

## New Mexico Department of Transportation

NM 264 Phase A/B Alignment study from the  
Arizona State Line to Yah-Ta-Hey, Milepost 0.0  
to 16.0

Transportation Needs Analysis

CN 6101220

November 21, 2022



# TRANSPORTATION NEEDS ANALYSIS REPORT NM 264 FROM THE ARIZONA/NEW MEXICO STATE LINE TO YAH-TA-HEY (MP 0 TO MP 16, CN 6101220)

PREPARED FOR:

NEW MEXICO DEPARTMENT OF TRANSPORTATION



The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, whose seal as a Professional Engineer, licensed to practice in the State of New Mexico, is affixed below.

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## EXECUTIVE SUMMARY

HDR is commissioned by the New Mexico Department of Transportation (NMDOT) to perform a comprehensive transportation needs analysis on NM 264 from Arizona/New Mexico State Line to Yah-Ta-Hey (US 491 interchange). The project area is located in McKinley County in the western portion of the state and the surrounding area held in trust by the Navajo Nation. The study corridor is approximately 16 miles and NM 264 classifies as *Principal Arterial – Other*.

The objective of this report is to identify necessary improvement options for both roadway segments and intersections to enhance overall safety and mobility on the corridor. To fulfill the department's goals, the project team performed the following:

- ❖ Review of existing conditions, including roadway geometry
- ❖ Traffic operational analysis with existing and future conditions, for both roadway and two intersections
- ❖ Access management analysis
- ❖ Speed analysis
- ❖ Traffic safety analysis

To conduct these analyses, the corridor was divided into the following 3 distinct segments based on uniformity in roadway geometry, surrounding land uses, and operational condition:

- ❖ Segment 1 (MP 0 to MP 0.6) NM-AZ State Line to Hilltop Road - This segment is 0.6 miles long and goes through the Town of Tse Bonito, New Mexico. NM 264 is a 4-lane roadway with a Two-Way-Left-Turn-Lane (TWLTL) at the center. The travel lanes along with the TWLTL is 12 feet wide. The posted speed limit of this segment is 45 miles per hour (mph). The roadway segment has curb, gutters and an approximately 5-foot-wide sidewalk.
- ❖ Segment 2 (MP 0.6 to MP 15.5) Hilltop Road to Cle Ki Drive - the longest of the three segments that extends from Hilltop Road to NM 264 at Cle Ki Drive intersection covering approximately 14.9 miles. This segment is a divided roadway with two 12-foot approach lanes along each direction, raised median in the middle and paved shoulders with rumble strips in both directions. The paved shoulders are 10 feet to 15 feet wide in this segment. There is a bridge structure in this segment (located approximately at MP 4).
- ❖ Segment 3 (MP 15.5 to MP 16) Cle Ki Drive to US 491 – this segment extends from Cle Ki Drive intersection to US 491 Interchange for approximately 0.42 miles. The segment is a 4-lane roadway with a TWLTL at the center. The travel lanes and the TWLTL are 12 feet wide. There are 10 foot to 12 foot paved shoulders on both sides of the segment. The driveway density is high with frequent driveway access to adjacent developments: 3 driveways along eastbound and 6 driveways along westbound. The roadway grade is primarily flat.

Based on the analyses, the team developed the following recommendations:

- ❖ Implement access control from NM-AZ State Line to Hilltop Road.
- ❖ Reconstruction is recommended for the horizontal curves that do not meet the minimum superelevation criteria per AASHTO Green Book.
- ❖ Reconstruction is recommended for the vertical curves that do not meet the AASHTO design criteria.

- ❖ Install chevron signage and/or related curvature warning signage on select sections of roadway in which crashes occurred in curved sections of roadway
  - MP 0.8-1.1, MP 5-6, MP 16
- ❖ Install safety edge treatment on select roadway sections with overturn/rollover, run-off road, and fixed object crashes
  - MP 0.5-1, MP 5-5.2, MP 8.2, MP 11.5-13, MP 15.7-16
- ❖ Install dynamic speed feedback signs at appropriate spacing throughout the entire project corridor, as speeding is prevalent throughout the area
  - MP 0-16
- ❖ NM 264 and Alma Drive Signalized Intersection
  - Improve striping on all four legs with visible markings for through and turn lanes
  - Provide dedicated left turn lanes on both north, and southbound directions, and provide 4-feet of positive off-set for left-turning vehicles
  - Improve crosswalk markings on all four legs
  - Provide 4-feet of positive off-set for left-turning vehicles on both east, and westbound directions
  - Upgrade the traffic signal equipment, pedestrian push buttons, and corner ramps to be in compliance with Manual on Uniform Traffic Control Devices (MUTCD), Americans with Disabilities Act (ADA), and Public Right-of Way Accessibility Guidelines (PROWAG) regulations
  - Enhance intersection lighting on both north and south legs
  - Implement access control along the south side of the intersection
  - Install intersection ahead and prepare to stop signs along NM 264 (two on each direction)
- ❖ NM 264 and P&M Road/Tse Bonito Ridge Road Unsignalized Intersection
  - Install oversized advance intersection warning signs along NM 264
  - Improve signs at the intersection
- ❖ Improve lighting condition at select intersections with driveways and select roadway segments that occurred during dark – not lighted conditions
  - MP 0, 0.2, 5, 5.3, 5.5, 6, 8.2, 8.9, 11.7, 14.3, 14.7, 15.5, 15.9
- ❖ Install an exclusive left turn lane at intersections with driveways in which left turn crashes occurred
  - MP 6
- ❖ Upgrade or install stop signs on driveway approaches throughout the entire project corridor in which crashes occurred as vehicles left driveways
  - MP 0, MP 1, MP 2, MP 15





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## 1. INTRODUCTION

The New Mexico Department of Transportation (NMDOT) is evaluating potential improvements to NM 264 from the New Mexico/Arizona state line to Yah-Ta-Hey, the trumpet interchange with US 491 (milepost 0 to milepost 16). The proposed project has been assigned NMDOT Control Number (CN) 6101220.

The project area is located in McKinley County in the western portion of the state (**Figure 1**). The property surrounding the project area is held in trust by the Navajo Nation, is privately owned, or is managed by the New Mexico State Land Trust or Bureau of Land Management. As a four-lane divided highway, New Mexico (NM) 264 extends west to east for 16 miles (**Figure 2** shows the project limit map), from Arizona/New Mexico state line to Yah-Ta-Hey in a rural part of the state. NM 264 serves the Navajo Nation as a main corridor to their capital, Window Rock, AZ, which is located five miles across the Arizona state line.

NM 264 begins within the main body of the Navajo Nation but heads southeast and passes through the unincorporated village of Tse Bonito. The highway is four lanes and has both urban and rural sections. The first 0.6 miles east of the Arizona/New Mexico state line from MP 0.0 to MP 0.6 consists of urban conditions with two lanes in each direction, curb and gutter and sidewalk on both sides. The intersection with Alma Drive is signalized. Several businesses and residences intersect the urban section of the corridor.

From MP 0.6 to MP 16 the remainder of the corridor is two lanes in each direction with either a center turn lane or raised median. Numerous turnouts intersect the rural section that provides access to both Navajo and non-Navajo-owned properties. NM 264 passes through the village of Yah-Ta-Hey immediately before it reaches its eastern terminus at a trumpet interchange with US 491.

Among the six major Functional Classes (Interstates, Other Freeways & Expressways, Other Principal Arterials, Minor Arterials, Major and Minor Collector, and Local Roads), NM 264 classifies as *Principal Arterial – Other* which serves major centers of Metropolitan Areas and provides a high degree of mobility; abutting land uses may be directly served by them (**Figure 3** on Page 3 shows the functional classification map).

### 1.1 Project Purpose and Limit

The primary purpose of this study is to develop and evaluate alternatives for the entire 16 miles of NM 264 and develop and evaluate potential improvements in the form of a Phase 1A and 1B, Alignment Study. The NMDOT was able to secure construction funding for a portion of the study limits. As a result, the team will concurrently develop preliminary and final design plans for four miles of NM 264 from MP 10 to MP 14 [Phase 1C and 1D and Phase II] as a separate project.

A scoping report for this project (NM 264, MP 10 to MP 14) was completed in June 2021. After completion of this segment, District 6 recognized the benefit of doing a Phase 1A and 1B for the full 16 miles should additional construction funding be identified in the future.



Figure 1. Project Location Map – NM 264





Figure 2. Project Corridor (NM 264) Boundary Map

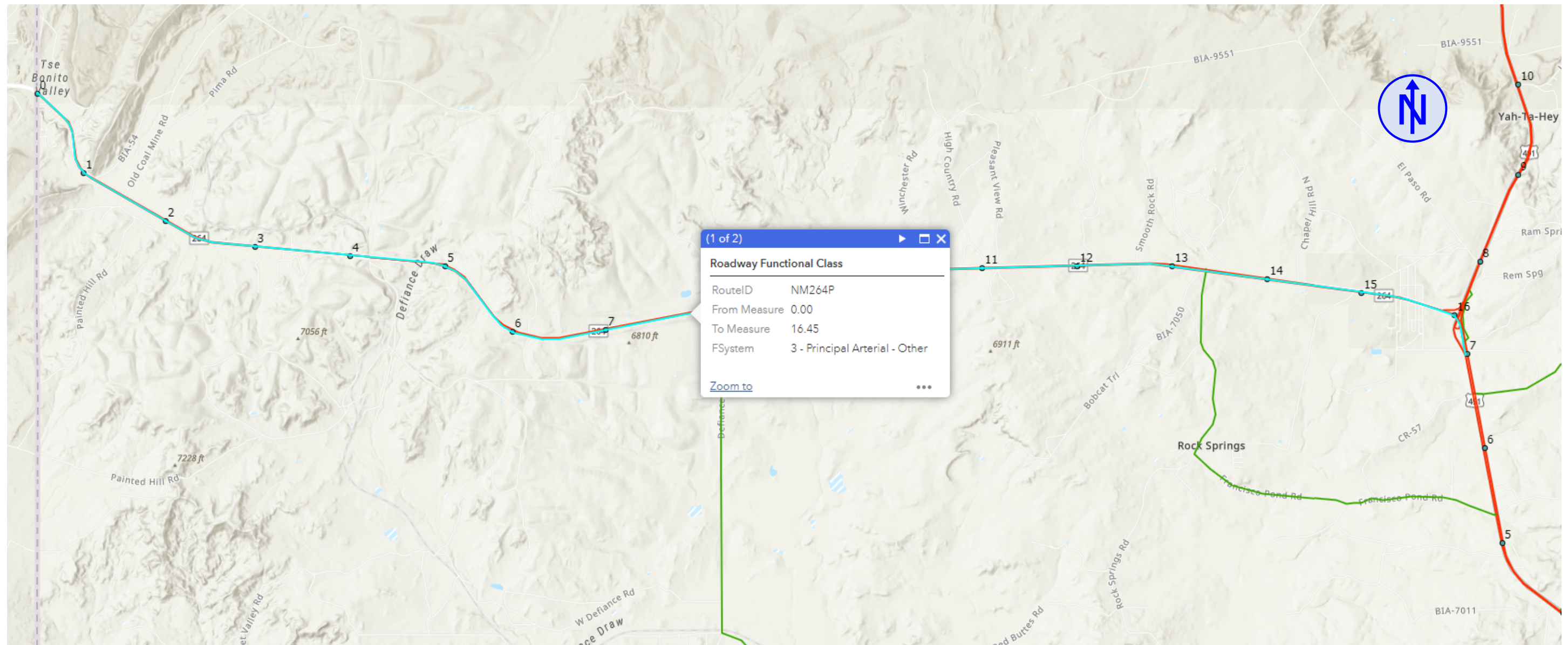


Figure 3. Functional Classification of NM264

(<https://www.arcgis.com/apps/webappviewer/index.html?id=f2fc877d107b4e338deb789f70a8779e>)



## 2. PROJECT DESCRIPTION

For the purposes of this document, the project area will be defined as being between milepost 0 and 16 on NM 264. This transportation needs analysis report provides a detailed traffic analysis that includes a review of historic crash data, and addresses capacity improvements for existing, (2022) and horizon year (2042) conditions to improve capacity and promote safety.

The capacity analyses were performed for both roadway segments and intersections. The corridor was divided into three segments based on geometric configurations and surrounding land uses. The signalized intersection at Alma Drive and the unsignalized intersection at P&M Road/Tse Bonito Ridge Road were analyzed.

### 2.1 Inventory of Existing Roadway

#### 2.1.1 Roadway Configuration

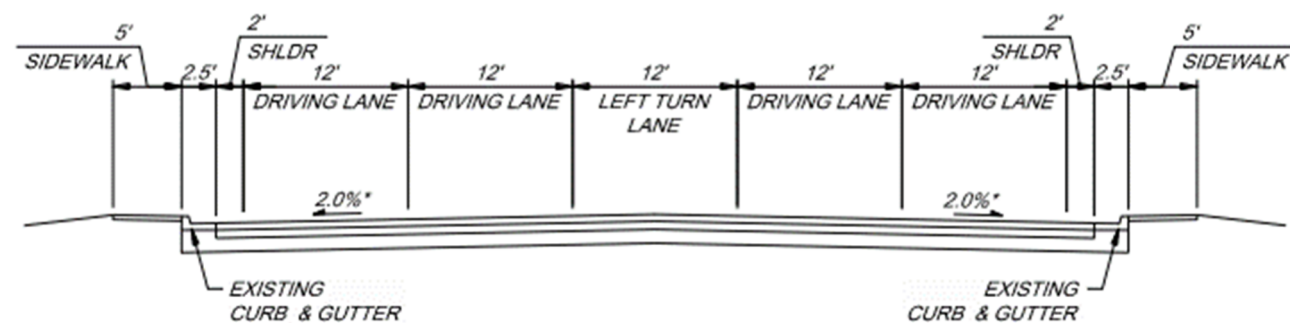
The project corridor is divided into three segments based on uniformity in roadway geometry, speed limit, and surrounding land uses:

- ❖ Segment 1 (MP 0 to MP 0.6 NM-AZ State Line to Hilltop Road
- ❖ Segment 2 (MP 0.6 to MP 15.5) Hilltop Road to Cle Ki Drive
- ❖ Segment 3 (MP 15.5 to MP 16) Cle Ki Drive to US 491

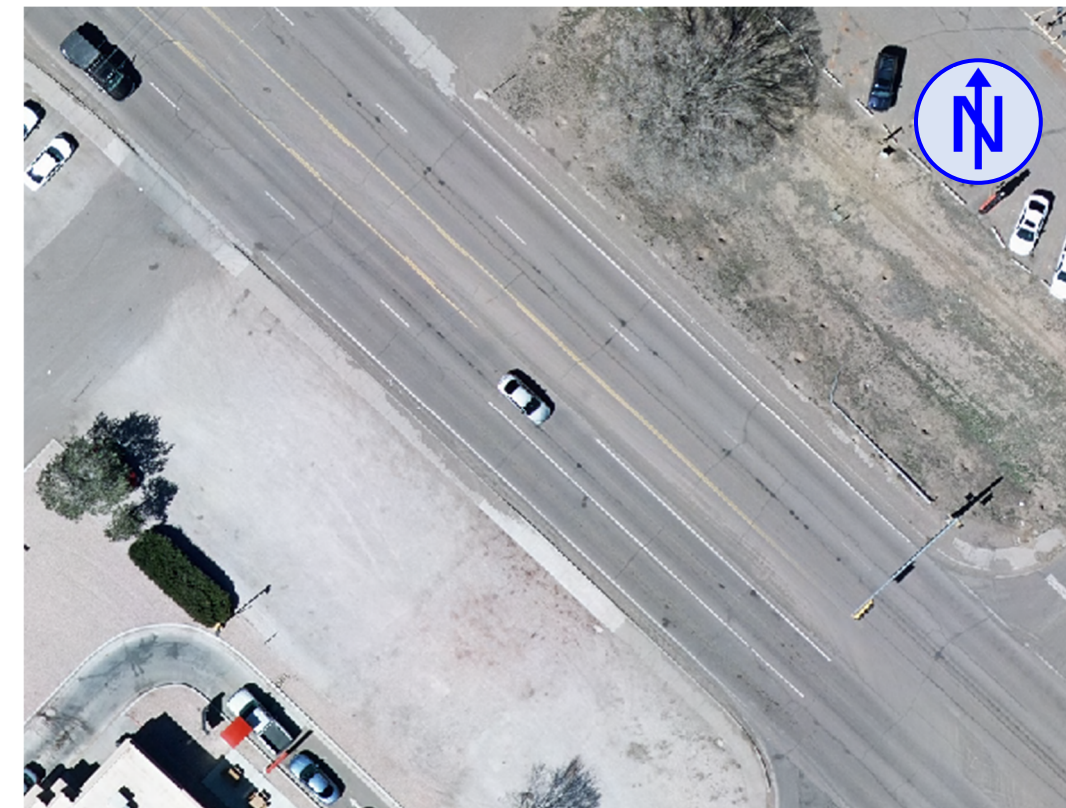
##### 2.1.1.1 Segment 1 (MP 0 to MP 0.6) NM-AZ State Line to Hilltop Road

Segment 1 of the entire 16-mile NM 264 corridor extends from NM-AZ State Line to NM 264 at Hilltop Road intersection. This segment is approximately 0.6 miles long and goes through the Town of Tse Bonito, New Mexico. In this segment NM 264 is a 4-lane roadway with a center Two-Way-Left-Turn-Lane (TWLTL). The travel lanes and the TWLTL are 12 feet wide. The posted speed limit of this segment is 45 miles per hour (MPH). The roadway segment has curb, gutters and an approximately 5-foot-wide sidewalk.

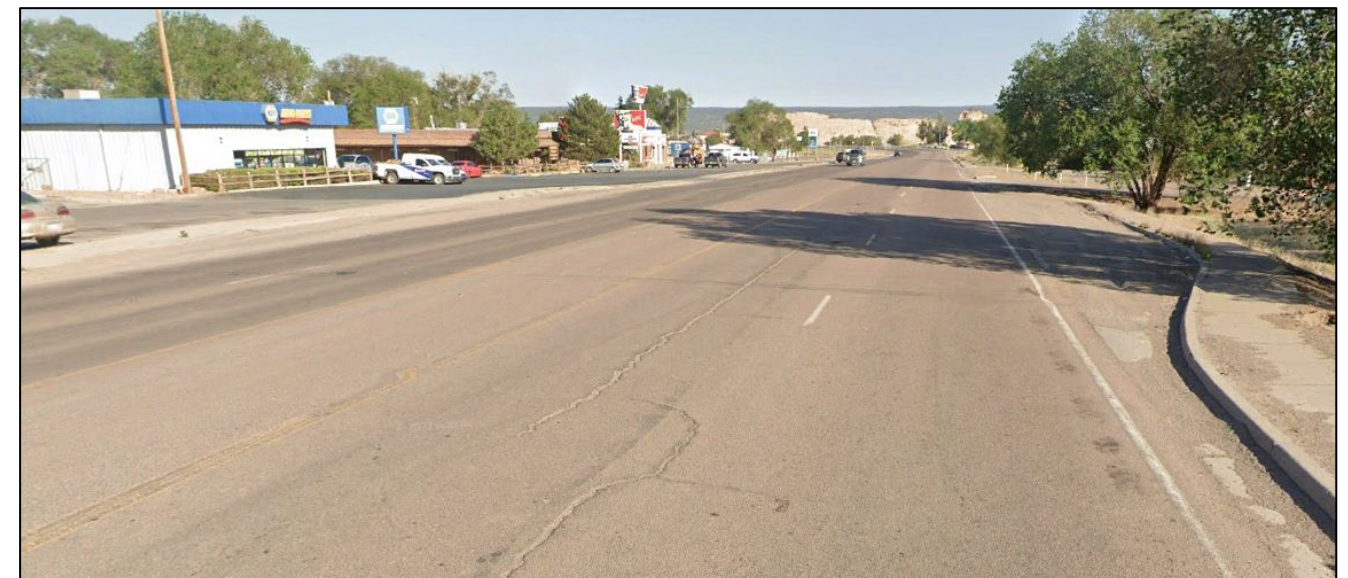
The roadway grade is mostly flat, but this segment has a few horizontal curves. There are a few intersections with adjacent local streets and many driveways providing access to adjacent developments. The driveway density is high. There are 14 driveways along westbound and 18 driveways along eastbound directions. The land uses are mostly commercial or similar in nature along the corridor. Refer to [Figure 4](#) below for a cross-section, [Figure 5](#) for an aerial and [Figure 6](#) for a Google street view of a sample location in segment 1. Per conversation with NMDOT, NMDOT suggested the option to add bike lanes by narrowing the existing lanes, which would slow down traffic on the roadway. NM 264 at Alma Drive intersection within segment 1 is evaluated as part of intersection operational analysis.



**Figure 4. NM 264 Segment 1 Existing Cross-section**



**Figure 5. NM 264 West of Alma Drive (Aerial View, Milepost 0.36)**



**Figure 6. NM 264 West of Alma Drive (Street View, Facing West, Milepost 0.36)**





#### 2.1.1.2 Segment 2 (MP 0.6 to MP 15.5) Hilltop Road to Cle Ki Drive

Segment 2 is the longest of the three segments and extends from Hilltop Road to NM 264 at Cle Ki Drive intersection and is approximately 14.9 miles long. This segment is a divided roadway with two 12-foot travel lanes along each direction with a raised median in the middle. This section also has paved shoulders with rumble strips, the shoulders are 10 feet to 15 feet wide.

Refer to **Figure 7** for an aerial and **Figure 8** for a Google street view, and **Figure 9** for the cross-section of a sample location in segment 2.

The west end of the segment starts from the town of Tse Bonito, New Mexico and extends to Yah-Ta-Hey, New Mexico. There are few intersections with minor streets which are spread sporadically throughout and a few dirt road access points. The surrounding land uses are mostly undeveloped. The roadway grade is mostly flat, with occasional horizontal curves at the beginning of the segment.

NM 264 at P&M Road/Tse Bonito Ridge Road (mile post 1.5) intersection within segment 2 is evaluated as part of intersection operational analysis.

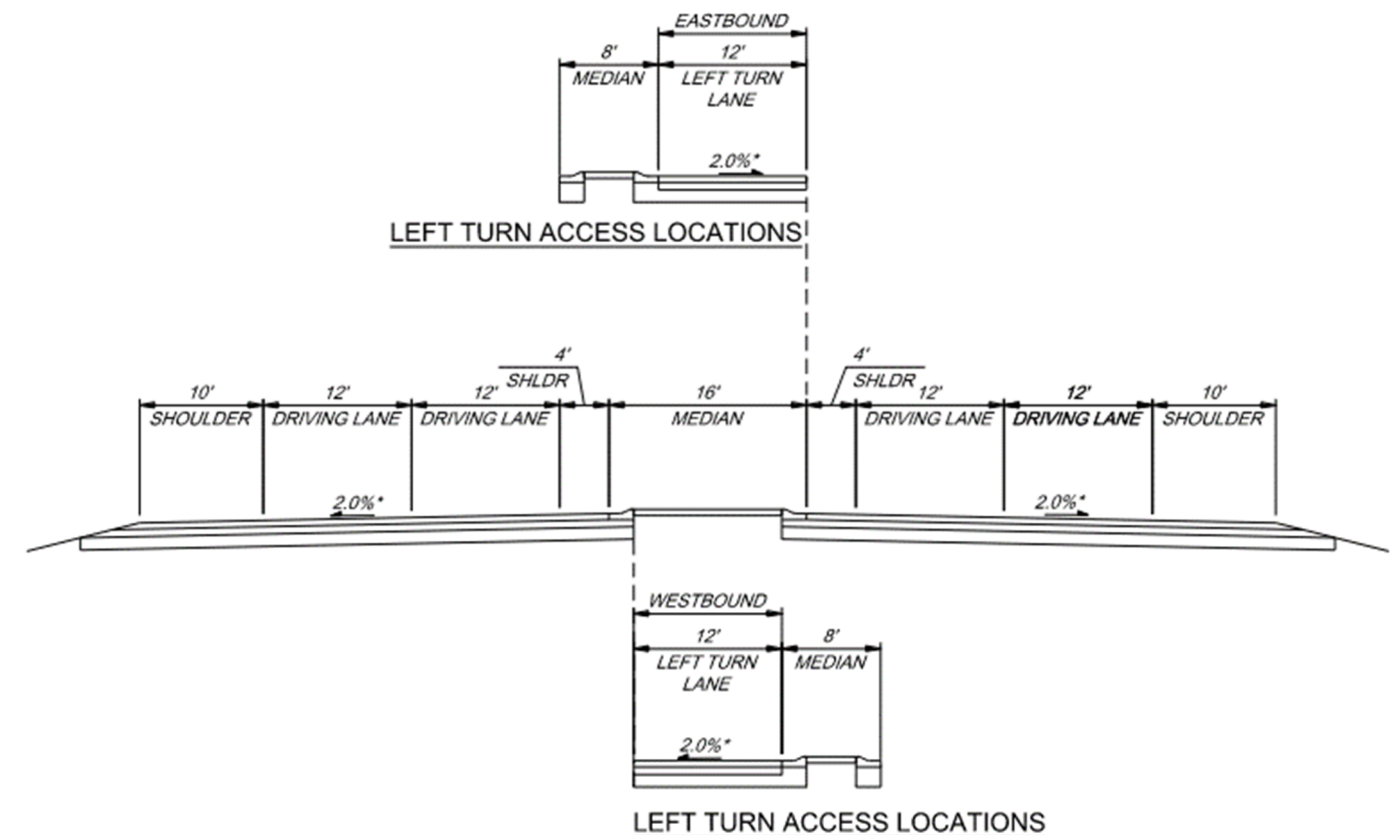
Additionally, there is a bridge at approximately MP 4 in this segment. Refer to **Figure 10** (next page) for the cross-section of the bridge.



**Figure 7. NM 264 at Rock Springs Road (Aerial View, Milepost 13.36)**



**Figure 8. NM 264 at Rock Springs Road (Street View, Facing East, Milepost 13.36)**



**Figure 9. Existing Cross Section of NM 264 MP 0.5 to MP 16**



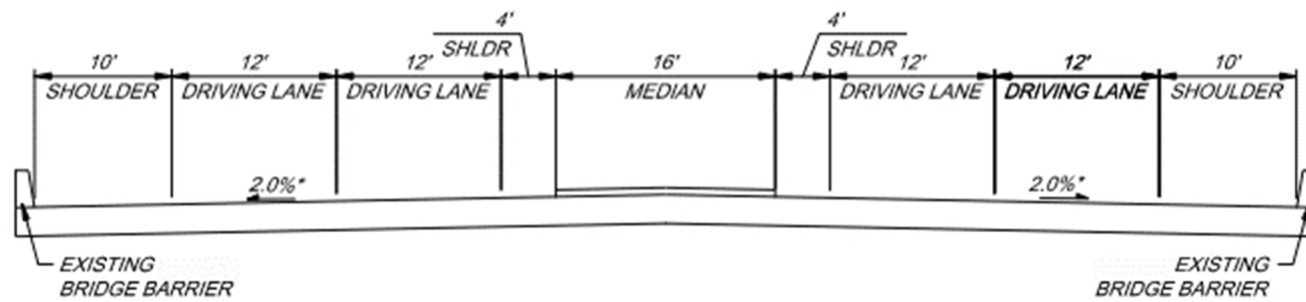


Figure 10. Existing Bridge Cross Section at MP 4

### 2.1.1.3 Segment 3 (MP 15.5 to MP 16) Cle Ki Drive to US 491

Segment 3 of the study area extends from Cle Ki Drive intersection to US 491 Interchange for approximately 0.42 miles. The segment is a 4-lane roadway with a center TWLTL. The travel lanes and the TWLTL are 12 feet wide. There are 10 foot to 12 foot paved shoulders with rumble strips on both sides of the segment. The driveway density is high with frequent driveway access to adjacent developments: 3 driveways along eastbound and 6 driveways along westbound. The roadway grade is mostly flat. Refer to [Figure 11](#) for an aerial and [Figure 12](#) for a Google street view of a sample location in segment 3.



Figure 11. NM 264 at Ola Drive (Aerial View, Milepost 15.57)



Figure 12. NM 264 at Ola Drive (Street View, Facing East, Milepost 15.57)

### 2.1.2 Horizontal Alignment

The existing horizontal alignment consists of a winding roadway alignment. A topographic survey was used to recreate an approximate existing roadway centerline. There are ten horizontal curves within the study area from MP 0 to MP 16. Based on design level mapping it was determined that 5 curves do not meet the minimum superelevation rate required for the design speed based on the American Association of State Highway and Transportation Officials (AASHTO) – A Policy on Geometric Design of Highways and Streets, 2011 edition and will require reconstruction to meet the current project design criteria. See [Table 1](#) for horizontal curves that do not meet the current design criteria for the design speed. The team identified two options: Full reconstruction will be considered for these locations to meet current design standards, or a design exception will be requested during the design phase.

Table 1. Substandard Horizontal Geometry

Start Station	End Station	Direction	Radius (ft)	Approx. e <sub>MIN</sub>	Required e <sub>MIN</sub>
POSTED SPEED: 55 MPH / DESIGN SPEED: 60 MPH					
142+59.51	160+67.70	LEFT	1895'	4.7%	5.6%
223+83.91	236+28.38	LEFT	2950'	3.6%	4.6%
403+85.70	424+10.98	LEFT	2865'	3.0%	4.6%
POSTED SPEED: 65 MPH / DESIGN SPEED: 70 MPH					
639+38.82	649+01.73	RIGHT	5750'	2.2%	3.4%
774+15.90	783+05.84	RIGHT	5500'	2.9%	3.6%
POSTED SPEED: 55 MPH / DESIGN SPEED: 60 MPH					
909+73.07	918+30.98	RIGHT	5700'	2.3%	2.8%





### 2.1.3 Vertical Alignment

A topographic survey was used to recreate an approximate existing roadway profile. There are 47 existing vertical curves within the project corridor. Comparing existing vertical curves to the required design criteria for the design speed based on AASHTO, 2011 edition, 15 vertical curves or grades were identified that do not meet the minimum criteria. Either full reconstruction to meet current design standards, or a design exception will be requested during the design phase. See [Table 2](#) for vertical curves that do not meet the current design criteria.

**Table 2. Substandard Vertical Geometry**

Start Station	End Station	Type	Algebraic Grade Difference (%)	Approx. Curve Length (ft)	Min. Curve Length (ft)	Approx. K-Value	Req. K-Value	Grade In/Out	Grade Max/Min
POSTED SPEED: 55 MPH / DESIGN SPEED: 60 MPH									
156+91.00	164+91.00	CREST	0.51%	800	180	1575.68	151	0.68%/0.17%	6%/0.3%
174+30.00	186+30.00	SAG	0.42%	1200	180	2826.74	136	0.17%/0.59%	6%/0.3%
343+64.00	357+64.00	SAG	11.05%	1400	180	126.74	136	-4.92%/6.13%	6%/0.3%
POSTED SPEED: 65 MPH / DESIGN SPEED: 70 MPH									
471+25.00	477+75.00	SAG	2.68%	650	180	242.74	181	-2.93%/-0.25%	6%/0.3%
481+01.00	490+01.00	CREST	4.22%	900	180	213.18	147	-0.25%/-4.47%	6%/0.3%
494+64.00	500+64.00	SAG	3.92%	600	180	153.23	181	-4.47%/-0.56%	6%/0.3%
516+70.00	528+70.00	SAG	3.26%	1200	180	368.61	181	-3.32%/-0.07%	6%/0.3%
564+23.00	567+23.00	SAG	0.23%	300	180	1283.34	181	-0.01%/0.22%	6%/0.3%
571+09.00	575+09.00	SAG	2.72%	400	180	147.09	181	0.22%/2.94%	6%/0.3%
583+70.00	599+70.00	CREST	6.80%	1600	180	235.13	247	-2.94%/-3.86%	6%/0.3%
605+70.00	613+70.00	SAG	3.71%	800	180	215.51	181	-3.86%/-0.15%	6%/0.3%
631+10.00	640+60.00	SAG	3.79%	950	180	250.90	181	-0.15%/3.64%	6%/0.3%
682+17.00	698+67.00	CREST	8.65%	1650	180	190.71	247	3.16%/-5.49%	6%/0.3%
875+73.00	878+73.00	SAG	0.86%	300	180	349.89	181	-0.69%/-0.17%	6%/0.3%
POSTED SPEED: 55 MPH / DESIGN SPEED: 60 MPH									
898+10.00	903+10.00	SAG	4.36%	500	180	114.63	136	0.17%/4.53%	6%/0.3%

## 2.2 Intersections

### 2.2.1 Signalized Intersections

#### 2.2.1.1 Alma Drive and NM 264 Intersection (Milepost 0.35)

This is a signalized intersection with 4-legs and the following geometric configuration:

- ❖ WB – 1 through lane, 1 shared through and right-turn lane and 1 left-turn lane
- ❖ EB – 1 through lane, 1 shared through and right-turn lane and 1 left-turn lane
- ❖ NB – 1 left-turn lane (assumed), 1 shared through and right-turn lane
- ❖ SB – 1 left-turn lane (assumed), 1 shared through and right-turn lane

It is noted that the northbound and southbound approaches are not currently striped to indicate a separate left-turn lane, however, the road is approximately 40 feet wide from curb to curb, which is enough space for a dedicated left-turn lane. Furthermore, the signal timing indicates a separate left-turn movement.

Refer to [Figure 13](#) for an aerial view of the intersection.



**Figure 13. NM 264 and Alma Drive Intersection (Signalized) (Milepost 0.35)**

### 2.2.2 Unsignalized Intersections

#### 2.2.2.1 P&M Road/Tse Bonito Ridge Road and NM264 Intersection (Milepost 1.5)

This is an unsignalized intersection with 4-legs and the following geometric configuration:

- ❖ WB – 1 left-turn lane, 2 through lanes, and 1 right-turn lane
- ❖ EB – 1 left-turn lane, 1 through lane, and 1 shared through and right-turn lane
- ❖ NB – 1 shared left-turn, through and right-turn lane
- ❖ SB – 1 left-turn lane, and 1 right-turn lane

Refer to [Figure 14](#) (next page) for an aerial view of the intersection.

### 2.3 Metal Barrier

All metal barrier throughout the project limits, including existing bridge structures and guardrails, are not up to standard. Per discussion with NMDOT, it is recommended that all metal barrier, including bridge structures and guardrails, be upgraded to current standard.



3. TRAFFIC OPERATIONAL ANALYSIS

The primary purpose of performing a traffic analysis is to determine the operating characteristics of an identified transportation facility for existing and future conditions and to identify any deficiencies on the facility from an operational perspective. If any deficiencies are identified, recommendations to geometrics and/or traffic control devices of that facility are made to improve performance. The two primary elements of a transportation facility that are identified and analyzed in this study are intersections and roadway segments.



Figure 14. NM 264 and P&M Road/Tse Bonito Ridge Road Intersection (Unsignalized) (Milepost 1.5)

3.1 Existing Traffic Data

Existing traffic data was collected at several locations along NM 264 corridor. The 24-hour traffic volume, classification, and speed data on several locations (marked with star symbol in Figure 15 next page) were collected on Thursday, April 28, 2022. Turning movement counts (TMCs) at two intersections (Alma Drive and P&M/Tse Bonito Ridge Road) were collected for both AM and PM peak hours on the same day from 6-9 AM and 4-7 PM respectively. The intersections are marked as 1 and 2 in Figure 15. The data was collected by All Traffic Data Inc.

3.1.1 Existing Traffic Volume

The traffic volume data was reviewed, analyzed and trend by time of day was identified. Figure 15 (next page) shows the average daily traffic (ADT) and peak hour directional traffic for both AM and PM peak periods. For the brevity of the report, only the charts showing the 24-hour traffic distributions at the eight locations along the corridor are shown in Figure 16 to Figure 23. Refer to Appendix A for detailed data.

The peak hours at Alma Drive intersection were identified as 7:15-8:15 in AM and 4-5 PM in PM peak periods. Figure 24 (on Page 13) shows the TMCs for existing i.e., 2022 at Alma Drive and NM 264 intersection.

The peak hours at P&M Road/Tse Bonito Ridge Road intersection were 7:15-8:15 in AM and 5-6 PM in PM peak periods. Figure 25 (on Page 14) shows the TMCs for existing i.e., 2022 at P&M Road/Tse Bonito Ridge Road intersection.

Detailed TMC data is presented in Appendix A as well.

3.1.2 Existing Heavy Vehicle Percentage

The heavy vehicle percentages on several locations on the study corridor was identified from the classification data. The heavy vehicle percentages include 2 Axle Long, Buses, and trucks with 2 Axle 6 Tire, 3 Axle Single, 4 Axle Single, less than 5 Axle Double, 5 Axle Double, more than 6 Axle Double, less than 6 Axle Multi, 6 Axle Multi, and more than 6 Axle Multi. The heavy vehicle percentage along the corridor is fairly high with the following:

- ❖ Segment 1- 32% heavy vehicles
- ❖ Segment 2 -36% heavy vehicles
- ❖ Segment 3 - 37% heavy vehicles

Refer to Figure 26 (Page 15) for the detailed heavy vehicles presence on the corridor. Raw classification data is presented in Appendix B.

3.2 Traffic Growth Projections

Historical traffic data was obtained from the New Mexico Department of Transportation (NMDOT) Transportation Data Management System (TDMS) (<https://nmdot.public.ms2soft.com/tcds/tsearch.asp?loc=Nmdot>). Additionally, as previously mentioned, the study team collected traffic data as well. The traffic data points utilized for growth projections were in Segment 2 near western segment 1. Table 3 below shows the data used for growth factor estimations.

Description	Year	Volume	Annual Growth	Data Source
NM 264 west of Defiance (MP 4.7)	2011	10,191	1.8%	NMDOT MS2 Location ID 8244
	2022	12,403		Study team / All Traffic Data Counts

Table 4 also shows the historic data trend at TDMS data collection location ID 8244 (see Appendix C) which is on the western part of segment 2. As a reality check, the study team also considered other locations on NM 264 near our eastern project boundary and two locations on the interchange at Yah-Ta-Hey. These locations averaged a negative growth rate over the past 12 years. Additionally, the NMDOT statewide travel demand forecast reflects a 2% growth rate. For conservative analyses, considering the statewide model and engineering judgement from working with similar projects, a 2% annual growth factor i.e., a combined factor of 1.48595 for 20 years was used while projecting future year traffic on the corridor and at the intersections.

Table 3. Growth Factor Estimations

Description	Year	Volume	Annual Growth	Data Source
NM 264 west of Defiance (MP 4.7)	2011	10,191	1.8%	NMDOT MS2 Location ID 8244
	2022	12,403		Study team / All Traffic Data Counts



*Table 4. Historic Traffic Data Trend*

Year	2021	2020	2019	2018	2017	2016	Average
Annual Growth	42%	-14%	-2%	1%	4%	0%	2%
Year	2015	2014	2013	2012	2011	2010	
Annual Growth	5%	3%	2%	2%	-23%	0%	



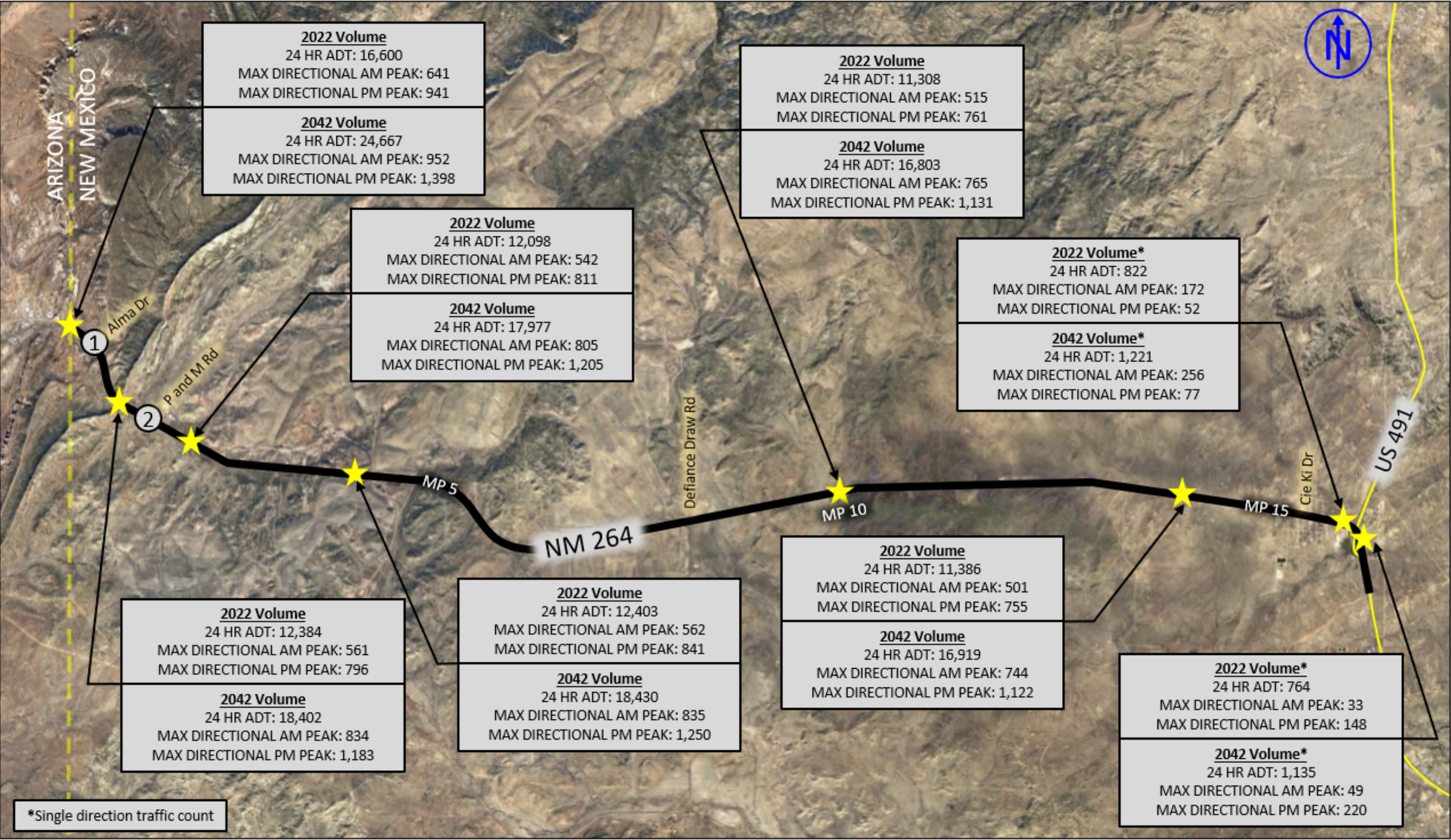


Figure 15. Traffic Volume on NM 264 (2022 Existing and 2042 Forecasted)



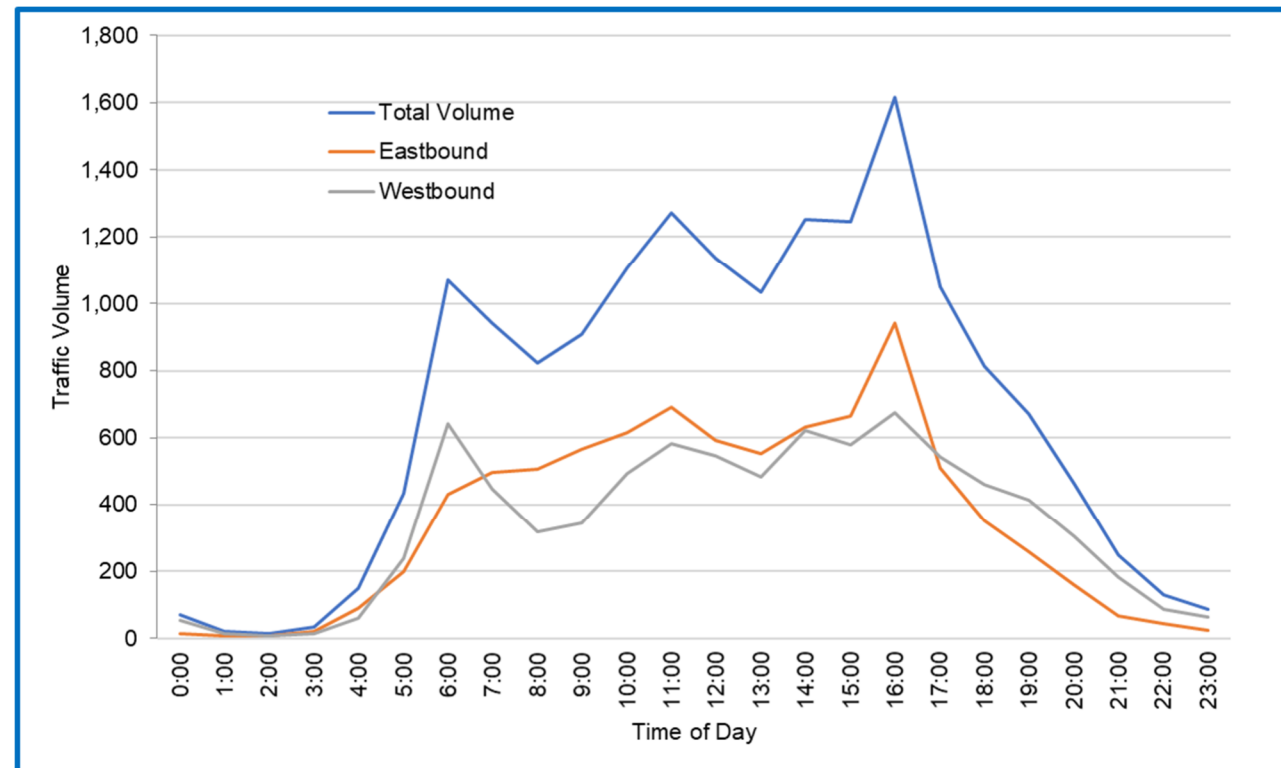


Figure 16. Traffic Volume Distribution on NM 264 west of Alma Drive

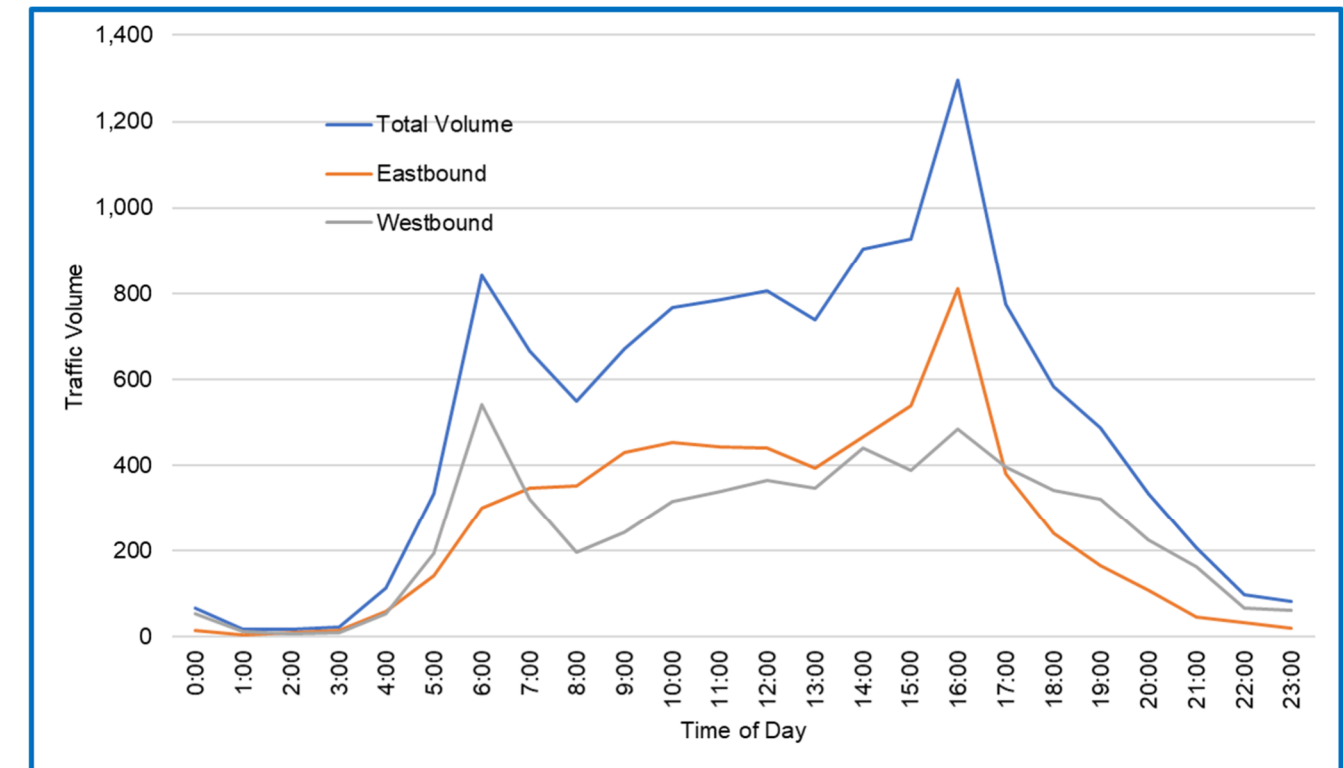


Figure 18. Traffic Volume Distribution on NM 264 west of Star Rte

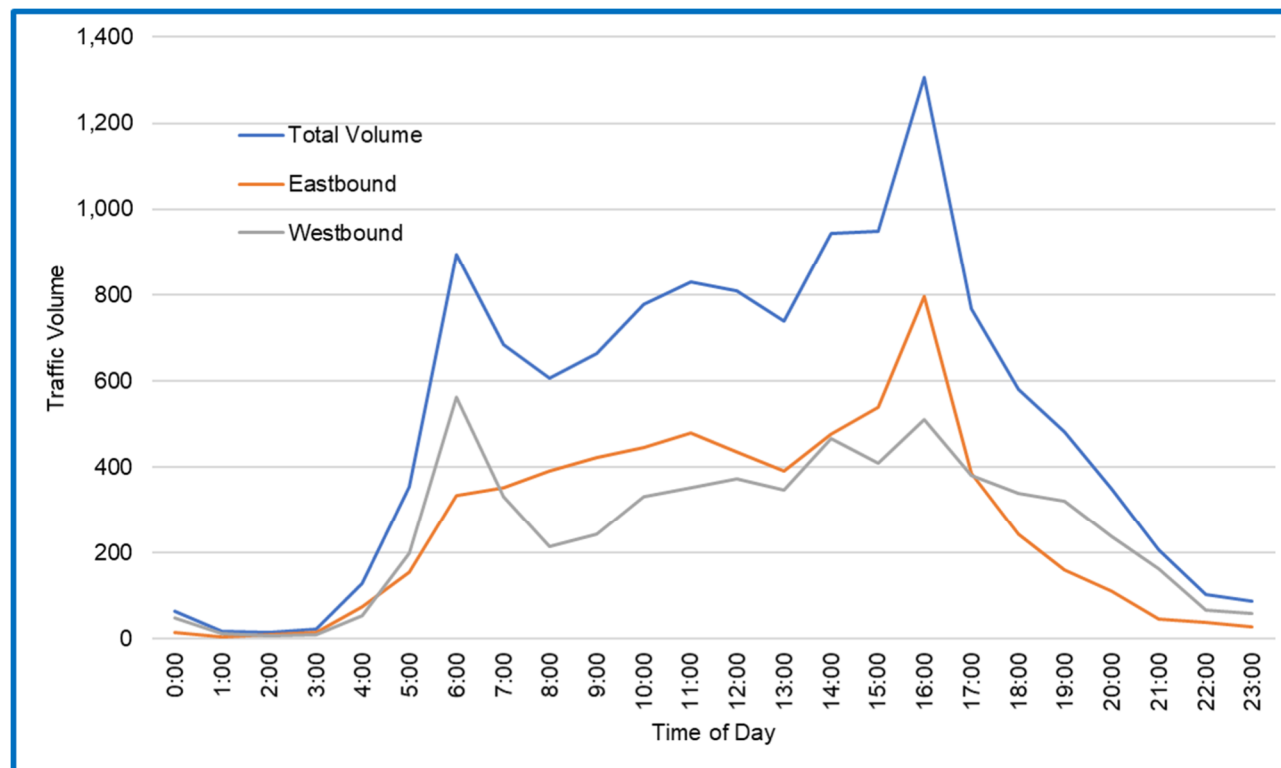


Figure 17. Traffic Volume Distribution on NM 264 west of Tse Bonito Road

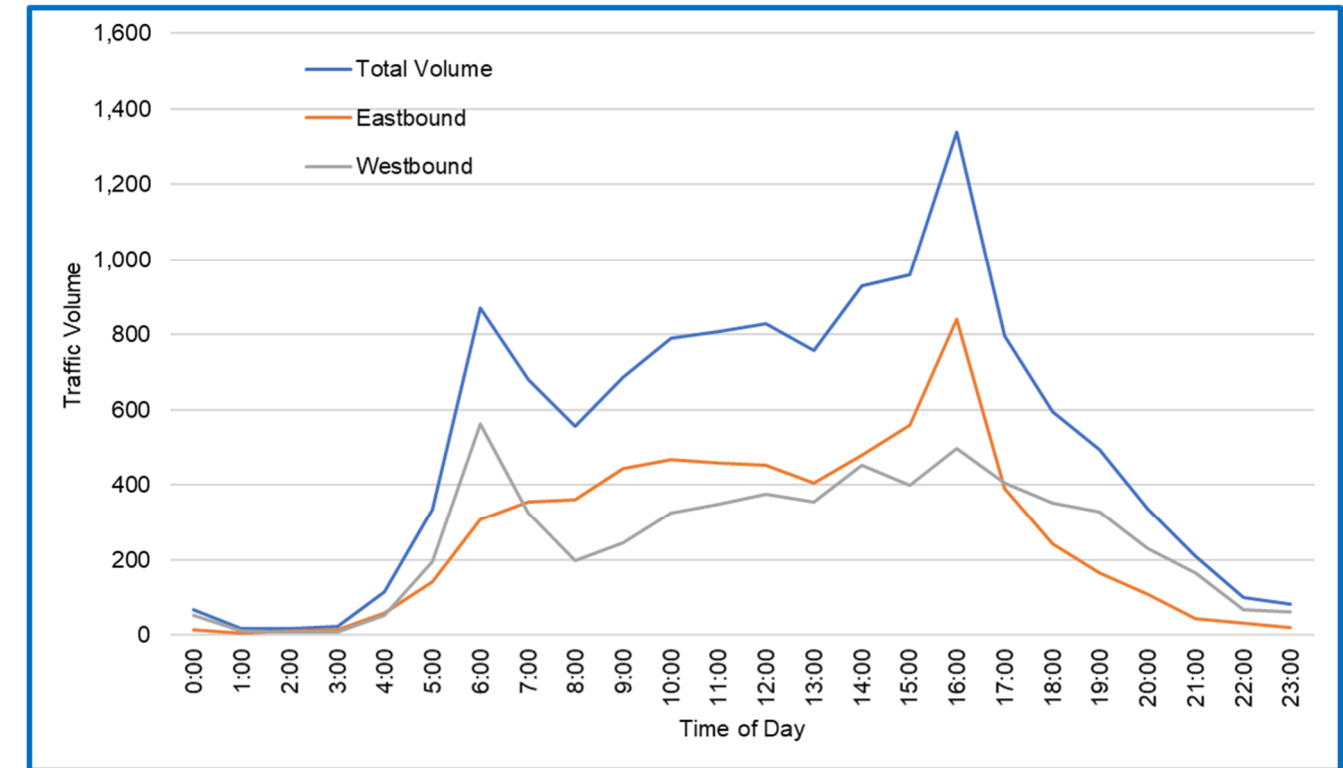


Figure 19. Traffic Volume Distribution on NM 264 west of Defiance

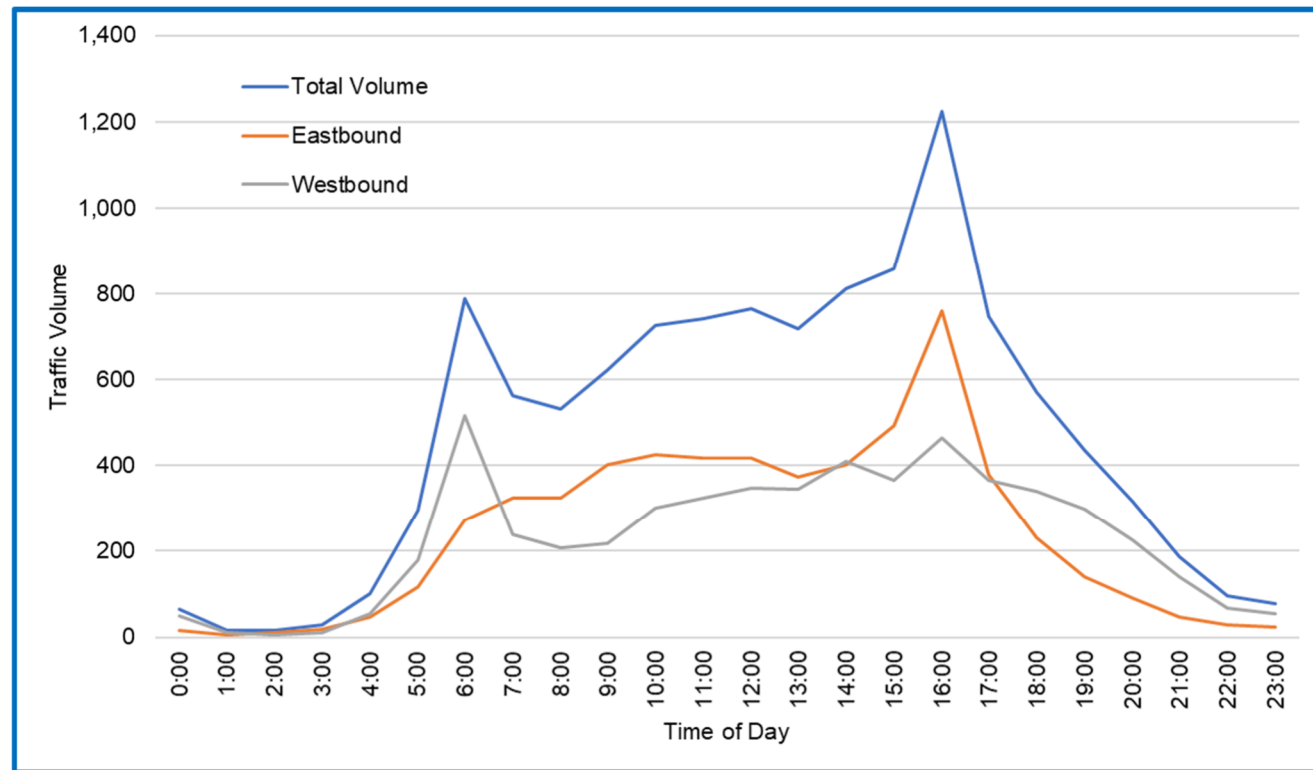


Figure 20. Traffic Volume Distribution on NM 264 west of Winchester Road

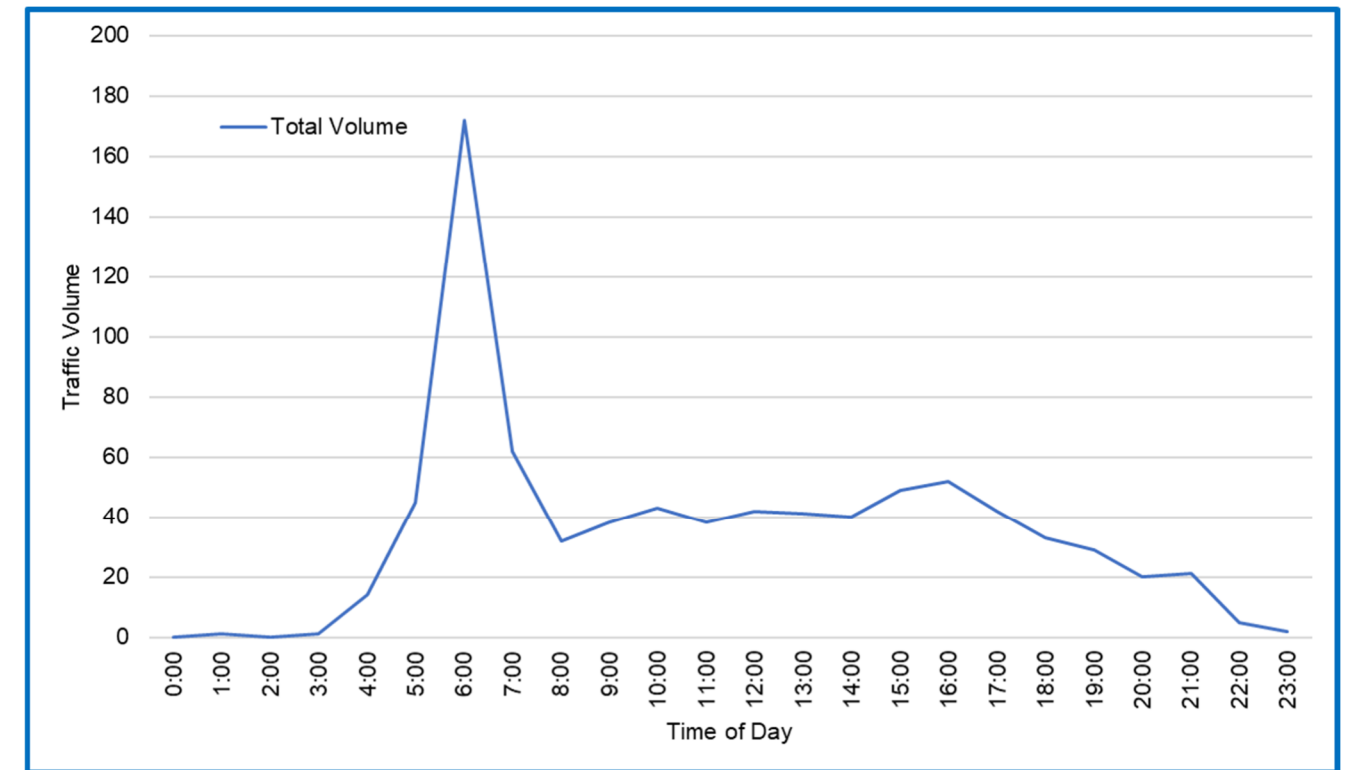


Figure 22. Traffic Volume Distribution on NM 264 Westbound On-ramp at US491

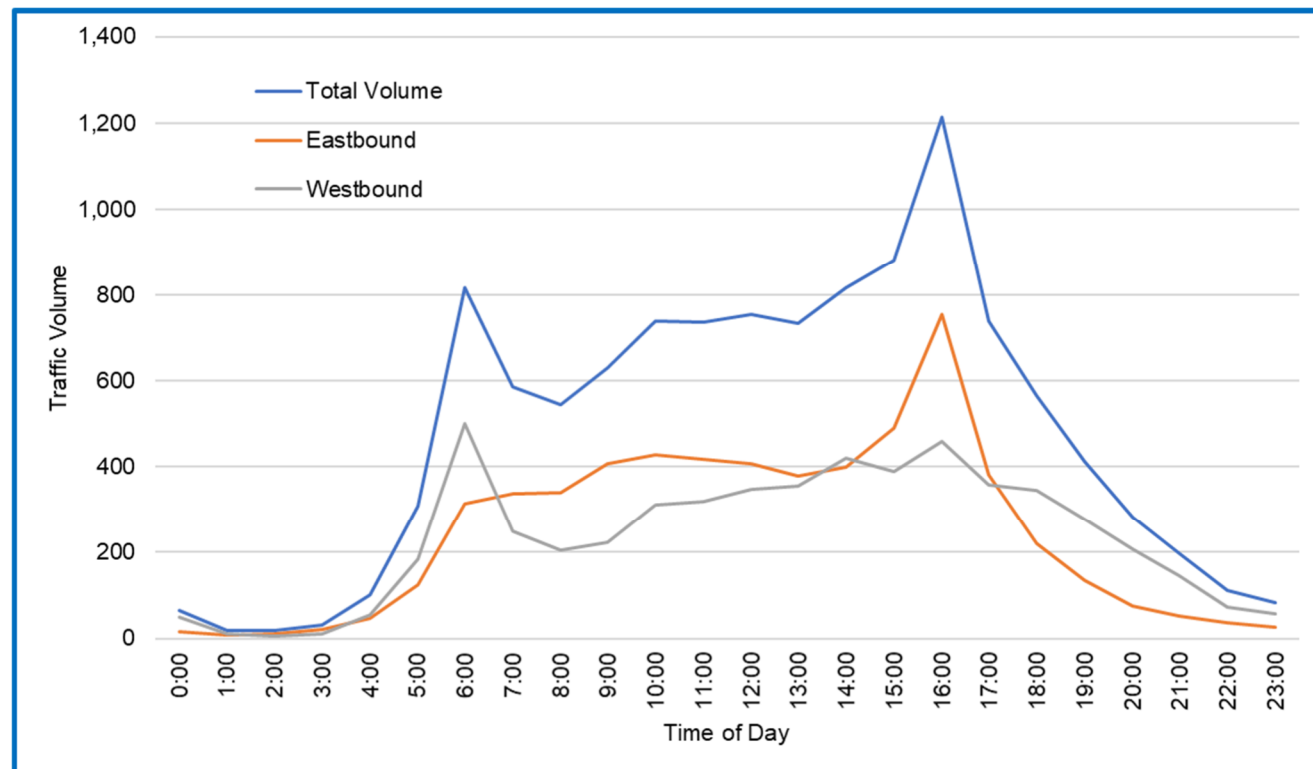


Figure 21. Traffic Volume Distribution on NM 264 east of Green Meadows

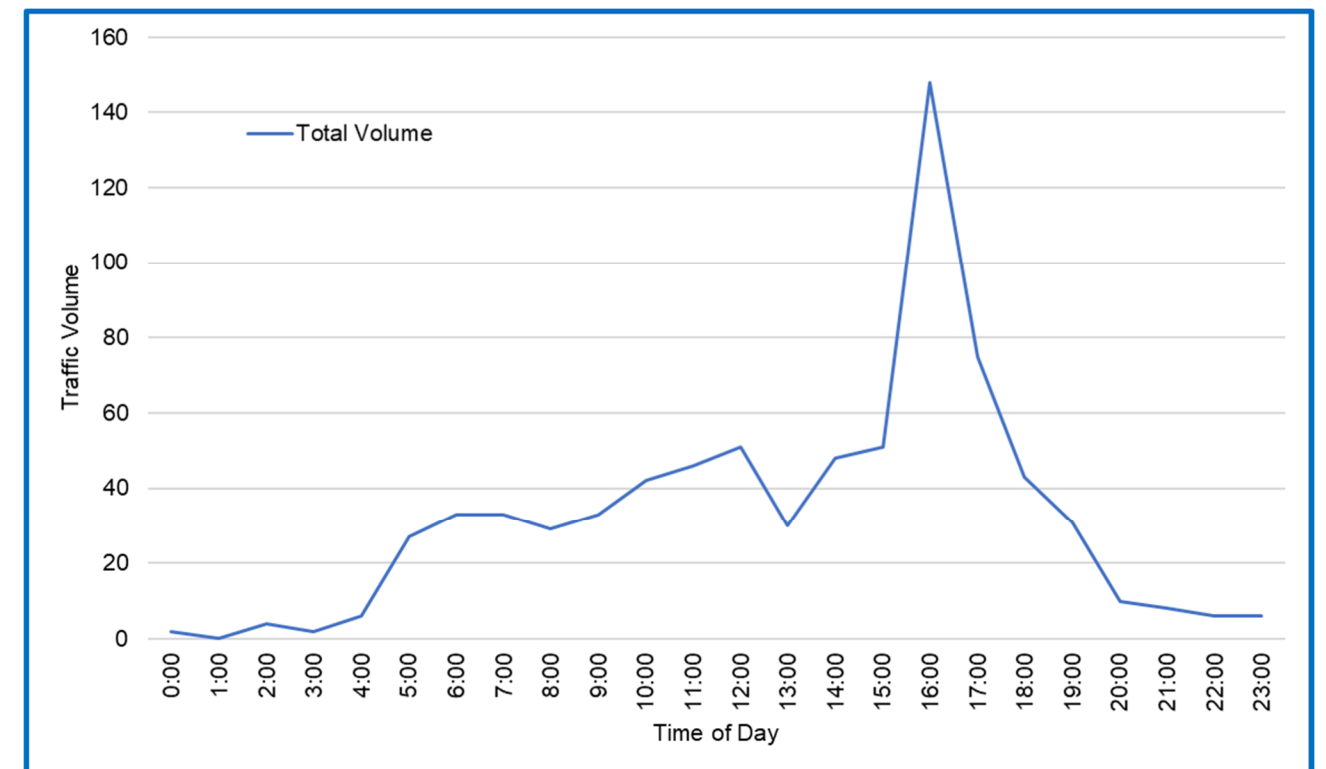
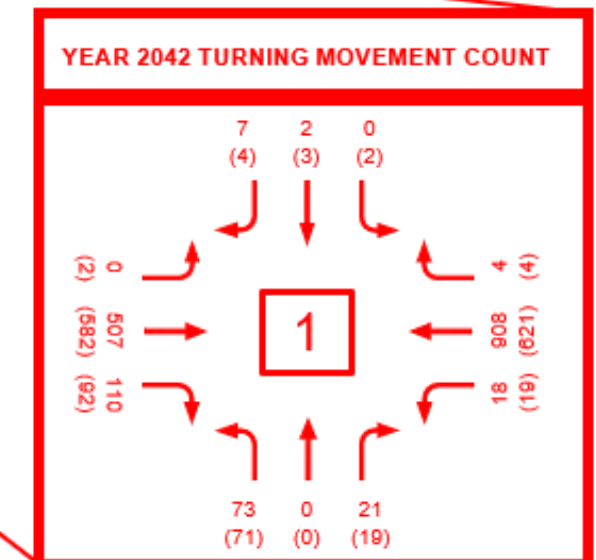
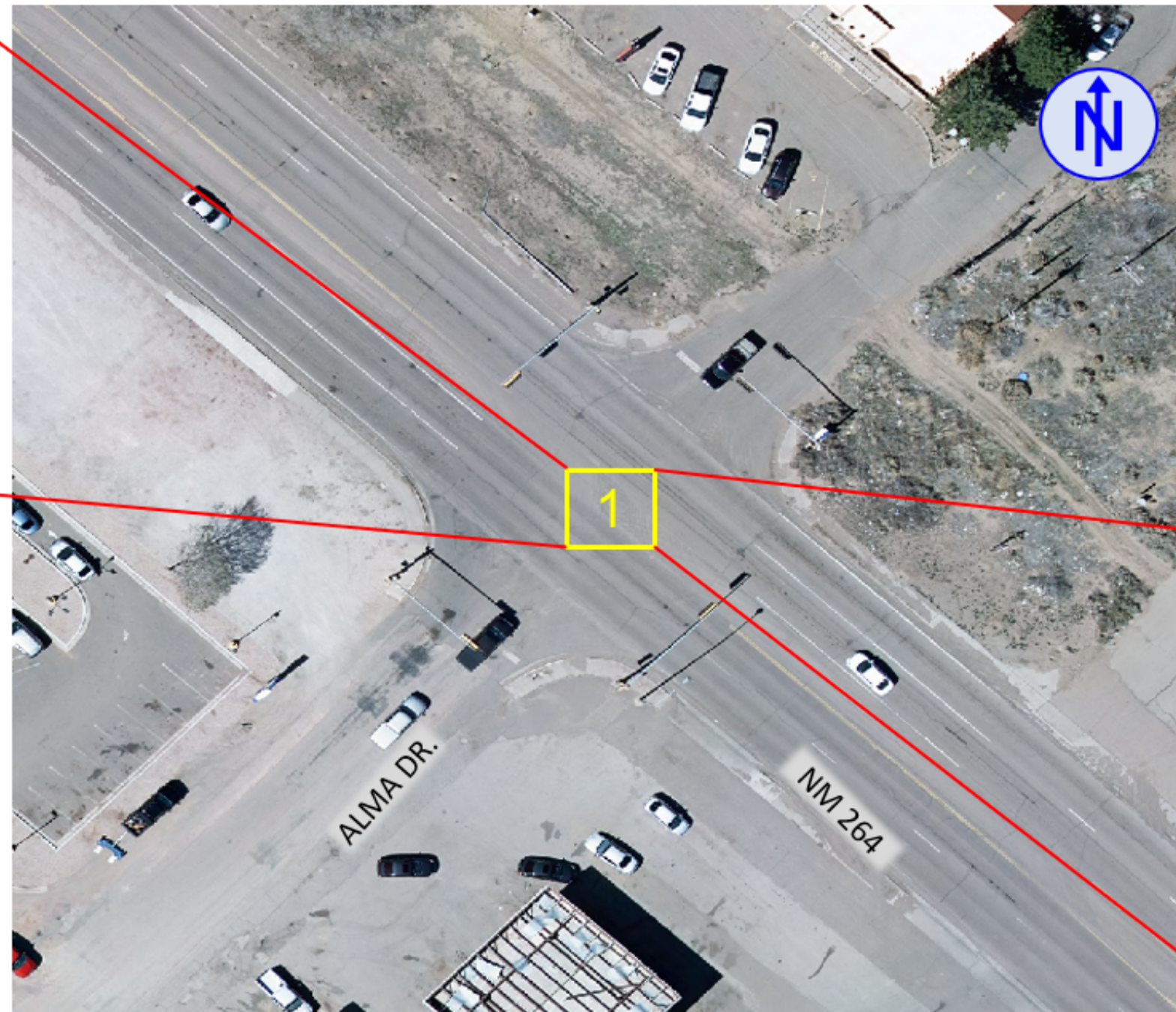
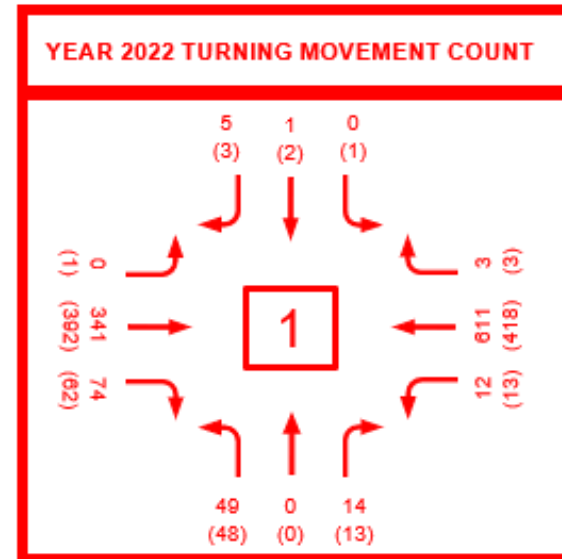


Figure 23. Traffic Volume Distribution on NM 264 Eastbound On-ramp at US491





XXX – AM PEAK  
(XXX) – PM PEAK

Figure 24. Turning Movement Counts at NM 264 and Alma Drive Intersection  
(Milepost 0.35)



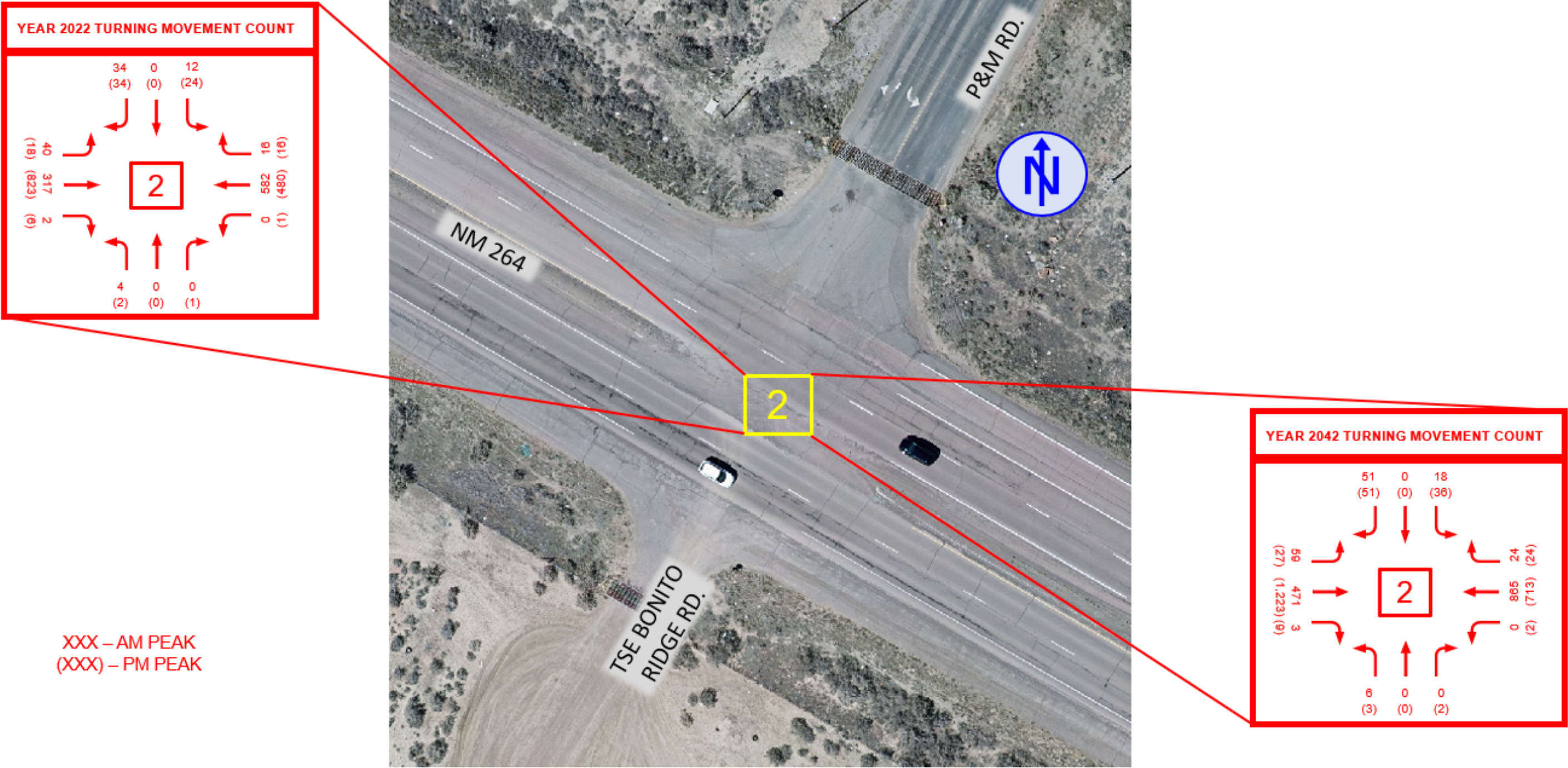


Figure 25. Turning Movement Counts at NM 264 and P&M Road/Tse Bonito Ridge Road Intersection (Milepost 1.5)



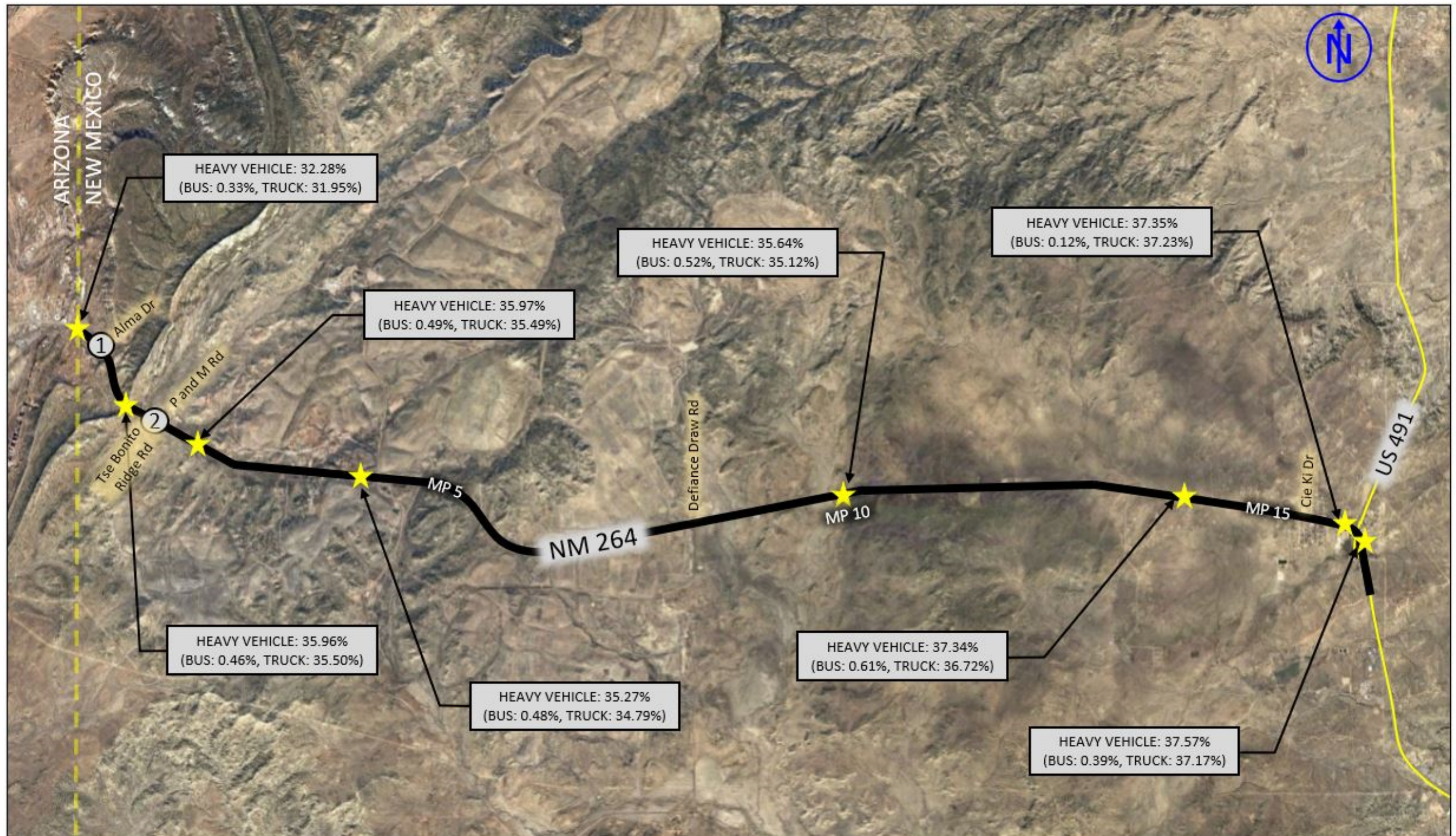


Figure 26. Heavy Vehicle Presence on NM 264





3.3 Future Traffic Volumes

As previously mentioned, an annual growth factor of 2% i.e., a combined growth factor of 1.48595 for 20 years was used while projecting future year i.e., 20-year horizon traffic conditions. The same growth factor was used on all segments ADT, peak hours traffic as well as turning movements at the intersections.

❖  $2042 \text{ background traffic} = 2022 \text{ traffic} \times (1 + 2\%)^{20}$

Figure 15 (Page 10) shows the future traffic volumes on the corridor. Figure 24 (Page 13) and Figure 25 (Page 14) show the future year TMCs at the Alma Drive and P&M Road. Tse Bonito Ridge intersection respectively.

3.4 Traffic Analysis Methodology

Signalized and un-signalized intersections are analyzed to determine the approach delay and capacity for existing and future conditions. The future conditions scenarios consider the projected peak hour volumes utilizing existing as well as proposed roadway or intersection improvements. As traffic volumes along roadway segments continue to increase over time, the flow rate of the vehicles tends to also increase, causing the mean speed of vehicles to decrease. This ultimately causes delay along roadway segments.

3.4.1 Operational Analysis Definitions

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

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

3.4.2 Study Methodology

In order to efficiently analyze traffic operations at the locations previously described, the use of various traffic analysis computer software packages is required. These software programs are all developed using the

Highway Capacity Manual. Highway Capacity Software version 7 (HCS7), and Synchro 11.0/SimTraffic are used for a variety of analyses. HCS7 is used to analyze multi-lane roadway segments. Synchro/SimTraffic is utilized for un-signalized and signalized intersections and corridor progression and simulation analysis.

Table 5, Table 6, and Table 7 show the LOS criteria for roadway segments and signalized and unsignalized intersections.

Table 5. LOS Criteria for Multilane Highways

LOS	Density Range (pc/mi/ln)
A	0 - 11
B	>11 - 18
C	>18 - 26
D	>26 - 35
E	>35 - 45

Table 6. LOS Criteria for Signalized Intersections

LOS	Delay per Vehicle (sec/veh)
A	Less than or equal to 10
B	>10 - 20
C	>20 - 35
D	>35 - 55
E	>55 - 80

Table 7. LOS Criteria for Unsignalized Intersections

LOS	Average Control Delay (sec/veh)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50

3.5 Existing Condition Operational Analysis

3.5.1 Intersection Operations

Synchro 11 was used for Level-of-service (LOS) analysis of the two study intersections.

- ❖ NM 264 at Alma Drive (Signalized) - all the approaches of this signalized intersection operate at LOS C or better for existing conditions for both AM and PM peak hours. Refer to Table 8.
- ❖ NM 264 at P&M Road/ Tse Bonito Ridge Road (Unsignalized) – all critical movements operate at LOS D or better for existing conditions for both AM and PM peak hours. Refer to Table 9.

