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LL CORRIDOR

*July 2024*



# LOS LUNAS INTERCHANGE & LOS LUNAS BOULEVARD
# CN A300961 & CN A300962

***Interstate Access Change Request***

MOLZENCORBIN
ENGINEERS | ARCHITECTS | PLANNERS

VILLAGE of LOS LUNAS

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# Los Lunas Interchange and East-West Corridor

NMDOT Control Number A300961

Interstate Access Change Request

July 2024

The flowing IACR document has been prepared in accordance with the NMDOT's *Guidance on Interstate Access Change Request Policy*, August 2010, NMDOT's *Infrastructure Design Directive IDD-2012-01 (Interstate Access Change Request)*, dated January 3, 2012, and FHWA's Memo *Changes to FHWA's Policy on Access to the Interstate System*, dated May 22, 2017.

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# EXECUTIVE SUMMARY

The proposed I-25 Interchange and East-West corridor (Los Lunas Blvd) is located approximately 1.65 miles south of the I-25/NM 6 Interchange (Exit 203) and 6.35 miles north of the I-25/North Belen Interchange (Exit 195) in New Mexico. This proposed interchange located in District 3, will provide access to the Village of Los Lunas and Valencia County. The purpose of the project is to address traffic flow on NM 6 by adding a new road between I-25 and NM 47. The project aims to address travel demand to high-growth areas and improve emergency response services within northern Valencia County. The deficiencies in the existing transportation system have been identified in previous studies going back more than 20 years. The fundamental problem is that NM 6 is the only east-west roadway connecting I-25, across the Rio Grande, to NM 47 for 10.3 miles north and 10.5 miles south.

The existing I-25/NM 6 Interchange is a standard signalized diamond interchange with a high volume of traffic. The LOS for the southbound on and off ramps are B in the AM and F in the PM. The LOS for the northbound on and off ramps is B in both the AM and PM. The current northbound on ramp has a better level of service due to the free right movement from NM 6 eastbound to I-25 northbound, this interchange is currently being reconfigured under a separate project and this free right movement will be removed resulting in a future stop condition. Additionally, improvements to the southbound off ramps to add an additional right turn lane are being designed as a separate project. The LOS of I-25 within the project limits currently has a LOS of A and B and does not have any safety issues that need to be addressed.

The proposed I-25 Interchange and East-West corridor will improve and/or eliminate many of the existing issues along this corridor. The fundamental issues that this corridor will provide improvements are:

- Safety
  - Improved Emergency Response
- Improved LOS
  - I-25/NM 6 Interchange and NM 6 Corridor
- Provide System Redundancy
- Pedestrian Connectivity
- Access Managed Corridor

The Mid Region Council of Governments, Valencia County, and Village of Los Lunas have completed a Phase A/B Report which studied the interchange along with the corridor in detail and recommended that the interchange should be a standard signalized diamond interchange. This recommendation has been presented to the public and the overwhelming majority were in favor of the proposed interchange and new corridor. This new interchange will not only help improve the listed deficiencies but will operate efficiently with a projected 2040 LOS of B and C in the Peak Hours.

The proposed interchange will include parallel acceleration and deceleration lanes that will allow for traffic to safely merge and diverge with interstate traffic. This interchange will improve the regional transportation network and improve the safety of the communities in the area which currently have excessive emergency response times and only 1 river crossing within 8 miles in each direction. This interchange will provide be a full access interchange that is not a serving the needs of a single development but the needs of the region.

The new East-West corridor will be constructed in Phases with Phase 1 completing one lane in each direction with a full four lane bridge over the Rio Grande. Phase 2 of the project will add an additional lane in each direction to the East-West Corridor.

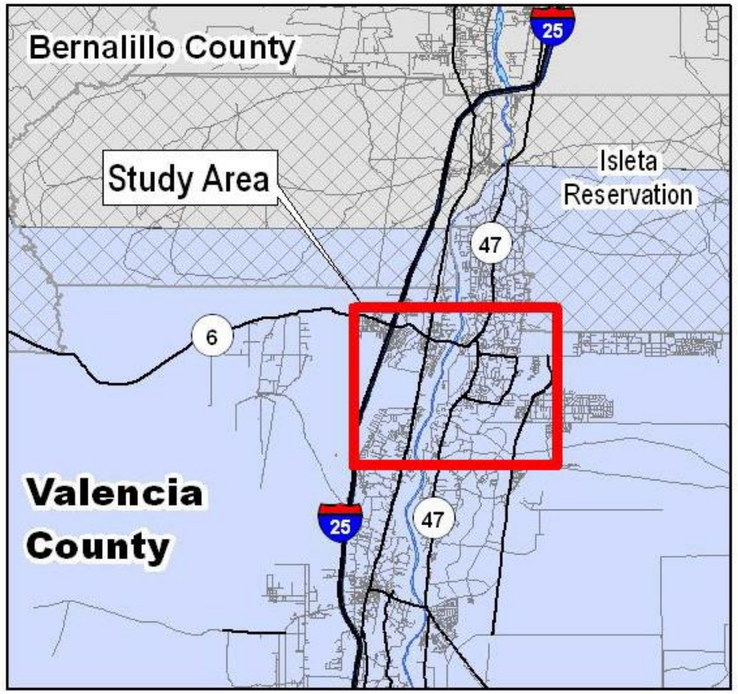
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# INTRODUCTION

**The** proposed I-25 Interchange and East-West corridor is located in the Village of Los Lunas in Valencia County, New Mexico. This area is a growing community south of Albuquerque and north of Belen along I-25. On the western side of Los Lunas lies El Cerro de Los Lunas, 1,700 acres of natural open space that offers outdoor recreational activities such as walking, hiking, and jogging. Near the middle of the Village is the Rio Grande River and to the far east is the Bosque Peak.






Interstate 25 (I-25) is a north-south interstate highway that goes through the western portion of the United States. I-25 originates in Las Cruces, New Mexico and travels through New Mexico, Colorado, and Wyoming to Interstate 90 in Buffalo, Wyoming.

The proposed interchange will be located approximately milepost 201; 1.65 miles south of the I-25/NM 6 Interchange (Exit 203). NM 6 is currently the only Interstate access within the Village limits as well as the only interstate access to the communities within Valencia County that are north of the City of Belen. NM 6 also serves as the only roadway that crosses the Rio Grande River for 7 miles north and 8 miles south. The purpose of the proposed I-25 and East-West corridor is to alleviate congestion along NM 6 and to improve traffic safety for the Village of Los Lunas and Valencia County. This roadway will start at I-25 and roughly follow the existing Morris Road, cross NM 314, the Rio Grande River, and end at NM 47 at Hyde Lane.

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The proposed interchange at I-25 and the East-West corridor will be a standard diamond interchange. This new East-West interchange will be an underpass carrying I-25 over the East-West corridor via two new bridges. The proposed corridor will be a 2-lane divided highway with a separated raised median and a multiuse trail along the north side of the roadway. The East-West corridor will cross the Rio Grande with an 18 span, levy to levy bridge. Ultimately, this corridor connects the residents of Los Lunas to I-25, Highway 314, and State Highway 47 with relative ease. Additionally, access to major arterials like Los Lentes Road and smaller collectors relieves traffic congestion along Main Street.





## PREVIOUS STUDIES

This corridor has been studied since the mid-1990s following the State and Federal Location Study Procedures. The following documents were completed as part of these studies:

- Initial Corridor Analysis Report for the I-25 to NM 47 Corridor Study – June 1998
- Alternative Screening Report, I-25 to NM 47 Corridor Study – November 1999
- I-25 to NM 47 Corridor Study – A Detailed Evaluation of Alternatives Report – June 2000
- Alternatives Analysis Report – Los Lunas Corridor Study – August 2012
- I-25/Morris Road Interchange Evaluation and Construction Phasing – April 2017

These previous studies identified the need for the new I-25 Interchange and East-West corridor along with determining the preferred alternative alignment and interchange configuration. These studies included public involvement and allowed for the Village of Los Lunas to begin purchasing right of way to secure the alignment along the corridor.

## CURRENT STUDIES

This report is to satisfy the requirements of the IACR as required by the Federal Highway Administration (FHWA) for any new or modifications to access points along the interstate. The Policy on Access to the Interstate System was initially published in 1990 and updated in 1998, 2009, and 2017. The 2017 modifications to the policy reduced the requirements of the document to not duplicate efforts required by the National Environmental Policy Act (NEPA) process and to simply provide a technical feasibility to any proposed change in access. The document herein will provide the technical feasibility of the interchange to satisfy the requirements of the new policy. The NEPA process, including alternative analysis, have been completed under separate cover.

The Village of Los Lunas is currently working to advance the new I-25 Interchange and East-West corridor to construction. The following tasks are being completed concurrently with this IACR.

- Traffic Analysis
- Right of Way Mapping
- Environmental Assessment and accompanying reports
- Final Design
- Value Engineering

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# EXISTING CONDITIONS

## I-25

This portion of I-25 it is a rural four-lane facility with two 12-foot lanes in each direction, a 4-foot inside shoulder, large, depressed median, and 10-foot outside shoulders. The posted speed along the interstate is 75 mph.



Interstate 25 at New Interchange

## NEW MEXICO 6

NM 6 near the I-25 interchange is a four-lane divided roadway with curb, gutter, and sidewalk. NM 6 (Main Street) serves as the only roadway in Los Lunas that crosses the Rio Grande River. NM 6 from I-25 to NM 47 has 9 signalized intersections and the traffic has exceeded the capacity of the roadway. The Village of Los Lunas has completed numerous traffic studies and implemented all recommended improvements along the corridor to improve the traffic flow; however, due to right-of-way constraints due historic buildings no additional lanes can be added to NM 6 through Los Lunas.



New Mexico 6

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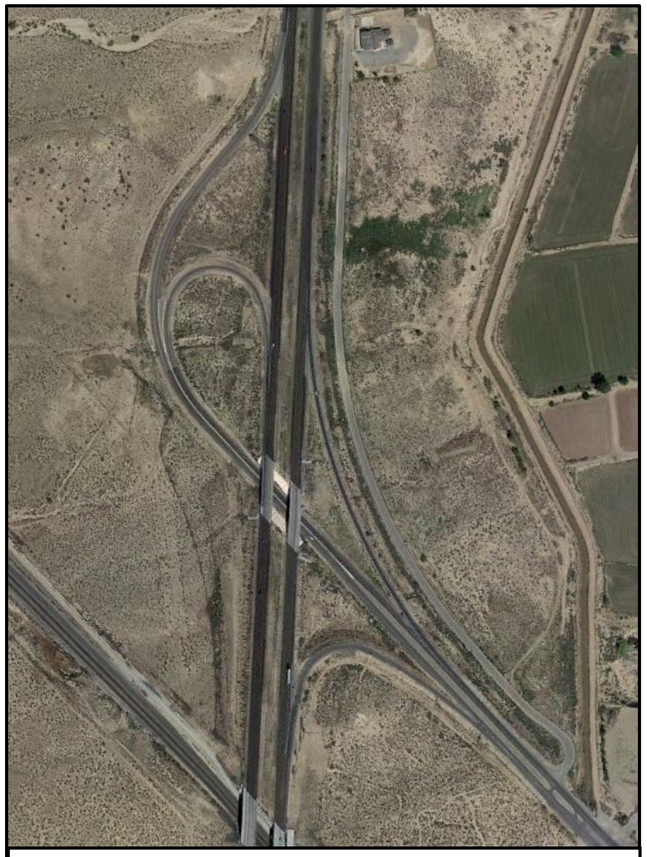
## INTERCHANGES

The proposed I-25 Interchange and East-West corridor will be located between the North Belen Interchange (Exit 195) and the I-25/NM 6 Interchange (Exit 203).

## I-25/NORTH BELEN INTERCHANGE

The North Belen Interchange (Exit 195) is a trumpet style interchange which connects into the I-25 Bypass. The I-25 Bypass is a business loop connecting the north and south Belen interchanges. The I-25 northbound on ramp from the I-25 Bypass is a directional on ramp, as well as the I-25 southbound off ramp, and the I-25 northbound offramp. While the I-25 southbound on ramp is a loop style ramp. This interchange is approximately 8 miles south of NM 6.

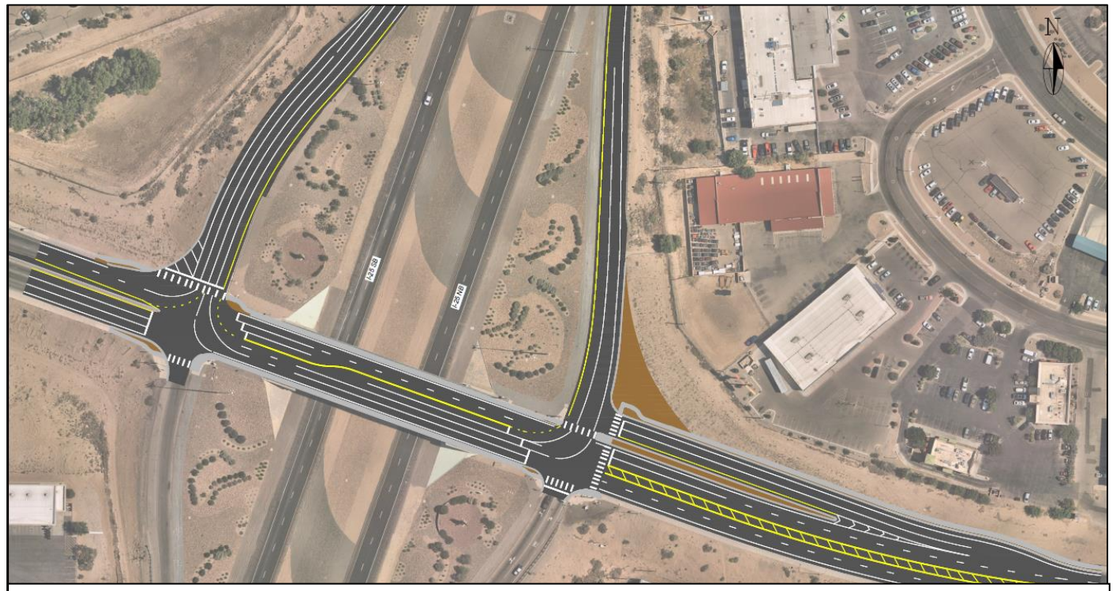
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I-25/North Belen Interchange

## I-25/NM 6

The existing I-25/NM 6 Interchange (Exit 203) is a signalized diamond interchange. At this location NM 6 is a four-lane divided roadway. This interchange is currently being redesigned to add capacity. The new interchange configuration will include dual left turns and dual right turn at the southbound off ramp. The improvements also removed the free right turn movement from NM 6 westbound to I-25 northbound. The new configuration includes a separated dual right turn lane to access I-25 northbound. The new configuration also includes dual left turn lanes on NM 6 eastbound to I-25 northbound. The new interchange configuration will remain signal controlled.



I-25/NM 6 Interchange

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# EAST-WEST CORRIDOR ALIGNMENT

While the proposed East-West corridor doesn't exist yet, it is planned to be a two-lane divided roadway with a multi-use trail located on the north side. This proposed corridor includes a signalized diamond interchange at I-25 approximately 1.65 miles south of the I-25/NM 6 Interchange and 6.35 miles north of the I-25/North Belen Interchange. The proposed corridor will also include a realignment of Camelot Boulevard and Sichler Road to provide separation from the interchange and to align the correctional facility entrance with Sichler Road. There will also be improvements to the intersection of NM 314 and the adjacent railroad crossing. The proposed corridor will have a levy-to-levy bridge over the Rio Grande and end at a signalized T-intersection at NM 47.



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## ALIGNMENT ALTERNATIVES

During the Los Lunas Corridor Study, completed in 2012, 8 alignments were studied and evaluated in the initial phase. This was then narrowed down to two alternatives, S-1 Alternative and the S-5 Alternative. They were then refined and renamed to improve public recognition of their general alignments. S-1 was then referred to as Miller A Alternative and S-5 was the Morris B Alternative. As shown in Figure 1, the Miller alignment is located south of the Morris alignment.




**FIGURE 1 – LOS LUNAS CORRIDOR STUDY ALIGNMENTS**

## MILLER A ALTERNATIVE

The Miller A Alternative begins at I-25 3.3 miles south of the existing I-25/NM 6 Interchange, it then intersects NM 47 2.8 miles south of the NM 6/NM 47 intersection and then continues to follow NM 47 north to the intersection of NM 47 and Otero Road. The Miller A Alternative is a 4-lane arterial roadway with an interchange at I-25, frontage roads that connect to I-25/NM 6, an at-grade intersection at NM 314, Edeal Rd, and NM 47. All of the major intersections would have dual left turn lanes.

## MORRIS B ALTERNATIVE

The Morris B Alternative begins at I-25 1.6 miles south of the existing I-25/NM 6 Interchange and terminates at NM 47, 1.6 miles south of the NM 6/NM 47 Intersection. The Morris B Alternative is similar to the Miller A Alternative in that it is a 4-lane arterial roadway with an interchange at I-25, frontage roads that connect to I-25/NM 6. The major intersections for this alignment are Sichler Road, Morris Road, NM 314, Los Lentes Road, and Edeal Road. Future access is also proposed between Edeal Road and NM 47. Like Miller A, the major intersections would have dual left turn lanes. During the evaluation process and public comments an additional alignment was made for Morris B. This additional option begins east of Edeal Road and shifts the route northeast after crossing Edeal Road. and terminates at NM 47 at the intersection of NM 263 and NM 47.

## ALIGNMENT STUDY CONCLUSION AND RECOMMENDATION

Based on the alternative analysis, stakeholder and public input obtained over the course of the Corridor Study Morris B Alternative was identified as the locally preferred alternative by the MRCOG and the Village of Los Lunas. The layout of this alignment is shown on the following pages, note the following figures from the Corridor Study reflect the full build out 4 lane road and not the Phase 1 project which will only construct a 2 lane road.

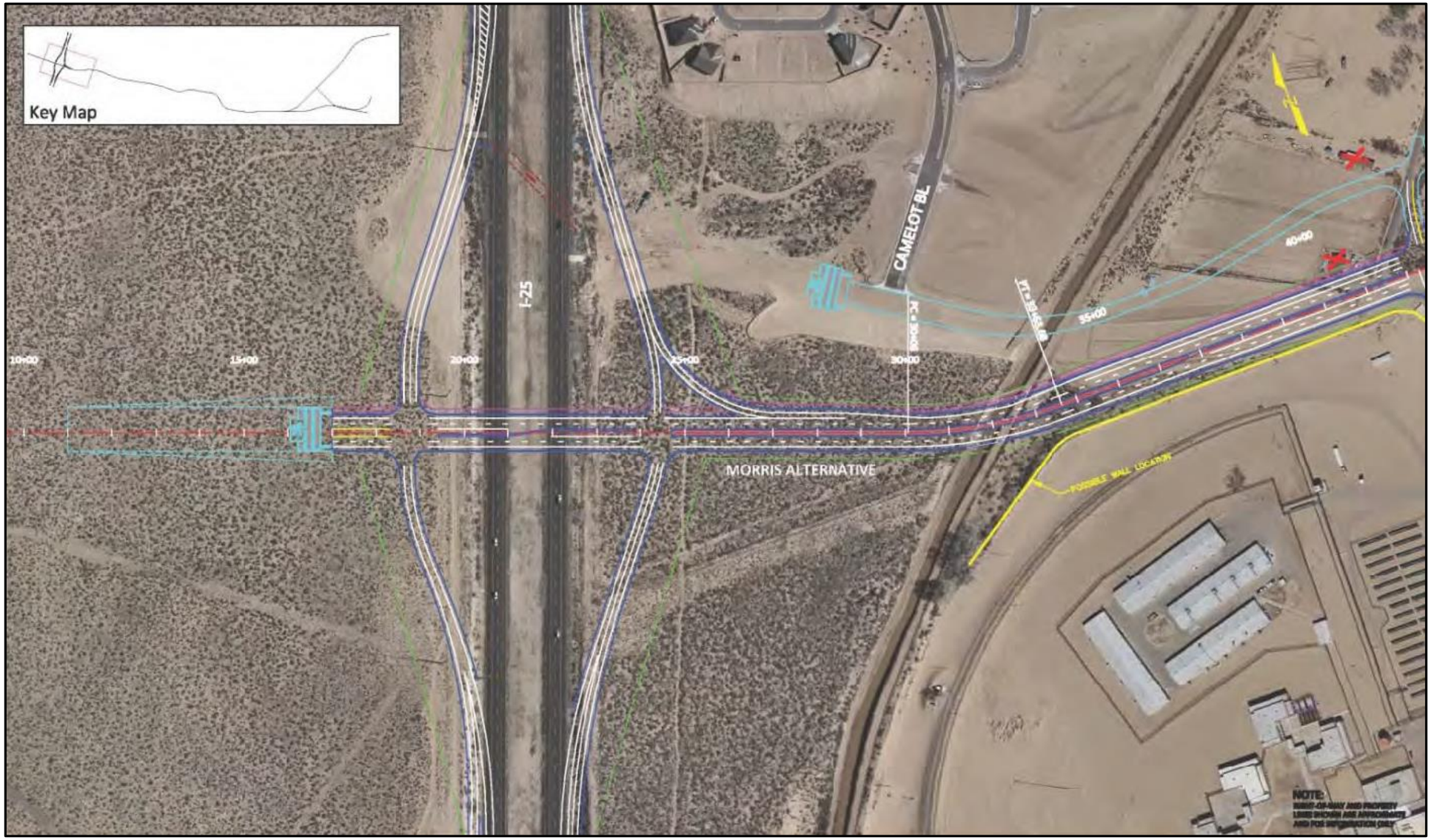



**FIGURE 2 – MORRIS B ALTERNATIVE**




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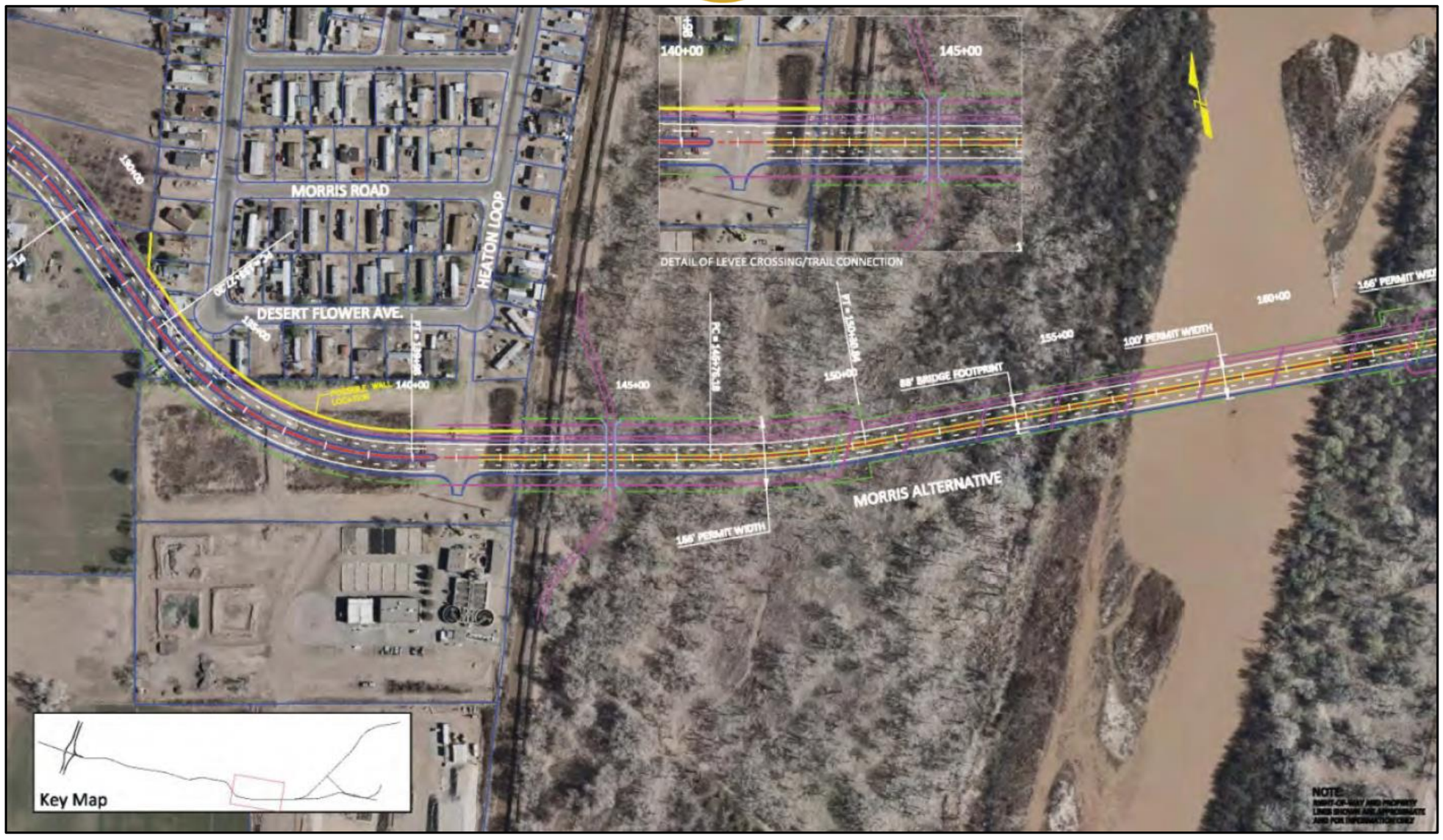



