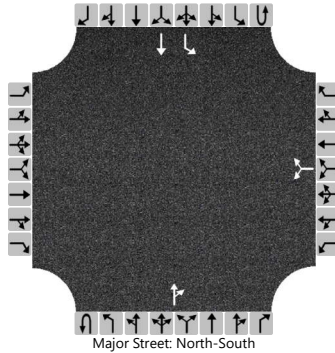
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						62								23	
Capacity, c (veh/h)						546								1246	
v/c Ratio						0.11								0.02	
95% Queue Length, Q <sub>95</sub> (veh)						0.4								0.1	
Control Delay (s/veh)						12.4								7.9	
Level of Service (LOS)						B								A	
Approach Delay (s/veh)						12.4						0.5			
Approach LOS						B									

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	Homeland Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	Homeland Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 PM Road Diet	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						25		29			343	39		30	314	
Percent Heavy Vehicles (%)						1		0						1		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type   Storage							Undivided									

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.41		6.20						4.11		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.51		3.30						2.21		

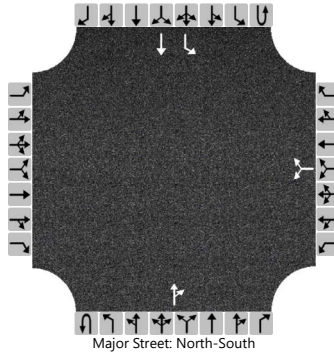
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						59								33		
Capacity, c (veh/h)						464								1149		
v/c Ratio						0.13								0.03		
95% Queue Length, Q <sub>95</sub> (veh)						0.4								0.1		
Control Delay (s/veh)						13.9								8.2		
Level of Service (LOS)						B								A		
Approach Delay (s/veh)						13.9								0.7		
Approach LOS						B										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	St. Frances Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	St. Frances Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 AM Road Diet	Peak Hour Factor	0.90				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						12		9			292	8		7	325	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.41		6.20							4.10	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.20	

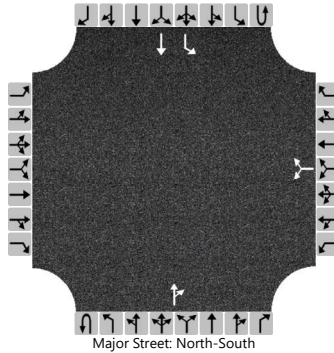
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23									8	
Capacity, c (veh/h)						495									1237	
v/c Ratio						0.05									0.01	
95% Queue Length, Q <sub>95</sub> (veh)						0.1									0.0	
Control Delay (s/veh)						12.6									7.9	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						12.6								0.2		
Approach LOS						B										

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst		Intersection	St. Frances Rd and 4th St				
Agency/Co.	Wilson and Company	Jurisdiction					
Date Performed	9/14/2021	East/West Street	St. Frances Rd				
Analysis Year	2021	North/South Street	4th Street				
Time Analyzed	2040 PM Road Diet	Peak Hour Factor	0.93				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	4th Street Road Diet						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						12		10			406	11		8	372	
Percent Heavy Vehicles (%)						1		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2							4.1	
Critical Headway (sec)						6.41		6.20							4.10	
Base Follow-Up Headway (sec)						3.5		3.3							2.2	
Follow-Up Headway (sec)						3.51		3.30							2.20	

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						24									9	
Capacity, c (veh/h)						415									1123	
v/c Ratio						0.06									0.01	
95% Queue Length, Q <sub>95</sub> (veh)						0.2									0.0	
Control Delay (s/veh)						14.2									8.2	
Level of Service (LOS)						B									A	
Approach Delay (s/veh)						14.2								0.2		
Approach LOS						B										



# Appendix C – ABQRide Coordination Meeting Minutes

# Meeting Minutes



**Meeting Title:** Bernalillo County 4th Street Road Diet Kickoff Meeting

**Date:** 8/24/2021

**Time:** 9:00 am – 9:30 am

**Location:** Microsoft Teams

**Attendees:**

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Richard Meadows	Bernalillo County	<a href="mailto:rmeadows@bernco.gov">rmeadows@bernco.gov</a>
Julie Luna	Bernalillo County	<a href="mailto:jaluna@bernco.gov">jaluna@bernco.gov</a>
Audra Gallegos	Wilson & Company	<a href="mailto:audra.gallegos@wilsonco.com">audra.gallegos@wilsonco.com</a>
Melissa Lucero	Wilson & Company	<a href="mailto:melissa.lucero@wilsonco.com">melissa.lucero@wilsonco.com</a>
Andrew de Garmo	ABQ Ride	<a href="mailto:adegarmo@cabq.gov">adegarmo@cabq.gov</a>

Action items are shown in **bold**.

- I. The meeting began with Audra Gallegos introducing the project. The purpose of the meeting is a coordination meeting with ABQ Ride for the Bernalillo County 4<sup>th</sup> Street (Ortega Road to Alameda Boulevard) Road Diet Study.
  
- II. Business
  - a. ABQ Ride provides service along 4<sup>th</sup> Street every day except for on Sundays. The service only goes up to Raymond Sanchez Community Center during the day.
  - b. There are six bus stops within the study area. There are benches at two of the stops and the other four stops are designated by signs. ABQ Ride indicated that benches do not need to be added to the other locations.
  - c. The stop by Alameda Boulevard would be a good location to place a shelter. If a shelter is placed at this location, will it create a sight distance issue for drivers exiting the driveway? Need to determine if the shelter will need to be moved further south.
  - d. All shelters with solar power are grounded.
  - e. Easements may be needed for the bus stops.
  - f. The Village of Los Ranchos will be doing a road diet but it will not have bike lanes. The typical section will look similar to the one they did on 4<sup>th</sup> Street further south. Is there a way to allow bike lanes to continue to Paseo del Norte and tie into the trail?

Prepared by



4401 Masthead Street NE, Suite 150  
Albuquerque, NM 87109  
505 348 4000