3.5.2 Highway Segment Operations

HCS software was used to analyze the highway segment LOS. Both directions of all three roadway segments on the study corridor are expected to operate at LOS C or better for existing conditions for both AM and PM peak hours. Refer to Table 10 for detailed delay, speed, and LOS information.





3.6 2042 No-Build Condition Operational Analysis

As previously mentioned, the 2022 traffic data was increased with a 2% annual growth factor for 20 years i.e., combined factor of 1.48595 and 2042 traffic volumes were estimated for LOS analyses for both intersections and highway segments.

3.6.1 2042 No-Build Condition Intersection Operations

The 2042 intersection LOS summary is as follows:

- ❖ NM 264 at Alma Drive (Signalized) – Refer to [Table 8](#).
  - All the approaches of this signalized intersection operate at LOS C or better with projected volumes and existing geometric conditions for both AM and PM peak hours.
  - The team recommends the followings:
    - Improve striping on all four legs with visible markings for through and turn lanes
    - Provide dedicated left turn lanes on both north-, and southbound directions, and provide 4-feet positive off-set for left-turning vehicles. Provide 4-feet positive off-set for left-turning vehicles on both east-, and westbound directions
    - Improve crosswalk markings on all four legs
    - Enhance intersection lighting on both north and south legs
    - Upgrade the traffic signal equipment and pedestrian push buttons to be in compliance with Manual on Uniform Traffic Control Devices (MUTCD)
    - Update corner ramps to be in compliance with Americans with Disabilities Act (ADA) and Public Right-of Way Accessibility Guidelines (PROWAG) regulations
    - Implement access control along south side of the intersection
    - Install intersection ahead and prepare to stop signs along NM 264 (two on each direction)
- ❖ NM 264 at P&M Road/ Tse Bonito Ridge Road (Unsignalized) – Refer to [Table 9](#).
  - The northbound approach of the unsignalized intersection operates at LOS E during AM peak hour and LOS F during PM peak hour scenario with projected volumes and existing geometric conditions
  - The southbound left turn approach operates at LOS F during both AM and PM peak hour scenario. with projected volumes and existing geometric conditions
  - The traffic volume for these approaches is minimal and it is not uncommon for minor approaches along major roadways to have a high delay. With professional engineering judgement, this can be concluded that a little longer delay does not affect the overall functionality as there are only 24 the southbound left-turning vehicles and 4 northbound left-turning vehicles.
  - The team recommends the following:
    - Install oversized advance intersection warning signs along NM 264
    - Improve signs at the intersection

Table 8. LOS Summary for Alma Drive and NM 264 intersection

Intersection			2022 Existing Scenario		2042 Horizon Scenario	
			Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS
NM-264 at Alma Drive	AM Peak	Cycle Length (Sec)	145		145	
		OVERALL	11.0	B	13.1	B
		EB	13.6	B	14.8	B
		WB	9.4	A	11.8	B
		NB	14.8	B	17.8	B
		SB	20.5	C	24.3	C
	PM Peak	Cycle Length (Sec)	145		145	
		OVERALL	14.6	B	15.8	B
		EB	15.3	B	16.8	B
		WB	13.1	B	13.6	B
		NB	16.8	B	19.7	B
		SB	20.3	C	24.6	C

Table 9. LOS Summary for P& M Road/Tse Bonito Ridge Road and NM 264 intersection

Intersection			2022 Existing Scenario		2042 Horizon Scenario	
			Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS
NM-264 at P and M Road/ Tse Bonito Ridge Road	AM Peak	EBL	9.9	A	12.6	B
		WBL	0.0	A	0.0	A
		NBL	21.4	C	46.4	E
		SBL	29.6	D	94.6	F
		SBR	11.7	B	15.0	B
	PM Peak	EBL	8.6	A	9.5	A
		WBL	10.4	B	13.5	B
		NBL	31.7	D	89.7	F
		SBL	31.0	D	137.4	F
		SBR	10.2	B	11.5	B

3.6.2 2042 No-Build Condition Highway Segment Operations

Both directions of all three roadway segments on the study corridor are expected to operate at LOS D or better with existing condition for both AM and PM peak hours with 2042 future year's forecasted traffic. Refer to [Table 10](#) for detailed delay, speed, and LOS information.



Table 10. LOS Summary for Roadway Segments

Intersection			LOS	V/C	AVERAGE TRAVEL SPEED (MPH)
Segment 1	2022 Existing Scenario	AM PEAK	B	0.31	43.8
		PM PEAK	C	0.46	43.8
	2042 Horizon Scenario	AM PEAK	C	0.46	43.8
		PM PEAK	D	0.68	43.8
Segment 2	2022 Existing Scenario	AM PEAK	A	0.24	59.5
		PM PEAK	B	0.36	59.5
	2042 Horizon Scenario	AM PEAK	B	0.35	59.5
		PM PEAK	C	0.53	59.5
Segment 3	2022 Existing Scenario	AM PEAK	A	0.23	51.5
		PM PEAK	B	0.35	51.5
	2042 Horizon Scenario	AM PEAK	B	0.35	51.5
		PM PEAK	C	0.52	51.5

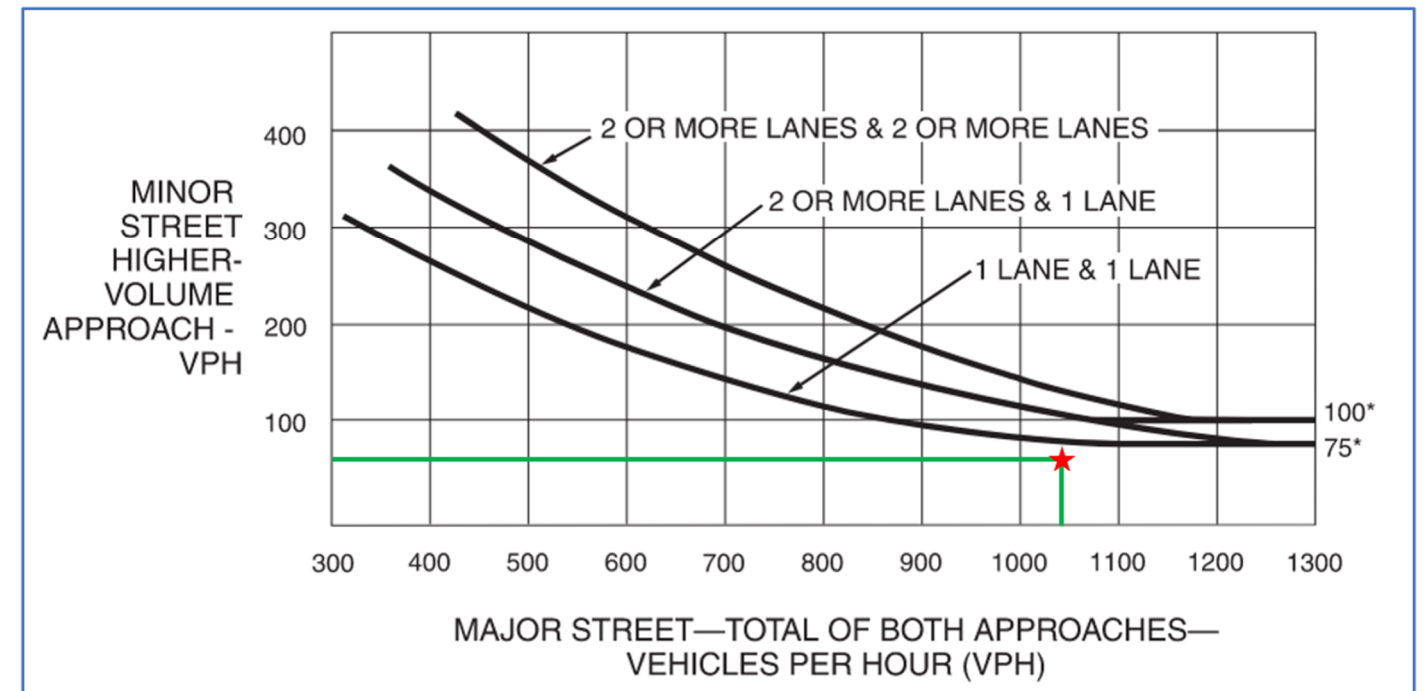


Figure 27. Peak Hour Signal Warrant 3 (70% Factor) – 2022 Existing Volumes

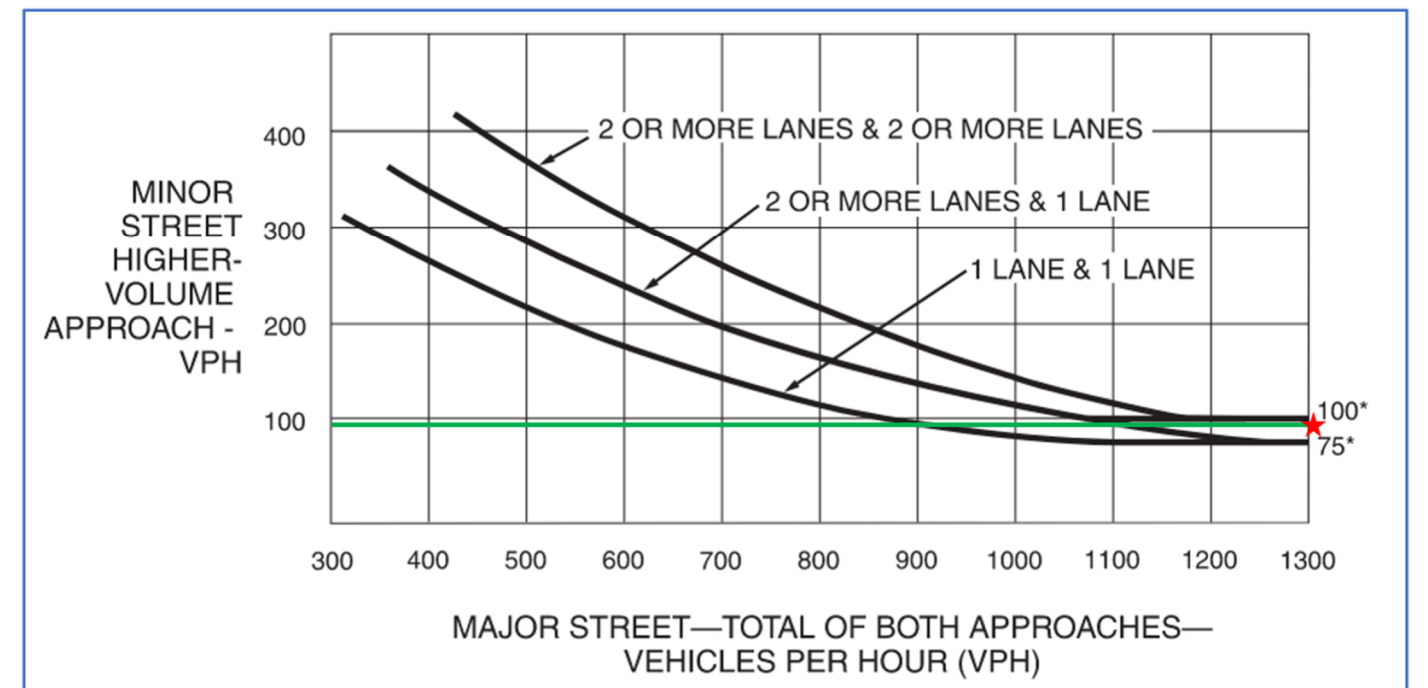


Figure 28. Peak Hour Signal Warrant 3 (70% Factor) – 2042 Future Volumes

### 3.7 2042 Build Condition Operational Analysis

#### 3.7.1 2042 Build Condition Intersection Operations

No capacity improvements were identified at the intersections based on operational analyses and thus no 2042 Build Condition analyses were performed. However, recommendations on further improvements to upgrade signal equipment at the signalized intersection and addition of acceleration lane at the unsignalized intersection were identified and described in both 2042 No Build and Recommendations sections which will increase safety.

#### 3.7.2 2042 Build Condition Highway Segment Operations

No capacity improvements were identified for the segments on NM 264 based on operational analyses and thus no 2042 Build Condition analyses were performed. However, recommendations on further improvements to implement access control, improved horizontal and vertical alignments will enhance both capacity and safety.

### 3.8 Signal Warrant Analysis

Per NMDOT suggestion, signal warrant 3, peak hour (70% factor) was performed at the existing signalized intersection of Alma Drive and NM 264 using the 2022 existing and 2042 future traffic volumes.

The signalized intersection, Alma Drive and NM 264 does not meet the Peak hour Signal Warrant 3 (70% factor) during year 2022 with existing volume, however, it meets the signal warrant during year 2042 with future volumes. The minor street higher volume is 94 during the AM peak hour which is greater than the cut-off volume of 75.

Please refer to [Figure 27](#) and [Figure 28](#) for signal warrant analysis exhibits for year 2022 and 2042, respectively.



4. ACCESS MANAGEMENT ANALYSIS

4.1 Access Category Compliance Requirements

The NMDOT State Access Management Manual (SAMM) identifies the requirements (<https://www.srca.nm.gov/parts/title18/18.031.0006.html>) for the level of access allowed along a state highway which is dependent on the intended function of that highway. The function of a particular highway is defined in terms of service to through traffic movement/ mobility verses access to abutting properties/land accessibility. The NMDOT has developed a classification system that is based on the intended function of each state highway. Based on this functional classification system, eight access categories are defined for the purpose of managing access along New Mexico's highways.

4.2 Access Category Requirements

There are four rural access categories. The access categories apply to highways functionally classified as collector roadways or above. It is noted that NM 264 is classified as a Principal Arterial-Other. Based on the developments and surrounding environment, the study corridor on NM264 can be classified as Rural Principal for most of the part except the two ends of the corridor which can be classified as more of an Urban Principal Highway.

4.2.1 Rural Principal Arterial Highways Access Category Requirements

The following is the applicable access category requirements for Rural Principal Arterial highways from the NMDOT State Access Management Manual (SAMM):

- (1) **Functional Description:** The rural principal arterial system consists of a network of highways that provide for long-distance corridor movement with trip lengths serving statewide and interstate travel. Personal travel and goods movement between the larger urban areas in the state is served by the rural principal arterial system efficiently and at high travel speeds.
- (2) **General Access Characteristics:** Direct access service to abutting land is subordinate to providing service to through traffic movements. Many rural principal arterials are fully or partially access controlled. Access location and spacing standards are strictly enforced.
- (3) **Performance:** The operational performance of RPA facilities should meet LOS C standards at a minimum, with the exception of unsignalized access points which should meet LOS D standards. See Sub-Section 15.C, Table 15.C-1.
- (4) **Traffic Signal Spacing:** The minimum spacing of signalized intersections is ½ mile on RPA highways with posted speeds of 40 mph or less and is 1 mile on RPA highways with posted speeds of 45 mph or more. Preference is given to through traffic movement and progression bandwidths of 45 to 50 percent for two-way travel are required. See Sub-Section 15.F, Table 15.F-1.
- (5) **Spacing of Unsignalized Accesses - Full Access:** The minimum spacing of full access unsignalized intersections is ¼ mile on RPA highways with posted speed limits of 40 mph or less and is ½ mile on RPA highways with posted speeds of 45 mph or more. On highways with non-traversable medians, this represents the allowable spacing between median openings. See Sub-Section 18.C, Table 18.C-1, and Sub-Section 18.D.
- (6) **Spacing of Unsignalized Access - Partial Access:** The minimum spacing of unsignalized access points and driveways where some turn movements may be restricted, depending on the type of median control, varies by posted speed limit as follows (see Sub-Section 18.C, Table 18.C-1):

- ❖ ≤ 30 mph: 225 feet
- ❖ 35 to 40 mph: 350 feet
- ❖ 45 to 50 mph: 500 feet
- ❖ ≥ 55 mph: 775 feet

- (7) **Corner Clearance:** When property is adjacent to an intersection, proposed access points on the approach or departure sides of the intersection should be controlled. Corner clearances should be consistent with the access spacing standards defined in Table 18.C-1.
- (8) **Left-turn and Right-turn Acceleration Lanes:** The need for left-turn and right turn acceleration lanes is based on safety conditions associated with site-specific conditions. The Department may require acceleration lanes wherever safety concerns occur at a proposed access.
- (9) **Left-turn Deceleration Lanes:** Left-turn deceleration lane requirements vary by posted speed and are based on the traffic volume on the highway and the number of left-turns expected at an access (see Sub-Section 17.B, Table 17.B-3 and Table 17.B-4). Left-turn deceleration lanes are required, regardless of the traffic volume on the highway, when the following left-turning volumes are expected:

<u>Posted Speed</u>	<u>Two-lane Highway</u>	<u>Multi-lane Highway</u>
≤ 30 mph	26 left-turns per hour	36 left-turns per hour
35 to 40 mph	21 left-turns per hour	26 left-turns per hour
45 to 55 mph	16 left-turns per hour	21 left-turns per hour
> 55 mph	11 left-turns per hour	16 left-turns per hour

- (10) **Right-turn Deceleration Lanes:** Right-turn deceleration lane requirements vary by posted speed and are based on the traffic volume on the highway and the number of right-turns expected at an access (see Sub-Section 17.B, Table 17.B-5 and Table 17.B-6). Right-turn deceleration lanes are required, regardless of the traffic volume on the highway, when the following right-turning volumes are expected:

<u>Posted Speed</u>	<u>Two-lane Highway</u>	<u>Multi-lane Highway</u>
≤ 30 mph	31 right-turns per hour	36 right-turns per hour
35 to 40 mph	31 right-turns per hour	36 right-turns per hour
45 to 55 mph	26 right-turns per hour	31 right-turns per hour
> 55 mph	21 right-turns per hour	21 right-turns per hour

(11) Other References to Sections of the Manual

- ❖ Definitions of Terms: Section 7
- ❖ Access Categories: Section 10
- ❖ Permitting Process: Section 14
- ❖ Traffic Study Requirements: Section 16
- ❖ Design Specifications: Section 18
- ❖ Access Control Review Procedures: Section 19





4.2.2 Urban Principal Arterial Highways Access Category Requirements

The following is the applicable access category requirements for Urban Principal Arterial highways from the NMDOT State Access Management Manual (SAMM):

**(1) Functional Description:** The urban principal arterial system serves the major centers of activity of urbanized areas, the highest traffic volume corridors, the longest trip desires, and carries a high proportion of the total urban area travel on a minimum of mileage. The system is integrated both internally and between major rural connections.

The principal arterial system carries most of the trips entering and leaving an urban area, as well as most of the through movements bypassing central city areas. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, between major inner city communities, and between major suburban centers, is served by this class of highway. In urbanized areas, this system provides continuity for all rural arterials that intercept the urban boundary.

**(2) General Access Characteristics:** The primary functional responsibility of urban principal arterials is through traffic movement. Many urban principal arterials are fully or partially access controlled. Direct access service to abutting properties is subordinate to providing service to through traffic movements. Access location and spacing standards are strictly enforced.

**(3) Performance:** The operational performance of UPA facilities should meet LOS D standards at a minimum. See Sub-Section 15.C, Table 15.C-1.

**(4) Traffic Signal Spacing:** The minimum spacing of signalized intersections is ½ mile, except on UPA highways with posted speeds equal to or greater than 55 mph where 1-mile spacing is required. Preference is given to through traffic movement and progression bandwidths of 40 to 50 percent for two-way travel are required. See Sub-Section 15.F, Table 15.F-1.

**(5) Spacing of Unsignalized Accesses - Full Access:** The minimum spacing of full access unsignalized intersections is ¼ mile. On UPA highways with non-traversable medians, this represents the allowable spacing between median openings. See Sub-Section 18.C, Table 18.C-1, and Sub-Section 18.D.

**(6) Spacing of Unsignalized Access - Partial Access:** The minimum spacing of unsignalized access points and driveways where some turn movements may be restricted, depending on the type of median control, varies by posted speed limit as follows (see Sub-Section 18.C, Table 18.C-1):

- ❖ ≤ 30 mph: 200 feet
- ❖ 35 to 40 mph: 325 feet
- ❖ 45 to 50 mph: 450 feet
- ❖ ≥ 55 mph: 625 feet

**(7) Corner Clearance:** When property is adjacent to an intersection, proposed access points on the approach or departure sides of the intersection should be controlled. Corner clearances should be consistent with the access spacing standards defined in Table 18.C-1.

**(8) Left-turn and Right-turn Acceleration Lanes:** The need for left-turn and right-turn acceleration lanes is based on safety conditions associated with site-specific conditions. The Department may require acceleration lanes wherever safety concerns occur at a proposed access.

**(9) Left-turn Deceleration Lanes:** Left-turn deceleration lane requirements vary by posted speed and are based on the traffic volume on the highway and the number of left-turns expected at an access (see Sub-Section 17.B, Table 17.B-1 and Table 17.B-2). Left-turn deceleration lanes are required, regardless of the traffic volume on the highway, when the following left-turning volumes are expected:

<u>Posted Speed</u>	<u>Two-lane Highway</u>	<u>Multi-lane Highway</u>
≤ 30 mph	46 left-turns per hour	56 left-turns per hour
35 to 40 mph	36 left-turns per hour	46 left-turns per hour
45 to 55 mph	26 left-turns per hour	36 left-turns per hour

**(10) Right-turn Deceleration Lanes:** Right-turn deceleration lane requirements vary by posted speed and are based on the traffic volume on the highway and the number of right-turns expected at an access (see Sub-Section 17.B, Table 17.B-1 and Table 17.B-2). Right-turn deceleration lanes are required, regardless of the traffic volume on the highway, when the following right-turning volumes are expected:

<u>Posted Speed</u>	<u>Two-lane Highway</u>	<u>Multi-lane Highway</u>
≤ 30 mph	46 right-turns per hour	56 right-turns per hour
35 to 40 mph	41 right-turns per hour	46 right-turns per hour
45 to 55 mph	36 right-turns per hour	41 right-turns per hour

**(11) Other References to Sections of the Manual:**

- ❖ Definitions of Terms: Section 7
- ❖ Access Categories: Section 10
- ❖ Permitting Process: Section 14
- ❖ Traffic Study Requirements: Section 16
- ❖ Design Specifications: Section 18
- ❖ Access Control Review Procedures: Section 19

4.3 Access Inventory on NM 264

Accesses along NM 264 vary between driveways in the urban section and turnouts in the rural section. In the urban section from MP 0 to 0.6 there is a continuous left turn lane that allows for uncontrolled access. During this study we will evaluate this section for the potential of access consolidation. In the rural section from MP 0.6 to 16 there are raised medians with left turn lanes at most turnout locations that will need to remain, those without left turn access will be evaluated for possible access consideration via consolidation.



Table 11. Summary of Left-turn Access Locations along NM 264 Corridor

LEFT TURN ACCESS LOCATIONS							
EASTBOUND				WESTBOUND			
TURNOUT 1	MP 0.7	TURNOUT 24	MP 8.1	TURNOUT 2	MP 1.0	TURNOUT 32	MP 10.9
OLD COAL MINE	MP 1.1	DEFIANCE DRAW RD	MP 8.3	TSE BONITO RIDGE RD	MP 1.5	HORSE VIEW RD	MP 11.2
P & M RD	MP 1.5	COVE RD	MP 8.3	GARDEN LN	MP 3.1	TURNOUT 34	MP 12.6
STAR RTE 5	MP 2.1	WILD CAT DR	MP 9.0	TURNOUT 5	MP 3.3	ROCK SPRING RD	MP 13.3
TURNOUT 4	MP 3.2	TURNOUT 26	MP 9.2	DEFIANCE	MP 4.7	TURNOUT 35	MP 14.3
RTE 5	MP 3.4	TURNOUT 28	MP 10.0	TURNOUT 7	MP 5.0	TURNOUT 37	MP 14.7
TURNOUT 8	MP 5.2	WINCHESTER RD	MP 10.5	TURNOUT 10B	MP 5.4	TURNOUT 39	MP 15.0
TURNOUT 9	MP 5.3	TURNOUT 30	MP 10.8	TURNOUT 12	MP 5.5	TURNOUT 41	MP 15.2
TURNOUT 11	MP 5.4	HIGH COUNTRY RD	MP 11.0	TURNOUT 14	MP 5.6		
TURNOUT 15	MP 5.7	TURNOUT 33	MP 11.6	TURNOUT 19	MP 6.5		
TURNOUT 16	MP 6.0	SPRING VALLEY RD	MP 12.2	TURNOUT 22	MP 7.0		
TURNOUT 17	MP 6.0	SMOOTH ROCK RD	MP 12.6	TURNOUT 23	MP 7.5		
TURNOUT 18	MP 6.0	GREEN MEADOWS RD	MP 13.5	TURNOUT 25	MP 8.2		
BLACK HAT RD	MP 6.2	TURNOUT 36	MP 14.3	TURNOUT 27	MP 9.3		
TURNOUT 20	MP 6.7	TURNOUT 38	MP 14.8	TURNOUT 29	MP 10.5		
TURNOUT 21	MP 6.9	TURNOUT 40	MP 15.0	TURNOUT 31	MP 10.8		

Based on the existing condition and NMDOT’s requirements, it is highly recommended to implement access control to improve mobility and enhance safety on NM 264.

Table 18.C-1 Access Spacing Standards for Intersections and Driveways (centerline to centerline spacing in feet)						
Access Category	Posted Speed (mph)	Intersection Spacing (feet) <sup>1</sup>		Driveway Spacing (feet) <sup>2</sup>		
		Signalized	Unsignalized <sup>3</sup>	Non-Traversable Median Full Access	Partial Access	Traversable Median <sup>4</sup>
Controlled-Access, Non-Interstate Highways	All Speeds	5,280	2,640	2,640	2,640	-NA-
UPA	≤ 30 mph 35 to 40 mph 45 to 50 mph ≥ 55 mph	2,640 2,640 2,640 5,280	1,320 1,320 1,320 1,320	1,320 1,320 1,320 1,320	200 325 450 625	200 325 450 625
UMA	≤ 30 mph 35 to 40 mph 45 to 50 mph ≥ 55 mph	1,760 1,760 2,640 5,280	660 660 660 1,320	660 660 660 1,320	175 275 400 600	175 275 400 600
UCOL	≤ 30 mph 35 to 40 mph 45 to 55 mph	1,100 1,320 1,760	330 330 660	330 330 660	150 225 350	150 225 350
RPA	≤ 30 mph 35 to 40 mph 45 to 50 mph ≥ 55 mph	2,640 2,640 2,640 5,280	1,320 1,320 2,640 2,640	1,320 1,320 2,640 2,640	225 350 500 775	225 350 500 775
RMA	≤ 30 mph 35 to 40 mph 45 to 50 mph ≥ 55 mph	1,760 2,640 2,640 5,280	660 660 1,320 2,640	660 660 1,320 2,640	200 325 450 725	200 325 450 725
RCOL	≤ 30 mph 35 to 40 mph 45 to 50 mph ≥ 55 mph	1,320 1,760 2,640 2,640	330 660 1,320 1,320	330 660 1,320 1,320	200 300 425 550	200 300 425 550

Notes:

1. Intersection - Public street or other access serving a large area or a major traffic generator(s) where full access is typically provided.
2. Driveway - Public or private access serving a limited area where traffic signal control is not required.
3. In urban areas, spacing should be consistent with the established street spacing along the state highway facility.
4. Includes highways with no median or a painted median. The type of access, full or partial, is determined at the discretion of the Department. See Sub-Sections 7.AO and 7.BP.

Figure 29. Driveway Spacing Requirements per NMDOT SAMM





#### 4.4 Driveway Spacing

**Figure 29** shows an extracted Table from NMDOT SAMM for the driveways spacing for different categories of highways (refer to yellow highlighted section for NM 264). As a full-access (in segments 1 and 3) rural principle arterial, ranging in speed from the 45 MPH to 50 MPH category to the greater than 55 MPH category, driveway spacing should be approximately 2,640 feet. However, in the existing condition, driveways in segments 1 and 3 are spaced much closer than this.

Per the NMDOT SAMM, “In developed or redeveloping areas where existing driveway locations preclude access spacing based on desired standards, new access points should be located to minimize conflicts with existing access points. Access points should be consolidated where possible to provide shared property access.” Therefore, consolidation of existing driveways in segments 1 and 3 is recommended. Refer to **Figure 30** and [Error! Reference source not found.](#) for a visual representation of the driveway consolidation recommendations.

Final driveway configuration will be determined in the Phase 1-A/B report, with input from NMDOT and the property owners in these segments.



Figure 30. Driveway Consolidations Recommended in Segment 1



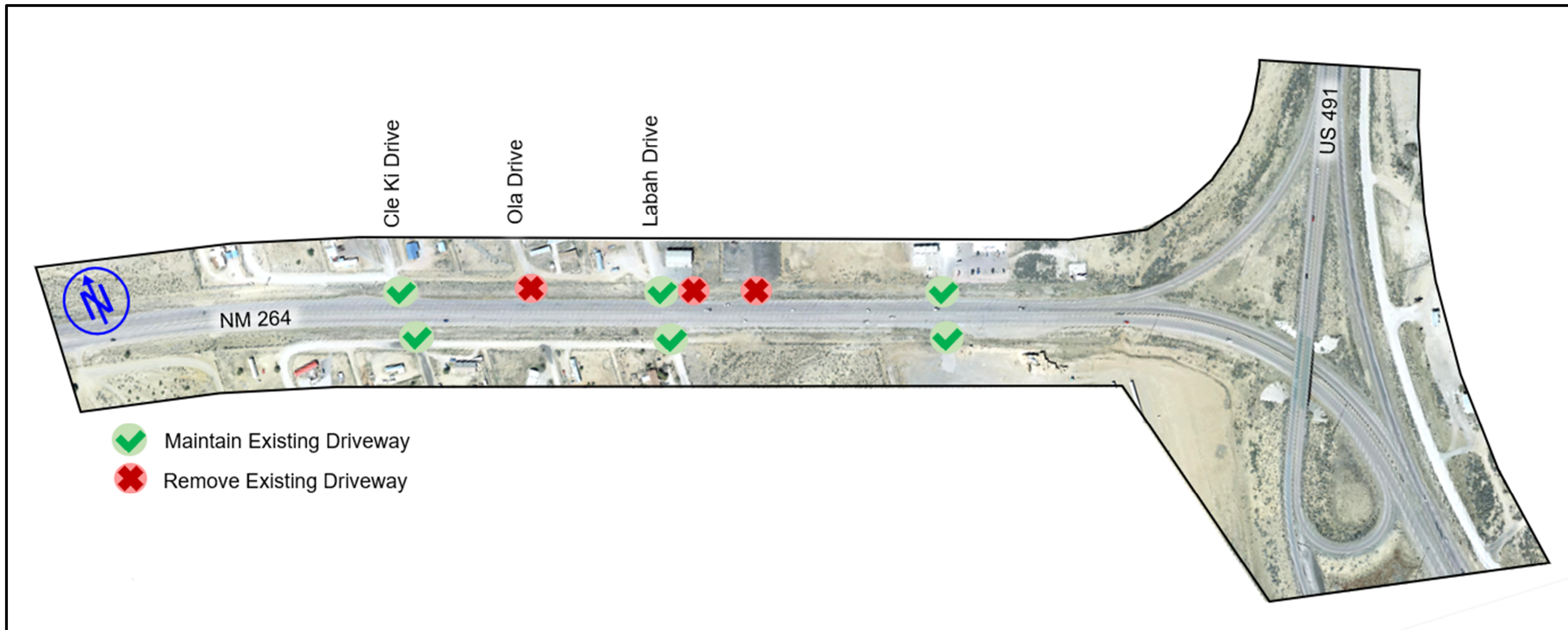


Figure 31. Driveway Consolidations Recommended in Segment 3



## 5. SPEED ANALYSIS

Speed data for a period of 24 hours on a typical weekday i.e., Thursday April 28, 2022, on eight different critical locations on the study corridor of NM 264 were collected as part of the project. Posted speed limit data was also collected. [Figure 35](#) (next page) shows the posted speed limits and locations of speed data collections (yellow star symbols).

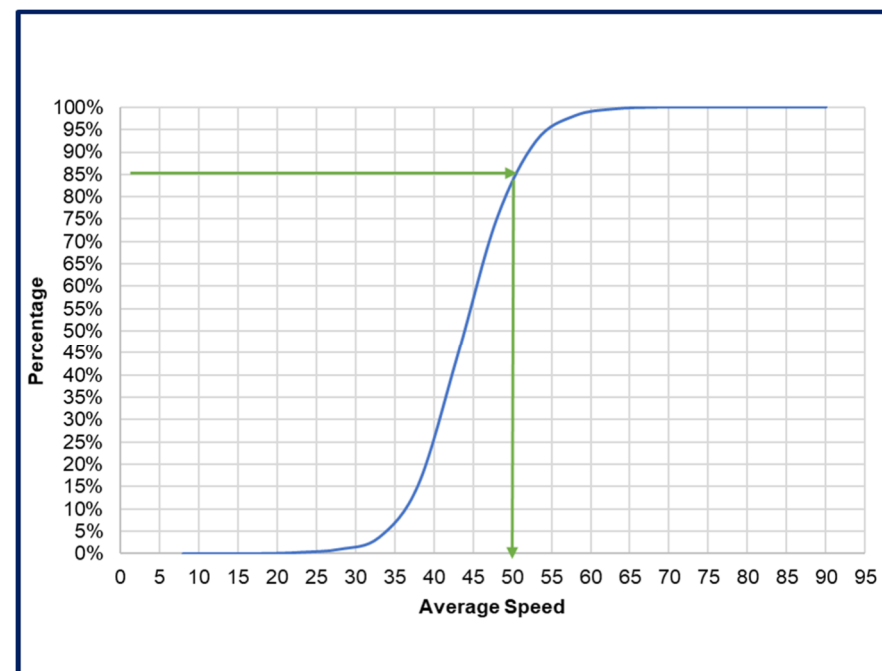
After reviewing the speed data, the team found that the posted speed varies from 45 miles per hour (mph) to 65 mph depending on locations and surrounding land uses, whereas the traveling public are driving from 40 mph to 70 mph depending on time of day and location.

### 5.1 Segment 1 Speed Analysis

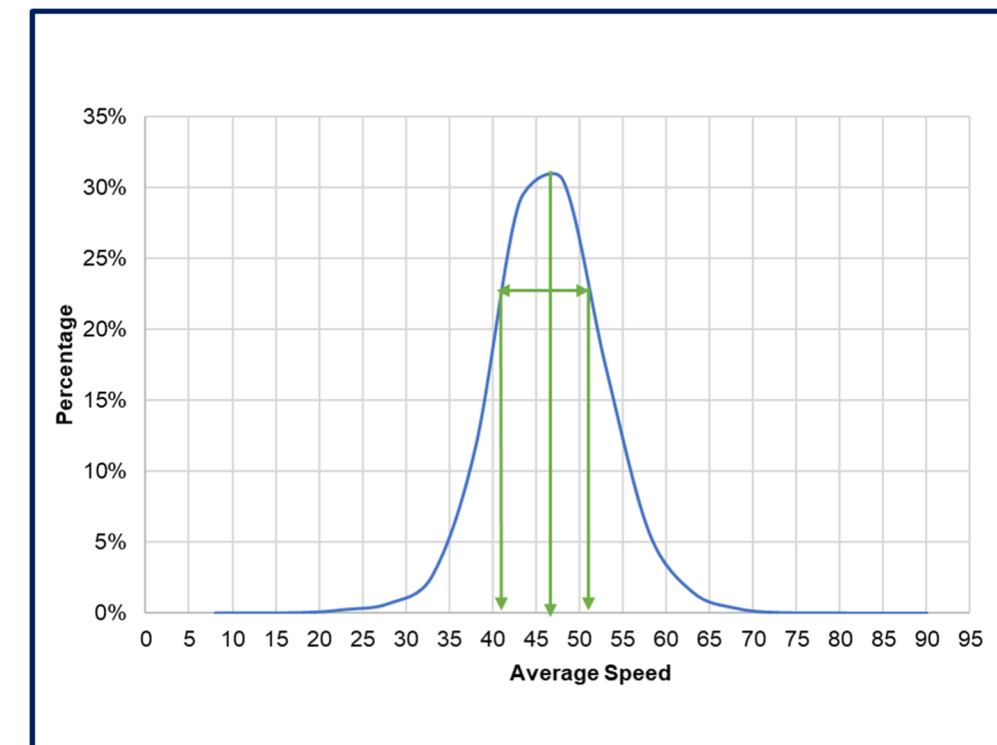
On Segment 1, the 85<sup>th</sup> percentile speed was found as 50 mph based on 24-hour data, whereas it is 53 mph, 49 mph, and 51 mph based on AM and PM peak periods, mid-day and nighttime, respectively. The mode speed i.e., the speed at which maximum drivers are driving at is found to be 47 mph, 47 mph, 44 mph, and 46 mph for 24-hour period, peak periods, mid-day and nighttime respectively. The pace speeds i.e., 10 mph speed range where most drivers fall in, are found to be 41-51 mph, 43-53 mph, 40-50 mph, 41-45 mph for 24-hour period, peak periods, mid-day, and nighttime, respectively.

Refer to [Figure 32](#) to [Figure 34](#) for 24-hour 85<sup>th</sup> percentile and mode and pace speeds, and [Figure 36](#) for peak periods 85<sup>th</sup> percentile and mode and pace speeds on segment 1 west of Alma Drive. For the brevity of the report only a few speed charts at critical locations are presented in the report and rest of the charts and raw data are presented in [Appendix G](#).

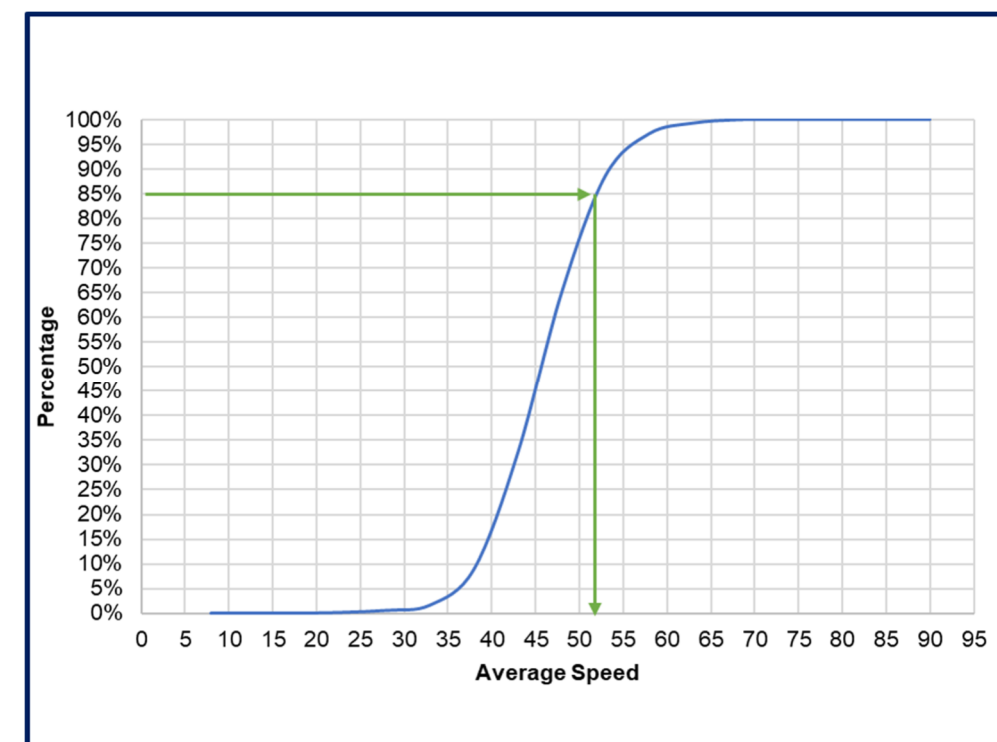
Per discussions with NMDOT it was suggested that bike lanes might be added to narrow the travel lanes which will reduce the operating speed of the vehicles on the roadway.



**Figure 32. Cumulative Speed Distribution and 85<sup>th</sup> Percentile Speed – 24-hour data on NM 264 west of Alma Drive**



**Figure 33. Speed Distribution, and Pace and Mode Speed – 24-hour data on NM 264 west of Alma Drive**



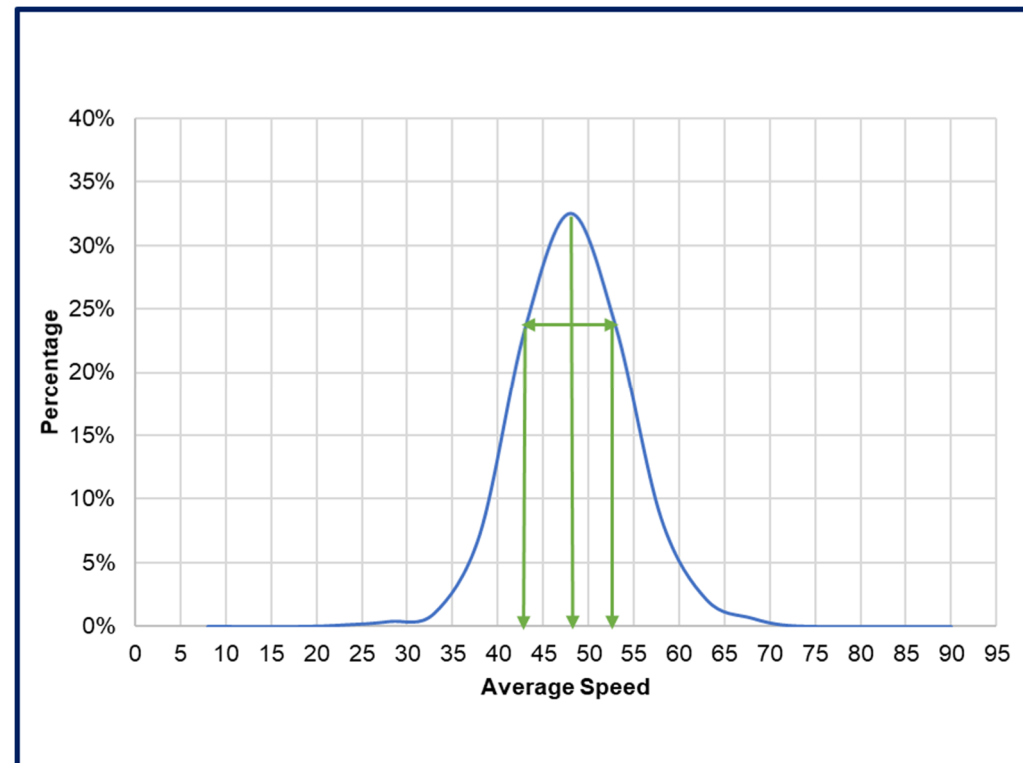
**Figure 34. Cumulative Speed Distribution and 85<sup>th</sup> Percentile Speed – AM and PM Peak Period on NM 264 west of Alma Drive**





Figure 35. Posted Speed Limits on NM 264





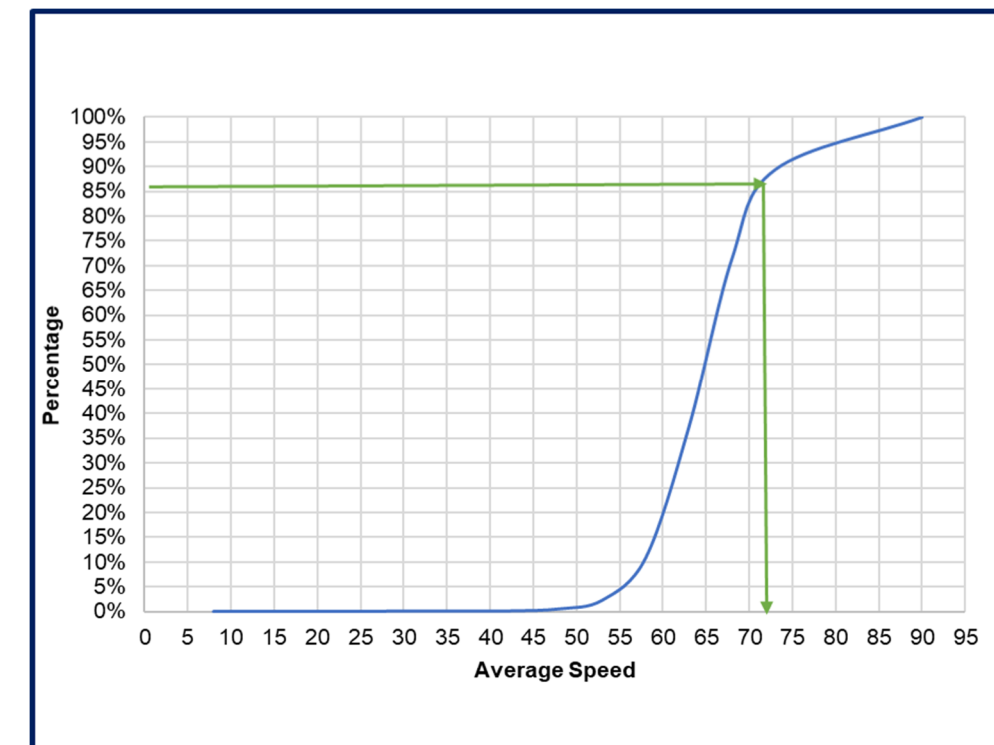
**Figure 36. Speed Distribution, and Pace and Mode Speed – AM and PM Peak Period on NM 264 west of Alma Drive**

## 5.2 Segment 2 Speed Analysis

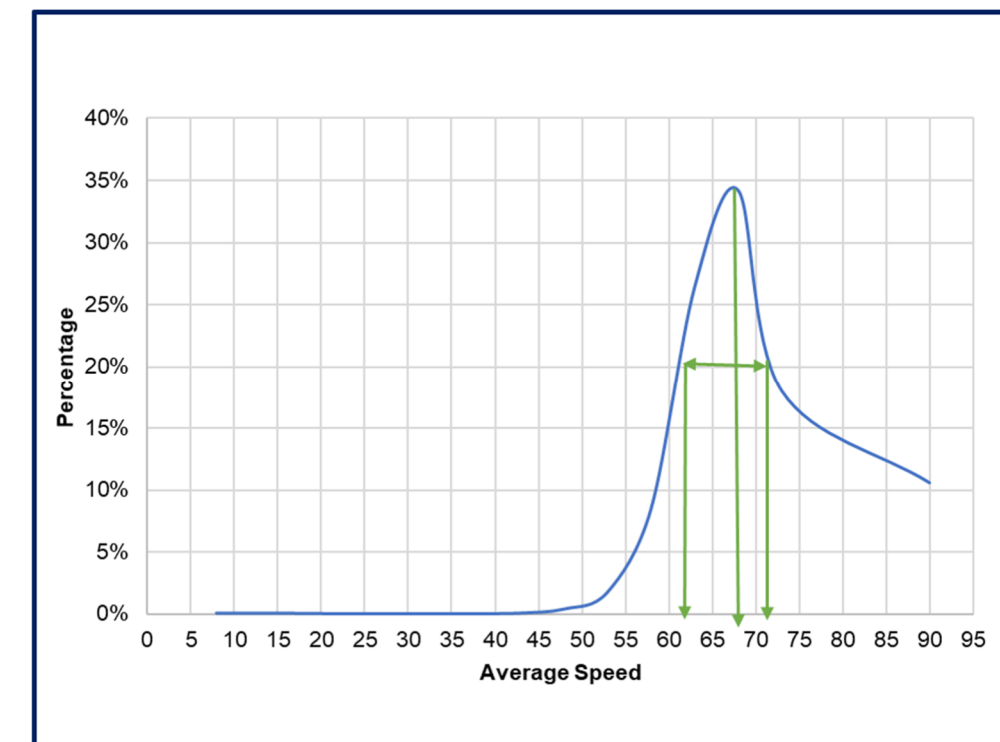
On Segment 2, the 85% percentile speed was found in the range from 69 to 72 mph based on 24-hour data, whereas it is from 67 to 74 mph for other peak periods depending on location and time of day. Refer to [Figure 37](#), and [Figure 38](#) for 24-hour 85<sup>th</sup> percentile and mode and pace speeds at a sample location (west of Winchester Road) on segment 2.

The mode speed was found to be in a range from 58 to 68 mph based on 24 hours data, other time of day shows similar range for mode speed. The pace speed is approximately 64-74 mph. Refer to [Figure 39](#), and [Figure 40](#) (Page 28) for mode and pace speeds on segment 2 west of Winchester Road (a sample location).

As previously mentioned, for the brevity of the report only a few speed charts at critical locations are presented in the report. Refer to [Appendix G](#) for rest of the charts and raw detailed speed data.



**Figure 37. Cumulative Speed Distribution and 85<sup>th</sup> Percentile Speed – 24-hour data at west of Winchester Road**



**Figure 38. Speed Distribution, and Pace and Mode Speed – 24-hour data at west of Winchester Road**



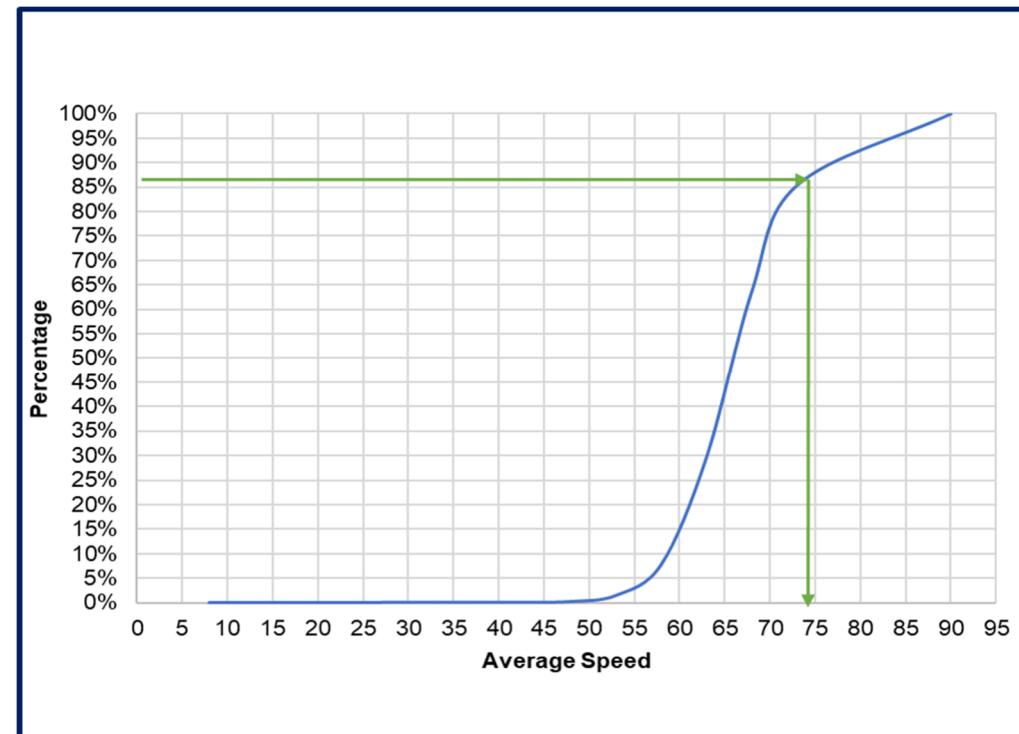


Figure 39. Cumulative Speed Distribution and 85<sup>th</sup> Percentile Speed – AM and PM Peak Period at west of Winchester Road

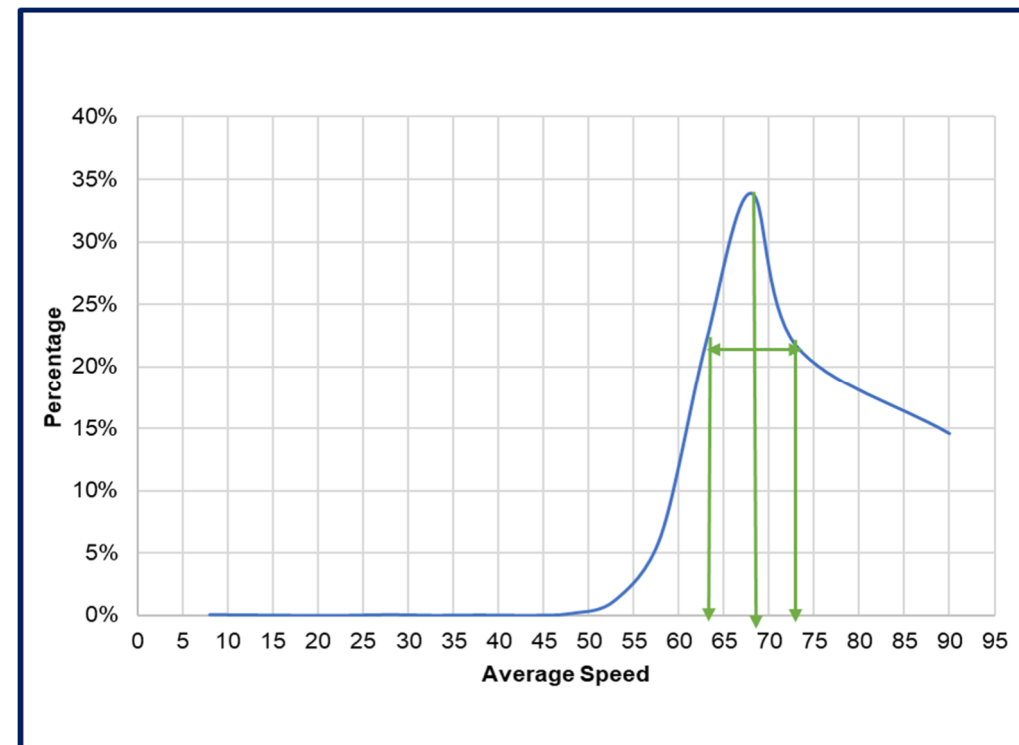


Figure 40. Speed Distribution, and Pace and Mode Speed – AM and PM Peak Period at west of Winchester Road

### 5.3 Segment 3 Speed Analysis

On Segment 3, the 85% percentile speed was found in the range from 35 to 72 mph based on 24-hour data, whereas it is from 45 to 74 mph for other peak periods depending on location and time of day. Refer to [Figure 41](#), and [Figure 42](#) for 24-hour 85<sup>th</sup> percentile and mode and pace speeds at a sample location (west of Green Meadows) on segment 3.

The mode speed was found in a range from 50 to 68 mph based on 24 hours data, other time of day shows similar range for mode speed. The pace speed is approximately 50-60 mph. Refer to [Figure 43](#), and [Figure 44](#) (Page 29) for mode and pace speeds on segment 3 west of Green Meadows (a sample location).

As previously mentioned, for the brevity of the report only a few speed charts at critical locations are presented in the report. Refer to [Appendix G](#) for rest of the charts and raw detailed speed data.

Refer to [Figure 45](#) (page 30) for the key parameters for the speed analyses at all eight locations where the speed data was collected.

Overall, speeding is found as a major concern on the corridor, and thus it is highly recommended that dynamic speed feedback signs as well as regulatory speed limit signs are installed along the corridor.

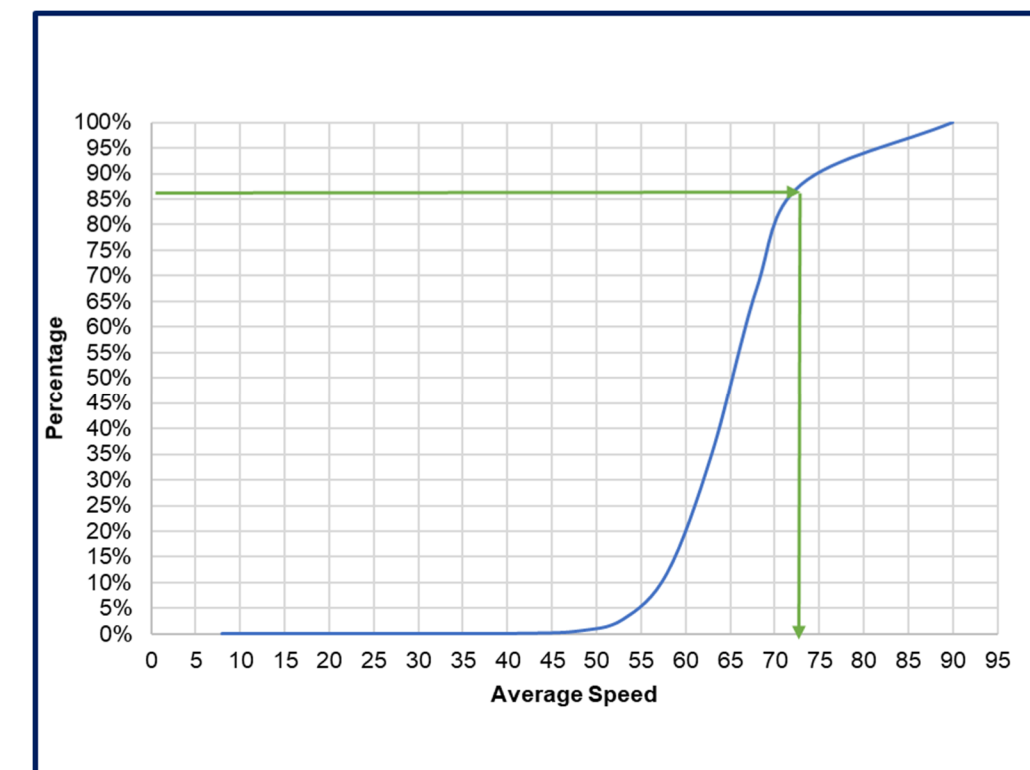


Figure 41. Cumulative Speed Distribution and 85<sup>th</sup> Percentile Speed – 24-hour data at west of Green Meadows

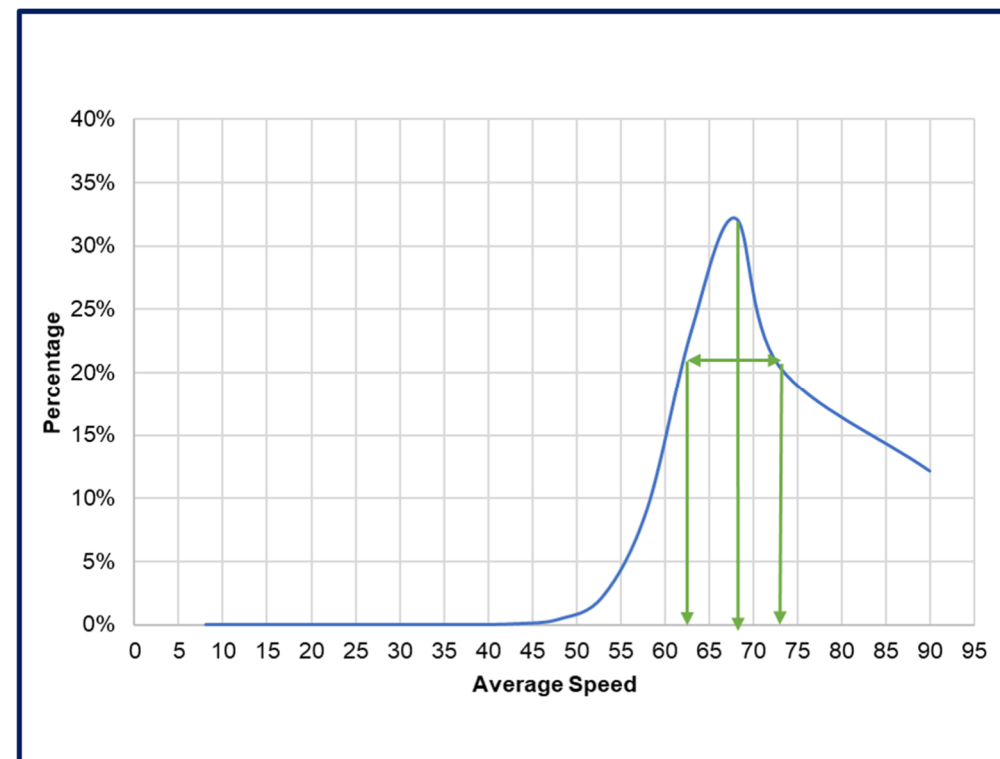


Figure 42. Speed Distribution, and Pace and Mode Speed – 24-hour data at west of Green Meadows

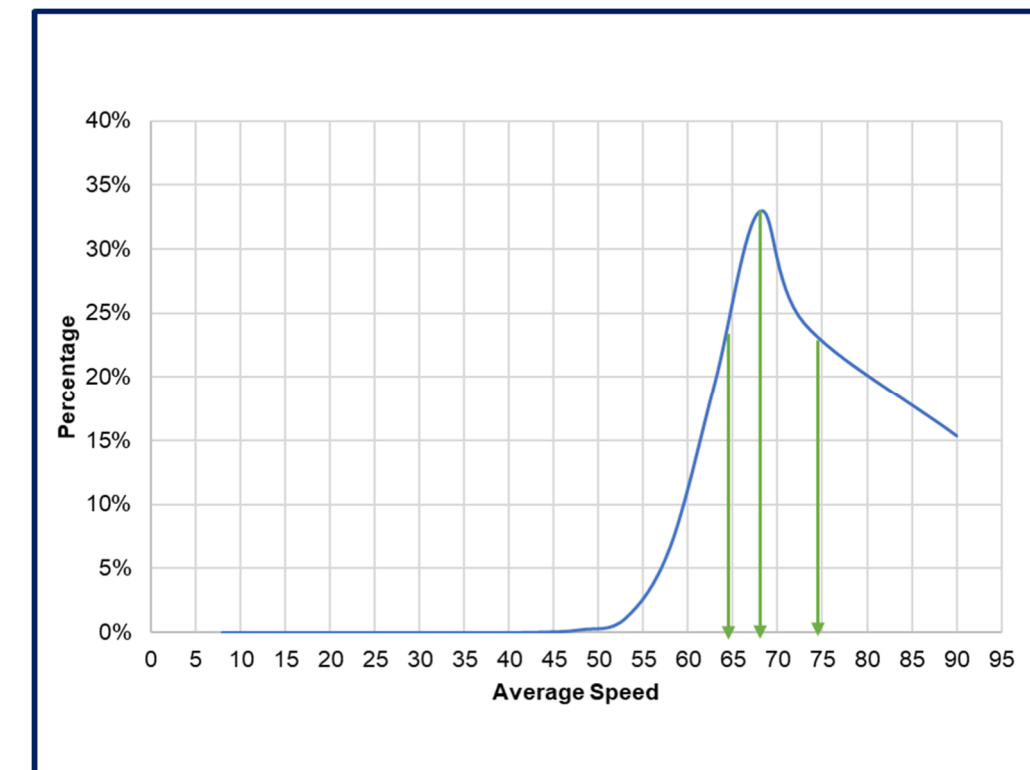


Figure 44. Speed Distribution, and Pace and Mode Speed – AM and PM Peak at west of Green Meadows

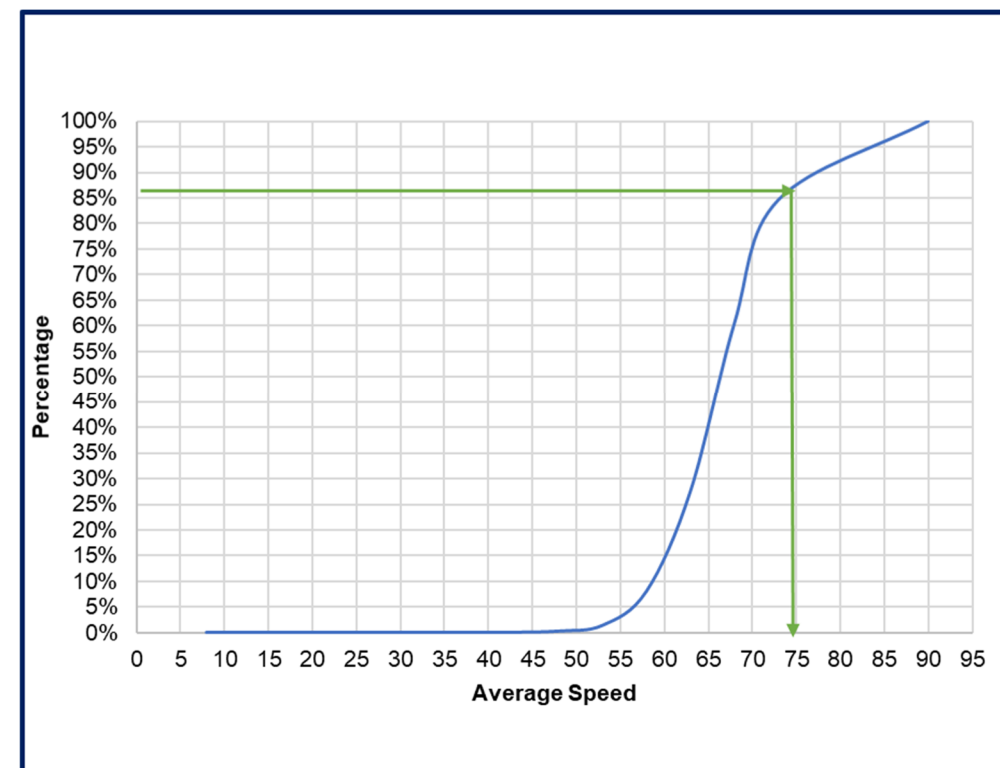


Figure 43. Cumulative Speed Distribution and 85<sup>th</sup> Percentile Speed – AM and PM Peak at west of Green Meadows



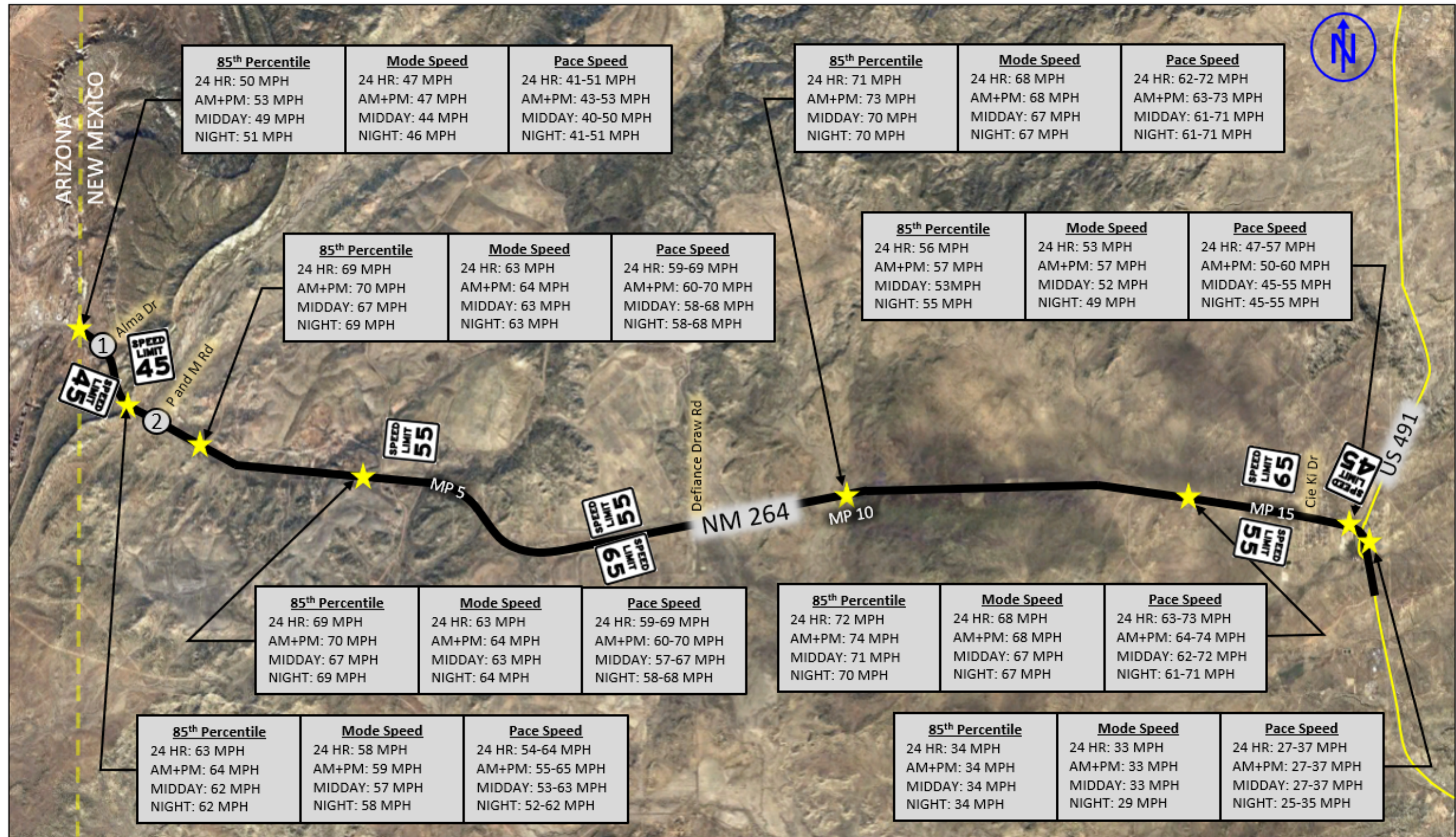


Figure 45. Critical Speed Study Parameters on NM 264





6. TRAFFIC SAFETY ANALYSIS

6.1 Crash Data

The project team obtained 6 years of crashes data (2015-2020) from NMDOT and reviewed for this study. The team correlated the crash attributes with roadway geometry, operational condition, and other roadway features such as presence of streetlights. 80 crashes occurred on NM 264 during these six years of time frame in the project area. **Figure 49** (Page 32) below shows a GIS map with crash locations in the study area and **Figure 46** shows the crash trend over the years.

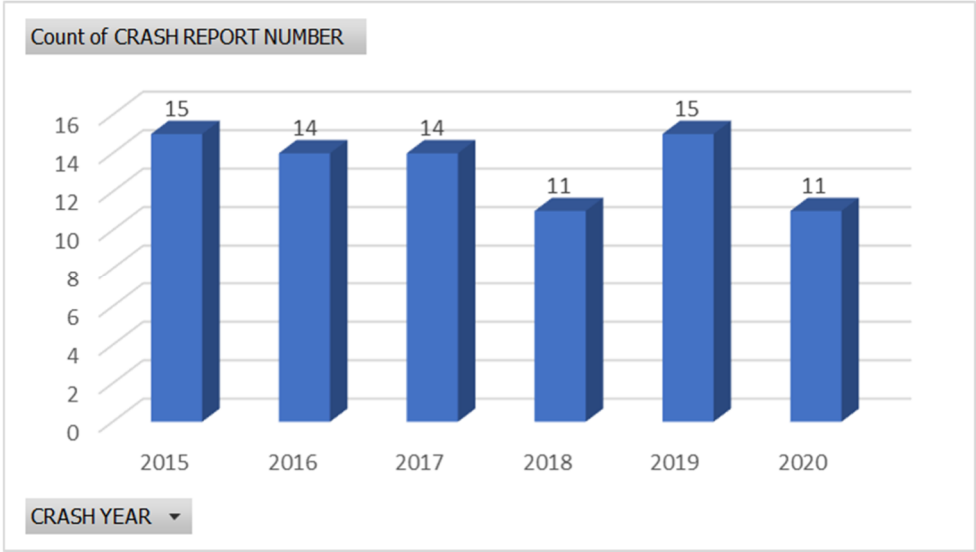


Figure 46. Crash Trend on NM 264

Relative low number of crashes was observed in summer months compared to other months of the year (refer to **Figure 47**). No particular trend was observed for days of weeks (refer to **Figure 48**) whereas evening time frame dominates in the time-of-day distribution (refer to **Figure 50** and **Table 12**).

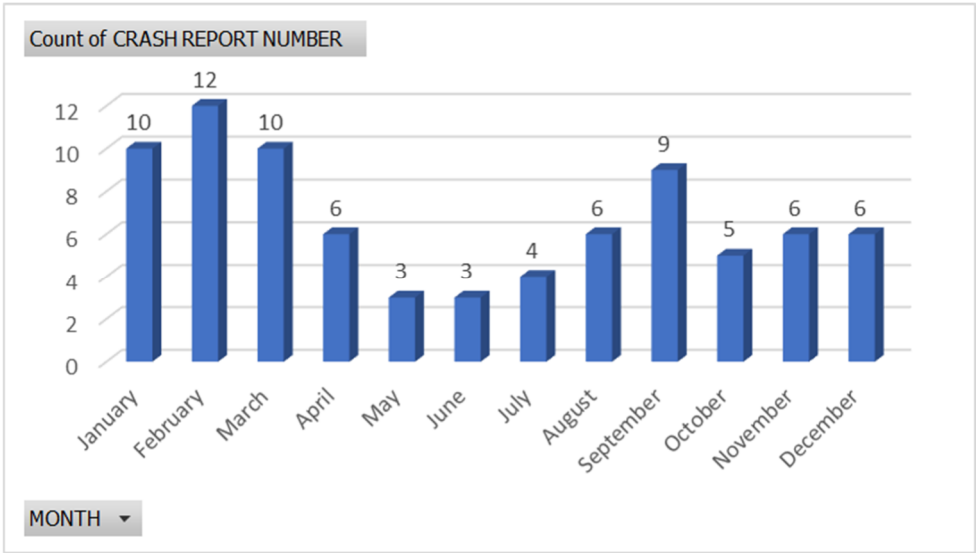


Figure 47. Crash Distribution by Months of Year

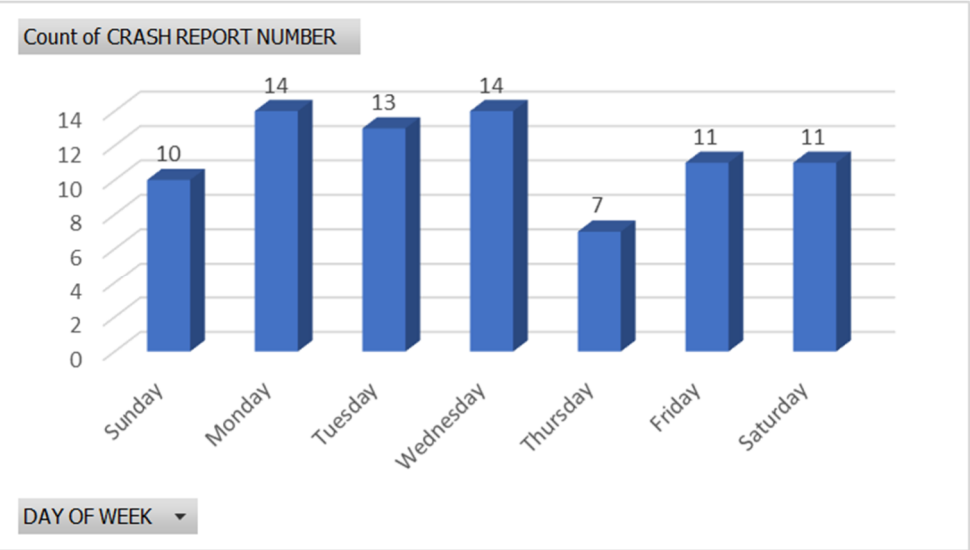


Figure 48. Crash Distribution by Days of Week

Table 12. Crash Distribution by Time of Day

Hours	Crash Frequency
12 AM - 1 AM	3
1 AM - 2 AM	2
2 AM - 3 AM	2
3 AM - 4 AM	1
4 AM - 5 AM	1
5 AM - 6 AM	0
6 AM - 7 AM	1
7 AM - 8 AM	3
8 AM - 9 AM	2
9 AM - 10 AM	2
10 AM - 11 AM	2
11 AM - 12 PM	2
12 PM - 1 PM	4
1 PM - 2 PM	6
2 PM - 3 PM	5
3 PM - 4 PM	5
4 PM - 5 PM	2
5 PM - 6 PM	9
6 PM - 7 PM	11
7 PM - 8 PM	4
8 PM - 9 PM	6
9 PM - 10 PM	1
10 PM - 11 PM	5
11 PM - 12 AM	1
Total	80



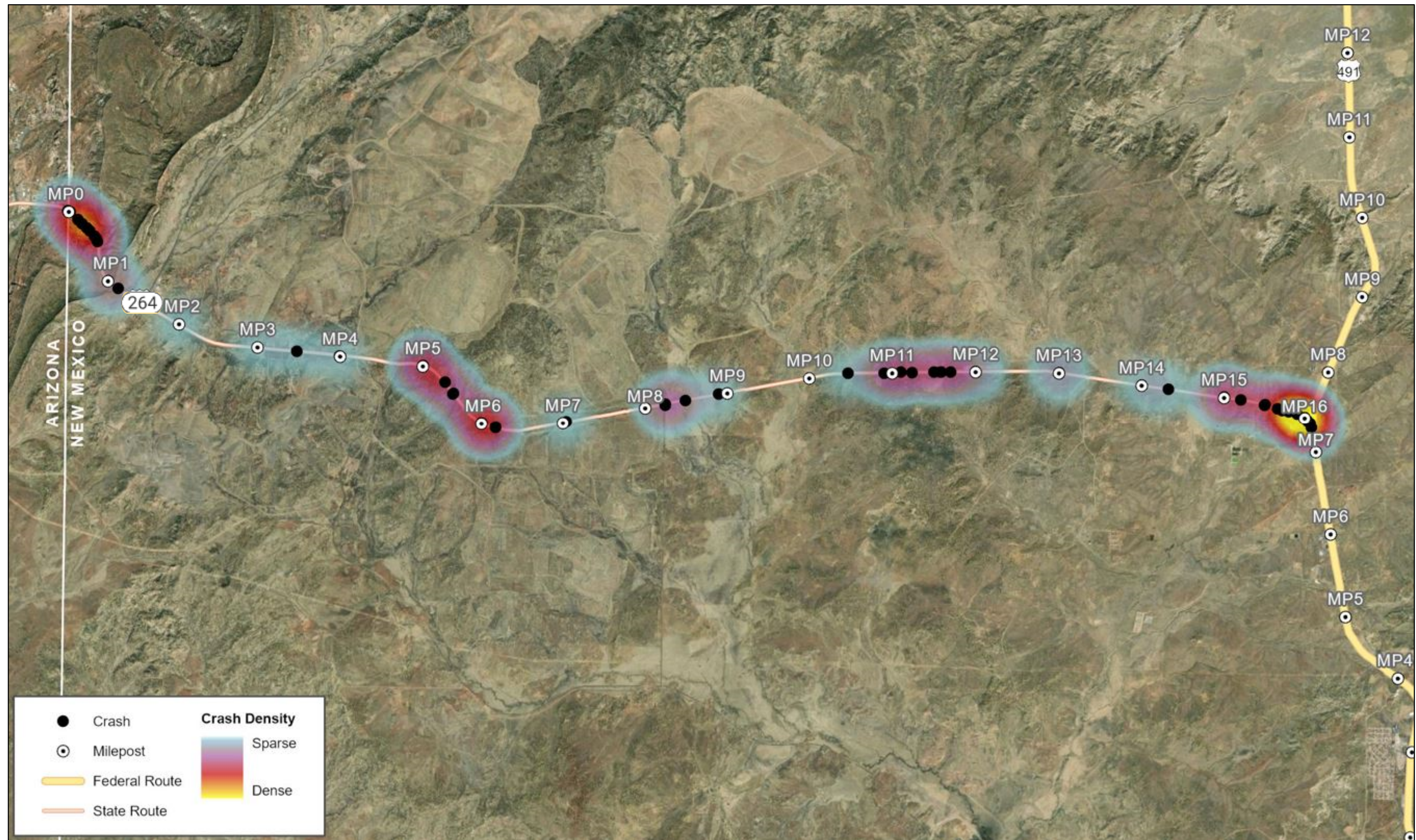


Figure 49. GIS Map Showing Crash Locations



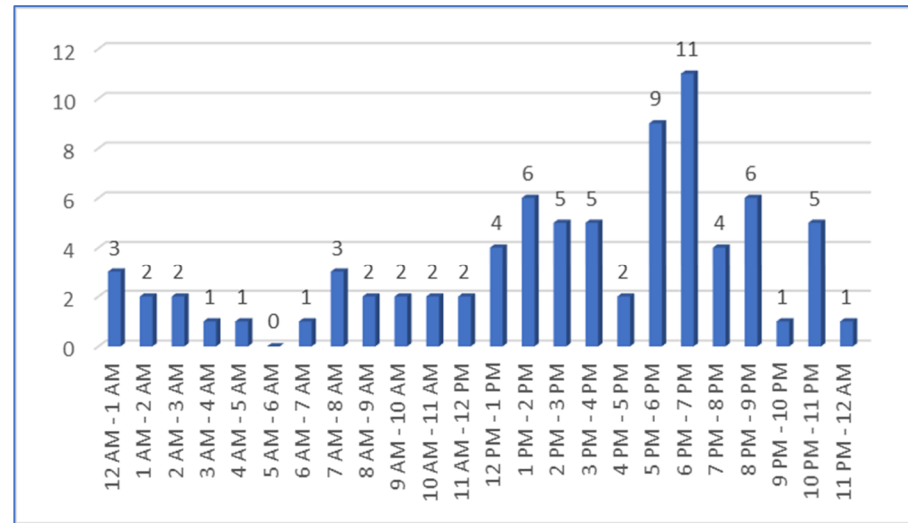


Figure 50. Crash Distribution by Time of Day

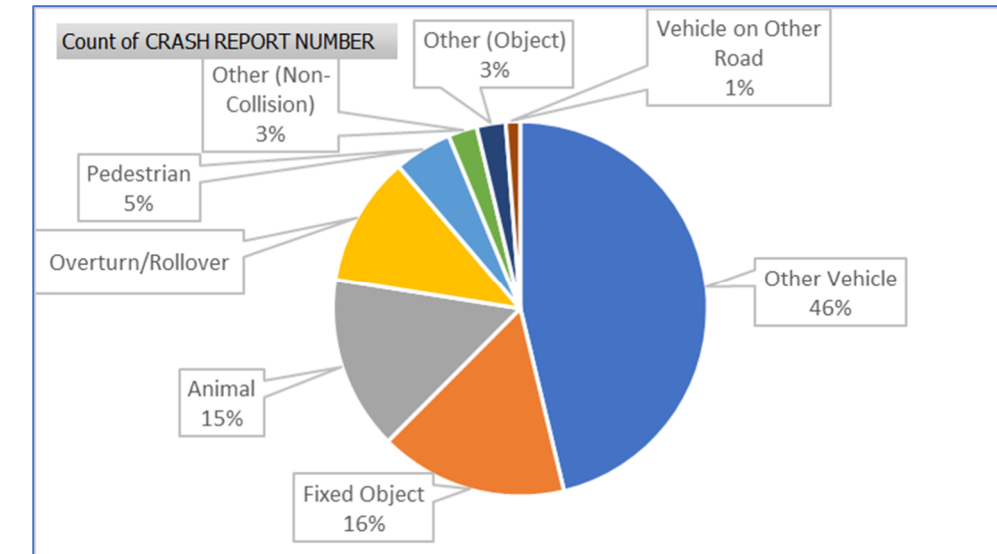


Figure 52. Crash Distribution by Type

## 6.2 Safety Analysis for Intersections and Highway Segments

Among 80 crashes, there were four fatal and 25 injury crashes. Refer to [Figure 54](#) (Page 34) for the location of fatal and injury crashes on a GIS map. [Figure 51](#) shows the severity distribution. While multi vehicle crashes dominate on NM 264, hitting fixed objects and collision with animal are also concerns in the study area. Refer to [Figure 52](#) for crash type distribution. [Figure 55](#) (Page 35) shows the locations of animal related crashes.

There are 12 off road crashes on NM 264 (refer to [Figure 56](#) at Page 36 for the locations of off-road crashes). Most of the crashes occurred during clear weather condition (refer to [Figure 53](#)). Nighttime crashes and crashes in dark conditions are also concern on NM 264 (refer to [Figure 57](#) at Page 37). a GIS map in [Figure 59](#) (Page 38) shows the locations of nighttime dark condition crashes.