**FIGURE 2 – MORRIS B ALTERNATIVE**

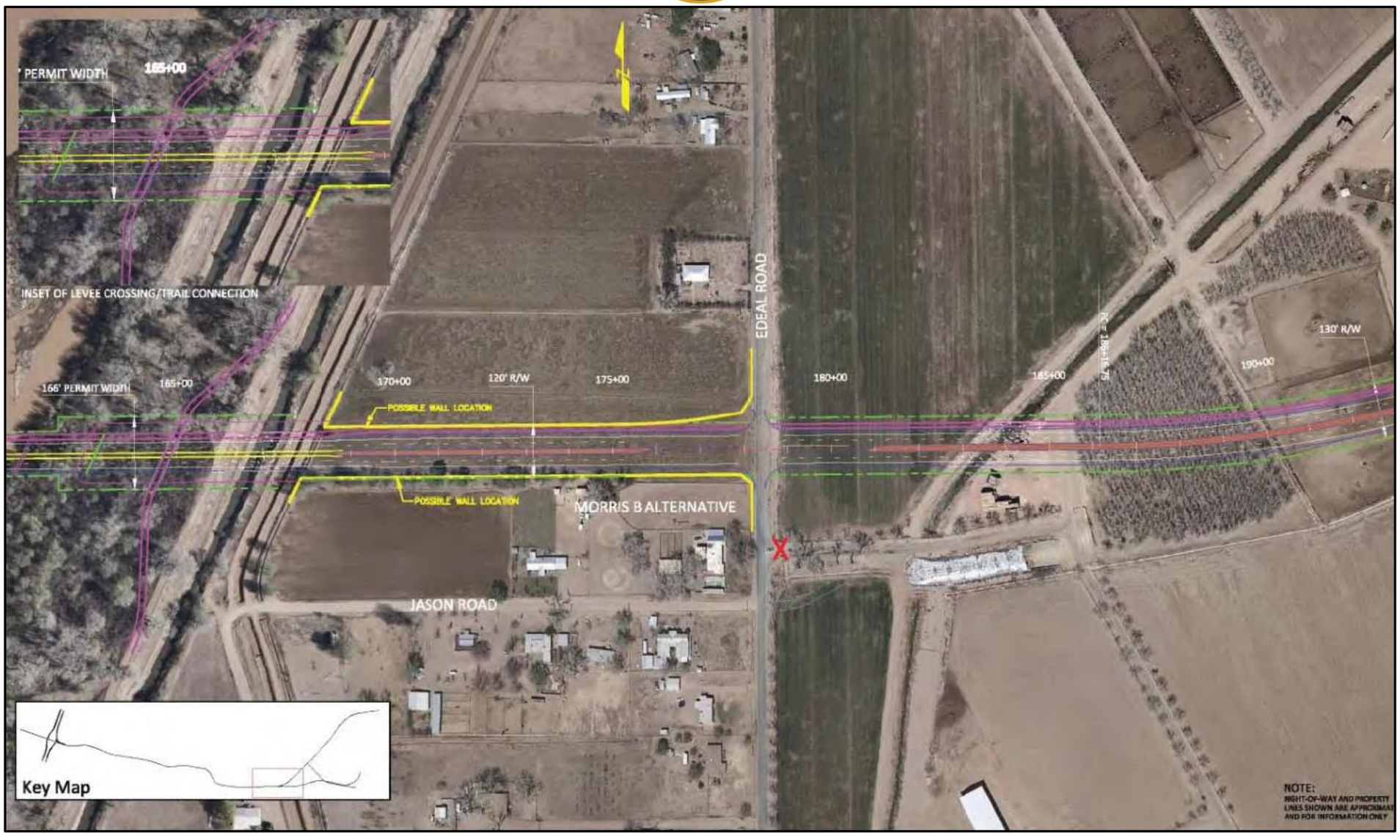



**FIGURE 2 – MORRIS B ALTERNATIVE**

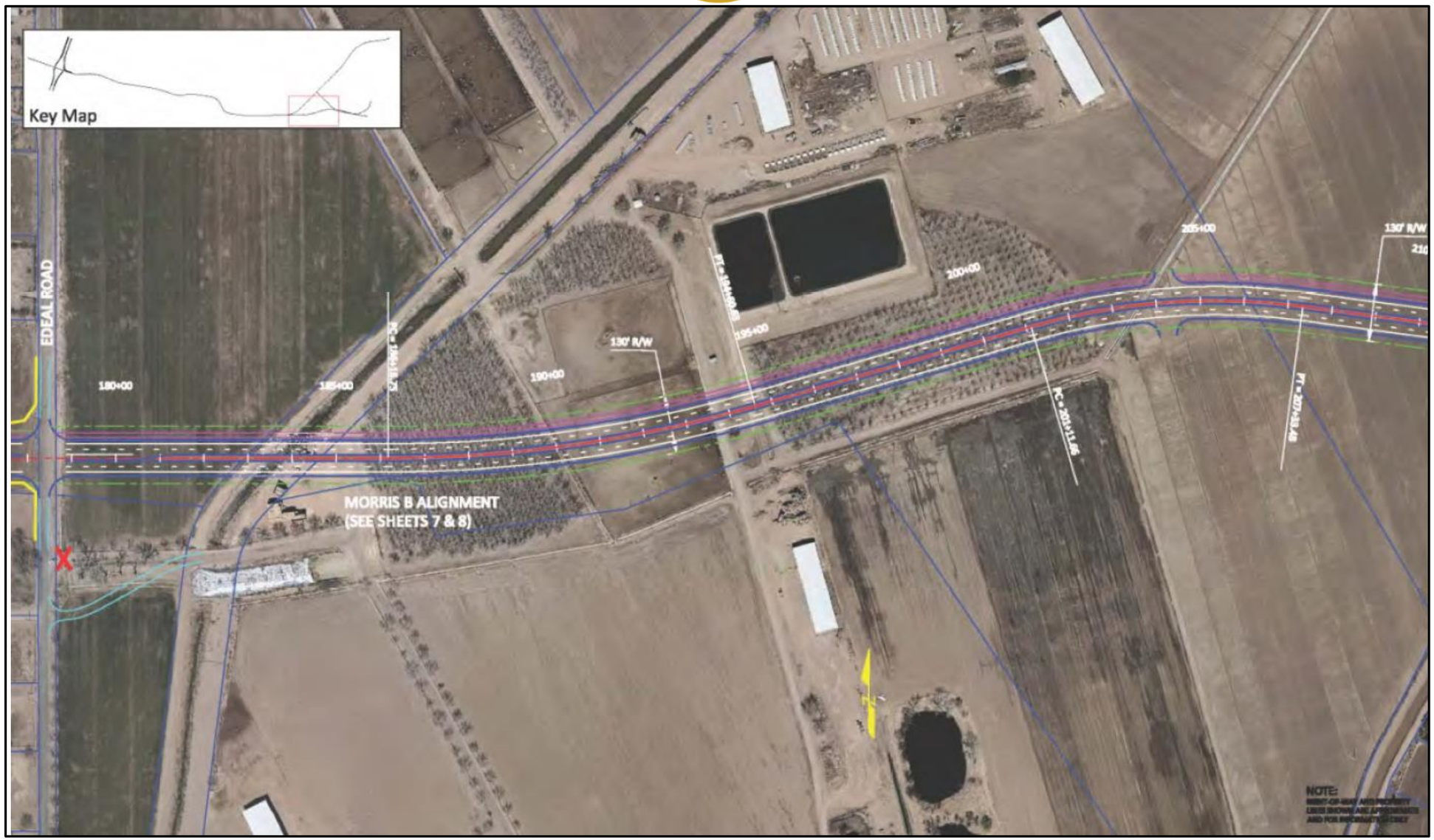



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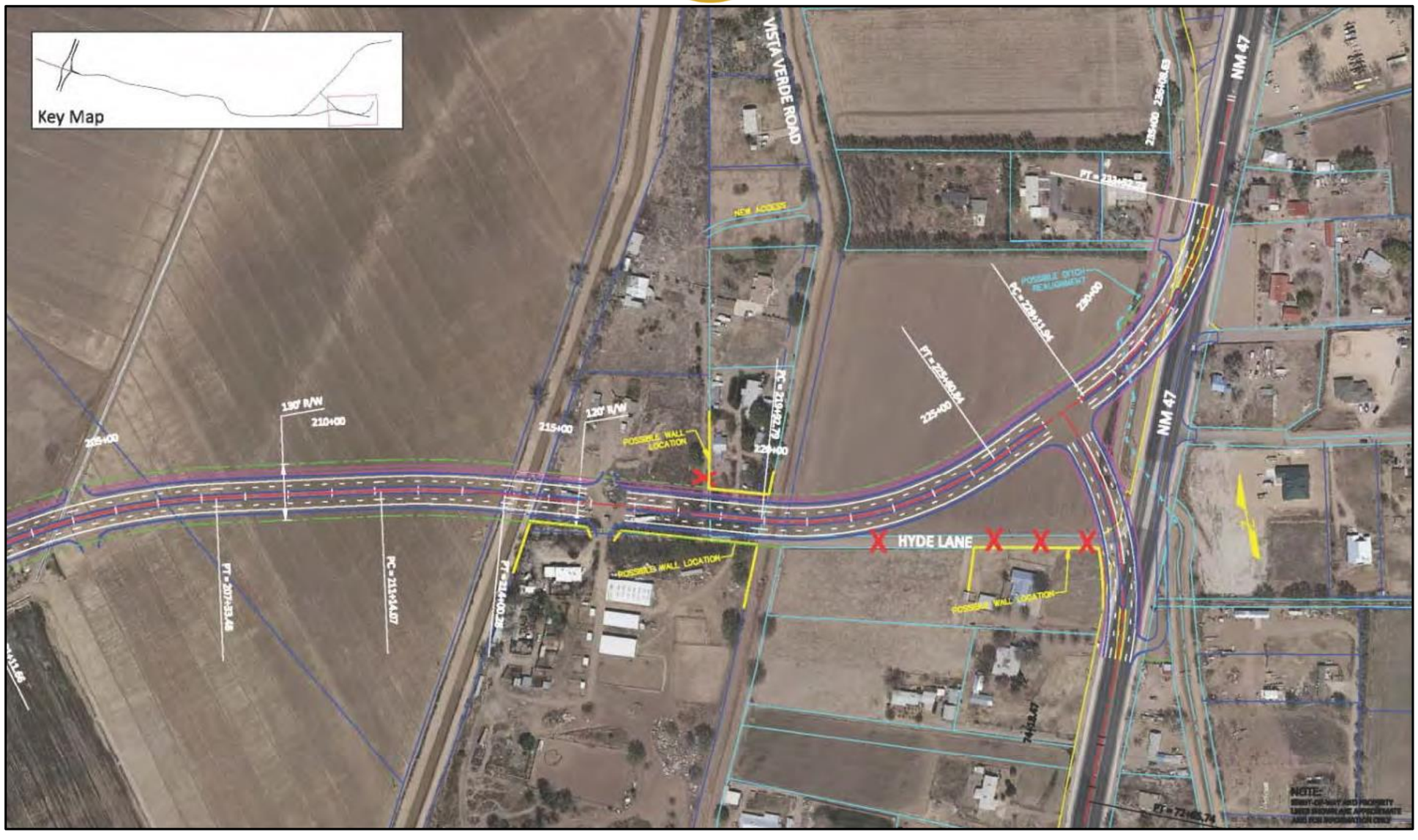



**FIGURE 2 – MORRIS B ALTERNATIVE**

# I-25 INTERCHANGE EVALUATIONS

During the Morris Road Interchange Evaluation report three Interchanges for the I-25/Morris B Alternative were evaluated. These consisted of a Signalized Diamond Interchange, Diverging Diamond Interchange, and a Single Point Diamond Interchange. In addition to the Interchanges the report also reviewed the Morris B Alternative. This report included at traffic analysis of all 3 interchange alternatives and found that all alternatives would result in an acceptable level of service at the interchange. Due to the traffic operations projected to operate at an acceptable level of service for all alternatives the recommended alternative was the standard Diamond Interchange. This interchange configuration is the most common interchange configuration and offers the most flexibility for growth and the ability to detour interstate traffic.

## ALTERNATIVE 1: SIGNALIZED DIAMOND INTERCHANGE

The interchange configuration that was studied in the Location Study was the Diamond Interchange. This is the most common interchange configuration and can be modified from a stop-controlled intersection to a signalized intersection as traffic volumes increase. This interchange configuration allows for interstate traffic to be easily detoured to the ramps in the event that bridge maintenance, or a crash occurs in the area. This configuration also allows for easy on/off movements and has the least amount of driver confusion. This interchange configuration is the recommended alternative and the basis of the traffic analysis for this report.

The new East-West corridor will be constructed in Phases with Phase 1 completing one lane in each direction with a full four lane bridge over the Rio Grande. Phase 2 of the project will add an additional lane in each direction to East-West corridor.




**FIGURE 3 – DIAMOND INTERCHANGE**

# TRAFFIC MODELING

**The** traffic modeling for this project will assess traffic operations of proposed alternative improvements, including the No-Build, for the proposed I-25 Interchange and East-West corridor. This study evaluates both existing and proposed conditions on the approach roadways of the interchange proper along with operations at the adjacent interchanges of I-25/NM-6 (Exit 203) and I-25/North Belen (Exit 195), as well as NM 6.

## METHODOLOGY

The following sections will summarize the methodology used to develop the travel demand model and to analyze the impacts that this project will have on the interstate system and NM 6

## TRAFFIC COUNTS

Extensive traffic counts were undertaken for the purpose of validating the travel demand model for use in the traffic analysis of the proposed interchange as well as for traffic operations analysis.

### *TRAFFIC VOLUME COUNTS*

Two (2) locations were selected as cordon counts to provide hourly and daily volumes over a three-day period. These locations were on NM 6 at the Rio Grande Bridge and on Edeal Road north of Jason Road. Data summaries of these counts are contained in Appendix A of the *Traffic Analysis I-25 Morris Rd Interchange*. These counts were supplemented by database information provided by the New Mexico Department of Transportation (NMDOT) Planning Bureau.

### *TURNING MOVEMENT COUNTS (TMCS)*

Thirty-one (31) intersections were counted for the periods of 7-9 a.m. and 4-6 p.m. to capture typical weekday peak period traffic, which is the basis for trip generation estimates in the travel demand model. The counts included vehicles (cars [FHWA classifications 1-3] and "trucks" [class 4-13]) and pedestrians/bicyclists. Data summaries of these counts are contained in Appendix A of the *Traffic Analysis I-25 Morris Rd Interchange*.

These counts were taken at the following locations and are shown in Figure 4.

1. NM 6/Huning Ranch West
2. NM 6/Los Morros/Huning Ranch East
3. NM 6/Desert Willow
4. NM 6/Sun Ranch Village
5. NM 6/I-25 SB Ramps
6. NM 6/I-25 NB Ramps
7. I-25 Ramp merge/diverge North of Main (SB Off, NB On)
8. I-25 Ramp merge/diverge South of Main (SB On, NB Off)
9. NM 6/Camelot/Emilio Lopez
10. NM 6/Grant
11. NM 6/Los Cerritos
12. NM 6/Canal
13. NM 6 /Don Pasqual
14. NM 6/NM 314
15. NM 6/Los Lentes
16. NM 6/Carson
17. NM 6/Edeal
18. NM 6/El Cerro Road (NM 263)
19. NM 6/NM 47
20. NM 314/Courthouse
21. Morris/Shawn
22. NM 314/Morris
23. Morris/Los Lentes
24. NM 47/Otero
25. NM 47/Edeal
26. I-25 SB Off at BL-25
27. I-25 SB On/NB On
28. I-25 NB Off at BL-25
29. NM 314 SB Diverge
30. NM 314/BL-25
31. NM 314 NB Diverge

These counts were collected early in year 2019 when this study was initiated. Subsequently, in an unsigned memorandum dated November 25, 2019, NMDOT District 3 Traffic staff issued new traffic study requirements that included the collection of demand volumes for saturated conditions and multiple period analysis. Because of the COVID-19 pandemic and government-mandated shutdowns in 2020-2021, the State Traffic Engineer issued guidance in a memorandum dated October 5, 2020, that provided alternative means of data collection and noted that valid data collected between September 2016 and February 2020 would be accepted. Furthermore, traffic counts collected throughout the region demonstrate that traffic volumes have not returned to pre-pandemic levels. Therefore, the year 2019 baseline counts collected for this study represent the peak of economic activity and related traffic.

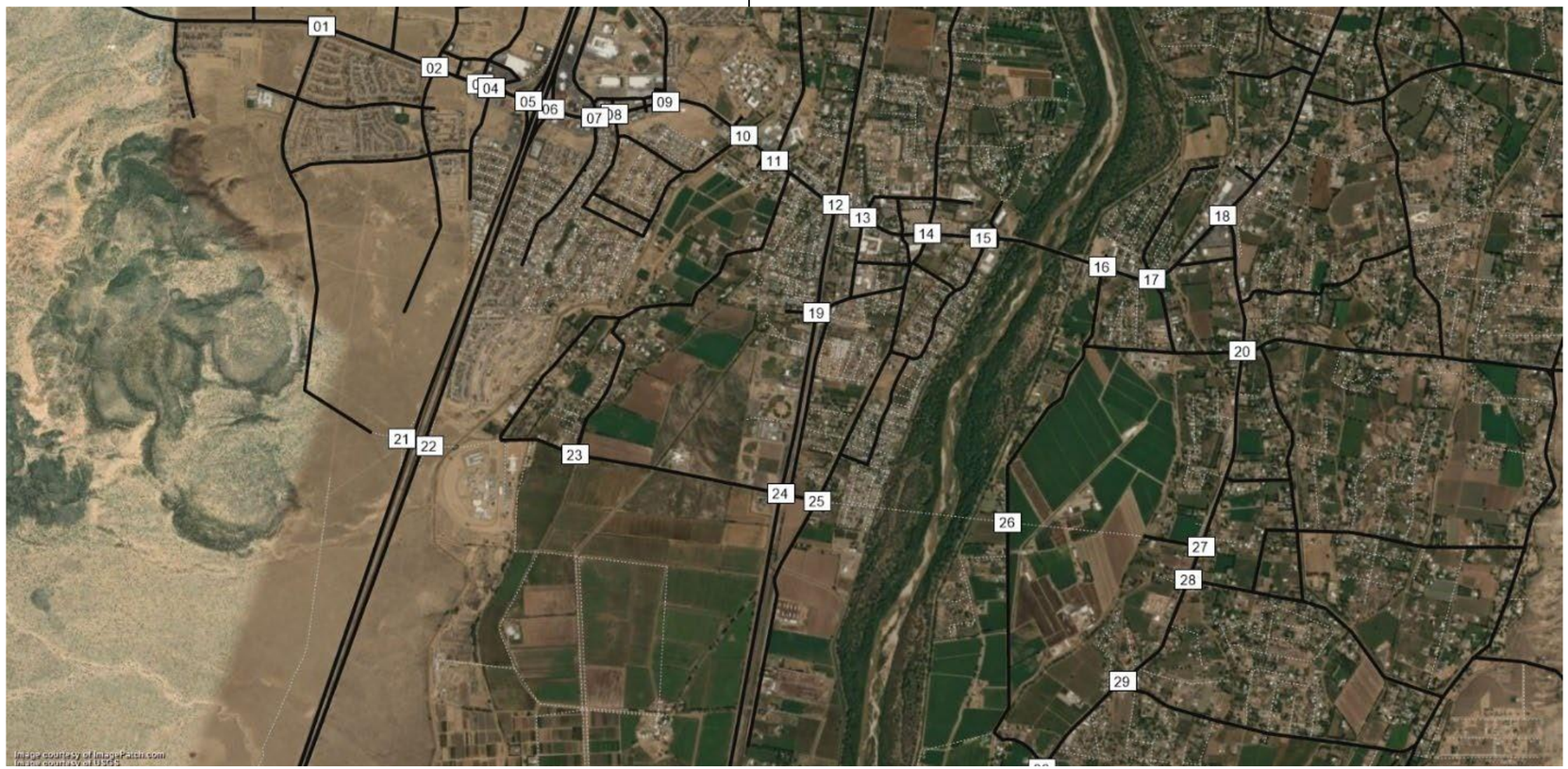



**FIGURE 4 – INTERSECTION ANALYSIS LOCATIONS**

## SOFTWARE

Synchro 11 software package by Trafficware Ltd. was used to compute the results of intersections in HCM format. Synchro provides better functionality for urban corridor analysis and was used to report unsignalized intersection LOS as well as specialized analysis such as High-Tee intersections.

For signalized intersection Highway Capacity Software version 7 (HCS7, v.7.9.5) was used to calculate the LOS along both NM 6 and the East-West corridor. HCS7 was also used to analyze I-25 and the freeway merge/diverge analysis. HCS was utilized in the analysis at the I-25/NM 6 interchange along with the proposed interchange ramps.

## OPERATIONAL ANALYSIS PROCEDURES

Following is a summary of the key settings applied for this analysis:

1. Default saturated flow of 1900 pc/h/ln was utilized as Los Lunas is considered part of the Albuquerque metro area.
2. Peak hours and peak hour factor (PHF) of each intersection were used rather than a common peak hour for the corridor to replicate demand and provide a slightly conservative analysis. The NM 6 corridor has several zones that operate somewhat independently. For forecast scenarios, the HCM de facto PHF of 0.92 was applied.
3. Traffic signal timing settings for the signalized intersections were provided by NMDOT Traffic Operations staff of the State Maintenance Bureau and input into the traffic models for analysis.
4. Many of these intersections are currently coordinated and therefore the applicable time-of-day plans were used for the peak analyses.
5. Maximum splits were set to Max1 unless otherwise noted.

6. Pedestrian timings were input, but in some cases the coordinated green times for through movements were adjusted to fit within the cycle length.
7. Offset reference point set to Φ2+6 “TS2 1st Green” and coordination mode to “float”.
8. Dimensions were measured and grades were estimated in Google Earth©.
9. Shared lane volumes were estimated.
10. Free right-turn lane volumes were excluded from the signalized intersections.
11. The posted speed at Luna Ave. was increased to 25 mph due to a HCM limitation.
12. Observation of the rail crossing east of NM 314 showed that the intersection queues cleared in subsequent cycles following a train, therefore no initial queues were included.