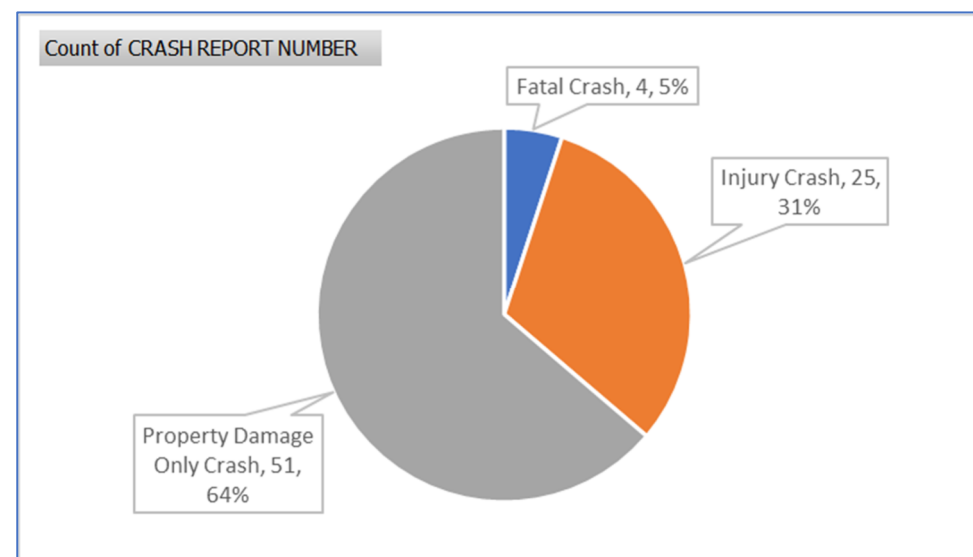


Figure 51. Crash Distribution by Severity Level

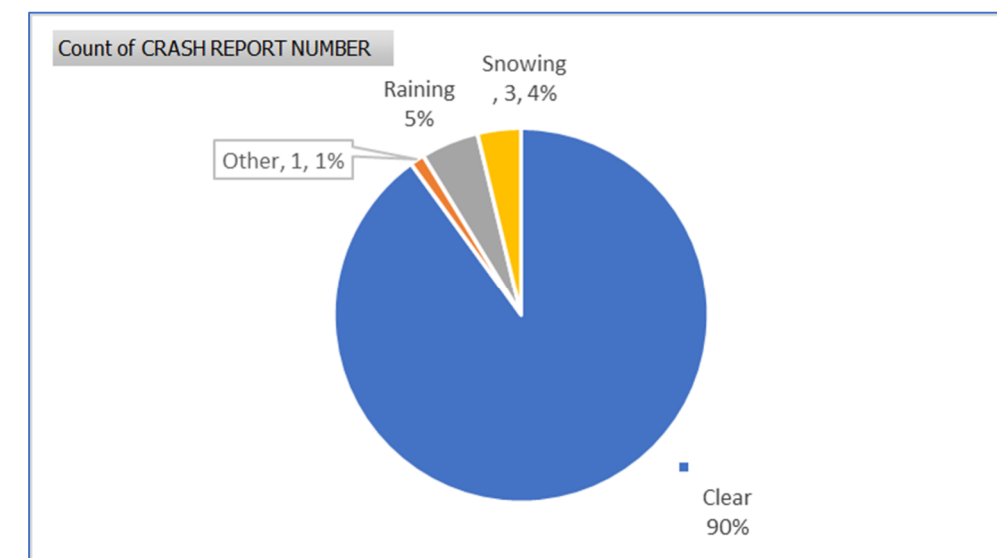


Figure 53. Crash Distribution by Weather Condition



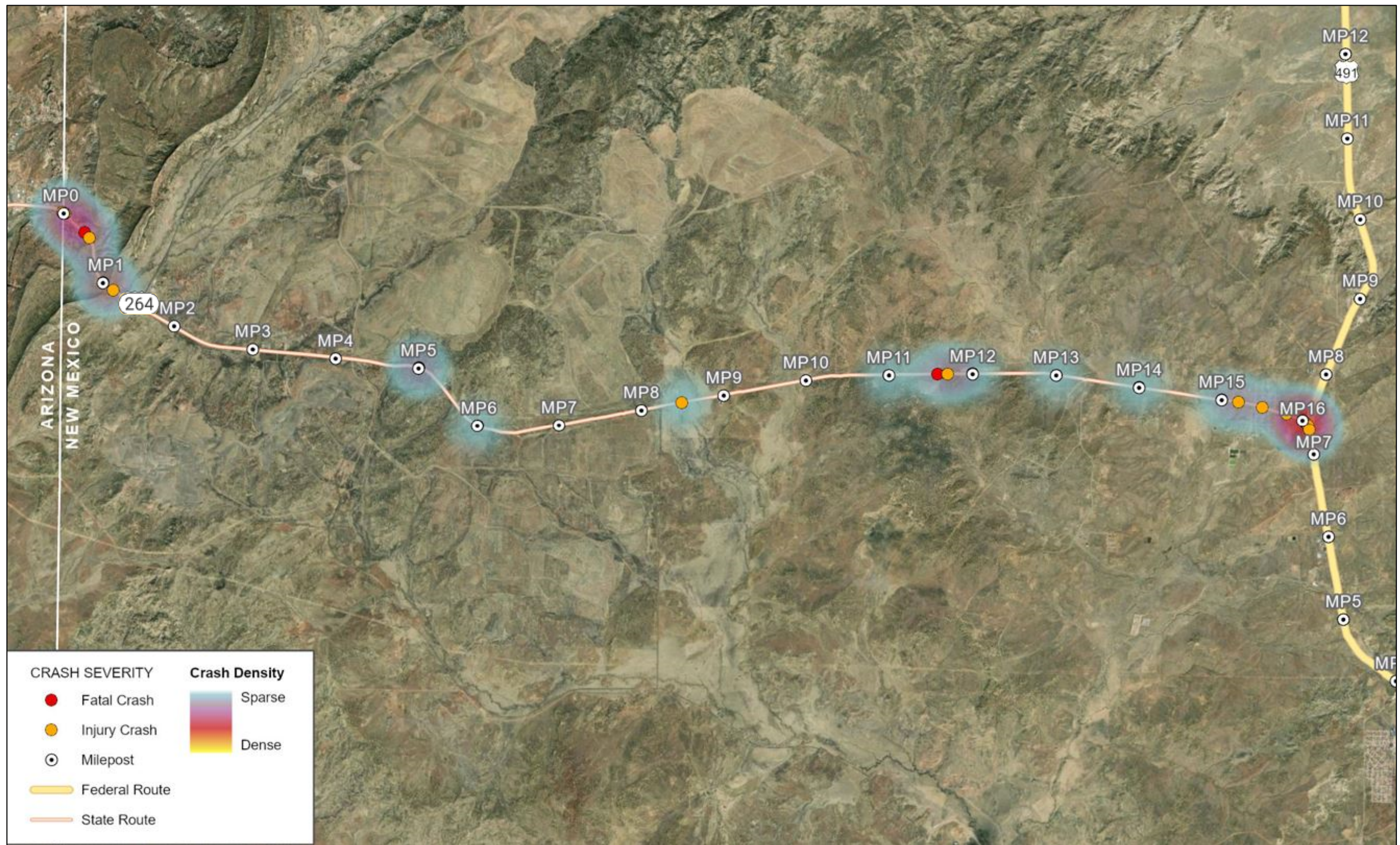


Figure 54. GIS Map Showing Fatal and Injury Crash Locations





Figure 55. GIS Map Showing Animal Crash Locations





Figure 56. GIS Map Showing Off-Road Crash Locations



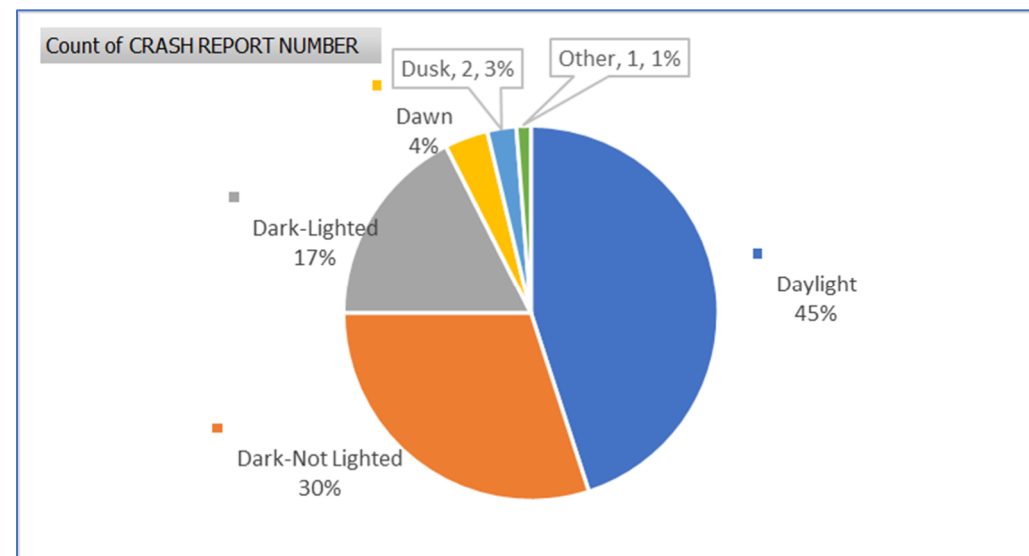


Figure 57. Crash Distribution by Lighting Condition

Crash related to curve are a major concern as well (refer to Figure 58).

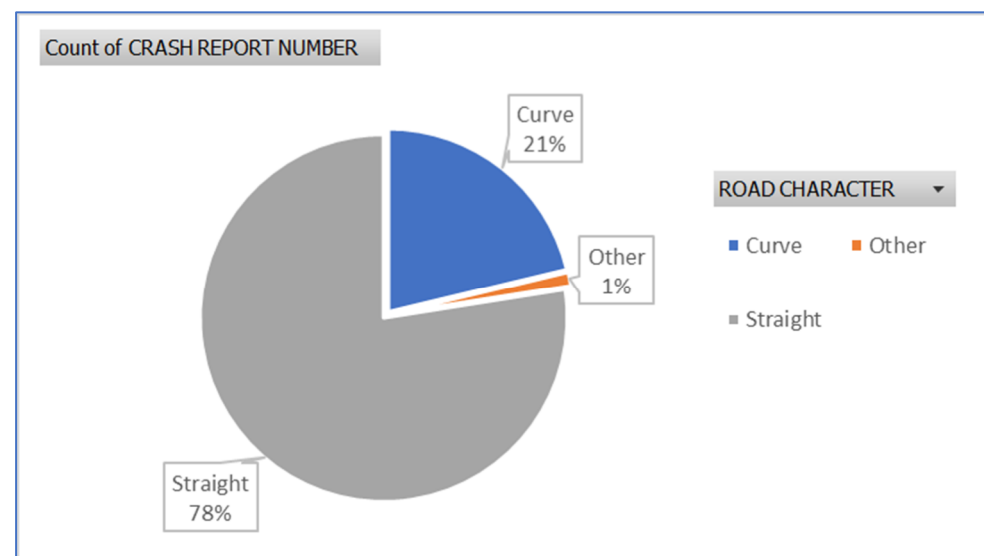


Figure 58. Crash Distribution by Road Character

The approximate location of recommended improvements as a result of this analysis and a description of the proposed project can be found in Table 13.

Table 13. Recommended Improvement by Project Location

Project Location	Description of the project
Entire corridor (MP 0-16)	Install dynamic speed feedback signs
Entire corridor, where crashes that occurred as vehicles left driveways (MP 0, MP 1, MP 2, MP 15)	Upgrade/install stop signs at driveways
Intersection without exclusive left-turn lane (MP 6)	Add exclusive left-turn lane
Select curved sections of roadway (MP 0.8-1.1, MP 5-6, MP 16)	Install new signing (speed limit signs, chevron signs)
Overturn/rollover and fixed object crashes (MP 0.5-1, MP 5-5.2, MP 8.2, MP 11.5-13, MP 15.7-16)	Install safety edge and make shoulder improvements
Select crashes that occurred during dark-not lighted conditions (MP 0, 0.2, 5, 5.3, 5.5, 6, 8.2, 8.9, 11.7, 14.3, 14.7, 15.5, 15.9)	Install new street lighting

### 6.3 Safety Analysis with Highway Safety Manual (HSM) Procedure

A safety analysis was completed using HSM procedure, including reviewing crash data on an individual basis, determining proposed improvements/countermeasures, selecting applicable Crash Modification Factors (CMFs) or Crash Reduction Factors (CRFs) using the [cmfclearinghouse.org](http://cmfclearinghouse.org) website, and applying these factors to the appropriate number of crashes. A detailed account of proposed improvements, countermeasures, and CMFs can be found in Table 17 (Page 42). Full HSM analysis procedure details can be found in Appendix I.

Please refer to Table 14, Table 15 and Table 16 for individual crash review and countermeasures.



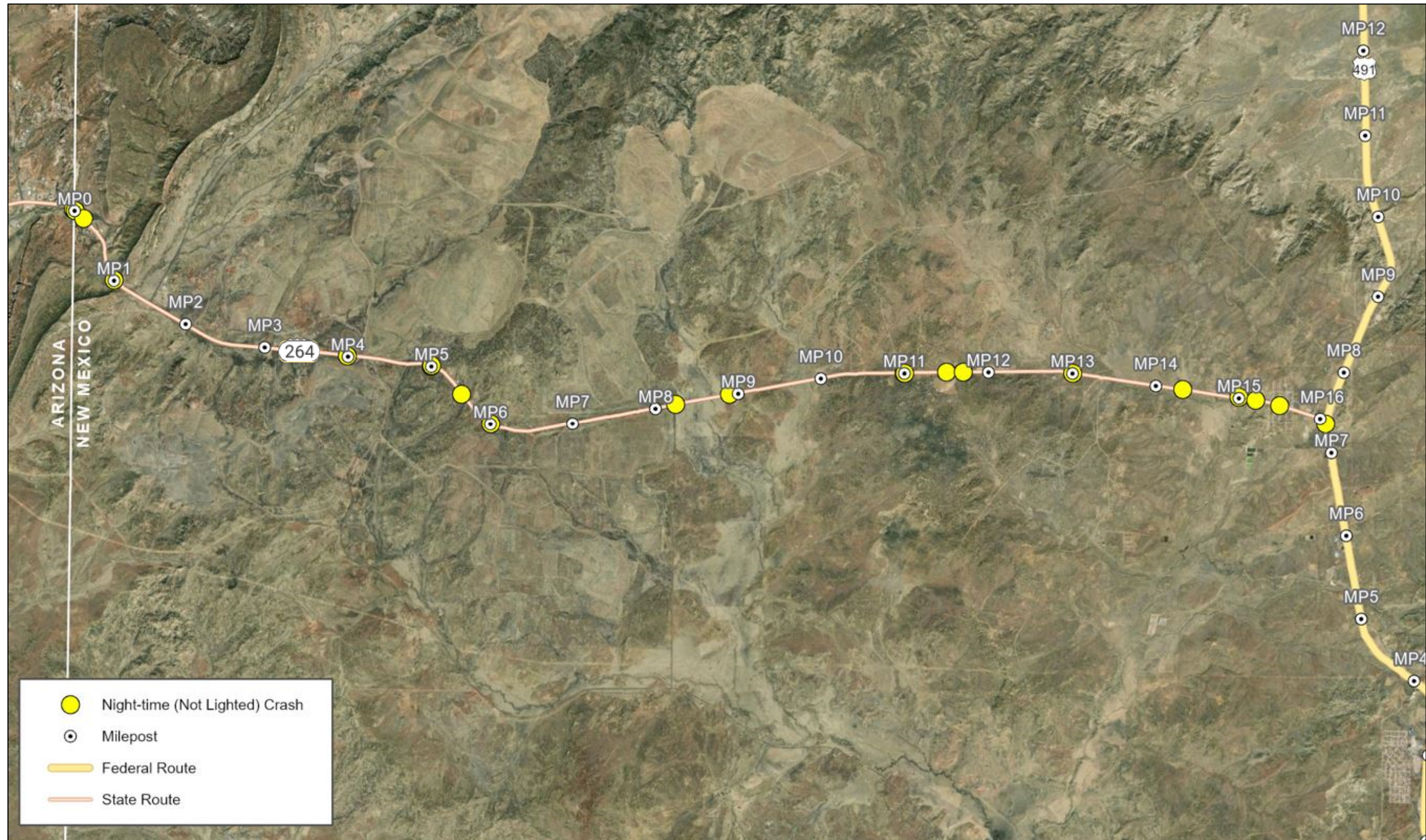


Figure 59. GIS Map Showing Nighttime Crash Locations





Table 14. Individual Crash Review Part 1

CRASH REPORT NUMBER	PRIMARY STREET	SECONDARY STREET	LANDMARK/LOCATION	DIRECTION FROM LANDMARK	CRASH ANALYSIS	LIGHTING	COUNTERMEASURES
30123738	HIGHWAY 264				Fixed Object - Sign or Sign Post (Commercial)	Daylight	Median improvements
30129611	NM SR 264	LB			Animal - Cow/Cattle	Dark-Not Lighted	Lighting, advanced warning sign
30149054	STATE HIGHWAY 264	STATE HIGHWAY 264 AND SAGE BRUSH BAR ENTRENCE	STATE HIGHWAY 264 AND ENTRENCE TO SAGE BRUSH		Other Vehicle - One Vehicle/Leave Driveway Access	Dark-Not Lighted	Lighting
30149105	264 ACROSS FROM FAMILY DOLLAR				Non-Collision - Vehicle Downhill Into Canyon/Ravine	Dark-Lighted	Safety edge or shoulder improvement
30149246	HIGHWAY 264	SOUTH CLE KI			Animal - Horse	Dark-Not Lighted	Lighting, advanced warning sign
30194705	HWY 264	HORSEVIEW RD			Animal - Deer	Dawn	Advanced warning sign
30220705	STATE ROAD 264	TSE BONITO CAR WASH			Other Vehicle - Both Going Straight/Entering At Angle	Daylight	Add chevron signs
30236644	HIGHWAY 264				Overturn/Rollover - Right Side of Road	Dark-Not Lighted	Safety edge or shoulder improvement
30236726	HIGHWAY 264				Animal - Deer	Dark-Not Lighted	speed feedback signs, advanced warning sign
30236822	STATE HWY 264 EDWARD OPLUMMER INTERCHANGE	US HWY 491			Animal - Deer	Dark-Lighted	Speed feedback signs, advanced warning sign
30237062	EDWARD O PLUMMER INTERCHANGE				Overturn/Rollover - Right Side of Road	Daylight	Add chevron signs, Safety edge or shoulder improvement
30256755	US HIGHWAY 264		US HIGHWAY 264		Other Vehicle - One Vehicle/Leave Driveway Access	Daylight	Speed feedback signs
30256793	HIGHWAY 264	US 491	EDWARD O PLUMMER INTERCHAGNE		Overturn/Rollover - Right Side of Road	Daylight	Add chevron signs, warning signs, Safety edge or shoulder improvement
30256858	M^XICO NEW STATE HIGHWAY 264				Other Vehicle - From Same Direction/Sideswipe Collision	Dark-Not Lighted	Lighting, add chevron signs
30256876	HWY 264 WB MM 15				Animal - Dog	Daylight	Speed feedback signs, advanced warning sign
30256939	HWY 264 WESTBOUND 3.5MM		HWY 264 WESTBOUND 3.5MM		Non-Collision - Vehicle Striking Holes or Bumps on Road Surface	Daylight	Pavement rehabilitation
30256967	STATE HIGHWAY 264	DEFIANCE DRAW ROAD			Fixed Object - Barbed Wire Fence	Dark-Not Lighted	Lighting, Safety edge or shoulder improvement
710373711	NM 264	BLACK HAT RD	EAST OF SPEEDY'S GAS STATION		Fixed Object - Guard Rail	Other	
30194522	EDWARD O. PLUMMER INTERCHANGE		STATE HIGHWAY 491 / STATE HIGHE 264		Animal - Horse	Dark-Lighted	Speed feedback signs, advanced warning sign
710374090	STATE ROAD 264				Other Object - Object Dropped From Vehicle - Construction Material	Dark-Not Lighted	Lighting
30256958	15.9 MM STATE RD 264			0.1 MI	Other Object - Object Dropped From Other Vehicle (Not Motion)	Dark-Lighted	
710389044	HWY 264	WINDY MESA ROAD	WINDY MESA ROAD AND HWY 264	E	Other Vehicle - From Same Direction/Rear End Collision	Dark-Not Lighted	speed feedback signs
30165828	STATE ROAD 264		MILE POST 1	E, 0 FT	Fixed Object - Guard or Reflector Posts	Dark-Not Lighted	add chevron signs, Safety edge or shoulder improvement
30126846	STATE ROAD 264		NEW MEXICO / ARIZONA STATE LINE	E, 0.02 MI	Other Vehicle - From Same Direction/One Right Turn	Daylight	
30149118	STATE HIGHWAY 264	N/A	MILE MARKER 11	E, 0.1	Other Vehicle - Both Going Straight/Entering At Angle	Dark-Not Lighted	
30194881	HIGHWAY 264	NA PALI ST NE	COUNTY ROAD 1	E, 0.1 MI	Other Vehicle - Both Going Straight/Entering At Angle	Dark-Not Lighted	Lighting, speed feedback signs
30226765	STATE HIGHWAY 264			E, 0.1 MI	Other Vehicle - From Same Direction/Sideswipe Collision	Daylight	Speed feedback signs





Table 15. Individual Crash Review Part 2

CRASH REPORT NUMBER	PRIMARY STREET	SECONDARY STREET	LANDMARK/LOCATION	DIRECTION FROM LANDMARK	CRASH ANALYSIS	LIGHTING	COUNTERMEASURES
30194889	STATE HIGHWAY 264		MILEPOST 15	E, 0.1 MI	Animal - Horse	Dark-Not Lighted	Lighting, advanced warning sign
30237011	NM HWY 264		N LA BAH AVE	E, 0.1 MI	Fixed Object - Barbed Wire Fence	Daylight	Safety edge or shoulder improvement
30194899	US HIGHWAY 264		MILEPOST 5	E, 0.2 MI	Other Vehicle - From Same Direction/Both Going Straight	Dark-Not Lighted	Lighting, add chevron signs
30220788	HIGHWAY 264			E, 0.2 MI	Other Vehicle - From Same Direction/Rear End Collision	Dark-Not Lighted	Lighting
30237048	HWY 264			E, 0.3 MI	Other Vehicle - From Opposite Direction/Sideswipe Collision	Dark-Not Lighted	Lighting
30256997	STATE HIGHWAY 264			E, 0.3 MI	Overturn/Rollover - All Other/Not Stated	Daylight	Add chevron signs, Safety edge or shoulder improvement
30290543	HIGHWAY 264	DRIVE WAY OF.452 HWY 264	MILEMARKER 12	E, 0.4 MI	Other Vehicle - One Left Turn/Entering At Angle	Daylight	Acceleration lane
30290548	NEW MEXICO STATE HIGHWAY 264			E, 0.4 MI	Overturn/Rollover - Right Side of Road	Daylight	Safety edge or shoulder improvement
30237078	STATE HWY 264 1.5 MILE MARKER		1 MILE MARKER	E, 0.5 MI	Other Vehicle - One Vehicle/Enter Driveway Access	Daylight	Speed feedback signs
30256812	STATE ROAD 264			E, 0.5 MI	Animal - Deer	Daylight	Speed feedback signs, advanced warning sign
30257028	STATE HIGHWAY 264		MILE POST 7	E, 0.5 MI	Other Vehicle - Both Going Straight/Entering At Angle	Daylight	Speed feedback signs
30236962	STATE HIGHWAY 264			E, 0.5 MI	Other Vehicle - From Same Direction/Both Going Straight	Daylight	Speed feedback signs
30129588	HIGHWAY 264		15 MILE MARKER	E, 0.5 MI	Other Vehicle - Both Going Straight/Entering At Angle	Daylight	Speed feedback signs
30236844	STATE ROAD 264			E, 0.7 MI	Other Vehicle - Parts - Misc. Vehicle Parts	Daylight	
30194909	HWY 264	5.8 MM	5 MM	E, 0.8 MI	Overturn/Rollover - Right Side of Road	Daylight	Add chevron signs, Safety edge or shoulder improvement
30236784	STATE ROAD 264	PLUMMER INTERCHANGE		E, 0.8 MI	Other Vehicle - Both Going Straight/Entering At Angle	Daylight	Speed feedback signs
30149071	STATE HWY 264	11TH AND 12TH ST	10 MM	E, 0.9 MI	Pedestrian Collision - Vehicle Going Straight	Daylight	Speed feedback signs
30220695	STATE HIGHWAY 264	N CLE KI		E, 1 MI	Pedestrian Collision - Vehicle Going Straight	Dusk	dynamic speed feedback sign, more speed limit signs
30290596	STATE HIGHWAY 264		ALMA DRIVE	E, 100 FT	Other Vehicle - From Opposite Direction	Dark-Lighted	Speed feedback signs
30236895	STATE ROAD 264		MILE POST 15.9	E, 18 FT	Animal - Cow/Cattle	Dark-Lighted	Lighting, advanced warning sign
30236780	STATE HIGHWAY 264			E, 300 FT	Fixed Object - Barricade	Dark-Not Lighted	add chevron signs, Safety edge or shoulder improvement
30129698	STATE HWY 264	5MM	NEW MEXICO AND ARIZONA STATE LINE	E, 5	Fixed Object - Cattle Guard	Daylight	Add chevron signs, Safety edge or shoulder improvement
30237051	STATE RD 264			E, 67 FT	Pedestrian Collision - Vehicle Going Straight	Dark-Not Lighted	
30194542	STATE HIGHWAY 264		1587 STATE HIGHWAY 264 ENTERENCE	N, 0 MI	Other Vehicle - From Same Direction/Both Going Straight	Daylight	
30194833	HWY 491	HWY 264 INTERCHANGE	OF MILE MARKER 7	N, 1466 FT	Pedestrian Collision - Vehicle Going Straight	Dark-Lighted	
30256949	STATE HIGHWAY 264	SOUTH LABAH		S	Other Vehicle - One Left Turn/Entering At Angle	Dark-Lighted	Speed feedback signs
30194656	STATE ROAD 264		ARIZONA / NEW MEXICO STATE LINE	S, 12 MI	Other Vehicle - From Opposite Direction/One Left Turn	Daylight	



Table 16. Individual Crash Review Part 3

CRASH REPORT NUMBER	PRIMARY STREET	SECONDARY STREET	LANDMARK/LOCATION	DIRECTION FROM LANDMARK	CRASH ANALYSIS	LIGHTING	COUNTERMEASURES
30149180	264	RA 452 STATE ROUTE 264		S, 15 FT	Other Vehicle - From Opposite Direction/One Left Turn	Dark-Lighted	Acceleration lane
30141852	N.M. STATE ROAD 264		AZ / NM STATE LINE, TSE BONITO, NM	S, 310 MI	Other Vehicle - Both Going Straight/Entering At Angle	Daylight	
710616543	STATE ROAD 264 WESTBOUND	MILE POST 5	BLACK HAT RD	S, 4415 FT	Other Vehicle - One Left Turn/Entering At Angle	Dusk	Lighting
710620863	DEFIANCE DRAW RD	NM 264	NM 264	S, 49 FT	Fixed Object - Cattle Guard	Daylight	Safety edge or shoulder improvement
30194636	NM 264		NM 264 5MM ( BOUNDRY FENCE )	S, 50 FT	Fixed Object - Barbed Wire Fence	Dark-Not Lighted	Lighting, add chevron signs, Safety edge or shoulder improvement
710610468	STATE ROAD 264 MP.03			W	Other Vehicle - From Opposite Direction/One Left Turn	Daylight	
30149157	HIGHWAY 264			W	Other Vehicle - Both Going Straight/Entering At Angle	Dark-Not Lighted	Lighting
30165837	STATE ROAD 264	SAGE BRUSH BAR	STATE ROAD 264	W	Other Vehicle - One Left Turn/Entering At Angle	Dark-Not Lighted	
30129660	HWY 264		16 MILE MARKER	W	Fixed Object - Building	Dark-Lighted	Safety edge or shoulder improvement
30148988	NM 264		16 MILEPOST WESTBOUND	W	Fixed Object - Roadway Divider - Concrete Wall	Dark-Lighted	Add chevron signs, median improvements
30256717	STATE HIGHWAY 264			W, 0.1 MI	Vehicle Crossed Median - All Other	Daylight	Median improvements
30220726	HWY 264		16 MILE MARKER	W, 0.1 MI	Fixed Object - Median Raised Or Curb	Dark-Lighted	Add chevron signs
30139138	NEW MEXICO STATE ROAD 264		MILE POST 16	W, 0.1 MI	Other Vehicle - From Same Direction/Rear End Collision	Daylight	
30220773	STATE HWY 264	SAGEBRUSH LIQUORS	12 MILE MARKER	W, 0.2 MI	Overturn/Rollover - Right Side of Road	Dawn	Safety edge or shoulder improvement
30220848	NEW MEXICO STATE HIGHWAY 264		5	W, 0.3 MI	Overturn/Rollover - Right Side of Road	Dawn	Speed feedback signs, Safety edge or shoulder improvement
30256839	GRISWOLD INC 1591 STATEHIGHWAY 264			W, 0.5 MI	Other Vehicle - One Vehicle/Leave Driveway Access	Dark-Lighted	
30149237	STATE HWY 264	ENTRANCE TO RA 1050	6 MM	W, 0.5 MI	Fixed Object - Roadway Divider - Concrete Wall	Daylight	Safety edge or shoulder improvement
30129610	STATE HIGHWAY 264		MILE MARKER 6	W, 0.5 MI	Animal - Cow/Cattle	Dark-Not Lighted	Lighting, add chevron signs, advanced warning sign
30220463	HWY 264	SAGE BRUSH BAR	12 MM HWY 264	W, 0.5 MI	Other Vehicle - Both Going Straight/Entering At Angle	Daylight	Speed feedback signs
30236624	STATE HIGHWA 264			W, 0.5 MI	Other Vehicle - From Same Direction/Both Going Straight	Daylight	Speed feedback signs
710382260	STATE ROAD 264	COUNTY ROAD 1	SAGE BRUSH BAR	W, 1.5 MI	Overturn/Rollover - Right Side of Road	Dark-Lighted	Speed feedback signs, Safety edge or shoulder improvement
30236623	STATE HIGHWAY 264			W, 450 FT	Animal - Coyote	Dark-Not Lighted	advanced warning sign
30194721	HIGHWAY 264		13 MILE MARKER	W, 5 FT	Other Vehicle - From Same Direction/Both Going Straight	Dark-Not Lighted	speed feedback signs
30220636	STATE HIGHWAY 264		6 MILE MARKER	W, 510 MI	Other Vehicle - From Same Direction/Sideswipe Collision	Daylight	
30256973	STATE HIGHWAY 264			W, 6.5 MI	Other Vehicle - From Same Direction/Both Going Straight	Daylight	
30220522	HWY 264		ALMA DRIVE	W, 679 FT	Other Vehicle - From Opposite Direction/Head-On Collision	Daylight	





Table 17. Proposed Countermeasure and CMFs

Proposed Improvements	Countermeasure	CMF ID	CMF	CRF (%)	Crash Type	Crash Severity	Roadway Type	Area Type	Rating	# of Crashes CMF Applies	Approximate Location of Proposed Improvements
Dynamic Speed Feedback Signs	INSTALL DYNAMIC SPEED FEEDBACK SIGN	6885	0.95	5	All	All	Not specified	Rural	4 stars	80	Entire corridor
Upgrade/Install Stop Signs	IMPLEMENT SYSTEMIC SIGNING AND MARKING IMPROVEMENTS AT STOP-CONTROLLED INTERSECTIONS	8866	0.917	8.3	All	All	All	All	4 stars	4	Entire corridor, crashes that occurred as vehicles left driveways (MP 0, MP 1, MP 2, MP 15)
Add left-turn lane	INSTALL LEFT-TURN LANE	7852	0.73	27	All	Fatal / Injury	Not specified	Rural	3 stars	1	Intersection without exclusive left-turn lane (MP 6)
New signing (speed limit signs, chevron signs)	INSTALL COMBINATION HORIZONTAL ALIGNMENT/ ADVISORY SPEED SIGNS	73	0.87	13	All	Injury	Not specified	Not specified	3 stars	5	Curved sections of roadway (MP 0.8-1.1, MP 5-6, MP 16)
		74	0.71	29	All	Property Damage	Not specified	Not specified	3 stars	7	
	INSTALL NEW FLUORESCENT CURVE SIGNS	2431	0.82	18	Non-intersection	All	All	Rural	5 stars	12	
Safety edge / Shoulder improvements	INSTALL SAFETY EDGE TREATMENT	8661	0.88	12	Runoff Road	All	All	Rural	5 stars	16	Overturn/rollover and fixed object crashes (MP 0.5-1, MP 5-5.2, MP 8.2, MP 11.5-13, MP 15.7-16)
New lighting	INSTALL INTERSECTION LIGHTING	10993	0.792	20.8	All	All	All	Rural	4 stars	18	Crashes that occurred during dark-not lighted conditions (MP 0, 0.2, 5, 5.3, 5.5, 6, 8.2, 8.9, 11.7, 14.3, 14.7, 15.5, 15.9)
	ILLUMINATION	575	0.8	20	All	Injury	All	Rural	3 stars	4	

Sources of CMFs:

Dynamic Speed Feedback Signs - <https://www.cmfclearinghouse.org/detail.cfm?facid=6885>

Upgrade/Install Stop Signs - <https://www.cmfclearinghouse.org/detail.cfm?facid=8866>

Add left-turn lane - <https://www.cmfclearinghouse.org/detail.cfm?facid=7852>

New signing - <https://www.cmfclearinghouse.org/detail.cfm?facid=73>

<https://www.cmfclearinghouse.org/detail.cfm?facid=74>

<https://www.cmfclearinghouse.org/detail.cfm?facid=2431>

Safety edge / Shoulder improvements - <https://www.cmfclearinghouse.org/detail.cfm?facid=8661>

New lighting - <https://www.cmfclearinghouse.org/detail.cfm?facid=10993>

<https://www.cmfclearinghouse.org/detail.cfm?facid=575>



## 7. RECOMMENDATIONS FOR FACILITY IMPROVEMENTS

Recommendations by types of improvements at roadway segments and intersections are listed in this section. Approximate mileposts (MP) along NM 264 are used to indicate the location of recommended improvements.

### 7.1 Improvements on Roadway Segments

- ❖ Implement access control on segment 1 i.e., from MP to MP 0.6.
- ❖ Reconstruction is recommended for the horizontal curves that do not meet the minimum superelevation criteria per AASHTO Green Book.
- ❖ Reconstruction is recommended for the vertical curves that do not meet the AASHTO design criteria.
- ❖ Improve lighting condition at select intersections with driveways and select roadway segments that occurred during dark – not lighted conditions (refer to [Figure 59](#))
  - MP 0, 0.2, 5, 5.3, 5.5, 6, 8.2, 8.9, 11.7, 14.3, 14.7, 15.5, 15.9
- ❖ Install safety edge treatment on select roadway segments with overturn/rollover, run-off road, and fixed object crashes
  - MP 0.5-1, MP 5-5.2, MP 8.2, MP 11.5-13, MP 15.7-16
- ❖ Install chevron signage and/or related curvature warning signage on select segments of roadway in which crashes occurred in curved sections of roadway
  - MP 0.8-1.1, MP 5-6, MP 16
- ❖ Install an exclusive left turn lane at intersections with driveways in which left turn crashes occurred
  - MP 6
- ❖ Upgrade or install stop signs on driveway approaches throughout the entire project corridor in which crashes occurred as vehicles left driveways
  - MP 0, MP 1, MP 2, MP 15
- ❖ Install dynamic speed feedback signs at appropriate spacing throughout the entire project corridor, as speeding is prevalent throughout the area
  - MP 0-16
- ❖ Upgrade all metal barrier, including bridge structures and guardrails, to current standard

### 7.2 Improvements at Intersections

#### 7.2.1 NM 264 and Alma Drive Signalized Intersection

- ❖ Improve striping on all four legs with visible markings for through and turn lanes
- ❖ Provide dedicated left turn lanes on both north-, and southbound directions, and provide 4-feet positive off-set for left-turning vehicles
- ❖ Improve crosswalk markings on all four legs
- ❖ Provide 4-feet positive off-set for left-turning vehicles on both east-, and westbound directions
- ❖ Upgrade the traffic signal equipment and pedestrian push buttons to be in compliance with Manual on Uniform Traffic Control Devices (MUTCD)
- ❖ Update corner ramps to be in compliance with Americans with Disabilities Act (ADA) and Public Right-of Way Accessibility Guidelines (PROWAG) regulations

- ❖ Enhance intersection lighting on both north and south legs
- ❖ Implement access control along south side of the intersection
- ❖ Install intersection ahead and prepare to stop signs along NM 264 (two on each direction)

#### 7.2.2 NM 264 and P&M Road/Tse Bonito Ridge Road Unsignalized Intersection

- ❖ Install oversized advance intersection warning signs along NM 264
- ❖ Improve signs at the intersection

## 8. APPENDIX

Appendix A – Traffic Volume Data

Appendix B- Vehicle Classification Data

Appendix C – Growth Factor Estimations

Appendix D - Existing Operational Analysis

Appendix E - 2042 No-Build Operational Analysis

Appendix F – 2042 Build Operational Analysis

Appendix G – Speed Data

Appendix H – Crash Data

Appendix I – HSM Analysis

Refer to the separate document titled “Appendices of CN6101220 NM 264 (From State Border to US 491) Transportation Needs Analysis Report” for this section.





## Appendix A – Traffic Volume Data



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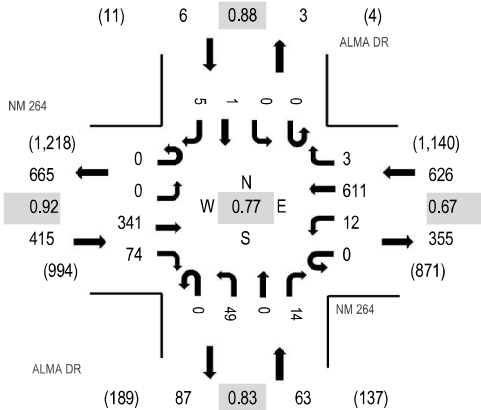
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Date: Thursday, April 28, 2022

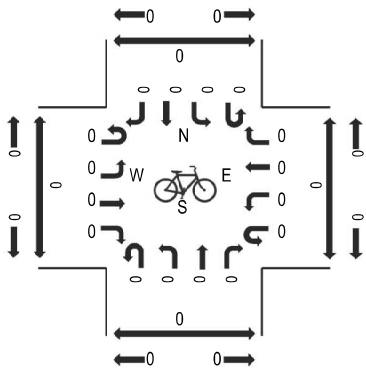
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Peak 15-Minutes: 07:45 AM - 08:00 AM

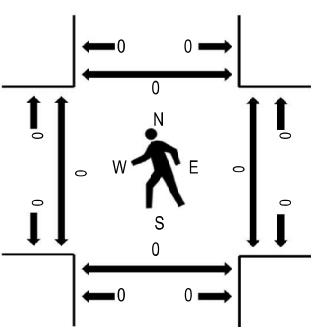
#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

#### Traffic Counts - Motorized Vehicles

Interval Start Time	NM 264 Eastbound				NM 264 Westbound				ALMA DR Northbound				ALMA DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	25	4	0	0	27	0	0	3	0	1	0	0	0	0	60	410	0	0	0	0
6:15 AM	0	0	34	9	0	0	49	0	0	0	0	3	0	0	0	0	95	508	0	0	0	0
6:30 AM	0	0	46	5	0	2	48	0	0	6	0	2	0	0	0	0	109	615	0	0	0	0
6:45 AM	0	0	47	11	0	3	74	0	0	10	0	0	0	0	0	1	146	804	0	0	0	0
7:00 AM	0	0	71	11	0	1	69	0	0	4	0	2	0	0	0	0	158	1,020	0	0	0	0
7:15 AM	0	0	68	16	0	4	95	1	0	15	0	0	0	0	1	2	202	1,110	0	0	0	0
7:30 AM	0	0	86	17	0	2	175	1	0	11	0	6	0	0	0	0	298	1,105	0	0	0	0
7:45 AM	0	0	94	15	0	5	227	0	0	16	0	3	0	0	0	2	362	1,021	0	0	0	0
8:00 AM	0	0	93	26	0	1	114	1	0	7	0	5	0	0	0	1	248	852	0	0	0	0
8:15 AM	0	0	81	19	0	5	76	0	0	9	0	5	0	2	0	0	197		0	0	0	0
8:30 AM	0	0	96	13	0	2	83	0	0	14	0	4	0	1	0	1	214		0	0	0	0
8:45 AM	0	0	91	16	0	1	73	1	0	6	0	5	0	0	0	0	193		0	0	0	0
Count Total	0	0	832	162	0	26	1,110	4	0	101	0	36	0	3	1	7	2,282		0	0	0	0
Peak Hour	0	0	341	74	0	12	611	3	0	49	0	14	0	0	1	5	1,110		0	0	0	0



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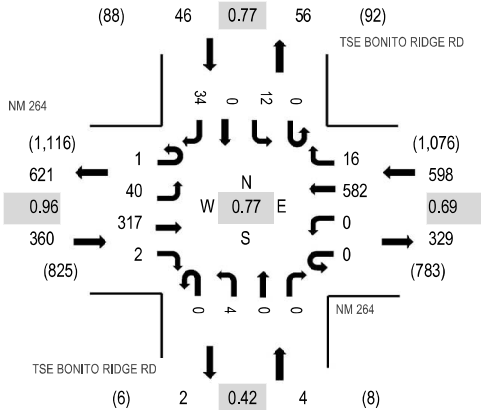
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Date: Thursday, April 28, 2022

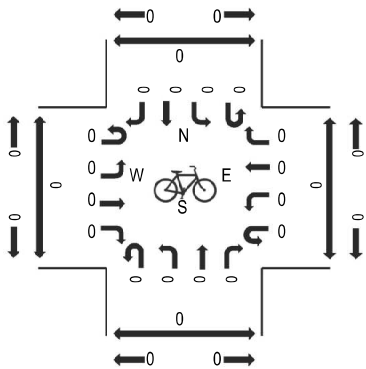
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Peak 15-Minutes: 07:45 AM - 08:00 AM

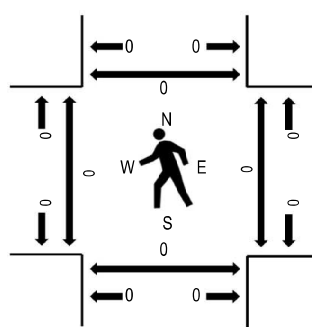
#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

#### Traffic Counts - Motorized Vehicles

Interval Start Time	NM 264 Eastbound				NM 264 Westbound				TSE BONITO RIDGE RD Northbound				TSE BONITO RIDGE RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
6:00 AM	0	3	22	0	0	0	24	1	0	0	0	0	0	1	0	1	52	358	0	0	0	0	
6:15 AM	0	1	31	1	0	0	47	4	0	0	0	0	0	1	0	2	87	444	0	0	0	0	
6:30 AM	0	4	33	1	0	0	53	0	0	0	0	0	0	4	0	3	98	545	0	0	0	0	
6:45 AM	0	3	45	1	0	0	65	1	0	3	0	0	0	0	0	3	121	728	0	0	0	0	
7:00 AM	0	1	63	0	0	0	66	1	0	0	0	0	0	4	0	3	138	934	0	0	0	0	
7:15 AM	0	1	67	0	0	0	101	4	0	0	0	0	0	6	0	9	188	1,008	0	0	0	0	
7:30 AM	0	11	85	1	0	0	167	2	0	2	0	0	0	2	0	11	281	978	0	0	0	0	
7:45 AM	0	21	76	1	0	0	214	4	0	2	0	0	0	2	0	7	327	875	0	0	0	0	
8:00 AM	1	7	89	0	0	0	100	6	0	0	0	0	0	2	0	7	212	705	0	0	0	0	
8:15 AM	0	4	81	1	0	0	65	2	0	0	0	0	0	3	0	2	158		0	0	0	0	
8:30 AM	0	3	87	0	0	0	78	2	0	1	0	0	0	0	0	7	178		0	0	0	0	
8:45 AM	1	2	77	0	0	0	65	4	0	0	0	0	0	2	0	6	157		0	0	0	0	
Count Total	2	61	756	6	0	0	1,045	31	0	8	0	0	0	27	0	61	1,997		0	0	0	0	
Peak Hour	1	40	317	2	0	0	582	16	0	4	0	0	0	12	0	34	1,008		0	0	0	0	





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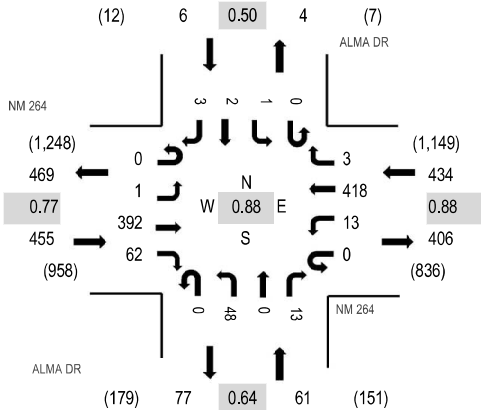
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Date: Thursday, April 28, 2022

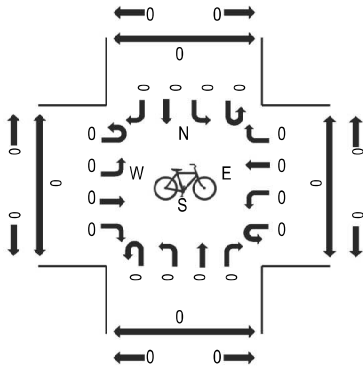
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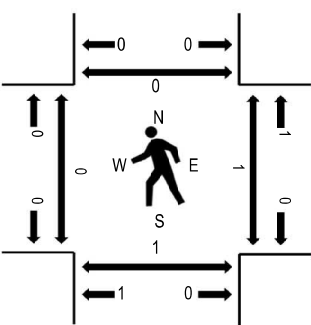
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NM 264 Eastbound				NM 264 Westbound				ALMA DR Northbound				ALMA DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	1	134	13	0	4	97	0	0	19	0	5	0	0	0	0	273	956	0	0	0	0	
4:15 PM	0	0	104	20	0	2	108	2	0	11	0	4	0	0	1	2	254	863	0	0	0	0	
4:30 PM	0	0	82	12	0	5	118	1	0	8	0	3	0	1	0	0	230	789	0	1	1	0	
4:45 PM	0	0	72	17	0	2	95	0	0	10	0	1	0	0	1	1	199	742	0	0	0	0	
5:00 PM	0	0	70	9	0	2	86	2	0	9	0	2	0	0	0	0	180	719	0	0	0	0	
5:15 PM	0	0	69	8	0	1	89	1	0	9	0	3	0	0	0	0	180	690	0	0	0	0	
5:30 PM	0	0	69	12	0	1	88	0	0	11	0	0	0	0	1	1	183	659	0	0	0	0	
5:45 PM	0	0	48	12	0	2	104	0	0	8	0	1	0	0	0	1	176	641	0	2	0	0	
6:00 PM	0	0	45	8	0	1	83	0	0	11	0	3	0	0	0	0	151	595	0	0	0	0	
6:15 PM	0	0	41	13	0	2	78	0	0	12	0	2	0	1	0	0	149		0	0	0	0	
6:30 PM	0	0	40	16	0	1	102	0	0	5	0	1	0	0	0	0	165		0	0	0	0	
6:45 PM	0	0	32	11	0	1	71	0	0	10	0	3	0	0	1	1	130		0	0	0	0	
Count Total	0	1	806	151	0	24	1,119	6	0	123	0	28	0	2	4	6	2,270		0	3	1	0	
Peak Hour	0	1	392	62	0	13	418	3	0	48	0	13	0	1	2	3	956		0	1	1	0	



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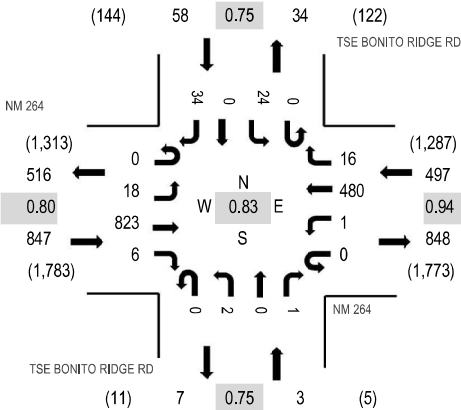
Location: 2 TSE BONITO RIDGE RD & NM 264 PM

Date: Thursday, April 28, 2022

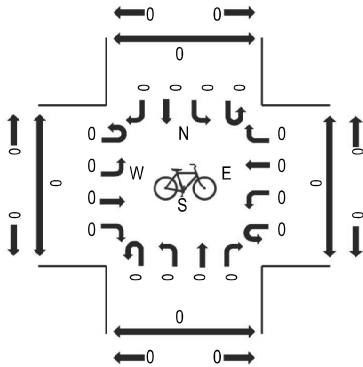
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

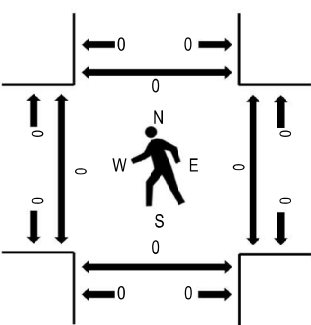
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NM 264				NM 264				TSE BONITO RIDGE RD				TSE BONITO RIDGE RD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	6	124	0	0	1	101	3	0	0	0	0	0	3	0	3	241	997	0	0	0	0
4:15 PM	0	2	118	0	0	0	93	2	0	0	0	1	0	7	0	20	243	1,178	0	0	0	0
4:30 PM	0	14	147	0	0	0	96	6	0	0	0	0	0	6	0	6	275	1,342	0	0	0	0
4:45 PM	1	8	122	1	0	0	82	7	0	0	0	0	0	9	0	8	238	1,380	0	0	0	0
5:00 PM	0	6	254	4	0	0	125	7	0	1	0	0	0	7	0	18	422	1,405	0	0	0	0
5:15 PM	0	4	261	0	0	0	128	1	0	1	0	0	0	5	0	7	407	1,224	0	0	0	0
5:30 PM	0	4	184	1	0	1	104	5	0	0	0	1	0	9	0	4	313	1,038	0	0	0	0
5:45 PM	0	4	124	1	0	0	123	3	0	0	0	0	0	3	0	5	263	915	0	0	0	0
6:00 PM	1	6	126	1	0	0	90	10	0	0	0	0	0	2	0	5	241	817	0	0	0	0
6:15 PM	0	2	104	0	0	0	101	8	0	1	0	0	0	3	0	2	221		0	0	0	0
6:30 PM	0	1	77	0	0	0	100	4	0	0	0	0	0	4	0	4	190		0	0	0	0
6:45 PM	0	4	70	1	0	0	81	5	0	0	0	0	0	2	0	2	165		0	0	0	0
Count Total	2	61	1,711	9	0	2	1,224	61	0	3	0	2	0	60	0	84	3,219		0	0	0	0
Peak Hour	0	18	823	6	0	1	480	16	0	2	0	1	0	24	0	34	1,405		0	0	0	0

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Site Code: 1

NM 264 W.O ALMA DR

Start Time	28-Apr-22	EB LANE 1	EB LANE 2	WB LANE 1	WB LANE 2					Total
12:00 AM	Thu	14	1	40	14					69
01:00		6	0	10	3					19
02:00		7	0	5	1					13
03:00		16	4	11	3					34
04:00		61	29	44	17					151
05:00		128	70	170	67					435
06:00		282	148	461	180					1071
07:00		326	169	322	124					941
08:00		329	176	232	87					824
09:00		369	195	249	96					909
10:00		404	210	354	140					1108
11:00		453	239	418	163					1273
12:00 PM		386	205	394	153					1138
01:00		359	193	348	136					1036
02:00		414	217	449	174					1254
03:00		434	231	418	162					1245
04:00		613	328	491	185					1617
05:00		330	179	389	152					1050
06:00		228	123	334	127					812
07:00		169	89	295	117					670
08:00		105	55	218	85					463
09:00		46	20	133	51					250
10:00		28	16	62	25					131
11:00		19	6	43	19					87
Total		5526	2903	5890	2281					16600
Percent		33.3%	17.5%	35.5%	13.7%					
AM Peak	-	11:00	11:00	06:00	06:00	-	-	-	-	11:00
Vol.	-	453	239	461	180	-	-	-	-	1273
PM Peak	-	16:00	16:00	16:00	16:00	-	-	-	-	16:00
Vol.	-	613	328	491	185	-	-	-	-	1617
Grand Total		5526	2903	5890	2281					16600
Percent		33.3%	17.5%	35.5%	13.7%					
ADT		ADT 16,600		AADT 16,600						



## Page 1

Site Code: 2

Start Time	28-Apr-22	EB LANE 1	EB LANE 2	WB LANE 1	WB LANE 2					Total
12:00 AM		10	4	38	12					64
01:00		5	0	10	2					17
02:00		7	2	5	1					15
03:00		11	4	7	2					24
04:00		49	26	39	16					130
05:00		103	52	146	54					355
06:00		218	115	404	157					894
07:00		231	122	236	95					684
08:00		255	136	157	59					607
09:00		276	145	174	69					664
10:00		291	155	239	92					777
11:00		313	165	254	98					830
12:00 PM		283	152	271	103					809
01:00		257	135	249	98					739
02:00		311	166	335	132					944
03:00		350	188	295	115					948
04:00		523	273	367	143					1306
05:00		252	133	275	106					766
06:00		157	85	245	94					581
07:00		106	55	232	89					482
08:00		74	37	173	65					349
09:00		31	14	117	45					207
10:00		25	13	47	19					104
11:00		19	10	42	17					88
Total		4157	2187	4357	1683					12384
Percent		33.6%	17.7%	35.2%	13.6%					
AM Peak	-	11:00	11:00	06:00	06:00	-	-	-	-	06:00
Vol.	-	313	165	404	157	-	-	-	-	894
PM Peak	-	16:00	16:00	16:00	16:00	-	-	-	-	16:00
Vol.	-	523	273	367	143	-	-	-	-	1306
Grand Total		4157	2187	4357	1683					12384
Percent		33.6%	17.7%	35.2%	13.6%					
ADT		ADT 12,384		AADT 12,384						

Site Code: 3  
NM 264 W.O STAR RTE 5

Start Time	28-Apr-22 Thu	EB LANE 1	EB LANE 2	WB LANE 1	WB LANE 2					Total
12:00 AM		10	4	37	17					68
01:00		5	0	9	3					17
02:00		8	2	8	0					18
03:00		11	3	6	3					23
04:00		40	20	40	14					114
05:00		93	48	140	53					334
06:00		198	103	388	154					843
07:00		228	119	231	89					667
08:00		229	123	141	56					549
09:00		283	147	173	69					672
10:00		296	157	228	87					768
11:00		291	153	246	94					784
12:00 PM		289	152	261	103					805
01:00		258	135	252	94					739
02:00		304	161	316	124					905
03:00		352	187	281	108					928
04:00		529	282	349	136					1296
05:00		248	133	282	113					776
06:00		158	82	249	94					583
07:00		108	57	231	91					487
08:00		72	36	159	66					333
09:00		30	15	116	47					208
10:00		23	9	47	20					99
11:00		15	5	44	18					82
Total		4078	2133	4234	1653					12098
Percent		33.7%	17.6%	35.0%	13.7%					
AM Peak	-	10:00	10:00	06:00	06:00	-	-	-	-	06:00
Vol.	-	296	157	388	154	-	-	-	-	843
PM Peak	-	16:00	16:00	16:00	16:00	-	-	-	-	16:00
Vol.	-	529	282	349	136	-	-	-	-	1296
Grand Total		4078	2133	4234	1653					12098
Percent		33.7%	17.6%	35.0%	13.7%					
ADT		ADT 12,098		AADT 12,098						



Site Code: 4  
NM 264 W.O DEFIANCE

Start Time	28-Apr-22 Thu	EB LANE 1	EB LANE 2	WB LANE 1	WB LANE 2					Total
12:00 AM		10	4	37	17					68
01:00		5	0	9	3					17
02:00		8	2	8	0					18
03:00		11	3	6	3					23
04:00		40	20	40	14					114
05:00		93	48	141	53					335
06:00		205	103	404	158					870
07:00		237	119	237	89					682
08:00		236	124	142	56					558
09:00		294	149	176	69					688
10:00		307	160	237	87					791
11:00		302	157	256	94					809
12:00 PM		301	153	273	103					830
01:00		268	136	261	94					759
02:00		314	165	328	124					931
03:00		364	195	292	108					959
04:00		548	293	361	136					1338
05:00		256	135	292	114					797
06:00		161	82	258	94					595
07:00		108	57	237	91					493
08:00		72	36	164	66					338
09:00		30	15	117	47					209
10:00		23	9	47	20					99
11:00		15	5	44	18					82
Total		4208	2170	4367	1658					12403
Percent		33.9%	17.5%	35.2%	13.4%					
AM Peak	-	10:00	10:00	06:00	06:00	-	-	-	-	06:00
Vol.	-	307	160	404	158	-	-	-	-	870
PM Peak	-	16:00	16:00	16:00	16:00	-	-	-	-	16:00
Vol.	-	548	293	361	136	-	-	-	-	1338
Grand Total		4208	2170	4367	1658					12403
Percent		33.9%	17.5%	35.2%	13.4%					
ADT		ADT 12,403		AADT 12,403						

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NM 264 W.O WINCHESTER RD

Start Time	28-Apr-22	EB LANE 1	EB LANE 2	WB LANE 1	WB LANE 2					Total
12:00 AM		13	3	37	13					66
01:00		5	1	9	1					16
02:00		9	2	4	1					16
03:00		12	6	9	1					28
04:00		33	14	40	15					102
05:00		79	39	128	50					296
06:00		178	95	371	144					788
07:00		212	111	171	68					562
08:00		214	111	147	60					532
09:00		263	140	159	60					622
10:00		276	149	219	83					727
11:00		274	143	232	92					741
12:00 PM		273	145	248	100					766
01:00		243	130	248	97					718
02:00		262	140	295	116					813
03:00		320	173	261	104					858
04:00		496	265	332	132					1225
05:00		246	133	264	103					746
06:00		151	79	244	97					571
07:00		91	48	216	82					437
08:00		61	30	162	63					316
09:00		33	15	100	40					188
10:00		20	9	46	21					96
11:00		17	7	37	17					78
Total		3781	1988	3979	1560					11308
Percent		33.4%	17.6%	35.2%	13.8%					
AM Peak	-	10:00	10:00	06:00	06:00	-	-	-	-	06:00
Vol.	-	276	149	371	144	-	-	-	-	788
PM Peak	-	16:00	16:00	16:00	16:00	-	-	-	-	16:00
Vol.	-	496	265	332	132	-	-	-	-	1225
Grand Total		3781	1988	3979	1560					11308
Percent		33.4%	17.6%	35.2%	13.8%					
ADT		ADT 11,308		AADT 11,308						



Site Code: 6  
NM 264 E.O GREEN MEADOWS RD

Start Time	28-Apr-22	EB LANE 1	EB LANE 2	WB LANE 1	WB LANE 2					Total
12:00 AM	Thu	11	4	37	13					65
01:00		8	1	9	1					19
02:00		8	3	6	0					17
03:00		15	6	9	2					32
04:00		31	15	38	16					100
05:00		81	43	133	51					308
06:00		207	108	361	140					816
07:00		220	118	182	67					587
08:00		224	116	147	58					545
09:00		267	139	159	65					630
10:00		279	148	224	87					738
11:00		272	145	232	88					737
12:00 PM		265	143	247	101					756
01:00		248	130	256	100					734
02:00		259	140	304	115					818
03:00		320	171	280	110					881
04:00		494	261	331	129					1215
05:00		250	131	257	101					739
06:00		146	75	248	96					565
07:00		89	45	199	79					412
08:00		50	25	150	57					282
09:00		36	15	107	38					196
10:00		25	12	53	21					111
11:00		18	9	41	15					83
Total		3823	2003	4010	1550					11386
Percent		33.6%	17.6%	35.2%	13.6%					
AM Peak	-	10:00	10:00	06:00	06:00	-	-	-	-	06:00
Vol.	-	279	148	361	140	-	-	-	-	816
PM Peak	-	16:00	16:00	16:00	16:00	-	-	-	-	16:00
Vol.	-	494	261	331	129	-	-	-	-	1215
Grand Total		3823	2003	4010	1550					11386
Percent		33.6%	17.6%	35.2%	13.6%					
ADT		ADT 11,386	AADT 11,386							

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## NM 264 WB ON RAMP

Start Time	28-Apr-22 Thu	WB								
12:00 AM		0								
01:00		1								
02:00		0								
03:00		1								
04:00		14								
05:00		45								
06:00		172								
07:00		62								
08:00		32								
09:00		38								
10:00		43								
11:00		38								
12:00 PM		42								
01:00		41								
02:00		40								
03:00		49								
04:00		52								
05:00		42								
06:00		33								
07:00		29								
08:00		20								
09:00		21								
10:00		5								
11:00		2								
Total		822								
AM Peak	-	06:00	-	-	-	-	-	-	-	-
Vol.	-	172	-	-	-	-	-	-	-	-
PM Peak	-	16:00	-	-	-	-	-	-	-	-
Vol.	-	52	-	-	-	-	-	-	-	-
Grand Total		822								
ADT		ADT 822	AADT 822							



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NM 264 EB RAMP

Start Time	28-Apr-22	EB								
	Thu									
12:00 AM		2								
01:00		0								
02:00		4								
03:00		2								
04:00		6								
05:00		27								
06:00		33								
07:00		33								
08:00		29								
09:00		33								
10:00		42								
11:00		46								
12:00 PM		51								
01:00		30								
02:00		48								
03:00		51								
04:00		148								
05:00		75								
06:00		43								
07:00		31								
08:00		10								
09:00		8								
10:00		6								
11:00		6								
Total		764								
AM Peak	-	11:00	-	-	-	-	-	-	-	
Vol.	-	46	-	-	-	-	-	-	-	
PM Peak	-	16:00	-	-	-	-	-	-	-	
Vol.	-	148	-	-	-	-	-	-	-	
Grand Total		764								
ADT		ADT 764	AADT 764							



NM 264 West of Alma Dr.

24-Hour Total Volume

Time of Day	Traffic Volume
0:00	69
1:00	19
2:00	13
3:00	34
4:00	151
5:00	435
6:00	1071
7:00	941
8:00	824
9:00	909
10:00	1108
11:00	1273
12:00	1138
13:00	1036
14:00	1254
15:00	1245
16:00	1617
17:00	1050
18:00	812
19:00	670
20:00	463
21:00	250
22:00	131
23:00	87
Total	16600

24-Hour Westbound

Time of Day	Traffic Volume
0:00	54
1:00	13
2:00	6
3:00	14
4:00	61
5:00	237
6:00	641
7:00	446
8:00	319
9:00	345
10:00	494
11:00	581
12:00	547
13:00	484
14:00	623
15:00	580
16:00	676
17:00	541
18:00	461
19:00	412
20:00	303
21:00	184
22:00	87
23:00	62
Total	8171

24-Hour Eastbound

Time of Day	Traffic Volume
0:00	15
1:00	6
2:00	7
3:00	20
4:00	90
5:00	198
6:00	430
7:00	495
8:00	505
9:00	564
10:00	614
11:00	692
12:00	591
13:00	552
14:00	631
15:00	665
16:00	941
17:00	509
18:00	351
19:00	258
20:00	160
21:00	66
22:00	44
23:00	25
Total	8429

NM 264 West of Tse Bonito Ridge Rd.

24-Hour Total Volume

Time of Day	Traffic Volume
0:00	64
1:00	17
2:00	15
3:00	24
4:00	130
5:00	355
6:00	894
7:00	684
8:00	607
9:00	664
10:00	777
11:00	830
12:00	809
13:00	739
14:00	944
15:00	948
16:00	1306
17:00	766
18:00	581
19:00	482
20:00	349
21:00	207
22:00	104
23:00	88
Total	12384

24-Hour Westbound

Time of Day	Traffic Volume
0:00	50
1:00	12
2:00	6
3:00	9
4:00	55
5:00	200
6:00	561
7:00	331
8:00	216
9:00	243
10:00	331
11:00	352
12:00	374
13:00	347
14:00	467
15:00	410
16:00	510
17:00	381
18:00	339
19:00	321
20:00	238
21:00	162
22:00	66
23:00	59
Total	6040

24-Hour Eastbound

Time of Day	Traffic Volume
0:00	14
1:00	5
2:00	9
3:00	15
4:00	75
5:00	155
6:00	333
7:00	353
8:00	391
9:00	421
10:00	446
11:00	478
12:00	435
13:00	392
14:00	477
15:00	538
16:00	796
17:00	385
18:00	242
19:00	161
20:00	111
21:00	45
22:00	38
23:00	29
Total	6344





NM 264 West of Star Rte. 5

24-Hour Total Volume

Time of Day	Traffic Volume
0:00	68
1:00	17
2:00	18
3:00	23
4:00	114
5:00	334
6:00	843
7:00	667
8:00	549
9:00	672
10:00	768
11:00	784
12:00	805
13:00	739
14:00	905
15:00	928
16:00	1296
17:00	776
18:00	583
19:00	487
20:00	333
21:00	208
22:00	99
23:00	82
Total	12098

24-Hour Westbound

Time of Day	Traffic Volume
0:00	54
1:00	12
2:00	8
3:00	9
4:00	54
5:00	193
6:00	542
7:00	320
8:00	197
9:00	242
10:00	315
11:00	340
12:00	364
13:00	346
14:00	440
15:00	389
16:00	485
17:00	395
18:00	343
19:00	322
20:00	225
21:00	163
22:00	67
23:00	62
Total	5887

24-Hour Eastbound

Time of Day	Traffic Volume
0:00	14
1:00	5
2:00	10
3:00	14
4:00	60
5:00	141
6:00	301
7:00	347
8:00	352
9:00	430
10:00	453
11:00	444
12:00	441
13:00	393
14:00	465
15:00	539
16:00	811
17:00	381
18:00	240
19:00	165
20:00	108
21:00	45
22:00	32
23:00	20
Total	6211

NM 264 West of Defiance

24-Hour Total Volume

Time of Day	Traffic Volume
0:00	68
1:00	17
2:00	18
3:00	23
4:00	114
5:00	335
6:00	870
7:00	682
8:00	558
9:00	688
10:00	791
11:00	809
12:00	830
13:00	759
14:00	931
15:00	959
16:00	1338
17:00	797
18:00	595
19:00	493
20:00	338
21:00	209
22:00	99
23:00	82
Total	12403

24-Hour Westbound

Time of Day	Traffic Volume
0:00	54
1:00	12
2:00	8
3:00	9
4:00	54
5:00	194
6:00	562
7:00	326
8:00	198
9:00	245
10:00	324
11:00	350
12:00	376
13:00	355
14:00	452
15:00	400
16:00	497
17:00	406
18:00	352
19:00	328
20:00	230
21:00	164
22:00	67
23:00	62
Total	6025

24-Hour Eastbound

Time of Day	Traffic Volume
0:00	14
1:00	5
2:00	10
3:00	14
4:00	60
5:00	141
6:00	308
7:00	356
8:00	360
9:00	443
10:00	467
11:00	459
12:00	454
13:00	404
14:00	479
15:00	559
16:00	841
17:00	391
18:00	243
19:00	165
20:00	108
21:00	45
22:00	32
23:00	20
Total	6378



NM 264 West of Winchester Rd.

24-Hour Total Volume

Time of Day	Traffic Volume
0:00	66
1:00	16
2:00	16
3:00	28
4:00	102
5:00	296
6:00	788
7:00	562
8:00	532
9:00	622
10:00	727
11:00	741
12:00	766
13:00	718
14:00	813
15:00	858
16:00	1225
17:00	746
18:00	571
19:00	437
20:00	316
21:00	188
22:00	96
23:00	78
Total	11308

24-Hour Westbound

Time of Day	Traffic Volume
0:00	50
1:00	10
2:00	5
3:00	10
4:00	55
5:00	178
6:00	515
7:00	239
8:00	207
9:00	219
10:00	302
11:00	324
12:00	348
13:00	345
14:00	411
15:00	365
16:00	464
17:00	367
18:00	341
19:00	298
20:00	225
21:00	140
22:00	67
23:00	54
Total	5539

24-Hour Eastbound

Time of Day	Traffic Volume
0:00	16
1:00	6
2:00	11
3:00	18
4:00	47
5:00	118
6:00	273
7:00	323
8:00	325
9:00	403
10:00	425
11:00	417
12:00	418
13:00	373
14:00	402
15:00	493
16:00	761
17:00	379
18:00	230
19:00	139
20:00	91
21:00	48
22:00	29
23:00	24
Total	5769

NM 264 East of Green Meadows Rd.

24-Hour Total Volume

Time of Day	Traffic Volume
0:00	65
1:00	19
2:00	17
3:00	32
4:00	100
5:00	308
6:00	816
7:00	587
8:00	545
9:00	630
10:00	738
11:00	737
12:00	756
13:00	734
14:00	818
15:00	881
16:00	1215
17:00	739
18:00	565
19:00	412
20:00	282
21:00	196
22:00	111
23:00	83
Total	11386

24-Hour Westbound

Time of Day	Traffic Volume
0:00	50
1:00	10
2:00	6
3:00	11
4:00	54
5:00	184
6:00	501
7:00	249
8:00	205
9:00	224
10:00	311
11:00	320
12:00	348
13:00	356
14:00	419
15:00	390
16:00	460
17:00	358
18:00	344
19:00	278
20:00	207
21:00	145
22:00	74
23:00	56
Total	5560

24-Hour Eastbound

Time of Day	Traffic Volume
0:00	15
1:00	9
2:00	11
3:00	21
4:00	46
5:00	124
6:00	315
7:00	338
8:00	340
9:00	406
10:00	427
11:00	417
12:00	408
13:00	378
14:00	399
15:00	491
16:00	755
17:00	381
18:00	221
19:00	134
20:00	75
21:00	51
22:00	37
23:00	27
Total	5826





NM 264 Westbound On-Ramp

24-Hour Westbound On-Ramp Total Volume

Time of Day	Traffic Volume
0:00	0
1:00	1
2:00	0
3:00	1
4:00	14
5:00	45
6:00	172
7:00	62
8:00	32
9:00	38
10:00	43
11:00	38
12:00	42
13:00	41
14:00	40
15:00	49
16:00	52
17:00	42
18:00	33
19:00	29
20:00	20
21:00	21
22:00	5
23:00	2
Total	822

NM 264 Eastbound Ramp

24-Hour Eastbound Ramp Total Volume

Time of Day	Traffic Volume
0:00	2
1:00	0
2:00	4
3:00	2
4:00	6
5:00	27
6:00	33
7:00	33
8:00	29
9:00	33
10:00	42
11:00	46
12:00	51
13:00	30
14:00	48
15:00	51
16:00	148
17:00	75
18:00	43
19:00	31
20:00	10
21:00	8
22:00	6
23:00	6
Total	764



## Appendix B – Vehicle Classification Data



Site Code: 1  
NM 264 W.O ALMA DR

EB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	8	3	0	2	0	0	0	1	0	0	0	0	14
01:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
02:00	0	4	2	0	0	0	0	0	1	0	0	0	0	7
03:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
04:00	0	31	26	1	1	1	0	0	0	1	0	0	0	61
05:00	0	82	40	0	5	0	0	0	1	0	0	0	0	128
06:00	1	180	83	2	11	1	1	1	1	0	0	0	1	282
07:00	1	205	94	3	18	1	1	1	1	1	0	0	0	326
08:00	2	200	97	1	21	1	1	3	2	0	0	0	1	329
09:00	1	227	117	1	20	0	0	0	3	0	0	0	0	369
10:00	1	273	105	0	19	1	3	1	1	0	0	0	0	404
11:00	2	294	126	3	21	0	4	1	1	0	0	0	1	453
12 PM	1	263	95	1	19	0	2	1	2	0	0	0	2	386
13:00	0	233	103	1	15	1	1	1	3	0	0	0	1	359
14:00	0	258	127	2	20	1	1	1	4	0	0	0	0	414
15:00	2	285	117	3	18	1	3	2	2	1	0	0	0	434
16:00	3	435	140	2	19	2	5	4	1	0	0	0	2	613
17:00	2	209	97	1	19	0	2	0	0	0	0	0	0	330
18:00	1	149	63	0	13	0	0	0	2	0	0	0	0	228
19:00	2	113	48	0	6	0	0	0	0	0	0	0	0	169
20:00	1	71	28	1	4	0	0	0	0	0	0	0	0	105
21:00	0	31	13	0	1	0	0	0	1	0	0	0	0	46
22:00	0	19	7	0	2	0	0	0	0	0	0	0	0	28
23:00	0	11	6	0	2	0	0	0	0	0	0	0	0	19
Day Total	20	3596	1542	22	258	10	24	16	27	3	0	0	8	5526
Percent	0.4%	65.1%	27.9%	0.4%	4.7%	0.2%	0.4%	0.3%	0.5%	0.1%	0.0%	0.0%	0.1%	
AM Peak	08:00	11:00	11:00	07:00	08:00	04:00	11:00	08:00	09:00	04:00			06:00	11:00
Vol.	2	294	126	3	21	1	4	3	3	1			1	453
PM Peak	16:00	16:00	16:00	15:00	14:00	16:00	16:00	16:00	14:00	15:00			12:00	16:00
Vol.	3	435	140	3	20	2	5	4	4	1			2	613
Grand Total	20	3596	1542	22	258	10	24	16	27	3	0	0	8	5526
Percent	0.4%	65.1%	27.9%	0.4%	4.7%	0.2%	0.4%	0.3%	0.5%	0.1%	0.0%	0.0%	0.1%	

Site Code: 1  
NM 264 W.O ALMA DR

EB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	19	14	1	1	0	0	0	0	0	0	0	0	35
05:00	0	46	23	0	3	0	0	0	0	0	0	0	0	72
06:00	0	99	45	1	6	0	1	0	0	0	0	0	0	152
07:00	0	112	50	1	9	0	0	1	0	0	0	0	0	173
08:00	0	108	53	0	12	0	0	0	1	0	0	0	0	174
09:00	0	122	63	0	10	0	0	0	0	0	0	0	0	195
10:00	0	150	58	0	10	0	1	1	0	0	0	0	0	220
11:00	2	158	68	1	11	0	0	0	1	0	0	0	0	241
12 PM	0	139	52	0	10	0	0	0	0	0	0	0	0	201
13:00	0	126	56	0	8	0	0	0	1	0	0	0	0	191
14:00	0	141	68	0	10	0	0	0	2	0	0	0	0	221
15:00	0	151	63	1	10	0	0	1	0	1	0	0	0	227
16:00	1	234	75	0	9	0	2	3	0	0	0	0	0	324
17:00	1	112	51	0	9	0	0	0	0	0	0	0	0	173
18:00	0	78	35	0	6	0	0	0	0	0	0	0	0	119
19:00	0	62	24	0	3	0	0	0	0	0	0	0	0	89
20:00	0	40	15	0	2	0	0	0	0	0	0	0	0	57
21:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
22:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14
23:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
Day Total	4	1948	830	5	130	0	4	6	5	1	0	0	0	2933
Percent	0.1%	66.4%	28.3%	0.2%	4.4%	0.0%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	04:00	08:00		06:00	07:00	08:00					11:00
Vol.	2	158	68	1	12		1	1	1					241
PM Peak	16:00	16:00	16:00	15:00	12:00		16:00	16:00	14:00	15:00				16:00
Vol.	1	234	75	1	10		2	3	2	1				324
Grand Total	4	1948	830	5	130	0	4	6	5	1	0	0	0	2933
Percent	0.1%	66.4%	28.3%	0.2%	4.4%	0.0%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	



Site Code: 1  
NM 264 W.O ALMA DR

WB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	28	9	0	2	0	0	0	1	0	0	0	0	40
01:00	0	8	1	0	0	0	0	0	0	<b>1</b>	0	0	0	10
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	5	5	0	0	0	0	0	1	0	0	0	0	11
04:00	0	22	15	0	2	1	0	0	<b>4</b>	0	0	0	0	44
05:00	1	112	48	2	5	0	0	0	2	0	0	0	0	170
06:00	<b>3</b>	<b>329</b>	111	<b>4</b>	8	0	<b>3</b>	1	2	0	0	0	0	<b>461</b>
07:00	1	221	81	2	8	<b>3</b>	2	0	2	1	0	0	<b>1</b>	322
08:00	1	149	66	1	11	1	1	0	2	0	0	0	0	232
09:00	1	164	76	0	3	0	1	0	4	0	0	0	0	249
10:00	2	234	95	2	<b>12</b>	1	1	<b>2</b>	3	1	0	0	1	354
11:00	0	284	<b>123</b>	2	4	1	2	0	1	0	<b>1</b>	0	0	418
12 PM	1	263	115	<b>2</b>	6	0	<b>2</b>	<b>3</b>	2	0	0	0	0	394
13:00	0	242	94	0	5	0	2	3	1	0	<b>1</b>	0	0	348
14:00	<b>3</b>	315	116	2	<b>10</b>	<b>1</b>	1	1	0	0	0	0	0	449
15:00	1	295	110	1	5	1	0	0	<b>3</b>	0	0	0	<b>2</b>	418
16:00	1	<b>355</b>	<b>122</b>	1	7	0	2	1	1	0	0	0	1	<b>491</b>
17:00	0	260	120	0	4	1	0	1	3	0	0	0	0	389
18:00	1	221	100	1	8	0	1	0	1	0	0	0	1	334
19:00	0	221	66	0	4	1	2	1	0	0	0	0	0	295
20:00	0	164	51	1	1	0	1	0	0	0	0	0	0	218
21:00	0	107	23	1	2	0	0	0	0	0	0	0	0	133
22:00	0	49	12	0	0	1	0	0	0	0	0	0	0	62
23:00	0	32	9	1	0	0	0	0	1	0	0	0	0	43
Day Total	16	4084	1569	23	107	12	21	13	34	3	2	0	6	5890
Percent	0.3%	69.3%	26.6%	0.4%	1.8%	0.2%	0.4%	0.2%	0.6%	0.1%	0.0%	0.0%	0.1%	
AM Peak Vol.	06:00	06:00	11:00	06:00	10:00	07:00	06:00	10:00	04:00	01:00	11:00		07:00	06:00
	3	329	123	4	12	3	3	2	4	1	1		1	461
PM Peak Vol.	14:00	16:00	16:00	12:00	14:00	14:00	12:00	12:00	15:00		13:00		15:00	16:00
	3	355	122	2	10	1	2	3	3		1		2	491
Grand Total	16	4084	1569	23	107	12	21	13	34	3	2	0	6	5890
Percent	0.3%	69.3%	26.6%	0.4%	1.8%	0.2%	0.4%	0.2%	0.6%	0.1%	0.0%	0.0%	0.1%	

Site Code: 1  
NM 264 W.O ALMA DR

WB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	11	3	0	0	0	0	0	0	0	0	0	0	14
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	8	8	0	0	0	0	0	1	0	0	0	0	17
05:00	0	46	19	0	2	0	0	0	0	0	0	0	0	67
06:00	<b>1</b>	<b>126</b>	43	<b>2</b>	4	0	<b>3</b>	<b>1</b>	0	0	0	0	0	<b>180</b>
07:00	0	85	33	0	4	0	0	0	<b>2</b>	0	0	0	0	124
08:00	0	55	26	1	4	0	0	0	1	0	0	0	0	87
09:00	0	62	30	0	2	0	0	0	2	0	0	0	0	96
10:00	0	96	38	0	<b>5</b>	0	1	0	0	0	0	0	0	140
11:00	0	109	<b>49</b>	0	3	<b>1</b>	1	0	0	0	0	0	0	163
12 PM	0	104	43	<b>1</b>	<b>4</b>	0	0	<b>1</b>	0	0	0	0	0	153
13:00	0	96	37	0	2	0	1	0	0	0	0	0	0	136
14:00	0	124	45	1	4	0	0	0	0	0	0	0	0	174
15:00	<b>1</b>	117	42	0	2	0	0	0	0	0	0	0	0	162
16:00	0	<b>132</b>	<b>47</b>	0	4	0	<b>2</b>	0	0	0	0	0	0	<b>185</b>
17:00	0	104	47	0	1	0	0	0	0	0	0	0	0	152
18:00	0	82	40	0	4	0	0	0	<b>1</b>	0	0	0	0	127
19:00	0	88	27	0	2	0	0	0	0	0	0	0	0	117
20:00	0	65	19	0	0	0	1	0	0	0	0	0	0	85
21:00	0	42	9	0	0	0	0	0	0	0	0	0	0	51
22:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
23:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
Day Total	2	1592	616	5	47	1	9	2	7	0	0	0	0	2281
Percent	0.1%	69.8%	27.0%	0.2%	2.1%	0.0%	0.4%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	06:00	11:00	06:00	10:00	11:00	06:00	06:00	07:00					06:00
Vol.	1	126	49	2	5	1	3	1	2					180
PM Peak	15:00	16:00	16:00	12:00	12:00		16:00	12:00	18:00					16:00
Vol.	1	132	47	1	4		2	1	1					185
Grand Total	2	1592	616	5	47	1	9	2	7	0	0	0	0	2281
Percent	0.1%	69.8%	27.0%	0.2%	2.1%	0.0%	0.4%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	



Site Code: 2  
NM 264 W.O TSE BONITO RIDGE RD

EB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	6	3	0	0	0	0	0	1	0	0	0	0	10
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	2	0	0	0	0	0	1	0	0	0	0	7
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
04:00	0	27	21	1	0	0	0	0	0	0	0	0	0	49
05:00	0	67	30	<b>2</b>	1	<b>1</b>	0	0	<b>2</b>	0	0	0	0	103
06:00	0	140	67	1	7	0	<b>1</b>	0	1	<b>1</b>	0	0	0	218
07:00	0	140	77	2	9	1	0	0	1	1	0	0	0	231
08:00	0	151	86	2	12	0	1	0	2	1	0	0	0	255
09:00	1	169	90	1	12	0	1	0	0	0	0	0	<b>2</b>	276
10:00	0	<b>195</b>	86	0	7	1	0	<b>1</b>	1	0	0	0	0	291
11:00	<b>2</b>	192	<b>97</b>	2	<b>14</b>	0	1	1	2	0	<b>1</b>	0	1	<b>313</b>
12 PM	0	185	83	0	9	0	1	2	3	0	0	0	0	283
13:00	0	162	76	2	9	<b>1</b>	1	2	<b>4</b>	0	0	0	0	257
14:00	0	186	110	1	5	1	2	<b>3</b>	3	0	0	0	0	311
15:00	1	208	120	<b>3</b>	11	1	1	0	3	<b>1</b>	<b>1</b>	0	0	350
16:00	2	<b>363</b>	<b>131</b>	2	<b>14</b>	0	<b>6</b>	3	0	1	0	0	<b>1</b>	<b>523</b>
17:00	<b>3</b>	166	73	1	8	0	1	0	0	0	0	0	0	252
18:00	0	112	40	0	4	0	0	0	1	0	0	0	0	157
19:00	0	72	28	0	5	0	0	0	1	0	0	0	0	106
20:00	0	48	21	0	3	0	0	1	1	0	0	0	0	74
21:00	0	22	8	0	0	0	0	0	1	0	0	0	0	31
22:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
23:00	0	11	7	0	1	0	0	0	0	0	0	0	0	19
Day Total	9	2656	1267	20	131	6	16	13	28	5	2	0	4	4157
Percent	0.2%	63.9%	30.5%	0.5%	3.2%	0.1%	0.4%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	
AM Peak	11:00	10:00	11:00	05:00	11:00	05:00	06:00	10:00	05:00	06:00	11:00		09:00	11:00
Vol.	2	195	97	2	14	1	1	1	2	1	1		2	313
PM Peak	17:00	16:00	16:00	15:00	16:00	13:00	16:00	14:00	13:00	15:00	15:00		16:00	16:00
Vol.	3	363	131	3	14	1	6	3	4	1	1		1	523
Grand Total	9	2656	1267	20	131	6	16	13	28	5	2	0	4	4157
Percent	0.2%	63.9%	30.5%	0.5%	3.2%	0.1%	0.4%	0.3%	0.7%	0.1%	0.0%	0.0%	0.1%	

Site Code: 2  
NM 264 W.O TSE BONITO RIDGE RD

EB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	14	11	1	0	0	0	0	0	0	0	0	0	26
05:00	0	35	15	0	1	0	0	0	1	0	0	0	0	52
06:00	0	75	37	0	3	0	0	0	0	0	0	0	0	115
07:00	0	76	40	1	5	0	0	0	0	0	0	0	0	122
08:00	0	80	46	1	7	0	0	0	2	0	0	0	0	136
09:00	0	90	48	1	6	0	0	0	0	0	0	0	0	145
10:00	0	105	47	0	3	0	0	0	0	0	0	0	0	155
11:00	1	102	53	1	7	0	1	0	0	0	0	0	0	165
12 PM	0	99	45	0	3	0	1	1	3	0	0	0	0	152
13:00	0	86	41	0	6	0	0	0	2	0	0	0	0	135
14:00	0	99	60	1	3	0	0	0	3	0	0	0	0	166
15:00	0	113	66	1	6	0	1	0	1	0	0	0	0	188
16:00	0	194	71	0	6	0	2	0	0	0	0	0	0	273
17:00	1	89	39	0	4	0	0	0	0	0	0	0	0	133
18:00	0	61	23	0	1	0	0	0	0	0	0	0	0	85
19:00	0	39	13	0	3	0	0	0	0	0	0	0	0	55
20:00	0	25	11	0	1	0	0	0	0	0	0	0	0	37
21:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
22:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
23:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
Day Total	2	1414	681	7	65	0	5	1	12	0	0	0	0	2187
Percent	0.1%	64.7%	31.1%	0.3%	3.0%	0.0%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00	04:00	08:00		11:00		08:00					11:00
Vol.	1	105	53	1	7		1		2					165
PM Peak	17:00	16:00	16:00	14:00	13:00		16:00	12:00	12:00					16:00
Vol.	1	194	71	1	6		2	1	3					273
Grand Total	2	1414	681	7	65	0	5	1	12	0	0	0	0	2187
Percent	0.1%	64.7%	31.1%	0.3%	3.0%	0.0%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	



Site Code: 2  
NM 264 W.O TSE BONITO RIDGE RD

WB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	28	9	0	0	0	0	0	1	0	0	0	0	38
01:00	0	7	2	0	0	0	0	0	0	1	0	0	0	10
02:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
03:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
04:00	0	14	18	0	3	0	0	0	4	0	0	0	0	39
05:00	1	86	41	4	11	0	1	0	2	0	0	0	0	146
06:00	1	<b>279</b>	<b>98</b>	4	<b>14</b>	0	1	<b>2</b>	3	1	0	0	<b>1</b>	<b>404</b>
07:00	1	144	67	2	13	1	1	1	<b>6</b>	0	0	0	0	236
08:00	0	88	53	2	9	0	1	0	3	1	0	0	0	157
09:00	0	99	65	1	5	0	0	0	3	0	0	0	1	174
10:00	0	131	88	2	12	0	1	1	2	<b>2</b>	0	0	0	239
11:00	0	158	85	2	4	1	0	2	2	0	0	0	0	254
12 PM	0	160	95	2	9	0	0	2	<b>3</b>	0	0	0	0	271
13:00	0	154	82	0	<b>11</b>	0	0	1	1	0	0	0	0	249
14:00	1	210	108	<b>3</b>	8	0	1	<b>3</b>	1	0	0	0	0	335
15:00	1	192	89	1	8	0	1	0	2	<b>1</b>	0	0	0	295
16:00	0	<b>236</b>	<b>112</b>	1	11	<b>1</b>	1	2	2	0	0	0	<b>1</b>	<b>367</b>
17:00	0	169	99	0	4	1	1	0	1	0	0	0	0	275
18:00	1	152	76	1	10	0	<b>3</b>	0	1	0	0	0	1	245
19:00	0	165	59	0	7	1	0	0	0	0	0	0	0	232
20:00	0	121	48	1	2	0	0	1	0	0	0	0	0	173
21:00	0	94	20	1	2	0	0	0	0	0	0	0	0	117
22:00	0	32	14	0	0	1	0	0	0	0	0	0	0	47
23:00	0	34	7	1	0	0	0	0	0	0	0	0	0	42
Day Total	6	2759	1340	28	143	6	12	15	38	6	0	0	4	4357
Percent	0.1%	63.3%	30.8%	0.6%	3.3%	0.1%	0.3%	0.3%	0.9%	0.1%	0.0%	0.0%	0.1%	
AM Peak	05:00	06:00	06:00	05:00	06:00	07:00	05:00	06:00	07:00	10:00			06:00	06:00
Vol.	1	279	98	4	14	1	1	2	6	2			1	404
PM Peak	14:00	16:00	16:00	14:00	13:00	16:00	18:00	14:00	12:00	15:00			16:00	16:00
Vol.	1	236	112	3	11	1	3	3	3	1			1	367
Grand Total	6	2759	1340	28	143	6	12	15	38	6	0	0	4	4357
Percent	0.1%	63.3%	30.8%	0.6%	3.3%	0.1%	0.3%	0.3%	0.9%	0.1%	0.0%	0.0%	0.1%	

Site Code: 2  
NM 264 W.O TSE BONITO RIDGE RD

WB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	9	3	0	0	0	0	0	0	0	0	0	0	12
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	7	7	0	0	0	0	0	2	0	0	0	0	16
05:00	0	34	16	0	4	0	0	0	0	0	0	0	0	54
06:00	0	<b>110</b>	<b>38</b>	<b>1</b>	4	0	0	<b>1</b>	<b>3</b>	0	0	0	0	<b>157</b>
07:00	0	61	27	0	4	0	0	0	3	0	0	0	0	95
08:00	0	34	20	0	4	0	0	0	1	0	0	0	0	59
09:00	0	39	26	0	2	0	0	0	2	0	0	0	0	69
10:00	0	51	35	0	4	0	0	1	0	<b>1</b>	0	0	0	92
11:00	0	61	33	0	3	0	0	1	0	0	0	0	0	98
12 PM	0	60	38	0	3	0	0	<b>2</b>	0	0	0	0	0	103
13:00	0	63	31	0	4	0	0	0	0	0	0	0	0	98
14:00	0	87	40	<b>1</b>	3	0	0	0	<b>1</b>	0	0	0	0	132
15:00	0	75	36	0	4	0	0	0	0	0	0	0	0	115
16:00	0	<b>92</b>	<b>45</b>	0	<b>5</b>	<b>1</b>	0	0	0	0	0	0	0	<b>143</b>
17:00	0	65	39	0	2	0	0	0	0	0	0	0	0	106
18:00	0	59	29	0	5	0	0	0	1	0	0	0	0	94
19:00	0	64	23	0	2	0	0	0	0	0	0	0	0	89
20:00	0	47	18	0	0	0	0	0	0	0	0	0	0	65
21:00	0	38	7	0	0	0	0	0	0	0	0	0	0	45
22:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
23:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
Day Total	0	1085	523	2	53	1	0	5	13	1	0	0	0	1683
Percent	0.0%	64.5%	31.1%	0.1%	3.1%	0.1%	0.0%	0.3%	0.8%	0.1%	0.0%	0.0%	0.0%	
AM Peak		06:00	06:00	06:00	05:00			06:00	06:00	10:00				06:00
Vol.		110	38	1	4			1	3	1				157
PM Peak		16:00	16:00	14:00	16:00	16:00		12:00	14:00					16:00
Vol.		92	45	1	5	1		2	1					143
Grand Total	0	1085	523	2	53	1	0	5	13	1	0	0	0	1683
Percent	0.0%	64.5%	31.1%	0.1%	3.1%	0.1%	0.0%	0.3%	0.8%	0.1%	0.0%	0.0%	0.0%	



Site Code: 3  
NM 264 W.O STAR RTE 5

EB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	5	3	0	1	0	0	0	1	0	0	0	0	10
01:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
02:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
04:00	0	27	12	0	0	0	0	0	1	0	0	0	0	40
05:00	0	64	22	<b>2</b>	1	0	<b>1</b>	0	2	0	0	0	<b>1</b>	93
06:00	0	132	54	1	8	1	1	<b>1</b>	0	0	0	0	0	198
07:00	0	138	74	2	10	1	1	0	1	<b>1</b>	0	0	0	228
08:00	1	143	70	2	11	0	0	0	2	0	0	0	0	229
09:00	0	173	90	1	13	2	0	1	2	0	0	0	1	283
10:00	0	<b>190</b>	<b>91</b>	1	9	1	1	0	<b>3</b>	0	0	0	0	<b>296</b>
11:00	<b>2</b>	175	91	2	<b>15</b>	<b>3</b>	1	0	2	0	0	0	0	291
12 PM	0	190	81	1	11	2	0	1	3	0	0	0	0	289
13:00	0	165	75	2	11	2	0	0	2	0	0	0	1	258
14:00	0	183	102	2	9	<b>3</b>	1	0	<b>4</b>	0	0	0	0	304
15:00	2	219	107	<b>3</b>	13	3	1	1	1	0	0	0	<b>2</b>	352
16:00	2	<b>367</b>	<b>130</b>	3	<b>16</b>	3	<b>2</b>	<b>5</b>	0	0	0	0	1	<b>529</b>
17:00	<b>3</b>	160	72	0	9	3	0	1	0	0	0	0	0	248
18:00	0	109	42	0	5	1	0	0	1	0	0	0	0	158
19:00	0	76	24	0	6	0	1	1	0	0	0	0	0	108
20:00	0	50	18	0	3	0	0	0	1	0	0	0	0	72
21:00	0	19	9	0	1	0	0	0	1	0	0	0	0	30
22:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
23:00	0	7	7	0	1	0	0	0	0	0	0	0	0	15
Day Total	10	2625	1186	22	154	25	10	11	28	1	0	0	6	4078
Percent	0.2%	64.4%	29.1%	0.5%	3.8%	0.6%	0.2%	0.3%	0.7%	0.0%	0.0%	0.0%	0.1%	
AM Peak	11:00	10:00	10:00	05:00	11:00	11:00	05:00	06:00	10:00	07:00			05:00	10:00
Vol.	2	190	91	2	15	3	1	1	3	1			1	296
PM Peak	17:00	16:00	16:00	15:00	16:00	14:00	16:00	16:00	14:00				15:00	16:00
Vol.	3	367	130	3	16	3	2	5	4				2	529
Grand Total	10	2625	1186	22	154	25	10	11	28	1	0	0	6	4078
Percent	0.2%	64.4%	29.1%	0.5%	3.8%	0.6%	0.2%	0.3%	0.7%	0.0%	0.0%	0.0%	0.1%	

Site Code: 3  
NM 264 W.O STAR RTE 5

EB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	13	7	0	0	0	0	0	0	0	0	0	0	20
05:00	0	35	13	0	0	0	0	0	0	0	0	0	0	48
06:00	0	72	29	0	2	0	0	0	0	0	0	0	0	103
07:00	0	74	40	0	4	1	0	0	0	0	0	0	0	119
08:00	0	76	38	1	6	0	0	0	2	0	0	0	0	123
09:00	0	91	49	0	7	0	0	0	0	0	0	0	0	147
10:00	0	103	49	0	5	0	0	0	0	0	0	0	0	157
11:00	0	92	48	1	9	1	1	0	1	0	0	0	0	153
12 PM	0	102	43	0	5	0	0	0	2	0	0	0	0	152
13:00	0	87	40	1	5	0	0	0	2	0	0	0	0	135
14:00	0	99	55	0	5	0	1	0	1	0	0	0	0	161
15:00	0	125	57	0	5	0	0	0	0	0	0	0	0	187
16:00	0	202	71	0	8	0	0	1	0	0	0	0	0	282
17:00	1	91	38	0	3	0	0	0	0	0	0	0	0	133
18:00	0	60	21	0	1	0	0	0	0	0	0	0	0	82
19:00	0	40	14	0	3	0	0	0	0	0	0	0	0	57
20:00	0	26	9	0	1	0	0	0	0	0	0	0	0	36
21:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Day Total	1	1413	634	3	69	2	2	1	8	0	0	0	0	2133
Percent	0.0%	66.2%	29.7%	0.1%	3.2%	0.1%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	09:00	08:00	11:00	07:00	11:00		08:00					10:00
Vol.		103	49	1	9	1	1		2					157
PM Peak	17:00	16:00	16:00	13:00	16:00		14:00	16:00	12:00					16:00
Vol.	1	202	71	1	8		1	1	2					282
Grand Total	1	1413	634	3	69	2	2	1	8	0	0	0	0	2133
Percent	0.0%	66.2%	29.7%	0.1%	3.2%	0.1%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	



Site Code: 3  
NM 264 W.O STAR RTE 5

WB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	26	9	0	1	0	0	0	1	0	0	0	0	37
01:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
02:00	0	6	1	0	0	0	0	0	1	0	0	0	0	8
03:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
04:00	0	15	17	1	3	0	0	0	3	1	0	0	0	40
05:00	1	83	40	0	11	3	0	0	2	0	0	0	0	140
06:00	1	<b>257</b>	<b>98</b>	<b>4</b>	<b>15</b>	3	1	<b>2</b>	<b>4</b>	1	0	0	<b>2</b>	<b>388</b>
07:00	1	140	69	3	12	2	0	0	3	0	0	0	1	231
08:00	0	78	46	2	7	2	<b>3</b>	0	2	1	0	0	0	141
09:00	0	91	67	1	9	1	0	1	2	1	0	0	0	173
10:00	0	122	85	3	12	2	2	0	2	0	0	0	0	228
11:00	0	153	77	2	10	3	0	0	1	0	0	0	0	246
12 PM	0	148	87	<b>2</b>	16	1	1	1	<b>4</b>	0	0	0	<b>1</b>	261
13:00	0	156	79	0	13	<b>2</b>	0	1	1	0	0	0	0	252
14:00	0	201	100	2	12	0	0	1	0	0	0	0	0	316
15:00	<b>1</b>	185	74	2	14	2	0	0	2	<b>1</b>	0	0	0	281
16:00	0	<b>220</b>	<b>106</b>	1	16	2	1	<b>2</b>	1	0	0	0	0	<b>349</b>
17:00	0	165	100	0	11	0	<b>2</b>	2	1	1	0	0	0	282
18:00	1	153	72	1	<b>17</b>	1	0	1	3	0	0	0	0	249
19:00	0	160	57	0	12	1	1	0	0	0	0	0	0	231
20:00	0	108	42	1	4	2	1	1	0	0	0	0	0	159
21:00	0	88	22	1	3	1	1	0	0	0	0	0	0	116
22:00	0	31	13	0	2	0	1	0	0	0	0	0	0	47
23:00	0	35	8	1	0	0	0	0	0	0	0	0	0	44
Day Total	5	2630	1274	27	201	28	14	12	33	6	0	0	4	4234
Percent	0.1%	62.1%	30.1%	0.6%	4.7%	0.7%	0.3%	0.3%	0.8%	0.1%	0.0%	0.0%	0.1%	
AM Peak	05:00	06:00	06:00	06:00	06:00	05:00	08:00	06:00	06:00	04:00			06:00	06:00
Vol.	1	257	98	4	15	3	3	2	4	1			2	388
PM Peak	15:00	16:00	16:00	12:00	18:00	13:00	17:00	16:00	12:00	15:00			12:00	16:00
Vol.	1	220	106	2	17	2	2	2	4	1			1	349
Grand Total	5	2630	1274	27	201	28	14	12	33	6	0	0	4	4234
Percent	0.1%	62.1%	30.1%	0.6%	4.7%	0.7%	0.3%	0.3%	0.8%	0.1%	0.0%	0.0%	0.1%	

Site Code: 3  
NM 264 W.O STAR RTE 5

WB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	14	3	0	0	0	0	0	0	0	0	0	0	17
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	7	3	1	1	0	0	0	2	0	0	0	0	14
05:00	0	34	15	0	4	0	0	0	0	0	0	0	0	53
06:00	0	<b>108</b>	<b>38</b>	<b>2</b>	4	<b>1</b>	0	<b>1</b>	0	0	0	0	0	<b>154</b>
07:00	0	54	27	0	<b>5</b>	1	0	0	2	0	0	0	0	89
08:00	0	33	18	1	3	0	0	0	1	0	0	0	0	56
09:00	0	38	26	0	4	0	0	0	1	0	0	0	0	69
10:00	0	49	32	1	4	0	0	0	1	0	0	0	0	87
11:00	0	59	30	1	4	0	0	0	0	0	0	0	0	94
12 PM	0	61	35	0	6	0	0	0	<b>1</b>	0	0	0	0	103
13:00	0	56	32	0	6	0	0	0	0	0	0	0	0	94
14:00	0	79	39	<b>1</b>	5	0	0	0	0	0	0	0	0	124
15:00	0	72	29	0	6	<b>1</b>	0	0	0	0	0	0	0	108
16:00	0	<b>89</b>	<b>41</b>	0	6	0	0	0	0	0	0	0	0	<b>136</b>
17:00	0	70	38	0	5	0	0	0	0	0	0	0	0	113
18:00	0	58	28	0	<b>7</b>	0	0	0	1	0	0	0	0	94
19:00	0	63	22	0	5	1	0	0	0	0	0	0	0	91
20:00	0	48	15	0	3	0	0	0	0	0	0	0	0	66
21:00	0	37	9	0	1	0	0	0	0	0	0	0	0	47
22:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
23:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
Day Total	0	1062	491	7	79	4	0	1	9	0	0	0	0	1653
Percent	0.0%	64.2%	29.7%	0.4%	4.8%	0.2%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		06:00 108	06:00 38	06:00 2	07:00 5	06:00 1		06:00 1	04:00 2					06:00 154
PM Peak Vol.		16:00 89	16:00 41	14:00 1	18:00 7	15:00 1			12:00 1					16:00 136
Grand Total	0	1062	491	7	79	4	0	1	9	0	0	0	0	1653
Percent	0.0%	64.2%	29.7%	0.4%	4.8%	0.2%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	

Site Code: 4  
NM 264 W.O DEFIANCE

EB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	5	3	0	1	0	0	0	1	0	0	0	0	10
01:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
02:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
04:00	0	27	12	0	0	0	0	0	1	0	0	0	0	40
05:00	0	64	22	<b>2</b>	1	0	<b>1</b>	0	2	0	0	0	<b>1</b>	93
06:00	0	139	54	1	8	1	1	<b>1</b>	0	0	0	0	0	205
07:00	0	147	74	2	10	1	1	0	1	<b>1</b>	0	0	0	237
08:00	1	150	70	2	11	0	0	0	2	0	0	0	0	236
09:00	0	183	91	1	13	2	0	1	2	0	0	0	1	294
10:00	0	<b>200</b>	<b>92</b>	1	9	1	1	0	<b>3</b>	0	0	0	0	<b>307</b>
11:00	<b>2</b>	186	91	2	<b>15</b>	<b>3</b>	1	0	2	0	0	0	0	302
12 PM	0	202	81	1	11	2	0	1	3	0	0	0	0	301
13:00	0	174	76	2	11	2	0	0	2	0	0	0	1	268
14:00	0	192	103	2	9	<b>3</b>	1	0	<b>4</b>	0	0	0	0	314
15:00	2	229	109	<b>3</b>	13	3	1	1	1	0	0	0	<b>2</b>	364
16:00	2	<b>383</b>	<b>133</b>	3	<b>16</b>	3	<b>2</b>	<b>5</b>	0	0	0	0	1	<b>548</b>
17:00	<b>3</b>	168	72	0	9	3	0	1	0	0	0	0	0	256
18:00	0	112	42	0	5	1	0	0	1	0	0	0	0	161
19:00	0	76	24	0	6	0	1	1	0	0	0	0	0	108
20:00	0	50	18	0	3	0	0	0	1	0	0	0	0	72
21:00	0	19	9	0	1	0	0	0	1	0	0	0	0	30
22:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
23:00	0	7	7	0	1	0	0	0	0	0	0	0	0	15
Day Total	10	2746	1195	22	154	25	10	11	28	1	0	0	6	4208
Percent	0.2%	65.3%	28.4%	0.5%	3.7%	0.6%	0.2%	0.3%	0.7%	0.0%	0.0%	0.0%	0.1%	
AM Peak	11:00	10:00	10:00	05:00	11:00	11:00	05:00	06:00	10:00	07:00			05:00	10:00
Vol.	2	200	92	2	15	3	1	1	3	1			1	307
PM Peak	17:00	16:00	16:00	15:00	16:00	14:00	16:00	16:00	14:00				15:00	16:00
Vol.	3	383	133	3	16	3	2	5	4				2	548
Grand Total	10	2746	1195	22	154	25	10	11	28	1	0	0	6	4208
Percent	0.2%	65.3%	28.4%	0.5%	3.7%	0.6%	0.2%	0.3%	0.7%	0.0%	0.0%	0.0%	0.1%	



Site Code: 4  
NM 264 W.O DEFIANCE

EB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	13	7	0	0	0	0	0	0	0	0	0	0	20
05:00	0	35	13	0	0	0	0	0	0	0	0	0	0	48
06:00	0	72	29	0	2	0	0	0	0	0	0	0	0	103
07:00	0	74	40	0	4	1	0	0	0	0	0	0	0	119
08:00	0	77	38	1	6	0	0	0	2	0	0	0	0	124
09:00	0	93	49	0	7	0	0	0	0	0	0	0	0	149
10:00	0	106	49	0	5	0	0	0	0	0	0	0	0	160
11:00	0	96	48	1	9	1	1	0	1	0	0	0	0	157
12 PM	0	103	43	0	5	0	0	0	2	0	0	0	0	153
13:00	0	88	40	1	5	0	0	0	2	0	0	0	0	136
14:00	0	103	55	0	5	0	1	0	1	0	0	0	0	165
15:00	0	133	57	0	5	0	0	0	0	0	0	0	0	195
16:00	0	213	71	0	8	0	0	1	0	0	0	0	0	293
17:00	1	93	38	0	3	0	0	0	0	0	0	0	0	135
18:00	0	60	21	0	1	0	0	0	0	0	0	0	0	82
19:00	0	40	14	0	3	0	0	0	0	0	0	0	0	57
20:00	0	26	9	0	1	0	0	0	0	0	0	0	0	36
21:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Day Total	1	1450	634	3	69	2	2	1	8	0	0	0	0	2170
Percent	0.0%	66.8%	29.2%	0.1%	3.2%	0.1%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	09:00	08:00	11:00	07:00	11:00		08:00					10:00
Vol.		106	49	1	9	1	1		2					160
PM Peak	17:00	16:00	16:00	13:00	16:00		14:00	16:00	12:00					16:00
Vol.	1	213	71	1	8		1	1	2					293
Grand Total	1	1450	634	3	69	2	2	1	8	0	0	0	0	2170
Percent	0.0%	66.8%	29.2%	0.1%	3.2%	0.1%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	

Site Code: 4  
NM 264 W.O DEFIANCE

WB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	26	9	0	1	0	0	0	1	0	0	0	0	37
01:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
02:00	0	6	1	0	0	0	0	0	1	0	0	0	0	8
03:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
04:00	0	15	17	1	3	0	0	0	3	1	0	0	0	40
05:00	1	84	40	0	11	3	0	0	2	0	0	0	0	141
06:00	1	<b>271</b>	<b>100</b>	<b>4</b>	<b>15</b>	3	1	<b>2</b>	<b>4</b>	1	0	0	<b>2</b>	<b>404</b>
07:00	1	146	69	3	12	2	0	0	3	0	0	0	1	237
08:00	0	79	46	2	7	2	<b>3</b>	0	2	1	0	0	0	142
09:00	0	93	68	1	9	1	0	1	2	1	0	0	0	176
10:00	0	130	86	3	12	2	2	0	2	0	0	0	0	237
11:00	0	163	77	2	10	3	0	0	1	0	0	0	0	256
12 PM	0	159	88	<b>2</b>	16	1	1	1	<b>4</b>	0	0	0	<b>1</b>	273
13:00	0	164	80	0	13	<b>2</b>	0	1	1	0	0	0	0	261
14:00	0	211	102	2	12	0	0	1	0	0	0	0	0	328
15:00	<b>1</b>	196	74	2	14	2	0	0	2	<b>1</b>	0	0	0	292
16:00	0	<b>229</b>	<b>109</b>	1	16	2	1	<b>2</b>	1	0	0	0	0	<b>361</b>
17:00	0	173	102	0	11	0	<b>2</b>	2	1	1	0	0	0	292
18:00	1	162	72	1	<b>17</b>	1	0	1	3	0	0	0	0	258
19:00	0	166	57	0	12	1	1	0	0	0	0	0	0	237
20:00	0	113	42	1	4	2	1	1	0	0	0	0	0	164
21:00	0	89	22	1	3	1	1	0	0	0	0	0	0	117
22:00	0	31	13	0	2	0	1	0	0	0	0	0	0	47
23:00	0	35	8	1	0	0	0	0	0	0	0	0	0	44
Day Total	5	2750	1287	27	201	28	14	12	33	6	0	0	4	4367
Percent	0.1%	63.0%	29.5%	0.6%	4.6%	0.6%	0.3%	0.3%	0.8%	0.1%	0.0%	0.0%	0.1%	
AM Peak	05:00	06:00	06:00	06:00	06:00	05:00	08:00	06:00	06:00	04:00			06:00	06:00
Vol.	1	271	100	4	15	3	3	2	4	1			2	404
PM Peak	15:00	16:00	16:00	12:00	18:00	13:00	17:00	16:00	12:00	15:00			12:00	16:00
Vol.	1	229	109	2	17	2	2	2	4	1			1	361
Grand Total	5	2750	1287	27	201	28	14	12	33	6	0	0	4	4367
Percent	0.1%	63.0%	29.5%	0.6%	4.6%	0.6%	0.3%	0.3%	0.8%	0.1%	0.0%	0.0%	0.1%	

Site Code: 4  
NM 264 W.O DEFIANCE

WB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	14	3	0	0	0	0	0	0	0	0	0	0	17
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	7	3	1	1	0	0	0	2	0	0	0	0	14
05:00	0	34	15	0	4	0	0	0	0	0	0	0	0	53
06:00	0	112	38	2	4	1	0	1	0	0	0	0	0	158
07:00	0	54	27	0	5	1	0	0	2	0	0	0	0	89
08:00	0	33	18	1	3	0	0	0	1	0	0	0	0	56
09:00	0	38	26	0	4	0	0	0	1	0	0	0	0	69
10:00	0	49	32	1	4	0	0	0	1	0	0	0	0	87
11:00	0	59	30	1	4	0	0	0	0	0	0	0	0	94
12 PM	0	61	35	0	6	0	0	0	1	0	0	0	0	103
13:00	0	56	32	0	6	0	0	0	0	0	0	0	0	94
14:00	0	79	39	1	5	0	0	0	0	0	0	0	0	124
15:00	0	72	29	0	6	1	0	0	0	0	0	0	0	108
16:00	0	89	41	0	6	0	0	0	0	0	0	0	0	136
17:00	0	71	38	0	5	0	0	0	0	0	0	0	0	114
18:00	0	58	28	0	7	0	0	0	1	0	0	0	0	94
19:00	0	63	22	0	5	1	0	0	0	0	0	0	0	91
20:00	0	48	15	0	3	0	0	0	0	0	0	0	0	66
21:00	0	37	9	0	1	0	0	0	0	0	0	0	0	47
22:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
23:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
Day Total	0	1067	491	7	79	4	0	1	9	0	0	0	0	1658
Percent	0.0%	64.4%	29.6%	0.4%	4.8%	0.2%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		06:00 112	06:00 38	06:00 2	07:00 5	06:00 1		06:00 1	04:00 2					06:00 158
PM Peak Vol.		16:00 89	16:00 41	14:00 1	18:00 7	15:00 1			12:00 1					16:00 136
Grand Total	0	1067	491	7	79	4	0	1	9	0	0	0	0	1658
Percent	0.0%	64.4%	29.6%	0.4%	4.8%	0.2%	0.0%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	



Site Code: 5  
NM 264 W.O WINCHESTER RD

EB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	8	3	0	1	0	0	0	1	0	0	0	0	13
01:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
02:00	0	6	2	0	0	0	0	0	1	0	0	0	0	9
03:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
04:00	0	23	10	0	0	0	0	0	0	0	0	0	0	33
05:00	0	51	23	2	1	0	0	0	2	0	0	0	0	79
06:00	0	117	50	1	6	1	1	0	2	0	0	0	0	178
07:00	0	132	67	2	7	1	0	1	1	0	0	0	1	212
08:00	0	128	65	3	13	0	1	1	3	0	0	0	0	214
09:00	0	153	91	1	13	0	2	1	2	0	0	0	0	263
10:00	0	180	82	1	11	0	0	1	1	0	0	0	0	276
11:00	3	168	84	2	12	0	0	1	4	0	0	0	0	274
12 PM	0	176	80	2	12	0	0	0	3	0	0	0	0	273
13:00	0	153	69	1	12	1	2	2	3	0	0	0	0	243
14:00	0	150	98	2	4	1	3	0	3	0	0	0	1	262
15:00	2	195	108	1	9	1	1	1	2	0	0	0	0	320
16:00	1	349	124	3	11	1	4	2	0	0	0	0	1	496
17:00	3	166	70	0	6	0	0	1	0	0	0	0	0	246
18:00	0	103	36	1	9	1	0	0	1	0	0	0	0	151
19:00	1	63	21	0	4	0	1	0	1	0	0	0	0	91
20:00	0	41	18	0	2	0	0	0	0	0	0	0	0	61
21:00	0	25	7	0	0	0	0	0	1	0	0	0	0	33
22:00	0	15	3	0	2	0	0	0	0	0	0	0	0	20
23:00	0	11	5	0	1	0	0	0	0	0	0	0	0	17
Day Total	10	2426	1119	22	137	7	15	11	31	0	0	0	3	3781
Percent	0.3%	64.2%	29.6%	0.6%	3.6%	0.2%	0.4%	0.3%	0.8%	0.0%	0.0%	0.0%	0.1%	
AM Peak	11:00	10:00	09:00	08:00	08:00	06:00	09:00	07:00	11:00				07:00	10:00
Vol.	3	180	91	3	13	1	2	1	4				1	276
PM Peak	17:00	16:00	16:00	16:00	12:00	13:00	16:00	13:00	12:00				14:00	16:00
Vol.	3	349	124	3	12	1	4	2	3				1	496
Grand Total	10	2426	1119	22	137	7	15	11	31	0	0	0	3	3781
Percent	0.3%	64.2%	29.6%	0.6%	3.6%	0.2%	0.4%	0.3%	0.8%	0.0%	0.0%	0.0%	0.1%	

Site Code: 5  
NM 264 W.O WINCHESTER RD

EB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
05:00	0	27	12	0	0	0	0	0	0	0	0	0	0	39
06:00	0	66	26	0	2	0	0	0	1	0	0	0	0	95
07:00	0	71	36	0	4	0	0	0	0	0	0	0	0	111
08:00	0	66	36	<b>1</b>	<b>6</b>	0	0	<b>1</b>	<b>1</b>	0	0	0	0	111
09:00	0	82	<b>49</b>	1	6	0	0	0	<b>2</b>	0	0	0	0	140
10:00	0	<b>99</b>	45	0	5	0	0	0	0	0	0	0	0	<b>149</b>
11:00	0	91	45	0	6	0	0	1	0	0	0	0	0	143
12 PM	0	95	43	<b>1</b>	5	0	0	0	1	0	0	0	0	145
13:00	0	83	37	0	<b>7</b>	0	0	0	<b>3</b>	0	0	0	0	130
14:00	0	83	51	0	3	<b>1</b>	1	0	1	0	0	0	0	140
15:00	0	109	58	1	4	0	0	<b>1</b>	0	0	0	0	0	173
16:00	<b>1</b>	<b>188</b>	<b>66</b>	1	6	1	<b>2</b>	0	0	0	0	0	0	<b>265</b>
17:00	1	90	38	0	4	0	0	0	0	0	0	0	0	133
18:00	0	55	20	0	4	0	0	0	0	0	0	0	0	79
19:00	0	35	11	0	2	0	0	0	0	0	0	0	0	48
20:00	0	22	8	0	0	0	0	0	0	0	0	0	0	30
21:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
Day Total	2	1302	598	5	64	2	3	3	9	0	0	0	0	1988
Percent	0.1%	65.5%	30.1%	0.3%	3.2%	0.1%	0.2%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		10:00 99	09:00 49	08:00 1	08:00 6			08:00 1	09:00 2					10:00 149
PM Peak Vol.	16:00 1	16:00 188	16:00 66	12:00 1	13:00 7	14:00 1	16:00 2	15:00 1	13:00 3					16:00 265
Grand Total	2	1302	598	5	64	2	3	3	9	0	0	0	0	1988
Percent	0.1%	65.5%	30.1%	0.3%	3.2%	0.1%	0.2%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	

Site Code: 5  
NM 264 W.O WINCHESTER RD

WB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	28	8	0	1	0	0	0	0	0	0	0	0	37
01:00	0	7	1	0	0	0	0	0	0	1	0	0	0	9
02:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
03:00	0	4	4	0	0	0	0	0	1	0	0	0	0	9
04:00	0	16	13	1	6	0	0	0	4	0	0	0	0	40
05:00	1	78	37	2	8	0	0	0	1	0	0	0	1	128
06:00	0	<b>252</b>	<b>92</b>	3	<b>15</b>	1	<b>3</b>	0	5	0	0	0	0	<b>371</b>
07:00	<b>2</b>	98	49	2	8	2	2	1	<b>6</b>	1	0	0	0	171
08:00	0	78	59	3	5	0	0	0	2	0	0	0	0	147
09:00	0	88	57	0	9	0	0	0	4	0	0	0	1	159
10:00	0	129	77	<b>4</b>	5	0	0	<b>3</b>	1	0	0	0	0	219
11:00	0	137	75	2	11	<b>3</b>	1	1	2	0	0	0	0	232
12 PM	0	136	93	1	<b>14</b>	1	0	0	<b>3</b>	0	0	0	0	248
13:00	0	157	74	<b>2</b>	12	0	<b>1</b>	1	1	0	0	0	0	248
14:00	0	182	92	2	12	<b>2</b>	1	<b>2</b>	1	0	0	0	<b>1</b>	295
15:00	0	168	74	2	14	1	0	0	1	<b>1</b>	0	0	0	261
16:00	0	<b>222</b>	<b>98</b>	0	7	1	1	1	1	0	0	0	1	<b>332</b>
17:00	0	157	95	0	7	1	0	1	2	0	<b>1</b>	0	0	264
18:00	<b>1</b>	156	72	0	12	1	0	1	0	0	0	0	1	244
19:00	0	159	53	0	3	0	0	1	0	0	0	0	0	216
20:00	0	120	39	0	3	0	0	0	0	0	0	0	0	162
21:00	0	79	18	1	2	0	0	0	0	0	0	0	0	100
22:00	0	33	13	0	0	0	0	0	0	0	0	0	0	46
23:00	0	28	7	1	0	0	0	0	1	0	0	0	0	37
Day Total	4	2515	1200	26	154	13	9	12	37	3	1	0	5	3979
Percent	0.1%	63.2%	30.2%	0.7%	3.9%	0.3%	0.2%	0.3%	0.9%	0.1%	0.0%	0.0%	0.1%	
AM Peak Vol.	07:00 2	06:00 252	06:00 92	10:00 4	06:00 15	11:00 3	06:00 3	10:00 3	07:00 6	01:00 1			05:00 1	06:00 371
PM Peak Vol.	18:00 1	16:00 222	16:00 98	13:00 2	12:00 14	14:00 2	13:00 1	14:00 2	12:00 3	15:00 1	17:00 1		14:00 1	16:00 332
Grand Total	4	2515	1200	26	154	13	9	12	37	3	1	0	5	3979
Percent	0.1%	63.2%	30.2%	0.7%	3.9%	0.3%	0.2%	0.3%	0.9%	0.1%	0.0%	0.0%	0.1%	



Site Code: 5  
NM 264 W.O WINCHESTER RD

WB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	10	3	0	0	0	0	0	0	0	0	0	0	13
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	5	5	1	2	0	0	0	2	0	0	0	0	15
05:00	0	32	14	0	4	0	0	0	0	0	0	0	0	50
06:00	0	<b>98</b>	<b>34</b>	<b>2</b>	<b>6</b>	0	<b>2</b>	0	2	0	0	0	0	<b>144</b>
07:00	0	43	20	0	4	0	0	0	1	0	0	0	0	68
08:00	0	35	22	0	3	0	0	0	0	0	0	0	0	60
09:00	0	33	23	0	4	0	0	0	0	0	0	0	0	60
10:00	0	51	29	0	3	0	0	0	0	0	0	0	0	83
11:00	0	58	30	1	3	0	0	0	0	0	0	0	0	92
12 PM	0	57	37	0	<b>6</b>	0	0	0	0	0	0	0	0	100
13:00	0	63	28	<b>1</b>	5	0	0	0	0	0	0	0	0	97
14:00	0	76	35	0	5	0	0	0	0	0	0	0	0	116
15:00	0	70	29	1	4	0	0	0	0	0	0	0	0	104
16:00	0	<b>88</b>	<b>39</b>	0	4	0	0	<b>1</b>	0	0	0	0	0	<b>132</b>
17:00	0	62	37	0	2	0	0	1	<b>1</b>	0	0	0	0	103
18:00	0	64	28	0	5	0	0	0	0	0	0	0	0	97
19:00	0	62	19	0	1	0	0	0	0	0	0	0	0	82
20:00	0	46	15	0	2	0	0	0	0	0	0	0	0	63
21:00	0	33	7	0	0	0	0	0	0	0	0	0	0	40
22:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
23:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
Day Total	0	1019	462	6	63	0	2	2	6	0	0	0	0	1560
Percent	0.0%	65.3%	29.6%	0.4%	4.0%	0.0%	0.1%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		06:00 98	06:00 34	06:00 2	06:00 6		06:00 2		04:00 2					06:00 144
PM Peak Vol.		16:00 88	16:00 39	13:00 1	12:00 6			16:00 1	17:00 1					16:00 132
Grand Total	0	1019	462	6	63	0	2	2	6	0	0	0	0	1560
Percent	0.0%	65.3%	29.6%	0.4%	4.0%	0.0%	0.1%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	

Site Code: 6  
NM 264 E.O GREEN MEADOWS RD

EB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	6	3	0	1	0	0	0	1	0	0	0	0	11
01:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
02:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
03:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
04:00	0	19	11	0	1	0	0	0	0	0	0	0	0	31
05:00	0	46	27	2	4	0	0	0	2	0	0	0	0	81
06:00	0	124	64	<b>3</b>	11	2	0	<b>1</b>	2	0	0	0	0	207
07:00	0	133	69	2	12	1	1	0	1	<b>1</b>	0	0	0	220
08:00	0	121	80	3	17	0	0	1	2	0	0	0	0	224
09:00	0	150	88	2	20	2	0	1	<b>3</b>	1	0	0	0	267
10:00	0	<b>167</b>	86	1	18	<b>3</b>	<b>2</b>	1	1	0	0	0	0	<b>279</b>
11:00	<b>1</b>	152	<b>90</b>	1	<b>21</b>	3	1	0	2	1	0	0	0	272
12 PM	0	159	80	<b>4</b>	17	1	1	0	<b>3</b>	0	0	0	0	265
13:00	0	152	72	3	14	3	0	1	2	<b>1</b>	0	0	0	248
14:00	0	141	94	3	14	2	1	1	3	0	0	0	0	259
15:00	1	191	103	1	16	<b>4</b>	1	1	2	0	0	0	0	320
16:00	<b>3</b>	<b>336</b>	<b>120</b>	4	<b>23</b>	2	<b>3</b>	<b>2</b>	1	0	0	0	0	<b>494</b>
17:00	3	159	73	0	13	1	0	1	0	0	0	0	0	250
18:00	0	94	39	1	10	1	0	0	0	0	0	0	<b>1</b>	146
19:00	0	59	21	0	6	0	0	0	3	0	0	0	0	89
20:00	0	33	14	0	2	1	0	0	0	0	0	0	0	50
21:00	0	26	9	0	0	0	0	0	1	0	0	0	0	36
22:00	0	16	7	0	2	0	0	0	0	0	0	0	0	25
23:00	0	10	7	0	1	0	0	0	0	0	0	0	0	18
Day Total	8	2316	1164	30	224	26	10	10	30	4	0	0	1	3823
Percent	0.2%	60.6%	30.4%	0.8%	5.9%	0.7%	0.3%	0.3%	0.8%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00	06:00	11:00	10:00	10:00	06:00	09:00	07:00				10:00
Vol.	1	167	90	3	21	3	2	1	3	1				279
PM Peak	16:00	16:00	16:00	12:00	16:00	15:00	16:00	16:00	12:00	13:00			18:00	16:00
Vol.	3	336	120	4	23	4	3	2	3	1			1	494
Grand Total	8	2316	1164	30	224	26	10	10	30	4	0	0	1	3823
Percent	0.2%	60.6%	30.4%	0.8%	5.9%	0.7%	0.3%	0.3%	0.8%	0.1%	0.0%	0.0%	0.0%	

Site Code: 6  
NM 264 E.O GREEN MEADOWS RD

EB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
05:00	0	28	15	0	0	0	0	0	0	0	0	0	0	43
06:00	0	67	35	0	6	0	0	0	0	0	0	0	0	108
07:00	0	74	38	1	5	0	0	0	0	0	0	0	0	118
08:00	0	60	43	1	10	0	0	1	1	0	0	0	0	116
09:00	0	79	47	1	10	0	0	0	2	0	0	0	0	139
10:00	0	92	47	0	8	1	0	0	0	0	0	0	0	148
11:00	1	82	48	0	12	1	1	0	0	0	0	0	0	145
12 PM	0	87	44	1	9	0	0	0	2	0	0	0	0	143
13:00	0	81	39	0	7	1	0	0	1	1	0	0	0	130
14:00	0	82	49	0	6	0	0	0	3	0	0	0	0	140
15:00	0	104	55	1	9	0	1	1	0	0	0	0	0	171
16:00	1	178	66	1	13	0	1	1	0	0	0	0	0	261
17:00	1	85	39	0	6	0	0	0	0	0	0	0	0	131
18:00	0	47	23	0	4	1	0	0	0	0	0	0	0	75
19:00	0	30	11	0	4	0	0	0	0	0	0	0	0	45
20:00	0	17	7	0	1	0	0	0	0	0	0	0	0	25
21:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
22:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Day Total	3	1240	624	6	110	4	3	3	9	1	0	0	0	2003
Percent	0.1%	61.9%	31.2%	0.3%	5.5%	0.2%	0.1%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00	07:00	11:00	10:00	11:00	08:00	09:00					10:00
Vol.	1	92	48	1	12	1	1	1	2					148
PM Peak	16:00	16:00	16:00	12:00	16:00	13:00	15:00	15:00	14:00	13:00				16:00
Vol.	1	178	66	1	13	1	1	1	3	1				261
Grand Total	3	1240	624	6	110	4	3	3	9	1	0	0	0	2003
Percent	0.1%	61.9%	31.2%	0.3%	5.5%	0.2%	0.1%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	



Site Code: 6  
NM 264 E.O GREEN MEADOWS RD

WB LANE 1

Start Time	Bikes	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	Total
04/28/22	0	29	8	0	0	0	0	0	0	0	0	0	0	37
01:00	0	7	1	0	0	0	0	0	0	1	0	0	0	9
02:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
03:00	0	3	4	0	1	0	0	0	1	0	0	0	0	9
04:00	0	15	15	2	2	0	0	0	4	0	0	0	0	38
05:00	1	83	36	2	9	0	0	0	1	0	1	0	0	133
06:00	1	<b>249</b>	<b>89</b>	<b>3</b>	<b>12</b>	1	1	0	<b>5</b>	0	0	0	0	<b>361</b>
07:00	<b>2</b>	108	56	2	6	1	0	0	5	1	0	0	1	182
08:00	0	80	55	3	6	1	0	0	2	0	0	0	0	147
09:00	0	86	58	1	9	0	0	<b>1</b>	2	0	0	0	<b>2</b>	159
10:00	0	130	79	3	8	1	0	0	0	1	0	<b>1</b>	1	224
11:00	0	137	79	2	8	<b>2</b>	<b>2</b>	0	2	0	0	0	0	232
12 PM	<b>1</b>	138	91	1	10	0	1	2	<b>3</b>	0	0	0	0	247
13:00	0	158	81	<b>2</b>	<b>13</b>	1	0	0	1	0	0	0	0	256
14:00	0	194	96	1	11	0	0	1	1	0	0	0	0	304
15:00	1	188	74	2	10	1	0	1	2	<b>1</b>	0	0	0	280
16:00	0	<b>214</b>	<b>102</b>	0	8	1	<b>2</b>	<b>3</b>	1	0	0	0	0	<b>331</b>
17:00	0	155	89	0	6	<b>2</b>	0	3	1	1	0	0	0	257
18:00	1	165	74	1	7	0	0	0	0	0	0	0	0	248
19:00	0	146	49	0	3	0	0	1	0	0	0	0	0	199
20:00	1	110	33	0	4	0	1	0	1	0	0	0	0	150
21:00	0	83	20	1	1	2	0	0	0	0	0	0	0	107
22:00	0	39	13	0	0	0	0	0	1	0	0	0	0	53
23:00	0	30	9	1	0	0	0	0	1	0	0	0	0	41
Day Total	8	2551	1212	27	134	13	7	12	35	5	1	1	4	4010
Percent	0.2%	63.6%	30.2%	0.7%	3.3%	0.3%	0.2%	0.3%	0.9%	0.1%	0.0%	0.0%	0.1%	
AM Peak Vol.	07:00	06:00	06:00	06:00	06:00	11:00	11:00	09:00	06:00	01:00	05:00	10:00	09:00	06:00
PM Peak Vol.	12:00	16:00	16:00	13:00	13:00	17:00	16:00	16:00	12:00	15:00				16:00
	2	249	89	3	12	2	2	1	5	1	1	1	2	361
	1	214	102	2	13	2	2	3	3	1				331
Grand Total	8	2551	1212	27	134	13	7	12	35	5	1	1	4	4010
Percent	0.2%	63.6%	30.2%	0.7%	3.3%	0.3%	0.2%	0.3%	0.9%	0.1%	0.0%	0.0%	0.1%	

Site Code: 6  
NM 264 E.O GREEN MEADOWS RD

WB LANE 2

Start Time	Bikes	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	Total
04/28/22	0	10	3	0	0	0	0	0	0	0	0	0	0	13
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	8	5	0	1	0	0	0	2	0	0	0	0	16
05:00	0	33	13	1	3	0	0	0	1	0	0	0	0	51
06:00	0	<b>97</b>	<b>34</b>	<b>2</b>	<b>4</b>	0	<b>1</b>	0	2	0	0	0	0	<b>140</b>
07:00	0	40	22	0	4	0	0	0	1	0	0	0	0	67
08:00	0	32	20	1	3	0	0	0	2	0	0	0	0	58
09:00	0	41	22	0	2	0	0	0	0	0	0	0	0	65
10:00	0	52	31	0	4	0	0	0	0	0	0	0	0	87
11:00	0	53	31	1	3	0	0	0	0	0	0	0	0	88
12 PM	0	64	34	0	3	0	0	0	0	0	0	0	0	101
13:00	0	63	31	<b>1</b>	<b>5</b>	0	0	0	0	0	0	0	0	100
14:00	0	72	38	0	4	0	0	0	<b>1</b>	0	0	0	0	115
15:00	0	75	29	1	4	0	0	0	1	0	0	0	0	110
16:00	0	<b>85</b>	<b>40</b>	0	4	0	0	0	0	0	0	0	0	<b>129</b>
17:00	0	62	35	0	3	0	0	0	1	0	0	0	0	101
18:00	0	64	29	0	3	0	0	0	0	0	0	0	0	96
19:00	0	60	19	0	0	0	0	0	0	0	0	0	0	79
20:00	0	41	15	0	1	0	0	0	0	0	0	0	0	57
21:00	0	29	9	0	0	0	0	0	0	0	0	0	0	38
22:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
23:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
Day Total	0	1009	471	7	51	0	1	0	11	0	0	0	0	1550
Percent	0.0%	65.1%	30.4%	0.5%	3.3%	0.0%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak		06:00	06:00	06:00	06:00		06:00		04:00					06:00
Vol.		97	34	2	4		1		2					140
PM Peak		16:00	16:00	13:00	13:00				14:00					16:00
Vol.		85	40	1	5				1					129
Grand Total	0	1009	471	7	51	0	1	0	11	0	0	0	0	1550
Percent	0.0%	65.1%	30.4%	0.5%	3.3%	0.0%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	

Site Code: 7  
NM 264 WB ON RAMP

WB

Start Time	Bikes	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	Total
04/28/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	6	8	0	0	0	0	0	0	0	0	0	0	14
05:00	0	33	10	0	1	0	0	0	1	0	0	0	0	45
06:00	0	125	40	0	6	1	0	0	0	0	0	0	0	172
07:00	0	41	18	0	2	0	0	0	1	0	0	0	0	62
08:00	0	17	12	0	3	0	0	0	0	0	0	0	0	32
09:00	0	24	13	0	1	0	0	0	0	0	0	0	0	38
10:00	0	23	18	0	1	0	0	0	1	0	0	0	0	43
11:00	0	26	9	0	1	2	0	0	0	0	0	0	0	38
12 PM	0	20	21	0	1	0	0	0	0	0	0	0	0	42
13:00	0	23	15	0	2	0	0	0	1	0	0	0	0	41
14:00	0	24	11	0	4	0	0	0	1	0	0	0	0	40
15:00	0	32	16	1	0	0	0	0	0	0	0	0	0	49
16:00	0	29	20	0	3	0	0	0	0	0	0	0	0	52
17:00	0	25	16	0	0	0	0	0	1	0	0	0	0	42
18:00	0	19	12	0	2	0	0	0	0	0	0	0	0	33
19:00	0	17	12	0	0	0	0	0	0	0	0	0	0	29
20:00	0	10	7	0	2	1	0	0	0	0	0	0	0	20
21:00	0	14	6	0	0	1	0	0	0	0	0	0	0	21
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	515	266	1	29	5	0	0	6	0	0	0	0	822
Percent	0.0%	62.7%	32.4%	0.1%	3.5%	0.6%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		06:00 125	06:00 40		06:00 6	11:00 2			05:00 1					06:00 172
PM Peak Vol.		15:00 32	12:00 21	15:00 1	14:00 4	20:00 1			13:00 1					16:00 52
Grand Total	0	515	266	1	29	5	0	0	6	0	0	0	0	822
Percent	0.0%	62.7%	32.4%	0.1%	3.5%	0.6%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	



Site Code: 8  
NM 264 EB RAMP

EB

Start Time	Bikes	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	Total
04/28/22	0	0	1	0	0	0	0	0	1	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	5	0	0	0	0	0	0	0	0	0	0	6
05:00	0	18	8	0	0	0	0	0	1	0	0	0	0	27
06:00	0	20	9	1	2	0	0	0	1	0	0	0	0	33
07:00	0	19	12	0	1	0	0	0	0	1	0	0	0	33
08:00	0	15	12	0	1	0	0	0	1	0	0	0	0	29
09:00	0	19	9	1	3	1	0	0	0	0	0	0	0	33
10:00	0	29	9	0	4	0	0	0	0	0	0	0	0	42
11:00	0	28	15	0	3	0	0	0	0	0	0	0	0	46
12 PM	0	29	17	1	3	0	0	0	1	0	0	0	0	51
13:00	0	20	9	0	1	0	0	0	0	0	0	0	0	30
14:00	0	24	23	0	1	0	0	0	0	0	0	0	0	48
15:00	0	29	20	0	2	0	0	0	0	0	0	0	0	51
16:00	0	95	42	0	10	0	0	0	1	0	0	0	0	148
17:00	0	53	20	0	1	0	1	0	0	0	0	0	0	75
18:00	0	32	9	0	1	0	0	0	1	0	0	0	0	43
19:00	0	21	8	0	1	0	1	0	0	0	0	0	0	31
20:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
21:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Day Total	0	477	235	3	38	1	2	0	7	1	0	0	0	764
Percent	0.0%	62.4%	30.8%	0.4%	5.0%	0.1%	0.3%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol.		10:00 29	11:00 15	06:00 1	10:00 4	09:00 1			00:00 1	07:00 1				11:00 46
PM Peak Vol.		16:00 95	16:00 42	12:00 1	16:00 10		17:00 1		12:00 1					16:00 148
Grand Total	0	477	235	3	38	1	2	0	7	1	0	0	0	764
Percent	0.0%	62.4%	30.8%	0.4%	5.0%	0.1%	0.3%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	



NM 264 West of Alma Dr

Both Directions

	Bikes	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
Total	42	11220	4557	55	542	23	58	37	73	7	2	0	14
Percentage	0.25%	67.47%	27.40%	0.33%	3.26%	0.14%	0.35%	0.22%	0.44%	0.04%	0.01%	0.00%	0.08%

Westbound

	Bikes	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
Total	18	5676	2185	28	154	13	30	15	41	3	2	0	6
Percentage	0.22%	69.47%	26.74%	0.34%	1.88%	0.16%	0.37%	0.18%	0.50%	0.04%	0.02%	0.00%	0.07%

Eastbound

	Bikes	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
Total	24	5544	2372	27	388	10	28	22	32	4	0	0	8
Percentage	0.28%	65.54%	28.04%	0.32%	4.59%	0.12%	0.33%	0.26%	0.38%	0.05%	0.00%	0.00%	0.09%



NM 264 West of Tse Bonito Ridge Rd.

Both Directions

	Bikes	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
Total	17	7914	3811	57	392	13	33	34	91	12	2	0	8
Percentage	0.14%	63.91%	30.77%	0.46%	3.17%	0.10%	0.27%	0.27%	0.73%	0.10%	0.02%	0.00%	0.06%

Westbound

	Bikes	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
Total	6	3844	1863	30	196	7	12	20	51	7	0	0	4
Percentage	0.10%	63.64%	30.84%	0.50%	3.25%	0.12%	0.20%	0.33%	0.84%	0.12%	0.00%	0.00%	0.07%

Eastbound

	Bikes	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
Total	11	4070	1948	27	196	6	21	14	40	5	2	0	4
Percentage	0.17%	64.16%	30.71%	0.43%	3.09%	0.09%	0.33%	0.22%	0.63%	0.08%	0.03%	0.00%	0.06%





NM 264 West of Star Rte. 5

Both Directions

	Bikes	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
Total	16	7730	3585	59	503	59	26	25	78	7	0	0	10
Percentage	0.13%	63.89%	29.63%	0.49%	4.16%	0.49%	0.21%	0.21%	0.64%	0.06%	0.00%	0.00%	0.08%

Westbound

	Bikes	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
Total	5	3692	1765	34	280	32	14	13	42	6	0	0	4
Percentage	0.08%	62.71%	29.98%	0.58%	4.76%	0.54%	0.24%	0.22%	0.71%	0.10%	0.00%	0.00%	0.07%

Eastbound

	Bikes	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
Total	11	4038	1820	25	223	27	12	12	36	1	0	0	6
Percentage	0.18%	65.01%	29.30%	0.40%	3.59%	0.43%	0.19%	0.19%	0.58%	0.02%	0.00%	0.00%	0.10%



NM 264 West of Defiance

Both Directions

	Bikes	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
Total	16	8013	3607	59	503	59	26	25	78	7	0	0	10
Percentage	0.13%	64.61%	29.08%	0.48%	4.06%	0.48%	0.21%	0.20%	0.63%	0.06%	0.00%	0.00%	0.08%

Westbound

	Bikes	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
Total	5	3817	1778	34	280	32	14	13	42	6	0	0	4
Percentage	0.08%	63.35%	29.51%	0.56%	4.65%	0.53%	0.23%	0.22%	0.70%	0.10%	0.00%	0.00%	0.07%

Eastbound

	Bikes	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
Total	11	4196	1829	25	223	27	12	12	36	1	0	0	6
Percentage	0.17%	65.79%	28.68%	0.39%	3.50%	0.42%	0.19%	0.19%	0.56%	0.02%	0.00%	0.00%	0.09%



NM 264 West of Winchester Rd.

Both Directions

	Bikes	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
Total	16	7262	3379	59	418	22	29	28	83	3	1	0	8
Percentage	0.14%	64.22%	29.88%	0.52%	3.70%	0.19%	0.26%	0.25%	0.73%	0.03%	0.01%	0.00%	0.07%

Westbound

	Bikes	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
Total	4	3534	1662	32	217	13	11	14	43	3	1	0	5
Percentage	0.07%	63.80%	30.01%	0.58%	3.92%	0.23%	0.20%	0.25%	0.78%	0.05%	0.02%	0.00%	0.09%

Eastbound

	Bikes	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
Total	12	3728	1717	27	201	9	18	14	40	0	0	0	3
Percentage	0.21%	64.62%	29.76%	0.47%	3.48%	0.16%	0.31%	0.24%	0.69%	0.00%	0.00%	0.00%	0.05%





NM 264 East of Green Meadows Rd.

Both Directions

	Bikes	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
Total	19	7116	3471	70	519	43	21	25	85	10	1	1	5
Percentage	0.17%	62.50%	30.48%	0.61%	4.56%	0.38%	0.18%	0.22%	0.75%	0.09%	0.01%	0.01%	0.04%

Westbound

	Bikes	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
Total	8	3560	1683	34	185	13	8	12	46	5	1	1	4
Percentage	0.14%	64.03%	30.27%	0.61%	3.33%	0.23%	0.14%	0.22%	0.83%	0.09%	0.02%	0.02%	0.07%

Eastbound

	Bikes	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
Total	11	3556	1788	36	334	30	13	13	39	5	0	0	1
Percentage	0.19%	61.04%	30.69%	0.62%	5.73%	0.51%	0.22%	0.22%	0.67%	0.09%	0.00%	0.00%	0.02%



NM 264 Westbound On-Ramp

Westbound On Ramp

	Bikes	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
Total	0	515	266	1	29	5	0	0	6	0	0	0	0
Percentage	0.00%	62.65%	32.36%	0.12%	3.53%	0.61%	0.00%	0.00%	0.73%	0.00%	0.00%	0.00%	0.00%

NM 264 Eastbound

Eastbound Ramp

	Bikes	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
Total	0	477	235	3	38	1	2	0	7	1	0	0	0
Percentage	0.00%	62.43%	30.76%	0.39%	4.97%	0.13%	0.26%	0.00%	0.92%	0.13%	0.00%	0.00%	0.00%



## Appendix C – Growth Factor Estimations





Location ID: 8244	
Year	Annual Growth
2021	42%
2020	-14%
2019	-2%
2018	1%
2017	4%
2016	0%
2015	5%
2014	3%
2013	2%
2012	2%
2011	-23%
2010	0%
Average	2%





Appendix D – Existing Operational Analysis























*Existing Synchro Analysis*











HCM 6th Signalized Intersection Summary  
NM-264

01. 2022 Existing Year AM  
1: Alma Dr. & NM 264

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	341	74	12	611	3	49	0	14	0	1	5
Future Volume (veh/h)	0	341	74	12	611	3	49	0	14	0	1	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	371	80	18	912	4	59	0	17	0	1	6
Peak Hour Factor	0.92	0.92	0.92	0.67	0.67	0.67	0.83	0.83	0.83	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	810	173	384	1628	7	365	0	415	228	9	56
Arrive On Green	0.00	0.28	0.28	0.03	0.45	0.45	0.08	0.00	0.26	0.00	0.04	0.04
Sat Flow, veh/h	1781	2914	622	1781	3628	16	1781	0	1585	1781	231	1389
Grp Volume(v), veh/h	0	225	226	18	447	469	59	0	17	0	0	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1758	1781	1777	1867	1781	0	1585	1781	0	1620
Q Serve(g_s), s	0.0	4.5	4.6	0.3	8.0	8.0	1.2	0.0	0.3	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	4.5	4.6	0.3	8.0	8.0	1.2	0.0	0.3	0.0	0.0	0.2
Prop In Lane	1.00		0.35	1.00		0.01	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	332	494	489	384	797	838	365	0	415	228	0	66
V/C Ratio(X)	0.00	0.45	0.46	0.05	0.56	0.56	0.16	0.00	0.04	0.00	0.00	0.11
Avail Cap(c_a), veh/h	1731	2408	2384	906	1585	1666	1002	0	1065	1008	0	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.9	12.9	9.6	8.8	8.8	15.5	0.0	11.9	0.0	0.0	20.0
Incr Delay (d2), s/veh	0.0	0.7	0.7	0.0	0.6	0.6	0.2	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	0.0	1.4	1.4	0.1	1.9	2.0	0.5	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.5	13.6	9.6	9.4	9.4	15.6	0.0	11.9	0.0	0.0	20.5
LnGrp LOS	A	B	B	A	A	A	B	A	B	A	A	C
Approach Vol, veh/h	451			934			76			7		
Approach Delay, s/veh	13.6			9.4			14.8			20.5		
Approach LOS	B			A			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	25.9	0.0	17.3	7.4	18.5	9.5	7.8				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	34.0	38.5	19.0	29.0	14.0	58.5	19.0	29.0				
Max Q Clear Time (g_c+I1), s	0.0	10.0	0.0	2.3	2.3	6.6	3.2	2.2				
Green Ext Time (p_c), s	0.0	5.7	0.0	0.0	0.0	2.6	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	11.0											
HCM 6th LOS	B											





















HCM 6th TWSC  
NM-264

01. 2022 Existing Year AM  
2: Tse Bonito Ridge Rd./P&M Road & NM 264

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	317	2	0	582	16	4	0	0	12	0	34
Future Vol, veh/h	40	317	2	0	582	16	4	0	0	12	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	150	-	425	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	69	69	69	42	42	42	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	330	2	0	843	23	10	0	0	16	0	44
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	866	0	0	332	0	0	837	1281	166	1092	-	422
Stage 1	-	-	-	-	-	-	415	415	-	843	-	-
Stage 2	-	-	-	-	-	-	422	866	-	249	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	773	-	-	1224	-	-	259	164	849	169	0	580
Stage 1	-	-	-	-	-	-	585	591	-	325	0	-
Stage 2	-	-	-	-	-	-	580	369	-	733	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	773	-	-	1224	-	-	229	155	849	162	-	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	155	-	162	-	-
Stage 1	-	-	-	-	-	-	553	559	-	307	-	-
Stage 2	-	-	-	-	-	-	536	369	-	693	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0			21.4			16.4		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	229	773	-	-	1224	-	-	162	580			
HCM Lane V/C Ratio	0.042	0.054	-	-	-	-	-	0.096	0.076			
HCM Control Delay (s)	21.4	9.9	-	-	0	-	-	29.6	11.7			
HCM Lane LOS	C	A	-	-	A	-	-	D	B			
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.3	0.2			










HCM 6th Signalized Intersection Summary  
NM-264

02. 2022 Existing Year PM  
1: Alma Dr. & NM 264

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	392	62	13	418	3	48	0	13	1	2	3
Future Volume (veh/h)	1	392	62	13	418	3	48	0	13	1	2	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	509	81	15	475	3	75	0	20	2	4	6
Peak Hour Factor	0.77	0.77	0.77	0.88	0.88	0.88	0.64	0.64	0.64	0.50	0.50	0.50
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	835	132	315	1073	7	397	0	227	242	35	52
Arrive On Green	0.00	0.27	0.27	0.03	0.30	0.30	0.10	0.00	0.14	0.00	0.05	0.05
Sat Flow, veh/h	1781	3073	487	1781	3620	23	1781	0	1585	1781	675	1013
Grp Volume(v), veh/h	1	293	297	15	233	245	75	0	20	2	0	10
Grp Sat Flow(s),veh/h/ln	1781	1777	1783	1781	1777	1866	1781	0	1585	1781	0	1688
Q Serve(g_s), s	0.0	6.4	6.4	0.3	4.7	4.7	1.7	0.0	0.5	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.0	6.4	6.4	0.3	4.7	4.7	1.7	0.0	0.5	0.0	0.0	0.2
Prop In Lane	1.00		0.27	1.00		0.01	1.00		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	341	483	484	315	527	553	397	0	227	242	0	87
V/C Ratio(X)	0.00	0.61	0.61	0.05	0.44	0.44	0.19	0.00	0.09	0.01	0.00	0.12
Avail Cap(c_a), veh/h	1709	2354	2362	832	1549	1627	994	0	1041	1001	0	1109
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	14.0	14.0	11.4	12.6	12.6	16.7	0.0	16.4	19.7	0.0	20.0
Incr Delay (d2), s/veh	0.0	1.2	1.3	0.0	0.6	0.6	0.2	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	0.0	2.0	2.1	0.1	1.4	1.5	0.6	0.0	0.2	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	15.3	15.3	11.5	13.2	13.1	16.9	0.0	16.5	19.7	0.0	20.4
LnGrp LOS	B	B	B	B	B	B	B	A	B	B	A	C
Approach Vol, veh/h	591			493			95			12		
Approach Delay, s/veh	15.3			13.1			16.8			20.3		
Approach LOS	B			B			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	19.6	6.2	12.3	7.2	18.5	10.2	8.3				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	34.0	38.5	19.0	29.0	14.0	58.5	19.0	29.0				
Max Q Clear Time (g_c+I1), s	2.0	6.7	2.0	2.5	2.3	8.4	3.7	2.2				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	3.5	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	14.6											
HCM 6th LOS	B											

HCM 6th TWSC  
NM-264

02. 2022 Existing Year PM  
2: Tse Bonito Ridge Rd./P&M Road & NM 264

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	823	6	1	480	16	2	0	1	24	0	34
Future Vol, veh/h	18	823	6	1	480	16	2	0	1	24	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	150	-	425	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	94	94	94	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	1029	8	1	511	17	3	0	1	32	0	45
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	528	0	0	1037	0	0	1337	1609	519	1074	-	256
Stage 1	-	-	-	-	-	-	1079	1079	-	513	-	-
Stage 2	-	-	-	-	-	-	258	530	-	561	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	1035	-	-	666	-	-	111	104	502	174	0	743
Stage 1	-	-	-	-	-	-	233	293	-	512	0	-
Stage 2	-	-	-	-	-	-	724	525	-	480	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1035	-	-	666	-	-	102	102	502	170	-	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	102	-	170	-	-
Stage 1	-	-	-	-	-	-	228	287	-	501	-	-
Stage 2	-	-	-	-	-	-	679	524	-	468	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			31.7			18.8		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	139	1035	-	-	666	-	-	170	743			
HCM Lane V/C Ratio	0.029	0.022	-	-	0.002	-	-	0.188	0.061			
HCM Control Delay (s)	31.7	8.6	-	-	10.4	-	-	31	10.2			
HCM Lane LOS	D	A	-	-	B	-	-	D	B			
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.7	0.2			



*Existing HCS Analysis*



SEGMENT 1 AM PEAK EB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	MCS	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	AM Peak Hour
Project Description			
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLT	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	25.0	Free-Flow Speed (FFS), mi/h	43.8
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	641	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	592
Total Trucks, %	35.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	43.8
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.5
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	6.3		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	348	Effective Speed Factor (S <sub>t</sub> )	4.62
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	21.11
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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SEGMENT 1 AM PEAK WB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	MCS	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	AM Peak Hour
Project Description			
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTl	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	24.0	Free-Flow Speed (FFS), mi/h	44.0
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	641	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	592
Total Trucks, %	35.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	44.0
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.5
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	6.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	348	Effective Speed Factor (S <sub>t</sub> )	4.62
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	21.11
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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SEGMENT 1 PM PEAK EB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	MCS	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	PM Peak Hour
Project Description			
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTl	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	25.0	Free-Flow Speed (FFS), mi/h	43.8
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	941	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	870
Total Trucks, %	35.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	43.8
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	19.9
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f <sub>A</sub> )	6.3		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	511	Effective Speed Factor (S <sub>t</sub> )	4.62
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	21.31
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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SEGMENT 1 PM PEAK WB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	MCS	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	PM Peak Hour
Project Description			
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTl	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	24.0	Free-Flow Speed (FFS), mi/h	44.0
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	941	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	870
Total Trucks, %	35.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	44.0
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	19.8
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f <sub>A</sub> )	6.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	511	Effective Speed Factor (S <sub>t</sub> )	4.62
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	21.31
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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HCS7 Multilane Highway Report			
Project Information			
Analyst	SWM	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction		Time Period Analyzed	AM Peak Period
Project Description	NM 264		
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.0	Free-Flow Speed (FFS), mi/h	59.5
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	562	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>p</sub> ), pc/h/ln	520
Total Trucks, %	35.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	8.7
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f <sub>A</sub> )	0.5		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	305	Effective Speed Factor (S <sub>f</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	22.98
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F

HCS7 Multilane Highway Report			
Project Information			
Analyst	SWM	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction		Time Period Analyzed	AM Peak Period
Project Description	NM 264		
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.0	Free-Flow Speed (FFS), mi/h	59.5
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	562	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>p</sub> ), pc/h/ln	520
Total Trucks, %	35.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	8.7
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f <sub>A</sub> )	0.5		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	305	Effective Speed Factor (S <sub>f</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	22.98
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F

HCS7 Multilane Highway Report

Project Information

Analyst	SWM	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction		Time Period Analyzed	PM Peak Period
Project Description	NM 264		

Direction 1 Geometric Data

Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.0	Free-Flow Speed (FFS), mi/h	59.5

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	841	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	778
Total Trucks, %	35.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 1 Speed and Density

Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.1
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	0.5		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	457	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	23.18
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F

HCS7 Multilane Highway Report

Project Information

Analyst	SWM	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction		Time Period Analyzed	PM Peak Period
Project Description	NM 264		

Direction 2 Geometric Data

Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.0	Free-Flow Speed (FFS), mi/h	59.5

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	841	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	778
Total Trucks, %	35.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density

Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.1
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	0.5		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	457	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	23.18
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F



SEGMENT 3 AM PEAK EB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	SD	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	AM Peak Hour
Project Description	NM 264		
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTl	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	7.0	Free-Flow Speed (FFS), mi/h	53.3
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	501	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.575
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	474
Total Trucks, %	37.00	Capacity (c), pc/h/ln	2064
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2064
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	8.9
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f <sub>A</sub> )	1.8		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	272	Effective Speed Factor (S <sub>t</sub> )	4.79
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	23.60
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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SEGMENT 3 AM PEAK WB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	SD	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	AM Peak Hour
Project Description	NM 264		
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTl	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	14.0	Free-Flow Speed (FFS), mi/h	51.5
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	501	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.575
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	474
Total Trucks, %	37.00	Capacity (c), pc/h/ln	2030
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2030
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	51.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	9.2
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f <sub>A</sub> )	3.5		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	272	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	24.91
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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SEGMENT 3 PM PEAK EB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	SD	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	
Project Description	NM 264		
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	7.0	Free-Flow Speed (FFS), mi/h	53.3
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	755	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.575
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	714
Total Trucks, %	37.00	Capacity (c), pc/h/ln	2064
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2064
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.4
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	1.8		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	410	Effective Speed Factor (S <sub>t</sub> )	4.79
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	23.81
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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SEGMENT 3 PM PEAK WB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	SD	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	
Project Description	NM 264		
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	14.0	Free-Flow Speed (FFS), mi/h	51.5
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	755	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.575
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	714
Total Trucks, %	37.00	Capacity (c), pc/h/ln	2030
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2030
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	51.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.9
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	3.5		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	410	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	25.12
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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## Appendix E – 2042 No-Build Operational Analysis























*2042 No-Build Synchro Analysis*












HCM 6th Signalized Intersection Summary  
NM-264





















03. 2042 Horizon Year No-Build AM  
1: Alma Dr. & NM 264

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	507	110	18	908	4	73	0	21	0	2	7
Future Volume (veh/h)	0	507	110	18	908	4	73	0	21	0	2	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	551	120	27	1355	6	88	0	25	0	2	8
Peak Hour Factor	0.92	0.92	0.92	0.67	0.67	0.67	0.83	0.83	0.83	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1003	218	360	1821	8	373	0	416	213	17	70
Arrive On Green	0.00	0.35	0.35	0.04	0.50	0.50	0.10	0.00	0.26	0.00	0.05	0.05
Sat Flow, veh/h	1781	2904	630	1781	3628	16	1781	0	1585	1781	327	1308
Grp Volume(v), veh/h	0	336	335	27	663	698	88	0	25	0	0	10
Grp Sat Flow(s),veh/h/ln	1781	1777	1757	1781	1777	1867	1781	0	1585	1781	0	1635
Q Serve(g_s), s	0.0	8.1	8.2	0.5	15.7	15.7	2.2	0.0	0.6	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.0	8.1	8.2	0.5	15.7	15.7	2.2	0.0	0.6	0.0	0.0	0.3
Prop In Lane	1.00		0.36	1.00		0.01	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	221	614	607	360	892	937	373	0	416	213	0	87
V/C Ratio(X)	0.00	0.55	0.55	0.08	0.74	0.74	0.24	0.00	0.06	0.00	0.00	0.12
Avail Cap(c_a), veh/h	1360	1961	1939	753	1290	1356	841	0	867	848	0	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.0	14.0	9.9	10.5	10.5	18.5	0.0	14.7	0.0	0.0	23.9
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.1	1.4	1.3	0.2	0.0	0.0	0.0	0.0	0.4
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	0.0	2.7	2.6	0.1	4.3	4.5	0.9	0.0	0.2	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.8	14.8	9.9	11.9	11.8	18.7	0.0	14.7	0.0	0.0	24.3
LnGrp LOS	A	B	B	A	B	B	B	A	B	A	A	C
Approach Vol, veh/h	671			1388			113			10		
Approach Delay, s/veh	14.8			11.8			17.8			24.3		
Approach LOS	B			B			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	0.0	33.1	0.0	19.9	8.3	24.8	11.1	8.8				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	34.0	38.5	19.0	29.0	14.0	58.5	19.0	29.0				
Max Q Clear Time (g_c+I1), s	0.0	17.7	0.0	2.6	2.5	10.2	4.2	2.3				
Green Ext Time (p_c), s	0.0	8.9	0.0	0.1	0.0	4.2	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	13.1											
HCM 6th LOS	B											










HCM 6th TWSC  
NM-264

03. 2042 Horizon Year No-Build AM  
2: Tse Bonito Ridge Rd./P&M Road & NM 264

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	471	3	0	865	24	6	0	0	18	0	51
Future Vol, veh/h	59	471	3	0	865	24	6	0	0	18	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	150	-	425	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	69	69	69	42	42	42	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	491	3	0	1254	35	14	0	0	23	0	66
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1289	0	0	494	0	0	1242	1904	247	1622	-	627
Stage 1	-	-	-	-	-	-	615	615	-	1254	-	-
Stage 2	-	-	-	-	-	-	627	1289	-	368	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	534	-	-	1066	-	-	131	68	753	68	0	426
Stage 1	-	-	-	-	-	-	445	480	-	182	0	-
Stage 2	-	-	-	-	-	-	438	232	-	624	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	534	-	-	1066	-	-	101	60	753	62	-	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	60	-	62	-	-
Stage 1	-	-	-	-	-	-	394	425	-	161	-	-
Stage 2	-	-	-	-	-	-	370	232	-	553	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0			46.4			35.8		
HCM LOS							E			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	101	534	-	-	1066	-	-	62	426			
HCM Lane V/C Ratio	0.141	0.115	-	-	-	-	-	0.377	0.155			
HCM Control Delay (s)	46.4	12.6	-	-	0	-	-	94.6	15			
HCM Lane LOS	E	B	-	-	A	-	-	F	C			
HCM 95th %tile Q(veh)	0.5	0.4	-	-	0	-	-	1.4	0.5			

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	582	92	19	621	4	71	0	19	2	3	4
Future Volume (veh/h)	2	582	92	19	621	4	71	0	19	2	3	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	756	119	22	706	5	111	0	30	4	6	8
Peak Hour Factor	0.77	0.77	0.77	0.88	0.88	0.88	0.64	0.64	0.64	0.50	0.50	0.50
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	1084	171	284	1385	10	396	0	257	234	48	64
Arrive On Green	0.01	0.35	0.35	0.04	0.38	0.38	0.10	0.00	0.16	0.01	0.07	0.07
Sat Flow, veh/h	1781	3076	484	1781	3617	26	1781	0	1585	1781	727	969
Grp Volume(v), veh/h	3	437	438	22	347	364	111	0	30	4	0	14
Grp Sat Flow(s),veh/h/ln	1781	1777	1783	1781	1777	1866	1781	0	1585	1781	0	1696
Q Serve(g_s), s	0.1	11.7	11.7	0.4	8.3	8.3	3.0	0.0	0.9	0.1	0.0	0.4
Cycle Q Clear(g_c), s	0.1	11.7	11.7	0.4	8.3	8.3	3.0	0.0	0.9	0.1	0.0	0.4
Prop In Lane	1.00		0.27	1.00		0.01	1.00		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	312	626	628	284	681	715	396	0	257	234	0	112
V/C Ratio(X)	0.01	0.70	0.70	0.08	0.51	0.51	0.28	0.00	0.12	0.02	0.00	0.13
Avail Cap(c_a), veh/h	1395	1875	1882	669	1234	1296	822	0	829	831	0	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	15.4	15.4	11.8	13.1	13.1	19.3	0.0	19.9	23.8	0.0	24.4
Incr Delay (d2), s/veh	0.0	1.4	1.4	0.1	0.6	0.6	0.3	0.0	0.1	0.0	0.0	0.4
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	0.0	4.0	4.0	0.1	2.7	2.8	1.2	0.0	0.3	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	16.8	16.8	11.9	13.7	13.7	19.6	0.0	20.0	23.9	0.0	24.8
LnGrp LOS	B	B	B	B	B	B	B	A	B	C	A	C
Approach Vol, veh/h	878			733			141			18		
Approach Delay, s/veh	16.8			13.6			19.7			24.6		
Approach LOS	B			B			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	27.7	6.4	15.0	8.0	26.0	11.7	9.7				
Change Period (Y+Rc), s	6.0	6.5	6.0	6.0	6.0	6.5	6.0	6.0				
Max Green Setting (Gmax), s	34.0	38.5	19.0	29.0	14.0	58.5	19.0	29.0				
Max Q Clear Time (g_c+I1), s	2.1	10.3	2.1	2.9	2.4	13.7	5.0	2.4				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.1	0.0	5.8	0.2	0.0				

Intersection Summary												
HCM 6th Ctrl Delay	15.8											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	1223	9	2	713	24	3	0	2	36	0	51
Future Vol, veh/h	27	1223	9	2	713	24	3	0	2	36	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	150	-	425	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	94	94	94	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	1529	11	2	759	26	4	0	3	48	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	1540	0	0	1987	2392	770	1596	-	380
Stage 1	-	-	-	-	-	-	1603	1603	-	763	-	-
Stage 2	-	-	-	-	-	-	384	789	-	833	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	829	-	-	427	-	-	36	33	343	71	0	618
Stage 1	-	-	-	-	-	-	110	163	-	363	0	-
Stage 2	-	-	-	-	-	-	611	400	-	329	0	-
Platoon blocked, %	-			-			-			-		
Mov Cap-1 Maneuver	829	-	-	427	-	-	31	31	343	68	-	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	31	-	68	-	-
Stage 1	-	-	-	-	-	-	105	156	-	348	-	-
Stage 2	-	-	-	-	-	-	541	398	-	313	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.2		0		89.7		63.6	
HCM LOS					F		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	49	829	-	-	427	-	-	68	618
HCM Lane V/C Ratio	0.136	0.041	-	-	0.005	-	-	0.706	0.11
HCM Control Delay (s)	89.7	9.5	-	-	13.5	-	-	137.4	11.5
HCM Lane LOS	F	A	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	3.2	0.4



*2042 No-Build HCS Analysis*

SEGMENT 1 AM PEAK EB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	MCS	Date	7/8/2022
Agency	HDR	Analysis Year	2042
Jurisdiction	NMDOT	Time Period Analyzed	AM Peak Hour
Project Description			
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	25.0	Free-Flow Speed (FFS), mi/h	43.8
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	952	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	880
Total Trucks, %	35.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	43.8
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	20.1
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f <sub>A</sub> )	6.3		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	517	Effective Speed Factor (S <sub>t</sub> )	4.62
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	21.31
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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SEGMENT 1 AM PEAK WB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	MCS	Date	7/8/2022
Agency	HDR	Analysis Year	2042
Jurisdiction	NMDOT	Time Period Analyzed	AM Peak Hour
Project Description			
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	24.0	Free-Flow Speed (FFS), mi/h	44.0
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	952	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	880
Total Trucks, %	35.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	44.0
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	20.0
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f <sub>A</sub> )	6.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	517	Effective Speed Factor (S <sub>i</sub> )	4.62
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	21.31
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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HCS7 Multilane Highway Report			
Project Information			
Analyst	MCS	Date	7/8/2022
Agency	HDR	Analysis Year	2042
Jurisdiction	NMDOT	Time Period Analyzed	PM Peak Hour
Project Description			
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	25.0	Free-Flow Speed (FFS), mi/h	43.8
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	1398	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>p</sub> ), pc/h/ln	1292
Total Trucks, %	35.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	43.8
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	29.5
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	D
Access Point Density Adjustment (f <sub>A</sub> )	6.3		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	760	Effective Speed Factor (S <sub>t</sub> )	4.62
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	21.51
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F

HCS7 Multilane Highway Report			
Project Information			
Analyst	MCS	Date	7/8/2022
Agency	HDR	Analysis Year	2042
Jurisdiction	NMDOT	Time Period Analyzed	PM Peak Hour
Project Description			
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	24.0	Free-Flow Speed (FFS), mi/h	44.0
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	1398	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>p</sub> ), pc/h/ln	1292
Total Trucks, %	35.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	44.0
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	29.4
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	D
Access Point Density Adjustment (f <sub>A</sub> )	6.0		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	760	Effective Speed Factor (S <sub>t</sub> )	4.62
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	21.51
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F

SEGMENT 2 AM PEAK EB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	SWM	Date	7/8/2022
Agency	HDR	Analysis Year	2042
Jurisdiction		Time Period Analyzed	AM Peak Period
Project Description	NM 264		
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.0	Free-Flow Speed (FFS), mi/h	59.5
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	835	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	772
Total Trucks, %	35.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.0
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	0.5		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	454	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	23.18
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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SEGMENT 2 AM PEAK WB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	SWM	Date	7/8/2022
Agency	HDR	Analysis Year	2042
Jurisdiction		Time Period Analyzed	AM Peak Period
Project Description	NM 264		
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.0	Free-Flow Speed (FFS), mi/h	59.5
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	835	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	772
Total Trucks, %	35.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.0
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	0.5		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	454	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	23.18
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F

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SEGMENT 2 PM PEAK EB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	SWM	Date	7/8/2022
Agency	HDR	Analysis Year	2042
Jurisdiction		Time Period Analyzed	PM Peak Period
Project Description	NM 264		
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.0	Free-Flow Speed (FFS), mi/h	59.5
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	1250	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	1156
Total Trucks, %	35.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	19.4
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f <sub>A</sub> )	0.5		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	679	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	23.38
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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SEGMENT 2 PM PEAK WB			
HCS7 Multilane Highway Report			
Project Information			
Analyst	SWM	Date	7/8/2022
Agency	HDR	Analysis Year	2042
Jurisdiction		Time Period Analyzed	PM Peak Period
Project Description	NM 264		
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	2.0	Free-Flow Speed (FFS), mi/h	59.5
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	1250	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.588
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	1156
Total Trucks, %	35.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	19.4
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f <sub>A</sub> )	0.5		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	679	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	23.38
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F
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HCS7 Multilane Highway Report

Project Information

Analyst	SD	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	
Project Description	NM 264		

Direction 1 Geometric Data

Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	7.0	Free-Flow Speed (FFS), mi/h	53.3

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume (V), veh/h	744	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.575
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	703
Total Trucks, %	37.00	Capacity (c), pc/h/ln	2064
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2064
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34

Direction 1 Speed and Density

Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.2
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	1.8		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	404	Effective Speed Factor (S <sub>t</sub> )	4.79
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	23.80
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F

HCS7 Multilane Highway Report

Project Information

Analyst	SD	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	
Project Description	NM 264		

Direction 2 Geometric Data

Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	14.0	Free-Flow Speed (FFS), mi/h	51.5

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume (V), veh/h	744	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.575
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>P</sub> ), pc/h/ln	703
Total Trucks, %	37.00	Capacity (c), pc/h/ln	2030
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2030
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	51.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	13.7
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f <sub>A</sub> )	3.5		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	404	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	25.11
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F



HCS7 Multilane Highway Report			
Project Information			
Analyst	SD	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	
Project Description	NM 264		
Direction 1 Geometric Data			
Direction 1 Description	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	7.0	Free-Flow Speed (FFS), mi/h	53.3
Direction 1 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 1 Demand and Capacity			
Volume (V), veh/h	1122	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.575
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>p</sub> ), pc/h/ln	1060
Total Trucks, %	37.00	Capacity (c), pc/h/ln	2064
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2064
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Direction 1 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	53.2
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	19.9
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f <sub>A</sub> )	1.8		
Direction 1 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	610	Effective Speed Factor (S <sub>t</sub> )	4.79
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	24.01
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F

HCS7 Multilane Highway Report			
Project Information			
Analyst	SD	Date	7/8/2022
Agency	HDR	Analysis Year	2022
Jurisdiction	NMDOT	Time Period Analyzed	
Project Description	NM 264		
Direction 2 Geometric Data			
Direction 2 Description	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Right-Side Lateral Clearance (LC <sub>R</sub> ), ft	6
Lane Width, ft	12	Left-Side Lateral Clearance (LC <sub>L</sub> ), ft	6
Median Type	TWLTL	Total Lateral Clearance (TLC), ft	12.00
Access Point Density, pts/mi	14.0	Free-Flow Speed (FFS), mi/h	51.5
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume (V), veh/h	1122	Heavy Vehicle Adjustment Factor (f <sub>HV</sub> )	0.575
Peak Hour Factor (PHF)	0.92	Flow Rate (v <sub>p</sub> ), pc/h/ln	1060
Total Trucks, %	37.00	Capacity (c), pc/h/ln	2030
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c <sub>adj</sub> ), pc/h/ln	2030
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Direction 2 Speed and Density			
Lane Width Adjustment (f <sub>LW</sub> )	0.0	Average Speed (S), mi/h	51.5
Total Lateral Clearance Adj. (f <sub>TLC</sub> )	0.0	Density (D), pc/mi/ln	20.6
Median Type Adjustment (f <sub>M</sub> )	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f <sub>A</sub> )	3.5		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v <sub>OL</sub> ), veh/h	610	Effective Speed Factor (S <sub>t</sub> )	5.07
Effective Width of Volume (W <sub>v</sub> ), ft	18	Bicycle LOS Score (BLOS)	25.32
Average Effective Width (W <sub>e</sub> ), ft	24	Bicycle Level of Service (LOS)	F



## **Appendix F – 2042 Build Operational Analysis**

(Appropriate analysis will be performed and relevant data will be presented here as part of the final report)