## MEASURES OF EFFECTIVENESS (MOES)

Tools used to evaluate the effectiveness of the proposed East-West corridor include the following MOEs:

1. Vehicle-miles of travel (VMT) – is computed by multiplying the link volume by link length. Higher VMT shows more usage of the interchange and corridor.
2. Vehicle-hours of travel (VHT) – is computed by multiplying the congested travel time by the volume. Where higher VHT might reflect more usage of the corridor, it can also show more congestion with higher travel times.
3. Average Speed is the ratio of VMT/VHT in miles per hour. A slower speed typically shows more congestion.
4. Level of Service (LOS), computed in terms of delay or vehicle density, depending on the type of facility.
5. Queues at intersection turn lanes.
6. Traffic Volumes are reported for comparison between alternatives. There is not a judgment that can be applied for higher or lower traffic volumes, they merely measure use.
7. Travel times.

## MODEL CODING

The Valencia County model is a three-step model process containing: trip generation, trip distribution, and assignment. The first part will review the data provided and network assumptions.

### *NETWORK DATA*

#### *Road and Intersection Coding*

The VISUM software platform was used, specifically, version 2021 (Service Package 1-15). The network was originally imported from NAVTEQ tiles. In the model, all roadways classified as collector or greater throughout the study area were included. Some local roads were included when appropriate for proper traffic assignment. Data is encoded to describe both the links and the nodes. A link is a vector that describes connectivity between two nodes. A node is an end point of a link. Typically, a node can be an intersection or an intermediate point between intersections.

#### *Roadway (Link Data)*

Each street in the model is represented by a link or a group of links. Each link contains attribute data that defines the operation of that link. A link is a directional description of connection between beginning and ending node points. Data attributes needed for a link in VISUM include:

- Type (user-specifiable)
- Number of Lanes
- Capacity
- Length
- Design Speed (or posted speed limit)
- Volumes

#### *Link Type (Classification)*

The numeric codes for link type used are listed in Table 1. Link types were used to define link capacities and to set the speed-delay functions used in the highway assignment process. Classification data was reviewed and corrected as needed. All links to be assigned traffic must be given a valid type designation.

**TABLE 1 – LINK (ROADWAY) CLASS**
**2006 VALENCIA COUNTY TRANSPORTATION PLANNING MODEL**

| Type Number | Facility Type |
|---|---|
| 1 | Freeway |
| 2 | Ramps |
| 3 | Multi-Lane Highway |
| 4 | Arterial Class I |
| 5 | Arterial Class II |
| 6 | Arterial Class III |
| 7 | Major Collector |
| 8 | Minor Collector |
| 9 | Rural Two-Lane Highway |
| 11 | Unpaved |

These are defined in more detail as follows.

1. ***Freeway*** - Divided highway facility with full control of access and two or more lanes for the exclusive use of traffic in each direction. There are no at-grade intersections and direct access to or from adjacent property is not permitted. There are no signalized or stop-controlled at grade intersections, and access to and egress from the freeway are limited to ramp locations.

2. ***Ramps -*** A ramp is a length of roadway providing an exclusive connection between two highway facilities. Ramps are generally designed to permit high-speed merging and diverging maneuvers, thus minimizing disruptions to mainline traffic.
3. ***Multi-lane Highway -*** Multilane Highways generally have posted speed limits between 55 and 65 mph. They usually have four or six lanes, often with physical medians or two-way left-turn lane medians, although they may also be undivided. Traffic signals may be found along such highways, although traffic signals spaced at 2 miles or less typically create urban arterial conditions. Vehicles may enter and leave the highway at intersections and driveways and through the median at selected points. The general design standards of multilane highways tend to be lower than those found on freeways, although an ideal multilane highway approaches freeway conditions as access point and turning volumes approach zero.
4. ***Arterial Class I*** - These are defined as Principal arterials with Suburban design. A Principal arterial serves major through movements between important centers of activity and a substantial portion of trips entering and leaving the area. Its importance is derived from the service provided to traffic passing through the urban areas. Service to abutting land is subordinate to the function of moving through traffic. Suburban design represents an arterial with a low driveway access-point density, separate left turn lanes, and no parking. It may be multilane divided or undivided or a two-lane facility with shoulders. Signals are spaced for good progressive movement (one to five signals per mile or at even greater distances). Roadside development is of low to medium density, and the speed limits are usually 45 to 55 mph.
5. ***Arterial Class II -*** These are defined as Principal arterials with Suburban design. A Principal arterial serves major through movements between important centers of activity and a substantial portion of trips entering and leaving the area. Its importance is derived from the service provided to traffic passing through the urban areas. Service to abutting land is subordinate to the function of moving through traffic. Suburban design represents an arterial with a low driveway access-point density, separate left turn lanes, and no parking. It may be multilane divided or undivided or a two-lane facility with shoulders. Signals are spaced for good progressive movement (one to five signals per mile or at even greater distances). Roadside development is of low to medium density, and the speed limits are usually 40 to 45 mph.
6. ***Arterial Class III -*** These are defined as Principal arterials with typical Intermediate design or Minor arterials with Suburban design or Intermediate design. A Principal arterial serves major through movements between important centers of activity and a substantial portion of trips entering and leaving the area. Its importance is derived from the service provided to traffic passing through the urban areas. Service to abutting land is subordinate to the function of moving through traffic. A Minor arterial is a facility that connects and augments the principal arterial system. Although its main function is still traffic mobility, it performs this function at a somewhat lower level and places more emphasis on land access. A system of minor arterial serves trips of moderate length and distributes travel to geographical areas smaller than those served by the principal arterial. Intermediate design represents an arterial with a moderate driveway access-point density. It may have some separate or continuous left-turn lanes and some portions where parking is permitted. It has a higher density of roadside development than the typical suburban design and usually has 4 to 10 signals per mile. Speed limits are normally 30 to 40 mph.
7. ***Major Collector -*** These are defined as a collector arterial. It may have some separate or continuous left- turn lanes and some portions where parking is permitted. It has a higher density of roadside development than the typical suburban design and usually has 4 to 10 signals per mile. Speed limits are normally 30 to 40 mph. Urban design represents a collector with a high driveway access-point density. It frequently is an undivided one-way or two-way facility with two or more lanes. Parking is usually permitted. There are few separate left-turn lanes, and some pedestrian interference is present. It commonly has 6 to 12 signals per mile. Roadside development is dense with commercial uses. Speed limits range from 25 to 35 mph.
8. ***Minor Collector –*** Minor collectors are streets providing both land access and traffic circulation within residential, commercial, or industrial areas. The access function is more important than that of arterials, and unlike arterials, the operation is not always dominated by traffic signals.
9. ***Rural Two-Lane Highway -*** These are defined as a two-lane roadway having one lane for use by traffic in each direction. Passing of slower vehicles requires the use of the opposing lane where sight distance and gaps in the opposing traffic stream permit. As volumes and or/geometric restrictions increase, the ability to pass decreases, resulting in the formation of platoons in the traffic stream. Efficient mobility is the principal function of major two-lane highways used as primary arteries. These routes may serve long-distance commercial and recreational travelers and may have sections of many miles without traffic control interruptions. Consistent high-speed operations and infrequent passing delays are desirable for these facilities.
10. ***Unpaved*** - These are soft-surfaced (dirt, gravel, base course, or cold millings) facilities, located in non- urban settings. Their principal purpose is to provide links to paved rural highways or arterials that are used by rural residents to access distant urban services. Promotion of traffic mobility is secondary to providing land access to large undeveloped properties, isolated homesteads, ranches, farms, or low-density residential subdivisions. These routes have one or two lanes, are often poorly maintained, and may not have posted speeds. Traffic controls at intersections with unpaved connecting roads often do not exist. Driveway access is rare but permitted; driveway spacing typically exceeds 300 feet. Feasible speeds range from 10 to 30 mph, depending on surface conditions and the width of the roadway. Roadside development is virtually non-existent; adjacent development, where it exists, is set back from the roadway by twenty feet or more. Peak-hour Lane capacities generally do not exceed 150 vphpl and may be considerably lower.

***Number of Lanes***

This attribute is used to assign capacities to network links. This field is not used during the VISUM distribution and assignment processes. However, it is important for assigning capacities to network links. It is also used for display and in some network calculator functions. All model links were checked for accuracy with this designation.

***Capacity***

Capacity is entered in terms of vehicles per hour (vph) for each link, directionally. In the context of model operation, the capacities are used in conjunction with link speeds, link lengths, and speed-delay functions to derive a realistic travel speed to be used in the distribution of travel and the derivation of appropriate travel routes. In the context of network analysis, the capacities are used to identify deficiencies and recommend improvements. In both cases, it is desired that the capacities used in the model be as accurate and realistic as possible. A global link capacity system was adopted. Table 2 represents the capacities used for the model

**TABLE 2 – LINK (ROADWAY) CLASS/CAPACITIES**
**2019 VALENCIA COUNTY TRANSPORTATION PLANNING MODEL**

| Type Number | Facility Type |
|---|---|
| 1 | Freeway |
| 2 | Ramps |
| 3 | Multi_Lane Highway |
| 4 | Arterial Class I |
| 5 | Arterial Class II |
| 6 | Arterial Class III |
| 7 | Major Collector |
| 8 | Minor Collector |
| 9 | Rural Two-Lane Highway |
| 11 | Unpaved |

Default speeds are listed in this table. They are used when inserting a new link. This must be checked for consistency with the field before application in the model. Checking was conducted with field review and use of Google Streetview and Bing Maps.

***Length***

In VISUM, all lengths are automatically calculated using the scale factor. The program will calculate lengths for each link during data entry and any subsequent future modifications. Terminal time specified as zonal attribute were used to reflect appropriate travel distances for internal-external travel in the study area.

***Speed***

Link speeds are entered in VISUM in miles per hour. Speeds have a direct influence on the computation of travel times during model runs. Generally, posted speed limits are used in the program. However, posted limits do not always accurately depict the free-flow conditions on the roadway. For example, some state highways have speed limits that are ignored. Conversely, some locations may have posted limits greater than what can be achieved (e.g., arterials in fully developed areas with numerous driveways and signalized intersections). During the model update process, a plot of coded speeds was reviewed for consistency with posted speeds. Changes were made to all links noted on the plots to begin the calibration process using the posted speeds, the calibration process is described in the Model Validation section.

School zones were inventoried and links where coded where school zone speeds may be in force during specified hours of the day. For the AM peak hour, the school zone speed (typically 15 mph) was used on the link. For the PM peak hour, the posted speed was reduced by 5 mph. During the calibration process, roadway operating speeds from the model were reviewed to justify modifications to the posted speed limit coded in the model as well as link and node delay coefficients. These modifications were made to reflect conditions and traveler perceptions that are different from the posted speeds. Very few link speeds were modified during calibration.

***Link Delay Coefficients***

Travel time on each individual link typically increases as the traffic volume on the link approaches capacity. Current research has shown that the amount of travel time increase depends on the functional classification of the link as well as the region and the behavior of the drivers using that link. VISUM offers the TMODEL methodology as one method to adjust the travel time increases on the link as the volume-to-capacity (V/C) ratio changes by functional classification of the link. This feature was used during the calibration process.

During calibration analysis, both link operating speeds and total (including both link and node delays) operating speeds can be analyzed. This differential analysis is used to adjust both the link and node delay coefficients.

***Intersection (Node) Data***

The beginning and end points of each link are called nodes. A node can be an intersection or an intermediate point between intersections. Regional scale travel demand models typically only model delays on links and this works fine for regional level analysis. However, in more urban situations, most of the delay in traffic operation occurs at intersections, or nodes. In VISUM, all nodes are coded with data, which defines the operating characteristics of that node. This makes the model more responsive to the delays that occur at these intersections. Previous studies have shown minimal volume/capacity problems on NM 6 through Los Lunas but high delays. Including the node delays in the model reflects more realistic model operation. Data needs for nodes in VISUM include the following:

- Type (user-specifiable)
- Capacity
- TModel Delay Links (SDLs)
- Base Delay (to)

## Node Type

The node types were coded in the model dependent upon the intersection control. Delay equations are defined by node type, so it is important that the node type is properly coded. Table 3 lists the node types used in the 2019 Valencia County model. These were refined during the model calibration process. The node capacity closely follows the link functional classification type system.

**TABLE 3 – NODE (INTERSECTION) TYPES**
**2019 VALENCIA COUNTY TRANSPORTATION PLANNING MODEL**

| Node Type | Description |
|---|---|
| 1 | Node In-Link (Shape Nodes) |
| 4 | Freeway Ramp Terminals – Merges |
| 5 | Freeway Ramp Terminals – Diverges |
| 6 | RR-Xing Short Delay |
| 7 | RR-Xing Long Delay |
| 10 | Traffic Signal |
| 15 | Roundabout |
| 20 | All-Way Stop |
| 25 | Partial Way/Two Way Yield |
| 30 | Partial Way/Two Way Stop |

## Node Capacity

Capacities at all nodes are used in VISUM to compute delays based upon traffic congestion at the intersections. TMODEL methodology was used to model delay at intersections. This feature has been incorporated into the Valencia County model so that delays at these critical points on the network can be modeled to reflect the impacts upon traffic flow patterns.

For the Valencia County model, VISUM uses the TMODEL methodology to calculate preliminary node capacities using the following node equation, this node equation has been implemented using the edit attribute functionality in VISUM:

Cap. = K1 + K4 (sum of capacity of entering links)

where:

| | | |
|---|---|---|
| Cap. | = | Intersection Capacity |
| $K_i$ | = | Constant |
| $E_i$ | = | Exponent |
| Entr. Cap. | = | Sum of Entering Capacities from all links entering the node |

Node capacities for the Valencia County model used the $K_4$ constant. $K_4$ was used to simulate the effect that a green time-to-cycle length (G/C) ratio has at an intersection. For modeling purposes, it was assumed that when like link classes meet, the G/C ratio is fairly even, and as the roadway meets lesser class roadways, the green time, or G/C ratio, increases on the major facility.

For intersections that are 3-legged, the capacities were increased due to the reduced number of conflicting turns and increased G/C ratio as compared to 4-legged intersections. The $K_4$ values on the 3-legged intersections were increased by 0.05 from the equivalent classified 4-legged intersection. Table 4 lists the constants entered into the Valencia County model. These are automatically updated if links are changed, or nodes are added.

**TABLE 4 – NODE CONSTANTS FOR CAPACITY CALCULATION**
**2019 LOS LUNAS TRANSPORTATION PLANNING MODEL**

| Description | Node Capacity Equation (vph) $C = K^1 + K^4 * (Ent.\ Capacity)$ | |
|---|---|---|
| | $K^1$ | $K^4$ |
| Node In-Link (Shape Nodes) | | 1.0 |
| Zone Centroid connector with network | | 1.0 |
| Freeway Ramp Terminals – Merges | 1500 | 1.0 |
| Freeway Ramp Terminals – Diverges | | 1.0 |
| Equal Link Class Facilities | | 0.45 |
| Intersection with 1 link class lower | | 0.50 |
| Intersection with 2 link classes lower | | 0.55 |
| Intersection with 3 link classes lower | | 0.60 |
| Intersection with 4 link classes lower | | 0.65 |
| Intersection with 5 link classes lower | | 0.70 |
| Intersection with 6 link classes lower | | 0.75 |
| Equal Link Class Facilities - 3 Legs | | 0.50 |
| Intersection with 1 link class lower – 3 Legs | | 0.55 |
| Intersection with 2 link classes lower - 3 Legs | | 0.60 |
| Intersection with 3 link classes lower - 3 Legs | | 0.65 |
| Intersection with 4 link classes lower - 3 Legs | | 0.70 |
| Intersection with 5 link classes lower - 3 Legs | | 0.75 |
| Intersection with 6 link classes lower - 3 Legs | | 0.80 |
| Signal not at an intersection | | 0.75 |

**TModel Delay Links**

Another feature in VISUM adopted from TMODEL is the ability to model intersections under STOP or YIELD control. TDLs at a node denote which link(s) are under two- or three-way STOP or YIELD control. If an intersection is a four-way STOP, then no TDLs are entered, because node delay is applied equally to all approaches. These links can be defined in VISUM using the Edit Link function and placing a number "1" using next to TModelSpecial.

TDLs are applied during the assignment phase in VISUM. As traffic is loaded onto the network, the program calculates Volume-to-Capacity (V/C) ratios at each node. Intersection delay is calculated using the V/C ratio (more on how the program calculates the delay is presented in later sections of this report). If SDLs are specified at the nodes, then any delay calculated during the model run is assigned to the special delay link(s) approaching the node to simulate a STOP or YIELD condition. Under a four-way STOP condition, delay is experienced on all four legs and no SDLs are entered for this condition. SDLs were placed at all partial way stop signs.

**Turn Penalties**

At some locations on a network, it may not be possible to execute a certain turn movement, there can be a capacity constraint due to the drivers' perceptions of potential safety concerns, or it is desired to restrict movements through a zone centroid. A turn penalty can be applied in VISUM to such turn movements to simulate these conditions. Within the Valencia County model, turn penalties were used to penalize left turns through the network, reflecting drivers' additional delay time making left turns. Additional delays were assigned at left turn movements at all signalized and stop control intersections. These additional delays improved model operation.

In addition, channelization was coded for all major analysis intersections. This was coded so the model would again reflect more realistic delays for these intersections. In this case, the capacity of the left turn lane was set at 400 vehicles per hour per effective left turn lane. So, if there was a shared left turn lane, the capacity was reduced and if there was a dual left turn lane, the capacity was increased. An example of effective lanes is shown in this figure of lane geometrics coded for the SB I-25 off-ramp intersection with NM 6. The north leg has an exclusive left turn lane and a shared left turn lane. The east leg has an exclusive left turn lane.

The turn penalty types are shown in. These values are automatically computed during model operation.

**TABLE 5 – TURN PENALTIES**
**2019 VALENCIA COUNTY TRANSPORTATION PLANNING MODEL**

| Penalty Description | Penalty |
|---|---|
| Left Turns | Capacity of 250 veh/hr |
| Left Turn delay | 3 sec |
| Effective Left Turn Lanes at Channelized intersections | Capacity of 400 veh/hr/lane |

**Node Delay Function**

The delay caused by different classifications of intersection control must be defined to reproduce the delays that drivers perceive. The resultant extra travel time is dependent upon the volume-to-capacity ratio (V/C) and varies by type of the nodes.

**Connectors**

Connectors are network objects in VISUM that are used to load or assign trips originating and terminating at a zone. Connectors thus help in loading trips in the system onto the transportation network. VISUM supports multipoint assignment, wherein multiple connectors can be created for one zone with specific weights/percentages so that loading and exit points for trips can be accurately represented. During model calibration, these weights were adjusted based upon review of aerial photography views in Google Maps and Bing Maps showing land use densities and access points.

**Demographics**

The 2019 Valencia County model used for this analysis is an extensive update of the 2007 Valencia County model. For consistency with regional planning, it uses the MRCOG (Mid-Region Council of Governments) DASZ (Data Analysis Subzones) as the basis of demographic inputs. In the Data Dictionary, MRCOG DASZ Datasets, updated February 2018, DASZ is defined as *"This is a geographic unit with a numeric identifier that represents the 914 zones in MRCOG's land use and travel demand models."* For the purposes of the Valencia County model, the DASZ are subdivided into the Valencia County model zones. This includes seven (7) DASZ from Bernalillo County and seventy-two (72) DASZ for Valencia County which are subdivided into 232 demographic zones (including 4 zones in Socorro County), three (3) park and ride zones, and twelve (12) external zones. Land use forecasts are for 2040 as supplied by DASZ from MRCOG approved by the MTB on April 17, 2020.

Subdividing the DASZ data into the more detailed TAZ structure was a multi-step process. First the data for 2016 and 2040 was imported into VISUM with the creation of MainZone objects for each DASZ. A block level layer of existing Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) was also imported. The LODES data contains detailed Workplace Area Characteristic (WAC) data by block group. Because of privacy requirements of the Census Bureau, data

from the most recent three years was used and averaged, to attempt to correct for Census Bureau randomization.

This detailed data was then aggregated into the three DASZ employment categories of Basic, Service, and Retail employment. Then the GIS Intersect function was used to allocate the LODES data to both the model TAZ structure and the DASZ MainZone structure. These allocations were then used to establish percentages allocations of each DASZ to the more detailed TAZ structure. Population, dwelling units, and school enrollment was allocated based upon the area of each zone. After this initial allocation, all TAZ percentages were visually reviewed with aerials from Google Map and Bing Maps and adjusted as necessary. In developing areas, the percentages were updated from the model base year of 2019 to an expected distribution of percentages for 2040. Although the 2040 distributions were somewhat subjective, the total quantity from the DASZ data was still maintained, so the overall forecast will be consistent.

The New Mexico Statewide Travel Demand Model (NMSTDM) incorporates the data from the local models in New Mexico and as well as the complete state road network to facilitate the modeling of regional travel into and through the MPOs as well as rural facilities with a base year of 2006 and forecast years of 2010, 2020, 2030, and 2040. The NMSTDM is especially useful in this area to forecast external and through movement growth on the Interstate and arterial system. For purposes of this study, the NMSTDM was updated with the new Valencia County TAZ structure and existing and 2040 forecast MRCOG DASZ and Valencia County land use to properly reflect growth. Running the NMSTDM for 2020 and 2040 provided the growth in external traffic expected due to statewide growth beyond Valencia County and MRCOG. This external traffic was used in the base year 2019 model calibration and in the 2040 forecasts.

## MODEL VALIDATION

Traffic counts were taken at major intersections for both the AM and PM peaks in the study area. Additional historical traffic count data was collected from MRCOG, NMDOT, the HPMS records in the NMSTDM and other sources. The AM and PM peak hour turning movement counts from this study were used for validation in the analysis area.

During the calibration process, the model procedure steps were enhanced to both reflect current practice but also to facilitate testing of alternatives and reporting of results. Additional steps were added to take advantage of the updated VISUM software features such as intersection LOS analysis and signal timing optimization. The calibration was an iterative process which involved making improvements to the model network definitions to better reflect reality and then testing these against the traffic count data. During the process, coding was enhanced for more intersections to better reflect channelization and left turn delays, trip distribution, MPA (Multi-Point Assignment) and centroid connectors, as well as to the network and land uses.

During the updating of the model over 150 model runs, each to test a revision, to calibrate and validate the model were used for this study. Individual turning movements and link assignments were evaluated within the study area to create a representative and accurate model. At the conclusion of the process, the model was statistically compared to the traffic counts and compared against recommended standards. Although there are not formally adopted model validation standards, there are commonly accepted recommendations. There is the equation for the regression line including slope and Y-intercept, $R^2$, for correlation, %RMSE for measuring the aggregate deviation from the regression line, and %In. To represent a statistically valid model, the regression equation should have a slope close to 1.0 and a Y-intercept close to zero (0.0). $R^2$ is recommended to be 0.88 are above, and %RMSE to be 35% or lower. Guidelines were presented for individual link deviations (differences between the model and count) in NCHRP 255 which specify smaller percentage differences for larger volumes. This follows the assumption that it is less difficult to model the aggregate behavior larger groups than smaller groups. There is less of a probability of sampling deviations with larger groups. The recommended guideline is that 75% or more of the individual link observations for roads classified as Principal Arterial or above are within the NCHRP 255 standards. For purposes of this evaluation, all counted links, including those entering or exiting small streets, were evaluated against this standard.

The first comparison is for weekday AM Peak hour traffic counts. This is for overall comparison to ensure that the model is working regionally. This compares modeled directional traffic volume demand with peak hour directional traffic counts. There are 232 counts for the AM Peak as shown in *Comparison with AM Peak Counts*. The $R^2$ is 0.88 and % RMSE is 34 with 84% of the observations being within NCHRP 255 standards and a slope of 1.00.

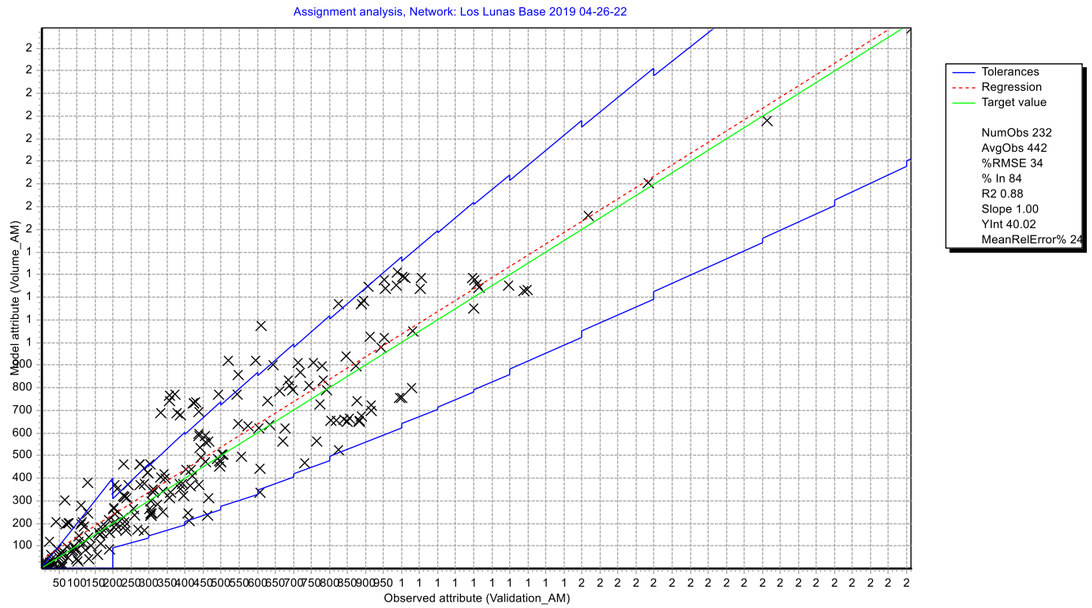



**FIGURE 5 – COMPARISON WITH AM PEAK COUNTS**

There were 233 counts used for the PM Peak comparison as shown in *Comparison with PM Peak Counts*. It can be seen that the R2 is 0.93 and % RMSE is 24 with 88% of the observations being within NCHRP 255 standards. The slope is 1.01. The general trend and other statistics show that the model is working well for both the AM and PM Peak hours.

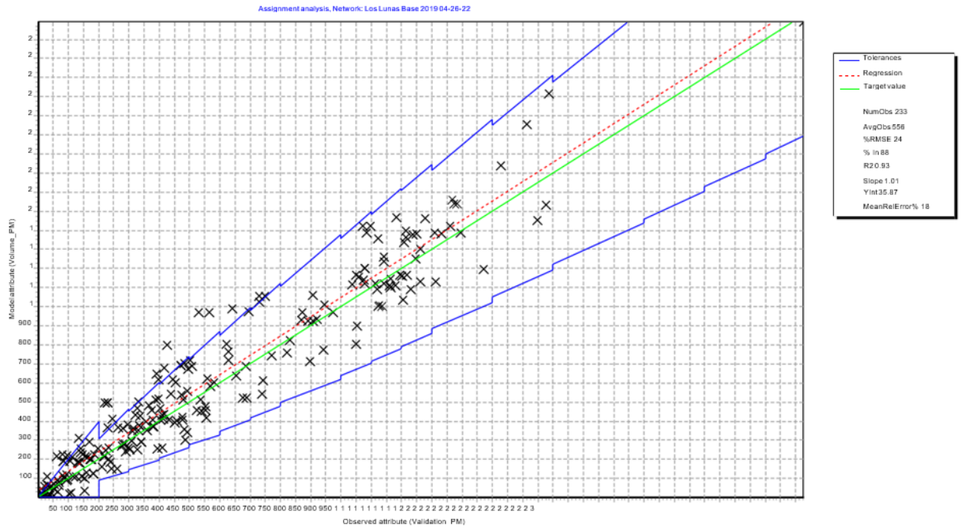



**FIGURE 6 – COMPARISON WITH PM PEAK COUNTS**

These analyses show the model to be well calibrated and appropriate for use in evaluating comparison between future scenarios.

## FUTURE YEAR TRAFFIC

Future year traffic was forecast by using the DASZ 2040 forecast demographic data, disaggregated to the model TAZ structure using the same methodology used for the base year. External traffic, including external- external (through), internal-external, and external-internal traffic was forecast using the NMSTDM after incorporation of the updated MRCOG DASZ 2040 land use forecasts.

Future year land use was then used with the same trip generation rates, trip distribution, iterative feedback loops, and assignment procedures used during model calibration and validation. The model procedures and parameters that so closely replicated the base year traffic count volumes were applied for the future year traffic forecasts.

Travel demand models are better at modeling larger movements reflecting the network and demographic resolution of the input data. Regional models such as the MRCOG model are good at modeling large regional traffic flows for major facilities. A more detailed model like the Valencia County model is better at modeling a finer resolution for smaller facilities. Individual turning movement volumes are harder to forecast as they are dealing with more detail. Therefore, during model calibration, turn movement deviations were saved for use in adjusting the forecast turning movements. So, even though the model replicated traffic volumes within standards, a further adjustment was made during the forecast to better represent expected future conditions.

The model was run with both the Build and No-Build conditions for 2040 and for an interpolated 2025 model year. Adjustments were made to the turning movement volumes before intersection level analysis.

# TRAFFIC OPERATIONS ANALYSIS

## ANALYSIS OF FORECAST SCENARIOS

The proposed I-25 Interchange and East-West corridor is projected to open in year 2025, which is designated as the Implementation Year. The Horizon Year of 2040 represents the MRMPO forecast horizon for design development. No-Build scenarios include analysis of NM 6 only, whereas the BUILD scenarios include analysis of the East-West corridor and NM 6, reflecting the impacts of traffic relief attributed to the new East-West corridor.

A. ***Scenario 1: Baseline Traffic (2019)*** – represents existing conditions and peak economic activity prior to COVID-19-related closures in March 2020.
B. ***Scenario 2: Implementation Year (2025) No-Build –*** baseline traffic plus background traffic growth for the interpolated 2025 model year.
C. ***Scenario 3: Implementation Year (2025) Build –*** opening year for implementation of the I-25 Interchange and East-West corridor with the interpolated 2025 model year traffic.
D. ***Scenario 4: Horizon Year (2040) No-Build*** – MRMPO year 2040 forecast traffic based on the travel demand forecast model updates
E. ***Scenario 5: Horizon Year (2040) Build*** – MRMPO year 2040 forecast traffic with the addition of the I-25 Interchange and East-West corridor.

## SIGNALIZED INTERSECTION TRAFFIC ANALYSIS

The following is the results of the signalized intersection analysis along NM 6 and the new East-West corridor for the No Build and Build alternatives.

### NO-BUILD

The No Build Traffic volumes for the NM 6 corridor during the AM and PM peak hours of the forecast scenarios are tabulated along with results of the signalized intersections operations analyses shown in the following tables. LOS worksheets are provided in Appendix D of the *Traffic Analysis: I-25/Morris Interchange*.

#### *SCENARIO 1: BASELINE TRAFFIC (2019)*

Table 6 shows the existing traffic conditions along NM 6 at the interchange, NM routes and intersections adjacent to the interchange. The remaining intersections along NM 6 from I-25 to NM 47 were analyzed and the results can be found in the *Traffic Analysis: I-25/Morris Interchange* in Appendix A. It is important to note that the existing I-25/NM 6 Interchange currently has failing movements in both the northbound and southbound direction. It is also important to note that the existing NM 6 westbound to I-25 northbound movement is not included in the intersection analysis as this a free-flowing movement.

## TABLE 6 – LOS SUMMARY FOR NM 6 BASELINE (YEAR 2019)

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 3-Desert Willow | Volume | 9 | 429 | | | 401 | 69 | | | | 120 | | 20 | 36 | 640 | | | 341 | 99 | | | | 486 | | 50 |
| | V/C[1] | 0.013 | 0.063 | | | 0.440 | 0.155 | | | | 0.632 | | 0.206 | 0.101 | 0.255 | | | 0.478 | 0.292 | | | | 0.876 | | 0.160 |
| | RQ[2] | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.64 | | 0.00 | 0.05 | 0.00 | | | 0.00 | 0.00 | | | | 2.65 | | 0.00 |
| | Delay[3] | 3.6 | 1.8 | | | 5.6 | 3.0 | | | | 51.4 | | 48.3 | 7.9 | 5.9 | | | 11.7 | 4.8 | | | | 56.6 | | 41.5 |
| | LOS | A | A | | | A | A | | | | D | | D | A | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***8.9*** | ***A*** | | | | | | | | | | | ***19.2*** | ***B*** |
| 5-I25 West | Volume | | 616 | 73 | 125 | 470 | | | | | 279 | 0 | 227 | | 1083 | 180 | 180 | 729 | | | | | 562 | 0 | 345 |
| | V/C[1] | | 0.197 | 0.055 | 0.383 | 0.454 | | | | | 0.606 | 0.000 | 0.864 | | 0.550 | 0.136 | 0.661 | 0.440 | | | | | 0.633 | 0.000 | 1.056 |
| | RQ[2] | | 0.00 | 0.03 | 0.85 | 0.00 | | | | | 0.55 | 0.00 | 0.74 | | 0.00 | 0.13 | 1.01 | 0.00 | | | | | 0.75 | 0.00 | 1.68 |
| | Delay[3] | | 7.7 | 9.0 | 8.6 | 11.8 | | | | | 39.9 | 0.0 | 47.5 | | 26.1 | 14.5 | 18.2 | 6.7 | | | | | 45.3 | 0.0 | 106.2 |
| | LOS | | A | A | A | B | | | | | D | | D | | C | B | B | A | | | | | D | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***18.5*** | ***B*** | | | | | | | | | | | ***32.8*** | ***C*** |
| 6-I25 East | Volume | 202 | 731 | | | 603 | 0 | 60 | 0 | 141 | | | | 411 | 1239 | | | 821 | 0 | 109 | 0 | 157 | | | |
| | V/C[1] | 0.366 | 0.185 | | | 0.511 | 0.000 | | 0.293 | 0.837 | | | | 0.796 | 0.400 | | | 0.463 | 0.000 | | 0.510 | 0.880 | | | |
| | RQ[2] | 0.12 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.51 | | | | 0.70 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.73 | | | |
| | Delay[3] | 6.5 | 1.5 | | | 7.7 | 0.0 | | 45.0 | 60.8 | | | | 12.8 | 2.9 | | | 9.6 | 0.0 | | 55.0 | 86.8 | | | |
| | LOS | A | A | | | A | | | D | E | | | | B | A | | | A | | | E | F | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***11.1*** | ***B*** | | | | | | | | | | | ***13.8*** | ***B*** |
| 7-Em.Lpz./ Camelot | Volume | 244 | 466 | 69 | 142 | 791 | 352 | 232 | 76 | 130 | 101 | 25 | 176 | 255 | 900 | 154 | 226 | 719 | 170 | 158 | 53 | 182 | 120 | 51 | 159 |
| | V/C[1] | 0.486 | 0.209 | 0.069 | 0.241 | 0.449 | 0.435 | 0.552 | 0.248 | 0.500 | 0.348 | 0.105 | 0.883 | 0.547 | 0.506 | 0.195 | 0.598 | 0.439 | 0.230 | 0.429 | 0.213 | 0.862 | 0.514 | 0.204 | 0.744 |
| | RQ[2] | 0.77 | 0.00 | 0.48 | 0.38 | 0.00 | 0.00 | 1.11 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.85 | 0.00 | 1.27 | 0.57 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 |
| | Delay[3] | 17.7 | 18.7 | 17.1 | 15.7 | 23.6 | 24.0 | 47.0 | 55.1 | 58.7 | 49.1 | 58.4 | 90.5 | 16.4 | 23.5 | 19.1 | 18.4 | 22.5 | 19.8 | 42.7 | 51.7 | 75.0 | 43.9 | 51.7 | 63.6 |
| | LOS | B | B | B | B | C | C | D | E | E | D | E | F | B | C | B | B | C | B | D | D | E | D | D | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***32.7*** | ***C*** | | | | | | | | | | | ***30.0*** | ***C*** |
| 12-NM314 | Volume | 35 | 609 | 240 | 73 | 772 | 99 | 384 | 96 | 75 | 82 | 73 | 58 | 41 | 825 | 256 | 121 | 831 | 100 | 311 | 105 | 60 | 165 | 175 | 63 |
| | V/C[1] | 0.091 | 0.325 | 0.286 | 0.157 | 0.451 | 0.127 | 0.878 | 0.170 | 0.295 | 0.491 | 0.246 | 0.442 | 0.096 | 0.413 | 0.288 | 0.265 | 0.377 | 0.100 | 0.881 | 0.290 | 0.376 | 1.278 | 0.670 | 0.546 |
| | RQ[2] | 0.19 | 0.00 | 1.53 | 0.11 | 0.00 | 0.38 | 1.39 | 0.00 | 0.89 | 0.32 | 0.00 | 0.45 | 0.23 | 0.00 | 1.59 | 0.16 | 0.00 | 0.27 | 1.37 | 0.00 | 0.93 | 2.58 | 0.00 | 0.59 |
| | Delay[3] | 13.2 | 19.0 | 17.0 | 12.2 | 20.3 | 16.7 | 63.2 | 38.7 | 40.1 | 52.8 | 46.9 | 49.5 | 10.1 | 15.7 | 13.8 | 11.1 | 15.1 | 11.4 | 78.2 | 53.7 | 55.2 | 229.8 | 61.1 | 61.5 |
| | LOS | B | B | B | B | C | B | E | D | D | D | D | D | B | B | B | B | B | B | E | D | E | F | E | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***29.9*** | ***C*** | | | | | | | | | | | ***39.8*** | ***D*** |
| 18-NM47 | Volume | 56 | 392 | 16 | 251 | 395 | 15 | 31 | 36 | 0 | 16 | 30 | 13 | 157 | 483 | 54 | 887 | 542 | 41 | 50 | 91 | 0 | 76 | 138 | 63 |
| | V/C[1] | 0.717 | 0.286 | 0.026 | 0.724 | 0.192 | 0.193 | 0.239 | 0.288 | 0.000 | 0.118 | 0.368 | | 0.818 | 0.714 | 0.177 | 0.852 | 0.356 | 0.357 | 0.281 | 0.264 | 0.000 | 0.280 | 0.615 | |
| | RQ[2] | 0.62 | 0.00 | 0.07 | 0.56 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.25 | 0.00 | | 1.26 | 0.00 | 0.44 | 1.29 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.90 | 0.00 | |
| | Delay[3] | 46.2 | 8.2 | 6.7 | 40.8 | 6.3 | 6.3 | 42.2 | 40.0 | 0.0 | 40.7 | 40.9 | | 40.6 | 30.2 | 25.4 | 27.2 | 14.9 | 15.0 | 38.2 | 29.8 | 0.0 | 33.4 | 33.5 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | D | C | C | C | B | B | D | C | | C | C | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***18.4*** | ***B*** | | | | | | | | | | | ***27.1*** | ***C*** |

***NOTES:***

1. ***v/c = vehicle to capacity ratio***
2. ***Queue storage ratio (95th percentile)***
3. ***Control Delay (s/veh)***

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

***SCENARIO 2: IMPLEMENTATION YEAR (2025) NO-BUILD***

Table 7 shows the projected 2025 traffic conditions along NM 6 at the interchange, NM routes, and intersections adjacent to the interchange for the No-Build Alternative. The results assume the new interchange is not constructed and no improvements are made to the existing I-25/NM 6 Interchange except for signal timing along NM 6. The remaining intersections along NM 6 from I-25 to NM 47 were analyzed and the results can be found in the *Traffic Analysis: I-25/Morris Interchange* in Appendix A. The results indicate that the interchange continues to have failing movements in the AM and PM peak hours.

## TABLE 7 – SIGNALIZED MOE SUMMARY – NM 6 SCENARIO 2 (NO-BUILD 2025)

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 3-Desert Willow | Volume | 11 | 502 | | | 437 | 79 | | | | 136 | | 19 | 37 | 684 | | | 427 | 109 | | | | 496 | | 50 |
| | V/C[1] | 0.018 | 0.112 | | | 0.483 | 0.174 | | | | 0.682 | | 0.192 | 0.120 | 0.295 | | | 0.580 | 0.312 | | | | 0.880 | | 0.156 |
| | RQ[2] | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.73 | | 0.00 | 0.05 | 0.00 | | | 0.00 | 0.00 | | | | 2.73 | | 0.00 |
| | Delay[3] | 3.5 | 1.9 | | | 4.8 | 1.6 | | | | 51.7 | | 47.9 | 9.4 | 6.4 | | | 12.7 | 4.7 | | | | 56.9 | | 41.0 |
| | LOS | A | A | | | A | A | | | | D | | D | A | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***8.2*** | ***A*** | | | | | | | | | | | ***19.1*** | ***B*** |
| 5-I25 West | Volume | | 726 | 78 | 114 | 506 | | | | | 263 | 0 | 243 | | 1136 | 183 | 162 | 714 | | | | | 720 | 0 | 495 |
| | V/C[1] | | 0.234 | 0.061 | 0.393 | 0.531 | | | | | 0.369 | 0.000 | 0.887 | | 0.597 | 0.218 | 0.697 | 0.486 | | | | | 0.799 | 0.000 | 1.534 |
| | RQ[2] | | 0.00 | 0.04 | 0.92 | 0.00 | | | | | 0.37 | 0.00 | 0.87 | | 0.00 | 0.22 | 1.02 | 0.00 | | | | | 1.04 | 0.00 | 3.88 |
| | Delay[3] | | 9.1 | 10.5 | 10.6 | 15.2 | | | | | 34.0 | 0.0 | 45.7 | | 26.7 | 15.1 | 20.5 | 8.1 | | | | | 58.1 | 0.0 | 299.4 |
| | LOS | | A | B | B | B | | | | | C | | D | | C | B | C | A | | | | | E | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***19.6*** | ***B*** | | | | | | | | | | | ***74.8*** | ***E*** |
| 6-I25 East | Volume | 324 | 703 | | | 615 | 0 | 73 | 0 | 130 | | | | 443 | 1418 | | | 794 | 0 | 103 | 0 | 135 | | | |
| | V/C[1] | 0.576 | 0.171 | | | 0.533 | 0.000 | | 0.394 | 0.813 | | | | 0.816 | 0.401 | | | 0.464 | 0.000 | | 0.800 | 0.626 | | | |
| | RQ[2] | 0.28 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.46 | | | | 0.64 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.31 | | | |
| | Delay[3] | 9.2 | 1.4 | | | 7.8 | 0.0 | | 47.0 | 56.9 | | | | 12.0 | 1.9 | | | 7.0 | 0.0 | | 68.7 | 62.5 | | | |
| | LOS | A | A | | | A | | | D | E | | | | B | A | | | A | | | E | E | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***11.0*** | ***B*** | | | | | | | | | | | ***9.4*** | ***A*** |
| 7-Em.Lpz./ Camelot | Volume | 222 | 446 | 72 | 141 | 929 | 342 | 259 | 77 | 134 | 93 | 24 | 217 | 287 | 998 | 181 | 229 | 704 | 0 | 157 | 53 | 181 | 112 | 52 | 166 |
| | V/C[1] | 0.457 | 0.207 | 0.075 | 0.205 | 0.450 | 0.364 | 0.562 | 0.211 | 0.432 | 0.292 | 0.088 | 0.949 | 0.608 | 0.517 | 0.129 | 0.653 | 0.485 | 0.000 | 0.425 | 0.216 | 0.869 | 0.477 | 0.209 | 0.456 |
| | RQ[2] | 0.77 | 0.00 | 0.54 | 0.35 | 0.00 | 0.00 | 1.22 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.89 | 0.00 | 0.82 | 0.65 | 0.00 | 0.00 | 0.73 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 |
| | Delay[3] | 19.8 | 20.8 | 19.3 | 18.0 | 26.4 | 25.4 | 45.7 | 52.4 | 55.7 | 48.2 | 57.6 | 109.8 | 18.1 | 24.2 | 18.7 | 18.6 | 23.2 | 0.0 | 43.5 | 52.5 | 76.6 | 44.3 | 52.6 | 55.6 |
| | LOS | B | C | B | B | C | C | D | D | E | D | E | F | B | C | B | B | C | | D | D | E | D | D | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***37.3*** | ***D*** | | | | | | | | | | | ***30.0*** | ***C*** |
| 12-NM314 | Volume | 36 | 597 | 235 | 72 | 769 | 124 | 152 | 108 | 72 | 77 | 72 | 60 | 46 | 822 | 264 | 119 | 811 | 102 | 303 | 118 | 60 | 180 | 246 | 65 |
| | V/C[1] | 0.093 | 0.319 | 0.280 | 0.152 | 0.447 | 0.159 | 0.898 | 0.193 | 0.280 | 0.467 | 0.244 | 0.458 | 0.100 | 0.417 | 0.185 | 0.243 | 0.351 | 0.049 | 0.869 | 0.256 | 0.295 | 0.782 | 0.737 | 0.269 |
| | RQ[2] | 0.19 | 0.00 | 1.49 | 0.11 | 0.00 | 0.75 | 0.73 | 0.00 | 0.85 | 0.30 | 0.00 | 0.47 | 0.26 | 0.00 | 1.04 | 0.15 | 0.00 | 0.14 | 1.34 | 0.00 | 0.88 | 0.92 | 0.00 | 0.35 |
| | Delay[3] | 13.1 | 19.1 | 17.0 | 12.3 | 20.7 | 19.7 | 85.5 | 38.7 | 39.7 | 52.7 | 46.9 | 49.7 | 10.6 | 17.7 | 14.3 | 12.3 | 15.9 | 12.7 | 76.5 | 50.3 | 51.1 | 72.2 | 59.9 | 55.0 |
| | LOS | B | B | B | B | C | B | F | D | D | D | D | D | B | B | B | B | B | B | E | D | D | E | E | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***28.3*** | ***C*** | | | | | | | | | | | ***33.4*** | ***C*** |
| 18-NM47 | Volume | 56 | 406 | 18 | 236 | 394 | 14 | 20 | 30 | 0 | 19 | 27 | 13 | 159 | 468 | 20 | 1048 | 557 | 48 | 15 | 88 | 0 | 74 | 130 | 66 |
| | V/C[1] | 0.654 | 0.260 | 0.026 | 0.714 | 0.192 | 0.193 | 0.153 | 0.243 | 0.000 | 0.136 | 0.351 | | 0.876 | 0.494 | 0.046 | 0.882 | 0.303 | 0.304 | 0.146 | 0.321 | 0.000 | 0.383 | 0.765 | |
| | RQ[2] | 0.54 | 0.00 | 0.07 | 0.52 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.29 | 0.00 | | 1.90 | 0.00 | 0.22 | 2.24 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 1.40 | 0.00 | |
| | Delay[3] | 44.7 | 7.8 | 6.5 | 40.8 | 6.2 | 6.2 | 41.1 | 39.5 | 0.0 | 40.3 | 40.5 | | 59.5 | 31.1 | 25.1 | 43.0 | 14.9 | 14.9 | 58.6 | 47.8 | 0.0 | 53.8 | 55.3 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | E | C | C | D | B | B | E | D | | D | E | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.7*** | ***B*** | | | | | | | | | | | ***36.9*** | ***D*** |

***NOTES:***

1. ***v/c = vehicle to capacity ratio***
2. ***Queue storage ratio (95th percentile)***
3. ***Control Delay (s/veh)***

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

***SCENARIO 4: IMPLEMENTATION YEAR (2040) NO-BUILD***

Table 8 shows the results of the 2040 No Build intersection analysis. The results shown are for NM 6 at the interchange, NM routes, and intersections adjacent to the interchange. The results assume the new interchange is not constructed and no improvements are made to the existing I-25/NM 6 Interchange except for signal timing along NM 6. The remaining intersections along NM 6 from I-25 to NM 47 were analyzed and the results can be found in the *Traffic Analysis: I-25/Morris Interchange* in Appendix A. The results indicate that the interchange continues to have failing movements in the AM and PM peak hours.