## Appendix G – Speed Data

**All Traffic Data Services, LLC**  
www.alltrafficdata.net

Page 1

Site Code: 1  
NM 264 W.O ALMA DR

EB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	2	4	3	3	2	0	0	0	0	14	39-48	7
01:00	0	0	0	0	0	1	1	1	3	0	0	0	0	0	6	45-54	4
02:00	0	0	0	0	0	0	1	3	1	1	0	1	0	0	7	46-55	4
03:00	0	0	0	1	0	0	1	5	5	2	2	0	0	0	16	46-55	10
04:00	0	0	0	0	1	4	9	16	16	9	6	0	0	0	61	46-55	32
05:00	0	0	0	0	0	1	10	25	42	29	14	4	2	1	128	51-60	71
06:00	0	0	0	0	1	3	18	57	99	64	27	11	2	0	282	51-60	163
07:00	1	0	1	2	1	11	51	85	107	54	11	2	0	0	326	46-55	192
08:00	0	0	4	2	4	13	63	121	87	27	7	1	0	0	329	46-55	208
09:00	0	0	3	2	10	30	82	116	90	24	8	3	1	0	369	46-55	206
10:00	1	1	1	9	12	47	129	119	62	21	2	0	0	0	404	41-50	248
11:00	0	0	4	4	11	62	148	137	66	17	3	1	0	0	453	41-50	285
12 PM	0	1	2	2	15	41	112	127	63	15	7	1	0	0	386	41-50	239
13:00	0	0	1	4	6	32	92	123	78	15	7	0	1	0	359	41-50	215
14:00	0	0	1	6	7	28	102	146	86	27	8	3	0	0	414	41-50	248
15:00	0	0	2	5	4	15	86	164	110	38	8	2	0	0	434	46-55	274
16:00	0	1	1	1	3	30	107	215	182	60	10	3	0	0	613	46-55	397
17:00	0	0	0	2	3	8	41	126	103	36	7	3	1	0	330	46-55	229
18:00	0	0	0	0	3	10	52	67	60	31	5	0	0	0	228	46-55	127
19:00	0	0	0	1	3	11	41	68	33	7	3	2	0	0	169	41-50	109
20:00	0	0	0	0	1	6	33	31	27	5	2	0	0	0	105	41-50	64
21:00	0	0	0	0	0	3	11	13	14	3	2	0	0	0	46	46-55	27
22:00	0	0	0	0	0	1	4	11	7	3	2	0	0	0	28	46-55	18
23:00	0	0	0	0	0	0	3	8	5	2	1	0	0	0	19	45-54	13
Total	2	3	20	41	85	359	1201	1787	1349	492	142	37	7	1	5526		
Percent	0.0%	0.1%	0.4%	0.7%	1.5%	6.5%	21.7%	32.3%	24.4%	8.9%	2.6%	0.7%	0.1%	0.0%			
AM Peak	07:00	10:00	08:00	10:00	10:00	11:00	11:00	11:00	07:00	06:00	06:00	06:00	05:00	05:00	11:00		
Vol.	1	1	4	9	12	62	148	137	107	64	27	11	2	1	453		
PM Peak		12:00	12:00	14:00	12:00	12:00	12:00	16:00	16:00	16:00	16:00	14:00	13:00		16:00		
Vol.		1	2	6	15	41	112	215	182	60	10	3	1		613		
Total	2	3	20	41	85	359	1201	1787	1349	492	142	37	7	1	5526		
Percent	0.0%	0.1%	0.4%	0.7%	1.5%	6.5%	21.7%	32.3%	24.4%	8.9%	2.6%	0.7%	0.1%	0.0%			

15th Percentile : 41 MPH  
50th Percentile : 47 MPH  
85th Percentile : 54 MPH  
95th Percentile : 59 MPH

Stats  
10 MPH Pace Speed : 46-55 MPH  
Number in Pace : 3136  
Percent in Pace : 56.7%  
Number of Vehicles > 45 MPH : 3815  
Percent of Vehicles > 45 MPH : 69.0%  
Mean Speed(Average) : 48 MPH



Site Code: 1  
NM 264 W.O ALMA DR

EB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	44-53	3
04:00	0	0	0	0	0	2	6	8	7	4	2	0	0	0	29	46-55	15
05:00	0	0	0	0	0	1	6	14	23	16	6	3	1	0	70	51-60	39
06:00	0	0	0	0	0	1	10	29	53	34	14	7	0	0	148	51-60	87
07:00	0	0	0	0	0	5	28	45	57	29	5	0	0	0	169	46-55	102
08:00	0	0	1	1	2	8	34	64	46	15	5	0	0	0	176	46-55	110
09:00	0	0	1	0	4	16	44	62	49	14	4	1	0	0	195	46-55	111
10:00	0	0	0	4	6	24	68	64	32	11	1	0	0	0	210	41-50	132
11:00	0	0	0	1	6	35	78	73	35	9	2	0	0	0	239	41-50	151
12 PM	0	1	1	1	8	21	60	69	34	7	3	0	0	0	205	41-50	129
13:00	0	0	0	2	4	17	49	67	42	8	4	0	0	0	193	41-50	116
14:00	0	0	0	2	4	15	55	76	46	14	3	2	0	0	217	41-50	131
15:00	0	0	0	3	1	7	46	88	60	21	4	1	0	0	231	46-55	148
16:00	0	0	1	0	0	16	57	116	97	33	6	2	0	0	328	46-55	213
17:00	0	0	0	1	2	5	22	67	56	19	5	2	0	0	179	46-55	123
18:00	0	0	0	0	1	5	28	37	32	18	2	0	0	0	123	46-55	69
19:00	0	0	0	0	0	6	22	37	18	5	1	0	0	0	89	41-50	59
20:00	0	0	0	0	0	3	18	17	14	2	1	0	0	0	55	41-50	35
21:00	0	0	0	0	0	0	5	6	7	2	0	0	0	0	20	46-55	13
22:00	0	0	0	0	0	0	2	6	5	2	1	0	0	0	16	46-55	11
23:00	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	45-54	6
Total	0	1	4	15	38	187	638	952	716	264	69	18	1	0	2903		
Percent	0.0%	0.0%	0.1%	0.5%	1.3%	6.4%	22.0%	32.8%	24.7%	9.1%	2.4%	0.6%	0.0%	0.0%			
AM Peak			08:00	10:00	10:00	11:00	11:00	11:00	07:00	06:00	06:00	06:00	05:00		11:00		
Vol.			1	4	6	35	78	73	57	34	14	7	1		239		
PM Peak		12:00	12:00	15:00	12:00	12:00	12:00	16:00	16:00	16:00	16:00	14:00			16:00		
Vol.		1	1	3	8	21	60	116	97	33	6	2			328		
Total	0	1	4	15	38	187	638	952	716	264	69	18	1	0	2903		
Percent	0.0%	0.0%	0.1%	0.5%	1.3%	6.4%	22.0%	32.8%	24.7%	9.1%	2.4%	0.6%	0.0%	0.0%			

15th Percentile : 41 MPH  
50th Percentile : 47 MPH  
85th Percentile : 54 MPH  
95th Percentile : 58 MPH

Stats  
10 MPH Pace Speed : 46-55 MPH  
Number in Pace : 1668  
Percent in Pace : 57.5%  
Number of Vehicles > 45 MPH : 2020  
Percent of Vehicles > 45 MPH : 69.6%  
Mean Speed(Average) : 49 MPH

**All Traffic Data Services, LLC**  
www.alltrafficdata.net

Site Code: 1  
NM 264 W.O ALMA DR

WB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	2	17	12	5	4	0	0	0	0	40	41-50	29
01:00	0	0	0	0	0	1	3	3	2	1	0	0	0	0	10	41-50	6
02:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5	36-45	4
03:00	0	0	1	0	0	3	2	2	2	1	0	0	0	0	11	36-45	5
04:00	0	0	0	0	4	4	15	15	4	1	1	0	0	0	44	41-50	30
05:00	0	0	0	0	3	13	48	54	32	19	1	0	0	0	170	41-50	102
06:00	0	0	0	0	5	17	108	<b>165</b>	<b>125</b>	<b>30</b>	<b>8</b>	<b>3</b>	0	0	<b>461</b>	46-55	290
07:00	0	0	0	2	3	30	94	113	59	17	4	0	0	0	322	41-50	207
08:00	0	0	0	4	17	37	81	60	27	4	2	0	0	0	232	41-50	141
09:00	0	0	<b>3</b>	2	12	64	86	62	16	3	1	0	0	0	249	36-45	150
10:00	0	<b>1</b>	2	5	<b>26</b>	92	133	74	17	3	1	0	0	0	354	36-45	225
11:00	0	0	2	<b>6</b>	22	<b>103</b>	<b>170</b>	88	22	4	1	0	0	0	418	36-45	273
12 PM	0	1	<b>3</b>	<b>5</b>	20	94	150	91	24	4	<b>2</b>	0	0	0	394	36-45	244
13:00	0	0	2	3	22	81	128	94	15	3	0	0	0	0	348	41-50	222
14:00	0	<b>2</b>	2	5	<b>29</b>	<b>106</b>	<b>186</b>	95	19	3	2	0	0	0	449	36-45	292
15:00	0	0	1	2	10	74	163	121	42	4	0	<b>1</b>	0	0	418	41-50	284
16:00	0	0	1	3	12	70	171	<b>169</b>	<b>53</b>	8	2	1	<b>1</b>	0	<b>491</b>	41-50	340
17:00	0	0	0	1	8	41	146	146	37	<b>9</b>	1	0	0	0	389	41-50	292
18:00	0	0	1	2	13	57	134	89	32	5	1	0	0	0	334	41-50	223
19:00	<b>1</b>	0	0	1	12	62	113	81	20	5	0	0	0	0	295	41-50	194
20:00	0	0	0	1	3	32	94	75	11	2	0	0	0	0	218	41-50	169
21:00	0	0	0	0	4	20	50	45	12	1	1	0	0	0	133	41-50	95
22:00	0	0	0	1	3	8	23	19	5	2	1	0	0	0	62	41-50	42
23:00	0	0	0	0	0	5	18	13	4	2	1	0	0	0	43	41-50	31
Total	1	4	18	43	228	1018	2135	1687	585	135	30	5	1	0	5890		
Percent	0.0%	0.1%	0.3%	0.7%	3.9%	17.3%	36.2%	28.6%	9.9%	2.3%	0.5%	0.1%	0.0%	0.0%			
AM Peak		10:00	09:00	11:00	10:00	11:00	11:00	06:00	06:00	10:00	06:00	06:00	06:00	06:00		06:00	
Vol.		1	3	6	26	103	170	165	125	30	8	3			461		
PM Peak	19:00	14:00	12:00	12:00	14:00	14:00	14:00	16:00	16:00	17:00	12:00	15:00	16:00		16:00		
Vol.	1	2	3	5	29	106	186	169	53	9	2	1	1		491		
Total	1	4	18	43	228	1018	2135	1687	585	135	30	5	1	0	5890		
Percent	0.0%	0.1%	0.3%	0.7%	3.9%	17.3%	36.2%	28.6%	9.9%	2.3%	0.5%	0.1%	0.0%	0.0%			

15th Percentile : 37 MPH  
50th Percentile : 43 MPH  
85th Percentile : 49 MPH  
95th Percentile : 53 MPH

Stats  
10 MPH Pace Speed : 41-50 MPH  
Number in Pace : 3822  
Percent in Pace : 64.9%  
Number of Vehicles > 45 MPH : 2443  
Percent of Vehicles > 45 MPH : 41.5%  
Mean Speed(Average) : 44 MPH

**All Traffic Data Services, LLC**  
www.alltrafficdata.net

Site Code: 1  
NM 264 W.O ALMA DR

WB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	7	5	1	1	0	0	0	0	14	41-50	12
01:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	39-48	3
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
03:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3	44-53	2
04:00	0	0	0	0	0	1	6	7	3	0	0	0	0	0	17	41-50	13
05:00	0	0	0	0	0	5	19	22	13	8	0	0	0	0	67	41-50	41
06:00	0	0	0	0	3	6	40	<b>66</b>	<b>49</b>	<b>12</b>	<b>4</b>	0	0	0	<b>180</b>	46-55	115
07:00	0	0	0	0	1	12	38	43	23	6	1	0	0	0	124	41-50	81
08:00	0	0	0	1	5	14	32	23	10	1	1	0	0	0	87	41-50	55
09:00	0	0	<b>1</b>	<b>2</b>	5	25	34	24	5	0	0	0	0	0	96	36-45	59
10:00	0	<b>1</b>	0	2	<b>11</b>	37	51	30	6	2	0	0	0	0	140	36-45	88
11:00	0	0	0	2	8	<b>41</b>	<b>67</b>	34	8	3	0	0	0	0	163	36-45	108
12 PM	0	0	<b>2</b>	1	9	36	59	35	10	1	0	0	0	0	153	36-45	95
13:00	0	0	0	2	9	30	50	36	7	2	0	0	0	0	136	41-50	86
14:00	0	0	0	<b>3</b>	<b>12</b>	<b>40</b>	<b>71</b>	38	8	1	<b>1</b>	0	0	0	174	36-45	111
15:00	0	0	0	1	4	29	63	46	16	3	0	0	0	0	162	41-50	109
16:00	0	0	0	1	4	27	66	<b>65</b>	<b>20</b>	2	0	0	0	0	<b>185</b>	41-50	131
17:00	0	0	0	0	4	15	56	56	15	<b>5</b>	1	0	0	0	152	41-50	112
18:00	0	0	0	1	5	21	51	34	13	2	0	0	0	0	127	41-50	85
19:00	0	0	0	1	6	25	42	31	9	3	0	0	0	0	117	41-50	73
20:00	0	0	0	0	1	13	36	28	5	2	0	0	0	0	85	41-50	64
21:00	0	0	0	0	2	8	19	17	5	0	0	0	0	0	51	41-50	36
22:00	0	0	0	0	0	4	10	8	3	0	0	0	0	0	25	41-50	18
23:00	0	0	0	0	0	1	8	6	3	1	0	0	0	0	19	41-50	14
Total	0	1	3	17	89	391	828	656	233	55	8	0	0	0	2281		
Percent	0.0%	0.0%	0.1%	0.7%	3.9%	17.1%	36.3%	28.8%	10.2%	2.4%	0.4%	0.0%	0.0%	0.0%			
AM Peak		10:00	09:00	09:00	10:00	11:00	11:00	06:00	06:00	06:00	06:00				06:00		
Vol.		1	1	2	11	41	67	66	49	12	4				180		
PM Peak			12:00	14:00	14:00	14:00	14:00	16:00	16:00	17:00	14:00				16:00		
Vol.			2	3	12	40	71	65	20	5	1				185		
Total	0	1	3	17	89	391	828	656	233	55	8	0	0	0	2281		
Percent	0.0%	0.0%	0.1%	0.7%	3.9%	17.1%	36.3%	28.8%	10.2%	2.4%	0.4%	0.0%	0.0%	0.0%			

15th Percentile : 37 MPH  
50th Percentile : 43 MPH  
85th Percentile : 49 MPH  
95th Percentile : 53 MPH

Stats      10 MPH Pace Speed : 41-50 MPH  
                 Number in Pace : 1484  
                 Percent in Pace : 65.1%  
Number of Vehicles > 45 MPH : 952  
Percent of Vehicles > 45 MPH : 41.7%  
Mean Speed(Average) : 44 MPH

Site Code: 2  
NM 264 W.O TSE BONITO RIDGE RD

EB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	2	2	3	2	1	0	0	10	56-65	5
01:00	0	0	0	0	0	0	0	0	1	2	2	0	0	0	5	54-63	4
02:00	0	0	0	0	0	0	0	0	4	2	0	0	1	0	7	51-60	6
03:00	0	0	0	0	0	0	0	1	3	4	2	0	1	0	11	51-60	7
04:00	0	0	0	0	0	0	1	5	7	21	12	2	1	0	49	56-65	33
05:00	0	0	0	1	0	1	2	3	18	33	29	12	2	2	103	56-65	62
06:00	0	0	0	0	1	0	1	13	35	74	55	23	12	4	218	56-65	129
07:00	0	0	0	0	0	1	3	10	55	82	59	17	3	1	231	56-65	141
08:00	0	1	0	0	0	0	1	21	61	82	61	19	7	2	255	56-65	143
09:00	0	0	0	0	0	1	3	12	57	107	67	21	7	1	276	56-65	174
10:00	0	0	0	0	1	1	3	21	74	106	59	21	4	1	291	51-60	180
11:00	0	0	0	0	0	0	2	23	80	113	69	18	6	2	313	51-60	193
12 PM	0	0	0	0	1	0	5	18	71	104	61	20	2	1	283	51-60	175
13:00	0	0	0	0	0	0	4	20	62	87	56	20	6	2	257	51-60	149
14:00	0	0	0	0	0	0	3	14	77	125	62	26	3	1	311	51-60	202
15:00	0	0	0	0	1	2	4	10	72	135	92	26	7	1	350	56-65	227
16:00	0	0	0	0	0	0	4	13	79	188	153	62	19	5	523	56-65	341
17:00	0	0	0	0	0	1	0	3	33	81	90	36	7	1	252	56-65	171
18:00	0	0	0	0	0	0	1	5	30	58	46	12	4	1	157	56-65	104
19:00	0	0	0	0	0	0	2	13	28	38	18	7	0	0	106	51-60	66
20:00	0	0	0	0	1	1	2	9	22	29	8	2	0	0	74	51-60	51
21:00	0	0	0	0	0	0	2	1	12	8	4	3	1	0	31	51-60	20
22:00	0	0	0	0	0	0	0	2	7	9	4	1	2	0	25	51-60	16
23:00	0	0	0	0	0	0	0	2	6	7	3	1	0	0	19	51-60	13
Total	0	1	0	1	5	8	43	221	896	1498	1014	350	95	25	4157		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	1.0%	5.3%	21.6%	36.0%	24.4%	8.4%	2.3%	0.6%			
AM Peak		08:00		05:00	06:00	05:00	07:00	11:00	11:00	11:00	11:00	06:00	06:00	06:00	11:00		
Vol.		1		1	1	1	3	23	80	113	69	23	12	4	313		
PM Peak					12:00	15:00	12:00	13:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.					1	2	5	20	79	188	153	62	19	5	523		
Total	0	1	0	1	5	8	43	221	896	1498	1014	350	95	25	4157		
Percent	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	1.0%	5.3%	21.6%	36.0%	24.4%	8.4%	2.3%	0.6%			

15th Percentile : 51 MPH  
50th Percentile : 57 MPH  
85th Percentile : 64 MPH  
95th Percentile : 68 MPH

Stats      10 MPH Pace Speed : 56-65 MPH  
                 Number in Pace : 2512  
                 Percent in Pace : 60.4%  
Number of Vehicles > 65 MPH : 470  
Percent of Vehicles > 65 MPH : 11.3%  
Mean Speed(Average) : 59 MPH



Site Code: 2  
NM 264 W.O TSE BONITO RIDGE RD

EB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	51-60	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	49-58	2
03:00	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	54-63	4
04:00	0	0	0	0	0	0	0	2	3	11	7	2	1	0	26	56-65	18
05:00	0	0	0	0	0	0	0	1	8	21	15	6	0	1	52	56-65	36
06:00	0	0	0	0	0	0	0	7	19	40	29	12	6	2	115	56-65	69
07:00	0	0	0	0	0	0	2	7	28	42	31	10	2	0	122	56-65	73
08:00	0	0	0	0	0	0	0	12	31	45	33	10	4	1	136	55-64	78
09:00	0	0	0	0	0	0	1	7	31	56	35	11	4	0	145	56-65	91
10:00	0	0	0	0	0	0	1	11	39	61	31	11	1	0	155	51-60	100
11:00	0	0	0	0	0	0	0	11	43	61	38	10	2	0	165	51-60	104
12 PM	0	0	0	0	0	0	1	8	38	59	34	10	1	1	152	51-60	97
13:00	0	0	0	0	0	0	0	9	33	50	31	10	2	0	135	51-60	83
14:00	0	0	0	0	0	0	1	7	42	68	33	13	2	0	166	51-60	110
15:00	0	0	0	0	0	0	1	5	39	76	50	14	2	1	188	56-65	126
16:00	0	0	0	0	0	0	1	7	41	96	83	34	9	2	273	56-65	179
17:00	0	0	0	0	0	0	0	2	17	45	48	19	2	0	133	56-65	93
18:00	0	0	0	0	0	0	1	3	18	30	24	6	2	1	85	56-65	54
19:00	0	0	0	0	0	0	0	7	14	21	10	3	0	0	55	51-60	35
20:00	0	0	0	0	0	0	0	3	12	16	5	1	0	0	37	51-60	28
21:00	0	0	0	0	0	0	0	0	5	6	2	1	0	0	14	51-60	11
22:00	0	0	0	0	0	0	0	0	3	8	1	1	0	0	13	51-60	11
23:00	0	0	0	0	0	0	0	1	1	6	2	0	0	0	10	56-65	8
Total	0	0	0	0	0	0	9	110	467	825	543	184	40	9	2187		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	5.0%	21.4%	37.7%	24.8%	8.4%	1.8%	0.4%			
AM Peak							07:00	08:00	11:00	10:00	11:00	06:00	06:00	06:00	11:00		
Vol.							2	12	43	61	38	12	6	2	165		
PM Peak							12:00	13:00	14:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.							1	9	42	96	83	34	9	2	273		
Total	0	0	0	0	0	0	9	110	467	825	543	184	40	9	2187		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	5.0%	21.4%	37.7%	24.8%	8.4%	1.8%	0.4%			

15th Percentile : 52 MPH  
50th Percentile : 58 MPH  
85th Percentile : 64 MPH  
95th Percentile : 68 MPH

Stats      10 MPH Pace Speed : 56-65 MPH  
                 Number in Pace : 1368  
                 Percent in Pace : 62.6%  
Number of Vehicles > 65 MPH : 233  
Percent of Vehicles > 65 MPH : 10.7%  
Mean Speed(Average) : 59 MPH

**All Traffic Data Services, LLC**  
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Site Code: 2  
NM 264 W.O TSE BONITO RIDGE RD

WB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	1	3	10	11	8	5	0	0	38	51-60	21
01:00	0	0	0	0	0	0	1	2	1	4	1	1	0	0	10	53-62	5
02:00	0	0	0	0	0	0	1	1	1	0	2	0	0	0	5	39-48	2
03:00	0	0	0	0	0	0	0	1	2	1	1	1	0	1	7	51-60	3
04:00	0	0	0	1	0	0	0	2	7	12	8	4	4	1	39	56-65	20
05:00	0	0	0	0	0	0	2	3	14	39	38	31	15	4	146	56-65	77
06:00	0	0	0	1	0	0	1	2	29	80	138	100	43	10	404	61-70	238
07:00	0	0	0	0	0	0	0	8	27	62	63	53	20	3	236	56-65	125
08:00	0	0	0	0	1	0	1	10	28	62	30	17	6	2	157	56-65	92
09:00	0	0	0	1	0	1	2	10	44	55	41	16	3	1	174	51-60	99
10:00	0	0	0	0	0	1	5	15	58	78	57	22	2	1	239	51-60	136
11:00	0	0	0	0	0	0	2	17	69	94	51	16	3	2	254	51-60	163
12 PM	0	0	0	1	0	0	4	13	69	99	69	13	2	1	271	51-60	168
13:00	0	0	0	0	2	0	0	10	59	104	55	14	3	2	249	51-60	163
14:00	0	0	0	1	1	0	4	23	83	121	83	13	3	3	335	51-60	204
15:00	0	0	0	0	1	0	4	14	63	112	78	16	6	1	295	56-65	190
16:00	0	0	0	0	2	0	2	13	65	149	95	36	2	3	367	56-65	244
17:00	0	0	0	1	0	0	0	11	49	112	77	21	3	1	275	56-65	189
18:00	0	0	0	0	0	1	2	13	55	105	45	21	2	1	245	51-60	160
19:00	0	0	0	0	0	0	2	15	52	89	48	19	5	2	232	51-60	141
20:00	0	0	0	0	0	0	1	17	60	66	25	4	0	0	173	51-60	126
21:00	0	0	0	0	0	0	2	15	29	42	20	8	1	0	117	51-60	71
22:00	0	0	0	0	0	0	1	1	20	15	9	1	0	0	47	51-60	35
23:00	0	0	0	0	0	0	0	2	12	14	9	3	2	0	42	51-60	26
Total	0	0	0	6	7	3	38	221	906	1526	1051	435	125	39	4357		
Percent	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.9%	5.1%	20.8%	35.0%	24.1%	10.0%	2.9%	0.9%			
AM Peak				04:00	08:00	09:00	10:00	11:00	11:00	11:00	06:00	06:00	06:00	06:00	06:00		
Vol.				1	1	1	5	17	69	94	138	100	43	10	404		
PM Peak				12:00	13:00	18:00	12:00	14:00	14:00	16:00	16:00	16:00	15:00	14:00	16:00		
Vol.				1	2	1	4	23	83	149	95	36	6	3	367		
Total	0	0	0	6	7	3	38	221	906	1526	1051	435	125	39	4357		
Percent	0.0%	0.0%	0.0%	0.1%	0.2%	0.1%	0.9%	5.1%	20.8%	35.0%	24.1%	10.0%	2.9%	0.9%			

15th Percentile : 52 MPH  
50th Percentile : 58 MPH  
85th Percentile : 64 MPH  
95th Percentile : 68 MPH

Stats  
10 MPH Pace Speed : 56-65 MPH  
Number in Pace : 2577  
Percent in Pace : 59.1%  
Number of Vehicles > 65 MPH : 599  
Percent of Vehicles > 65 MPH : 13.7%  
Mean Speed(Average) : 59 MPH

Site Code: 2  
NM 264 W.O TSE BONITO RIDGE RD

WB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	3	5	3	1	0	0	12	51-60	8
01:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	50-59	2
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
03:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	44-53	1
04:00	0	0	0	0	0	0	0	1	3	5	3	2	2	0	16	52-61	8
05:00	0	0	0	0	0	0	0	1	5	16	14	10	6	2	54	56-65	30
06:00	0	0	0	0	0	0	0	1	11	30	<b>53</b>	<b>40</b>	<b>17</b>	<b>5</b>	<b>157</b>	61-70	93
07:00	0	0	0	0	0	0	0	4	12	23	25	21	8	2	95	56-65	48
08:00	0	0	0	0	0	0	0	4	11	23	12	6	3	0	59	54-63	35
09:00	0	0	0	0	0	0	1	5	18	22	16	7	0	0	69	51-60	40
10:00	0	0	0	0	0	0	<b>3</b>	<b>6</b>	21	30	23	9	0	0	92	55-64	53
11:00	0	0	0	0	0	0	0	<b>6</b>	<b>27</b>	<b>37</b>	20	7	1	0	98	51-60	64
12 PM	0	0	0	0	0	0	0	5	27	39	26	5	1	0	103	51-60	66
13:00	0	0	0	0	0	0	0	5	24	40	23	5	0	<b>1</b>	98	51-60	64
14:00	0	0	0	0	0	0	1	<b>10</b>	<b>32</b>	46	33	6	<b>3</b>	1	132	54-63	79
15:00	0	0	0	0	0	0	<b>2</b>	4	24	45	31	6	3	0	115	56-65	76
16:00	0	0	0	0	0	0	0	5	27	<b>58</b>	<b>37</b>	<b>15</b>	0	1	<b>143</b>	56-65	95
17:00	0	0	0	0	0	0	0	4	19	44	30	8	1	0	106	56-65	74
18:00	0	0	0	0	0	0	0	6	20	40	18	8	2	0	94	51-60	60
19:00	0	0	0	0	0	0	0	6	20	35	18	8	2	0	89	51-60	55
20:00	0	0	0	0	0	0	0	5	23	26	9	2	0	0	65	51-60	49
21:00	0	0	0	0	0	0	1	5	12	16	8	2	1	0	45	51-60	28
22:00	0	0	0	0	0	0	0	1	9	4	4	1	0	0	19	51-60	13
23:00	0	0	0	0	0	0	0	2	4	6	3	1	1	0	17	51-60	10
Total	0	0	0	0	0	0	8	87	353	592	409	171	51	12	1683		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	5.2%	21.0%	35.2%	24.3%	10.2%	3.0%	0.7%			
AM Peak							10:00	10:00	11:00	11:00	06:00	06:00	06:00	06:00	06:00		
Vol.							3	6	27	37	53	40	17	5	157		
PM Peak							15:00	14:00	14:00	16:00	16:00	16:00	14:00	13:00	16:00		
Vol.							2	10	32	58	37	15	3	1	143		
Total	0	0	0	0	0	0	8	87	353	592	409	171	51	12	1683		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	5.2%	21.0%	35.2%	24.3%	10.2%	3.0%	0.7%			

15th Percentile : 52 MPH  
50th Percentile : 58 MPH  
85th Percentile : 64 MPH  
95th Percentile : 69 MPH

Stats  
10 MPH Pace Speed : 56-65 MPH  
Number in Pace : 1001  
Percent in Pace : 59.5%  
Number of Vehicles > 65 MPH : 234  
Percent of Vehicles > 65 MPH : 13.9%  
Mean Speed(Average) : 59 MPH

Site Code: 3  
NM 264 W.O STAR RTE 5

EB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	0	3	2	2	3	0	10	55-64	5
01:00	0	0	0	0	0	0	0	0	0	1	2	1	1	0	5	61-70	3
02:00	0	0	0	0	0	0	0	0	3	2	2	0	0	1	8	50-59	5
03:00	0	0	0	0	0	0	0	0	1	1	4	2	3	0	11	59-68	6
04:00	0	0	0	0	0	0	0	0	2	9	9	13	4	3	40	61-70	22
05:00	0	0	0	0	0	0	1	2	4	10	26	28	13	9	93	61-70	54
06:00	0	0	0	0	0	0	0	1	7	20	56	57	34	23	198	61-70	113
07:00	0	0	0	0	0	0	1	3	17	49	63	58	29	8	228	61-70	121
08:00	0	0	0	0	0	0	0	5	18	48	72	49	23	14	229	59-68	121
09:00	0	0	0	0	0	0	1	4	14	63	87	70	26	18	283	61-70	157
10:00	0	0	0	0	0	1	1	2	27	68	96	65	25	11	296	56-65	164
11:00	0	0	0	0	0	0	1	2	40	83	90	53	13	9	291	56-65	173
12 PM	0	0	0	0	0	0	2	4	26	71	96	60	22	8	289	56-65	167
13:00	0	0	0	0	0	1	1	1	20	56	82	61	23	13	258	61-70	143
14:00	0	0	0	0	0	0	0	2	25	72	101	69	21	14	304	56-65	173
15:00	0	0	0	0	0	0	1	2	18	75	116	98	30	12	352	61-70	214
16:00	0	0	0	0	0	0	1	5	18	85	158	147	79	36	529	61-70	305
17:00	0	0	0	0	0	0	0	0	7	31	74	76	42	18	248	61-70	150
18:00	0	0	0	0	0	0	0	2	7	27	51	41	22	8	158	61-70	92
19:00	0	0	0	0	0	0	0	3	10	27	39	19	7	3	108	56-65	66
20:00	0	0	0	0	0	0	0	1	6	19	29	11	4	2	72	56-65	48
21:00	0	0	0	0	0	0	0	0	3	6	9	4	4	4	30	56-65	15
22:00	0	0	0	0	0	0	0	0	1	3	10	4	2	3	23	61-70	14
23:00	0	0	0	0	0	0	0	1	2	3	3	4	1	1	15	61-70	7
Total	0	0	0	0	0	2	10	40	276	832	1277	992	431	218	4078		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	1.0%	6.8%	20.4%	31.3%	24.3%	10.6%	5.3%			
AM Peak						10:00	05:00	08:00	11:00	11:00	10:00	09:00	06:00	06:00	10:00		
Vol.						1	1	5	40	83	96	70	34	23	296		
PM Peak						13:00	12:00	16:00	12:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.						1	2	5	26	85	158	147	79	36	529		
Total	0	0	0	0	0	2	10	40	276	832	1277	992	431	218	4078		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	1.0%	6.8%	20.4%	31.3%	24.3%	10.6%	5.3%			

15th Percentile : 56 MPH  
50th Percentile : 63 MPH  
85th Percentile : 69 MPH  
95th Percentile : 72 MPH

Stats  
10 MPH Pace Speed : 61-70 MPH  
Number in Pace : 2269  
Percent in Pace : 55.6%  
Number of Vehicles > 65 MPH : 1641  
Percent of Vehicles > 65 MPH : 40.2%  
Mean Speed(Average) : 63 MPH



Site Code: 3  
NM 264 W.O STAR RTE 5

EB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	54-63	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	54-63	2
03:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	59-68	3
04:00	0	0	0	0	0	0	0	0	0	5	6	7	2	0	20	61-70	13
05:00	0	0	0	0	0	0	0	0	1	5	14	15	8	5	48	61-70	29
06:00	0	0	0	0	0	0	0	0	4	10	28	32	17	12	103	61-70	60
07:00	0	0	0	0	0	0	0	0	8	27	35	30	15	4	119	61-70	65
08:00	0	0	0	0	0	0	0	1	9	26	39	27	13	8	123	61-70	66
09:00	0	0	0	0	0	0	0	0	7	35	47	37	13	8	147	60-69	84
10:00	0	0	0	0	0	0	0	1	15	37	51	35	13	5	157	56-65	88
11:00	0	0	0	0	0	0	0	2	22	44	48	27	6	4	153	56-65	92
12 PM	0	0	0	0	0	0	0	1	13	39	52	32	11	4	152	56-65	91
13:00	0	0	0	0	0	0	0	1	11	30	44	32	11	6	135	61-70	76
14:00	0	0	0	0	0	0	0	1	13	38	53	39	10	7	161	61-70	92
15:00	0	0	0	0	0	0	0	1	10	41	60	53	16	6	187	61-70	113
16:00	0	0	0	0	0	0	0	1	10	46	83	80	43	19	282	61-70	163
17:00	0	0	0	0	0	0	0	0	2	17	40	42	23	9	133	61-70	82
18:00	0	0	0	0	0	0	0	1	2	15	26	23	11	4	82	61-70	49
19:00	0	0	0	0	0	0	0	1	6	14	23	9	4	0	57	56-65	37
20:00	0	0	0	0	0	0	0	0	1	9	16	7	2	1	36	56-65	25
21:00	0	0	0	0	0	0	0	0	1	3	6	2	1	2	15	56-65	9
22:00	0	0	0	0	0	0	0	0	0	2	5	2	0	0	9	61-70	7
23:00	0	0	0	0	0	0	0	0	1	1	1	1	1	0	5	66-75	2
Total	0	0	0	0	0	0	0	11	136	447	681	534	220	104	2133		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	6.4%	21.0%	31.9%	25.0%	10.3%	4.9%			
AM Peak								11:00	11:00	11:00	10:00	09:00	06:00	06:00	10:00		
Vol.								2	22	44	51	37	17	12	157		
PM Peak								12:00	12:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.								1	13	46	83	80	43	19	282		
Total	0	0	0	0	0	0	0	11	136	447	681	534	220	104	2133		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	6.4%	21.0%	31.9%	25.0%	10.3%	4.9%			

15th Percentile : 56 MPH  
50th Percentile : 63 MPH  
85th Percentile : 69 MPH  
95th Percentile : 72 MPH

Stats  
10 MPH Pace Speed : 61-70 MPH  
Number in Pace : 1215  
Percent in Pace : 57.0%  
Number of Vehicles > 65 MPH : 858  
Percent of Vehicles > 65 MPH : 40.2%  
Mean Speed(Average) : 64 MPH

**All Traffic Data Services, LLC**  
www.alltrafficdata.net

Site Code: 3  
NM 264 W.O STAR RTE 5

WB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	1	2	8	12	8	2	4	37	56-65	20
01:00	0	0	0	0	0	0	0	0	0	1	2	3	1	2	9	61-70	5
02:00	0	0	0	0	0	0	1	0	2	0	3	0	1	1	8	61-70	3
03:00	0	0	0	0	0	0	0	0	1	0	1	2	2	0	6	64-73	4
04:00	0	0	0	0	0	0	0	1	3	7	12	10	4	3	40	61-70	22
05:00	0	0	0	0	0	1	1	1	3	17	19	39	29	30	140	66-75	68
06:00	0	0	0	0	0	0	0	0	2	28	73	101	99	85	388	66-75	200
07:00	0	0	0	0	0	0	0	0	7	27	57	48	51	41	231	61-70	105
08:00	0	0	0	0	0	1	0	0	8	31	40	35	19	7	141	61-70	75
09:00	0	0	0	0	0	0	0	5	10	39	44	44	16	15	173	61-70	88
10:00	0	0	1	0	0	0	1	2	15	56	65	52	26	10	228	56-65	121
11:00	0	0	0	0	0	0	1	2	23	70	69	51	15	15	246	56-65	139
12 PM	0	0	0	0	0	0	1	1	22	63	81	66	22	5	261	61-70	147
13:00	0	0	0	0	0	0	1	1	19	59	83	55	24	10	252	56-65	142
14:00	0	0	0	0	0	0	0	5	22	73	99	73	32	12	316	61-70	172
15:00	0	0	0	0	0	0	2	3	18	61	90	63	26	18	281	60-69	153
16:00	0	0	0	0	0	0	0	3	12	84	113	91	30	16	349	61-70	204
17:00	0	0	0	0	0	0	0	2	11	54	102	69	30	14	282	61-70	171
18:00	0	0	0	0	0	1	0	3	9	54	92	55	24	11	249	59-68	147
19:00	0	0	0	0	0	0	0	4	16	44	72	65	23	7	231	61-70	137
20:00	0	0	0	0	0	0	1	2	14	50	56	25	8	3	159	56-65	106
21:00	0	0	0	0	0	0	0	2	13	28	44	15	9	5	116	56-65	72
22:00	0	0	0	0	0	0	0	0	2	16	14	9	4	2	47	56-65	30
23:00	0	0	0	0	0	0	0	0	4	12	9	10	4	5	44	56-65	21
Total	0	0	1	0	0	3	9	38	238	882	1252	989	501	321	4234		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.9%	5.6%	20.8%	29.6%	23.4%	11.8%	7.6%			
AM Peak			10:00			05:00	02:00	09:00	11:00	11:00	06:00	06:00	06:00	06:00	06:00		
Vol.			1			1	1	5	23	70	73	101	99	85	388		
PM Peak						18:00	15:00	14:00	12:00	16:00	16:00	16:00	14:00	15:00	16:00		
Vol.						1	2	5	22	84	113	91	32	18	349		
Total	0	0	1	0	0	3	9	38	238	882	1252	989	501	321	4234		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.9%	5.6%	20.8%	29.6%	23.4%	11.8%	7.6%			

15th Percentile : 56 MPH  
50th Percentile : 63 MPH  
85th Percentile : 69 MPH  
95th Percentile : 73 MPH

Stats  
10 MPH Pace Speed : 61-70 MPH  
Number in Pace : 2241  
Percent in Pace : 52.9%  
Number of Vehicles > 65 MPH : 1811  
Percent of Vehicles > 65 MPH : 42.8%  
Mean Speed(Average) : 64 MPH

Site Code: 3  
NM 264 W.O STAR RTE 5

WB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	2	4	6	3	0	2	17	56-65	10
01:00	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	54-63	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	59-68	2
04:00	0	0	0	0	0	0	0	0	1	3	5	2	2	1	14	56-65	8
05:00	0	0	0	0	0	0	0	0	1	6	8	15	11	12	53	66-75	26
06:00	0	0	0	0	0	0	0	0	1	11	<b>29</b>	<b>40</b>	<b>40</b>	<b>33</b>	<b>154</b>	66-75	80
07:00	0	0	0	0	0	0	0	0	2	11	23	18	20	15	89	61-70	41
08:00	0	0	0	0	0	0	0	0	2	12	16	14	8	4	56	60-69	30
09:00	0	0	0	0	0	0	0	<b>2</b>	5	17	17	16	7	5	69	56-65	34
10:00	0	0	0	0	0	0	0	1	5	21	26	20	10	4	87	56-65	47
11:00	0	0	0	0	0	0	0	1	<b>9</b>	<b>27</b>	27	20	5	5	94	56-65	54
12 PM	0	0	0	0	0	0	0	0	<b>9</b>	25	33	25	10	1	103	61-70	58
13:00	0	0	0	0	0	0	0	0	7	23	31	21	8	4	94	56-65	54
14:00	0	0	0	0	0	0	0	1	9	29	39	28	<b>13</b>	5	124	56-65	68
15:00	0	0	0	0	0	0	0	1	7	24	35	24	10	<b>7</b>	108	56-65	59
16:00	0	0	0	0	0	0	0	<b>2</b>	4	<b>32</b>	<b>44</b>	<b>35</b>	12	7	<b>136</b>	61-70	79
17:00	0	0	0	0	0	0	0	1	4	22	40	28	12	6	113	61-70	68
18:00	0	0	0	0	0	0	0	1	4	20	36	20	9	4	94	56-65	56
19:00	0	0	0	0	0	0	0	2	6	17	29	25	9	3	91	61-70	54
20:00	0	0	0	0	0	0	0	2	7	19	22	10	4	2	66	56-65	41
21:00	0	0	0	0	0	0	0	2	6	10	18	6	4	1	47	56-65	28
22:00	0	0	0	0	0	0	0	0	0	7	5	4	3	1	20	56-65	12
23:00	0	0	0	0	0	0	0	0	2	6	4	3	1	2	18	55-64	10
Total	0	0	0	0	0	0	0	16	93	347	495	379	199	124	1653		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	5.6%	21.0%	29.9%	22.9%	12.0%	7.5%			
AM Peak								09:00	11:00	11:00	06:00	06:00	06:00	06:00	06:00		
Vol.								2	9	27	29	40	40	33	154		
PM Peak								16:00	12:00	16:00	16:00	16:00	14:00	15:00	16:00		
Vol.								2	9	32	44	35	13	7	136		
Total	0	0	0	0	0	0	0	16	93	347	495	379	199	124	1653		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	5.6%	21.0%	29.9%	22.9%	12.0%	7.5%			

15th Percentile : 56 MPH  
50th Percentile : 63 MPH  
85th Percentile : 69 MPH  
95th Percentile : 73 MPH

Stats      10 MPH Pace Speed : 61-70 MPH  
             Number in Pace : 874  
             Percent in Pace : 52.9%  
Number of Vehicles > 65 MPH : 702  
Percent of Vehicles > 65 MPH : 42.5%  
Mean Speed(Average) : 64 MPH

**All Traffic Data Services, LLC**  
www.alltrafficdata.net

Site Code: 4  
NM 264 W.O DEFIANCE

EB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	0	3	2	2	3	0	10	55-64	5
01:00	0	0	0	0	0	0	0	0	0	1	2	1	1	0	5	61-70	3
02:00	0	0	0	0	0	0	0	0	3	2	2	0	0	1	8	50-59	5
03:00	0	0	0	0	0	0	0	0	1	1	4	2	3	0	11	59-68	6
04:00	0	0	0	0	0	0	0	0	2	9	9	13	4	3	40	61-70	22
05:00	0	0	0	0	0	0	1	2	4	10	26	28	13	9	93	61-70	54
06:00	0	0	0	0	0	0	0	1	7	20	59	60	35	23	205	61-70	119
07:00	0	0	0	0	0	0	1	3	17	51	67	61	29	8	237	61-70	128
08:00	0	0	0	0	0	0	0	5	18	50	76	50	23	14	236	56-65	126
09:00	0	0	0	0	0	0	1	4	14	66	91	74	26	18	294	61-70	165
10:00	0	0	0	0	0	1	1	2	27	71	100	69	25	11	307	56-65	171
11:00	0	0	0	0	0	0	1	2	41	87	93	56	13	9	302	56-65	180
12 PM	0	0	0	0	0	0	2	4	26	75	100	64	22	8	301	56-65	175
13:00	0	0	0	0	0	1	1	1	20	59	86	64	23	13	268	61-70	150
14:00	0	0	0	0	0	0	0	2	25	76	105	71	21	14	314	56-65	181
15:00	0	0	0	0	0	0	1	2	18	79	120	102	30	12	364	61-70	222
16:00	0	0	0	0	0	0	1	5	18	88	164	153	82	37	548	61-70	317
17:00	0	0	0	0	0	0	0	0	7	32	78	79	42	18	256	61-70	157
18:00	0	0	0	0	0	0	0	2	7	27	53	42	22	8	161	61-70	95
19:00	0	0	0	0	0	0	0	3	10	27	39	19	7	3	108	56-65	66
20:00	0	0	0	0	0	0	0	1	6	19	29	11	4	2	72	56-65	48
21:00	0	0	0	0	0	0	0	0	3	6	9	4	4	4	30	56-65	15
22:00	0	0	0	0	0	0	0	0	1	3	10	4	2	3	23	61-70	14
23:00	0	0	0	0	0	0	0	1	2	3	3	4	1	1	15	61-70	7
Total	0	0	0	0	0	2	10	40	277	865	1327	1033	435	219	4208		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	1.0%	6.6%	20.6%	31.5%	24.5%	10.3%	5.2%			
AM Peak						10:00	05:00	08:00	11:00	11:00	10:00	09:00	06:00	06:00	10:00		
Vol.						1	1	5	41	87	100	74	35	23	307		
PM Peak						13:00	12:00	16:00	12:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.						1	2	5	26	88	164	153	82	37	548		
Total	0	0	0	0	0	2	10	40	277	865	1327	1033	435	219	4208		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	1.0%	6.6%	20.6%	31.5%	24.5%	10.3%	5.2%			

15th Percentile : 56 MPH  
50th Percentile : 63 MPH  
85th Percentile : 69 MPH  
95th Percentile : 72 MPH

Stats      10 MPH Pace Speed : 61-70 MPH  
                 Number in Pace : 2360  
                 Percent in Pace : 56.1%  
Number of Vehicles > 65 MPH : 1687  
Percent of Vehicles > 65 MPH : 40.1%  
Mean Speed(Average) : 63 MPH



**All Traffic Data Services, LLC**  
www.alltrafficdata.net

Site Code: 4  
NM 264 W.O DEFIANCE

EB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	54-63	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	54-63	2
03:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	59-68	3
04:00	0	0	0	0	0	0	0	0	0	5	6	7	2	0	20	61-70	13
05:00	0	0	0	0	0	0	0	0	1	5	14	15	8	5	48	61-70	29
06:00	0	0	0	0	0	0	0	0	4	10	28	32	17	12	103	61-70	60
07:00	0	0	0	0	0	0	0	0	8	27	35	30	15	4	119	61-70	65
08:00	0	0	0	0	0	0	0	1	9	26	40	27	13	8	124	61-70	67
09:00	0	0	0	0	0	0	0	0	7	35	49	37	13	8	149	60-69	86
10:00	0	0	0	0	0	0	0	1	15	37	54	35	13	5	160	56-65	91
11:00	0	0	0	0	0	0	0	2	22	46	50	27	6	4	157	56-65	96
12 PM	0	0	0	0	0	0	0	1	13	39	53	32	11	4	153	56-65	92
13:00	0	0	0	0	0	0	0	1	11	30	45	32	11	6	136	61-70	77
14:00	0	0	0	0	0	0	0	1	13	38	56	40	10	7	165	61-70	96
15:00	0	0	0	0	0	0	0	1	10	42	64	56	16	6	195	61-70	120
16:00	0	0	0	0	0	0	0	1	10	48	87	83	45	19	293	61-70	170
17:00	0	0	0	0	0	0	0	0	2	17	41	43	23	9	135	61-70	84
18:00	0	0	0	0	0	0	0	1	2	15	26	23	11	4	82	61-70	49
19:00	0	0	0	0	0	0	0	1	6	14	23	9	4	0	57	56-65	37
20:00	0	0	0	0	0	0	0	0	1	9	16	7	2	1	36	56-65	25
21:00	0	0	0	0	0	0	0	0	1	3	6	2	1	2	15	56-65	9
22:00	0	0	0	0	0	0	0	0	0	2	5	2	0	0	9	61-70	7
23:00	0	0	0	0	0	0	0	0	1	1	1	1	1	0	5	66-75	2
Total	0	0	0	0	0	0	0	11	136	452	703	542	222	104	2170		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	6.3%	20.8%	32.4%	25.0%	10.2%	4.8%			
AM Peak								11:00	11:00	11:00	10:00	09:00	06:00	06:00	10:00		
Vol.								2	22	46	54	37	17	12	160		
PM Peak								12:00	12:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.								1	13	48	87	83	45	19	293		
Total	0	0	0	0	0	0	0	11	136	452	703	542	222	104	2170		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	6.3%	20.8%	32.4%	25.0%	10.2%	4.8%			

15th Percentile : 56 MPH  
50th Percentile : 63 MPH  
85th Percentile : 69 MPH  
95th Percentile : 72 MPH

Stats  
10 MPH Pace Speed : 61-70 MPH  
Number in Pace : 1245  
Percent in Pace : 57.4%  
Number of Vehicles > 65 MPH : 868  
Percent of Vehicles > 65 MPH : 40.0%  
Mean Speed(Average) : 64 MPH

**All Traffic Data Services, LLC**  
www.alltrafficdata.net

Site Code: 4  
NM 264 W.O DEFIANCE

WB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	1	2	8	12	8	2	4	37	56-65	20
01:00	0	0	0	0	0	0	0	0	0	1	2	3	1	2	9	61-70	5
02:00	0	0	0	0	0	0	1	0	2	0	3	0	1	1	8	61-70	3
03:00	0	0	0	0	0	0	0	0	1	0	1	2	2	0	6	64-73	4
04:00	0	0	0	0	0	0	0	1	3	7	12	10	4	3	40	61-70	22
05:00	0	0	0	0	0	1	1	1	3	17	19	40	29	30	141	66-75	69
06:00	0	0	0	0	0	0	0	0	2	28	76	106	103	89	404	66-75	209
07:00	0	0	0	0	0	0	0	0	7	27	59	49	53	42	237	61-70	108
08:00	0	0	0	0	0	1	0	0	8	31	40	36	19	7	142	61-70	76
09:00	0	0	0	0	0	0	0	5	10	40	45	45	16	15	176	61-70	90
10:00	0	0	1	0	0	0	1	2	15	59	69	54	26	10	237	56-65	128
11:00	0	0	0	0	0	0	1	2	23	74	73	53	15	15	256	56-65	147
12 PM	0	0	0	0	0	0	1	1	22	67	85	70	22	5	273	61-70	155
13:00	0	0	0	0	0	0	1	1	19	62	87	57	24	10	261	56-65	149
14:00	0	0	0	0	0	0	0	5	22	77	103	77	32	12	328	58-67	180
15:00	0	0	0	0	0	0	2	3	18	65	94	66	26	18	292	59-68	160
16:00	0	0	0	0	0	0	0	3	12	88	117	95	30	16	361	61-70	212
17:00	0	0	0	0	0	0	0	2	11	56	106	73	30	14	292	61-70	179
18:00	0	0	0	0	0	1	0	3	9	56	96	58	24	11	258	60-69	154
19:00	0	0	0	0	0	0	0	4	16	44	75	68	23	7	237	61-70	143
20:00	0	0	0	0	0	0	1	2	14	52	59	25	8	3	164	56-65	111
21:00	0	0	0	0	0	0	0	2	13	28	45	15	9	5	117	56-65	73
22:00	0	0	0	0	0	0	0	0	2	16	14	9	4	2	47	56-65	30
23:00	0	0	0	0	0	0	0	0	4	12	9	10	4	5	44	56-65	21
Total	0	0	1	0	0	3	9	38	238	915	1301	1029	507	326	4367		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.9%	5.4%	21.0%	29.8%	23.6%	11.6%	7.5%			
AM Peak			10:00			05:00	02:00	09:00	11:00	11:00	06:00	06:00	06:00	06:00	06:00		
Vol.			1			1	1	5	23	74	76	106	103	89	404		
PM Peak						18:00	15:00	14:00	12:00	16:00	16:00	16:00	14:00	15:00	16:00		
Vol.						1	2	5	22	88	117	95	32	18	361		
Total	0	0	1	0	0	3	9	38	238	915	1301	1029	507	326	4367		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.9%	5.4%	21.0%	29.8%	23.6%	11.6%	7.5%			

15th Percentile : 56 MPH  
50th Percentile : 63 MPH  
85th Percentile : 69 MPH  
95th Percentile : 73 MPH

Stats  
10 MPH Pace Speed : 61-70 MPH  
Number in Pace : 2330  
Percent in Pace : 53.4%  
Number of Vehicles > 65 MPH : 1862  
Percent of Vehicles > 65 MPH : 42.6%  
Mean Speed(Average) : 64 MPH

Site Code: 4  
NM 264 W.O DEFIANCE

WB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	2	4	6	3	0	2	17	56-65	10
01:00	0	0	0	0	0	0	0	0	0	1	1	1	0	0	3	54-63	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	59-68	2
04:00	0	0	0	0	0	0	0	0	1	3	5	2	2	1	14	56-65	8
05:00	0	0	0	0	0	0	0	0	1	6	8	15	11	12	53	66-75	26
06:00	0	0	0	0	0	0	0	0	1	11	<b>29</b>	<b>41</b>	<b>42</b>	<b>34</b>	<b>158</b>	66-75	83
07:00	0	0	0	0	0	0	0	0	2	11	23	18	20	15	89	61-70	41
08:00	0	0	0	0	0	0	0	0	2	12	16	14	8	4	56	60-69	30
09:00	0	0	0	0	0	0	0	<b>2</b>	5	17	17	16	7	5	69	56-65	34
10:00	0	0	0	0	0	0	0	1	5	21	26	20	10	4	87	56-65	47
11:00	0	0	0	0	0	0	0	1	<b>9</b>	<b>27</b>	27	20	5	5	94	56-65	54
12 PM	0	0	0	0	0	0	0	0	<b>9</b>	25	33	25	10	1	103	61-70	58
13:00	0	0	0	0	0	0	0	0	7	23	31	21	8	4	94	56-65	54
14:00	0	0	0	0	0	0	0	1	9	29	39	28	<b>13</b>	5	124	56-65	68
15:00	0	0	0	0	0	0	0	1	7	24	35	24	10	<b>7</b>	108	56-65	59
16:00	0	0	0	0	0	0	0	<b>2</b>	4	<b>32</b>	<b>44</b>	<b>35</b>	12	7	<b>136</b>	61-70	79
17:00	0	0	0	0	0	0	0	1	4	22	41	28	12	6	114	61-70	69
18:00	0	0	0	0	0	0	0	1	4	20	36	20	9	4	94	56-65	56
19:00	0	0	0	0	0	0	0	2	6	17	29	25	9	3	91	61-70	54
20:00	0	0	0	0	0	0	0	2	7	19	22	10	4	2	66	56-65	41
21:00	0	0	0	0	0	0	0	2	6	10	18	6	4	1	47	56-65	28
22:00	0	0	0	0	0	0	0	0	0	7	5	4	3	1	20	56-65	12
23:00	0	0	0	0	0	0	0	0	2	6	4	3	1	2	18	55-64	10
Total	0	0	0	0	0	0	0	16	93	347	496	380	201	125	1658		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	5.6%	20.9%	29.9%	22.9%	12.1%	7.5%			
AM Peak								09:00	11:00	11:00	06:00	06:00	06:00	06:00	06:00		
Vol.								2	9	27	29	41	42	34	158		
PM Peak								16:00	12:00	16:00	16:00	16:00	14:00	15:00	16:00		
Vol.								2	9	32	44	35	13	7	136		
Total	0	0	0	0	0	0	0	16	93	347	496	380	201	125	1658		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	5.6%	20.9%	29.9%	22.9%	12.1%	7.5%			

15th Percentile : 56 MPH  
50th Percentile : 63 MPH  
85th Percentile : 69 MPH  
95th Percentile : 73 MPH

Stats      10 MPH Pace Speed : 61-70 MPH  
             Number in Pace : 876  
             Percent in Pace : 52.8%  
Number of Vehicles > 65 MPH : 706  
Percent of Vehicles > 65 MPH : 42.6%  
Mean Speed(Average) : 64 MPH

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Site Code: 5  
NM 264 W.O WINCHESTER RD

EB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	1	1	2	3	5	1	0	13	61-70	8
01:00	0	0	0	0	0	0	0	0	0	0	2	1	1	1	5	59-68	3
02:00	0	0	0	0	0	0	0	1	0	1	3	4	0	0	9	61-70	7
03:00	0	0	0	0	0	0	0	0	0	2	3	2	2	3	12	61-70	5
04:00	0	0	0	0	0	0	0	0	0	2	8	15	6	2	33	61-70	23
05:00	0	1	0	0	0	0	0	1	1	4	15	26	19	12	79	66-75	45
06:00	0	0	0	0	0	0	0	0	2	6	32	63	40	35	178	66-75	103
07:00	0	0	0	0	0	0	0	2	5	14	53	77	42	19	212	61-70	130
08:00	0	0	0	0	0	0	0	2	5	16	58	74	42	17	214	61-70	132
09:00	2	1	0	0	0	0	0	0	8	25	66	87	47	27	263	61-70	153
10:00	0	0	0	0	0	0	0	2	3	18	86	95	44	28	276	61-70	181
11:00	0	0	0	0	0	0	0	2	8	25	74	93	45	27	274	61-70	167
12 PM	0	0	0	0	0	0	0	2	4	29	93	87	38	20	273	61-70	180
13:00	1	0	0	0	0	0	0	3	3	15	62	83	43	33	243	61-70	145
14:00	0	0	0	0	0	0	0	0	2	18	72	92	43	35	262	61-70	164
15:00	0	0	0	1	0	0	0	0	2	20	74	126	67	30	320	61-70	200
16:00	1	0	0	0	0	0	0	0	3	35	116	171	105	65	496	61-70	287
17:00	0	0	0	0	0	0	0	0	1	12	54	87	59	33	246	66-75	146
18:00	0	0	0	0	0	0	0	2	2	6	29	60	31	21	151	65-74	91
19:00	0	1	0	0	0	0	0	0	1	9	24	35	11	10	91	61-70	59
20:00	0	0	0	0	0	0	0	0	1	7	21	19	8	5	61	61-70	40
21:00	0	0	0	0	0	0	0	0	1	6	8	13	3	2	33	61-70	21
22:00	0	0	0	0	0	0	0	0	0	0	6	6	4	4	20	61-70	12
23:00	0	0	0	0	0	0	0	1	0	3	4	8	1	0	17	61-70	12
Total	4	3	0	1	0	0	0	19	53	275	966	1329	702	429	3781		
Percent	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	1.4%	7.3%	25.5%	35.1%	18.6%	11.3%			
AM Peak	09:00	05:00						07:00	09:00	09:00	10:00	10:00	09:00	06:00	10:00		
Vol.	2	1						2	8	25	86	95	47	35	276		
PM Peak	13:00	19:00		15:00				13:00	12:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.	1	1		1	0	0	0	3	4	35	116	171	105	65	496		
Total	4	3	0	1	0	0	0	19	53	275	966	1329	702	429	3781		
Percent	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	1.4%	7.3%	25.5%	35.1%	18.6%	11.3%			

15th Percentile : 60 MPH  
50th Percentile : 66 MPH  
85th Percentile : 71 MPH  
95th Percentile : 73 MPH

Stats  
10 MPH Pace Speed : 61-70 MPH  
Number in Pace : 2295  
Percent in Pace : 60.7%  
Number of Vehicles > 65 MPH : 2460  
Percent of Vehicles > 65 MPH : 65.1%  
Mean Speed(Average) : 66 MPH



**All Traffic Data Services, LLC**  
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Site Code: 5  
NM 264 W.O WINCHESTER RD

**EB LANE 2**

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	60-69	3
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	59-68	1
02:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	59-68	2
03:00	0	0	0	0	0	0	0	0	0	1	1	1	2	1	6	64-73	3
04:00	0	0	0	0	0	0	0	0	0	1	3	7	3	0	14	61-70	10
05:00	0	0	0	0	0	0	0	0	0	1	8	14	10	6	39	65-74	24
06:00	0	0	0	0	0	0	0	0	0	4	17	34	21	19	95	66-75	55
07:00	0	0	0	0	0	0	0	0	2	7	28	42	23	9	111	61-70	70
08:00	0	0	0	0	0	0	0	0	1	8	33	39	21	9	111	61-70	72
09:00	1	0	0	0	0	0	0	0	5	13	35	47	25	14	140	61-70	82
10:00	0	0	0	0	0	0	0	1	1	9	46	53	23	16	149	61-70	99
11:00	0	0	0	0	0	0	0	0	4	13	39	50	24	13	143	61-70	89
12 PM	0	0	0	0	0	0	0	0	1	16	50	46	21	11	145	61-70	96
13:00	0	0	0	0	0	0	0	1	2	7	34	44	24	18	130	61-70	78
14:00	0	0	0	0	0	0	0	0	1	8	39	50	23	19	140	61-70	89
15:00	0	0	0	0	0	0	0	0	1	11	40	69	36	16	173	61-70	109
16:00	0	0	0	0	0	0	0	0	1	18	63	93	56	34	265	61-70	156
17:00	0	0	0	0	0	0	0	0	0	7	28	47	33	18	133	66-75	80
18:00	0	0	0	0	0	0	0	0	1	2	16	32	18	10	79	65-74	50
19:00	0	0	0	0	0	0	0	0	1	4	12	20	6	5	48	61-70	32
20:00	0	0	0	0	0	0	0	0	0	3	9	10	5	3	30	61-70	19
21:00	0	0	0	0	0	0	0	0	0	3	3	6	1	2	15	61-70	9
22:00	0	0	0	0	0	0	0	0	0	0	3	3	1	2	9	61-70	6
23:00	0	0	0	0	0	0	0	0	0	1	1	4	1	0	7	63-72	5
Total	1	0	0	0	0	0	0	2	21	137	510	715	377	225	1988		
Percent	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.1%	6.9%	25.7%	36.0%	19.0%	11.3%			
AM Peak	09:00							10:00	09:00	09:00	10:00	10:00	09:00	06:00	10:00		
Vol.	1							1	5	13	46	53	25	19	149		
PM Peak								13:00	13:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.								1	2	18	63	93	56	34	265		
Total	1	0	0	0	0	0	0	2	21	137	510	715	377	225	1988		
Percent	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1.1%	6.9%	25.7%	36.0%	19.0%	11.3%			

15th Percentile : 61 MPH  
50th Percentile : 66 MPH  
85th Percentile : 71 MPH  
95th Percentile : 73 MPH

Stats      10 MPH Pace Speed : 61-70 MPH  
             Number in Pace : 1225  
             Percent in Pace : 61.6%  
Number of Vehicles > 65 MPH : 1317  
Percent of Vehicles > 65 MPH : 66.2%  
Mean Speed(Average) : 67 MPH

**All Traffic Data Services, LLC**  
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Site Code: 5  
NM 264 W.O WINCHESTER RD

WB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	0	2	11	14	6	4	37	61-70	25
01:00	0	0	0	0	0	0	0	1	0	0	1	3	2	2	9	64-73	5
02:00	0	0	0	0	0	0	0	0	0	0	2	1	0	1	4	59-68	3
03:00	0	0	0	0	0	0	0	0	0	2	1	3	2	1	9	66-75	5
04:00	0	0	0	0	0	0	0	0	2	0	6	14	13	5	40	66-75	27
05:00	0	0	0	0	0	1	0	0	0	4	17	39	34	33	128	66-75	73
06:00	0	0	0	1	0	0	0	0	1	6	32	85	113	133	371	66-75	198
07:00	0	0	0	0	0	0	0	0	1	11	30	58	41	30	171	66-75	99
08:00	0	0	0	0	0	0	0	0	2	10	33	58	31	13	147	61-70	91
09:00	0	0	0	0	0	0	0	0	5	18	59	48	22	7	159	61-70	107
10:00	0	0	0	0	0	0	3	1	5	28	65	67	37	13	219	61-70	132
11:00	0	0	0	0	0	0	0	3	5	30	65	84	33	12	232	61-70	149
12 PM	0	0	0	0	0	0	0	1	4	25	82	84	40	12	248	61-70	166
13:00	0	0	0	0	0	0	0	1	4	33	84	69	41	16	248	61-70	153
14:00	1	0	0	0	0	0	0	2	10	37	98	93	42	12	295	61-70	191
15:00	1	0	0	0	0	1	0	2	5	28	78	94	41	11	261	61-70	172
16:00	0	0	0	0	0	0	0	0	12	27	96	114	60	23	332	61-70	210
17:00	0	0	0	0	0	0	1	1	3	23	92	95	40	9	264	61-70	187
18:00	0	0	0	0	0	0	1	1	5	27	64	104	29	13	244	61-70	168
19:00	0	1	0	0	0	0	1	5	17	38	56	72	19	7	216	61-70	128
20:00	0	0	0	0	0	0	1	0	4	25	54	52	14	12	162	61-70	106
21:00	0	0	0	0	0	0	0	1	3	11	23	39	13	10	100	61-70	62
22:00	0	0	0	0	0	0	0	0	1	3	18	10	9	5	46	61-70	28
23:00	0	0	0	0	0	0	0	0	0	3	16	10	5	3	37	61-70	26
Total	2	1	0	1	0	2	7	19	89	391	1083	1310	687	387	3979		
Percent	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.5%	2.2%	9.8%	27.2%	32.9%	17.3%	9.7%			
AM Peak				06:00		05:00	10:00	11:00	09:00	11:00	10:00	06:00	06:00	06:00	06:00		
Vol.				1		1	3	3	5	30	65	85	113	133	371		
PM Peak	14:00	19:00				15:00	17:00	19:00	19:00	19:00	14:00	16:00	16:00	16:00	16:00		
Vol.	1	1				1	1	5	17	38	98	114	60	23	332		
Total	2	1	0	1	0	2	7	19	89	391	1083	1310	687	387	3979		
Percent	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.5%	2.2%	9.8%	27.2%	32.9%	17.3%	9.7%			

15th Percentile : 60 MPH  
50th Percentile : 65 MPH  
85th Percentile : 71 MPH  
95th Percentile : 73 MPH

Stats  
10 MPH Pace Speed : 61-70 MPH  
Number in Pace : 2393  
Percent in Pace : 60.1%  
Number of Vehicles > 65 MPH : 2384  
Percent of Vehicles > 65 MPH : 59.9%  
Mean Speed(Average) : 66 MPH

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Site Code: 5  
NM 264 W.O WINCHESTER RD

WB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	0	1	4	4	3	1	13	61-70	8
01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	64-73	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	59-68	1
04:00	0	0	0	0	0	0	0	0	0	0	3	6	4	2	15	66-75	10
05:00	0	0	0	0	0	0	0	0	0	1	7	16	13	13	50	66-75	29
06:00	0	0	0	0	0	0	0	0	0	2	12	34	44	52	144	66-75	78
07:00	0	0	0	0	0	0	0	0	0	6	12	23	16	11	68	66-75	39
08:00	0	0	0	0	0	0	0	0	1	4	13	24	12	6	60	61-70	37
09:00	0	0	0	0	0	0	0	0	1	6	23	19	8	3	60	61-70	42
10:00	0	0	0	0	0	0	0	1	2	11	24	26	14	5	83	61-70	50
11:00	0	0	0	0	0	0	0	0	2	13	27	32	12	6	92	61-70	59
12 PM	0	0	0	0	0	0	0	0	3	10	33	34	15	5	100	61-70	67
13:00	0	0	0	0	0	0	0	0	2	12	32	28	16	7	97	61-70	60
14:00	0	0	0	0	0	0	0	1	4	14	39	36	17	5	116	61-70	75
15:00	0	0	0	0	0	0	0	1	2	12	31	37	17	4	104	61-70	68
16:00	0	0	0	0	0	0	0	0	6	11	38	44	23	10	132	61-70	82
17:00	0	0	0	0	0	0	0	0	1	10	35	37	17	3	103	61-70	72
18:00	0	0	0	0	0	0	0	0	3	12	25	40	12	5	97	61-70	65
19:00	0	0	0	0	0	0	0	1	7	15	22	27	8	2	82	61-70	49
20:00	0	0	0	0	0	0	0	0	2	10	21	20	5	5	63	61-70	41
21:00	0	0	0	0	0	0	0	0	1	5	11	13	6	4	40	61-70	24
22:00	0	0	0	0	0	0	0	0	0	2	8	4	4	3	21	61-70	12
23:00	0	0	0	0	0	0	0	0	0	1	6	5	3	2	17	61-70	11
Total	0	0	0	0	0	0	0	4	37	158	426	510	270	155	1560		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	2.4%	10.1%	27.3%	32.7%	17.3%	9.9%			
AM Peak								10:00	10:00	11:00	11:00	06:00	06:00	06:00	06:00		
Vol.								1	2	13	27	34	44	52	144		
PM Peak								14:00	19:00	19:00	14:00	16:00	16:00	16:00	16:00		
Vol.								1	7	15	39	44	23	10	132		
Total	0	0	0	0	0	0	0	4	37	158	426	510	270	155	1560		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	2.4%	10.1%	27.3%	32.7%	17.3%	9.9%			

15th Percentile : 60 MPH  
50th Percentile : 65 MPH  
85th Percentile : 71 MPH  
95th Percentile : 73 MPH

Stats      10 MPH Pace Speed : 61-70 MPH  
                 Number in Pace : 936  
                 Percent in Pace : 60.0%  
Number of Vehicles > 65 MPH : 935  
Percent of Vehicles > 65 MPH : 59.9%  
Mean Speed(Average) : 66 MPH

Site Code: 6  
NM 264 E.O GREEN MEADOWS RD

EB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	1	1	0	5	3	1	11	66-75	8
01:00	0	0	0	0	0	0	0	0	0	1	3	2	1	1	8	61-70	5
02:00	0	0	0	0	0	0	0	0	1	0	0	2	4	1	8	66-75	6
03:00	0	0	0	0	0	0	0	0	0	1	1	4	4	5	15	66-75	8
04:00	0	0	0	0	0	0	0	0	1	3	3	7	11	6	31	66-75	18
05:00	0	0	0	0	0	0	0	0	0	3	10	18	27	23	81	66-75	45
06:00	0	0	0	0	0	0	0	1	0	5	14	53	67	67	207	66-75	120
07:00	0	0	0	0	0	0	0	0	2	9	32	75	62	40	220	66-75	137
08:00	0	0	0	0	0	0	0	0	4	13	35	72	60	40	224	66-75	132
09:00	0	0	0	0	0	0	0	0	2	20	49	79	67	50	267	66-75	146
10:00	0	0	0	0	0	0	0	2	4	17	43	100	70	43	279	66-75	170
11:00	0	0	0	0	0	0	0	1	5	13	51	80	77	45	272	66-75	157
12 PM	0	0	0	0	0	0	0	1	2	18	52	98	60	34	265	66-75	158
13:00	0	0	0	0	0	0	1	1	3	12	38	79	67	47	248	66-75	146
14:00	0	0	0	0	0	0	0	0	2	8	38	81	77	53	259	66-75	158
15:00	0	0	0	0	0	0	0	0	1	14	41	106	97	61	320	66-75	203
16:00	0	0	0	0	0	0	0	0	4	22	79	187	124	78	494	66-75	311
17:00	0	0	0	0	0	0	0	0	2	7	34	71	77	59	250	66-75	148
18:00	0	0	0	0	0	0	0	1	1	6	16	49	37	36	146	66-75	86
19:00	0	0	0	0	0	0	1	1	3	13	18	27	20	6	89	65-74	47
20:00	0	0	0	0	0	0	0	2	2	4	11	18	6	7	50	61-70	29
21:00	0	0	0	0	0	0	0	0	1	5	9	10	8	3	36	61-70	19
22:00	0	0	0	0	0	0	0	0	0	2	3	11	5	4	25	65-74	16
23:00	0	0	0	0	0	0	0	0	2	3	3	4	6	0	18	66-75	10
Total	0	0	0	0	0	0	2	10	43	200	583	1238	1037	710	3823		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	1.1%	5.2%	15.2%	32.4%	27.1%	18.6%			
AM Peak								10:00	11:00	09:00	11:00	10:00	11:00	06:00	10:00		
Vol.							2	5	20	51	100	77	67	279			
PM Peak							13:00	20:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.							1	2	4	22	79	187	124	78	494		
Total	0	0	0	0	0	0	2	10	43	200	583	1238	1037	710	3823		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	1.1%	5.2%	15.2%	32.4%	27.1%	18.6%			

15th Percentile : 61 MPH  
50th Percentile : 67 MPH  
85th Percentile : 72 MPH  
95th Percentile : 74 MPH

Stats  
10 MPH Pace Speed : 66-75 MPH  
Number in Pace : 2275  
Percent in Pace : 59.5%  
Number of Vehicles > 65 MPH : 2985  
Percent of Vehicles > 65 MPH : 78.1%  
Mean Speed(Average) : 68 MPH



**All Traffic Data Services, LLC**  
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Site Code: 6  
NM 264 E.O GREEN MEADOWS RD

EB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	1	0	0	2	1	0	4	64-73	3
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	54-63	1
02:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	64-73	3
03:00	0	0	0	0	0	0	0	0	0	0	1	2	2	1	6	64-73	4
04:00	0	0	0	0	0	0	0	0	0	1	1	4	5	4	15	66-75	9
05:00	0	0	0	0	0	0	0	0	0	1	5	10	15	12	43	66-75	25
06:00	0	0	0	0	0	0	0	0	0	2	8	27	35	36	108	66-75	62
07:00	0	0	0	0	0	0	0	0	0	5	17	39	34	23	118	66-75	73
08:00	0	0	0	0	0	0	0	0	0	7	18	40	31	20	116	66-75	71
09:00	0	0	0	0	0	0	0	0	0	9	25	42	36	27	139	66-75	78
10:00	0	0	0	0	0	0	0	0	1	8	24	54	38	23	148	66-75	92
11:00	0	0	0	0	0	0	0	0	2	6	29	42	41	25	145	66-75	83
12 PM	0	0	0	0	0	0	0	0	1	10	29	52	33	18	143	66-75	85
13:00	0	0	0	0	0	0	0	1	1	6	19	43	35	25	130	66-75	78
14:00	0	0	0	0	0	0	0	0	1	4	21	44	42	28	140	66-75	86
15:00	0	0	0	0	0	0	0	0	0	6	23	57	52	33	171	66-75	109
16:00	0	0	0	0	0	0	0	0	1	12	41	99	67	41	261	66-75	166
17:00	0	0	0	0	0	0	0	0	0	4	17	38	40	32	131	66-75	78
18:00	0	0	0	0	0	0	0	0	0	1	9	26	19	20	75	66-75	45
19:00	0	0	0	0	0	0	0	0	1	7	9	15	10	3	45	64-73	25
20:00	0	0	0	0	0	0	0	0	0	3	6	9	3	4	25	61-70	15
21:00	0	0	0	0	0	0	0	0	0	2	4	4	3	2	15	60-69	8
22:00	0	0	0	0	0	0	0	0	0	2	1	5	1	3	12	61-70	6
23:00	0	0	0	0	0	0	0	0	0	2	2	1	4	0	9	65-74	5
Total	0	0	0	0	0	0	0	1	9	98	310	657	548	380	2003		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	4.9%	15.5%	32.8%	27.4%	19.0%			
AM Peak									11:00	09:00	11:00	10:00	11:00	06:00	10:00		
Vol.									2	9	29	54	41	36	148		
PM Peak								13:00	12:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.								1	1	12	41	99	67	41	261		
Total	0	0	0	0	0	0	0	1	9	98	310	657	548	380	2003		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	4.9%	15.5%	32.8%	27.4%	19.0%			

15th Percentile : 62 MPH  
50th Percentile : 67 MPH  
85th Percentile : 72 MPH  
95th Percentile : 74 MPH

Stats  
10 MPH Pace Speed : 66-75 MPH  
Number in Pace : 1205  
Percent in Pace : 60.2%  
Number of Vehicles > 65 MPH : 1585  
Percent of Vehicles > 65 MPH : 79.1%  
Mean Speed(Average) : 68 MPH

**All Traffic Data Services, LLC**  
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Site Code: 6  
NM 264 E.O GREEN MEADOWS RD

WB LANE 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	1	1	9	12	8	3	3	37	56-65	21
01:00	0	0	0	0	0	0	0	0	1	1	3	3	0	1	9	61-70	6
02:00	0	0	0	0	0	0	0	0	0	2	2	2	0	0	6	55-64	4
03:00	0	0	0	0	0	0	0	0	2	1	3	2	1	0	9	61-70	5
04:00	0	0	0	0	0	0	0	0	3	3	7	14	6	5	38	61-70	21
05:00	0	0	0	1	0	0	0	0	1	4	31	48	33	15	133	66-75	81
06:00	0	0	0	0	0	0	0	0	2	15	58	95	112	79	361	66-75	207
07:00	0	0	0	0	0	0	0	0	1	13	47	58	46	17	182	61-70	105
08:00	0	0	0	0	0	0	0	0	3	18	48	51	21	6	147	61-70	99
09:00	0	0	0	0	0	0	0	0	1	26	66	48	12	6	159	61-70	114
10:00	0	0	0	0	0	0	1	2	10	29	77	67	28	10	224	61-70	144
11:00	0	0	0	0	0	0	0	3	13	38	65	80	25	8	232	61-70	145
12 PM	0	0	1	0	0	0	0	1	9	35	92	77	26	6	247	61-70	169
13:00	0	0	0	0	0	0	1	3	7	36	80	89	30	10	256	61-70	169
14:00	0	0	0	0	0	1	0	2	15	47	109	91	33	6	304	61-70	200
15:00	0	0	0	0	0	0	1	3	10	33	94	107	22	10	280	61-70	201
16:00	0	0	0	0	0	0	0	3	11	53	109	106	40	9	331	61-70	215
17:00	0	0	0	0	0	0	0	0	7	30	92	92	30	6	257	61-70	184
18:00	0	0	0	0	0	0	2	8	10	35	76	87	28	2	248	61-70	163
19:00	0	0	0	0	0	0	0	2	18	37	80	53	7	2	199	61-70	133
20:00	0	0	0	0	0	0	0	2	15	31	50	36	14	2	150	61-70	86
21:00	0	0	0	0	0	0	0	3	8	14	32	39	6	5	107	61-70	71
22:00	0	0	0	0	0	0	1	0	2	13	14	15	6	2	53	60-69	29
23:00	0	0	0	0	0	0	0	0	1	11	16	9	3	1	41	56-65	27
Total	0	0	1	1	0	1	6	33	151	534	1263	1277	532	211	4010		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.8%	3.8%	13.3%	31.5%	31.8%	13.3%	5.3%			
AM Peak				05:00				10:00	11:00	11:00	11:00	10:00	06:00	06:00	06:00		
Vol.				1			1	3	13	38	77	95	112	79	361		
PM Peak			12:00			14:00	18:00	18:00	19:00	16:00	14:00	15:00	16:00	13:00	16:00		
Vol.			1			1	2	8	18	53	109	107	40	10	331		
Total	0	0	1	1	0	1	6	33	151	534	1263	1277	532	211	4010		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.8%	3.8%	13.3%	31.5%	31.8%	13.3%	5.3%			

15th Percentile : 58 MPH  
50th Percentile : 64 MPH  
85th Percentile : 69 MPH  
95th Percentile : 73 MPH

Stats  
10 MPH Pace Speed : 61-70 MPH  
Number in Pace : 2540  
Percent in Pace : 63.3%  
Number of Vehicles > 65 MPH : 2020  
Percent of Vehicles > 65 MPH : 50.4%  
Mean Speed(Average) : 65 MPH

Site Code: 6  
NM 264 E.O GREEN MEADOWS RD

WB LANE 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	1	4	5	2	0	1	13	56-65	9
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	59-68	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	49-58	1
04:00	0	0	0	0	0	0	0	0	0	2	4	5	3	2	16	61-70	9
05:00	0	0	0	0	0	0	0	0	0	1	13	18	13	6	51	66-75	31
06:00	0	0	0	0	0	0	0	0	0	5	22	<b>37</b>	<b>45</b>	<b>31</b>	<b>140</b>	66-75	82
07:00	0	0	0	0	0	0	0	0	0	5	18	22	17	5	67	61-70	40
08:00	0	0	0	0	0	0	0	0	1	7	19	21	9	1	58	61-70	40
09:00	0	0	0	0	0	0	0	0	0	11	26	19	5	4	65	61-70	45
10:00	0	0	0	0	0	0	0	0	3	12	<b>30</b>	26	11	5	87	61-70	56
11:00	0	0	0	0	0	0	0	0	<b>6</b>	<b>15</b>	25	30	9	3	88	61-70	55
12 PM	0	0	0	0	0	0	0	0	4	15	37	30	12	3	101	61-70	67
13:00	0	0	0	0	0	0	0	0	2	15	32	35	12	4	100	61-70	67
14:00	0	0	0	0	0	0	0	0	6	18	41	35	13	2	115	61-70	76
15:00	0	0	0	0	0	0	0	1	4	13	37	<b>42</b>	10	3	110	61-70	79
16:00	0	0	0	0	0	0	0	0	3	<b>21</b>	<b>43</b>	41	<b>16</b>	<b>5</b>	<b>129</b>	61-70	84
17:00	0	0	0	0	0	0	0	0	3	13	36	35	11	3	101	61-70	71
18:00	0	0	0	0	0	0	0	<b>3</b>	5	14	29	34	10	1	96	61-70	63
19:00	0	0	0	0	0	0	0	0	<b>7</b>	15	31	20	4	2	79	61-70	51
20:00	0	0	0	0	0	0	0	1	4	12	19	14	6	1	57	60-69	33
21:00	0	0	0	0	0	0	0	0	4	5	12	14	2	1	38	61-70	26
22:00	0	0	0	0	0	0	0	0	1	5	7	6	2	0	21	59-68	13
23:00	0	0	0	0	0	0	0	0	0	3	7	3	2	0	15	61-70	10
Total	0	0	0	0	0	0	0	5	54	212	493	491	212	83	1550		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	3.5%	13.7%	31.8%	31.7%	13.7%	5.4%			
AM Peak									11:00	11:00	10:00	06:00	06:00	06:00	06:00		
Vol.									6	15	30	37	45	31	140		
PM Peak								18:00	19:00	16:00	16:00	15:00	16:00	16:00	16:00		
Vol.								3	7	21	43	42	16	5	129		
Total	0	0	0	0	0	0	0	5	54	212	493	491	212	83	1550		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	3.5%	13.7%	31.8%	31.7%	13.7%	5.4%			

15th Percentile : 58 MPH  
50th Percentile : 64 MPH  
85th Percentile : 69 MPH  
95th Percentile : 73 MPH

Stats      10 MPH Pace Speed : 61-70 MPH  
                 Number in Pace : 984  
                 Percent in Pace : 63.5%  
Number of Vehicles > 65 MPH : 786  
Percent of Vehicles > 65 MPH : 50.7%  
Mean Speed(Average) : 65 MPH

**All Traffic Data Services, LLC**  
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Site Code: 7  
NM 264 WB ON RAMP

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00	0	0	0	0	0	1	1	3	3	3	1	2	0	0	14	51-60	6
05:00	0	0	0	0	0	0	2	9	16	14	3	1	0	0	45	51-60	30
06:00	0	0	0	0	0	4	2	12	51	73	26	4	0	0	172	51-60	124
07:00	0	0	0	0	0	0	4	12	20	22	3	1	0	0	62	51-60	42
08:00	0	0	0	0	0	0	3	13	7	9	0	0	0	0	32	46-55	20
09:00	0	0	0	0	0	0	10	11	13	4	0	0	0	0	38	46-55	24
10:00	0	0	0	0	0	3	10	11	10	8	1	0	0	0	43	46-55	21
11:00	0	0	0	0	1	2	5	13	13	4	0	0	0	0	38	46-55	26
12 PM	0	0	0	0	0	0	7	15	15	3	2	0	0	0	42	46-55	30
13:00	0	0	0	1	0	1	10	9	16	4	0	0	0	0	41	46-55	25
14:00	0	0	0	1	2	1	12	9	12	3	0	0	0	0	40	46-55	21
15:00	0	0	0	1	0	3	8	16	18	2	0	1	0	0	49	46-55	34
16:00	0	0	0	0	1	2	10	20	11	7	1	0	0	0	52	44-53	31
17:00	0	0	0	0	0	2	5	15	13	5	2	0	0	0	42	46-55	28
18:00	0	0	0	0	0	3	3	9	13	4	0	1	0	0	33	46-55	22
19:00	0	0	0	0	2	4	9	8	5	1	0	0	0	0	29	41-50	17
20:00	0	0	0	0	0	1	4	9	4	1	0	1	0	0	20	41-50	13
21:00	0	0	0	0	1	1	3	10	6	0	0	0	0	0	21	46-55	16
22:00	0	0	0	0	1	1	0	2	1	0	0	0	0	0	5	46-55	3
23:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	40-49	2
Total	0	0	0	3	9	29	108	208	248	167	39	11	0	0	822		
Percent	0.0%	0.0%	0.0%	0.4%	1.1%	3.5%	13.1%	25.3%	30.2%	20.3%	4.7%	1.3%	0.0%	0.0%			
AM Peak					03:00	06:00	09:00	08:00	06:00	06:00	06:00	06:00			06:00		
Vol.					1	4	10	13	51	73	26	4			172		
PM Peak				13:00	14:00	19:00	14:00	16:00	15:00	16:00	12:00	15:00			16:00		
Vol.				1	2	4	12	20	18	7	2	1			52		
Total	0	0	0	3	9	29	108	208	248	167	39	11	0	0	822		
Percent	0.0%	0.0%	0.0%	0.4%	1.1%	3.5%	13.1%	25.3%	30.2%	20.3%	4.7%	1.3%	0.0%	0.0%			

15th Percentile : 43 MPH  
50th Percentile : 51 MPH  
85th Percentile : 57 MPH  
95th Percentile : 61 MPH

Stats  
10 MPH Pace Speed : 46-55 MPH  
Number in Pace : 456  
Percent in Pace : 55.5%  
Number of Vehicles > 55 MPH : 217  
Percent of Vehicles > 55 MPH : 26.4%  
Mean Speed(Average) : 51 MPH