## TABLE 8 – Signalized MOE Summary – NM 6 Scenario 4 (Horizon No-Build 2040)

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 3-Desert Willow | Volume | 23 | 784 | | | 584 | 98 | | | | 163 | | 20 | 41 | 817 | | | 709 | 129 | | | | 551 | | 50 |
| | V/C[1] | 0.067 | 0.199 | | | 0.721 | 0.242 | | | | 0.704 | | 0.161 | 0.189 | 0.322 | | | 0.818 | 0.313 | | | | 0.892 | | 0.142 |
| | RQ[2] | 0.02 | 0.00 | | | 0.00 | 0.00 | | | | 0.83 | | 0.00 | 0.08 | 0.00 | | | 0.00 | 0.00 | | | | 2.94 | | 0.00 |
| | Delay[3] | 7.1 | 2.3 | | | 6.8 | 2.7 | | | | 51.3 | | 45.8 | 17.8 | 7.3 | | | 15.4 | 4.1 | | | | 58.1 | | 39.2 |
| | LOS | A | A | | | A | A | | | | D | | D | B | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***8.6*** | ***A*** | | | | | | | | | | | ***20.3*** | ***C*** |
| 5-I25 West | Volume | | 1045 | 115 | 111 | 631 | | | | | 279 | 0 | 277 | | 1319 | 182 | 111 | 753 | | | | | 967 | 0 | 847 |
| | V/C[1] | | 0.342 | 0.093 | 0.541 | 0.767 | | | | | 0.757 | 0.000 | 0.858 | | 0.639 | 0.205 | 0.665 | 0.651 | | | | | 1.119 | 0.000 | 2.805 |
| | RQ[2] | | 0.00 | 0.07 | 0.77 | 0.00 | | | | | 0.69 | 0.00 | 0.73 | | 0.00 | 0.20 | 0.82 | 0.00 | | | | | 1.98 | 0.00 | 10.08 |
| | Delay[3] | | 10.2 | 10.2 | 9.6 | 20.8 | | | | | 42.8 | 0.0 | 47.0 | | 25.8 | 14.2 | 19.8 | 7.4 | | | | | 126.3 | 0.0 | 866.6 |
| | LOS | | B | B | A | C | | | | | D | | D | | C | B | B | A | | | | | F | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***21.8*** | ***C*** | | | | | | | | | | | ***250.8*** | ***F*** |
| 6-I25 East | Volume | 549 | 814 | | | 710 | 0 | 101 | 0 | 97 | | | | 523 | 1768 | | | 765 | 0 | 119 | 0 | 131 | | | |
| | V/C[1] | 0.893 | 0.201 | | | 0.949 | 0.000 | | 0.681 | 0.758 | | | | 0.896 | 0.433 | | | 0.622 | 0.000 | | 0.807 | 0.576 | | | |
| | RQ[2] | 1.83 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.35 | | | | 1.62 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.30 | | | |
| | Delay[3] | 46.60 | 2.20 | | | 26.40 | 0.00 | | 53.70 | 57.20 | | | | 31.30 | 2.00 | | | 11.70 | 0.00 | | 68.60 | 61.00 | | | |
| | LOS | D | A | | | C | | | D | E | | | | C | A | | | B | | | E | E | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***26.4*** | ***C*** | | | | | | | | | | | ***13.6*** | ***B*** |
| 7-Em.Lpz./ Camelot | Volume | 183 | 558 | 79 | 133 | 1389 | 234 | 315 | 90 | 144 | 85 | 29 | 321 | 334 | 1246 | 231 | 249 | 932 | 23 | 155 | 54 | 181 | 94 | 61 | 159 |
| | V/C[1] | 0.674 | 0.266 | 0.084 | 0.244 | 0.754 | 0.277 | 0.639 | 0.222 | 0.419 | 0.258 | 0.109 | 1.440 | 0.766 | 0.567 | 0.234 | 0.740 | 0.640 | 0.034 | 0.441 | 0.220 | 0.868 | 0.411 | 0.251 | 0.433 |
| | RQ[2] | 0.71 | 0.00 | 0.64 | 0.38 | 0.00 | 0.00 | 1.51 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 | 0.94 | 0.00 | 1.60 | 0.68 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| | Delay[3] | 33.3 | 23.8 | 21.4 | 19.4 | 35.7 | 25.0 | 47.9 | 51.5 | 54.6 | 50.4 | 60.5 | 289.8 | 25.5 | 25.7 | 20.5 | 21.1 | 26.3 | 17.2 | 44.3 | 53.1 | 77.0 | 44.2 | 53.6 | 55.9 |
| | LOS | C | C | C | B | D | C | D | D | D | D | E | F | C | C | C | C | C | B | D | D | E | D | D | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***61.6*** | ***E*** | | | | | | | | | | | ***31.2*** | ***C*** |
| 12-NM314 | Volume | 44 | 688 | 245 | 68 | 1052 | 313 | 467 | 245 | 67 | 76 | 88 | 84 | 89 | 854 | 246 | 114 | 974 | 175 | 362 | 149 | 58 | 316 | 390 | 73 |
| | V/C[1] | 0.127 | 0.365 | 0.290 | 0.131 | 0.512 | 0.339 | 1.045 | 0.430 | 0.262 | 0.844 | 0.292 | 0.632 | 0.258 | 0.462 | 0.299 | 0.315 | 0.547 | 0.217 | 1.051 | 0.264 | 0.227 | 2.527 | 0.810 | 0.349 |
| | RQ[2] | 0.24 | 0.00 | 1.34 | 0.08 | 0.00 | 1.24 | 1.99 | 0.00 | 0.78 | 0.90 | 0.00 | 0.68 | 0.59 | 0.00 | 1.92 | 0.20 | 0.00 | 0.59 | 1.89 | 0.00 | 0.82 | 7.16 | 0.00 | 0.63 |
| | Delay[3] | 13.9 | 18.3 | 15.9 | 12.2 | 23.2 | 23.9 | 100.5 | 41.1 | 39.8 | 97.0 | 47.1 | 52.6 | 14.9 | 22.5 | 19.9 | 16.2 | 19.8 | 15.7 | 118.4 | 46.3 | 46.2 | 768.3 | 58.7 | 50.8 |
| | LOS | B | B | B | B | C | C | F | D | D | F | D | D | B | C | B | B | B | B | F | D | D | F | E | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***38.6*** | ***D*** | | | | | | | | | | | ***102.7*** | ***F*** |
| 18-NM47 | Volume | 56 | 517 | 30 | 144 | 462 | 13 | 69 | 16 | 0 | 15 | 22 | 19 | 159 | 439 | 20 | 1297 | 844 | 68 | 120 | 79 | 0 | 64 | 106 | 84 |
| | V/C[1] | 0.620 | 0.302 | 0.039 | 0.566 | 0.220 | 0.220 | 0.402 | 0.093 | 0.000 | 0.078 | 0.261 | | 0.880 | 0.503 | 0.051 | 1.040 | 0.503 | 0.503 | 0.698 | 0.208 | 0.000 | 0.238 | 0.535 | |
| | RQ[2] | 0.49 | 0.00 | 0.10 | 0.30 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.20 | 0.00 | | 2.07 | 0.00 | 0.27 | 4.29 | 0.00 | 0.00 | 0.56 | 0.00 | 0.00 | 1.43 | 0.00 | |
| | Delay[3] | 44.0 | 8.0 | 6.5 | 41.1 | 7.2 | 7.3 | 41.2 | 36.2 | 0.0 | 37.0 | 37.5 | | 77.8 | 47.5 | 40.1 | 82.9 | 23.7 | 23.8 | 77.6 | 48.5 | 0.0 | 53.8 | 53.7 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | E | D | D | F | C | C | E | D | | D | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***15.5*** | ***B*** | | | | | | | | | | | ***57.9*** | ***E*** |

***NOTES:***

1. ***v/c = vehicle to capacity ratio***
2. ***Queue storage ratio (95th percentile)***
3. ***Control Delay (s/veh)***

Table 9 shows the travel speed, density, travel time, and level of service for I-25 for years 2019, 2025, and 2040. These results show that the interstate has adequate capacity through 2040.

**TABLE 9 – INTERSTATE 25 NO-BUILD LOS SUMMARY**

| Scenario | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Speed | D[1] | TT[2] | LOS | Speed | D | TT | LOS |
| **2019 Baseline NB** | 70.2 | 9.1 | 8.80 | A | 70.1 | 8.2 | 8.90 | A |
| **2019 Baseline SB** | 71.4 | 7.3 | 8.70 | A | 71.3 | 10.9 | 8.70 | A |
| **2025 No-Build NB** | 71.2 | 11.6 | 8.70 | B | 70.1 | 8.7 | 8.90 | A |
| **2025 No-Build SB** | 71.9 | 7.6 | 8.60 | A | 71.0 | 13.6 | 8.80 | B |
| **2040 No-Build NB** | 68.2 | 18.3 | 9.10 | C | 70.1 | 10.7 | 8.90 | A |
| **2040 No-Build SB** | 71.9 | 9.1 | 8.60 | A | 66.6 | 21.5 | 9.30 | C |

***NOTES:***

***1. D = Density, passenger cars per mile per lane (pc/mi/ln)***

***2. TT = Travel Time, minutes***

## BUILD

The Build traffic volumes for the NM 6 and East-West corridors during the AM and PM peak hours of the forecast scenarios are tabulated along with results of the signalized intersections operations analyses shown in the following tables. LOS worksheets are provided in Appendix D of the *Traffic Analysis: I-25/Morris Interchange*.

### *SCENARIO 3: IMPLEMENTATION YEAR (2025) BUILD*

Table 10 shows the results of the traffic analysis for the I-25/NM 6 Interchange, adjacent intersections, and NM routes from the interstate to NM 47 for 2025 which is projected as the opening year of the new I-25 Interchange and East-West corridor. The results show that the new I-25 Interchange and East-West corridor have a positive impact on NM 6 and all signalized intersections are projected to operate at an acceptable level of service. The I-25/NM 6 southbound off ramp right turn lane is projected to continue to have a poor level of service; however, the new interchange should not result in significant changes to this movement.

## TABLE 10 – SIGNALIZED MOE SUMMARY – NM 6 SCENARIO 3 (BUILD 2025)

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 3-Desert Willow | Volume | 7 | 472 | | | 387 | 81 | | | | 138 | | 17 | 34 | 667 | | | 371 | 111 | | | | 496 | | 50 |
| | V/C[1] | 0.011 | 0.109 | | | 0.438 | 0.188 | | | | 0.679 | | 0.179 | 0.106 | 0.353 | | | 0.445 | 0.280 | | | | 0.878 | | 0.154 |
| | RQ[2] | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.71 | | 0.00 | 0.06 | 0.00 | | | 0.00 | 0.00 | | | | 2.67 | | 0.00 |
| | Delay[3] | 3.4 | 1.9 | | | 5.1 | 2.3 | | | | 51.8 | | 48.3 | 8.1 | 6.6 | | | 14.1 | 4.7 | | | | 56.7 | | 41.1 |
| | LOS | A | A | | | A | A | | | | D | | D | A | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***8.5*** | ***A*** | | | | | | | | | | | ***19.5*** | ***C*** |
| 5-I25 West | Volume | | 608 | 109 | 82 | 436 | | | | | 190 | 0 | 233 | | 900 | 357 | 204 | 603 | | | | | 527 | 0 | 472 |
| | V/C[1] | | 0.201 | 0.090 | 0.294 | 0.483 | | | | | 0.294 | 0.000 | 0.883 | | 0.552 | 0.501 | 0.696 | 0.364 | | | | | 0.615 | 0.000 | 1.323 |
| | RQ[2] | | 0.00 | 0.06 | 0.63 | 0.00 | | | | | 0.27 | 0.00 | 0.81 | | 0.00 | 0.51 | 1.17 | 0.00 | | | | | 0.73 | 0.00 | 2.81 |
| | Delay[3] | | 7.7 | 9.2 | 8.8 | 12.0 | | | | | 35.0 | 0.0 | 47.5 | | 25.5 | 19.1 | 19.5 | 9.4 | | | | | 44.6 | 0.0 | 208.7 |
| | LOS | | A | A | A | B | | | | | C | | D | | C | B | B | A | | | | | D | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.6*** | ***B*** | | | | | | | | | | | ***54.1*** | ***D*** |
| 6-I25 East | Volume | 301 | 535 | | | 436 | 0 | 151 | 0 | 208 | | | | 434 | 997 | | | 683 | 0 | 144 | 0 | 166 | | | |
| | V/C[1] | 0.483 | 0.135 | | | 0.462 | 0.000 | | 0.816 | 0.644 | | | | 0.775 | 0.355 | | | 0.366 | 0.000 | | 0.836 | 0.588 | | | |
| | RQ[2] | 0.18 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.36 | | | | 0.44 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.35 | | | |
| | Delay[3] | 6.6 | 1.1 | | | 7.4 | 0.0 | | 56.9 | 50.3 | | | | 8.3 | 2.3 | | | 7.9 | 0.0 | | 74.1 | 59.3 | | | |
| | LOS | A | A | | | A | | | E | D | | | | A | A | | | A | | | E | E | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***12.7*** | ***B*** | | | | | | | | | | | ***11.6*** | ***B*** |
| 7-Em.Lpz./ Camelot | Volume | 295 | 296 | 60 | 115 | 614 | 278 | 235 | 72 | 83 | 92 | 19 | 194 | 228 | 699 | 148 | 157 | 560 | 125 | 145 | 45 | 124 | 70 | 34 | 112 |
| | V/C[1] | 0.546 | 0.147 | 0.067 | 0.183 | 0.380 | 0.378 | 0.538 | 0.221 | 0.301 | 0.271 | 0.075 | 0.905 | 0.480 | 0.409 | 0.193 | 0.412 | 0.358 | 0.180 | 0.424 | 0.248 | 0.807 | 0.293 | 0.202 | 0.293 |
| | RQ[2] | 1.02 | 0.00 | 0.47 | 0.35 | 0.00 | 0.00 | 1.11 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.71 | 0.00 | 1.12 | 0.37 | 0.00 | 0.00 | 0.67 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| | Delay[3] | 17.8 | 18.3 | 17.5 | 17.8 | 25.2 | 25.7 | 46.1 | 53.9 | 55.0 | 47.7 | 57.3 | 95.8 | 12.6 | 17.1 | 14.8 | 13.3 | 17.6 | 15.7 | 43.4 | 52.5 | 64.1 | 42.5 | 53.0 | 54.0 |
| | LOS | B | B | B | B | C | C | D | D | D | D | E | F | B | B | B | B | B | B | D | D | E | D | D | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***34.6*** | ***C*** | | | | | | | | | | | ***22.7*** | ***C*** |
| 12-NM314 | Volume | 36 | 513 | 184 | 68 | 522 | 59 | 310 | 152 | 76 | 38 | 96 | 64 | 48 | 356 | 219 | 115 | 512 | 38 | 258 | 154 | 45 | 90 | 288 | 66 |
| | V/C[1] | 0.073 | 0.239 | 0.128 | 0.159 | 0.379 | 0.095 | 0.826 | 0.280 | 0.313 | 0.464 | 0.320 | 0.483 | 0.094 | 0.188 | 0.161 | 0.192 | 0.288 | 0.047 | 0.835 | 0.287 | 0.188 | 0.623 | 0.763 | 0.248 |
| | RQ[2] | 0.17 | 0.00 | 0.61 | 0.13 | 0.00 | 0.43 | 1.09 | 0.00 | 0.90 | 0.16 | 0.00 | 0.49 | 0.29 | 0.00 | 0.89 | 0.19 | 0.00 | 0.13 | 1.13 | 0.00 | 0.64 | 0.44 | 0.00 | 0.36 |
| | Delay[3] | 11.6 | 17.5 | 14.2 | 11.1 | 17.2 | 16.5 | 57.2 | 40.4 | 41.1 | 55.5 | 47.4 | 50.0 | 10.9 | 15.5 | 14.5 | 11.3 | 14.7 | 12.8 | 71.3 | 47.7 | 47.0 | 65.0 | 58.7 | 53.0 |
| | LOS | B | B | B | B | B | B | E | D | D | E | D | D | B | B | B | B | B | B | E | D | D | E | E | D |
| 18-NM47 | Volume | 56 | 414 | 8 | 290 | 309 | 14 | 20 | 29 | 0 | 18 | 30 | 9 | 160 | 404 | 20 | 1031 | 557 | 48 | 20 | 87 | 0 | 74 | 143 | 53 |
| | V/C[1] | 0.643 | 0.258 | 0.011 | 0.747 | 0.144 | 0.145 | 0.150 | 0.228 | 0.000 | 0.123 | 0.324 | | 0.809 | 0.239 | 0.027 | 0.887 | 0.296 | 0.297 | 0.198 | 0.317 | 0.000 | 0.386 | 0.748 | |
| | RQ[2] | 0.52 | 0.00 | 0.03 | 0.62 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.26 | 0.00 | | 1.24 | 0.00 | 0.13 | 2.34 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 1.49 | 0.00 | |
| | Delay[3] | 45.4 | 8.4 | 6.9 | 40.9 | 5.8 | 5.8 | 41.8 | 40.2 | 0.0 | 41.0 | 41.1 | | 65.8 | 29.5 | 27.0 | 42.9 | 11.9 | 11.9 | 58.7 | 46.9 | 0.0 | 53.1 | 53.9 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | E | C | C | D | B | B | E | D | | D | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***19.5*** | ***B*** | | | | | | | | | | | ***36.0*** | ***D*** |

***NOTES:***

1. ***v/c = vehicle to capacity ratio***
2. ***Queue storage ratio (95th percentile)***
3. ***Control Delay (s/veh)***

Table 11 shows the results of the traffic analysis for the new I-25 Interchange and East-West corridor for the opening year of 2025 at signalized intersections along the new corridor. This shows that all signalized intersections are projected to operate at an acceptable level of service.

**TABLE 11 – SIGNALIZED MOE SUMMARY – EAST-WEST CORRIDOR SCENARIO 3 (BUILD 2025)**

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 2-I25 West | Volume | | 88 | 20 | 118 | 88 | | | | | 208 | 0 | 14 | | 88 | 21 | 65 | 153 | | | | | 765 | 0 | 28 |
| | V/C[1] | | 0.091 | 0.095 | 0.220 | 0.082 | | | | | 0.138 | 0.000 | 0.159 | | 0.126 | 0.132 | 0.145 | 0.161 | | | | | 0.446 | 0.000 | 0.399 |
| | RQ[2] | | 0.00 | 0.00 | 0.31 | 0.00 | | | | | 0.15 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.23 | 0.00 | | | | | 0.55 | 0.00 | 0.47 |
| | Delay (s)[3] | | 15.2 | 15.3 | 12.6 | 11.9 | | | | | 11.5 | 0.0 | 11.7 | | 21.1 | 21.2 | 20.7 | 17.1 | | | | | 10.3 | 0.0 | 9.8 |
| | LOS | | B | B | B | B | | | | | B | | B | | C | C | C | B | | | | | B | | A |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***12.6*** | ***B*** | | | | | | | | | | | ***12.5*** | ***B*** |
| 3-I25 East | Volume | 35 | 261 | | | 184 | 655 | 21 | 0 | 58 | | | | 19 | 834 | | | 170 | 433 | 49 | 0 | 97 | | | |
| | V/C[1] | 0.055 | 0.166 | | | 0.125 | 0.514 | | 0.038 | 0.127 | | | | 0.029 | 0.505 | | | 0.093 | 0.281 | | 0.088 | 0.129 | | | |
| | RQ[2] | 0.12 | 0.00 | | | 0.00 | 0.61 | | 0.00 | 0.11 | | | | 0.03 | 0.00 | | | 0.00 | 0.28 | | 0.00 | 0.12 | | | |
| | Delay (s)[3] | 14.0 | 8.8 | | | 9.4 | 13.9 | | 17.0 | 17.9 | | | | 6.0 | 4.0 | | | 9.2 | 11.0 | | 17.5 | 18.0 | | | |
| | LOS | B | A | | | A | B | | B | B | | | | A | A | | | A | B | | B | B | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***11.9*** | ***B*** | | | | | | | | | | | ***6.8*** | ***A*** |
| 6-NM314 | Volume | 53 | 129 | 108 | 245 | 562 | 198 | 304 | 166 | 82 | 98 | 36 | 47 | 54 | 632 | 340 | 251 | 346 | 145 | 183 | 51 | 260 | 266 | 197 | 53 |
| | V/C[1] | 0.178 | 0.130 | 0.245 | 0.413 | 0.408 | 0.321 | 0.565 | 0.148 | 0.144 | 0.210 | 0.033 | 0.084 | 0.115 | 0.507 | 0.363 | 0.588 | 0.236 | 0.128 | 0.429 | 0.051 | 0.284 | 0.532 | 0.196 | 0.062 |
| | RQ[2] | 0.18 | 0.00 | 0.43 | 0.30 | 0.00 | 0.58 | 0.26 | 0.00 | 0.10 | 0.30 | 0.00 | 0.05 | 0.15 | 0.00 | 0.67 | 0.64 | 0.00 | 0.21 | 0.08 | 0.00 | 0.22 | 0.63 | 0.00 | 0.04 |
| | Delay (s)[3] | 21.2 | 23.0 | 24.9 | 25.3 | 26.3 | 25.9 | 29.0 | 23.2 | 20.2 | 20.9 | 22.1 | 19.5 | 19.5 | 27.6 | 26.5 | 26.3 | 22.7 | 21.8 | 27.2 | 23.9 | 22.1 | 30.0 | 25.7 | 20.8 |
| | LOS | C | C | C | C | C | C | C | C | C | C | C | B | B | C | C | C | C | C | C | C | C | C | C | C |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***25.0*** | ***C*** | | | | | | | | | | | ***26.0*** | ***C*** |
| 11-NM474 | Volume | 72 | | 258 | | | | 610 | 648 | | | 188 | 203 | 174 | | 653 | | | | 460 | 284 | | | 628 | 140 |
| | V/C[1] | 0.35 | | 0.33 | | | | 0.72 | 0.51 | | | 0.15 | 0.29 | 0.62 | | 0.86 | | | | 0.59 | 0.46 | | | 0.55 | 0.23 |
| | RQ[2] | 0.04 | | 0.02 | | | | 0.59 | 0.66 | | | 0.06 | 0.14 | 0.08 | | 0.25 | | | | 0.50 | 0.54 | | | 0.21 | 0.13 |
| | Delay (s)[3] | 32.8 | | 2.6 | | | | 27.7 | 15.6 | | | 15.7 | 4.0 | 37.5 | | 27.2 | | | | 28.8 | 17.0 | | | 21.8 | 4.6 |
| | LOS | C | | A | | | | C | B | | | B | A | D | | C | | | | C | B | | | C | A |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.1*** | ***B*** | | | | | | | | | | | ***23.7*** | ***C*** |

***NOTES:***

1. ***v/c = vehicle to capacity ratio***
2. ***Queue storage ratio (95th percentile)***
3. ***Control Delay (s/veh)***

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

***SCENARIO 5: HORIZON YEAR (2040) BUILD***

Table 12 shows the results of the traffic analysis for the I-25/NM 6 Interchange, adjacent intersections, and NM routes from the interstate to NM 47 for 2040. The results show that with the new I-25 Interchange and East-West corridor that the operations on NM 6 improve to an acceptable LOS with the exception of the I-25 southbound off ramp right turn.

## TABLE 12 – SIGNALIZED MOE SUMMARY – NM 6 SCENARIO 5 (BUILD 2040)

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 3-Desert Willow | Volume | 20 | 733 | | | 485 | 101 | | | | 166 | | 19 | 38 | 766 | 0 | | 590 | 131 | | | | 526 | | 50 |
| | V/C[1] | 0.041 | 0.203 | | | 0.479 | 0.201 | | | | 0.716 | | 0.153 | 0.509 | 0.185 | 0.000 | | 0.684 | 0.320 | | | | 0.882 | | 0.151 |
| | RQ[2] | 0.01 | 0.00 | | | 0.00 | 0.00 | | | | 0.85 | | 0.00 | 0.22 | 0.00 | 0.00 | | 0.00 | 0.00 | | | | 2.80 | | 0.00 |
| | Delay[3] | 4.6 | 2.4 | | | 8.0 | 4.7 | | | | 51.2 | | 45.6 | 65.7 | 5.8 | | | 13.5 | 4.4 | | | | 57.1 | | 40.7 |
| | LOS | A | A | | | A | A | | | | D | | D | E | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***10.0*** | ***B*** | | | | | | | | | | | ***19.8*** | ***B*** |
| 5-I25 West | Volume | | 912 | 121 | 109 | 518 | | | | | 159 | 0 | 268 | | 1035 | 326 | 123 | 629 | | | | | 602 | 0 | 742 |
| | V/C[1] | | 0.333 | 0.116 | 0.408 | 0.482 | | | | | 0.455 | 0.000 | 0.870 | | 0.522 | 0.376 | 0.594 | 0.541 | | | | | 0.697 | 0.000 | 2.110 |
| | RQ[2] | | 0.00 | 0.08 | 0.67 | 0.00 | | | | | 0.41 | 0.00 | 0.72 | | 0.00 | 0.42 | 0.91 | 0.00 | | | | | 0.84 | 0.00 | 6.65 |
| | Delay[3] | | 9.2 | 9.6 | 8.5 | 10.8 | | | | | 38.4 | 0.0 | 48.6 | | 25.7 | 18.1 | 16.2 | 7.4 | | | | | 47.8 | 0.0 | 555.4 |
| | LOS | | A | A | A | B | | | | | D | | D | | C | B | B | A | | | | | D | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***16.3*** | ***B*** | | | | | | | | | | | ***145.8*** | ***F*** |
| 6-I25 East | Volume | 506 | 604 | | | 548 | 0 | 149 | 0 | 133 | | | | 519 | 1123 | | | 638 | 0 | 134 | 0 | 157 | | | |
| | V/C[1] | 0.833 | 0.167 | | | 0.559 | 0.000 | | 0.733 | 0.759 | | | | 0.912 | 0.337 | | | 0.535 | 0.000 | | 0.820 | 0.710 | | | |
| | RQ[2] | 1.03 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.36 | | | | 2.11 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.41 | | | |
| | Delay[3] | 19.3 | 0.5 | | | 10.1 | 0.0 | | 41.6 | 43.2 | | | | 27.2 | 1.8 | | | 11.6 | 0.0 | | 71.0 | 63.3 | | | |
| | LOS | B | A | | | B | | | D | D | | | | C | A | | | B | | | E | E | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***13.9*** | ***B*** | | | | | | | | | | | ***15.6*** | ***B*** |
| 7-Em.Lpz./ Camelot | Volume | 198 | 379 | 69 | 114 | 636 | 307 | 287 | 74 | 94 | 89 | 18 | 271 | 249 | 750 | 193 | 174 | 722 | 0 | 145 | 45 | 128 | 91 | 44 | 69 |
| | V/C[1] | 0.385 | 0.195 | 0.080 | 0.186 | 0.355 | 0.373 | 0.590 | 0.192 | 0.287 | 0.246 | 0.066 | 1.200 | 0.624 | 0.390 | 0.224 | 0.483 | 0.538 | 0.000 | 0.432 | 0.243 | 0.815 | 0.374 | 0.244 | 0.255 |
| | RQ[2] | 0.77 | 0.00 | 0.59 | 0.33 | 0.00 | 0.00 | 1.35 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.70 | 0.00 | 1.38 | 0.48 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 |
| | Delay[3] | 19.1 | 21.4 | 20.1 | 18.9 | 25.8 | 26.6 | 46.1 | 51.4 | 52.7 | 48.8 | 58.3 | 190.5 | 17.2 | 18.2 | 16.5 | 13.0 | 20.6 | 0.0 | 44.0 | 53.4 | 65.3 | 43.4 | 53.7 | 53.9 |
| | LOS | B | C | C | B | C | C | D | D | D | D | E | F | B | B | B | B | C | | D | D | E | D | D | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***49.2*** | ***D*** | | | | | | | | | | | ***24.6*** | ***C*** |
| 12-NM314 | Volume | 47 | 564 | 173 | 65 | 445 | 248 | 290 | 252 | 69 | 66 | 88 | 82 | 79 | 267 | 271 | 115 | 666 | 88 | 268 | 170 | 51 | 215 | 411 | 92 |
| | V/C[1] | 0.088 | 0.295 | 0.200 | 0.153 | 0.306 | 0.371 | 0.888 | 0.433 | 0.267 | 0.780 | 0.293 | 0.618 | 0.185 | 0.142 | 0.310 | 0.189 | 0.416 | 0.123 | 0.844 | 0.300 | 0.205 | 0.860 | 0.818 | 0.418 |
| | RQ[2] | 0.25 | 0.00 | 1.10 | 0.11 | 0.00 | 1.26 | 1.14 | 0.00 | 0.80 | 0.70 | 0.00 | 0.65 | 0.52 | 0.00 | 1.86 | 0.22 | 0.00 | 0.36 | 1.19 | 0.00 | 0.73 | 1.20 | 0.00 | 0.80 |
| | Delay[3] | 11.9 | 19.7 | 16.7 | 12.3 | 16.2 | 22.0 | 69.5 | 40.9 | 39.7 | 82.3 | 47.2 | 52.4 | 14.8 | 17.9 | 19.3 | 13.7 | 20.9 | 16.2 | 72.6 | 46.9 | 46.2 | 82.4 | 59.1 | 50.8 |
| | LOS | B | B | B | B | B | C | E | D | D | F | D | D | B | B | B | B | C | B | E | D | D | F | E | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***31.6*** | ***C*** | | | | | | | | | | | ***39.4*** | ***D*** |
| 18-NM47 | Volume | 56 | 532 | 17 | 201 | 369 | 11 | 20 | 17 | 0 | 14 | 27 | 16 | 166 | 388 | 20 | 1282 | 938 | 64 | 20 | 78 | 0 | 63 | 118 | 75 |
| | V/C[1] | 0.620 | 0.311 | 0.023 | 0.675 | 0.171 | 0.172 | 0.149 | 0.135 | 0.000 | 0.088 | 0.364 | | 0.837 | 0.289 | 0.034 | 0.952 | 0.479 | 0.480 | 0.217 | 0.292 | 0.000 | 0.332 | 0.766 | |
| | RQ[2] | 0.49 | 0.00 | 0.06 | 0.41 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.19 | 0.00 | | 1.50 | 0.00 | 0.17 | 3.34 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 1.40 | 0.00 | |
| | Delay[3] | 43.4 | 7.5 | 5.9 | 40.7 | 6.0 | 6.0 | 40.4 | 38.0 | 0.0 | 38.6 | 39.9 | | 72.0 | 36.9 | 33.5 | 53.3 | 15.4 | 15.5 | 66.0 | 52.3 | 0.0 | 58.1 | 60.5 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | E | D | C | D | B | B | E | D | | E | E | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***15.7*** | ***B*** | | | | | | | | | | | ***40.6*** | ***D*** |

***NOTES:***

1. ***v/c = vehicle to capacity ratio***
2. ***Queue storage ratio (95th percentile)***
3. ***Control Delay (s/veh)***

Table 13 shows the results of the traffic analysis for the signalized intersections along the new East-West corridor for the 2040 horizon year.

**TABLE 13 – SIGNALIZED MOE SUMMARY – EAST-WEST CORRIDOR SCENARIO 5 (BUILD 2040)**

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 2-I25 West | Volume | | 146 | 42 | 83 | 160 | | | | | 328 | 0 | 19 | | 116 | 37 | 56 | 199 | | | | | 1048 | 0 | 38 |
| | V/C[1] | | 0.155 | 0.163 | 0.140 | 0.117 | | | | | 0.218 | 0.000 | 0.247 | | 0.666 | 0.156 | 0.385 | 0.170 | | | | | 0.625 | 0.000 | 0.675 |
| | RQ | | 0.00 | 0.00 | 0.18 | 0.00 | | | | | 0.25 | 0.00 | 0.28 | | 0.00 | 0.00 | 0.43 | 0.00 | | | | | 1.01 | 0.00 | 1.11 |
| | Delay (s)[3] | | 15.8 | 15.9 | 12.6 | 11.9 | | | | | 12.2 | 0.0 | 12.5 | | 52.0 | 33.1 | 49.7 | 14.5 | | | | | 18.1 | 0.0 | 19.5 |
| | LOS | | B | B | B | B | | | | | B | | B | | D | C | D | B | | | | | B | | B |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***13.2*** | ***B*** | | | | | | | | | | | ***21.8*** | ***C*** |
| 3-I25 East | Volume | 48 | 426 | | | 218 | 1037 | 25 | 0 | 54 | | | | 28 | 1136 | | | 197 | 539 | 58 | 0 | 96 | | | |
| | V/C[1] | 0.075 | 0.268 | | | 0.123 | 0.630 | | 0.045 | 0.118 | | | | 0.040 | 0.610 | | | 0.122 | 0.380 | | 0.105 | 0.127 | | | |
| | RQ | 0.17 | 0.00 | | | 0.00 | 0.75 | | 0.00 | 0.11 | | | | 0.02 | 0.00 | | | 0.00 | 0.41 | | 0.00 | 0.11 | | | |
| | Delay (s)[3] | 14.0 | 8.6 | | | 9.4 | 15.7 | | 17.1 | 17.8 | | | | 3.7 | 3.3 | | | 9.4 | 12.1 | | 17.6 | 17.9 | | | |
| | LOS | B | A | | | A | B | | B | B | | | | A | A | | | A | B | | B | B | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***12.4*** | ***B*** | | | | | | | | | | | ***6.5*** | ***A*** |
| 6-NM314 | Volume | 64 | 287 | 130 | 208 | 818 | 184 | 388 | 168 | 96 | 65 | 43 | 47 | 65 | 736 | 457 | 209 | 480 | 152 | 215 | 59 | 213 | 254 | 287 | 51 |
| | V/C[1] | 0.234 | 0.261 | 0.270 | 0.379 | 0.538 | 0.270 | 0.722 | 0.151 | 0.169 | 0.141 | 0.039 | 0.082 | 0.153 | 0.577 | 0.484 | 0.552 | 0.343 | 0.145 | 0.567 | 0.059 | 0.227 | 0.513 | 0.287 | 0.058 |
| | RQ | 0.21 | 0.00 | 0.48 | 0.14 | 0.00 | 0.48 | 0.39 | 0.00 | 0.12 | 0.19 | 0.00 | 0.05 | 0.18 | 0.00 | 0.85 | 0.59 | 0.00 | 0.25 | 0.16 | 0.00 | 0.17 | 0.57 | 0.00 | 0.04 |
| | Delay (s)[3] | 22.7 | 24.4 | 25.2 | 24.4 | 28.2 | 25.1 | 35.3 | 23.2 | 20.5 | 20.1 | 22.1 | 19.5 | 20.0 | 28.7 | 28.5 | 26.2 | 24.0 | 22.1 | 32.4 | 24.0 | 21.3 | 29.6 | 26.8 | 20.8 |
| | LOS | C | C | C | C | C | C | D | C | C | C | C | B | C | C | C | C | C | C | C | C | C | C | C | C |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***26.9*** | ***C*** | | | | | | | | | | | ***27.0*** | ***C*** |
| 11-NM47[4] | Volume | 91 | | 392 | | | | 695 | 938 | | | 352 | 192 | 171 | | 552 | | | | 539 | 244 | | | 913 | 163 |
| | V/C[1] | 0.41 | | 0.45 | | | | 0.78 | 0.58 | | | 0.13 | 0.28 | 0.60 | | 0.77 | | | | 0.73 | 0.54 | | | 0.76 | 0.26 |
| | RQ | 0.05 | | 0.02 | | | | 0.71 | 0.79 | | | 0.05 | 0.14 | 0.08 | | 0.18 | | | | 0.59 | 0.65 | | | 0.34 | 0.14 |
| | Delay (s)[3] | 34.2 | | 2.8 | | | | 30.0 | 16.9 | | | 16.6 | 4.1 | 36.5 | | 22.7 | | | | 32.7 | 18.2 | | | 26.5 | 4.4 |
| | LOS | C | | A | | | | C | B | | | B | A | D | | C | | | | C | B | | | C | A |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***18.1*** | ***B*** | | | | | | | | | | | ***24.7*** | ***C*** |

***NOTES:***

1. ***v/c = vehicle to capacity ratio***
2. ***Queue storage ratio (95th percentile)***
3. ***Control Delay (s/veh)***

# FREEWAY SEGMENT ANALYSIS

The I-25 mainline segments and on/off ramps were analyzed from 1 mile south of the I-25/North Belen Interchange at Exit 195 to 1 mile north of I-25/NM 6 Interchange at Exit 206. Figure 7 to Figure 10 illustrate these segments. For the Build scenarios, the proposed I-25 Interchange and East-West corridor is inserted south of NM 6 represented by segments 6 through 9. Table 14 tabulates the results of the segment analyses, while the corridor summaries are tabulated in Table 15. LOS worksheets are provided in Appendix E of the *Traffic Analysis: I-25/Morris Interchange.*

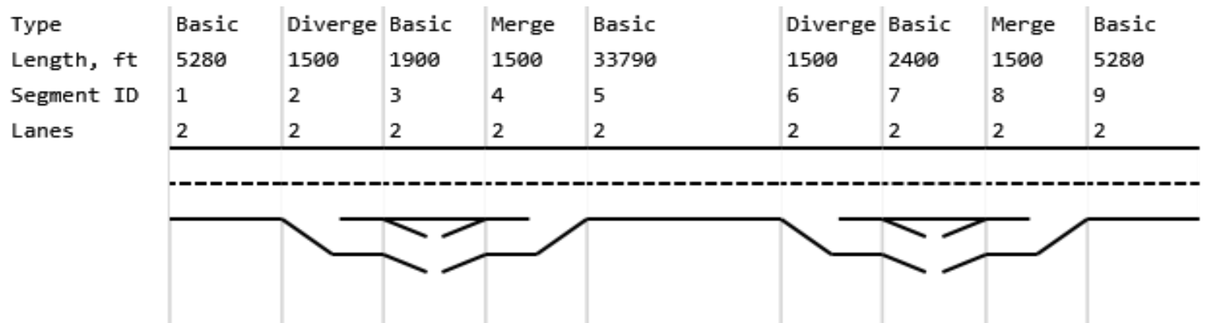



**FIGURE 7 – NORTHBOUND (NB) I-25 NO-BUILD**

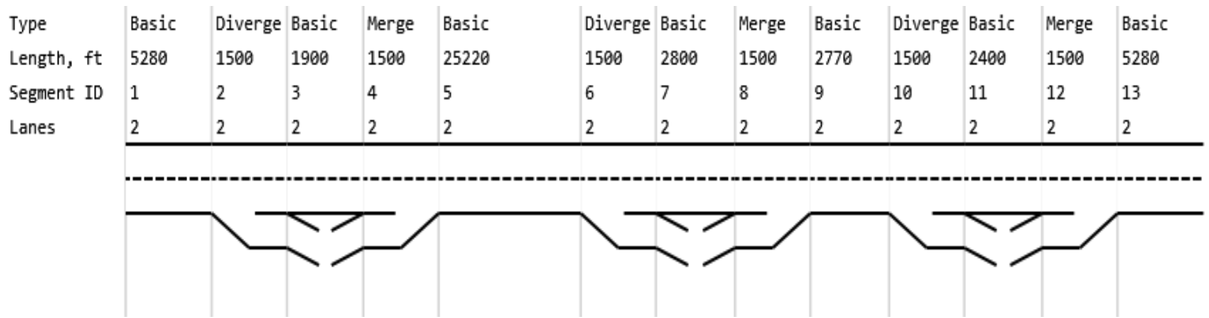



**FIGURE 8 – NORTHBOUND (NB) I-25 BUILD**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Type | Basic | Diverge | Basic | Merge | Basic | Diverge | Basic | Merge | Basic |
| Length, ft | 5280 | 1500 | 2400 | 1500 | 33790 | 1500 | 1900 | 1500 | 5280 |
| Segment ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

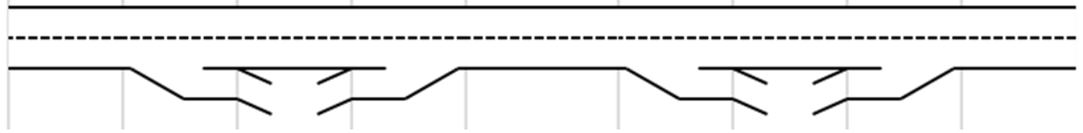


**FIGURE 9 – SOUTHBOUND (SB) I-25 NO-BUILD**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Type | Basic | Diverge | Basic | Merge | Basic | Diverge | Basic | Merge | Basic | Diverge | Basic | Merge | Basic |
| Length, ft | 5280 | 1500 | 2400 | 1500 | 2770 | 1500 | 2800 | 1500 | 25220 | 1500 | 1900 | 1500 | 5280 |
| Segment ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

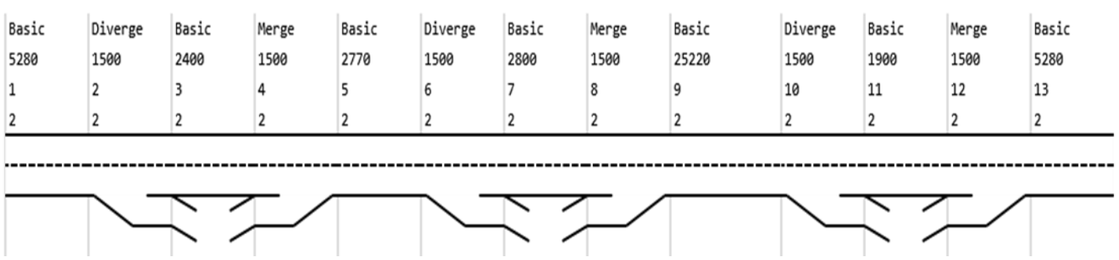


**FIGURE 10 – SOUTHBOUND (SB) I-25 BUILD**

# TABLE 14 – FREEWAY SEGMENT ANALYSES

| *I-25 BASIC FREEWAY SEGMENTS* | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Segment→*** | **1** | | **2** | | **3** | | **4** | | **5** | | **6** | | **7** | | **8** | | **9** | | **10** | | **11** | | **12** | | **13** | |
| ***Scenario↓*** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** | **D** | **LOS** |
| ***AM PEAK PERIOD*** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **2019 Baseline NB** | 5.7 | A | 7.1 | A | 5.6 | A | 11.5 | B | 9.0 | A | | | | | | | | | 9.1 | A | 6.9 | A | 14.6 | B | 12.8 | B |
| **2019 Baseline SB** | 9.2 | A | 7.9 | A | 5.3 | A | 8.5 | A | 7.1 | A | | | | | | | | | 9.9 | A | 6.0 | A | 8.1 | A | 6.1 | A |
| **2025 No-Build NB** | 6.8 | A | 8.6 | A | 7.0 | A | 14.3 | B | 11.3 | B | | | | | | | | | 12.2 | B | 9.3 | A | 19.8 | B | 18.0 | B |
| **2025 No-Build SB** | 9.3 | A | 8.4 | A | 5.6 | A | 8.9 | A | 7.4 | A | | | | | | | | | 10.4 | B | 6.3 | A | 8.5 | A | 6.5 | A |
| **2025 Build NB** | 6.9 | A | 8.8 | A | 7.2 | A | 14.0 | B | 11.1 | B | 11.9 | B | 10.4 | A | 18.0 | B | 15.6 | B | 17.6 | B | 12.6 | B | 21.7 | C | 19.9 | C |
| **2025 Build SB** | 9.6 | A | 10.0 | A | 6.6 | A | 9.9 | A | 8.3 | A | 8.4 | A | 6.6 | A | 9.2 | A | 7.7 | A | 10.7 | B | 6.7 | A | 8.7 | A | 6.7 | A |
| **2040 No-Build NB** | 9.3 | A | 11.9 | B | 9.4 | A | 20.8 | C | 17.1 | B | | | | | | | | | 19.3 | B | 15.2 | B | 31.7 | D | 34.3 | D |
| **2040 No-Build SB** | 10.9 | A | 10.4 | B | 6.8 | A | 10.6 | B | 8.9 | A | | | | | | | | | 12.3 | B | 7.8 | A | 10.2 | B | 7.9 | A |
| **2040 Build NB** | 9.3 | A | 11.8 | B | 9.6 | A | 20.0 | B | 16.4 | B | 18.6 | B | 15.8 | B | 27.2 | C | 26.0 | C | 27.8 | C | 22.7 | C | 33.8 | D | **38.9** | **E** |
| **2040 Build SB** | 11.8 | B | 12.8 | B | 8.8 | A | 12.8 | B | 10.7 | A | 11.5 | B | 8.1 | A | 10.8 | B | 9.1 | A | 12.5 | B | 8.3 | A | 10.4 | B | 8.2 | A |
| ***PM PEAK PERIOD*** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **2019 Baseline NB** | 5.7 | A | 7.1 | A | 5.6 | A | 10.9 | B | 8.4 | A | | | | | | | | | 8.3 | A | 5.4 | A | 11.5 | B | 10.0 | A |
| **2019 Baseline SB** | 15.1 | B | 15.3 | B | 8.0 | A | 12.7 | B | 10.8 | A | | | | | | | | | 14.7 | B | 7.5 | A | 9.8 | A | 7.6 | A |
| **2025 No-Build NB** | 6.0 | A | 7.4 | A | 5.9 | A | 11.4 | B | 8.8 | A | | | | | | | | | 8.8 | A | 6.0 | A | 12.6 | B | 11.0 | A |
| **2025 No-Build SB** | 20.3 | C | 21.1 | C | 10.6 | A | 15.5 | B | 13.2 | B | | | | | | | | | 17.7 | B | 8.7 | A | 11.2 | B | 8.8 | A |
| **2025 Build NB** | 7.3 | A | 9.3 | A | 7.4 | A | 11.5 | B | 8.7 | A | 8.9 | A | 7.5 | A | 12.8 | B | 10.9 | A | 11.7 | B | 8.0 | A | 13.8 | B | 12.3 | B |
| **2025 Build SB** | 22.6 | C | 24.9 | C | 14.2 | B | 21.2 | C | 18.8 | C | 21.2 | C | 12.4 | B | 15.5 | B | 13.2 | B | 17.7 | B | 9.4 | A | 11.8 | B | 9.4 | A |
| **2040 No-Build NB** | 7.2 | A | 9.0 | A | 7.1 | A | 13.4 | B | 10.6 | A | | | | | | | | | 11.0 | B | 7.7 | A | 17.0 | B | 15.0 | B |
| **2040 No-Build SB** | **40.5** | **E** | 34.8 | D | 17.4 | B | 22.6 | C | 20.1 | C | | | | | | | | | 25.6 | C | 12.1 | B | 14.9 | B | 12.2 | B |
| **2040 Build NB** | 8.2 | A | 10.4 | B | 8.3 | A | 13.4 | B | 10.2 | A | 10.9 | B | 9.1 | A | 15.6 | B | 13.4 | B | 14.9 | B | 10.6 | A | 18.7 | B | 16.8 | B |
| **2040 Build SB** | **43.5** | **E** | **37.3** | **E** | 23.0 | C | 29.1 | D | 28.4 | D | 29.5 | D | 17.2 | B | 20.8 | C | 18.0 | B | 23.4 | C | 12.2 | B | 14.9 | B | 12.2 | B |

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**TABLE 15 – FREEWAY CORRIDOR SUMMARY**

| No. | Scenario | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Speed | D[1] | TT[2] | LOS | Speed | D | TT | LOS |
| 1 | **2019 Baseline NB** | 70.2 | 9.1 | 8.80 | A | 70.1 | 8.2 | 8.90 | A |
| 1 | **2019 Baseline SB** | 71.4 | 7.3 | 8.70 | A | 71.3 | 10.9 | 8.70 | A |
| 2 | **2025 No-Build NB** | 71.2 | 11.6 | 8.70 | B | 70.1 | 8.7 | 8.90 | A |
| 2 | **2025 No-Build SB** | 71.9 | 7.6 | 8.60 | A | 71.0 | 13.6 | 8.80 | B |
| 3 | **2025 Build NB** | 69.9 | 12.5 | 8.90 | B | 70.6 | 8.4 | 8.80 | A |
| 3 | **2025 Build SB** | 70.2 | 9.4 | 8.80 | A | 69.1 | 19.1 | 9.00 | C |
| 4 | **2040 No-Build NB** | 68.2 | 18.3 | 9.10 | C | 70.1 | 10.7 | 8.90 | A |
| 4 | **2040 No-Build SB** | 71.9 | 9.1 | 8.60 | A | 66.6 | 21.5 | 9.30 | C |
| 5 | **2040 Build NB** | 66.0 | 19.8 | 9.40 | C | 70.1 | 11.4 | 8.90 | B |
| 5 | **2040 Build SB** | 70.4 | 9.7 | 8.80 | A | 64.8 | 21.9 | 9.60 | C |

**Notes:**

1. D = Density, passenger cars per mile per lane (pc/mi/ln)
2. TT = Travel Time, minutes

As shown in Table 15, the forecast build scenarios operate at acceptable levels of service. However, per Table 14, the LOS of the I-25 mainline segment north of the NM 6. Interchange dropped to D and E in the Horizon Year 2040 for No-Build and Build conditions. Three mitigation scenarios were tested as follows:

1. **Mitigation 1** – Southbound NM 6. Off-Ramp (Diverge Segment 2) converted to 2-lane exit ramp; Segment 2 improved from LOS E to D, but Segment 1 remained at LOS E.
2. **Mitigation 2** – Southbound I-25 mainline Segment 1 increased to 3-lane section with a 1-lane exit ramp for Segment 2; LOS improved from E to C for both Segments 1 and 2.
3. **Mitigation 3** – Northbound I-25 mainline Segment 13 increased from 2 to 3 lanes; Segment 13 improved from LOS E to C.