Site Code: 8  
NM 264 EB RAMP

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
04/28/22	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	14-23	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	24-33	4
03:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14-23	1
04:00	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6	26-35	5
05:00	0	0	0	7	12	7	1	0	0	0	0	0	0	0	27	26-35	19
06:00	0	0	0	3	16	14	0	0	0	0	0	0	0	0	33	31-40	30
07:00	0	0	0	6	21	5	1	0	0	0	0	0	0	0	33	26-35	27
08:00	0	0	0	4	17	8	0	0	0	0	0	0	0	0	29	31-40	25
09:00	0	0	1	12	15	5	0	0	0	0	0	0	0	0	33	26-35	27
10:00	0	0	1	11	21	9	0	0	0	0	0	0	0	0	42	26-35	32
11:00	0	0	0	15	22	9	0	0	0	0	0	0	0	0	46	26-35	37
12 PM	0	0	3	20	19	9	0	0	0	0	0	0	0	0	51	26-35	39
13:00	0	0	0	6	19	5	0	0	0	0	0	0	0	0	30	26-35	25
14:00	0	0	0	17	25	4	1	1	0	0	0	0	0	0	48	26-35	42
15:00	0	0	0	10	32	8	1	0	0	0	0	0	0	0	51	26-35	42
16:00	0	0	0	28	90	29	1	0	0	0	0	0	0	0	148	31-40	119
17:00	0	0	0	22	46	6	1	0	0	0	0	0	0	0	75	26-35	68
18:00	0	0	2	15	20	6	0	0	0	0	0	0	0	0	43	26-35	35
19:00	0	1	3	15	11	1	0	0	0	0	0	0	0	0	31	26-35	26
20:00	0	0	2	7	1	0	0	0	0	0	0	0	0	0	10	21-30	9
21:00	0	0	2	4	0	2	0	0	0	0	0	0	0	0	8	21-30	6
22:00	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6	26-35	5
23:00	0	0	1	1	3	1	0	0	0	0	0	0	0	0	6	31-40	4
Total	0	1	17	212	396	130	7	1	0	0	0	0	0	0	764		
Percent	0.0%	0.1%	2.2%	27.7%	51.8%	17.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			00:00	11:00	11:00	06:00	04:00								11:00		
Vol.			1	15	22	14	1								46		
PM Peak		19:00	12:00	16:00	16:00	16:00	14:00	14:00							16:00		
Vol.		1	3	28	90	29	1	1							148		
Total	0	1	17	212	396	130	7	1	0	0	0	0	0	0	764		
Percent	0.0%	0.1%	2.2%	27.7%	51.8%	17.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 27 MPH  
50th Percentile : 31 MPH  
85th Percentile : 35 MPH  
95th Percentile : 38 MPH

Stats  
10 MPH Pace Speed : 26-35 MPH  
Number in Pace : 608  
Percent in Pace : 79.6%  
Number of Vehicles > 55 MPH : 0  
Percent of Vehicles > 55 MPH : 0.0%  
Mean Speed(Average) : 32 MPH



NM 264 West of Alma Dr. – 24-Hour

Speed Data:

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	3	0.02%	3	0.02%
18	16-20	9	0.05%	12	0.07%
23	21-25	45	0.27%	57	0.34%
28	26-30	116	0.70%	173	1.04%
33	31-35	440	2.65%	613	3.69%
38	36-40	1955	11.78%	2568	15.47%
43	41-45	4802	28.93%	7370	44.40%
48	46-50	5082	30.61%	12452	75.01%
53	51-55	2883	17.37%	15335	92.38%
58	56-60	946	5.70%	16281	98.08%
63	61-65	249	1.50%	16530	99.58%
68	66-70	60	0.36%	16590	99.94%
73	71-75	9	0.05%	16599	99.99%
90	76-999	1	0.01%	16600	100.00%

NM 264 West of Alma Dr. – AM and PM

Speed Data:

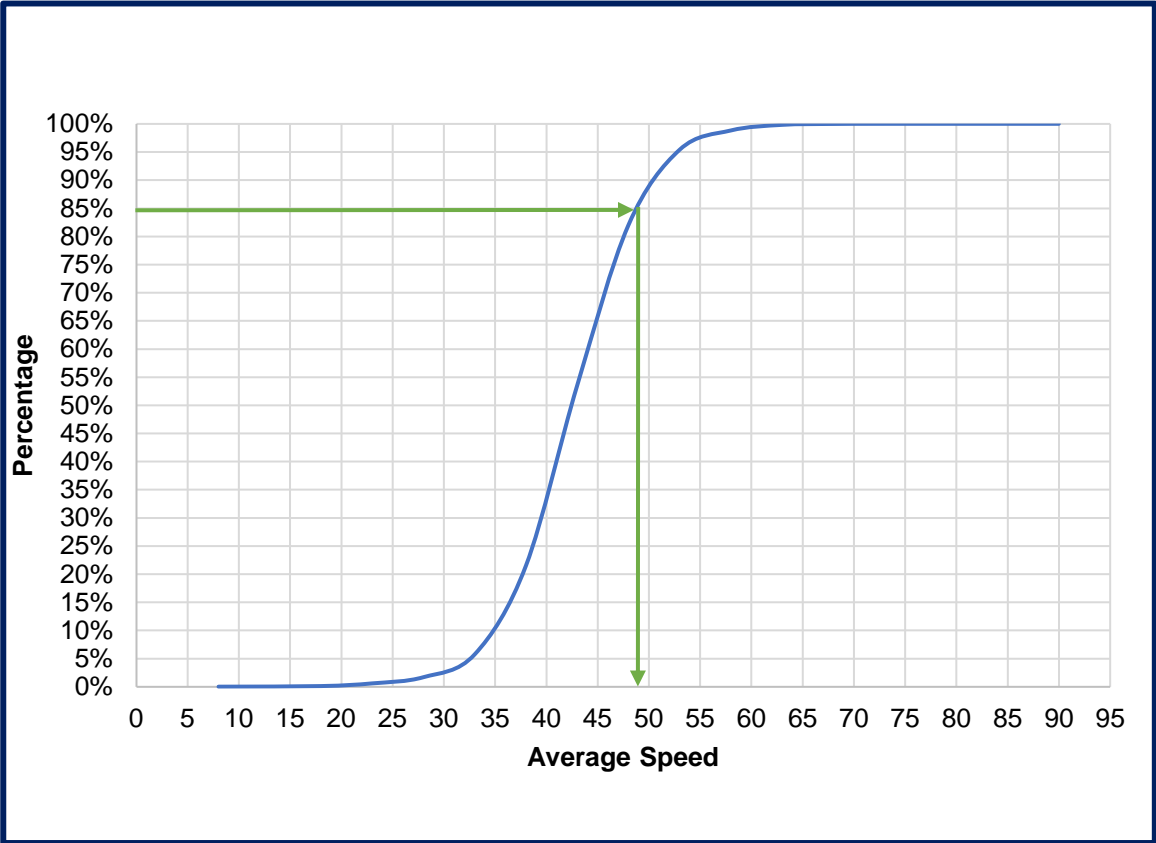
Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	1	0%	1	0.02%
18	16-20	1	0%	2	0.04%
23	21-25	7	0%	9	0.18%
28	26-30	20	0%	29	0.59%
33	31-35	52	1%	81	1.66%
38	36-40	353	7%	434	8.90%
43	41-45	1146	24%	1580	32.42%
48	46-50	1587	33%	3167	64.98%
53	51-55	1152	24%	4319	88.61%
58	56-60	415	9%	4734	97.13%
63	61-65	104	2%	4838	99.26%
68	66-70	33	1%	4871	99.94%
73	71-75	3	0%	4874	100.00%
90	76-999	0	0%	4874	100.00%



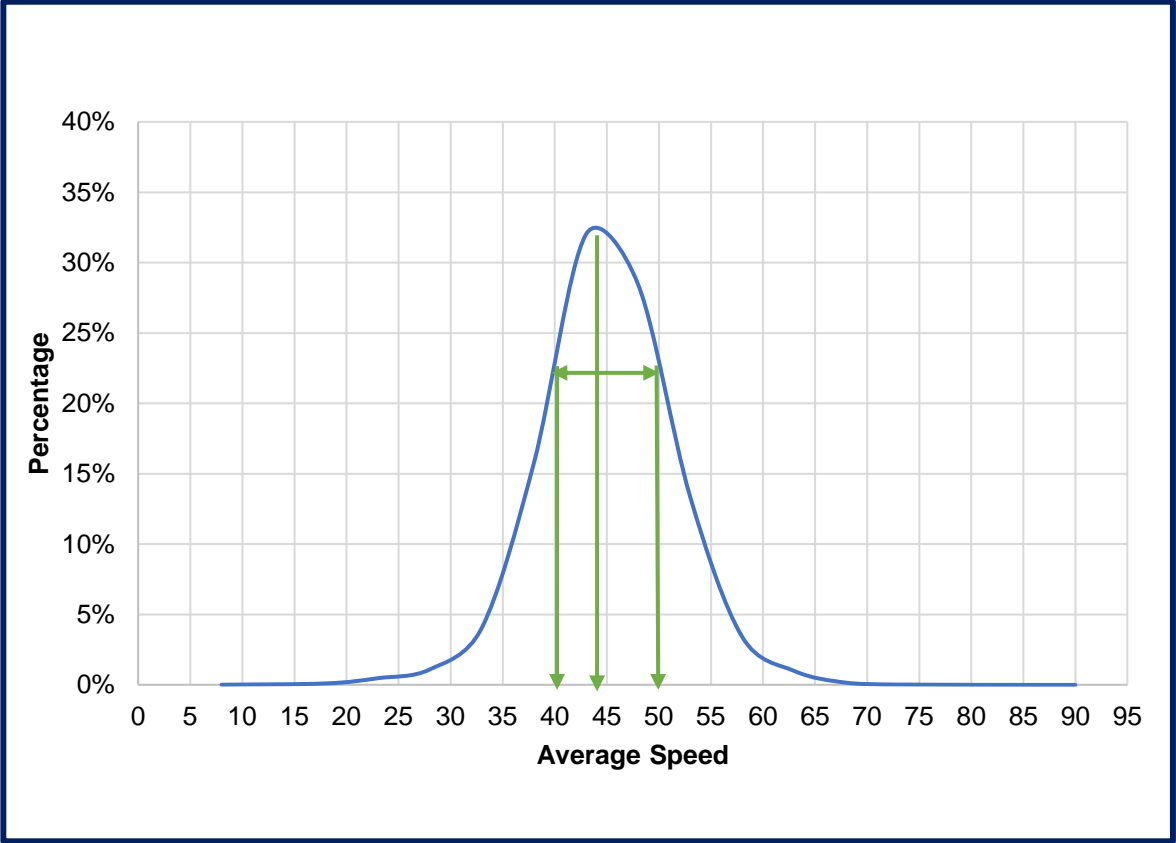
NM 264 West of Alma Dr. – Midday

Speed Data:

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	1	0.01%	1	0.01%
18	16-20	8	0.11%	9	0.12%
23	21-25	36	0.48%	45	0.60%
28	26-30	83	1.10%	128	1.70%
33	31-35	306	4.06%	434	5.75%
38	36-40	1189	15.77%	1623	21.52%
43	41-45	2414	32.01%	4037	53.53%
48	46-50	2148	28.48%	6185	82.01%
53	51-55	1010	13.39%	7195	95.40%
58	56-60	258	3.42%	7453	98.82%
63	61-65	75	0.99%	7528	99.81%
68	66-70	12	0.16%	7540	99.97%
73	71-75	2	0.03%	7542	100.00%
90	76-999	0	0.00%	7542	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



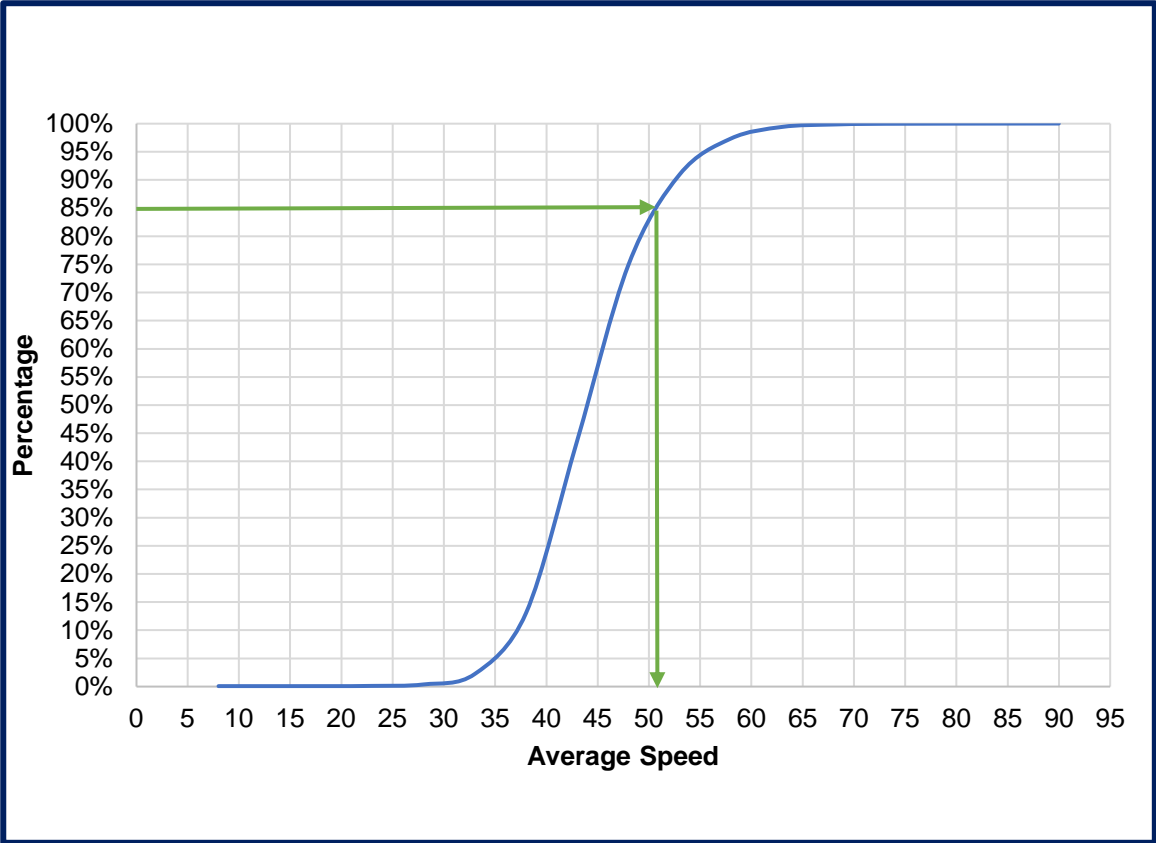
Speed Distribution, and Pace and Mode Speed



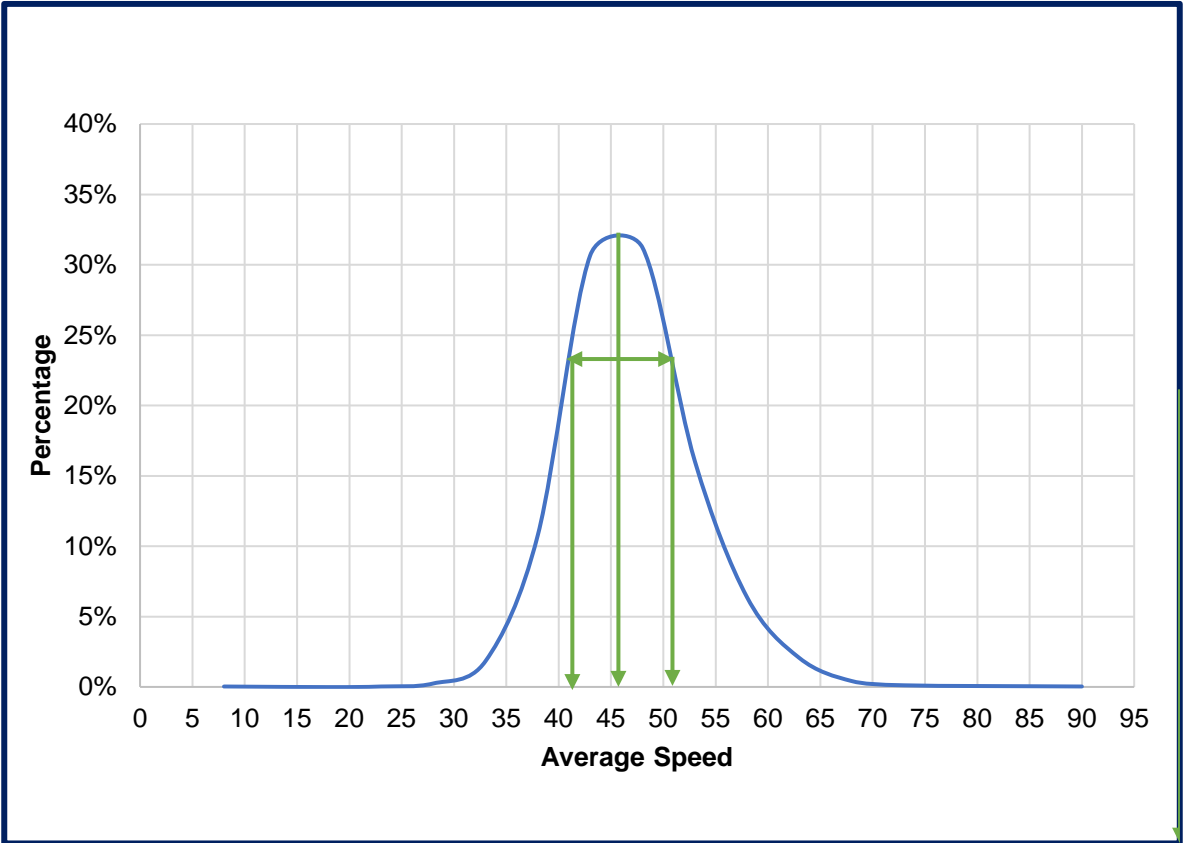
NM 264 West of Alma Dr. – Nighttime

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	1	0.04%	1	0.04%
18	16-20	0	0.00%	1	0.04%
23	21-25	1	0.04%	2	0.09%
28	26-30	6	0.26%	8	0.34%
33	31-35	43	1.85%	51	2.20%
38	36-40	251	10.81%	302	13.01%
43	41-45	712	30.66%	1014	43.67%
48	46-50	725	31.22%	1739	74.89%
53	51-55	373	16.06%	2112	90.96%
58	56-60	148	6.37%	2260	97.33%
63	61-65	48	2.07%	2308	99.40%
68	66-70	10	0.43%	2318	99.83%
73	71-75	3	0.13%	2321	99.96%
90	76-999	1	0.04%	2322	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



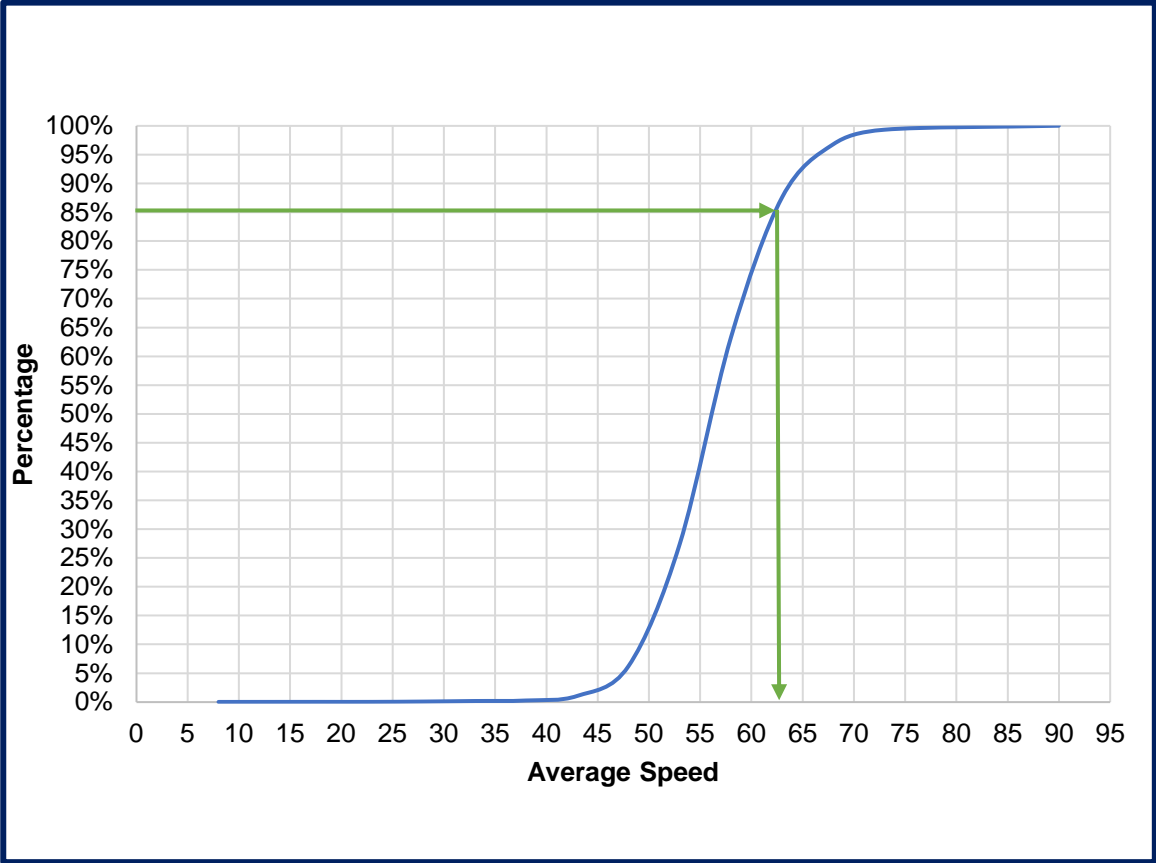
Speed Distribution, and Pace and Mode Speed



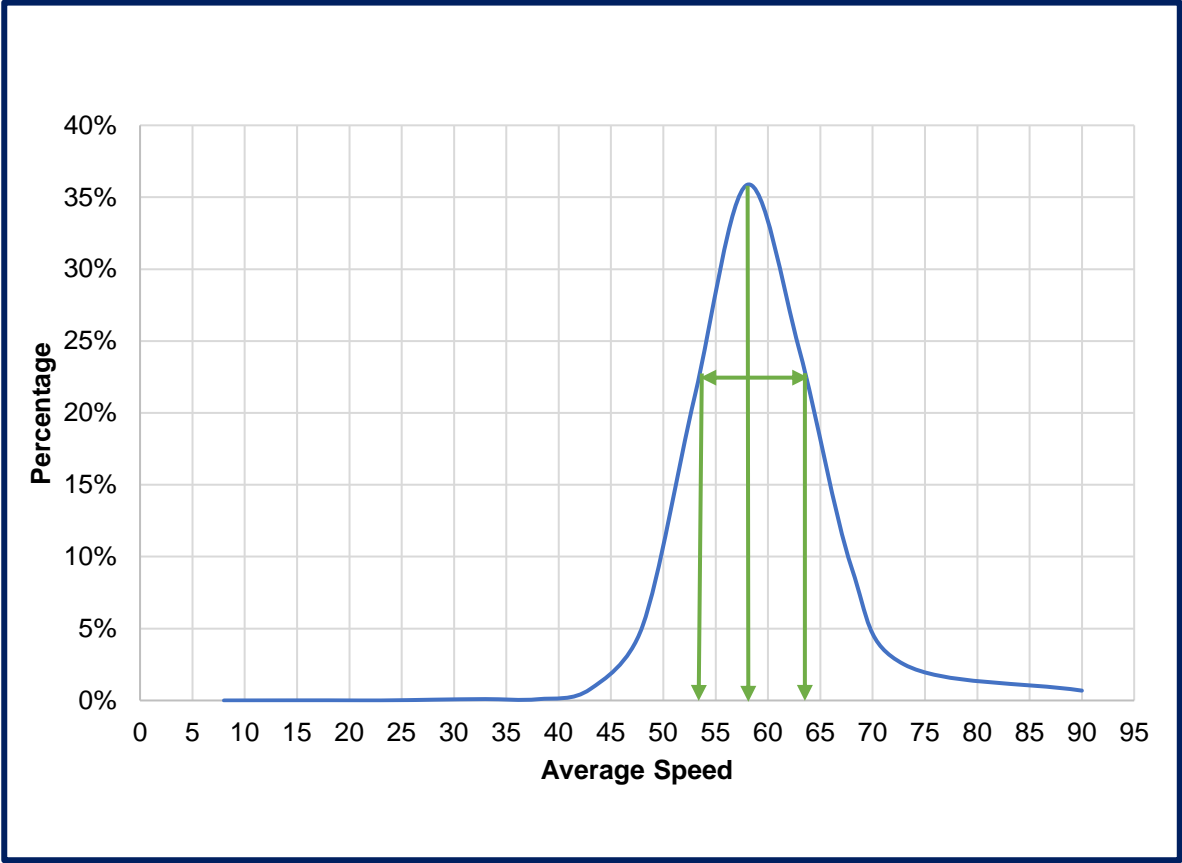
NM 264 West of Tse Bonito Ridge Rd. – 24-Hour

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	1	0%	1	0.01%
23	21-25	0	0%	1	0.01%
28	26-30	7	0%	8	0.06%
33	31-35	12	0%	20	0.16%
38	36-40	11	0%	31	0.25%
43	41-45	98	1%	129	1.04%
48	46-50	639	5%	768	6.20%
53	51-55	2622	21%	3390	27.37%
58	56-60	4441	36%	7831	63.23%
63	61-65	3017	24%	10848	87.60%
68	66-70	1140	9%	11988	96.80%
73	71-75	311	3%	12299	99.31%
90	76-999	85	1%	12384	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



Speed Distribution, and Pace and Mode Speed

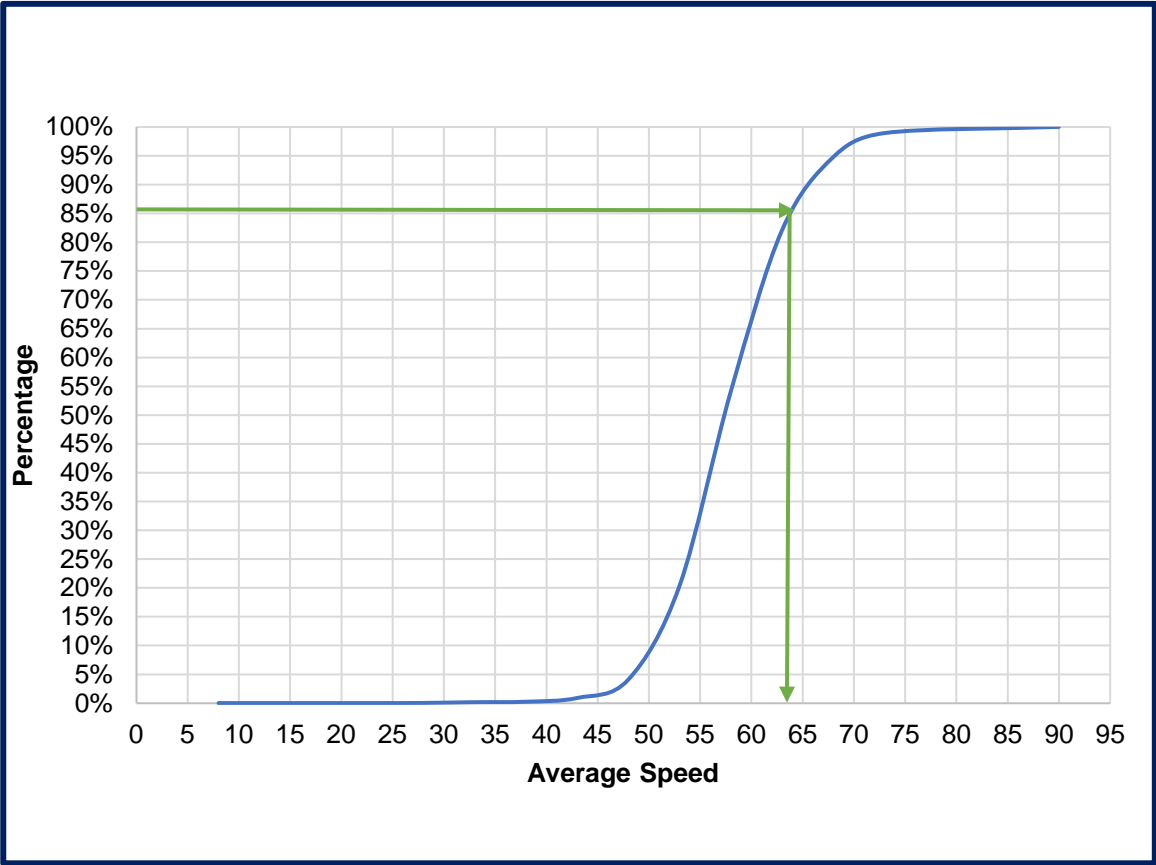




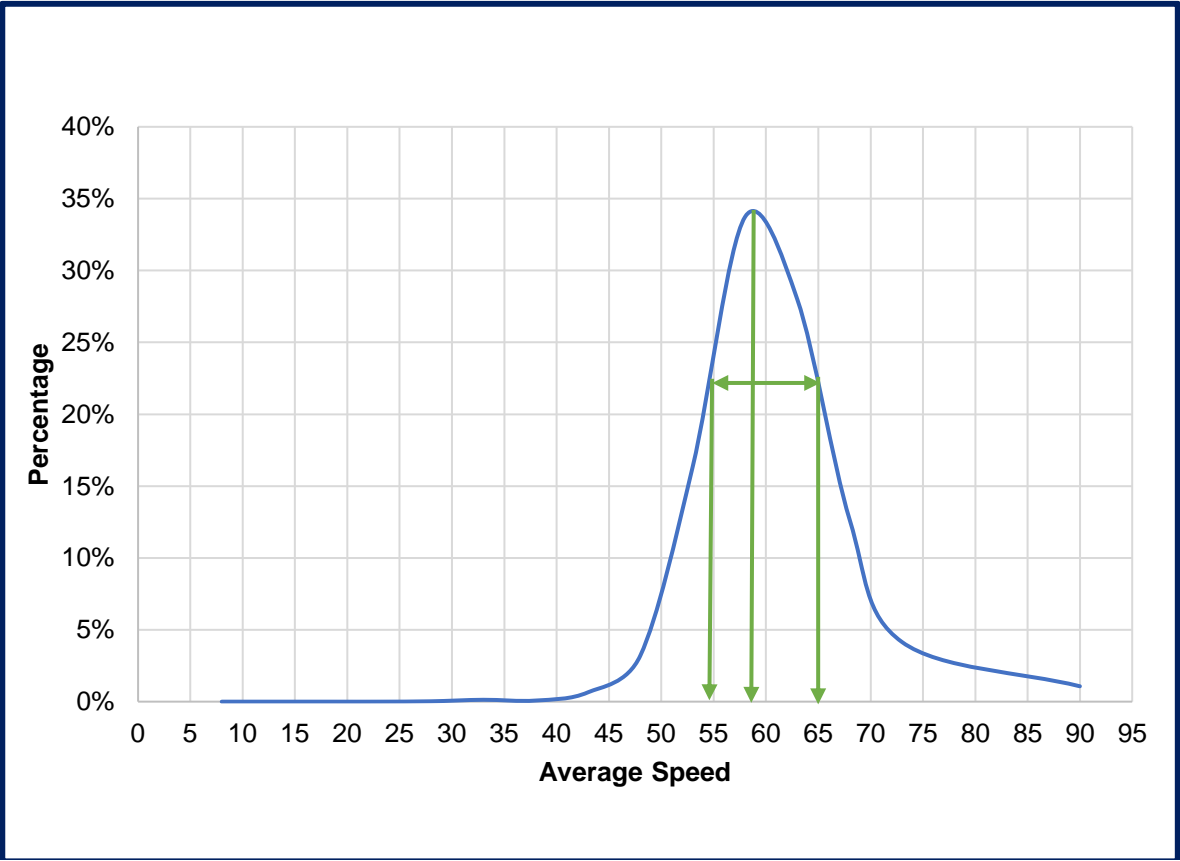
NM 264 West of Tse Bonito Ridge Rd. – AM and PM

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	1	0%	1	0.03%
33	31-35	5	0%	6	0.16%
38	36-40	3	0%	9	0.23%
43	41-45	25	1%	34	0.89%
48	46-50	123	3%	157	4.10%
53	51-55	626	16%	783	20.43%
58	56-60	1292	34%	2075	54.15%
63	61-65	1072	28%	3147	82.12%
68	66-70	485	13%	3632	94.78%
73	71-75	159	4%	3791	98.93%
90	76-999	41	1%	3832	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



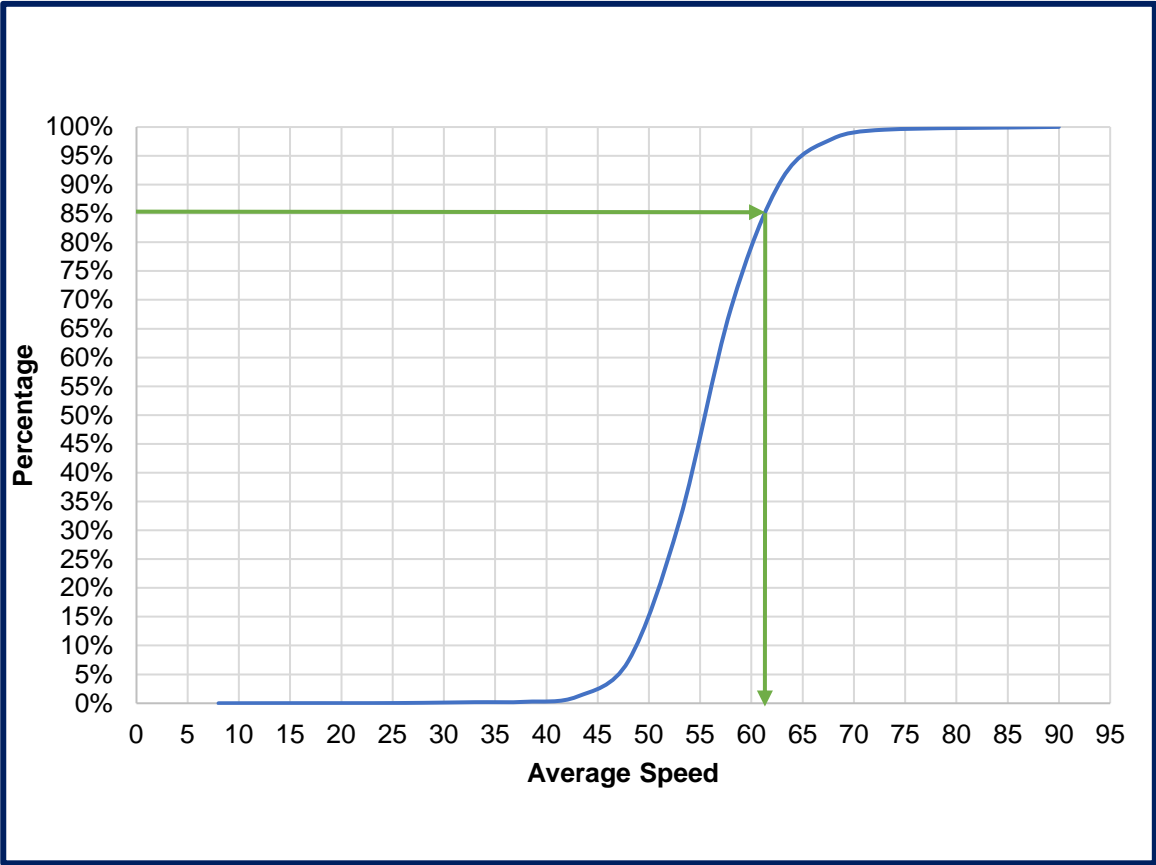
Speed Distribution, and Pace and Mode Speed



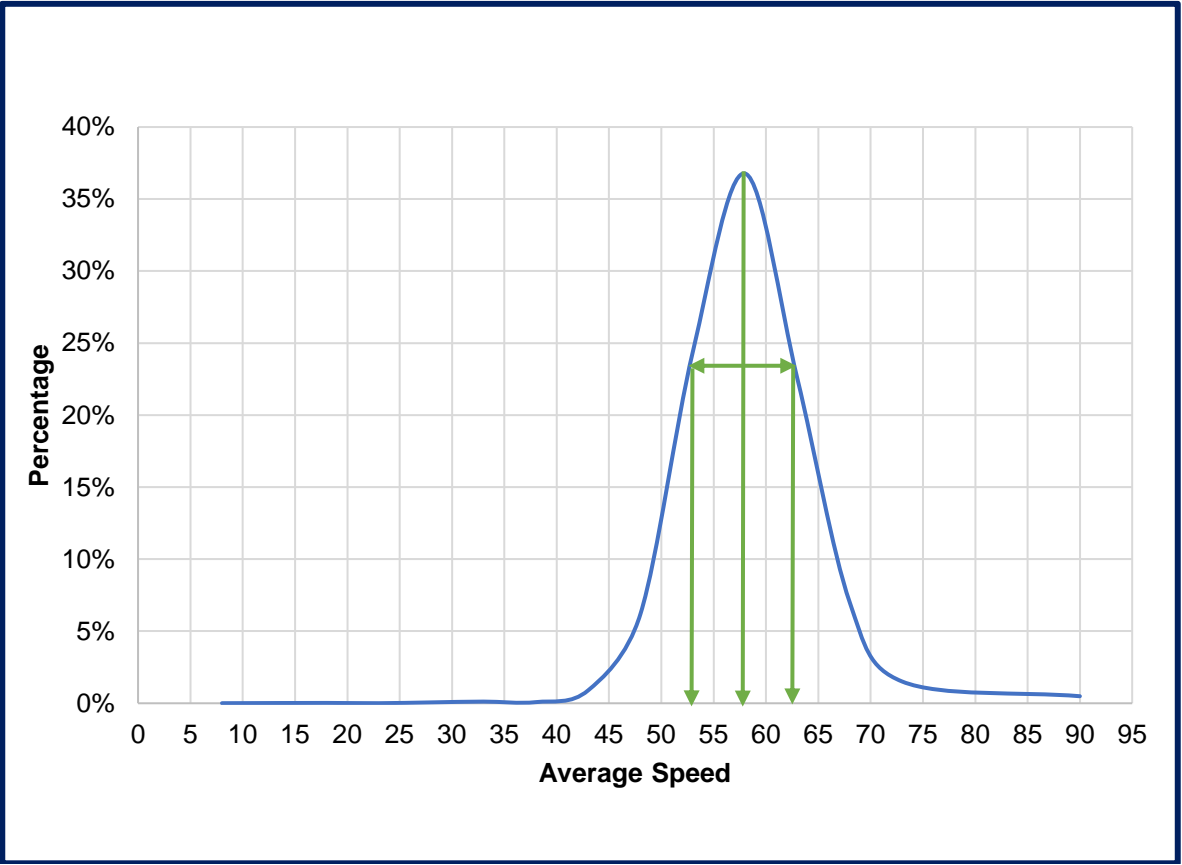
NM 264 West of Tse Bonito Ridge Rd. – Midday

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	1	0%	1	0.02%
23	21-25	0	0%	1	0.02%
28	26-30	3	0%	4	0.07%
33	31-35	6	0%	10	0.19%
38	36-40	4	0%	14	0.26%
43	41-45	48	1%	62	1.15%
48	46-50	333	6%	395	7.36%
53	51-55	1309	24%	1704	31.73%
58	56-60	1974	37%	3678	68.49%
63	61-65	1209	23%	4887	91.01%
68	66-70	376	7%	5263	98.01%
73	71-75	81	2%	5344	99.52%
90	76-999	26	0%	5370	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



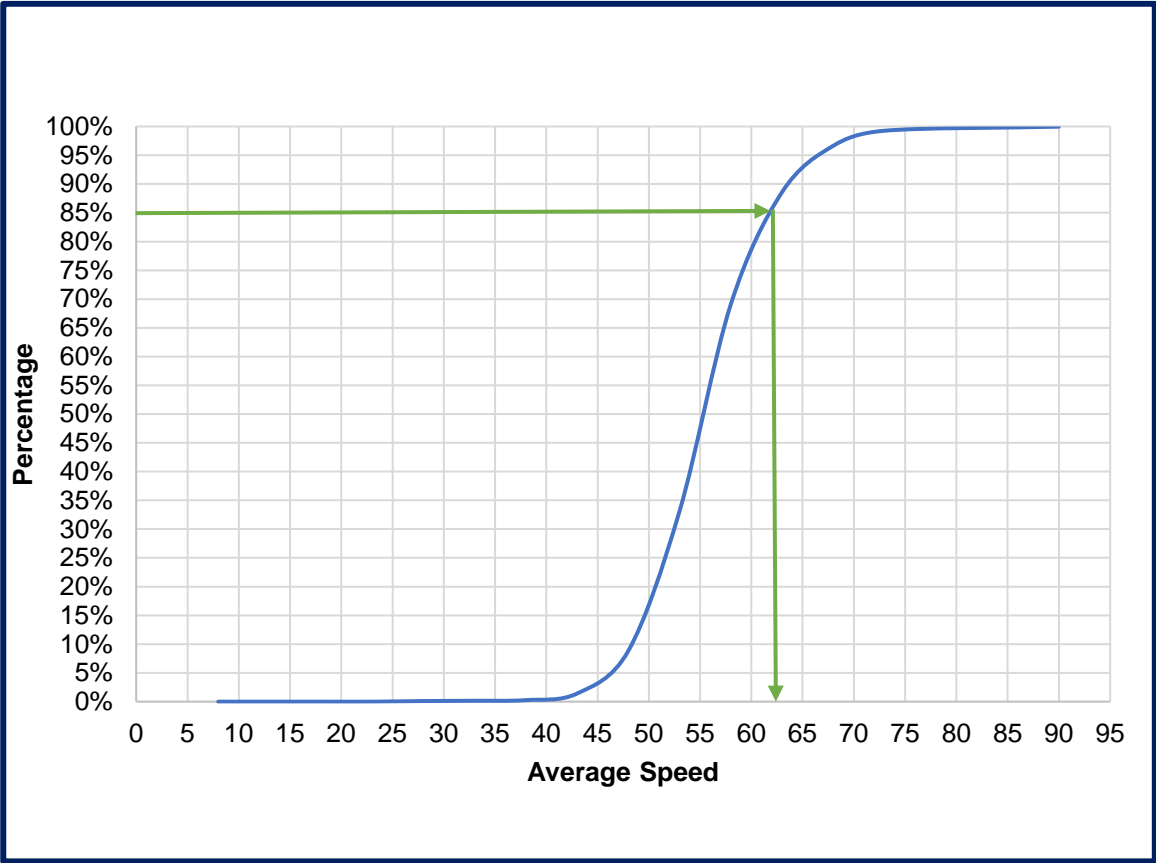
Speed Distribution, and Pace and Mode Speed



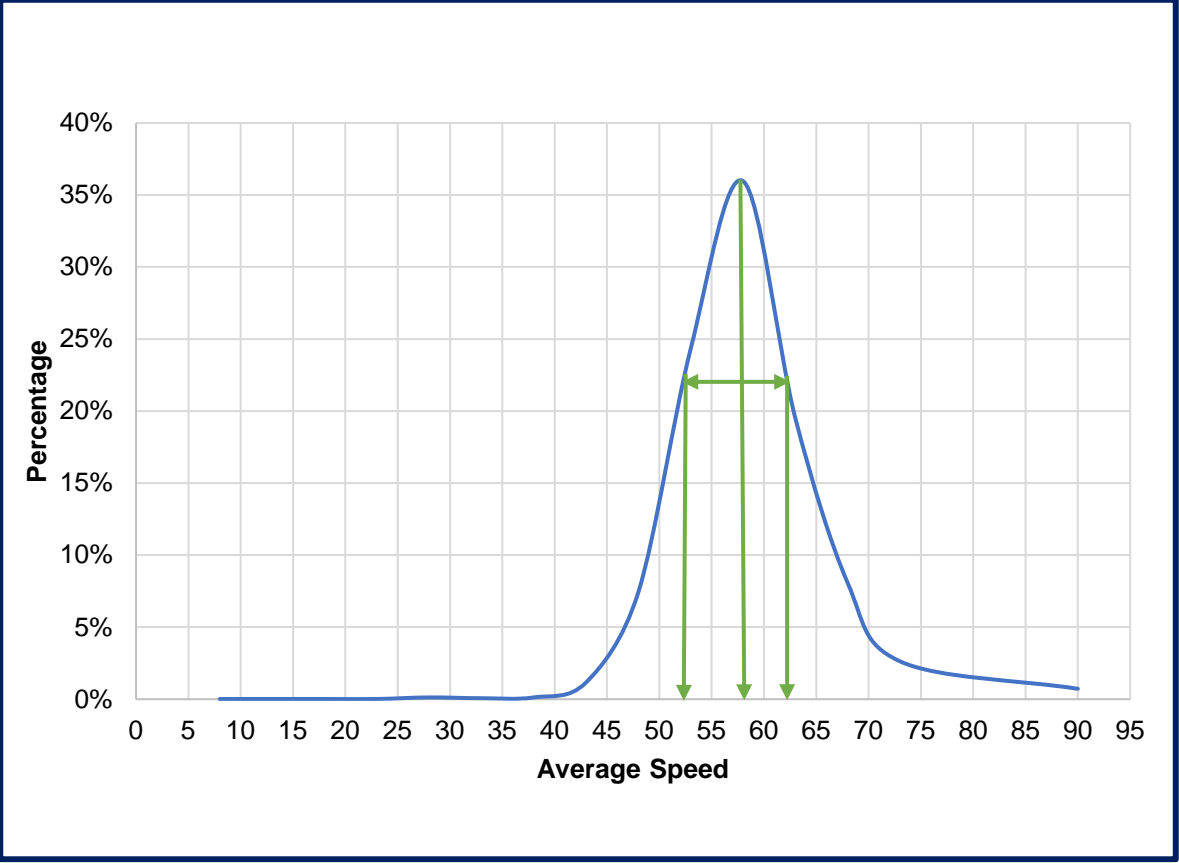
NM 264 West of Tse Bonito Ridge Rd. – Nighttime

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	2	0%	2	0.11%
33	31-35	1	0%	3	0.16%
38	36-40	2	0%	5	0.27%
43	41-45	21	1%	26	1.42%
48	46-50	136	7%	162	8.83%
53	51-55	446	24%	608	33.13%
58	56-60	660	36%	1268	69.10%
63	61-65	358	20%	1626	88.61%
68	66-70	148	8%	1774	96.68%
73	71-75	48	3%	1822	99.29%
90	76-999	13	1%	1835	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



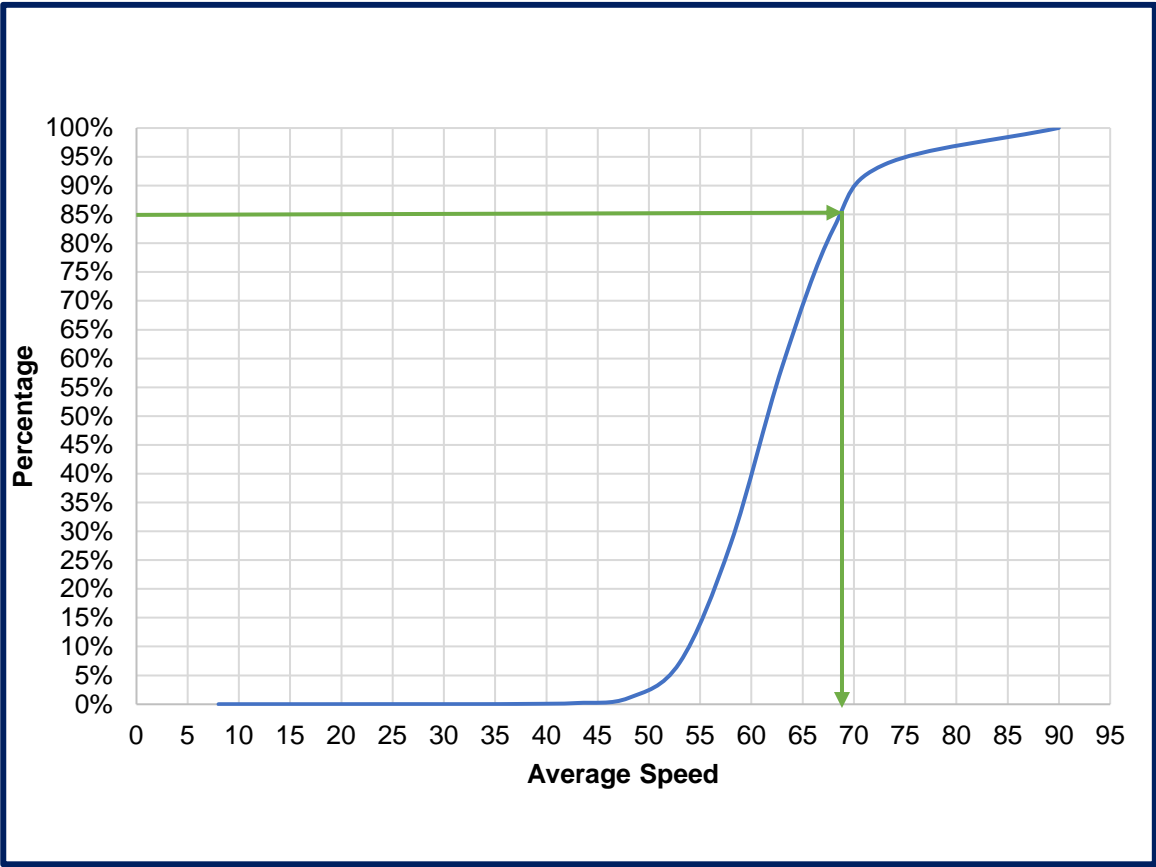
Speed Distribution, and Pace and Mode Speed



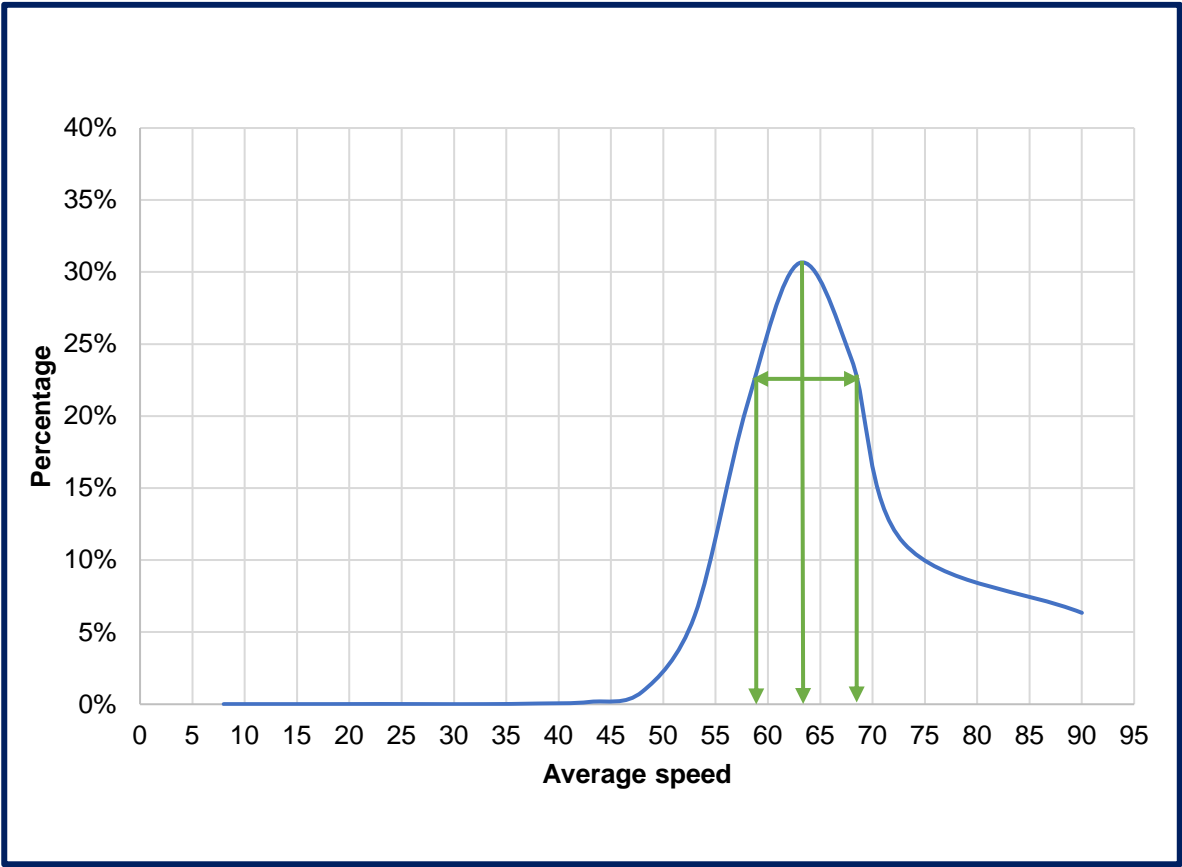
NM 264 West of Star Rte. 5 – 24-Hour

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	1	0%	1	0.01%
28	26-30	0	0%	1	0.01%
33	31-35	0	0%	1	0.01%
38	36-40	5	0%	6	0.05%
43	41-45	19	0%	25	0.21%
48	46-50	105	1%	130	1.07%
53	51-55	743	6%	873	7.22%
58	56-60	2508	21%	3381	27.95%
63	61-65	3705	31%	7086	58.57%
68	66-70	2894	24%	9980	82.49%
73	71-75	1351	11%	11331	93.66%
90	76-999	767	6%	12098	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



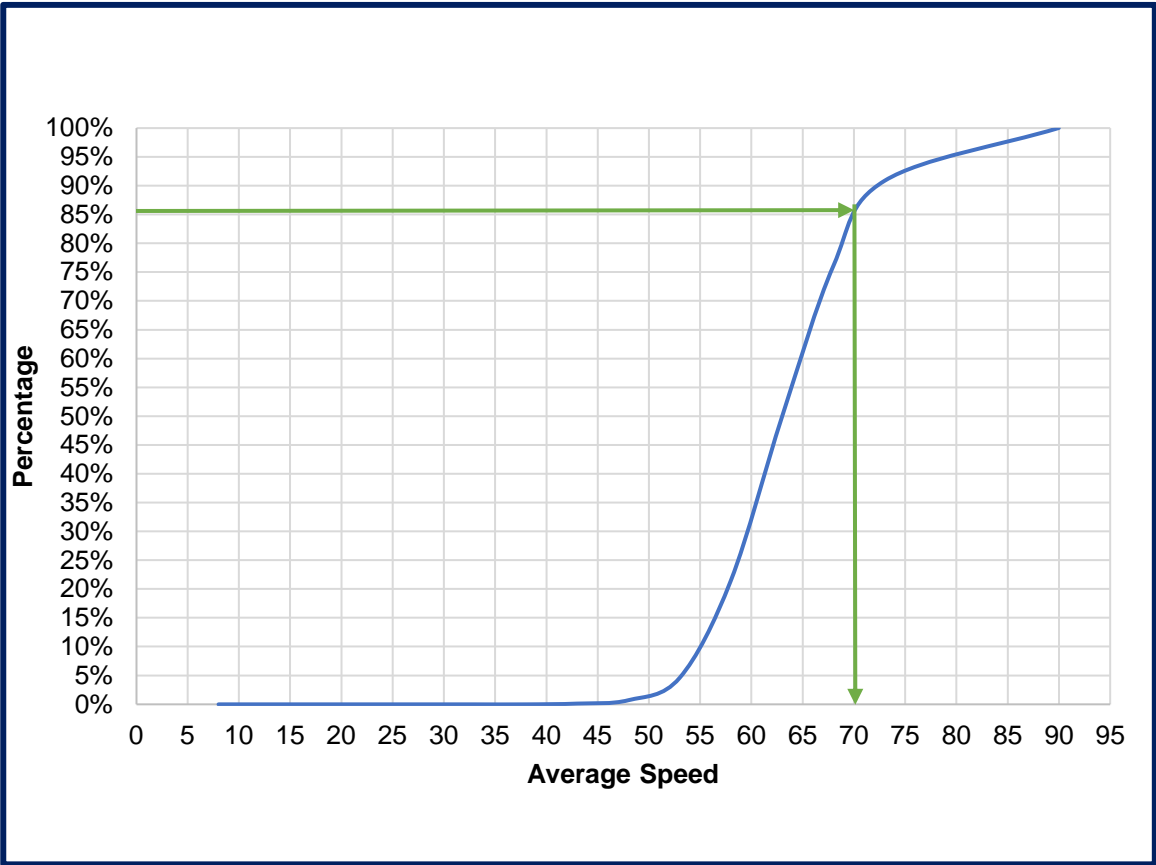
Speed Distribution, and Pace and Mode Speed



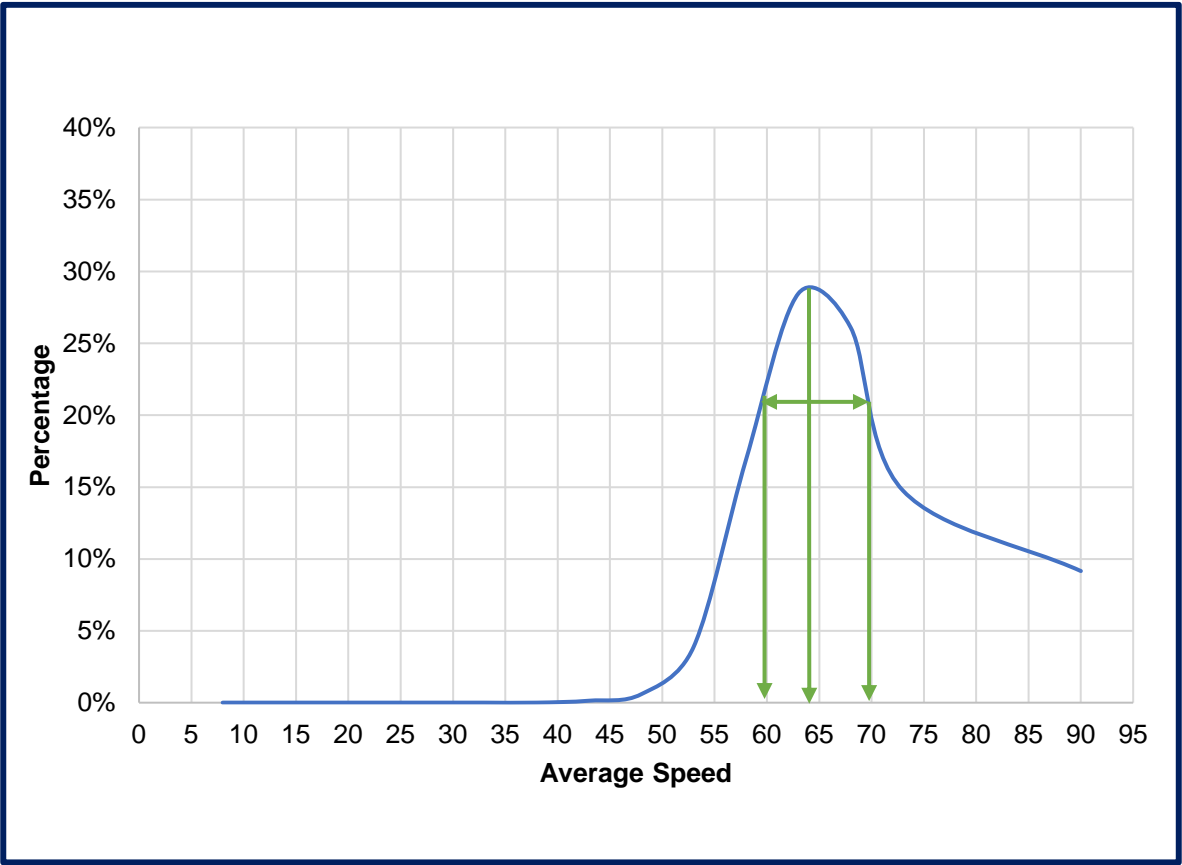
NM 264 West of Star Rte. – AM and PM

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	0	0%	0	0.00%
33	31-35	0	0%	0	0.00%
38	36-40	0	0%	0	0.00%
43	41-45	5	0%	5	0.13%
48	46-50	22	1%	27	0.72%
53	51-55	145	4%	172	4.61%
58	56-60	631	17%	803	21.51%
63	61-65	1063	28%	1866	49.97%
68	66-70	975	26%	2841	76.08%
73	71-75	551	15%	3392	90.84%
90	76-999	342	9%	3734	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



Speed Distribution, and Pace and Mode Speed

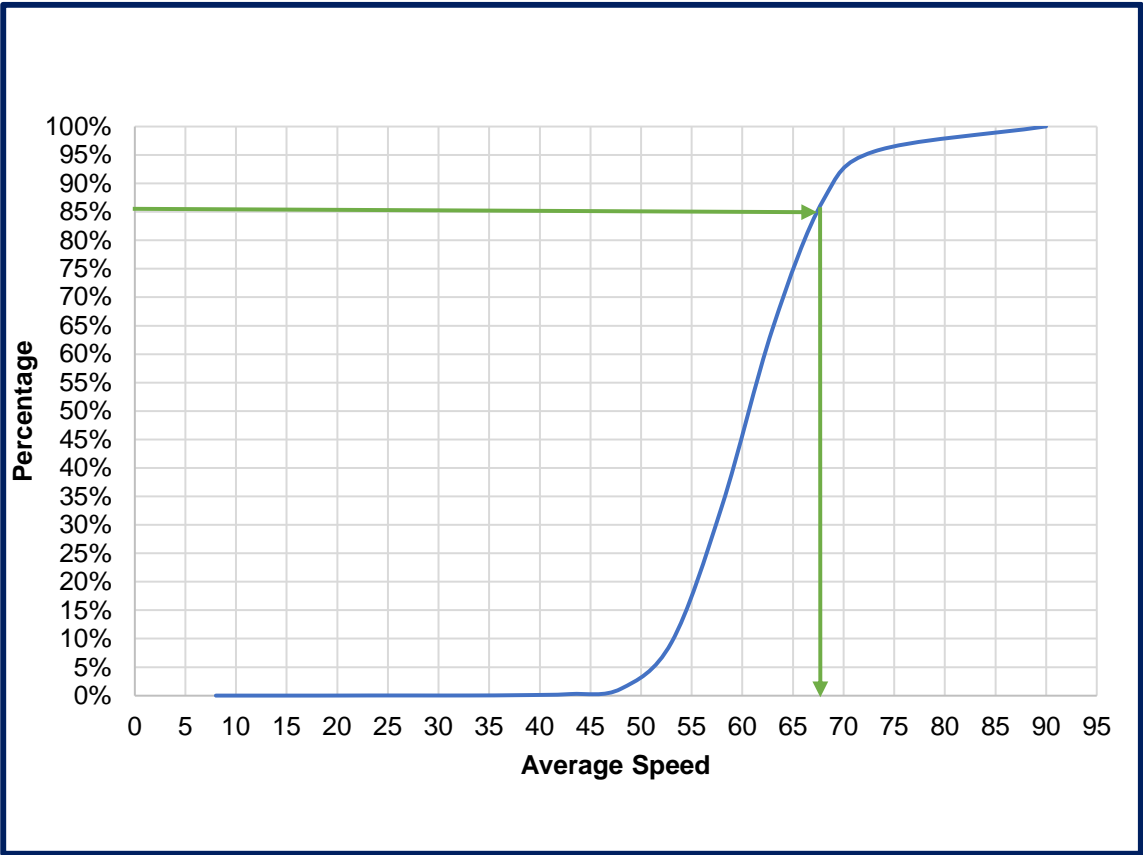




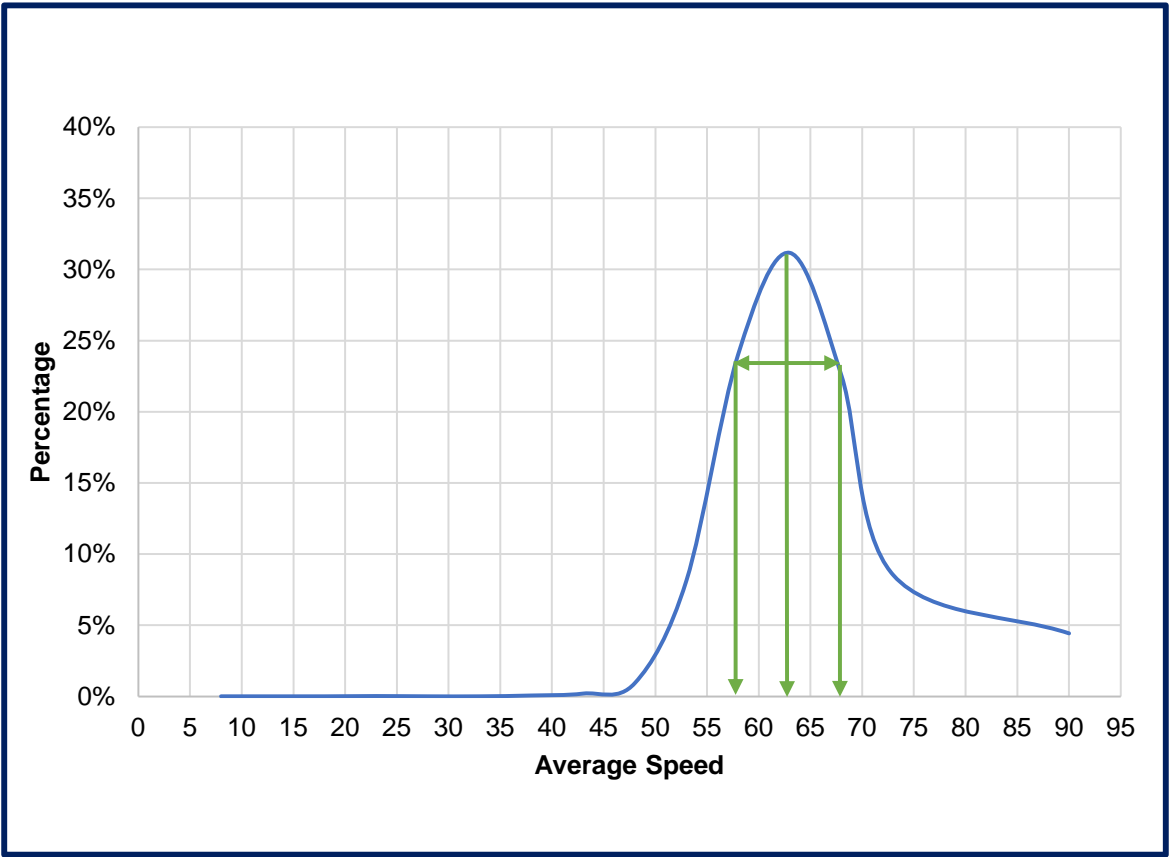
NM 264 West of Star Rte. 5 – Midday

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	1	0%	1	0.02%
28	26-30	0	0%	1	0.02%
33	31-35	0	0%	1	0.02%
38	36-40	3	0%	4	0.08%
43	41-45	10	0%	14	0.27%
48	46-50	48	1%	62	1.19%
53	51-55	425	8%	487	9.33%
58	56-60	1255	24%	1742	33.36%
63	61-65	1628	31%	3370	64.53%
68	66-70	1176	23%	4546	87.05%
73	71-75	445	9%	4991	95.58%
90	76-999	231	4%	5222	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



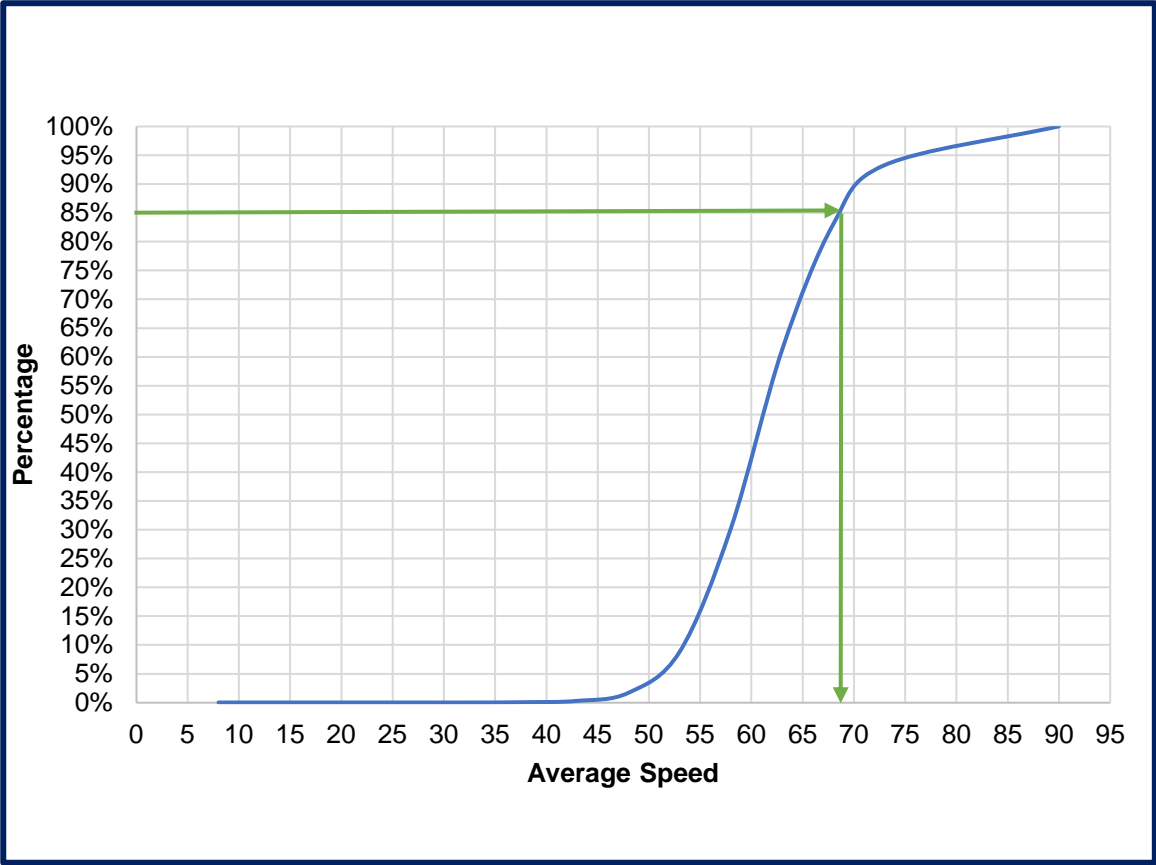
Speed Distribution, and Pace and Mode Speed



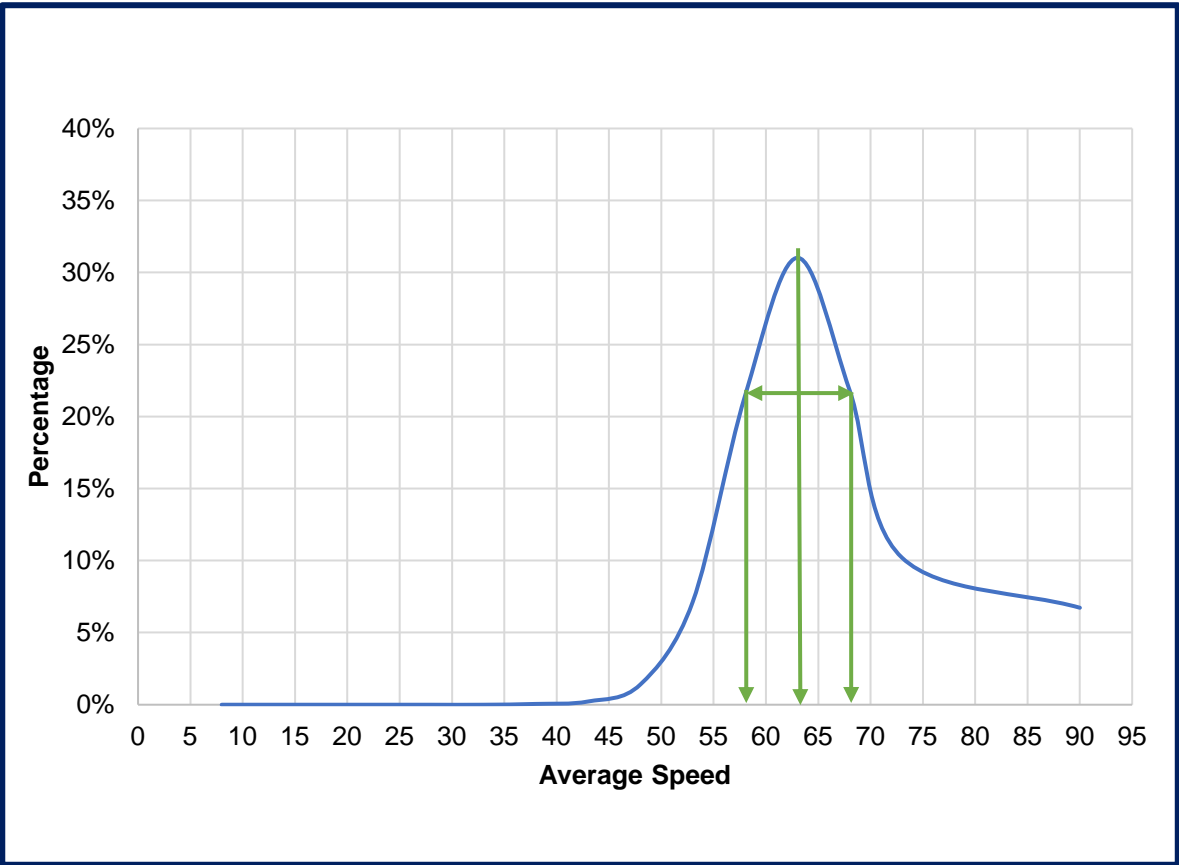
NM 264 West of Star Rte. 5 – Nighttime

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	0	0%	0	0.00%
33	31-35	0	0%	0	0.00%
38	36-40	1	0%	1	0.06%
43	41-45	4	0%	5	0.28%
48	46-50	25	1%	30	1.68%
53	51-55	127	7%	157	8.81%
58	56-60	382	21%	539	30.23%
63	61-65	553	31%	1092	61.25%
68	66-70	389	22%	1481	83.06%
73	71-75	182	10%	1663	93.27%
90	76-999	120	7%	1783	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



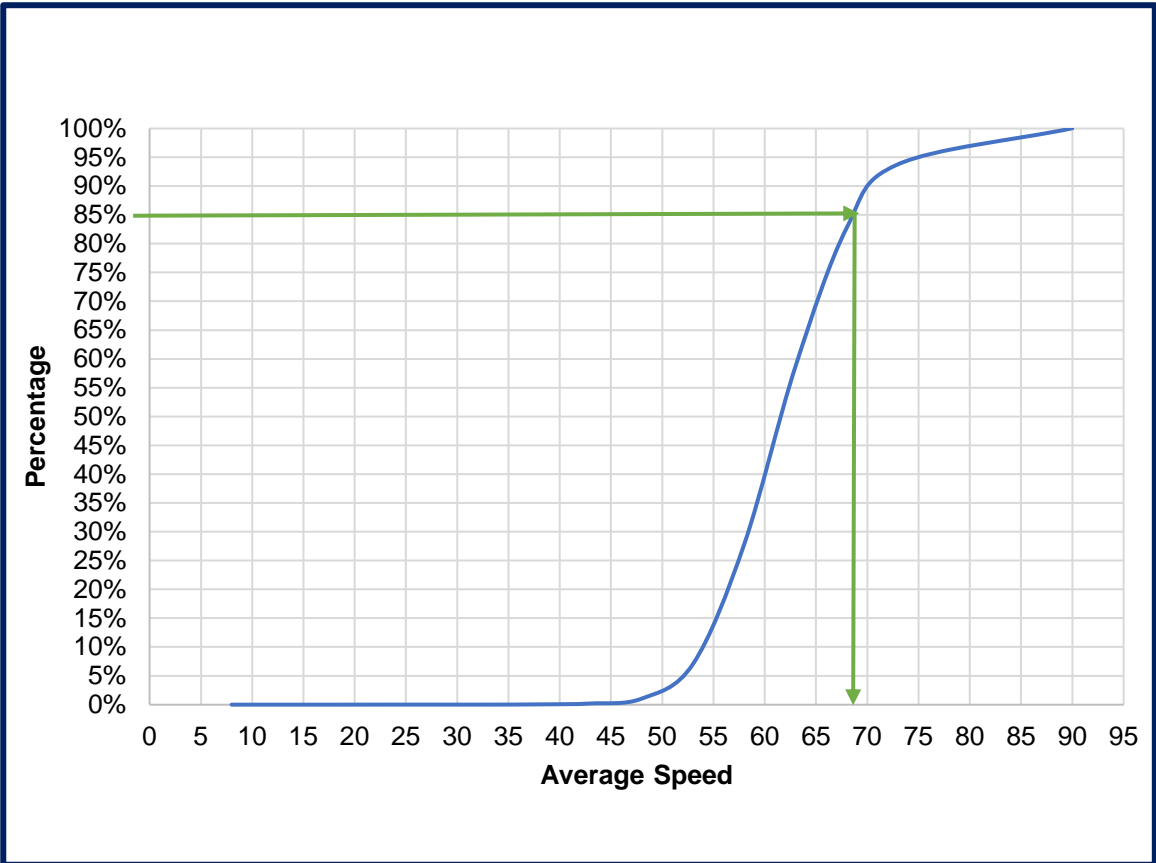
Speed Distribution, and Pace and Mode Speed



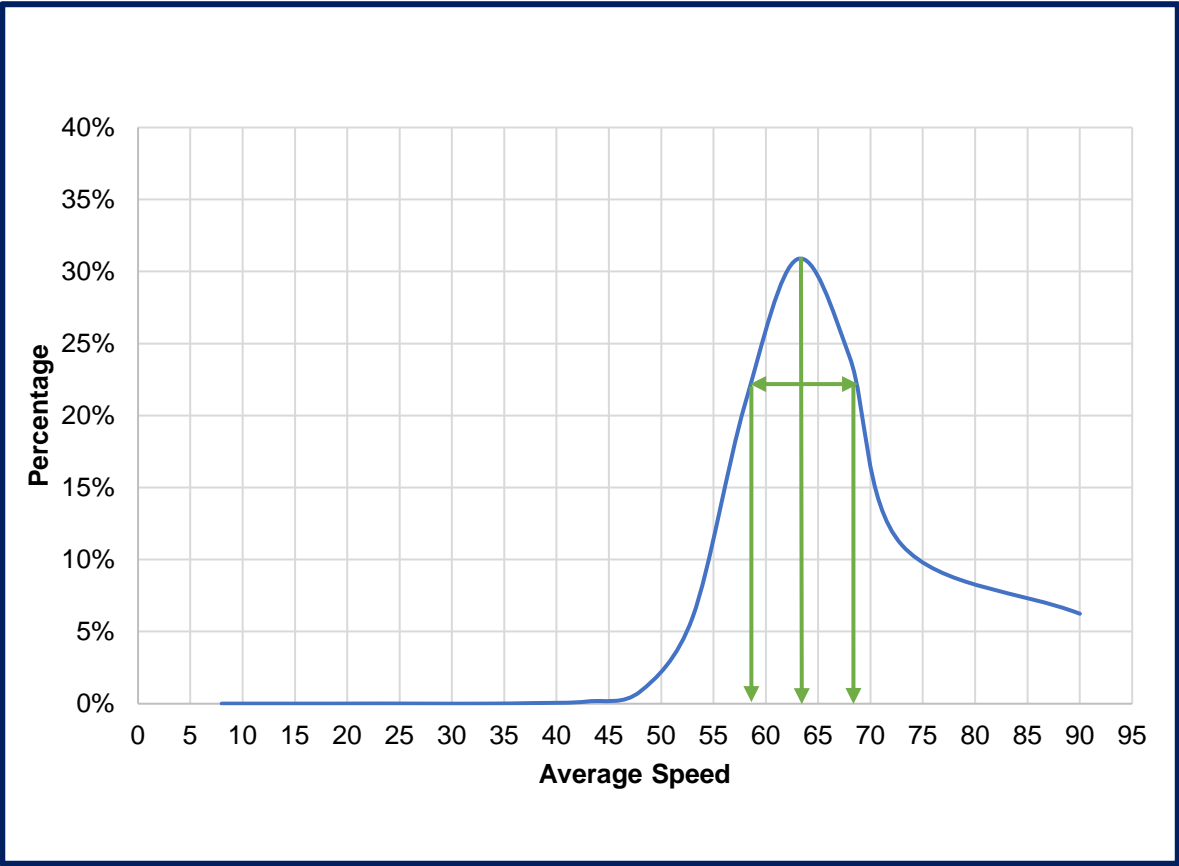
NM 264 West of Defiance – 24-Hour

Speed Data

Average Speed	Speed Bin / Range	Eastbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	1	0%	1	0.01%
28	26-30	0	0%	1	0.01%
33	31-35	0	0%	1	0.01%
38	36-40	5	0%	6	0.05%
43	41-45	19	0%	25	0.20%
48	46-50	105	1%	130	1.05%
53	51-55	744	6%	874	7.05%
58	56-60	2579	21%	3453	27.84%
63	61-65	3827	31%	7280	58.70%
68	66-70	2984	24%	10264	82.75%
73	71-75	1365	11%	11629	93.76%
90	76-999	774	6%	12403	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



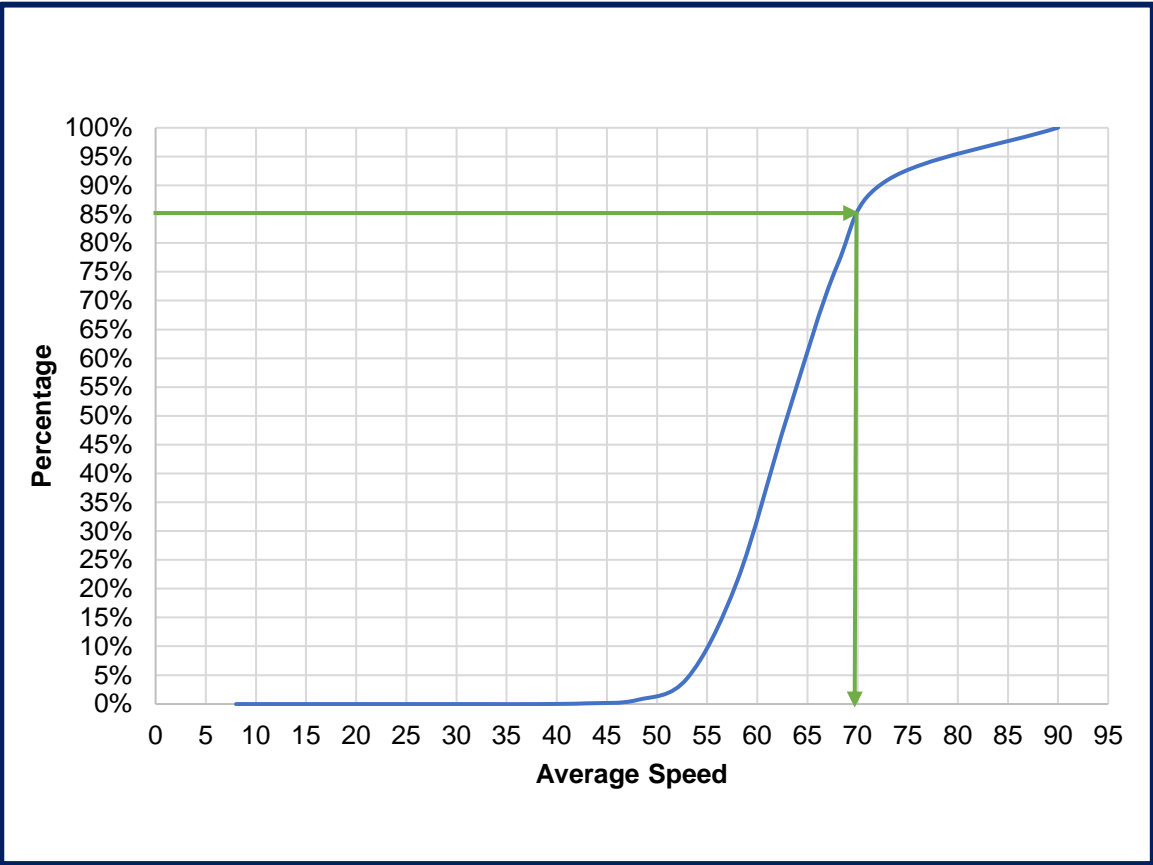
Speed Distribution, and Pace and Mode Speed



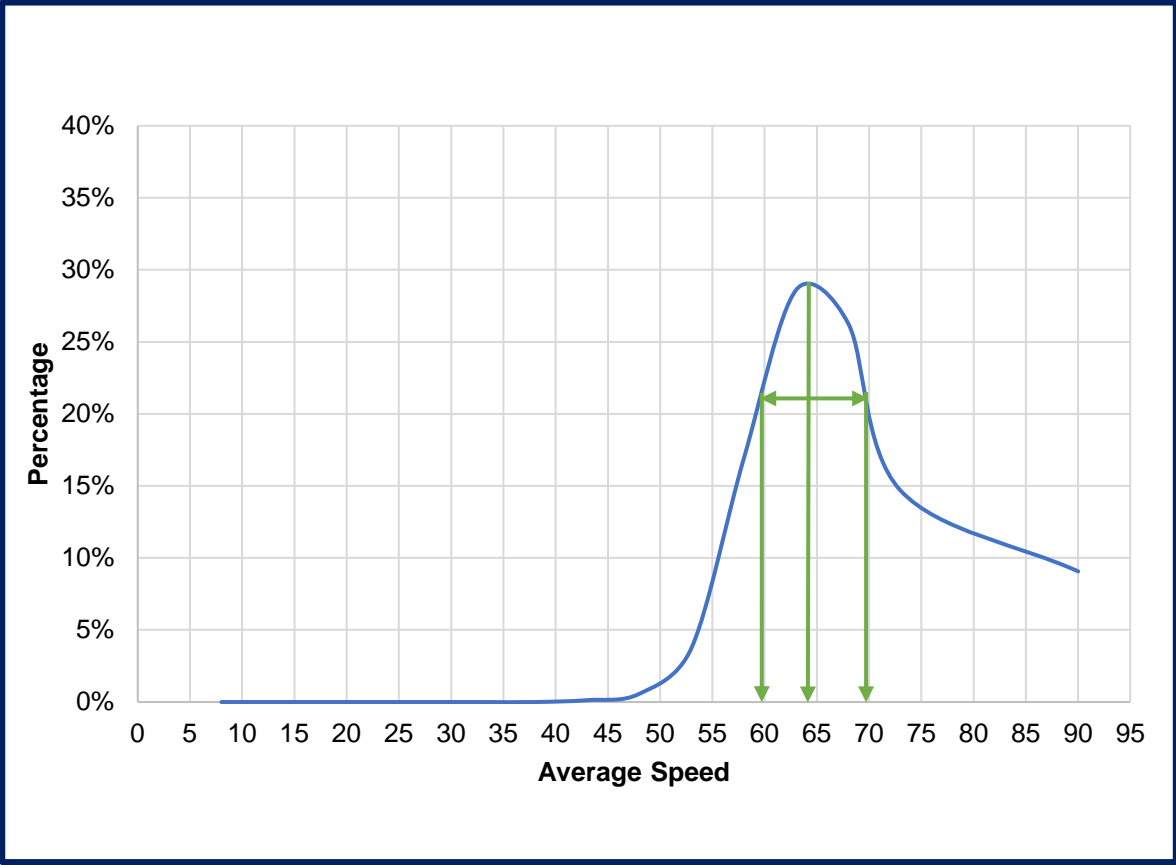
NM 264 West of Defiance – AM and PM

Speed Data

Average Speed	Speed Bin / Range	Eastbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	0	0%	0	0.00%
33	31-35	0	0%	0	0.00%
38	36-40	0	0%	0	0.00%
43	41-45	5	0%	5	0.13%
48	46-50	22	1%	27	0.70%
53	51-55	145	4%	172	4.47%
58	56-60	651	17%	823	21.38%
63	61-65	1101	29%	1924	49.99%
68	66-70	1011	26%	2935	76.25%
73	71-75	565	15%	3500	90.93%
90	76-999	349	9%	3849	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