The results of the traffic analysis show that the proposed I-25 Interchange and East-West corridor does not have a negative impact on the interstate system and have a significant positive impact on NM 6 and the I-25/NM 6 Interchange.

# SAFETY

**Crash** records within the study area were obtained from the NMDOT Traffic Safety Division's database for a 5-year period of 2013 through 2017, the most recent data available at the time this evaluation was conducted. Records for mileposts (MP) 195 through 206, respectively, were requested. These were then divided into the following three study segments:

1. Segment 1: MP 195 to MP 197 – this segment contains the North Belen Interchange designated as Exit 195 in the roadway database. The northbound exit ramp originates within MP 195 while the southbound exit ramp originates in MP 197, thus the MP range spans the southern- and northernmost extents of this interchange along I-25.
2. Segment 2: MP 201 to MP 202 – the proposed I-25 Interchange would occur within this segment.
3. Segment 3: MP 203 to MP 204 – the existing NM 6 Los Lunas Interchange exists within this segment.

These three study segments encompass the interchange being evaluated for the interstate access change request (IACR), namely the proposed I-25 Interchange and East-West corridor, and the immediately adjacent interchanges along I-25. Crash records outside these three segments were not evaluated as part of this study.

The focus for this study was on a more generalized review of recurring crash patterns that could pose safety concerns relative to the proposed I-25 Interchange and East-West corridor and that could be addressed in the design stage of project development. Each of the three segments was tabulated individually, and then the totals of the three segments were combined to evaluate the I-25 corridor within the overall study limits. Tabulated crash data for the corridor are summarized in Table 16, and data tabulations by segment are included in Appendix B of the *Traffic Analysis: I-25/Morris Interchange*. Several observations are offered regarding the tabulated crash data.

**TABLE 16 – SUMMARY OF CRASHES - I-25 M.P. 195 TO M.P. 203**

| ROUTE I-25 | Year 2013 | | Year 2014 | | Year 2015 | | Year 2016 | | Year 2017 | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MP 195 TO MP 204** | 24 | 20% | 17 | 14% | 21 | 18% | 29 | 24% | 29 | 24% | 120 | 100% |
| **CRASH SEVERITY** | | | | | | | | | | | | |
| Property Damage Only (PDO) | 11 | 46% | 11 | 65% | 11 | 52% | 19 | 66% | 13 | 45% | 65 | 54% |
| Injury/Non-Fatal | 13 | 54% | 6 | 35% | 10 | 48% | 10 | 34% | 16 | 55% | 55 | 46% |
| Fatal | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| **CRASH CLASSIFICATION (ACCIDENT TYPE)** | | | | | | | | | | | | |
| Fixed Object | 2 | 8% | 2 | 12% | 2 | 10% | 7 | 24% | 6 | 21% | 19 | 16% |
| Right Angle | 0 | 0% | 1 | 6% | 1 | 5% | 2 | 7% | 2 | 7% | 6 | 5% |
| Read End | 3 | 13% | 3 | 18% | 1 | 5% | 2 | 7% | 2 | 7% | 11 | 9% |
| Backing | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Sideswipe: Same Direction | 8 | 33% | 2 | 12% | 4 | 19% | 7 | 24% | 9 | 31% | 30 | 25% |
| Sideswipe: Opposite Direction | 1 | 4% | 2 | 12% | 0 | 0% | 0 | 0% | 1 | 3% | 4 | 3% |
| Head On | 1 | 4% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 1% |
| Left Turn | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Parked Vehicle/Parking Maneuver | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Overturn | 6 | 25% | 5 | 29% | 12 | 57% | 6 | 21% | 4 | 14% | 33 | 28% |
| Driveway/Driveway Maneuver | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Pedestrian/Bicyclist | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Other | 3 | 13% | 3 | 18% | 1 | 5% | 6 | 21% | 4 | 14% | 17 | 14% |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROBABLE CAUSE** | | | | | | | | | | | | |
| Following Too Close | 2 | 8% | 0 | 0% | 0 | 0% | 1 | 3% | 0 | 0% | 3 | 3% |
| Driver Inattention | 3 | 13% | 3 | 18% | 4 | 19% | 6 | 21% | 5 | 17% | 21 | 18% |
| Excess Speed/Too Fast for Conditions | 3 | 13% | 0 | 0% | 5 | 24% | 3 | 10% | 4 | 14% | 15 | 13% |
| Avoid Other Vehicle | 3 | 13% | 2 | 12% | 0 | 0% | 2 | 7% | 1 | 3% | 8 | 7% |
| Improper Driving | 4 | 17% | 4 | 24% | 1 | 5% | 9 | 31% | 6 | 21% | 24 | 20% |
| Failure to Use Turn Signal | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Failure to Yield R.O.W. | 0 | 0% | 1 | 6% | 0 | 0% | 1 | 3% | 1 | 3% | 3 | 3% |
| Disregard Traffic Control Device | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Under Influence Alcohol | 3 | 13% | 3 | 18% | 2 | 10% | 1 | 3% | 3 | 10% | 12 | 10% |
| Mechanical Defect | 0 | 0% | 3 | 18% | 3 | 14% | 1 | 3% | 2 | 7% | 9 | 8% |
| Pedestrian Error | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Road Defect/Construction Activity | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Other | 6 | 25% | 2 | 12% | 6 | 29% | 4 | 14% | 2 | 7% | 20 | 17% |
| **ROAD CONDITIONS** | | | | | | | | | | | | |
| Dry/Clear | 19 | 79% | 16 | 94% | 16 | 76% | 25 | 86% | 29 | 100% | 105 | 88% |
| Wet | 3 | 13% | 0 | 0% | 1 | 5% | 2 | 7% | 0 | 0% | 6 | 5% |
| Snowy/Icy | 2 | 8% | 0 | 0% | 4 | 19% | 0 | 0% | 0 | 0% | 6 | 5% |
| Other | 0 | 0% | 1 | 6% | 0 | 0% | 2 | 7% | 0 | 0% | 3 | 3% |
| **LIGHTING** | | | | | | | | | | | | |
| Daylight | 14 | 58% | 15 | 88% | 8 | 38% | 19 | 66% | 19 | 66% | 75 | 63% |
| Darkness | 8 | 33% | 3 | 18% | 7 | 33% | 10 | 34% | 9 | 31% | 37 | 31% |
| Dawn or Dusk | 2 | 8% | 0 | 0% | 6 | 29% | 0 | 0% | 1 | 3% | 9 | 8% |
| **SOBRIETY** | | | | | | | | | | | | |
| Sobriety Unknown | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Had Been Drinking/Drug | 3 | 13% | 3 | 18% | 2 | 10% | 1 | 3% | 3 | 10% | 12 | 10% |
| Had Not Been Drinking/Drug | 21 | 88% | 14 | 82% | 19 | 90% | 28 | 97% | 26 | 90% | 108 | 90% |

The number of combined crashes per year varied along the overall study limits through the analysis period, with an average of approximately 24 per year.

**A.** The highest crash types for the <u>combined</u> tabulation, along with potential contributing factors and mitigation measures, were:

1. *Rollover (Overturn)* (27%) – rollover crashes often resulted in injury, however not in every case. These crashes were usually related to excessive speeds and sometimes occurred during wet weather conditions, though other contributing factors included alcohol/drug involvement, driver inattention, defective tires, or avoiding impact of another vehicle resulting in overcorrection and overturning. Potential mitigation measures could include reduced speed limit, increased enforcement, improved or upgraded traffic control devices (signing, pavement markings), and improved skid resistance.

2. *Sideswipe: Same Direction (25%)* – crashes in this category encompass a variety of collisions involving multiple vehicles such as avoidance of another vehicle or roadway object, driving "left of center" (and presumably over-correcting), driver inattention, and "other" contributing factors. Potential mitigation measures could include new or upgraded traffic control devices (signing, pavement markings), speed evaluation (if warranted), and increased enforcement.

3. *Fixed Object* (16%) – involve crashes with objects adjacent to the roadway including barriers or median curbs. In some cases, guardrails were identified as the fixed object with the implication that vehicles swerved to avoid impact from another vehicle and thus striking the guardrail. This category did not include non-fixed objects such as large debris that was dropped on the roadway. Contributing factors could include inadequate offsets to obstructions, deficient roadway geometry, excessive speeds, inadequate traffic control devices (signing, pavement markings), or slippery surfaces. Potential mitigation measures could include removal of obstructions, installation of breakaway systems for signs and poles, improved markings (e.g., reflective devices on barriers), improved or upgraded traffic control devices (signing, pavement markings), speed reduction (if warranted), improved skid resistance, and roadway lighting improvements.

**B.** The three highest contributing factors, or probable causes, were:

1. *Improper Driving (21%)* – this category included other contributing sub-factors such as "improper backing", "improper overtaking", "improper lane change", or "other improper driving." Further investigation of police reports would be necessary to better discern contributing factors, though they predominantly originated with driver behavior.

2. *Driver Inattention* (25%) – possibly related to difficulty in negotiating the interchange proper or other factors such as cell phone usage. Some benefits may be realized with the provision of new/improved guidance (such as warning signs of appropriate size, reflectivity, location, legend, etc.; pavement markings; way-finding signs), clear channelization and delineation, enhanced or supplemental traffic signal indications, enhanced reflectivity (pavement markings, barriers, etc.).

3. *Other* (17%) – this category included other non-driver-caused factors such as large objects on the roadway, or no clear codes in the record. Further investigation of police reports would be necessary to better discern contributing factors.

**C.** Crash severities in the project limits were comprised of 54% reported as property damage only (PDO) and 46% involving injuries; two fatalities were reported in this data set.

**D.** About 31% of crashes occurred during nighttime with another 7% occurring during dawn or dusk conditions; 62% occurred during daylight conditions. The majority (82%) occurred during dry/clear conditions.

In summary, the predominant issues appear to be driver-caused crashes and no definitive safety issues were exhibited in these data that would preclude development of the proposed I-25 Interchange and East-West corridor. Care should be taken to provide proper geometric design and incorporate positive traffic controls, along with other potential mitigation measures as outlined in this summary.

## PROPOSED INTERCHANGE SAFETY

The proposed interchange is a standard diamond interchange, the most common interchange configuration. This interchange will be designed as a signal-controlled interchange based on projected traffic volumes on opening day. The interchange will include the following safety considerations:

- Off ramps with parallel deceleration lanes to allow drivers to go from 75 mph to a stop condition
- On ramps with parallel acceleration lanes to allow drivers to go from a stop condition to 75 mph to safely merge with I-25 traffic
- Interchange Lighting
- Interchange signing per NMDOT standards for a diamond interchange which include multiple Wrong Way and Do Not Enter signs along with direction pavement markings, refer to Appendix B for proposed interchange signing.

The proposed interchange is projected to operate with a LOS of B or C for all movement in the 20-year planning period. The interchange will have the following configuration:

- 14-foot driving lanes with 4-foot inside shoulders, and 8-foot outside shoulders.
- Ultimate lane configuration at southbound off ramp to have dual left turn lanes and single right turn lane.
- Northbound off ramp will have a left and right turn lane at the signal.
- Pedestrian crossings will all be at signalized intersections with pedestrian push buttons.

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# RECOMMENDATIONS

The Village of Los Lunas and Valencia County have experienced significant growth over the past 2 decades and have recognized the need for additional access points to I-25. Through their combined efforts and the efforts of the NMDOT and MRCOG the new I-25 Interchange and East-West corridor has been studied following the NMDOT Location Study Procedures and the recommendations from this study are now moving forward into design and construction. The Village of Los Lunas has worked diligently over the past 2 decades to continue to advance this project by acquiring right of way, applying for funding, meeting with local, state, and federal representatives, and by funding numerous studies and other efforts to advance the project.

The current I-25/NM 6 Interchange and NM 6 Corridor is at capacity and no additional lanes can be added to portions of NM 6 due to historic buildings that limit right of way acquisition. The Village of Los Lunas has completed multiple improvements along NM 6 to improve the traffic flow, but the demand is simply too much for the corridor driving the need for an additional river crossing and interchange. The proposed I-25 Interchange and East-West Corridor will meet the following project goals:

- Safety
  - Improved Emergency Response
- Improved LOS
  - I-25/NM Interchange and NM 6 Corridor
- Provide System Redundancy
- Pedestrian Connectivity
- Access Managed Corridor

The proposed signalized diamond interchange will operate at a LOS of B and C and improves the LOS of the I-25/NM 6 Interchange and NM 6 Corridor. This new interchange will not have an adverse impact on the interstate system and will be designed to current design standards with parallel acceleration and deceleration lanes for added safety.

Based on the analysis of alternatives, public involvement, traffic analysis, and safety benefits it is recommended that the I-25 Interchange and East-West corridor move forward into design and construction.

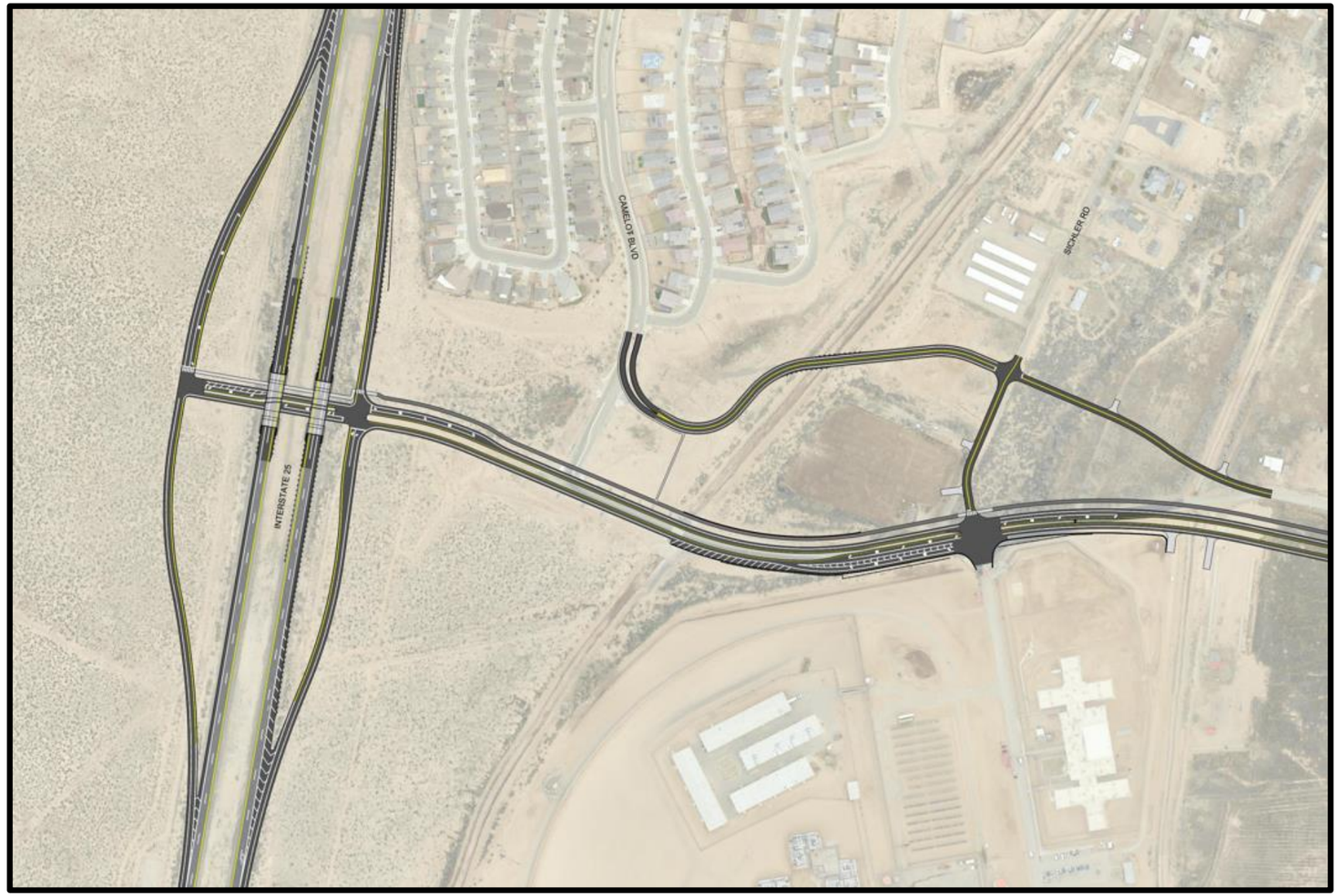



**FIGURE 11 – RECOMMENDED INTERCHANGE CONFIGURATION**

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# APPENDIX A – TRAFFIC ANALYSIS: I-25/MORRIS INTERCHANGE

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# DRAFT REPORT
# Traffic Analysis: I-25/Morris Road Interchange
## Control Number A300961

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# 1.0 INTRODUCTION

## *1.1 BACKGROUND*

The Los Lunas/Valencia County travel demand forecast model (TDFM) had been used for preliminary evaluation of the need for and benefit of the proposed I-25/Morris Road Interchange. Previous studies have demonstrated operational problems along NM-6 in Los Lunas area. The model used for this analysis is updated from the Valencia County model used in early 2017 for the preliminary Morris Road interchange analysis. This analysis includes additional updated data and model enhancements. The Interstate Access Change Request Assumptions Document was developed to specify the scope of this analysis.

Village of Los Lunas officials have been very proactive in planning for the future transportation needs of the Village. As a part of that planning, the Village in January 2003 commissioned Molzen-Corbin & Associates to conduct a Village-wide transportation study. This is when a computer-based transportation planning model was created for the area in the modeling software called TModel. The Los Lunas model was expanded to encompass Valencia County in 2005 and updated to the PTV Vision VISUM software in 2007. TModel and subsequently VISUM were selected for the model because of the ability to model delay at intersections. Delay along NM-6 and in the Los Lunas area is primarily due to traffic at the intersections, and it is important to accurately reflect this in the travel demand model and operational analysis.

The 2019 Valencia County model used for this analysis is an extensive update of the 2007 Valencia County model. For consistency with regional planning, it uses the MRCOG (Mid-Region Council of Governments) DASZ (Data Analysis Subzones) as the basis of demographic inputs. In the Data Dictionary, MRCOG DASZ Datasets, updated February 2018, DASZ is defined as *"This is a geographic unit with a numeric identifier that represents the 914 zones in MRCOG's land use and travel demand models."* For the purposes of the Valencia County model, the DASZs are subdivided into the Valencia County model zones. This includes seven (7) DASZs from Bernalillo County and seventy-two (72) DASZs for Valencia County which are subdivided into 232 demographic zones (including 4 zones in Socorro County), three (3) park and ride zones, and twelve (12) external zones.

The 2019 Valencia County Model has been updated to a 2019 base year and revalidated for the 2019 base year with forecasts for the year 2040. The Valencia County model update includes extensive network updates for link and node coding, TAZ boundary updates, complete demographic updates, updating of the model procedures to VISUM version 2021+, adding explicit truck assignment, and incorporation of the external data from the MRCOG model and through traffic from the New Mexico Statewide Travel Demand Model (NMSTDM). Detailed Geometrics were coded in detail for use in Level of Service (LOS) analysis for the analysis intersections. Land use forecasts are for 2040 as supplied by DASZ from MRCOG approved by the MTB on April 17, 2020.

The New Mexico Statewide Travel Demand Model (NMSTDM) was last updated in 2014. The NMSTDM model incorporates the data from the local models in New Mexico and as well as the complete state road network to facilitate the modeling of regional travel into and through the MPOs as well as rural facilities with a base year of 2006 and forecast years of 2010, 2020, 2030, and 2040. The NMSTDM is especially useful in this area to forecast external and through movement growth on the Interstate and arterial system. For purposes of this study, the NMSTDM was updated with the new Valencia County TAZ structure and existing and 2040 forecast MRCOG DASZ and Valencia County land use to properly reflect growth.

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### *1.2 STUDY AREA*

The project is located in Valencia County, New Mexico, on the southern edge of the Village of Los Lunas. The project location is shown in Figure 1.

**Figure 1 - Project Locaton**




The study area includes the existing I-25/NM-6 (Main Street) Interchange (Exit 203) in Los Lunas, the proposed I-25/Morris Road Interchange, and the I-25/Business 25 (Exit 195) in Belen. The study also includes proposed improvements or changes to Morris Road and other connections. Network analysis is conducted for the intersections of:

1. Main (NM-6) & Huning Ranch Loop
2. Main (NM-6) & Los Morros Rd
3. Main (NM-6) & Desert Willow Rd
4. Main (NM-6) & Sun Ranch Village Rd
5. I-25 & Main (NM-6) SB Ramps
6. I-25 & Main (NM-6) NB Ramps
7. Main (NM-6) & Emilio Lopez Rd & Camelot Blvd
8. Main (NM-6) & Grant Blvd
9. Main (NM-6) & Los Cerritos
10. Main (NM-6) & Canal Blvd
11. Main (NM-6) & Don Pasqual Rd
12. Main (NM-6) & NM-314
13. Main (NM-6) & Luna Ave
14. Main (NM-6) & Los Lentes Rd
15. Main (NM-6) & Carson Dr
16. Main (NM-6) & Edeal Rd
17. Main (NM-6) & El Cerro Loop (NM-263)
18. Main (NM-6) & NM-47

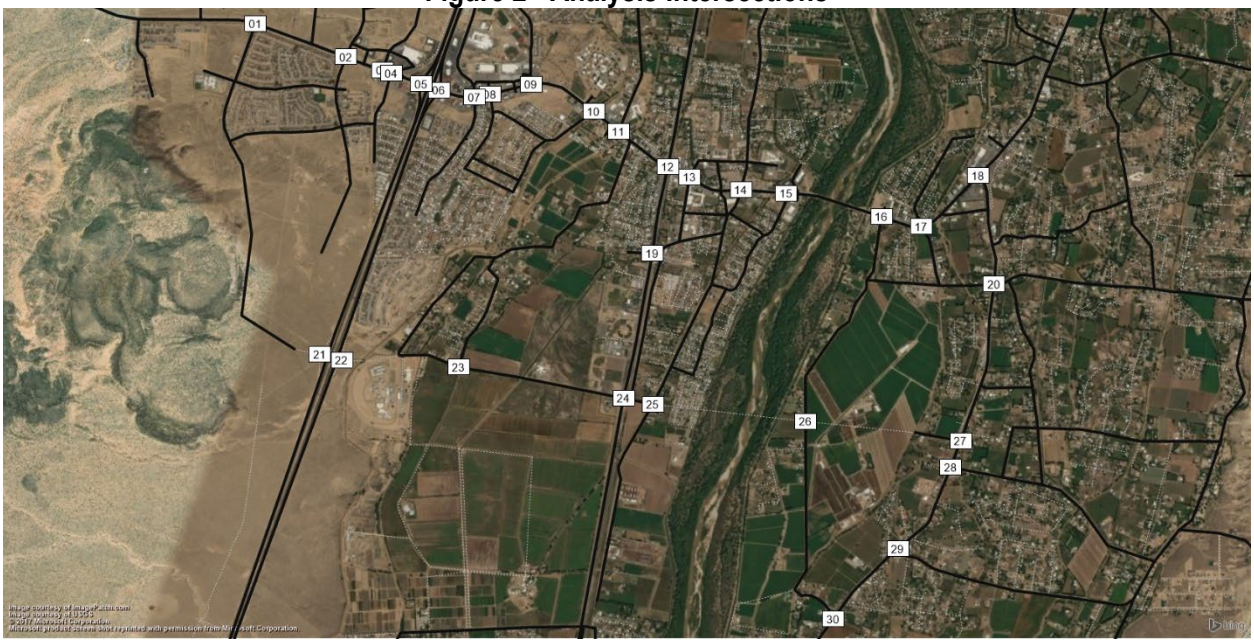
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19. NM-314 & Courthouse Rd
20. NM-47 & El Cerro Loop
21. I-25 & Morris Rd SB Ramps
22. I-25 & Morris Rd NB Ramps
23. Morris Rd & Shawn Dr
24. NM-314 & Morris Rd
25. Morris Rd & Los Lentes Rd
26. Morris Rd & Edeal Rd
27. NM-47 & Morris Rd (Hyde Ln )
28. NM-47 & Otero Rd.
29. NM-47 & S.El Cerro Loop (NM-263)
30. NM-47 & Edeal Rd

These intersections are shown in Figure 2.