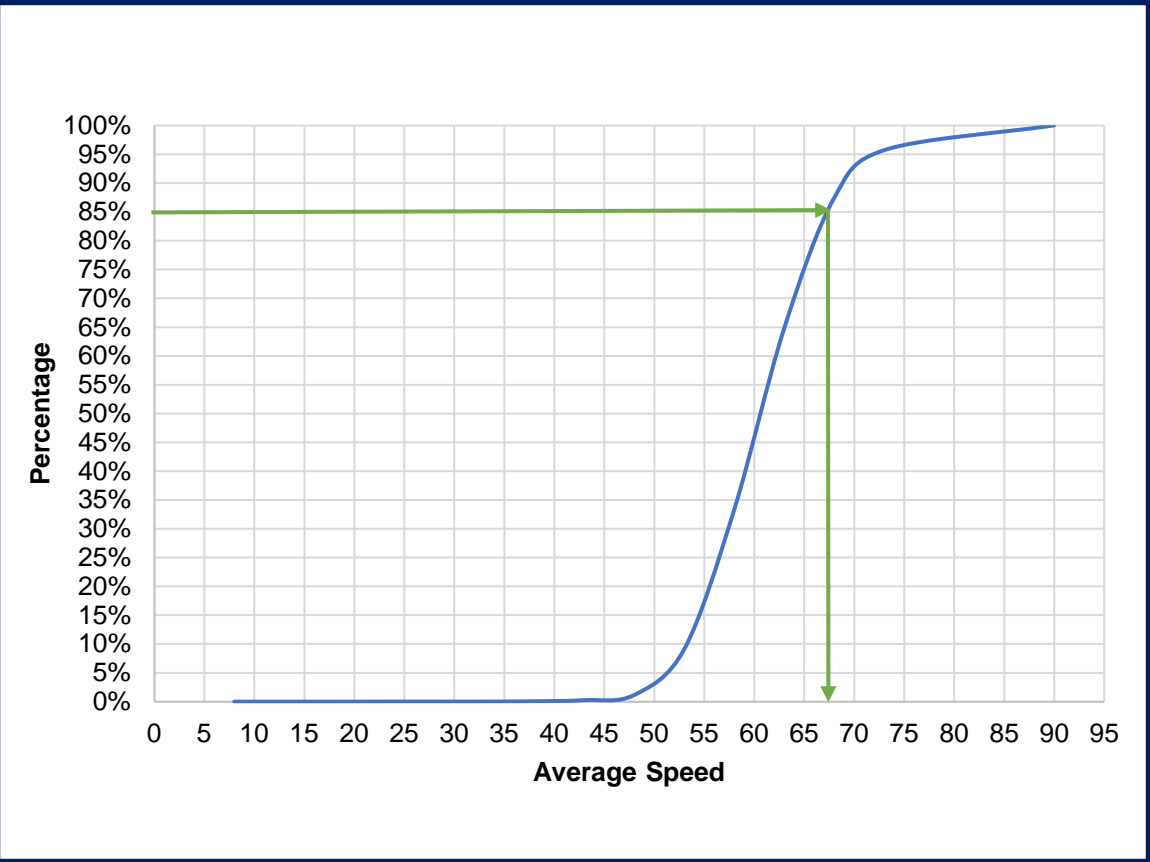
Speed Distribution, and Pace and Mode Speed



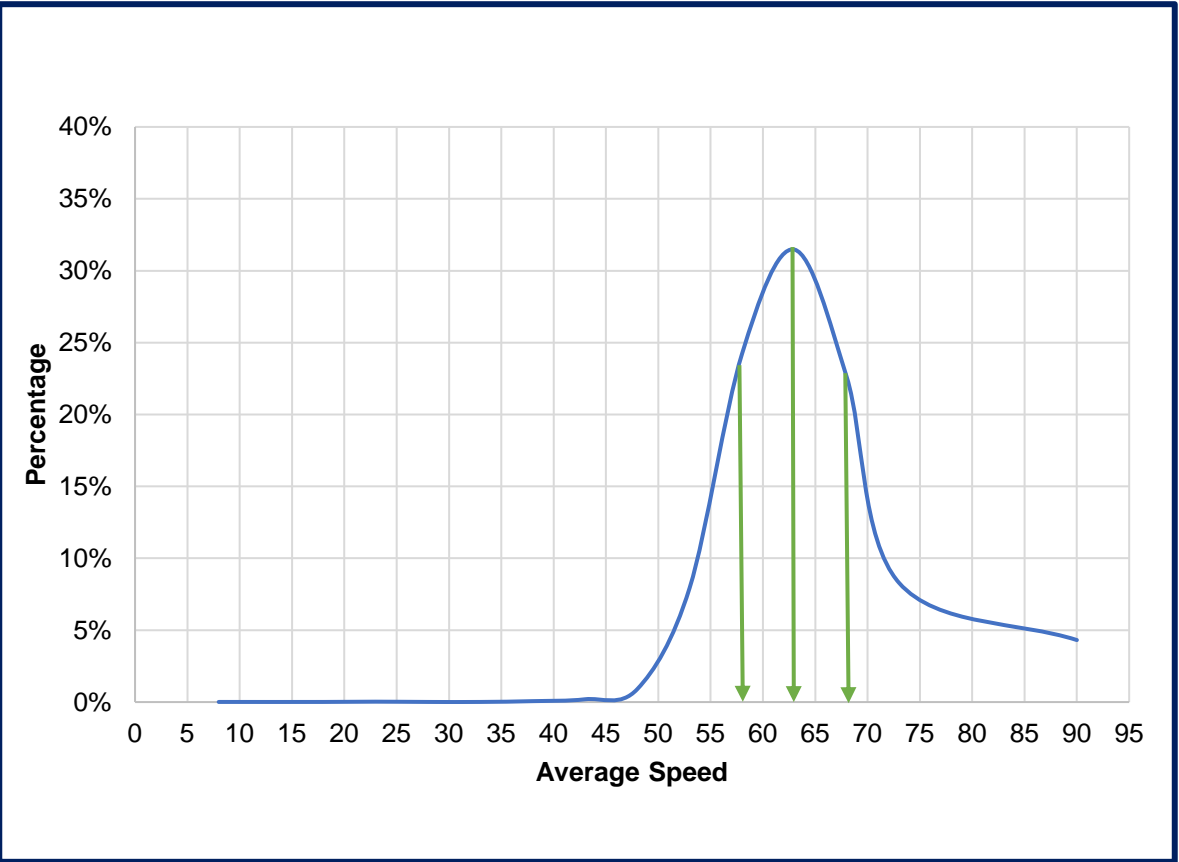
NM 264 West of Defiance – Midday

Speed Data

Average Speed	Speed Bin / Range	Eastbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	1	0%	1	0.02%
28	26-30	0	0%	1	0.02%
33	31-35	0	0%	1	0.02%
38	36-40	3	0%	4	0.07%
43	41-45	10	0%	14	0.26%
48	46-50	48	1%	62	1.16%
53	51-55	426	8%	488	9.09%
58	56-60	1299	24%	1787	33.30%
63	61-65	1689	31%	3476	64.78%
68	66-70	1214	23%	4690	87.40%
73	71-75	445	8%	5135	95.70%
90	76-999	231	4%	5366	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



Speed Distribution, and Pace and Mode Speed

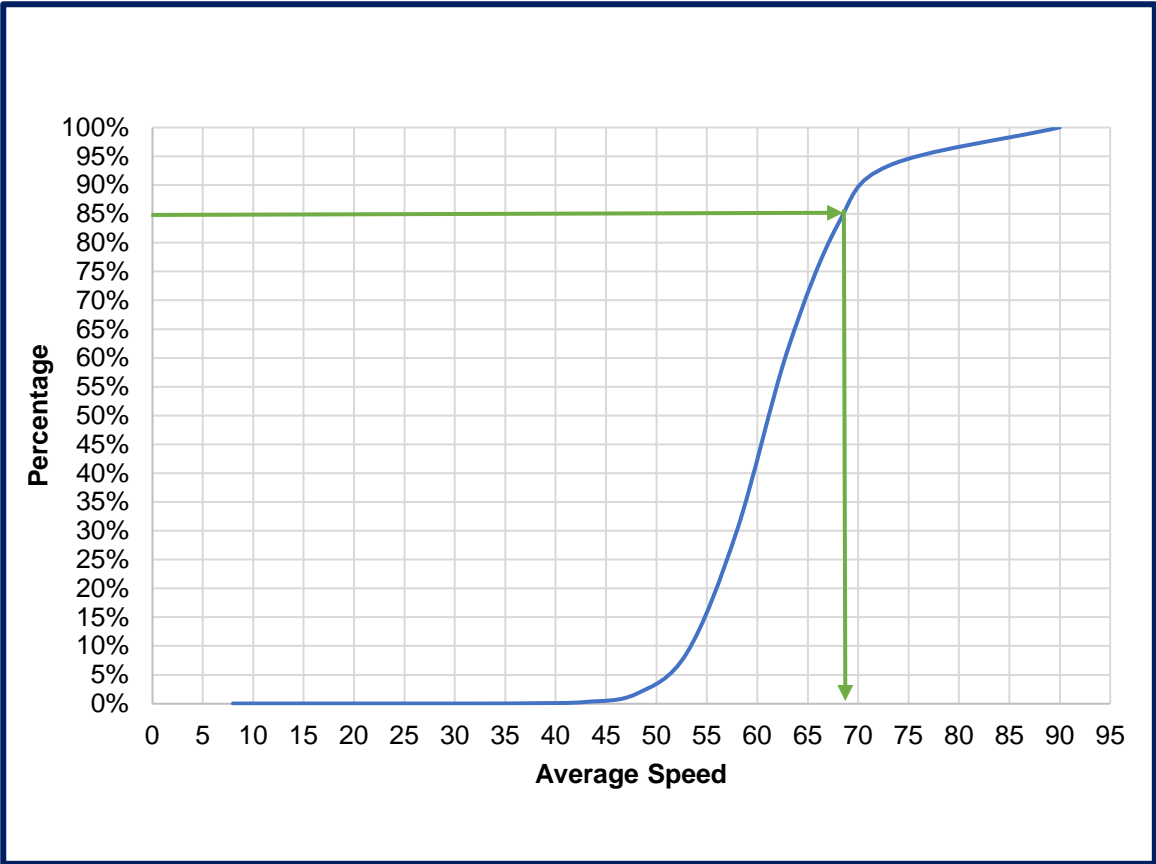




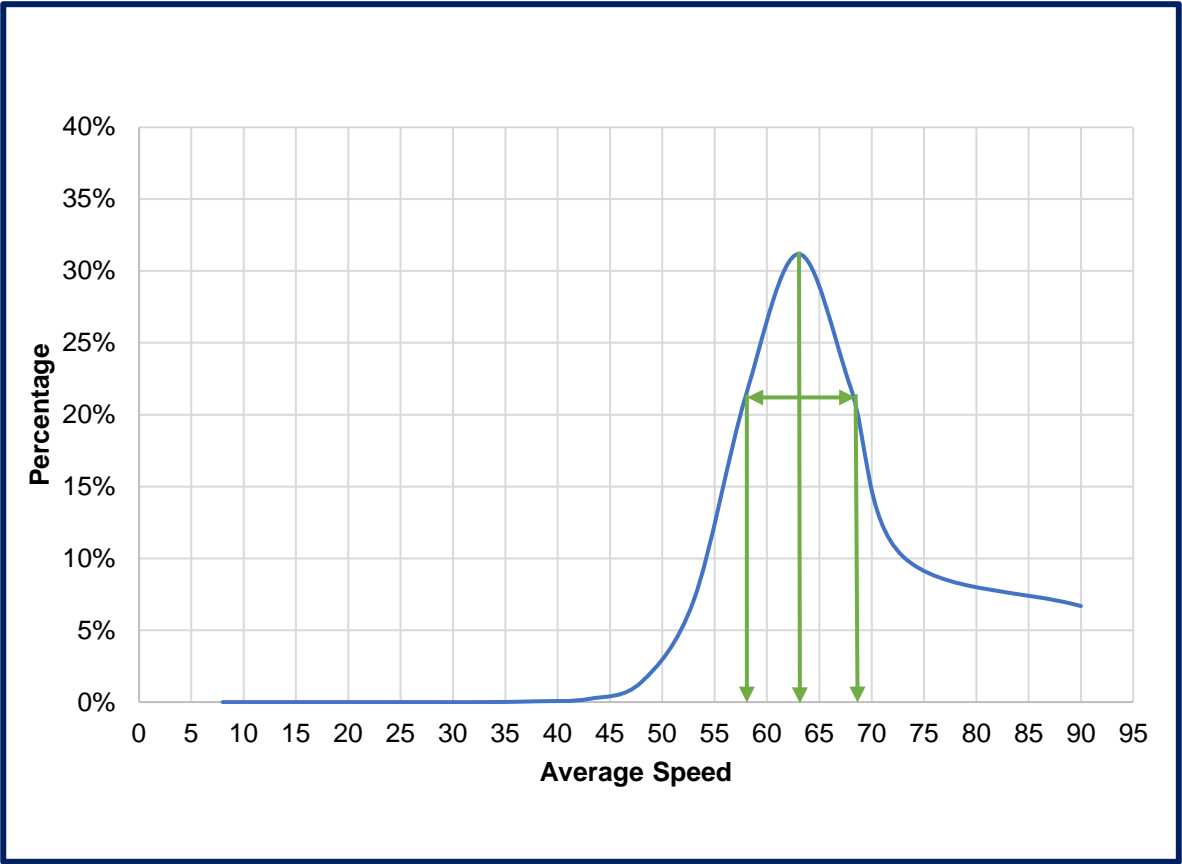
NM 264 West of Defiance – Nighttime

Speed Data

Average Speed	Speed Bin / Range	Eastbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	0	0%	0	0.00%
33	31-35	0	0%	0	0.00%
38	36-40	1	0%	1	0.06%
43	41-45	4	0%	5	0.28%
48	46-50	25	1%	30	1.67%
53	51-55	127	7%	157	8.74%
58	56-60	384	21%	541	30.12%
63	61-65	560	31%	1101	61.30%
68	66-70	393	22%	1494	83.18%
73	71-75	182	10%	1676	93.32%
90	76-999	120	7%	1796	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



Speed Distribution, and Pace and Mode Speed



NM 264 West of Winchester Rd. – 24-Hour

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	7	0%	7	0.06%
18	16-20	4	0%	11	0.10%
23	21-25	0	0%	11	0.10%
28	26-30	2	0%	13	0.11%
33	31-35	0	0%	13	0.11%
38	36-40	2	0%	15	0.13%
43	41-45	7	0%	22	0.19%
48	46-50	44	0%	66	0.58%
53	51-55	200	2%	266	2.35%
58	56-60	961	8%	1227	10.85%
63	61-65	2985	26%	4212	37.25%
68	66-70	3864	34%	8076	71.42%
73	71-75	2036	18%	10112	89.42%
90	76-999	1196	11%	11308	100.00%

NM 264 West of Winchester Rd. – AM and PM

Speed Data

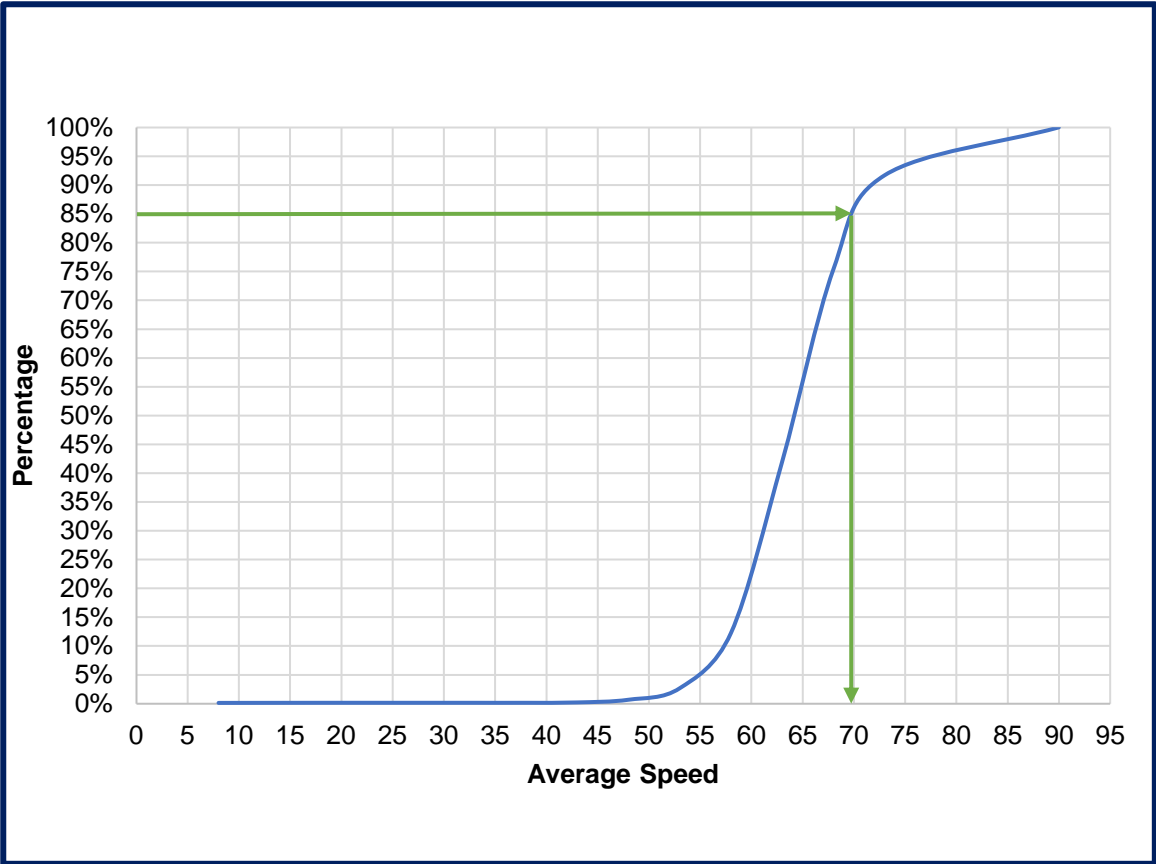
Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	2	0%	2	0.06%
18	16-20	0	0%	2	0.06%
23	21-25	0	0%	2	0.06%
28	26-30	2	0%	4	0.12%
33	31-35	0	0%	4	0.12%
38	36-40	1	0%	5	0.15%
43	41-45	0	0%	5	0.15%
48	46-50	5	0%	10	0.29%
53	51-55	43	1%	53	1.54%
58	56-60	218	6%	271	7.89%
63	61-65	752	22%	1023	29.80%
68	66-70	1164	34%	2187	63.71%
73	71-75	745	22%	2932	85.41%
90	76-999	501	15%	3433	100.00%



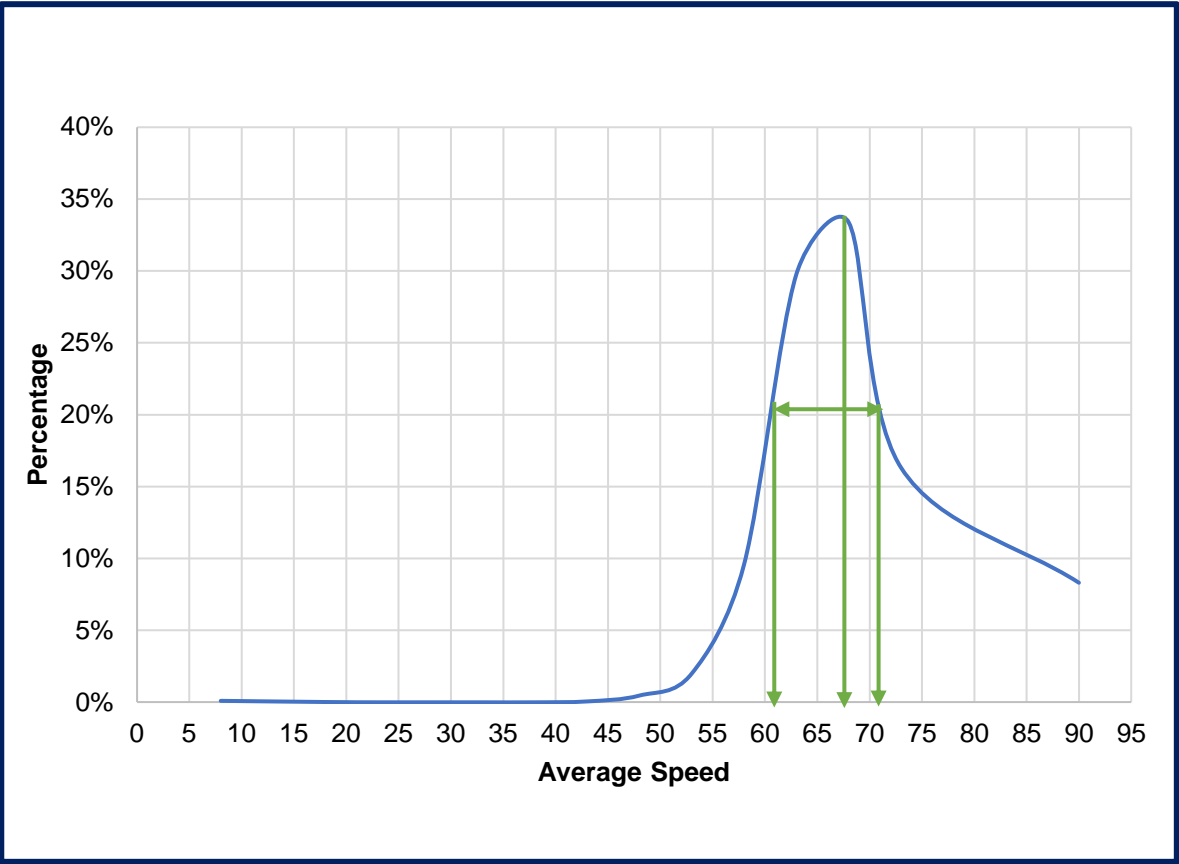
NM 264 West of Winchester Rd. – Midday

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	5	0%	5	0.10%
18	16-20	1	0%	6	0.12%
23	21-25	0	0%	6	0.12%
28	26-30	0	0%	6	0.12%
33	31-35	0	0%	6	0.12%
38	36-40	0	0%	6	0.12%
43	41-45	3	0%	9	0.18%
48	46-50	23	0%	32	0.65%
53	51-55	98	2%	130	2.64%
58	56-60	471	10%	601	12.22%
63	61-65	1464	30%	2065	41.98%
68	66-70	1642	33%	3707	75.36%
73	71-75	803	16%	4510	91.69%
90	76-999	409	8%	4919	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



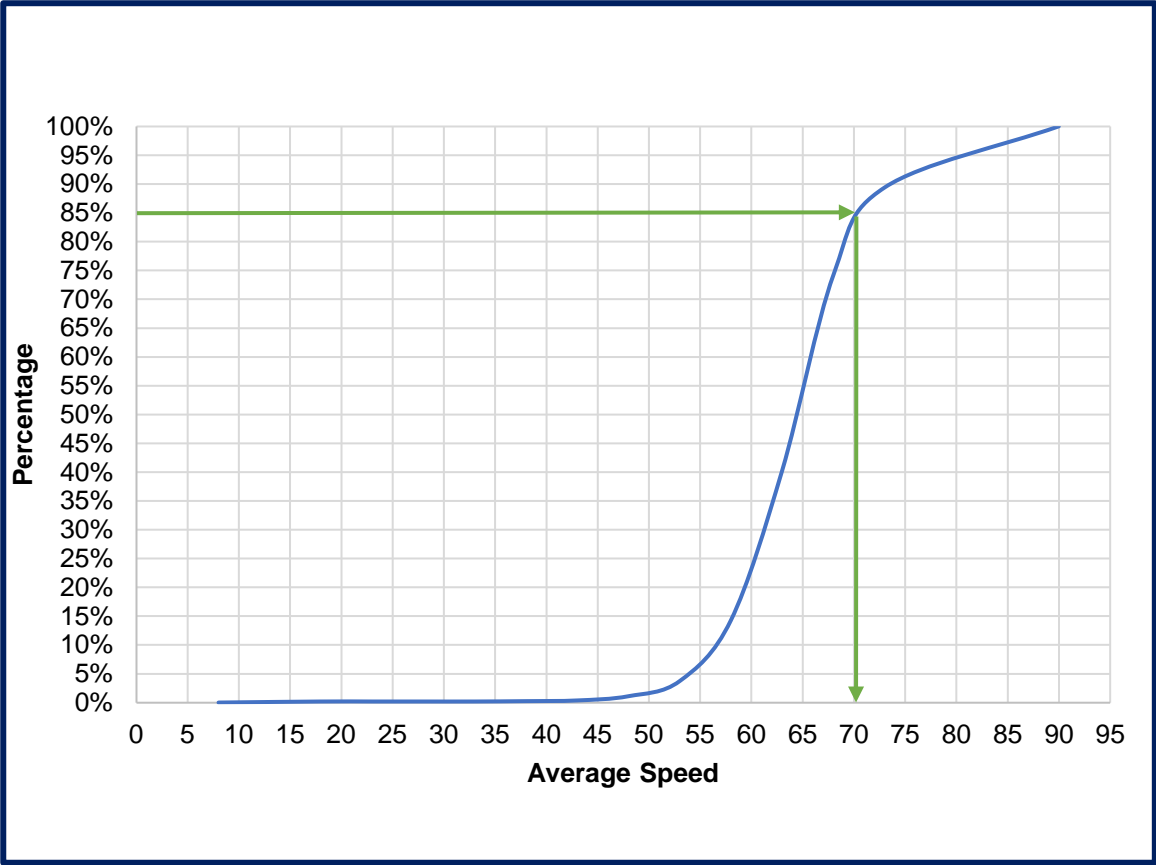
Speed Distribution, and Pace and Mode Speed



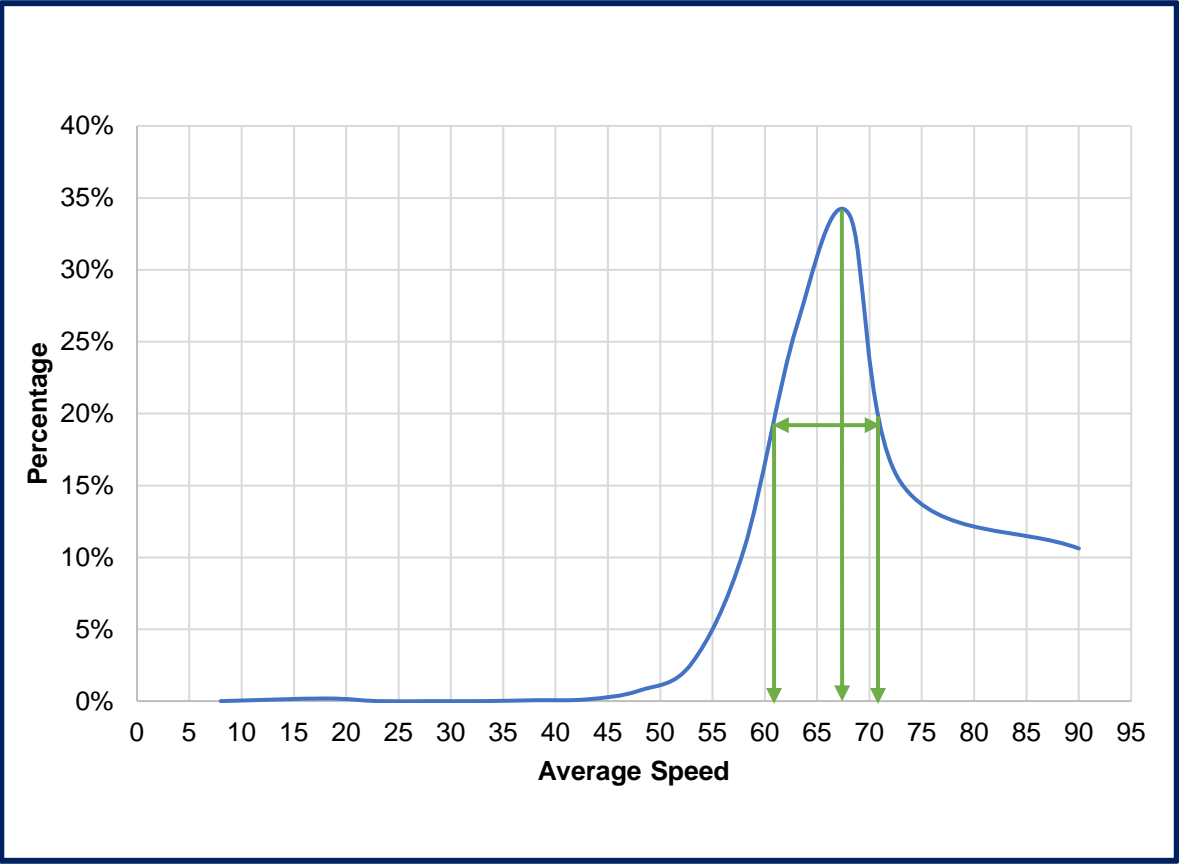
NM 264 West of Winchester Rd. – Nighttime

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	3	0%	3	0.18%
23	21-25	0	0%	3	0.18%
28	26-30	0	0%	3	0.18%
33	31-35	0	0%	3	0.18%
38	36-40	1	0%	4	0.24%
43	41-45	2	0%	6	0.37%
48	46-50	12	1%	18	1.10%
53	51-55	43	3%	61	3.72%
58	56-60	173	11%	234	14.28%
63	61-65	426	26%	660	40.27%
68	66-70	556	34%	1216	74.19%
73	71-75	249	15%	1465	89.38%
90	76-999	174	11%	1639	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



Speed Distribution, and Pace and Mode Speed



NM 264 East of Green Meadows Rd. – 24-Hour

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	1	0%	1	0.01%
28	26-30	1	0%	2	0.02%
33	31-35	0	0%	2	0.02%
38	36-40	1	0%	3	0.03%
43	41-45	8	0%	11	0.10%
48	46-50	49	0%	60	0.53%
53	51-55	257	2%	317	2.78%
58	56-60	1044	9%	1361	11.95%
63	61-65	2649	23%	4010	35.22%
68	66-70	3663	32%	7673	67.39%
73	71-75	2329	20%	10002	87.84%
90	76-999	1384	12%	11386	100.00%

NM 264 East of Green Meadows Rd. – AM and PM

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	0	0%	0	0.00%
33	31-35	0	0%	0	0.00%
38	36-40	0	0%	0	0.00%
43	41-45	1	0%	1	0.03%
48	46-50	8	0%	9	0.26%
53	51-55	39	1%	48	1.37%
58	56-60	233	7%	281	8.03%
63	61-65	683	20%	964	27.55%
68	66-70	1151	33%	2115	60.45%
73	71-75	846	24%	2961	84.62%
90	76-999	538	15%	3499	100.00%

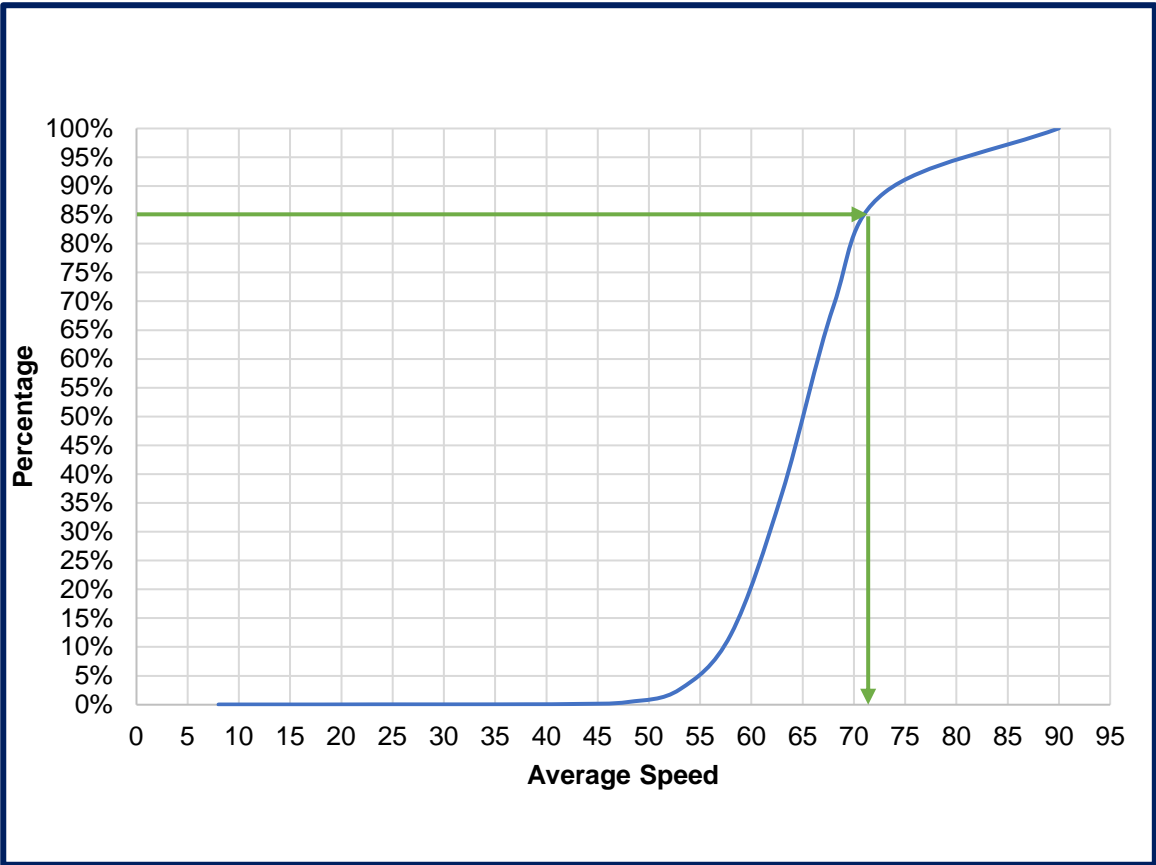




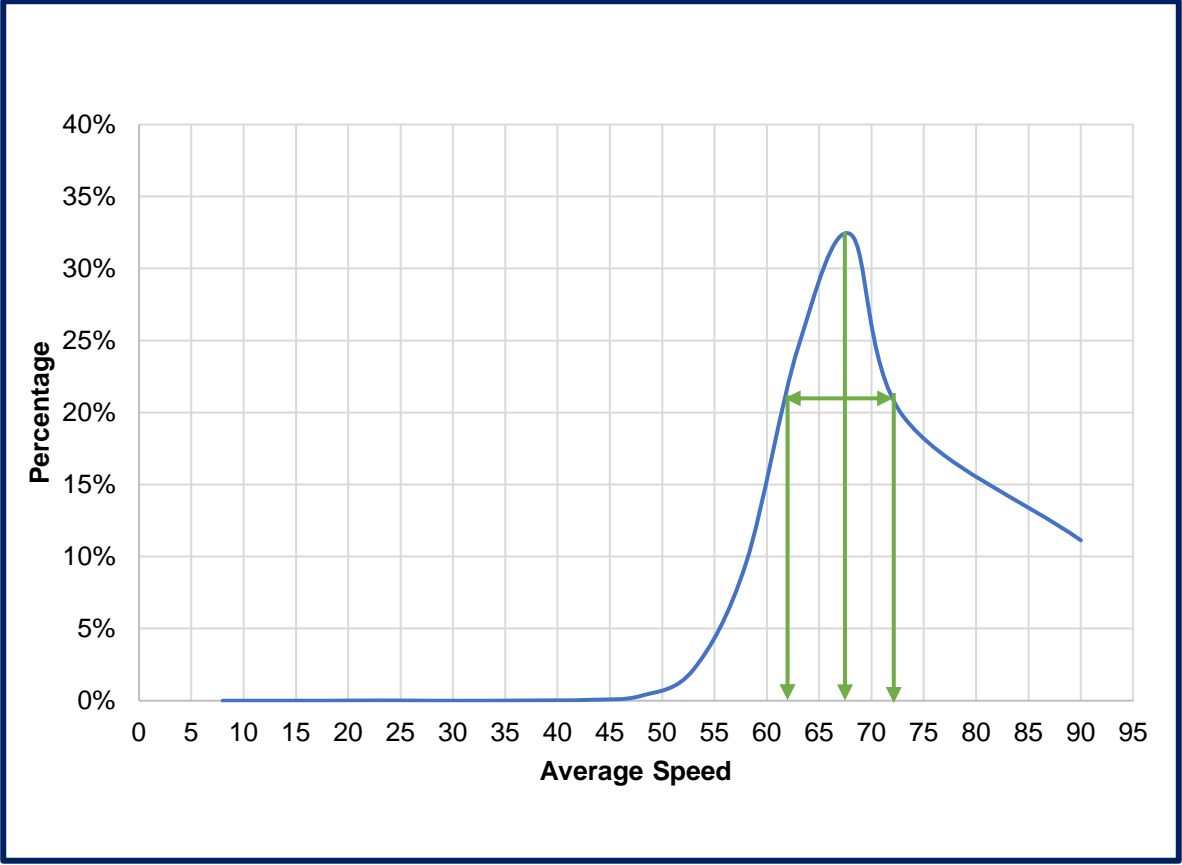
NM 264 East of Green Meadows Rd. – Midday

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	1	0%	1	0.02%
28	26-30	0	0%	1	0.02%
33	31-35	0	0%	1	0.02%
38	36-40	1	0%	2	0.04%
43	41-45	3	0%	5	0.10%
48	46-50	17	0%	22	0.44%
53	51-55	108	2%	130	2.62%
58	56-60	473	10%	603	12.16%
63	61-65	1218	25%	1821	36.73%
68	66-70	1605	32%	3426	69.10%
73	71-75	980	20%	4406	88.87%
90	76-999	552	11%	4958	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



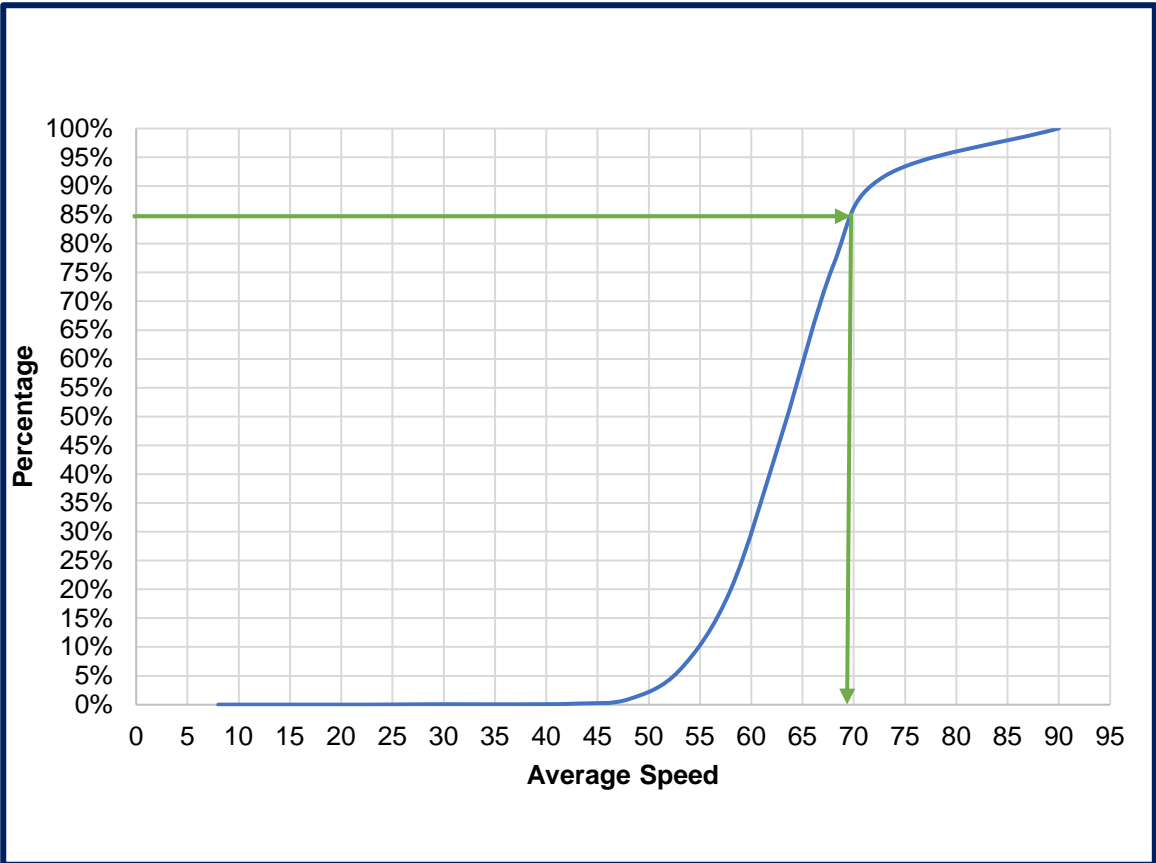
Speed Distribution, and Pace and Mode Speed



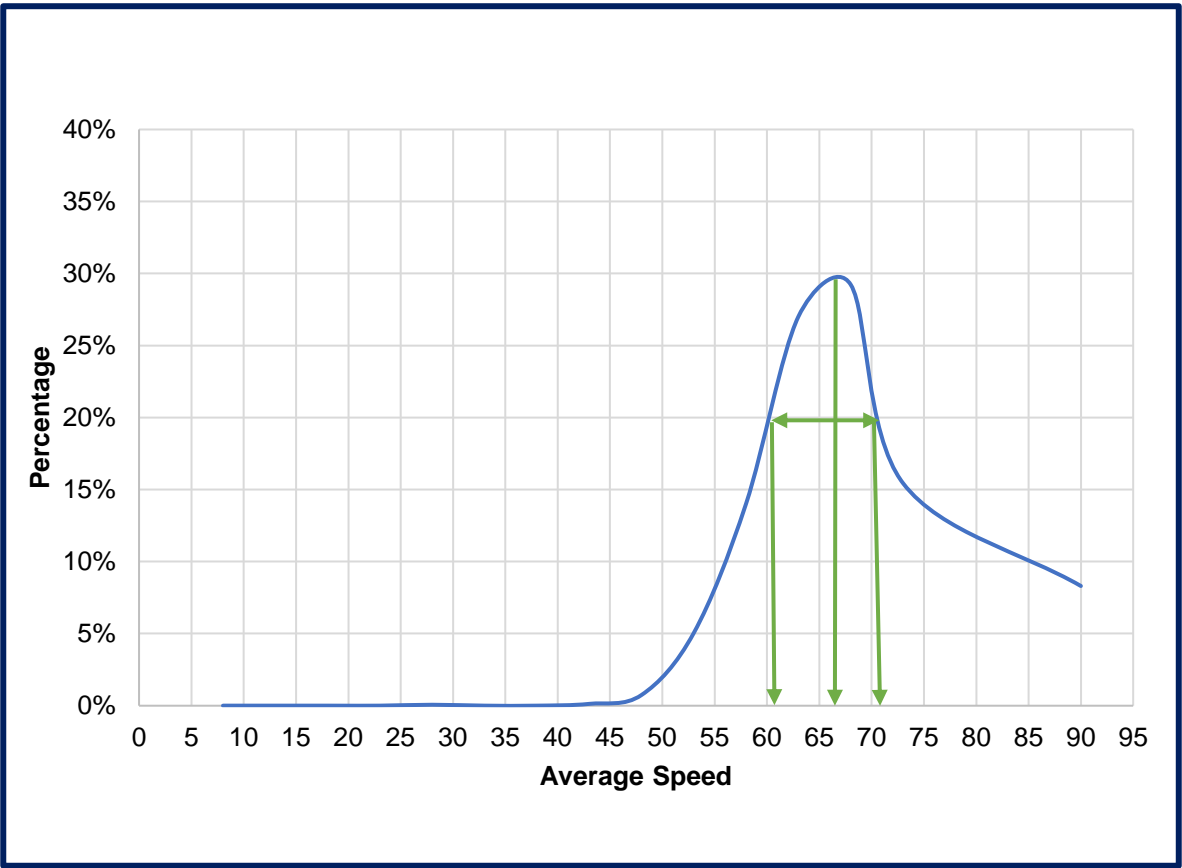
NM 264 East of Green Meadows Rd. – Nighttime

Speed Data

Average Speed	Speed Bin / Range	Both Approaches	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	1	0%	1	0.06%
33	31-35	0	0%	1	0.06%
38	36-40	0	0%	1	0.06%
43	41-45	2	0%	3	0.18%
48	46-50	12	1%	15	0.92%
53	51-55	82	5%	97	5.97%
58	56-60	228	14%	325	20.00%
63	61-65	439	27%	764	47.02%
<b>68</b>	<b>66-70</b>	<b>475</b>	<b>29%</b>	<b>1239</b>	<b>76.25%</b>
73	71-75	251	15%	1490	91.69%
90	76-999	135	8%	1625	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



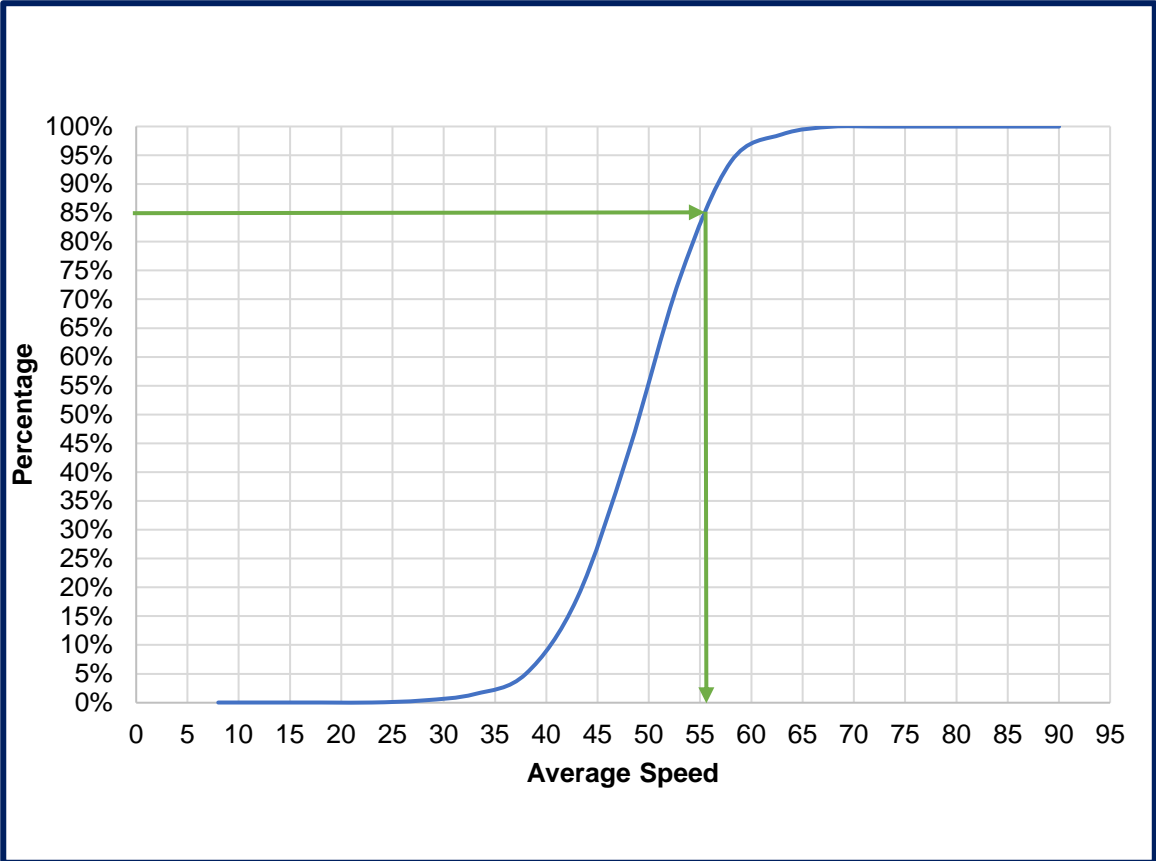
Speed Distribution, and Pace and Mode Speed



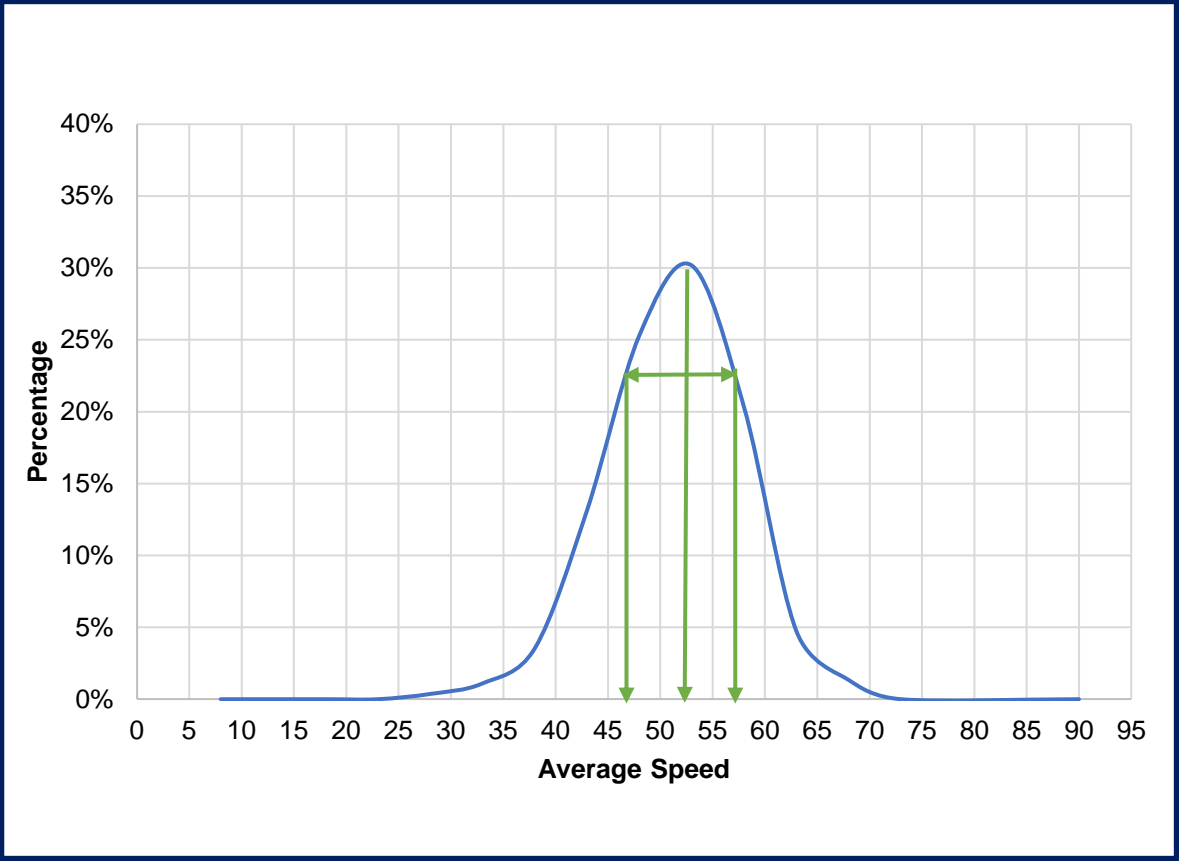
NM 264 Westbound On-Ramp – 24-Hour

Speed Data

Average Speed	Speed Bin / Range	Westbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	3	0%	3	0.36%
33	31-35	9	1%	12	1.46%
38	36-40	29	4%	41	4.99%
43	41-45	108	13%	149	18.13%
48	46-50	208	25%	357	43.43%
53	51-55	248	30%	605	73.60%
58	56-60	167	20%	772	93.92%
63	61-65	39	5%	811	98.66%
68	66-70	11	1%	822	100.00%
73	71-75	0	0%	822	100.00%
90	76-999	0	0%	822	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



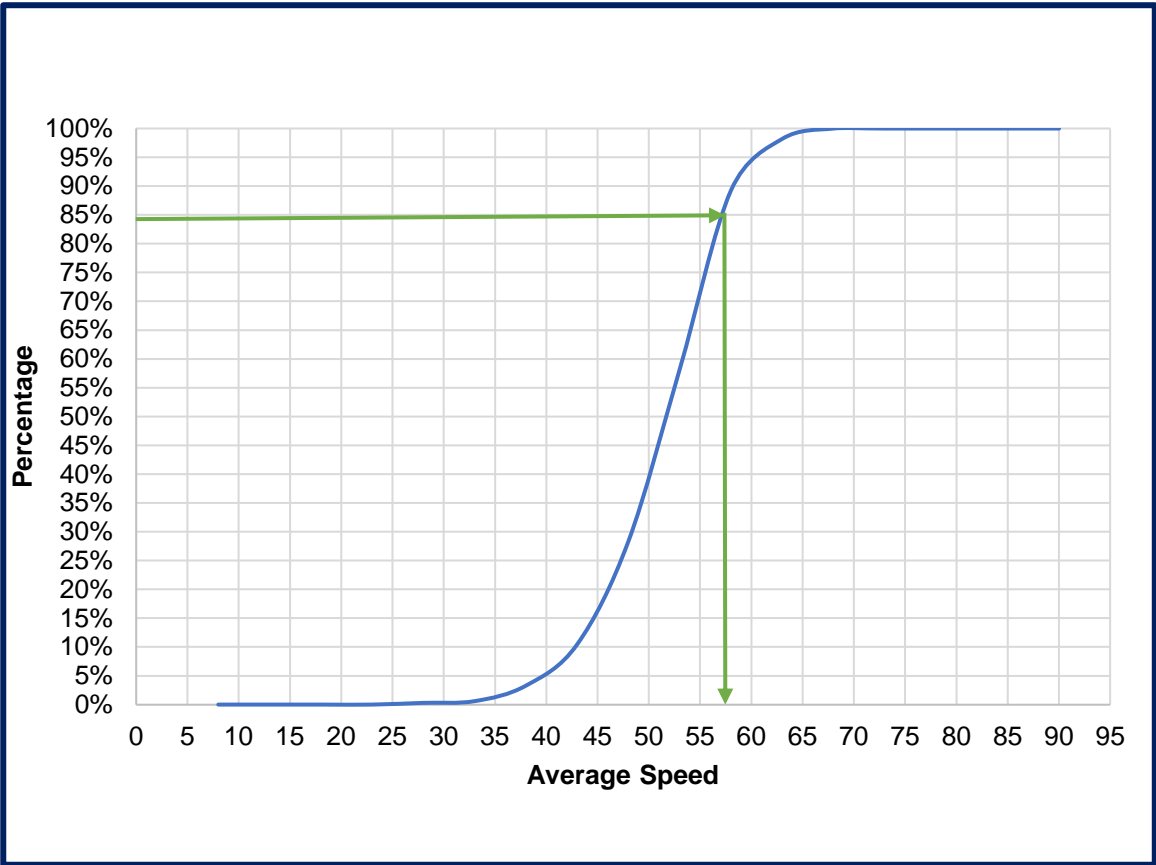
Speed Distribution, and Pace and Mode Speed



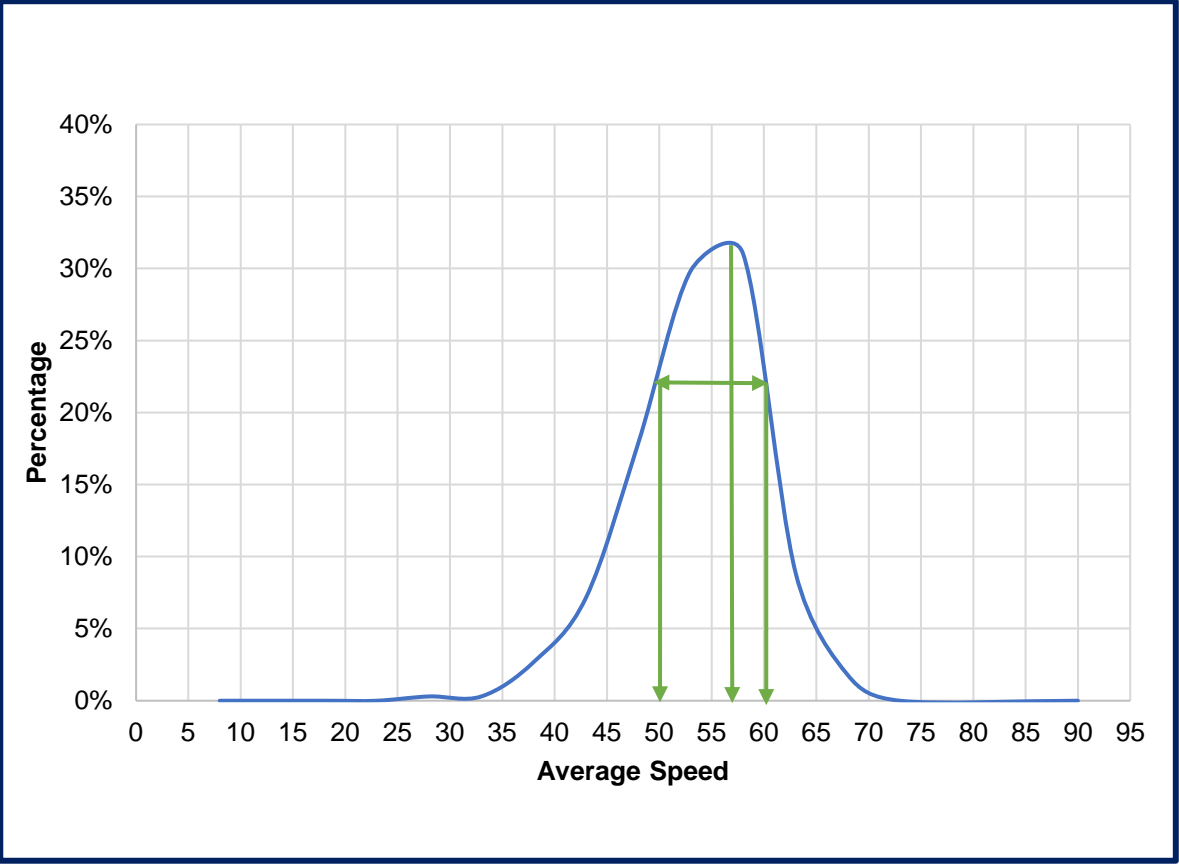
NM 264 Westbound On-Ramp – AM and PM

Speed Data

Average Speed	Speed Bin / Range	Westbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	1	0%	1	0.30%
33	31-35	1	0%	2	0.60%
38	36-40	9	3%	11	3.28%
43	41-45	24	7%	35	10.45%
48	46-50	60	18%	95	28.36%
53	51-55	100	30%	195	58.21%
58	56-60	104	31%	299	89.25%
63	61-65	30	9%	329	98.21%
68	66-70	6	2%	335	100.00%
73	71-75	0	0%	335	100.00%
90	76-999	0	0%	335	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



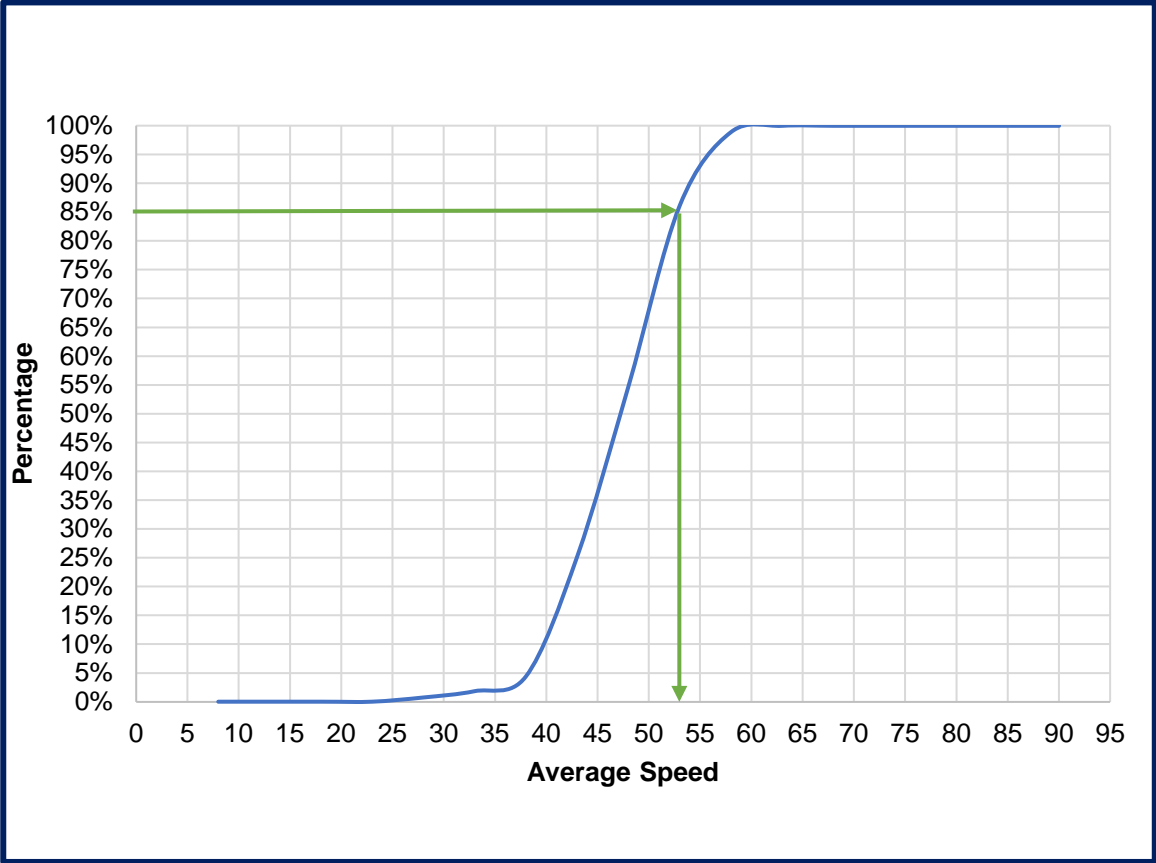
Speed Distribution, and Pace and Mode Speed



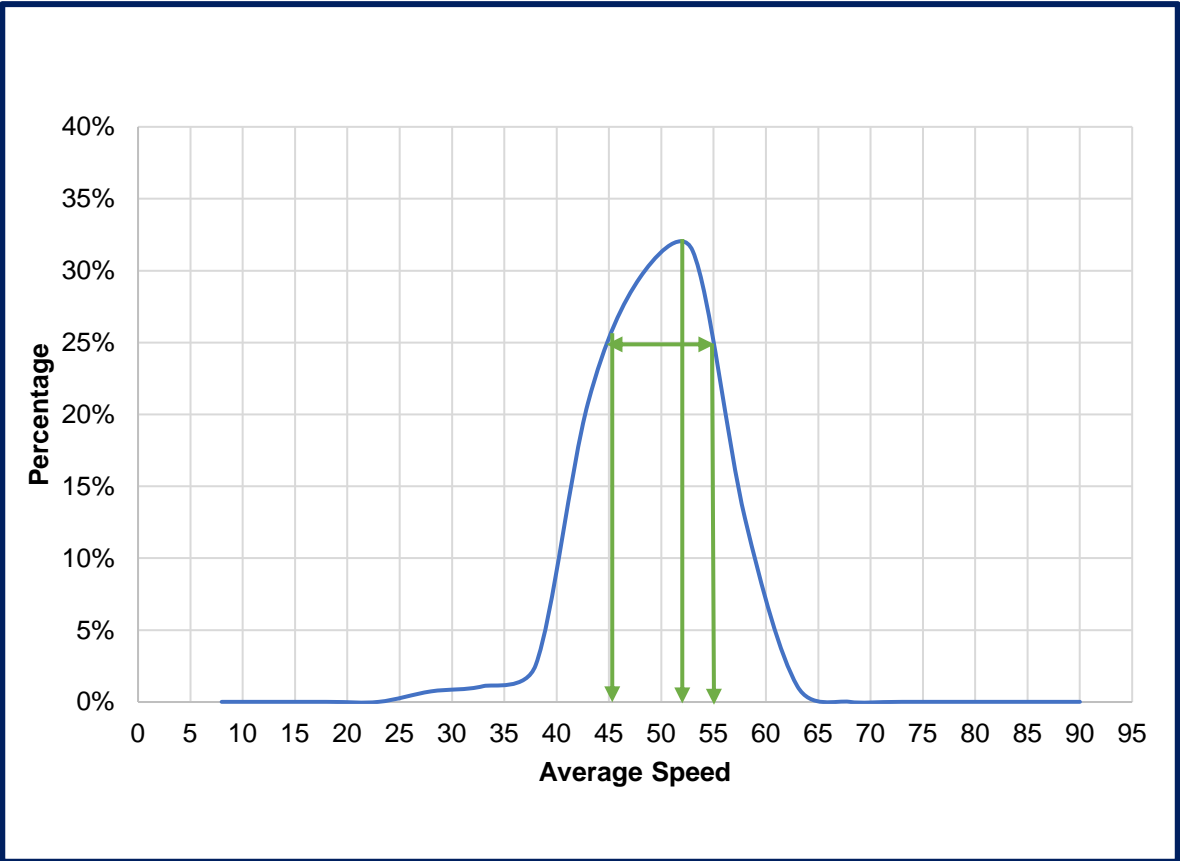
NM 264 Westbound On-Ramp – Midday

Speed Data

Average Speed	Speed Bin / Range	Westbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	2	1%	2	0.73%
33	31-35	3	1%	5	1.82%
38	36-40	7	3%	12	4.38%
43	41-45	57	21%	69	25.18%
48	46-50	81	30%	150	54.74%
53	51-55	86	31%	236	86.13%
58	56-60	35	13%	271	98.91%
63	61-65	3	1%	274	100.00%
68	66-70	0	0%	274	100.00%
73	71-75	0	0%	274	100.00%
90	76-999	0	0%	274	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



Speed Distribution, and Pace and Mode Speed

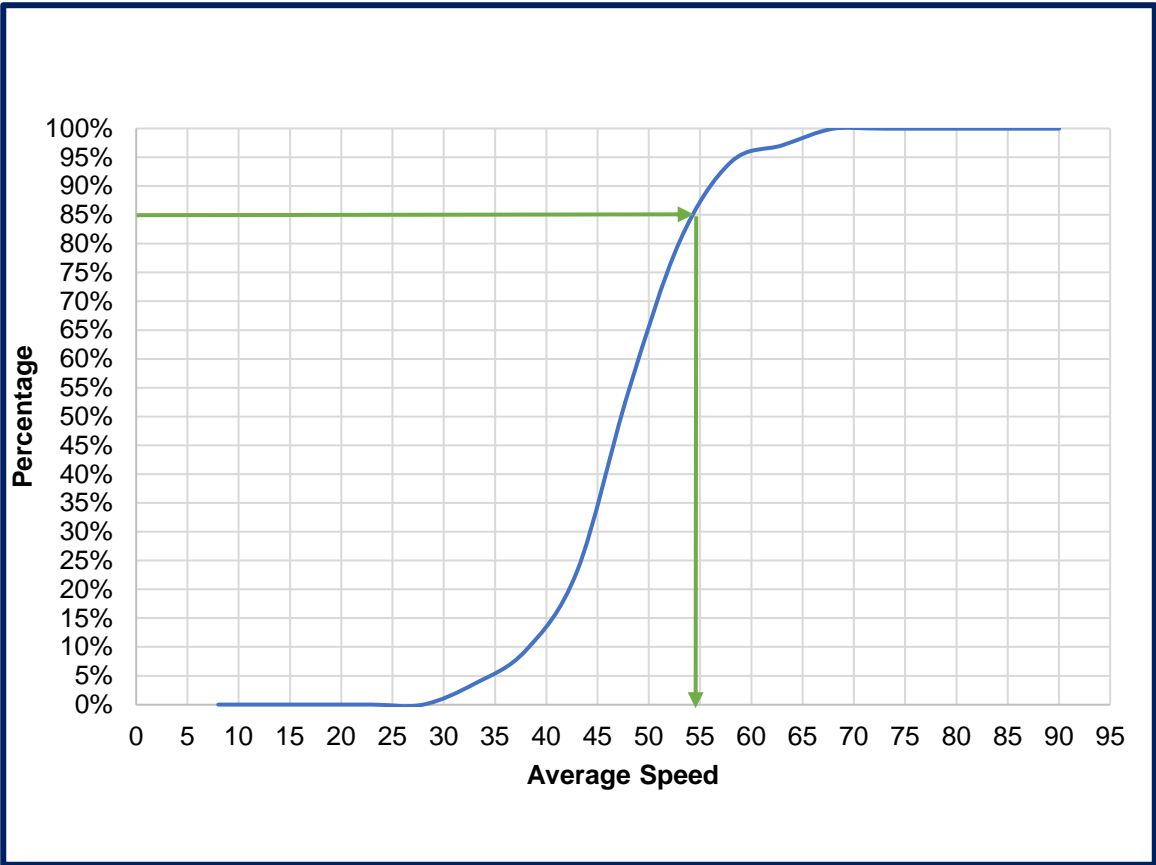




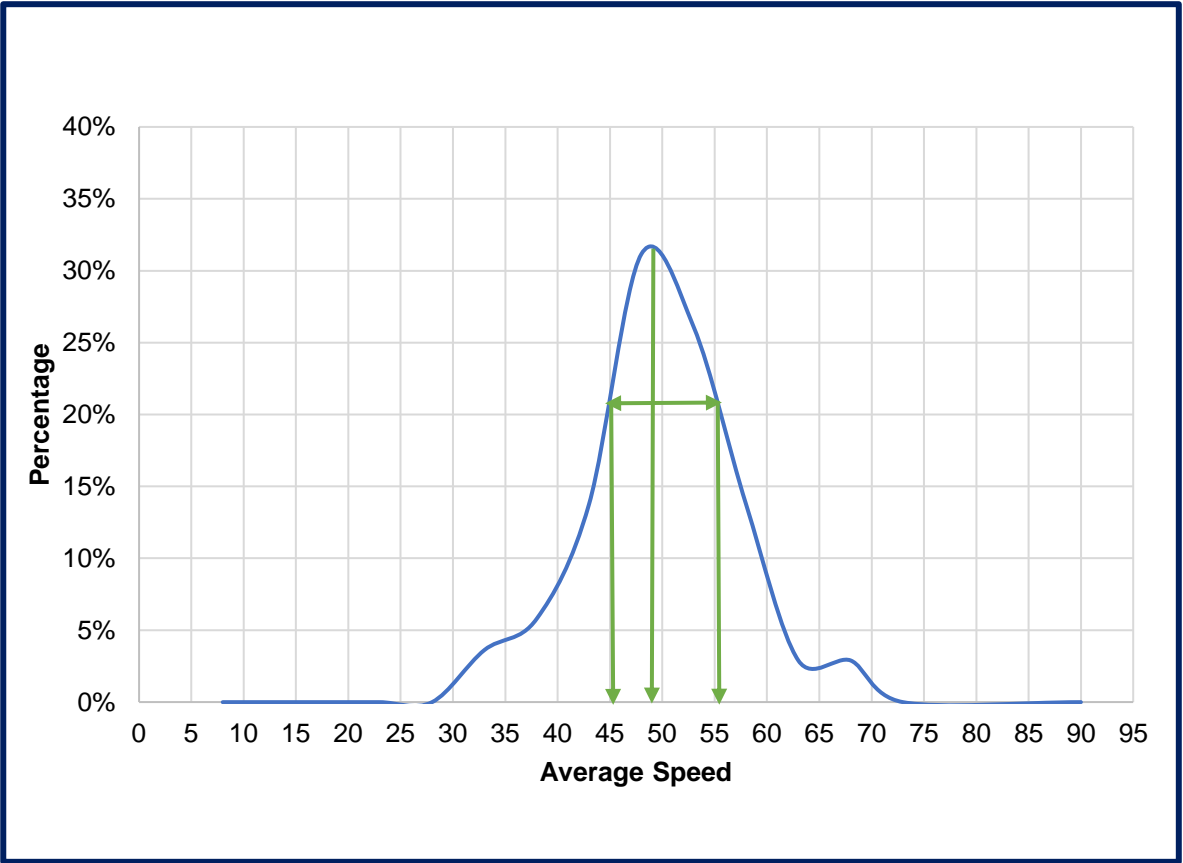
NM 264 Westbound On-Ramp – Nighttime

Speed Data

Average Speed	Speed Bin / Range	Westbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	0	0%	0	0.00%
33	31-35	5	4%	5	3.62%
38	36-40	8	6%	13	9.42%
43	41-45	19	14%	32	23.19%
48	46-50	43	31%	75	54.35%
53	51-55	36	26%	111	80.43%
58	56-60	19	14%	130	94.20%
63	61-65	4	3%	134	97.10%
68	66-70	4	3%	138	100.00%
73	71-75	0	0%	138	100.00%
90	76-999	0	0%	138	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



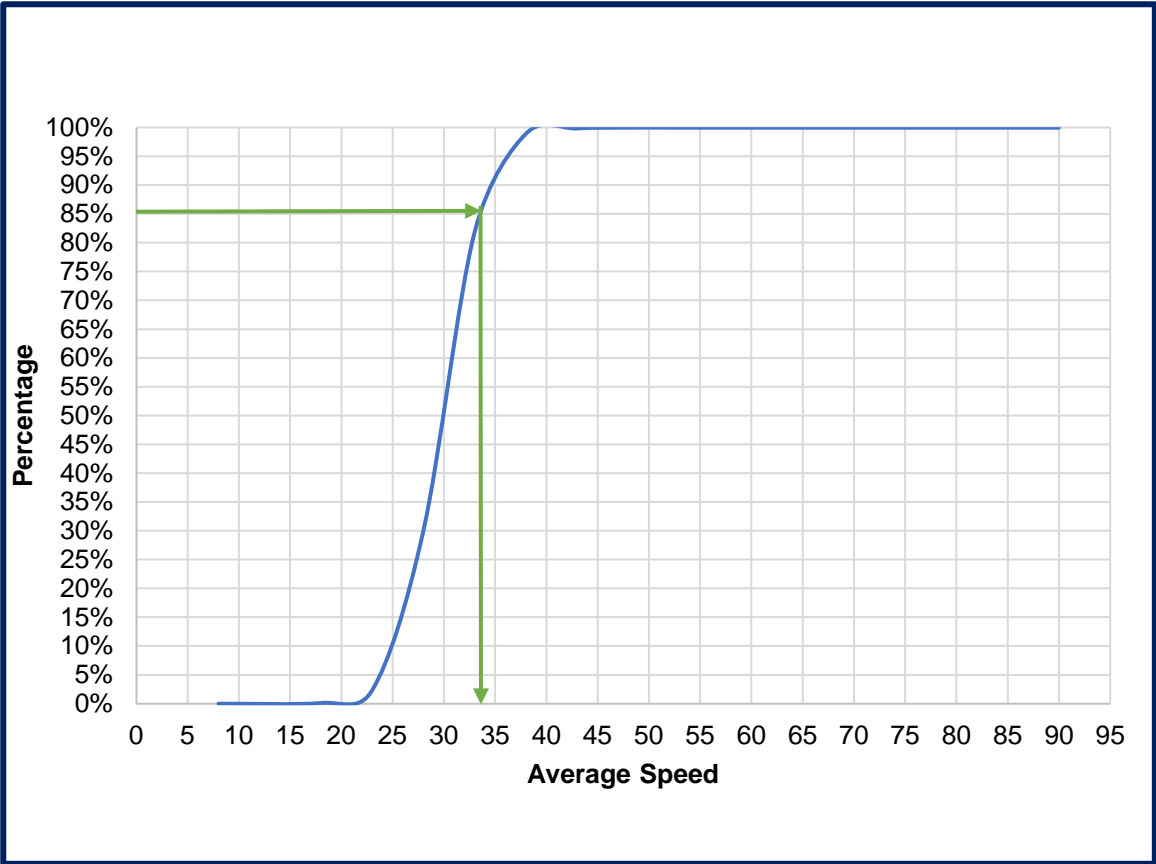
Speed Distribution, and Pace and Mode Speed



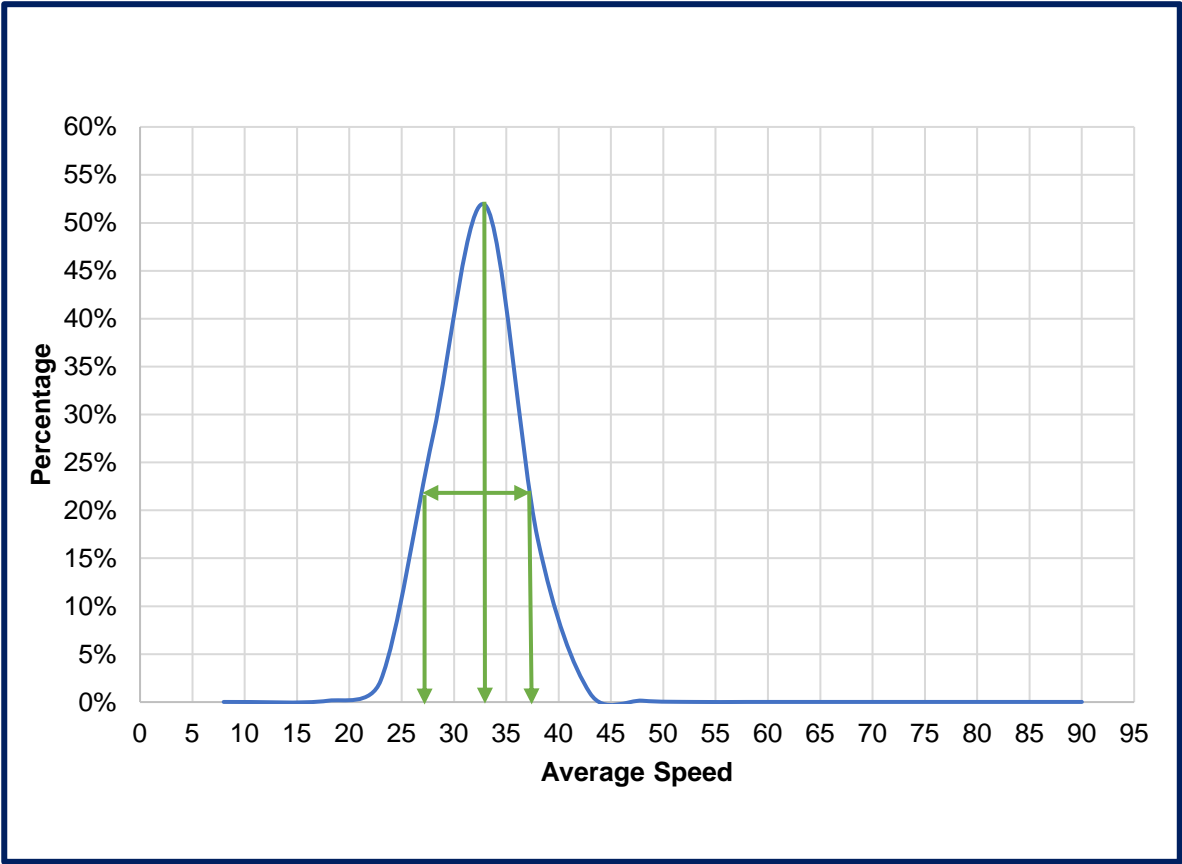
NM 264 Eastbound Ramp – 24-Hour

Speed Data

Average Speed	Speed Bin / Range	Eastbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	1	0%	1	0.13%
23	21-25	17	2%	18	2.36%
28	26-30	212	28%	230	30.10%
33	31-35	396	52%	626	81.94%
38	36-40	130	17%	756	98.95%
43	41-45	7	1%	763	99.87%
48	46-50	1	0%	764	100.00%
53	51-55	0	0%	764	100.00%
58	56-60	0	0%	764	100.00%
63	61-65	0	0%	764	100.00%
68	66-70	0	0%	764	100.00%
73	71-75	0	0%	764	100.00%
90	76-999	0	0%	764	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



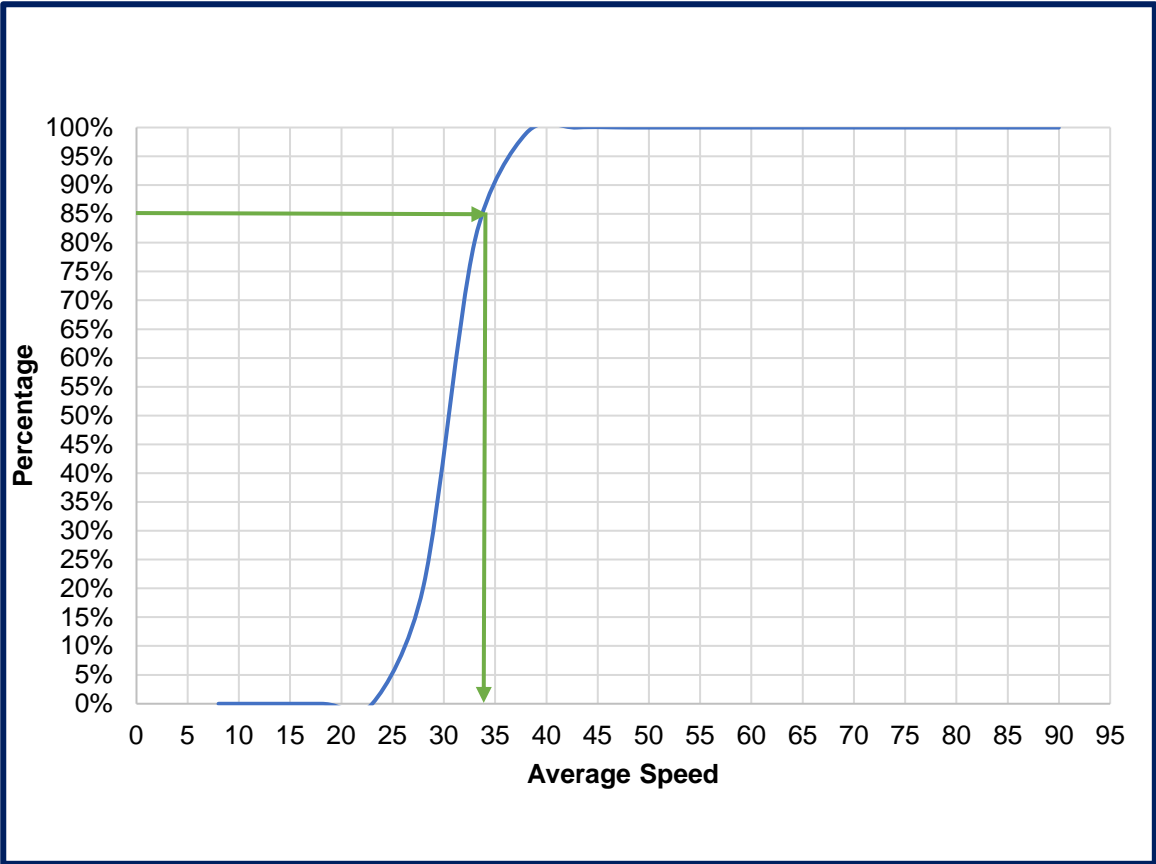
Speed Distribution, and Pace and Mode Speed



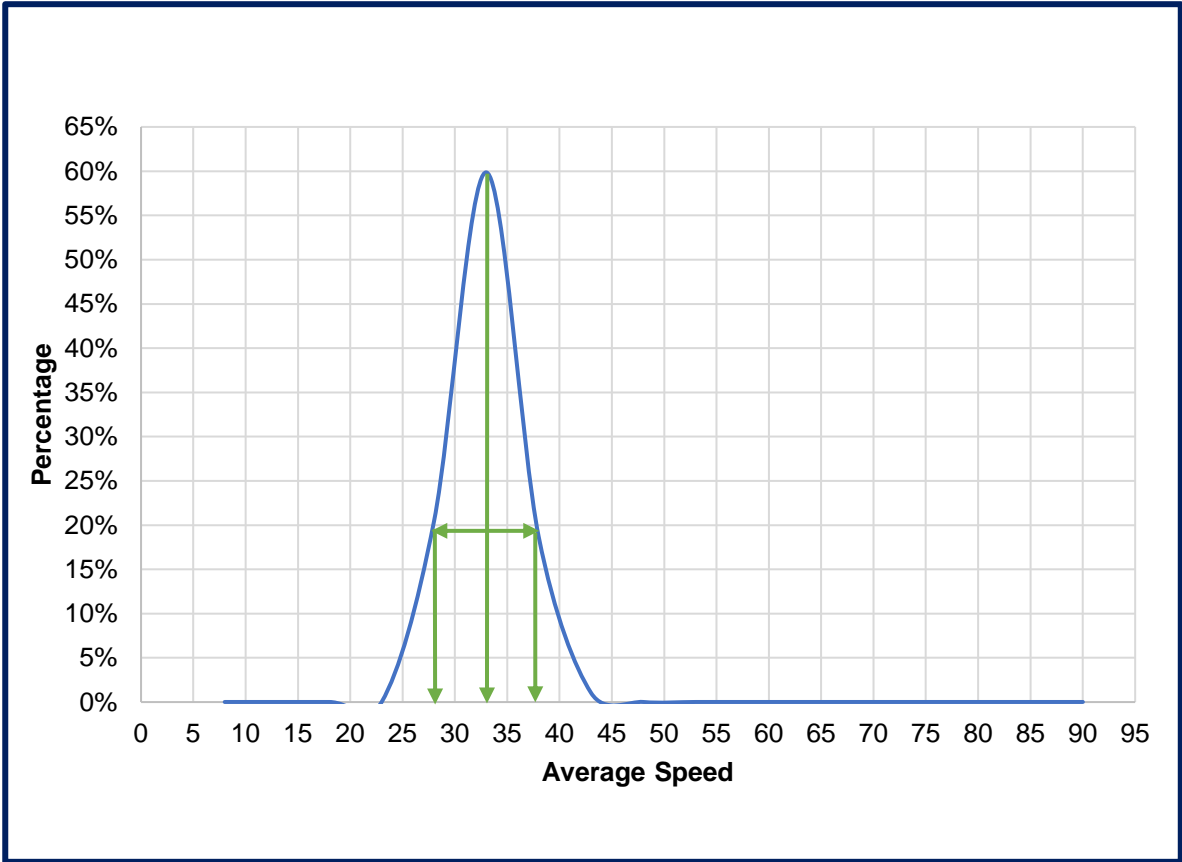
NM 264 Eastbound Ramp – AM and PM

Speed Data

Average Speed	Speed Bin / Range	Eastbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	0	0%	0	0.00%
28	26-30	59	20%	59	20.42%
33	31-35	173	60%	232	80.28%
38	36-40	54	19%	286	98.96%
43	41-45	3	1%	289	100.00%
48	46-50	0	0%	289	100.00%
53	51-55	0	0%	289	100.00%
58	56-60	0	0%	289	100.00%
63	61-65	0	0%	289	100.00%
68	66-70	0	0%	289	100.00%
73	71-75	0	0%	289	100.00%
90	76-999	0	0%	289	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



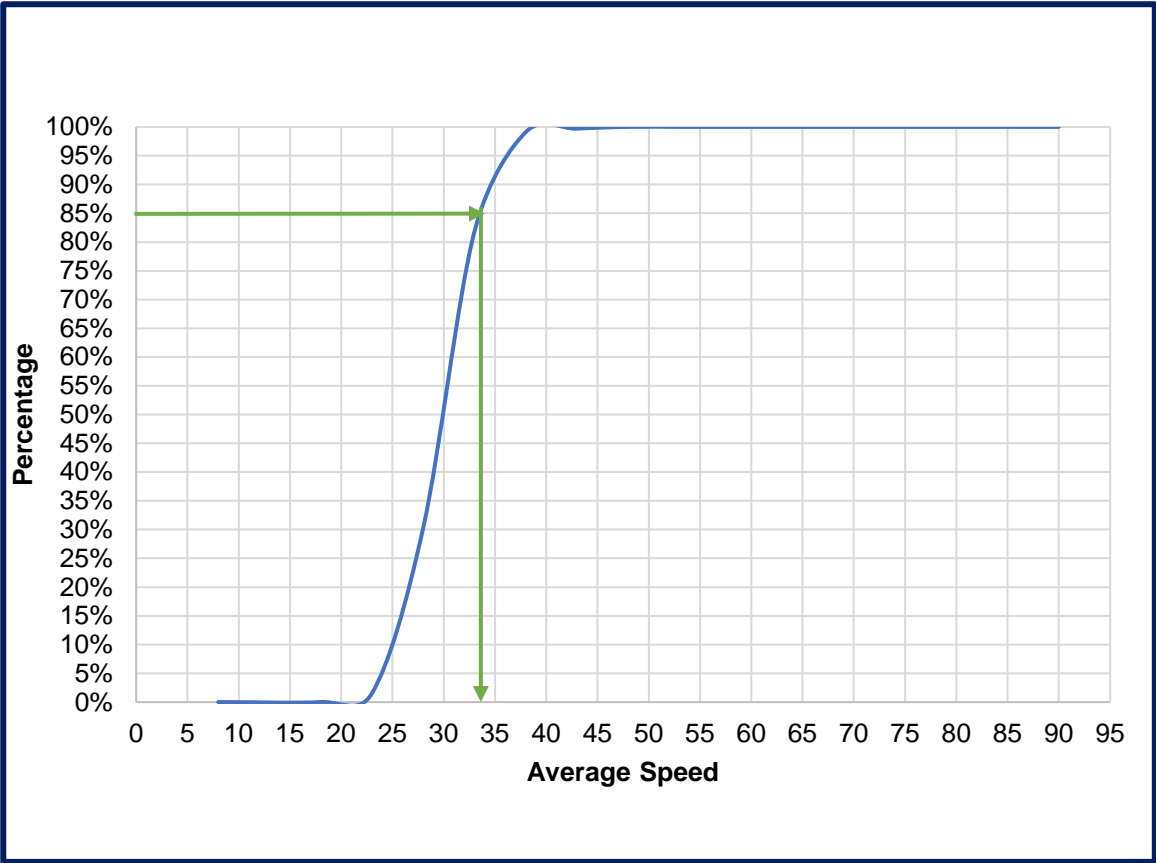
Speed Distribution, and Pace and Mode Speed



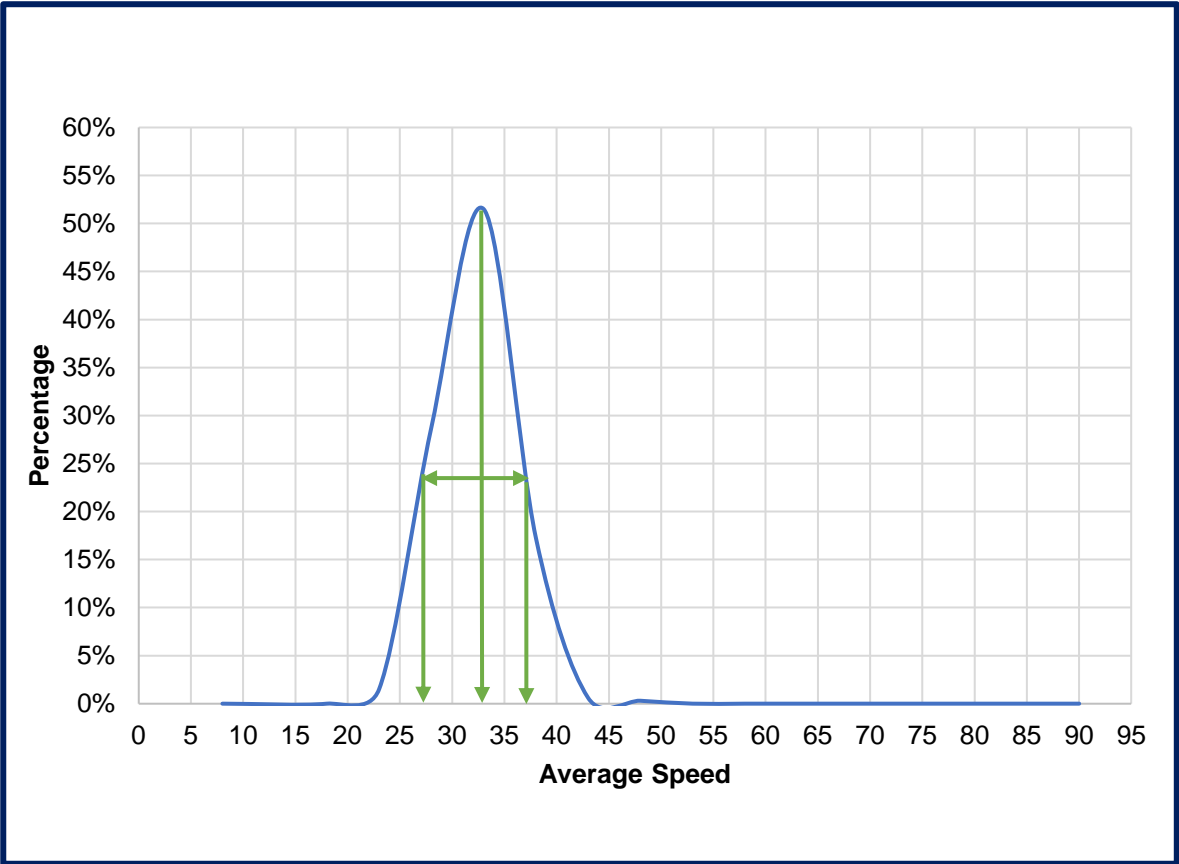
NM 264 Eastbound Ramp – Midday

Speed Data

Average Speed	Speed Bin / Range	Eastbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	0	0%	0	0.00%
23	21-25	5	2%	5	1.52%
28	26-30	95	29%	100	30.30%
33	31-35	170	52%	270	81.82%
38	36-40	57	17%	327	99.09%
43	41-45	2	1%	329	99.70%
48	46-50	1	0%	330	100.00%
53	51-55	0	0%	330	100.00%
58	56-60	0	0%	330	100.00%
63	61-65	0	0%	330	100.00%
68	66-70	0	0%	330	100.00%
73	71-75	0	0%	330	100.00%
90	76-999	0	0%	330	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



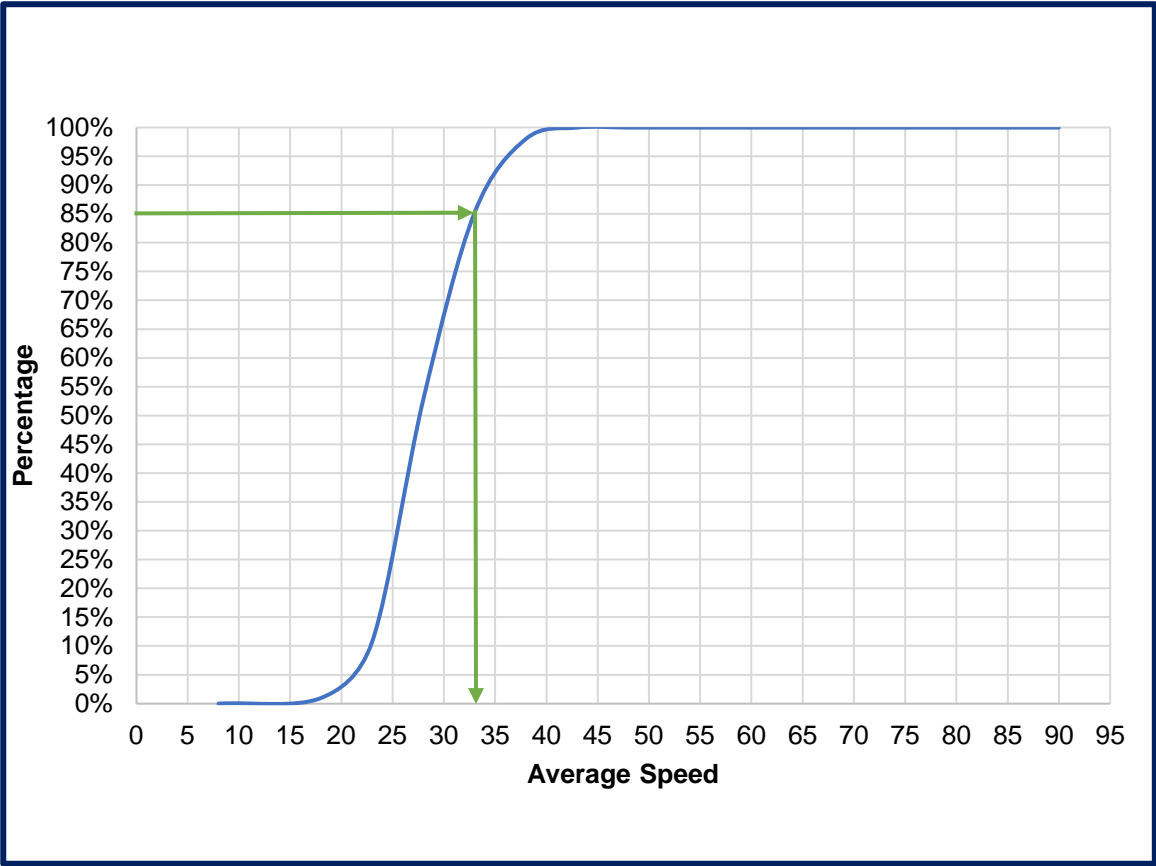
Speed Distribution, and Pace and Mode Speed



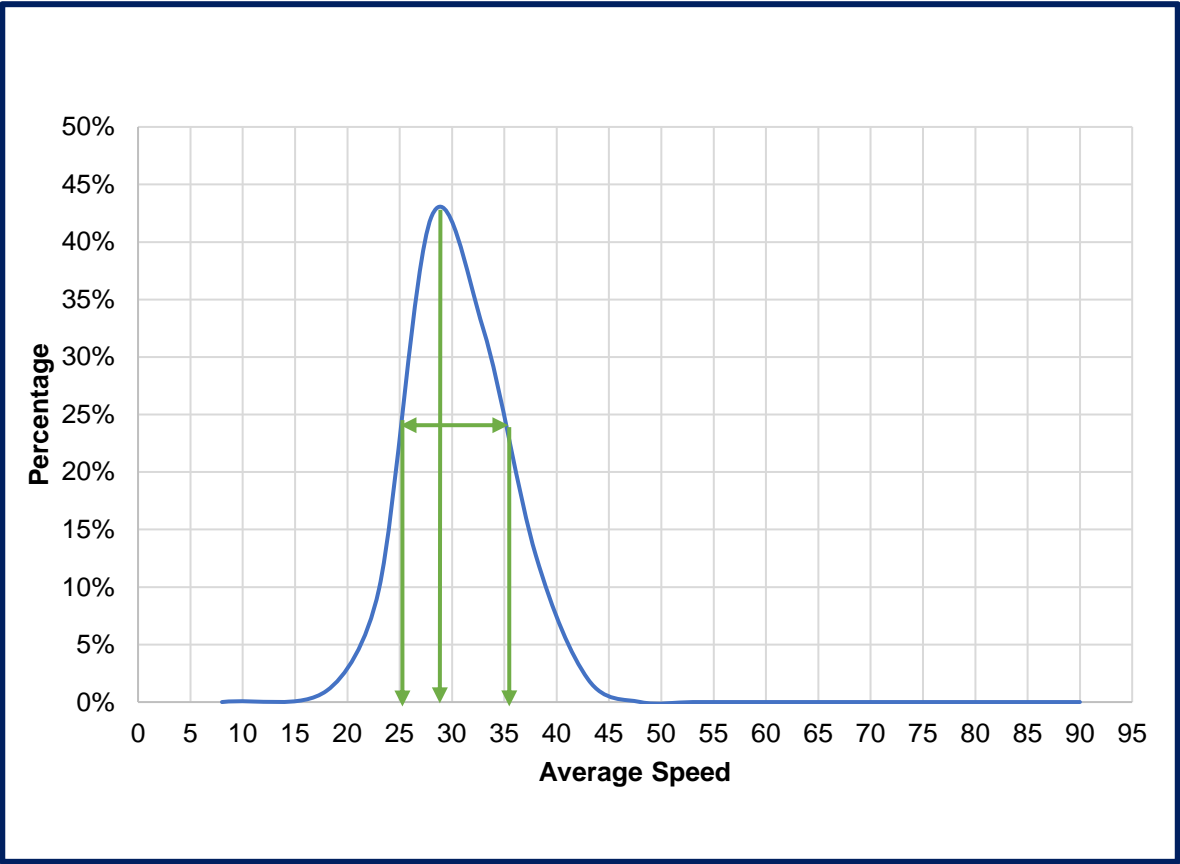
NM 264 Eastbound Ramp – Nighttime

Speed Data

Average Speed	Speed Bin / Range	Eastbound Lane	Individual %	Cumulative Sum	Cumulative %
8	1-15	0	0%	0	0.00%
18	16-20	1	1%	1	0.98%
23	21-25	10	10%	11	10.78%
28	26-30	43	42%	54	52.94%
33	31-35	33	32%	87	85.29%
38	36-40	13	13%	100	98.04%
43	41-45	2	2%	102	100.00%
48	46-50	0	0%	102	100.00%
53	51-55	0	0%	102	100.00%
58	56-60	0	0%	102	100.00%
63	61-65	0	0%	102	100.00%
68	66-70	0	0%	102	100.00%
73	71-75	0	0%	102	100.00%
90	76-999	0	0%	102	100.00%



Cumulative Speed Distribution and 85th Percentile Speed



Speed Distribution, and Pace and Mode Speed





## Appendix H – Crash Data

CRASH REPORT NUMBER	CRASH DATE	CRASH YEAR	MONTH	TIME OF CRASH	HOOR OF CRASH	DAY OF WEEK	LAW ENFORCEMENT AGENCY	COUNTY	CITY	PRIMARY STREET	SECONDARY STREET	LANDMARK/LOCATION
30126846	6/22/2015	2015	June	12:34	12 p.m.	Monday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	WINDOW ROCK	STATE ROAD 264		NEW MEXICO / ARIZONA STATE LINE
30237048	3/1/2019	2019	March	19:17	7 p.m.	Friday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HWY 264		
30149054	10/18/2015	2015	October	18:58	6 p.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	WINDOW ROCK	STATE HIGHWAY 264	STATE HIGHWAY 264 AND SAGE BRUSH BAR ENTRENCE	STATE HIGHWAY 264 AND ENTRENCE TO SAGE BRUSH BAR
710610468	9/17/2018	2018	September	14:02	2 p.m.	Monday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	WINDOW ROCK	STATE ROAD 264 MP.03		
710374090	11/22/2016	2016	November	22:25	10 p.m.	Tuesday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	TSE BONITO	STATE ROAD 264		
30194656	7/14/2016	2016	July	13:07	1 p.m.	Thursday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	TSE BONITO	STATE ROAD 264		ARIZONA / NEW MEXICO STATE LINE
30149105	2/2/2015	2015	February	17:54	5 p.m.	Monday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	TSE BONITO	264 ACROSS FROM FAMILY DOLLAR		
30290596	11/4/2020	2020	November	17:42	5 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	TSE BONITO	STATE HIGHWAY 264		ALMA DRIVE
30220522	4/3/2017	2017	April	14:50	2 p.m.	Monday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	TSE BONITO	HWY 264		ALMA DRIVE
30256997	3/19/2020	2020	March	17:56	5 p.m.	Thursday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	TSE BONITO	STATE HIGHWAY 264		
30141852	10/26/2015	2015	October	12:05	12 p.m.	Monday	NAVAJO NATION POLICE DEPARTMENT	MCKINLEY	TSE BONITO	N.M. STATE ROAD 264		AZ / NM STATE LINE, TSE BONITO, NM
30194542	4/22/2016	2016	April	12:36	12 p.m.	Friday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	TSE BONITO	STATE HIGHWAY 264		1587 STATE HIGHWAY 264 ENTERENCE
30165828	2/5/2016	2016	February	22:46	10 p.m.	Friday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	TSE BONITO	STATE ROAD 264		MILE POST 1
30256839	11/19/2019	2019	November	19:07	7 p.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	TSE BONITO	GRISWOLD INC 1591 STATEHIGHWAY 264		
30220705	8/29/2017	2017	August	13:00	1 p.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	TSE BONITO	STATE ROAD 264	TSE BONITO CAR WASH	
30237078	3/22/2019	2019	March	17:33	5 p.m.	Friday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HWY 264 1.5 MILE MARKER		1 MILE MARKER
30236844	9/11/2018	2018	September	15:14	3 p.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE ROAD 264		
30256939	2/1/2020	2020	February	10:38	10 a.m.	Saturday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HWY 264 WESTBOUND 3.5MM		HWY 264 WESTBOUND 3.5MM
30236726	4/25/2018	2018	April	1:20	1 a.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HIGHWAY 264		
30194636	6/30/2016	2016	June	0:52	12 a.m.	Thursday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	NM 264		NM 264 5MM ( BOUNDRY FENCE )
30194899	1/9/2017	2017	January	22:39	10 p.m.	Monday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	US HIGHWAY 264		MILEPOST 5
30194909	1/22/2017	2017	January	9:55	9 a.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HWY 264	5.8 MM	5 MM
30220848	12/21/2017	2017	December	7:46	7 a.m.	Thursday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	NEW MEXICO STATE HIGHWAY 264		5
30129698	4/19/2015	2015	April	8:02	8 a.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HWY 264	5MM	NEW MEXICO AND ARIZONA STATE LINE
710616543	1/7/2019	2019	January	17:52	5 p.m.	Monday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	NONE	STATE ROAD 264 WESTBOUND	MILE POST 5	BLACK HAT RD
30149157	12/30/2015	2015	December	20:17	8 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HIGHWAY 264		
30256812	10/18/2019	2019	October	13:59	1 p.m.	Friday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE ROAD 264		
30149237	3/4/2016	2016	March	10:40	10 a.m.	Friday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HWY 264	ENTRANCE TO RA 1050	6 MM
30256973	2/25/2020	2020	February	11:42	11 a.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HIGHWAY 264		
30220636	7/3/2017	2017	July	13:45	1 p.m.	Monday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HIGHWAY 264		6 MILE MARKER
30129610	1/25/2015	2015	January	18:41	6 p.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HIGHWAY 264		MILE MARKER 6
30220788	10/28/2017	2017	October	20:47	8 p.m.	Saturday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HIGHWAY 264		
30256858	11/29/2019	2019	November	18:29	6 p.m.	Friday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	M*XICO NEW STATE HIGHWAY 264		
710373711	9/23/2016	2016	September	8:30	8 a.m.	Friday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	NONE	NM 264	BLACK HAT RD	EAST OF SPEEDY'S GAS STATION
30149180	1/9/2016	2016	January	18:16	6 p.m.	Saturday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	264	RA 452 STATE ROUTE 264	
30257028	4/29/2020	2020	April	16:20	4 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HIGHWAY 264		MILE POST 7
710620863	5/22/2020	2020	May	14:46	2 p.m.	Friday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	NONE	DEFIANCE DRAW RD	NM 264	NM 264
30194881	1/4/2017	2017	January	18:13	6 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HIGHWAY 264		COUNTY ROAD 1
30256967	2/18/2020	2020	February	21:09	9 p.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HIGHWAY 264	NA PALI ST NE	
30236962	1/2/2019	2019	January	14:29	2 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HIGHWAY 264	DEFIANCE DRAW ROAD	
30236623	2/4/2018	2018	February	1:25	1 a.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HIGHWAY 264		
30123738	3/4/2015	2015	March	12:32	12 p.m.	Wednesday	NM DPS MOTOR TRANSPORTATION POLICE	MCKINLEY	NONE	HIGHWAY 264		
30149071	11/9/2015	2015	November	16:58	4 p.m.	Monday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HWY 264	11TH AND 12TH ST	10 MM
30165837	12/27/2016	2016	December	0:47	12 a.m.	Tuesday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	NONE	STATE ROAD 264	SAGE BRUSH BAR	STATE ROAD 264
30149118	12/10/2015	2015	December	17:18	5 p.m.	Thursday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HIGHWAY 264	N/A	MILE MARKER 11
30226765	6/13/2018	2018	June	18:49	6 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HIGHWAY 264		
30194705	8/29/2016	2016	August	6:32	6 a.m.	Monday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HWY 264	HORSEVIEW RD	
30236644	2/19/2018	2018	February	18:40	6 p.m.	Monday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HIGHWAY 264		
30290543	9/19/2020	2020	September	17:37	5 p.m.	Saturday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	HIGHWAY 264	DRIVE WAY OF.452 HWY 264	MILEMARKER 12
30290548	9/23/2020	2020	September	14:34	2 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	NEW MEXICO STATE HIGHWAY 264		
30237051	3/2/2019	2019	March	23:21	11 p.m.	Saturday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE RD 264		
30220463	2/4/2017	2017	February	13:37	1 p.m.	Saturday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	HWY 264	SAGE BRUSH BAR	12 MM HWY 264
30220773	10/15/2017	2017	October	7:03	7 a.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	NONE	STATE HWY 264	SAGEBRUSH LIQUORS	12 MILE MARKER
710382260	4/15/2017	2017	April	20:17	8 p.m.	Saturday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	ROCK SPRINGS	STATE ROAD 264	COUNTY ROAD 1	SAGE BRUSH BAR
30194721	9/14/2016	2016	September	22:35	10 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	ROCK SPRINGS	HIGHWAY 264		13 MILE MARKER
30220695	8/19/2017	2017	August	19:47	7 p.m.	Saturday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	ROCK SPRINGS	STATE HIGHWAY 264	N CLE KI	
30129611	1/25/2015	2015	January	18:25	6 p.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	ROCK SPRINGS	NM SR 264	LB	
30256755	8/24/2019	2019	August	11:09	11 a.m.	Saturday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	US HIGHWAY 264		US HIGHWAY 264
30256876	12/16/2019	2019	December	15:30	3 p.m.	Monday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	HWY 264 WB MM 15		
30194889	1/6/2017	2017	January	17:50	5 p.m.	Friday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	STATE HIGHWAY 264		MILEPOST 15
30129588	1/1/2015	2015	January	15:56	3 p.m.	Thursday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	HIGHWAY 264		15 MILE MARKER
710389044	5/21/2018	2018	May	20:55	8 p.m.	Monday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	YAH-TA-HEY	HWY 264	WINDY MESA ROAD	WINDY MESA ROAD AND HWY 264
30149246	3/17/2016	2016	March	Left Blank	Left Blank	Thursday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	HIGHWAY 264	SOUTH CLE KI	
30236624	2/5/2018	2018	February	13:53	1 p.m.	Monday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	STATE HIGHWA 264		
30237011	2/6/2019	2019	February	7:46	7 a.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	NM HWY 264		N LA BAH AVE
30256949	2/4/2020	2020	February	18:10	6 p.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	STATE HIGHWAY 264	SOUTH LABAH	
30256958	2/11/2020	2020	February	22:28	10 p.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	15.9 MM STATE RD 264		
30236784	7/3/2018	2018	July	9:39	9 a.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	STATE ROAD 264	PLUMMER INTERCHANGE	
30236895	11/11/2018	2018	November	19:38	7 p.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	STATE ROAD 264		MILE POST 15.9
30256717	7/5/2019	2019	July	18:11	6 p.m.	Friday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	STATE HIGHWAY 264		
30256793	9/25/2019	2019	September	18:13	6 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	HIGHWAY 264	US 491	EDWARD O PLUMMER INTERCHAGNE
30220726	9/19/2017	2017	September	20:15	8 p.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	HWY 264		16 MILE MARKER
30129660	3/17/2015	2015	March	0:31	12 a.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	HWY 264		16 MILE MARKER
30139138	5/30/2015	2015	May	15:08	3 p.m.	Saturday	NEW MEXICO STATE POLICE (NMSP)	MCKINLEY	YAH-TA-HEY	NEW MEXICO STATE ROAD 264		MILE POST 16
30148988	8/18/2015	2015	August	2:24	2 a.m.	Tuesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	NM 264		16 MILEPOST WESTBOUND
30237062	3/9/2019	2019	March	15:53	3 p.m.	Saturday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	EDWARD O PLUMMER INTERCHANGE		
30236822	8/22/2018	2018	August	3:35	3 a.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	STATE HWY 264 EDWARD OPLUMMER INTERCHANGE	US HWY 491	
30236780	9/15/2019	2019	September	2:13	2 a.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	STATE HIGHWAY 264		
30194522	3/30/2016	2016	March	20:10	8 p.m.	Wednesday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	EDWARD O. PLUMMER INTERCHANGE		STATE HIGHWAY 491 / STATE HIGHE 264
30194833	12/11/2016	2016	December	17:35	5 p.m.	Sunday	MCKINLEY COUNTY SHERIFFS OFFICE	MCKINLEY	YAH-TA-HEY	HWY 491	HWY 264 INTERCHANGE	OF MILE MARKER 7

CRASH REPORT NUMBER	GIS-DERIVED ROUTE NAME	GIS-DERIVED MILEPOST	CRASH DIRECTION	DIRECTION FROM INTERSECTION OR LANDMARK	DISTANCE FROM LANDMARK	DISTANCE FROM LANDMARK MEASUREMENT UNIT	CRASH SEVERITY	NUMBER OF PEOPLE KILLED IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED SERIOUS INJURIES (CLASS A) IN CRASH	NUMBER OF PEOPLE WITH SUSPECTED MINOR INJURIES (CLASS B) IN CRASH	NUMBER OF PEOPLE WITH POSSIBLE INJURIES (CLASS C) IN CRASH	NUMBER OF PEOPLE INJURED (CLASS A+B+C) IN CRASH	NUMBER OF PEOPLE NOT INJURED (CLASS O) IN CRASH	TOTAL NUMBER OF PEOPLE IN CRASH	NUMBER OF VEHICLES, BICYCLES, AND PEDESTRIANS INVOLVED
30126846	NM 264	0	W	E	0.02	MI	Injury Crash	0	0	0	2	2	0	2	2
30237048	NM 264	0	N	E	0.3	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
30149054	NM 264	0	W				Injury Crash	0	0	0	1	1	1	2	2
710610468	NM 264	0	W	W			Injury Crash	0	0	0	4	4	0	4	2
710374090	NM 264	0	E		0		Property Damage Only Crash	0	0	0	0	0	2	2	2
30194656	NM 264	0	E	S	12	MI	Property Damage Only Crash	0	0	0	0	0	5	5	2
30149105	NM 264	0	W				Property Damage Only Crash	0	0	0	0	0	3	3	2
30290596	NM 264	0	W	E	100	FT	Injury Crash	0	0	0	1	1	2	3	2
30220522	NM 264	0	NE	W	679	FT	Fatal Crash	1	0	0	1	1	0	2	2
30256997	NM 264	0	W	E	0.3	MI	Injury Crash	0	0	1	1	2	3	5	1
30141852	NM 264	0	N	S	310	MI	Property Damage Only Crash	0	0	0	0	0	5	5	2
30194542	NM 264	0	E	N	0	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
30165828	NM 264	1	E	E	0	FT	Fatal Crash	1	0	0	0	0	1	1	1
30256839	NM 264	1	W	W	0.5	MI	Injury Crash	0	0	0	1	1	3	4	2
30220705	NM 264	1	E				Injury Crash	0	0	0	1	1	2	3	2
30237078	NM 264	2	N	E	0.5	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
30236844	NM 264	3	W	E	0.7	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
30256939	NM 264	3	W				Property Damage Only Crash	0	0	0	0	0	1	1	1
30236726	NM 264	4	E				Property Damage Only Crash	0	0	0	0	0	1	1	1
30194636	NM 264	5	E	S	50	FT	Property Damage Only Crash	0	0	0	0	0	1	1	1
30194899	NM 264	5	W	E	0.2	MI	Property Damage Only Crash	0	0	0	0	0	3	3	2
30194909	NM 264	5	W	E	0.8	MI	Injury Crash	0	0	1	0	1	0	1	1
30220848	NM 264	5	W	W	0.3	MI	Property Damage Only Crash	0	0	0	0	0	1	1	1
30129698	NM 264	5	E	E	5		Injury Crash	0	0	0	1	1	0	1	1
710616543	NM 264	5	W	S	4415	FT	Property Damage Only Crash	0	0	0	0	0	4	4	2
30149157	NM 264	5	W	W			Property Damage Only Crash	0	0	0	0	0	2	2	2
30256812	NM 264	5	W	E	0.5	MI	Property Damage Only Crash	0	0	0	0	0	1	1	1
30149237	NM 264	6	W	W	0.5	MI	Property Damage Only Crash	0	0	0	0	0	2	2	1
30256973	NM 264	6	E	W	6.5	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
30220636	NM 264	6	E	W	510	MI	Property Damage Only Crash	0	0	0	0	0	7	7	2
30129610	NM 264	6	W	W	0.5	MI	Property Damage Only Crash	0	0	0	0	0	2	2	1
30220788	NM 264	6	E	E	0.2	MI	Injury Crash	0	0	0	2	2	1	3	2
30256858	NM 264	6	W				Property Damage Only Crash	0	0	0	0	0	4	4	2
710373711	NM 264	6	E				Property Damage Only Crash	0	0	0	0	0	1	1	1
30149180	NM 264	6	W	S	15	FT	Property Damage Only Crash	0	0	0	0	0	6	6	2
30257028	NM 264	7	E	E	0.5	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
710620863	NM 264	8	E	S	49	FT	Property Damage Only Crash	0	0	0	0	0	3	3	1
30194881	NM 264	8	S	E	0.1	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
30256967	NM 264	8	E				Property Damage Only Crash	0	0	0	0	0	2	2	1
30236962	NM 264	8	W	E	0.5	MI	Injury Crash	0	0	0	2	2	1	3	2
30236623	NM 264	9	E	W	450	FT	Property Damage Only Crash	0	0	0	0	0	1	1	1
30123738	NM 264	10	E				Property Damage Only Crash	0	0	0	0	0	1	1	1
30149071	NM 264	11	W	E	0.9	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
30165837	NM 264	11	W	W			Injury Crash	0	0	0	2	2	2	4	2
30149118	NM 264	11	E	E	0.1		Property Damage Only Crash	0	0	0	0	0	9	9	2
30226765	NM 264	11	W	E	0.1	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
30194705	NM 264	11	E				Property Damage Only Crash	0	0	0	0	0	4	4	1
30236644	NM 264	11	E				Property Damage Only Crash	0	0	0	0	0	5	5	1
30290543	NM 264	11	S	E	0.4	MI	Fatal Crash	1	1	2	0	3	0	4	2
30290548	NM 264	11	E	E	0.4	MI	Property Damage Only Crash	0	0	0	0	0	1	1	1
30237051	NM 264	12	W	E	67	FT	Injury Crash	0	0	0	1	1	4	5	3
30220463	NM 264	12	S	W	0.5	MI	Injury Crash	0	0	0	2	2	5	7	2
30220773	NM 264	12	W	W	0.2	MI	Property Damage Only Crash	0	0	0	0	0	1	1	1
710382260	NM 264	13	W	W	1.5	MI	Property Damage Only Crash	0	0	0	0	0	1	1	1
30194721	NM 264	13	W	W	5	FT	Injury Crash	0	0	0	2	2	1	3	2
30220695	NM 264	14	N	E	1	MI	Fatal Crash	1	0	0	0	0	1	2	2
30129611	NM 264	14	W				Property Damage Only Crash	0	0	0	0	0	1	1	1
30256755	NM 264	15	W				Property Damage Only Crash	0	0	0	0	0	3	3	2
30256876	NM 264	15	W				Property Damage Only Crash	0	0	0	0	0	1	1	1
30194889	NM 264	15	E	E	0.1	MI	Property Damage Only Crash	0	0	0	0	0	2	2	1
30129588	NM 264	15	W	E	0.5	MI	Injury Crash	0	0	0	1	1	6	7	2
710389044	NM 264	15	W	E			Injury Crash	0	0	0	2	2	4	6	2
30149246	NM 264	15	E				Injury Crash	0	0	2	0	2	1	3	2
30236624	NM 264	15	W	W	0.5	MI	Property Damage Only Crash	0	0	0	0	0	5	5	2
30237011	NM 264	16	W	E	0.1	MI	Property Damage Only Crash	0	0	0	0	0	2	2	2
30256949	NM 264	16	W	S			Property Damage Only Crash	0	0	0	0	0	2	2	2
30256958	NM 264	16	E		0.1	MI	Property Damage Only Crash	0	0	0	0	0	1	1	1
30236784	NM 264	16	W	E	0.8	MI	Injury Crash	0	0	0	2	2	2	4	2
30236895	NM 264	16	W	E	18	FT	Property Damage Only Crash	0	0	0	0	0	1	1	1
30256717	NM 264	16	W	W	0.1	MI	Property Damage Only Crash	0	0	0	0	0	7	7	3
30256793	NM 264	16	W				Property Damage Only Crash	0	0	0	0	0	1	1	1
30220726	NM 264	16	E	W	0.1	MI	Property Damage Only Crash	0	0	0	0	0	1	1	1
30129660	NM 264	16	W	W			Injury Crash	0	0	2	0	2	0	2	1
30139138	NM 264	16	W	W	0.1	MI	Injury Crash	0	0	1	0	1	1	2	2
30148988	NM 264	16	W	W			Property Damage Only Crash	0	0	0	0	0	1	1	1
30237062	NM 264	16	S				Injury Crash	0	0	2	0	2	0	2	1
30236822	NM 264	16	W				Property Damage Only Crash	0	0	0	0	0	3	3	1
30236780	NM 264	16	W	E	300	FT	Injury Crash	0	0	1	2	3	0	3	1
30194522	NM 264	16	S			FT	Injury Crash	0	0	0	1	1	1	2	2
30194833	NM 264	16	W	N	1466	FT	Injury Crash	0	0	1	0	1	1	2	2

CRASH REPORT NUMBER	NUMBER OF PEOPLE IN MOTOR VEHICLES	NUMBER OF PEOPLE NOT IN MOTOR VEHICLES	NUMBER OF MOTOR VEHICLES INVOLVED	FIRST HARMFUL EVENT OCCURRED	CRASH CLASSIFICATION	CRASH ANALYSIS	FIRST HARMFUL EVENT	FIRST HARMFUL EVENT - ANALYSIS	FIRST HARMFUL EVENT – LOCATION
30126846	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/One Right Turn	Not Available	Not Available	Not Available
30237048	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available
30149054	2	0	2	On Roadway	Other Vehicle	Other Vehicle - One Vehicle/Leave Driveway Access	Not Available	Not Available	Not Available
710610468	4	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available
710374090	2	0	2	On Roadway	Other (Object)	Other Object - Object Dropped From Vehicle - Construction Material	Collision with Other Non-Fixed Object	Struck by Falling, Shifting Cargo or Anything Set in Motion by MV	Not Available
30194656	5	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available
30149105	3	0	2	On Roadway	Other (Non-Collision)	Non-Collision - Vehicle Downhill Into Canyon/Ravine	Not Available	Not Available	Not Available
30290596	3	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction	Collision with Motor Vehicle	MV in Transport	Left Blank
30220522	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction/Head-On Collision	Collision with Motor Vehicle	MV in Transport	Not Available
30256997	5	0	1	On Roadway	Overturn/Rollover	Overturn/Rollover - All Other/Not Stated	Non-Collision	Overturn/Rollover	Left Blank
30141852	5	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Not Available	Not Available	Not Available
30194542	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available
30165828	1	0	1	On Roadway	Fixed Object	Fixed Object - Guard or Reflector Posts	Collision with Fixed Object	Other Post, Pole or Support	Not Available
30256839	4	0	2	Off Roadway	Other Vehicle	Other Vehicle - One Vehicle/Leave Driveway Access	Collision with Motor Vehicle	MV in Transport	Not Available
30220705	3	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available
30237078	2	0	2	On Roadway	Other Vehicle	Other Vehicle - One Vehicle/Enter Driveway Access	Collision with Motor Vehicle	MV in Transport	Not Available
30236844	2	0	2	On Roadway	Other Vehicle	Other Vehicle - Parts - Misc. Vehicle Parts	Collision with Motor Vehicle	MV in Transport	Not Available
30256939	1	0	1	On Roadway	Other (Non-Collision)	Non-Collision - Vehicle Striking Holes or Bumps on Road Surface	Non-Collision	Other Non-Collision	Left Blank
30236726	1	0	1	On Roadway	Animal	Animal - Deer	Collision with Animal	Deer	Not Available
30194636	1	0	1	Off Roadway	Fixed Object	Fixed Object - Barbed Wire Fence	Collision with Fixed Object	Fence	Not Available
30194899	3	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available
30194909	1	0	1	Off Roadway	Overturn/Rollover	Overturn/Rollover - Right Side of Road	Non-Collision	Overturn/Rollover	Not Available
30220848	1	0	1	Off Roadway	Overturn/Rollover	Overturn/Rollover - Right Side of Road	Non-Collision	Overturn/Rollover	Not Available
30129698	1	0	1	Off Roadway	Fixed Object	Fixed Object - Cattle Guard	Not Available	Not Available	Not Available
710616543	4	0	2	On Roadway	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available
30149157	2	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Not Available	Not Available	Not Available
30256812	1	0	1	On Roadway	Animal	Animal - Deer	Collision with Animal	Deer	Not Available
30149237	2	0	1	Off Roadway	Fixed Object	Fixed Object - Roadway Divider - Concrete Wall	Collision with Fixed Object	Traffic Barrier, Concrete	Not Available
30256973	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Left Blank
30220636	7	0	2	Left Blank	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available
30129610	2	0	1	On Roadway	Animal	Animal - Cow/Cattle	Not Available	Not Available	Not Available
30220788	3	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available
30256858	4	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available
710373711	1	0	1	On Roadway	Fixed Object	Fixed Object - Guard Rail	Collision with Fixed Object	Guardrail Face	Not Available
30149180	6	0	2	On Roadway	Other Vehicle	Other Vehicle - From Opposite Direction/One Left Turn	Collision with Motor Vehicle	MV in Transport	Not Available
30257028	2	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Left Blank
710620863	3	0	1	Off Roadway	Fixed Object	Fixed Object - Cattle Guard	Collision with Fixed Object	Cattle Guard	Left Blank
30194881	2	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available
30256967	2	0	1	Off Roadway	Fixed Object	Fixed Object - Barbed Wire Fence	Collision with Fixed Object	Fence	Off Roadway - Location Unknown
30236962	3	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available
30236623	1	0	1	On Roadway	Animal	Animal - Coyote	Collision with Animal	Small Game Animal	Not Available
30123738	1	0	1	Off Roadway	Fixed Object	Fixed Object - Sign or Sign Post (Commercial)	Not Available	Not Available	Not Available
30149071	2	0	2	On Roadway	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Not Available	Not Available	Not Available
30165837	4	0	2	On Roadway	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available
30149118	9	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Not Available	Not Available	Not Available
30226765	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Sideswipe Collision	Collision with Motor Vehicle	MV in Transport	Not Available
30194705	4	0	1	On Roadway	Animal	Animal - Deer	Collision with Animal	Deer	Not Available
30236644	5	0	1	On Roadway	Overturn/Rollover	Overturn/Rollover - Right Side of Road	Non-Collision	Overturn/Rollover	Not Available
30290543	4	0	2	On Roadway	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	On Roadway
30290548	1	0	1	Off Roadway	Overturn/Rollover	Overturn/Rollover - Right Side of Road	Non-Collision	Overturn/Rollover	On Roadside - Right
30237051	3	2	1	On Roadway	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available
30220463	7	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available
30220773	1	0	1	On Roadway	Overturn/Rollover	Overturn/Rollover - Right Side of Road	Non-Collision	Overturn/Rollover	Not Available
710382260	1	0	1	On Roadway	Overturn/Rollover	Overturn/Rollover - Right Side of Road	Non-Collision	Overturn/Rollover	Not Available
30194721	3	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available
30220695	1	1	1	On Roadway	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available
30129611	1	0	1	On Roadway	Animal	Animal - Cow/Cattle	Not Available	Not Available	Not Available
30256755	3	0	2	Left Blank	Other Vehicle	Other Vehicle - One Vehicle/Leave Driveway Access	Collision with Motor Vehicle	MV in Transport	Not Available
30256876	1	0	1	On Roadway	Animal	Animal - Dog	Collision with Animal	Small Domestic Animal	Not Available
30194889	2	0	1	On Roadway	Animal	Animal - Horse	Collision with Animal	Horse	Not Available
30129588	7	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Not Available	Not Available	Not Available
710389044	6	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Collision with Motor Vehicle	MV in Transport	Not Available
30149246	3	0	2	On Roadway	Animal	Animal - Horse	Collision with Animal	Horse	Not Available
30236624	5	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Both Going Straight	Collision with Motor Vehicle	MV in Transport	Not Available
30237011	2	0	2	Off Roadway	Fixed Object	Fixed Object - Barbed Wire Fence	Collision with Fixed Object	Fence	Not Available
30256949	2	0	2	On Roadway	Other Vehicle	Other Vehicle - One Left Turn/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Left Blank
30256958	1	0	1	On Roadway	Other (Object)	Other Object - Object Dropped From Other Vehicle (Not Motion)	Collision with Other Non-Fixed Object	Struck by Falling, Shifting Cargo or Anything Set in Motion by MV	Left Blank
30236784	4	0	2	On Roadway	Other Vehicle	Other Vehicle - Both Going Straight/Entering At Angle	Collision with Motor Vehicle	MV in Transport	Not Available
30236895	1	0	1	On Roadway	Animal	Animal - Cow/Cattle	Collision with Animal	Cattle/Cow	Not Available
30256717	7	0	3	Off Roadway	Vehicle on Other Road	Vehicle Crossed Median - All Other	Collision with Motor Vehicle	MV in Transport	Not Available
30256793	1	0	1	On Roadway	Overturn/Rollover	Overturn/Rollover - Right Side of Road	Non-Collision	Overturn/Rollover	Not Available
30220726	1	0	1	On Roadway	Fixed Object	Fixed Object - Median Raised Or Curb	Collision with Fixed Object	Median	Not Available
30129660	2	0	1	On Roadway	Fixed Object	Fixed Object - Building	Not Available	Not Available	Not Available
30139138	2	0	2	On Roadway	Other Vehicle	Other Vehicle - From Same Direction/Rear End Collision	Not Available	Not Available	Not Available
30148988	1	0	1	On Roadway	Fixed Object	Fixed Object - Roadway Divider - Concrete Wall	Not Available	Not Available	Not Available
30237062	2	0	1	On Roadway	Overturn/Rollover	Overturn/Rollover - Right Side of Road	Non-Collision	Overturn/Rollover	Not Available
30236822	3	0	1	On Roadway	Animal	Animal - Deer	Collision with Animal	Deer	Not Available
30236780	3	0	1	On Roadway	Fixed Object	Fixed Object - Barricade	Collision with Fixed Object	Other Fixed Object	Not Available
30194522	2	0	2	On Roadway	Animal	Animal - Horse	Collision with Animal	Horse	Not Available
30194833	1	1	1	On Roadway	Pedestrian	Pedestrian Collision - Vehicle Going Straight	Collision with Person	Pedestrian	Not Available

CRASH REPORT NUMBER	FIRST HARMFUL EVENT – MANNER OF IMPACT	FIRST HARMFUL EVENT – MANNER OF CRASH	WEATHER	WEATHER 2	LIGHTING	HIT AND RUN CRASH	ALCOHOL INVOLVEMENT	DRUG INVOLVEMENT	PEDESTRIAN INVOLVEMENT	MOTORCYCLE INVOLVEMENT	PEDALCYCLE INVOLVEMENT	HEAVY TRUCK INVOLVEMENT	COMMERICAL MOTOR VEHICLE INVOLVEMENT	SCHOOL BUS DIRECT INVOLVEMENT	HAZARDOUS MATERIAL INVOLVEMENT	INVOLVEMENT OF NON-LOCAL DRIVER
30126846	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30237048	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30149054	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
710610468	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
710374090	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30194656	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30149105	Not Available	Not Available	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30290596	Left Blank	Left Blank	Clear	Left Blank	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30220522	Not Available	Not Available	Clear	Not Available	Daylight	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30256997	Left Blank	Left Blank	Clear	Left Blank	Daylight	Yes	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30141852	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30194542	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30165828	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30256839	Not Available	Not Available	Clear	Not Available	Dark-Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30220705	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30237078	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30236844	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30256939	Left Blank	Left Blank	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30236726	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30194636	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30194899	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30194909	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30220848	Not Available	Not Available	Snowing	Not Available	Dawn	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30129698	Not Available	Not Available	Clear	Not Available	Daylight	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
710616543	Not Available	Not Available	Clear	Not Available	Dusk	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30149157	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30256812	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30149237	Not Available	Not Available	Clear	Not Available	Daylight	Yes	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30256973	Front-to-Rear	From Same Direction	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30220636	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30129610	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30220788	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30256858	Not Available	Not Available	Raining	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
710373711	Not Available	Not Available	Raining	Not Available	Other	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30149180	Not Available	Not Available	Clear	Not Available	Dark-Lighted	Yes	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30257028	Left Blank	Left Blank	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
710620863	Left Blank	Left Blank	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30194881	Not Available	Not Available	Raining	Not Available	Dark-Not Lighted	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30256967	Left Blank	Left Blank	Clear	Left Blank	Dark-Not Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30236962	Not Available	Not Available	Snowing	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30236623	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30123738	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30149071	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30165837	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30149118	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	Yes	Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30226765	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30194705	Not Available	Not Available	Clear	Not Available	Dawn	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30236644	Not Available	Not Available	Snowing	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30290543	Front-to-Side	Intersecting Path (T-bone)	Clear	Left Blank	Daylight	No	Involved	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30290548	Left Blank	Left Blank	Clear	Left Blank	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30237051	Not Available	Not Available	Raining	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30220463	Not Available	Not Available	Clear	Not Available	Daylight	Yes	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30220773	Not Available	Not Available	Clear	Not Available	Dawn	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
710382260	Not Available	Not Available	Clear	Not Available	Dark-Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30194721	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30220695	Not Available	Not Available	Clear	Not Available	Dusk	No	Involved	Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30129611	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30256755	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30256876	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30194889	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30129588	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
710389044	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30149246	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30236624	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30237011	Not Available	Not Available	Left Blank	Not Available	Daylight	Yes	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30256949	Left Blank	Left Blank	Clear	Left Blank	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30256958	Left Blank	Left Blank	Clear	Left Blank	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30236784	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30236895	Not Available	Not Available	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30256717	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30256793	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30220726	Not Available	Not Available	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30129660	Not Available	Not Available	Clear	Not Available	Dark-Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30139138	Not Available	Not Available	Clear	Not Available	Daylight	Yes	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Both Local and Out Of State
30148988	Not Available	Not Available	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30237062	Not Available	Not Available	Clear	Not Available	Daylight	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30236822	Not Available	Not Available	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30236780	Not Available	Not Available	Clear	Not Available	Dark-Not Lighted	No	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Out Of State
30194522	Not Available	Not Available	Clear	Not Available	Dark-Lighted	No	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers
30194833	Not Available	Not Available	Clear	Not Available	Dark-Lighted	No	Involved	Not Involved	Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Not Involved	Local Drivers



CRASH REPORT NUMBER	STATE HIGHWAY DEPT. PROPERTY	ROAD SYSTEM: URBAN, RURAL OR RURAL INTERSTATE	MAXIMUM VEHICLE DAMAGE	WORK ZONE	WORK ZONE - TYPE	WORK ZONE – LOCATION	ROAD CHARACTER	ROAD GRADE	INTERSECTION TYPE	RELATION TO JUNCTION	SECONDARY CRASH	TRIBAL JURISDICTION	GIS-DERIVED RESERVATION	GIS-DERIVED STATE HIGHWAY TRANSPORTATION DISTRICT	GIS-DERIVED STATE POLICE DISTRICT
30126846		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30237048		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	Level	Not Available	Missing Data	No	No	NAVAJO NATION	6	6
30149054		Rural Non-Interstate	Not Available	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
710610468		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
710374090		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30194656		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30149105		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30290596		Rural Non-Interstate	Disabling	Left Blank	Left Blank	Left Blank	Straight	Level	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
30220522		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256997		Rural Non-Interstate	Disabling	Left Blank	Left Blank	Left Blank	Curve	Level	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
30141852		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30194542		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30165828	All Other	Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256839		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30220705		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Curve	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30237078		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30236844		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256939		Rural Non-Interstate	No Damage	Left Blank	Left Blank	Left Blank	Straight	Level	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
30236726		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30194636	Barb Wire Fence	Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Curve	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30194899		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	Dip	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30194909	All Other	Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30220848		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Dip	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30129698	Concrete Barrier Wall	Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	Hillcrest	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
710616543		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30149157		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30256812		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30149237		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256973		Rural Non-Interstate	Appearance	Left Blank	Left Blank	Left Blank	Straight	Level	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
30220636		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30129610		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	Hillcrest	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30220788		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256858		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Curve	Hillcrest	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
710373711		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	Hillcrest	Not Available	Not Available	Missing Data	Yes	NAVAJO NATION	6	6
30149180		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30257028		Rural Non-Interstate	Appearance	Left Blank	Left Blank	Left Blank	Straight	Level	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
710620863	Barb Wire Fence	Rural Non-Interstate	Appearance	Left Blank	Left Blank	Left Blank	Straight	Level	Left Blank	Left Blank	No	Yes	NAVAJO NATION	6	6
30194881		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30256967	Barb Wire Fence	Rural Non-Interstate	Appearance	Left Blank	Left Blank	Left Blank	Curve	On Grade	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
30236962		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Hillcrest	Not Available	Not Available	Missing Data	Yes	NAVAJO NATION	6	6
30236623		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30123738		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Hillcrest	Not Available	Not Available	Missing Data	Yes	NAVAJO NATION	6	6
30149071		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	Yes	NAVAJO NATION	6	6
30165837		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30149118		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30226765		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	Hillcrest	Not Available	Not Available	Missing Data	Yes	NAVAJO NATION	6	6
30194705		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Hillcrest	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30236644		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Hillcrest	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30290543		Rural Non-Interstate	Disabling	Left Blank	Left Blank	Left Blank	Straight	Level	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
30290548		Rural Non-Interstate	Disabling	Left Blank	Left Blank	Left Blank	Straight	Level	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
30237051		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30220463		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Hillcrest	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30220773		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
710382260		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30194721		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Yes	NAVAJO NATION	6	6
30220695		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30129611		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256755		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256876		Rural Non-Interstate	Not Available	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30194889		Rural Non-Interstate	Other Property	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30129588		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
710389044		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	Yes	NAVAJO NATION	6	6
30149246		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Hillcrest	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30236624		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30237011	Barb Wire Fence	Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256949		Rural Non-Interstate	Functional	Left Blank	Left Blank	Left Blank	Straight	Level	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
30256958	tenuator / Crash Cushion / Sand Barrels	Rural Non-Interstate	Not Available	Left Blank	Left Blank	Left Blank	Left Blank	Level	Left Blank	Left Blank	No	No	NAVAJO NATION	6	6
30236784		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30236895		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256717		Rural Non-Interstate	Appearance	Not Available	Not Available	Not Available	Straight	Hillcrest	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30256793		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30220726		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30129660		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30139138		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30148988		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30237062	Guardrail	Rural Non-Interstate	Not Available	Not Available	Not Available	Not Available	Curve	On Grade	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30236822		Rural Non-Interstate	Disabling	Not Available	Not Available	Not Available	Curve	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30236780		Rural Non-Interstate	Not Available	Not Available	Not Available	Not Available	Curve	Level	Not Available	Not Available	Missing Data	No	NAVAJO NATION	6	6
30194522		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	On Grade	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6
30194833		Rural Non-Interstate	Functional	Not Available	Not Available	Not Available	Straight	Level	Not Available	Not Available	Missing Data	Left Blank	NAVAJO NATION	6	6

CRASH REPORT NUMBER	GIS-DERIVED STATE HIGHWAY MAINTENANCE DISTRICT	GIS-DERIVED UTM X COORDINATE	GIS-DERIVED UTM Y COORDINATE	GIS-DERIVED LATITUDE COORDINATE	GIS-DERIVED LONGITUDE COORDINATE	ORIGINAL LATITUDE	ORIGINAL LONGITUDE	ORIGINAL UCR NUMBER	CASE NUMBER	STATION REPORT	TRACS DATA
30126846		6	133666.828	3954037.695	35.66225671	-109.046332			15-148277	No	No
30237048		6	133666.8307	3954037.727	35.662257	-109.046332			19 - 3811	No	No
30149054		6	133697.54	3954010.77	35.66202594	-109.0459813			2015 - 21543	No	No
710610468		6	133709.8711	3954013.003	35.662051	-109.045846	35.3958N	109.0256W	710610468	Left Blank	Yes
710374090		6	133855.8846	3953864.995	35.66077	-109.04417	0	0	710374090	Left Blank	Yes
30194656		6	133929.3258	3953779.817	35.66003	-109.04332			16 - 15269	No	No
30149105		6	134015.346	3953692.291	35.65927937	-109.0423342			2015 - 23818	No	No
30290596		6	134072.5411	3953633.793	35.658774	-109.041677			20-17070	No	No
30220522		6	134072.5411	3953633.793	35.65877	-109.04168			17 - 7263	No	No
30256997		6	134166.8108	3953527.141	35.65785	-109.04059			20 - 4570	No	No
30141852		6	134195.408	3953481.537	35.65745056	-109.0402542			115033558	No	No
30194542		6	134221.9535	3953421.712	35.65692	-109.03993			2016 - 8591	No	No
30165828		6	134399.0427	3952665.31	35.65018	-109.03764			16-031907	No	No
30256839		6	134402.3069	3952660.863	35.650146	-109.037602	033939 N	- 1090 2'0 2	19-17565	No	No
30220705		6	134595.2615	3952507.379	35.64884	-109.03541			17-18006	Yes	No
30237078		6	135750.4678	3951792.755	35.642836	-109.022354	035 39 39	-109.0202	19-4966	No	No
30236844		6	137247.8157	3951300.604	35.63896	-109.005634			18-16351	No	No
30256939		6	138004.2506	3951199.192	35.638325	-108.997254			20-1883	No	No
30236726		6	138828.5301	3951077.801	35.637535	-108.988117			18-7531	No	No
30194636		6	140420.9861	3950842.318	35.636	-108.97047			2016-14024	No	No
30194899		6	140433.8682	3950848.15	35.63606	-108.97033			17-0875	No	No
30194909		6	140433.8682	3950848.15	35.63606	-108.97033			2017-1743	No	No
30220848		6	140433.8682	3950848.15	35.63606	-108.97033	N35 38.205	W108 58.560	2017 - 26060	No	No
30129698		6	140434.521	3950837.217	35.63595648	-108.9703147	UNKNOWN	Unknown	15 - 8255	No	No
710616543		6	140850.3507	3950513.626	35.633197	-108.965589	35.6332025	-108.9656	710616543	Left Blank	Yes
30149157		6	140995.166	3950282.645	35.63117196	-108.9638907			15 - 25467	No	No
30256812		6	140997.5128	3950292.005	35.631257	-108.963869			19-16014	No	No
30149237		6	140995.1663	3950282.645	35.63117	-108.96389	UNKNOWN	UNKNOWN	2016 - 4529	No	No
30256973		6	141523.7951	3949710.706	35.626219	-108.957812			20 - 3230	No	No
30220636		6	141531.6095	3949703.684	35.62616	-108.95772			2017-13856	No	No
30129610		6	141531.676	3949697.53	35.62610355	-108.9577197	N35 38 02.7	W108 58 00.7	2015-1774	No	No
30220788		6	141531.7284	3949697.5	35.6261	-108.95772			17-22313	No	No
30256858		6	141531.7412	3949697.466	35.626103	-108.957719			19 - 18120	No	No
710373711		6	141791.8551	3949610.699	35.62542	-108.95481	35.632468	-108.96492	710373711	Left Blank	Yes
30149180		6	141799.6184	3949616.912	35.62548	-108.95473			16 - 567	No	No
30257028		6	143163.0007	3949685.534	35.626586	-108.939742			20 - 06352	No	No
710620863		6	145080.4711	3949945.028	35.62961	-108.91873	35.6296098	-108.91873	710620863	Left Blank	Yes
30194881		6	145080.9019	3949968.127	35.62982	-108.91874			17 - 336	No	No
30256967		6	145080.9019	3949968.127	35.629818	-108.918735			2020-2857	No	No
30236962		6	145478.6113	3950035.536	35.630567	-108.914383	N 35 37.890	W -108 54.549	2019 - 87	No	No
30236623		6	146120.7041	3950135.279	35.631694	-108.907352			2018 - 2359	No	No
30123738		6	148620.187	3950465.589	35.63555719	-108.8799546	35.3815	108.5247	15 053279	No	No
30149071		6	149319.596	3950449.37	35.63565966	-108.8722404	UNKNOWN	UNKNOWN	2015 - 22379	No	No
30165837		6	149476.5477	3950447.246	35.6357	-108.87051			16-336532	No	No
30149118		6	149480.449	3950447.201	35.6356972	-108.870467			15 - 24308	No	No
30226765		6	149638.7008	3950456.532	35.635837	-108.868727			18-11008	No	No
30194705		6	149858.2288	3950441.417	35.63578	-108.8663			16-18921	No	No
30236644		6	150282.7178	3950442.793	35.635942	-108.861624			18-3311	No	No
30290543		6	150413.5703	3950441.411	35.635976	-108.860182	35.636	-108.8601	2020-14254	No	No
30290548		6	150418.4583	3950439.715	35.635962	-108.860127			2020 - 14445	No	No
30237051		6	150604.6534	3950436.506	35.635999	-108.858074			19-3873	No	No
30220463		6	151087.8183	3950431.275	35.63612	-108.85275			17-2617	No	No
30220773		6	151087.8183	3950431.275	35.63612	-108.85275			17-21425	No	No
710382260		6	152696.4307	3950363.158	35.63608	-108.83499			710382260	Left Blank	Yes
30194721		6	152699.6737	3950352.41	35.63598	-108.83495			16-20359	No	No
30220695		6	154284.1685	3950077.775	35.63407	-108.81737			17 - 17452	No	No
30129611		6	154797.02	3949976.848	35.63333675	-108.8116769	35 38 02.7	108 58 00.7	15-1776	No	No
30256755		6	155867.0859	3949794.686	35.632071	-108.799807	N35 37 27.6	W 108 470.39	2019 - 12967	No	No
30256876		6	155867.0859	3949794.686	35.632071	-108.799807			19-19042	No	No
30194889		6	155867.1343	3949794.693	35.63207	-108.79981			2017-00579	No	No
30129588		6	155870.488	3949783.931	35.63197543	-108.7997649			15 - 0053	No	No
710389044		6	156183.6137	3949737.275	35.631665	-108.796294	35.631557	-108.79514	710389044	Left Blank	Yes
30149246		6	156647.2579	3949620.717	35.63078	-108.79114			16-5523	No	No
30236624		6	156652.9277	3949629.345	35.630857	-108.791077			18-2457	No	No
30237011		6	156888.0297	3949537.94	35.630116	-108.788447			2019-2450	No	No
30256949		6	156888.0492	3949537.935	35.630116	-108.788447			20-002093	No	No
30256958		6	156983.248	3949505.326	35.629856	-108.787384	035 3737n	-1084747w	20-2492	No	No
30236784		6	157110.1896	3949475.278	35.629629	-108.785972			18-12370	No	No
30236895		6	157262.8736	3949424.949	35.629229	-108.784268			18-19530	No	No
30256717		6	157262.898	3949424.896	35.629229	-108.784268			19 - 10431	No	No
30256793		6	157408.3386	3949358.272	35.62868	-108.782637	35.62845 N	108.78220 W	2019-14953	No	No
30220726		6	157408.3464	3949358.272	35.62868	-108.78264			17-19592	No	No
30129660		6	157413.117	3949343.076	35.62854495	-108.7825779			15 - 5779	No	No
30139138		6	157413.117	3949343.076	35.62854495	-108.7825779			15 - 127937	No	No
30148988		6	157413.117	3949343.076	35.62854495	-108.7825779			2015 - 016300	No	No
30237062		6	157458.142	3949294.22	35.628121	-108.782061			19-4256	No	No
30236822		6	157469.03	3949269.959	35.627907	-108.781931			18-15229	No	No
30236780		6	157511.5373	3949238.59	35.627639	-108.781449			19-14239	No	No
30194522		6	157535.3334	3949155.069	35.6269	-108.78115			2016 - 6676	No	No
30194833		6	157535.3371	3949155.064	35.6269	-108.78115			2016-27265	No	No



Crash Distribution by Year

Row Labels	Count of CRASH REPORT NUMBER
2015	15
2016	14
2017	14
2018	11
2019	15
2020	11
Grand Total	80

Crash Distribution by Months of Year

Row Labels	Count of CRASH REPORT NUMBER
January	10
February	12
March	10
April	6
May	3
June	3
July	4
August	6
September	9
October	5
November	6
December	6
Grand Total	80

Crash Distribution by Days of Week

Row Labels	Count of CRASH REPORT NUMBER
Sunday	10
Monday	14
Tuesday	13
Wednesday	14
Thursday	7
Friday	11
Saturday	11
Grand Total	80

Crash Distribution by Severity Level

Row Labels	Count of CRASH REPORT NUMBER
Fatal Crash	4
Injury Crash	25
Property Damage Only Crash	51
Grand Total	80

Crash Distribution by Time of Day

Row Labels	Count of CRASH REPORT NUMBER
1 a.m.	2
1 p.m.	6
10 a.m.	2
10 p.m.	5
11 a.m.	2
11 p.m.	1
12 a.m.	3
12 p.m.	4
2 a.m.	2
2 p.m.	5
3 a.m.	1
3 p.m.	5
4 p.m.	2
5 p.m.	9
6 a.m.	1
6 p.m.	11
7 a.m.	3
7 p.m.	4
8 a.m.	2
8 p.m.	6
9 a.m.	2
9 p.m.	1
Left Blank	1
Grand Total	80



Crash Distribution by Type

Row Labels	Count of CRASH REPORT NUMBER
Other Vehicle	37
Fixed Object	13
Animal	12
Overturn/Rollover	9
Pedestrian	4
Other (Non-Collision)	2
Other (Object)	2
Vehicle on Other Road	1
Grand Total	80

Crash Distribution by Weather Condition

Row Labels	Count of CRASH REPORT NUMBER
Clear	72
Other	1
Raining	4
Snowing	3
Grand Total	80

Crash Distribution by Lighting Condition

Row Labels	Count of CRASH REPORT NUMBER
Daylight	36
Dark-Not Lighted	24
Dark-Lighted	14
Dawn	3
Dusk	2
Other	1
Grand Total	80

Crash Distribution by Harmful Event Location

Row Labels	Count of CRASH REPORT NUMBER
Other	2
Off Roadway	12
On Roadway	66
Grand Total	80

Crash Distribution by Road Character

Row Labels	Count of CRASH REPORT NUMBER
Curve	17
Other	1
Straight	62
Grand Total	80



Appendix I – HSM Analysis



Proposed Improvements	Countermeasure	CMF ID	CMF	CRF (%)	Crash Type	Crash Severity	Roadway Type	Area Type	Rating	# of Crashes CMF Applies	# of Crashes After CMF Applied	# of Crashes Reduction	Approximate Location of Proposed Improvements
Dynamic Speed Feedback Signs	INSTALL DYNAMIC SPEED FEEDBACK SIGN	6885	0.95	5	All	All	Not specified	Rural	4 stars	80	76.0	4.0	Entire corridor
Upgrade/Install Stop Signs	IMPLEMENT SYSTEMIC SIGNING AND MARKING IMPROVEMENTS AT STOP-CONTROLLED INTERSECTIONS	8866	0.917	8.3	All	All	All	All	4 stars	4	3.7	0.3	Entire corridor, crashes that occurred as vehicles left driveways (MP 0, MP 1, MP 2, MP 15)
Add left-turn lane	INSTALL LEFT-TURN LANE	7852	0.73	27	All	Fatal / Injury	Not specified	Rural	3 stars	1	0.7	0.3	Intersection without exclusive left-turn lane (MP 6)
New signing (speed limit signs, chevron signs)	INSTALL COMBINATION HORIZONTAL ALIGNMENT/ ADVISORY SPEED SIGNS	73	0.87	13	All	Injury	Not specified	Not specified	3 stars	5	4.4	0.7	Curved sections of roadway (MP 0.8-1.1, MP 5-6, MP 16)
		74	0.71	29	All	Property Damage	Not specified	Not specified	3 stars	7	5.0	2.0	
	INSTALL NEW FLUORESCENT CURVE SIGNS	2431	0.82	18	Non-intersection	All	All	Rural	5 stars	12	9.8	2.2	
Safety edge / Shoulder improvements	INSTALL SAFETY EDGE TREATMENT	8661	0.88	12	Runoff Road	All	All	Rural	5 stars	16	14.1	1.9	Overturn/rollover and fixed object crashes (MP 0.5-1, MP 5-5.2, MP 8.2, MP 11.5-13, MP 15.7-16)
New lighting	INSTALL INTERSECTION LIGHTING	10993	0.792	20.8	All	All	All	Rural	4 stars	18	14.3	3.7	Crashes that occurred during dark-not lighted conditions (MP 0, 0.2, 5, 5.3, 5.5, 6, 8.2, 8.9, 11.7, 14.3, 14.7, 15.5, 15.9)
	ILLUMINATION	575	0.8	20	All	Injury	All	Rural	3 stars	4	3.2	0.8	

Sources of CMFs:

Dynamic Speed Feedback Signs - <https://www.cmfclearinghouse.org/detail.cfm?facid=6885>

Upgrade/Install Stop Signs - <https://www.cmfclearinghouse.org/detail.cfm?facid=8866>

Add left-turn lane - <https://www.cmfclearinghouse.org/detail.cfm?facid=7852>

New signing - <https://www.cmfclearinghouse.org/detail.cfm?facid=73>

<https://www.cmfclearinghouse.org/detail.cfm?facid=74>

<https://www.cmfclearinghouse.org/detail.cfm?facid=2431>

Safety edge / Shoulder improvements - <https://www.cmfclearinghouse.org/detail.cfm?facid=8661>

New lighting - <https://www.cmfclearinghouse.org/detail.cfm?facid=10993>

<https://www.cmfclearinghouse.org/detail.cfm?facid=575>



**CN6101220 NM 264 (From State Border to US 491)  
Transportation Needs Analysis Report – Appendices**

Dynamic Speed Feedback Signs



# CMF / CRF DETAILS

CMF ID: 6885


## INSTALL DYNAMIC SPEED FEEDBACK SIGN

DESCRIPTION: SYSTEM CONSISTING OF A SPEED MEASURING DEVICE AND A MESSAGE SIGN THAT DISPLAYS FEEDBACK TO THOSE DRIVERS WHO EXCEED A PREDETERMINED THRESHOLD. IT MAY BE THE ACTUAL SPEED, A MESSAGE SUCH AS ACTIVATION OF A WARNING DEVICE, SUCH AS BEACONS OR A CURVE WARNING SIGN

PRIOR CONDITION: HIGH-CRASH CURVE SITES WITH IDENTIFIED SPEEDING PROBLEM

CATEGORY: ADVANCED TECHNOLOGY AND ITS

STUDY: [EVALUATION OF DYNAMIC SPEED FEEDBACK SIGNS ON CURVES: A NATIONAL DEMONSTRATION PROJECT, HALLMARK ET AL., 2015](#)

Star Quality Rating:	<div> <a href="#">[VIEW SCORE DETAILS]</a></div>
Rating Points Total:	110
Crash Modification Factor (CMF)	
Value:	0.95
Adjusted Standard Error:	
Unadjusted Standard Error:	0.01
Crash Reduction Factor (CRF)	
Value:	5 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	
Unadjusted Standard Error:	1
Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Street Type:	
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Crash Weather:	Not specified
Road Division Type:	Undivided

Minimum Speed Limit:	50
Maximum Speed Limit:	65
Speed Unit:	mph
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	Minimum of 400 to Maximum of 8400 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
<b>Development Details</b>	
Date Range of Data Used:	2005 to 2013
Municipality:	
State:	AZ, FL, IA, OH, OR, TX, WA
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	160 crashes before, 53 crashes after
Sample Size (sites):	20 sites before, 20 sites after
<b>Other Details</b>	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-01-2015
Comments:	This CMF applies to two-lane rural horizontal curves.

[VIEW THE FULL STUDY DATA](#)
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**CN6101220 NM 264 (From State Border to US 491)  
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Upgrade / Install Stop Signs



## CMF / CRF DETAILS

CMF ID: 8866

### IMPLEMENT SYSTEMIC SIGNING AND MARKING IMPROVEMENTS AT STOP-CONTROLLED INTERSECTIONS

DESCRIPTION: DOUBLE-UP (I.E., BOTH RIGHT AND LEFT SIDE) 36 IN. X 36 IN. INTERSECTION WARNING SIGNS (W2-22 SERIES IN THE MUTCD (4)) ON FLUORESCENT YELLOW SHEETING. ADD ADVANCE STREET NAME PLAQUE (W16-8 IN THE MUTCD (4)) ON FLUORESCENT YELLOW 24 SHEETING ACCOMPANYING EACH RIGHT-SIDE INTERSECTION WARNING SIGN. DOUBLE-UP (I.E., BOTH RIGHT AND LEFT SIDE) 48 IN. X 48 IN. STOP OR YIELD SIGNS (R1-1 AND 26 R1-2 IN THE MUTCD(4)). INSTALL STRIPS ON SIGN POSTS FOR THE ABOVE SIGNS. PLACE MINOR ROAD STOP BARS WITHIN 4 TO 10 FT OF THE EDGE OF THE NEAREST THROUGH LANE ALONG THE MAJOR ROAD. INSTALL YIELD BARS AT ALL LANES HAVING YIELD CONDITIONS. WHITE EDGE-LINES ALONG THE MAJOR ROAD THROUGH THE INTERSECTION. REMARK ALL EXISTING STOP BARS, CROSSWALKS, ARROWS AND WORD MESSAGES UNLESS: 0 THE ROADWAY HAS BEEN RESURFACED WITHIN ONE CALENDAR YEAR. 1 THERMOPLASTIC MARKINGS HAVE BEEN APPLIED. 0 EXISTING MARKINGS ARE UNIFORMLY REFLECTIVE AND ABOVE GROUND THICKNESS IS 90 MILS OR GREATER. 0 OTHERWISE DIRECTED BY A DISTRICT REPRESENTATIVE. MARK ALL TURN LANE ARROWS AND TEXT MARKING "ONLY" BASED ON THE TURN LANE LENGTH.

PRIOR CONDITION: STOP-CONTROLLED INTERSECTIONS WITHOUT SYSTEMIC SIGNING AND MARKING IMPROVEMENTS

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: [SAFETY EFFECTS OF LOW-COST SYSTEMIC SAFETY IMPROVEMENTS AT SIGNALIZED AND STOP-CONTROLLED INTERSECTIONS, LE ET AL., 2017](#)

Star Quality Rating:	<div><div><div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div></div></div><div>[VIEW SCORE DETAILS]</div></div>
Rating Points Total:	130
Crash Modification Factor (CMF)	
Value:	0.917
Adjusted Standard Error:	
Unadjusted Standard Error:	0.017
Crash Reduction Factor (CRF)	
Value:	8.3 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	1.7
Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	All
Street Type:	
Minimum Number of Lanes:	2
Maximum Number of Lanes:	4
Number of Lanes Direction:	
Number of Lanes Comment:	

Crash Weather:	Not specified
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	Minimum of 641 to Maximum of 41731 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 102 to Maximum of 8436 Annual Average Daily Traffic (AADT)
Average Major Road Volume :	11042 Annual Average Daily Traffic (AADT)
Average Minor Road Volume :	1453 Annual Average Daily Traffic (AADT)
<b>Development Details</b>	
Date Range of Data Used:	2005 to 2014
Municipality:	
State:	SC
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	8514 crashes before, 4231 crashes after
Sample Size (sites):	434 sites before, 434 sites after
Sample Size (site-years):	2438 site-years before, 2438 site-years after
<b>Other Details</b>	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-17-2017
Comments:	

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**CN6101220 NM 264 (From State Border to US 491)  
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Add Left-Turn Lane





## CMF / CRF DETAILS

CMF ID: 7852

### INSTALL LEFT-TURN LANE

DESCRIPTION:

PRIOR CONDITION: INTERSECTIONS WITHOUT LEFT-TURN LANES

CATEGORY: INTERSECTION GEOMETRY

STUDY: VALIDATION AND APPLICATION OF HIGHWAY SAFETY MANUAL (PART D) IN FLORIDA, ABDEL-ATY ET AL., 2014

Star Quality Rating:	<div><div><div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div></div></div> <div>[VIEW SCORE DETAILS]</div>
Rating Points Total:	95
Crash Modification Factor (CMF)	
Value:	0.73
Adjusted Standard Error:	
Unadjusted Standard Error:	0.17
Crash Reduction Factor (CRF)	
Value:	27 (This value indicates a <i>decrease</i> in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	17
Applicability	
Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Street Type:	
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Crash Weather:	Not specified
Road Division Type:	

Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	3-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
<b>Development Details</b>	
Date Range of Data Used:	2007 to 2011
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (sites):	18 sites before, 18 sites after
<b>Other Details</b>	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
Comments:	The number of crashes in the after period were not reported in this study, however, they have been recorded as 3001 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the reference/treatment group, (3) reporting AADTs for the aggregate dataset but not for the individual dataset used for CMF development.

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**CN6101220 NM 264 (From State Border to US 491)  
Transportation Needs Analysis Report – Appendices**

New Signing (Speed Limit Signs, Chevron Signs)



## CMF / CRF DETAILS

CMF ID: 73

### INSTALL COMBINATION HORIZONTAL ALIGNMENT/ ADVISORY SPEED SIGNS

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: SIGNS

STUDY: HANDBOOK OF ROAD SAFETY MEASURES, ELVIK, R. AND VAA, T., 2004

Star Quality Rating:	<div><div><div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div></div></div> <div>[VIEW SCORE DETAILS]</div>
Rating Points Total:	105
Crash Modification Factor (CMF)	
Value:	0.87
Adjusted Standard Error:	0.09
Unadjusted Standard Error:	0.05
Crash Reduction Factor (CRF)	
Value:	13 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	9
Unadjusted Standard Error:	5
Applicability	
Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not Specified
Street Type:	
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Crash Weather:	Not specified
Road Division Type:	



11/21/22, 8:05 AM

CMF Clearinghouse >> CMF / CRF Details

Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not Specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Meta-analysis
Other Details	
Included in Highway Safety Manual?	Yes. HSM lists this CMF in <b>bold</b> font to indicate that it has the highest reliability since it has an adjusted standard error less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name changed to match HSM

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CMF / CRF DETAILS

CMF ID: 74

INSTALL COMBINATION HORIZONTAL ALIGNMENT/ ADVISORY SPEED SIGNS

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: SIGNS

STUDY: HANDBOOK OF ROAD SAFETY MEASURES, ELVIK, R. AND VAA, T., 2004

Star Quality Rating:	<div><div><div></div><div></div><div></div><div></div><div></div></div><div>[VIEW SCORE DETAILS]</div></div>
Rating Points Total:	105
Crash Modification Factor (CMF)	
Value:	0.71
Adjusted Standard Error:	0.23
Unadjusted Standard Error:	0.13
Crash Reduction Factor (CRF)	
Value:	29 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	23
Unadjusted Standard Error:	13
Applicability	
Crash Type:	All
Crash Severity:	O (property damage only)
Roadway Types:	Not Specified
Street Type:	
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Crash Weather:	Not specified
Road Division Type:	

11/21/22, 8:05 AM

CMF Clearinghouse >> CMF / CRF Details

Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not Specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Meta-analysis
Other Details	
Included in Highway Safety Manual?	Yes. HSM lists this CMF in italics font to indicate that it has a lower reliability than bold font CMFs since it has an adjusted standard error of 0.2 to 0.3.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name changed to match HSM

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## CMF / CRF DETAILS

CMF ID: 2431


### INSTALL NEW FLUORESCENT CURVE SIGNS OR UPGRADE EXISTING CURVE SIGNS TO FLUORESCENT SHEETING

DESCRIPTION: ENHANCING DELINEATION ALONG CURVES BY INSTALLING NEW OR REPLACING EXISTING WARNING SIGNS, CURVE DELINEATION SIGNS, AND/OR POST MOUNTED DELINEATORS. WARNING SIGNS INCLUDE CURVE AHEAD OF SPEED LIMIT AND CURVE DELINEATION SIGNS INCLUDE CHEVRONS AND HORIZONTAL ARROWS.

PRIOR CONDITION: NO SIGN OR SIGN WITHOUT FLUORESCENT SHEETING

CATEGORY: SIGNS

STUDY: [SAFETY EVALUATION OF IMPROVED CURVE DELINEATION, SRINIVASAN ET AL., 2009](#)

Star Quality Rating:	<div> <a href="#">[VIEW SCORE DETAILS]</a></div>
Rating Points Total:	150
Crash Modification Factor (CMF)	
Value:	0.82
Adjusted Standard Error:	
Unadjusted Standard Error:	0.077
Crash Reduction Factor (CRF)	
Value:	18 <i>(This value indicates a <b>decrease</b> in crashes)</i>
Adjusted Standard Error:	
Unadjusted Standard Error:	7.7
Applicability	
Crash Type:	Non-intersection
Crash Severity:	All
Roadway Types:	All
Street Type:	
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Crash Weather:	Not specified
Road Division Type:	Undivided

Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	Minimum of 895 to Maximum of 20479 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
Development Details	
Date Range of Data Used:	1997 to 2006
Municipality:	
State:	CT
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	
Comments:	

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**CN6101220 NM 264 (From State Border to US 491)  
Transportation Needs Analysis Report – Appendices**

Safety Edge / Shoulder Improvements



## CMF / CRF DETAILS

CMF ID: 8661

### INSTALL SAFETY EDGE TREATMENT

DESCRIPTION: THE SAFETY EDGE IS A LOW-COST TREATMENT THAT IS IMPLEMENTED IN CONJUNCTION WITH PAVEMENT RESURFACING AND IS INTENDED TO HELP MINIMIZE DROP-OFF-RELATED CRASHES.

PRIOR CONDITION: ROADWAY WITHOUT SAFETY EDGE

CATEGORY: SHOULDER TREATMENTS

STUDY: SAFETY EDGE CRASH MODIFICATION FACTORS, HALLMARK ET AL., 2016

Star Quality Rating:	<div><div><div>★</div><div>★</div><div>★</div><div>★</div><div>★</div></div><div>[VIEW SCORE DETAILS]</div></div>
Rating Points Total:	140
Crash Modification Factor (CMF)	
Value:	0.88
Adjusted Standard Error:	
Unadjusted Standard Error:	0.061
Crash Reduction Factor (CRF)	
Value:	12 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	
Unadjusted Standard Error:	6.1
Applicability	
Crash Type:	Run off road
Crash Severity:	All
Roadway Types:	All
Street Type:	
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Crash Weather:	Not specified
Road Division Type:	Undivided

Minimum Speed Limit:	45
Maximum Speed Limit:	
Speed Unit:	mph
Speed Limit Comment:	> = 45 mph
Area Type:	Rural
Traffic Volume:	Minimum of 25 to Maximum of 2500 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	1406 Annual Average Daily Traffic (AADT)
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
<b>Development Details</b>	
Date Range of Data Used:	2004 to 2014
Municipality:	
State:	IA
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	209 crashes after
Sample Size (sites):	659 sites before, 659 sites after
Sample Size (miles):	418 miles before, 418 miles after
<b>Other Details</b>	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-06-2017
Comments:	CMFs of crashes where ROR right, ROR straight, or ROR left was listed in the sequence of events.

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**CN6101220 NM 264 (From State Border to US 491)**  
**Transportation Needs Analysis Report – Appendices**

New Lighting



# CMF / CRF DETAILS

CMF ID: 10993

## INSTALL INTERSECTION LIGHTING

DESCRIPTION: INSTALL LIGHTING AT INTERSECTIONS WHERE NO LIGHTING EXISTED PREVIOUSLY.

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: HIGHWAY LIGHTING

STUDY: EVALUATING THE EFFECTIVENESS OF THE SAFETY IMPROVEMENT PROGRAM IN SASKATCHEWAN USING AN OBSERVATIONAL BEFORE-AFTER STUDY WITH THE FULL-BAY APPROACH, SACCHI AND TAYEBIKHORAMI, 2021

Star Quality Rating:	<div><div><div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div><div><div></div></div></div></div><div>[VIEW SCORE DETAILS]</div></div>
Rating Points Total:	110
Crash Modification Factor (CMF)	
Value:	0.792
Adjusted Standard Error:	
Unadjusted Standard Error:	0.086
Crash Reduction Factor (CRF)	
Value:	20.8 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	
Unadjusted Standard Error:	8.6
Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	All
Street Type:	
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Crash Weather:	Not specified
Road Division Type:	

Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
Development Details	
Date Range of Data Used:	2006 to 2018
Municipality:	Saskatchewan
State:	
Country:	Canada
Type of Methodology Used:	
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Aug-11-2021
Comments:	

[VIEW THE FULL STUDY DATA](#)
[EXPORT DETAIL PAGE AS A PDF](#)

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# CMF / CRF DETAILS

CMF ID: 575


## ILLUMINATION

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: HIGHWAY LIGHTING

STUDY: HANDBOOK OF ROAD SAFETY MEASURES, ELVIK, R. AND VAA, T., 2004

Star Quality Rating:	<div> [VIEW SCORE DETAILS]</div>
Rating Points Total:	75
Crash Modification Factor (CMF)	
Value:	0.8
Adjusted Standard Error:	0.12
Unadjusted Standard Error:	
Crash Reduction Factor (CRF)	
Value:	20 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	12
Unadjusted Standard Error:	
Applicability	
Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	All
Street Type:	
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Crash Weather:	Not specified
Road Division Type:	



11/21/22, 8:07 AM

CMF Clearinghouse >> CMF / CRF Details

Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
Development Details	
Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Meta-analysis
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

[VIEW THE FULL STUDY DATA](#)

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