**Figure 2 - Analysis Intersections**




The operational impact of the adjacent interchanges will be studied to ensure that the improvement will not have a negative impact on these interchanges or local roadways.

### *1.3 SCOPE OF STUDY*

The purpose of this traffic analysis is to assess traffic operations of proposed alternative improvements, including the NO-Build, for the proposed I-25/Morris Road Interchange in Los Lunas, New Mexico. This study evaluates both existing and proposed conditions on the approach roadways of the interchange proper along with operations at the adjacent interchanges of I-25/NM-6 (Exit 203) and I-25/Business 25 (Exit 195), as well as Main Street (NM 6). This study serves as important input into the *Interstate Access Change Request (IACR)* for New Mexico State Department of Transportation (NMDOT) project A300961.

Work tasks incorporated into this analysis include:

**A.** *Model Update* – the Valencia County model was updated and validated against weekday ADT counts and AM and PM peak hour counts at the intersections listed in Section 1.2. This included detailed intersection geometrics and peak hour turning movement counts that were used for peak hour model calibration and validation.

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**B.** *Traffic Operations Analysis* - utilizing the collected data, computerized models were developed for analysis in accordance with the *Highway Capacity Manual (HCM) 6th Edition (2016)* procedures for both the identified intersections as well as ramp merge & diverge locations for I-25.

### *1.4 EXECUTIVE SUMMARY*

Traffic Operations Analyses were conducted using existing data collected as a part of this study. Generally, traffic along Main Street in Los Lunas (NM 6) has a poor level of service in the peak periods. Much of the traffic currently using the I-25/Main Street Interchange is destined south of Main Street and also connects with NM 314 and NM 47.

Projected population growth in Valencia County in general and the Village of Los Lunas in particular is expected to significantly increase over the forecast period. This will in turn result in extensive travel times and delays for the region. Furthermore, safety and security concerns relative to the single river crossing in Los Lunas will not be addressed.

This analysis has demonstrated that the implementation of the proposed Morris Road facility will reduce travel time, reduce overall travel, and increase mobility. In addition, the proposed corridor will operate at satisfactory levels of service while relieving projected congestion along Main Street.

The I-25 mainline corridor is expected to operate satisfactorily with the implementation of the Morris Road interchange as presented in Table 15. However, I-25 north of Main Street may operate below satisfactory levels in the horizon year due to travel demand between Los Lunas and Albuquerque. This condition is predicated on the projected growth coming to fruition, and would require a more extensive regional analysis to ascertain the logical termini for I-25 mainline improvements.

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# 2.0 EXISTING CONDITIONS

## *2.1 NETWORK DESCRIPTION*

While the focus of the project is on evaluating the proposed I-25/Morris Road Interchange, the study network includes the adjacent interchanges of I-25/Main Street NM-6 (Exit 203) and I-25/Business-25 (Exit 195) in consideration of the impacts that potential modifications would have to the system. The following roadway sections are included in the traffic analysis.

**A.** **I-25**. Interstate highway serving regional and local traffic with two travel lanes in each direction, 10-foot outside shoulders, 4-foot inside shoulders, and divided by a wide, generally non-traversable median. The posted speed is 75 mph throughout the study area. I-25 begins at I-10 in Las Cruces and continues north through to Albuquerque and beyond through Colorado.

**B.** **Main Street (NM-6)**. NM-6 begins at exit 126 from I-40, 35 miles northwest of Los Lunas, as a minor arterial and follows the route of Historic Route 66 with one travel lane each direction and 5-foot outside shoulders. The posted speed is 60 mph until approximately mile post 31 just west of the intersection with Jubilee Blvd within the Village of Los Lunas. At this point, Main Street becomes 45 mph. Just west of the intersection with Sand Sage Rd NW, Main Street widens to two-lanes each direction with additional intersection channelization. At the I-25 Interchange, Main Street is classified as a Principal Arterial. From Huning Ranch Lp. through NM 47, Main Street is essentially a 4-lane arterial roadway with auxiliary lanes and raised medians or continuous two-way left-turn lane (TWLTL) within various segments.

**C.** **Morris Road** – this proposed new corridor will consist of a four-lane divided arterial roadway with a raised median, bike lanes, curb & gutter, sidewalk, and auxiliary turn lanes at the major intersections. It will extend from Huning Ranch Lp. west of I-25 to NM 47 and will include a new river crossing at the Rio Grande. The posted speed will be 45 mph as there are limited access points.

**D.** **Other Network Roads** – all routes designated as network facilities on the MRCOG long-range roadway network within the study area were included in the TDFM network as illustrated in Figure 3.

## *2.2 TRAFFIC DATA*

Extensive traffic counts were undertaken for the purpose of validating the travel demand model for use in the traffic analysis of the proposed interchange as well as for traffic operations analysis.

### 2.2.1 Traffic Volume Counts

Two (2) locations were selected as cordon counts to provide hourly and daily volumes over a three day period. Data summaries of these counts are contained in Appendix A. These counts were supplemented by database information provided by the New Mexico Department of Transportation (NMDOT) Planning Bureau.

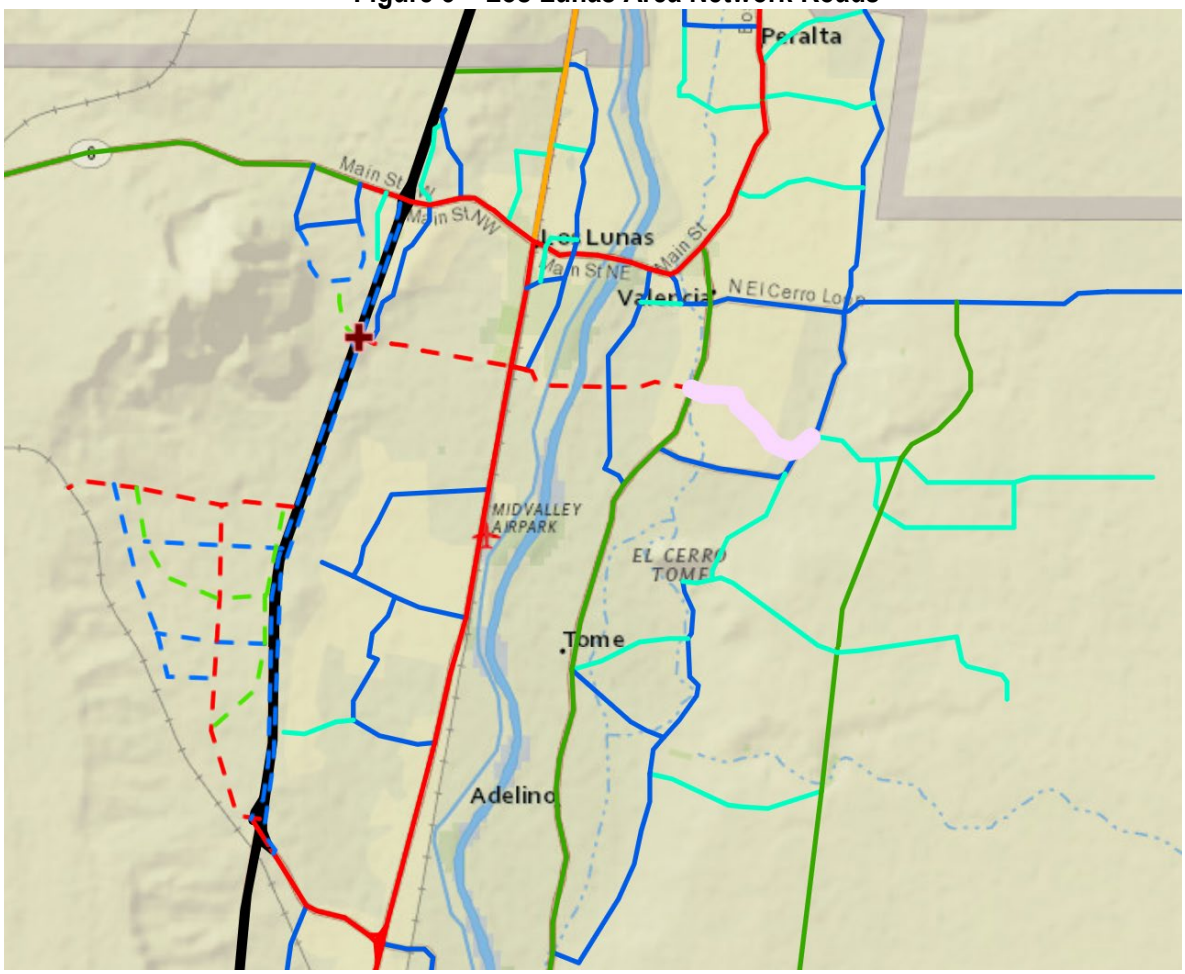
### 2.2.2 Turning Movement Counts (TMCs)

Thirty-one (31) intersections were counted for the periods of 7-9 a.m. and 4-6 p.m. to capture typical weekday peak period traffic, which is the basis for trip generation estimates in the travel demand model. The counts included vehicles (cars [FHWA classifications 1-3] and “trucks” [class 4-13]) and pedestrians/bicyclists. Data summaries of these counts are contained in Appendix A.

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**Figure 3 – Los Lunas Area Network Roads**




These counts were collected early in year 2019 when this study was initiated. Subsequently, in an unsigned memorandum dated November 25, 2019, NMDOT District 3 Traffic staff issued new traffic study requirements that included the collection of demand volumes for saturated conditions and multiple period analysis. Because of the COVID-19 pandemic and government-mandated shutdowns in 2020-2021, the State Traffic Engineer issued guidance in a memorandum dated October 5, 2020 that provided alternative means of data collection and noted that valid data collected between September 2016 and February 2020 would be accepted. Furthermore, traffic counts collected throughout the region demonstrate that traffic volumes have not returned to pre-pandemic levels. Therefore, the year 2019 baseline counts collected for this study represent the peak of economic activity and related traffic.

### *2.3 BASELINE TRAFFIC OPERATIONS*

The existing Main Street corridor experiences congestion which the new Morris Road corridor will alleviate while also providing new and alternative access to the southern and eastern sections of the Village of Los Lunas. Analysis of existing traffic operations is essential for evaluation of the proposed new Morris Road corridor.

This study was initiated and data collected in year 2019. Initially, the TDFM network analysis conducted in VISUM software was utilized to forecast travel demand and compute traffic operations analyses per the HCM

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procedures. Subsequently, staff from the NMDOT Traffic Technical Support Bureau required that traffic operations analyses be conducted utilizing *Highway Capacity Software* (HCS), published by the McTrans Center of the University of Florida (UF).

### 2.3.1 Software

*Synchro 11* software package by *Trafficware Ltd.* was utilized to establish the Main Street and Morris Road corridors and compute the results in HCM format. Synchro provides better functionality for urban corridor analysis and was used to report unsignalized intersection LOS as well as specialized analyses such as High-Tee intersections. Signalized intersections were exported to *Highway Capacity Software version 7* (HCS7, v. 7.9.5), which was used to compute LOS for the signalized intersections along the Main Street and Morris Road corridors, along with the I-25 Mainline and the freeway merge / diverge analyses.

### 2.3.2 Operational Analysis Procedures

Following is a summary of the key settings applied for this analysis:

1. Default saturated flow of 1900 pc/h/ln was utilized as Los Lunas is considered part of the Albuquerque metro area.
2. Peak hours and peak hour factor (PHF) of each intersection were used rather than a common peak hour for the corridor to replicate demand and provide a slightly conservative analysis. The Main Street corridor has several zones that operate somewhat independently. For forecast scenarios, the HCM de facto PHF of 0.92 was applied.
3. Traffic signal timing settings for the signalized intersections were provided by NMDOT Traffic Operations staff of the State Maintenance Bureau and input into the traffic models for analysis.
   a. Many of these intersections are currently coordinated and therefore the applicable time-of-day plans were used for the peak analyses.
   b. Maximum splits were set to Max1 unless otherwise noted.
   c. Pedestrian timings were input, but in some cases the coordinated green times for through movements were adjusted to fit within the cycle length.
   d. Offset reference point set to *Φ2+6 "TS2 1st Green"* and coordination mode to "float".
4. Dimensions were measured and grades were estimated in *Google Earth©*.
5. Shared lane volumes were estimated.
6. Free right-turn lane volumes were excluded from the signalized intersections.
7. The posted speed at Luna Ave. was increased to 25 mph due to a HCM limitation.
8. Observation of the rail crossing east of NM 314 showed that the intersection queues cleared in subsequent cycles following a train, therefore no initial queues were included.

The Main Street corridor roadway network depicting signalized intersections and lane geometry are shown in Figures 4 and 5 (given the size of the corridor, these exhibits are available separately as D-size sheets for clarity). Results of the base year 2019 traffic operations analyses are summarized in Table 1 following.

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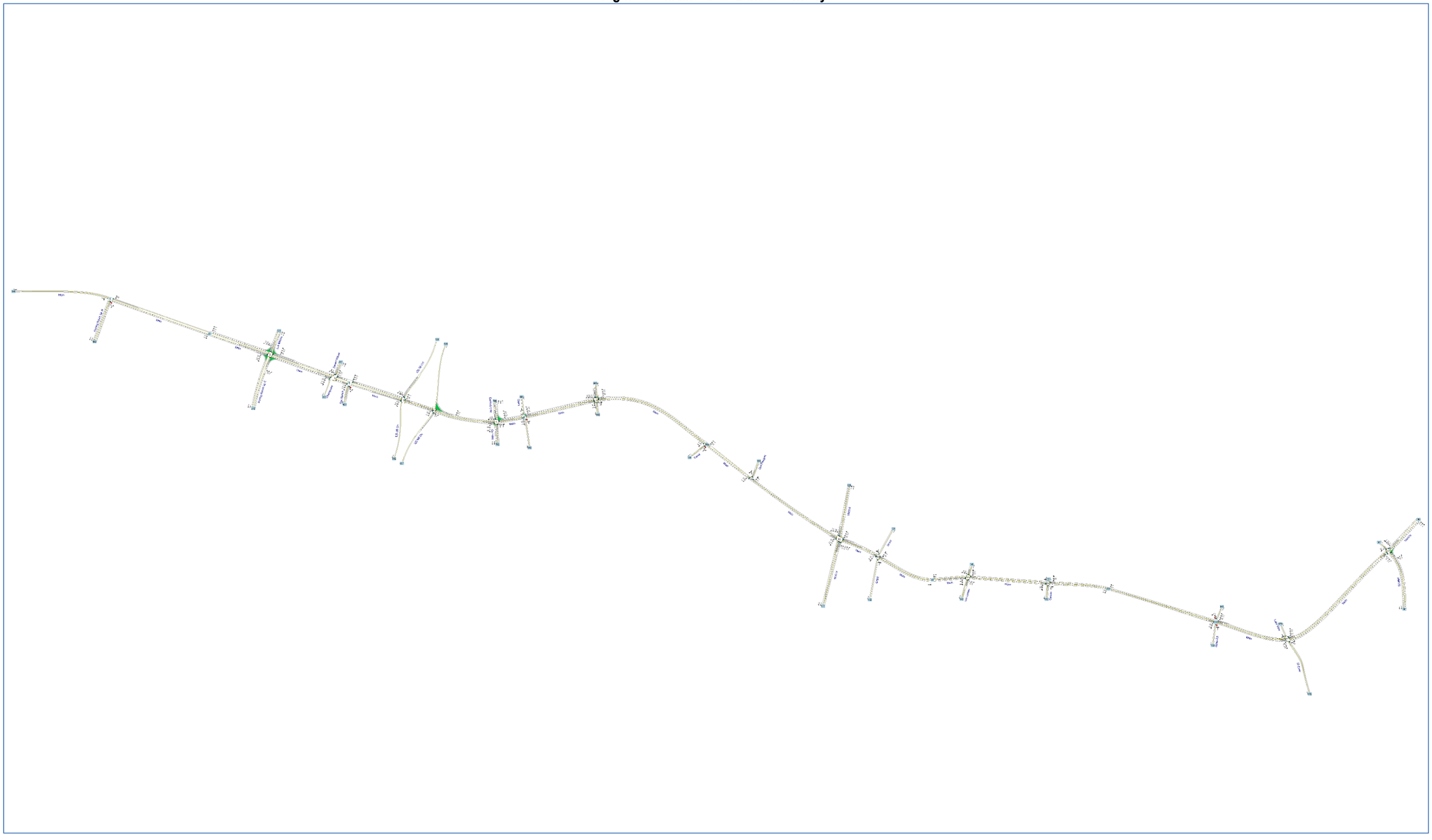
**Figure 4 – Main Street Baseline Roadway Network**



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**Figure 5 – Main Street Lane Geometry**



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



**Table 1 – LOS Summary for Main Street Baseline (Year 2019)**

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 2-Huning E/LosMorros | Volume | 30 | 231 | 0 | 88 | 306 | 0 | 2 | 4 | 0 | 22 | 3 | 0 | 4 | 477 | 0 | 184 | 208 | 0 | 1 | 1 | 0 | 76 | 10 | 0 |
| | V/C[1] | 0.078 | 0.141 | 0.000 | 0.309 | 0.527 | 0.000 | 0.233 | 0.095 | 0.000 | 0.140 | 0.023 | 0.000 | 0.015 | 0.714 | 0.000 | 0.904 | 0.371 | 0.000 | 0.213 | 0.019 | 0.000 | 0.251 | 0.047 | 0.000 |
| | RQ[2] | 0.02 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 |
| | Delay[3] | 10.0 | 12.2 | 0.0 | 8.0 | 13.9 | 0.0 | 49.3 | 43.3 | 0.0 | 41.1 | 38.8 | 0.0 | 20.7 | 27.6 | 0.0 | 28.4 | 13.2 | 0.0 | 46.2 | 37.2 | 0.0 | 32.7 | 29.2 | 0.0 |
| | LOS | B | B | | A | B | | D | D | | D | D | | C | C | | C | B | | D | D | | C | C | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***13.1*** | ***B*** | | | | | | | | | | | ***23.5*** | ***C*** |
| 3-Desert Willow | Volume | 9 | 429 | | | 401 | 69 | | | | 120 | | 20 | 36 | 640 | | | 341 | 99 | | | | 486 | | 50 |
| | V/C[1] | 0.013 | 0.063 | | | 0.440 | 0.155 | | | | 0.632 | | 0.206 | 0.101 | 0.255 | | | 0.478 | 0.292 | | | | 0.876 | | 0.160 |
| | RQ[2] | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.64 | | 0.00 | 0.05 | 0.00 | | | 0.00 | 0.00 | | | | 2.65 | | 0.00 |
| | Delay[3] | 3.6 | 1.8 | | | 5.6 | 3.0 | | | | 51.4 | | 48.3 | 7.9 | 5.9 | | | 11.7 | 4.8 | | | | 56.6 | | 41.5 |
| | LOS | A | A | | | A | A | | | | D | | D | A | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***8.9*** | ***A*** | | | | | | | | | | | ***19.2*** | ***B*** |
| 5-I25 West | Volume | | 616 | 73 | 125 | 470 | | | | | 279 | 0 | 227 | | 1083 | 180 | 180 | 729 | | | | | 562 | 0 | 345 |
| | V/C[1] | | 0.197 | 0.055 | 0.383 | 0.454 | | | | | 0.606 | 0.000 | 0.864 | | 0.550 | 0.136 | 0.661 | 0.440 | | | | | 0.633 | 0.000 | 1.056 |
| | RQ[2] | | 0.00 | 0.03 | 0.85 | 0.00 | | | | | 0.55 | 0.00 | 0.74 | | 0.00 | 0.13 | 1.01 | 0.00 | | | | | 0.75 | 0.00 | 1.68 |
| | Delay[3] | | 7.7 | 9.0 | 8.6 | 11.8 | | | | | 39.9 | 0.0 | 47.5 | | 26.1 | 14.5 | 18.2 | 6.7 | | | | | 45.3 | 0.0 | 106.2 |
| | LOS | | A | A | A | B | | | | | D | | D | | C | B | B | A | | | | | D | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***18.5*** | ***B*** | | | | | | | | | | | ***32.8*** | ***C*** |
| 6-I25 East | Volume | 202 | 731 | | | 603 | 0 | 60 | 0 | 141 | | | | 411 | 1239 | | | 821 | 0 | 109 | 0 | 157 | | | |
| | V/C[1] | 0.366 | 0.185 | | | 0.511 | 0.000 | | 0.293 | 0.837 | | | | 0.796 | 0.400 | | | 0.463 | 0.000 | | 0.510 | 0.880 | | | |
| | RQ[2] | 0.12 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.51 | | | | 0.70 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.73 | | | |
| | Delay[3] | 6.5 | 1.5 | | | 7.7 | 0.0 | | 45.0 | 60.8 | | | | 12.8 | 2.9 | | | 9.6 | 0.0 | | 55.0 | 86.8 | | | |
| | LOS | A | A | | | A | | | D | E | | | | B | A | | | A | | | E | F | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***11.1*** | ***B*** | | | | | | | | | | | ***13.8*** | ***B*** |
| 7-Em.Lpz./Camelot | Volume | 244 | 466 | 69 | 142 | 791 | 352 | 232 | 76 | 130 | 101 | 25 | 176 | 255 | 900 | 154 | 226 | 719 | 170 | 158 | 53 | 182 | 120 | 51 | 159 |
| | V/C[1] | 0.486 | 0.209 | 0.069 | 0.241 | 0.449 | 0.435 | 0.552 | 0.248 | 0.500 | 0.348 | 0.105 | 0.883 | 0.547 | 0.506 | 0.195 | 0.598 | 0.439 | 0.230 | 0.429 | 0.213 | 0.862 | 0.514 | 0.204 | 0.744 |
| | RQ[2] | 0.77 | 0.00 | 0.48 | 0.38 | 0.00 | 0.00 | 1.11 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 | 0.85 | 0.00 | 1.27 | 0.57 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 |
| | Delay[3] | 17.7 | 18.7 | 17.1 | 15.7 | 23.6 | 24.0 | 47.0 | 55.1 | 58.7 | 49.1 | 58.4 | 90.5 | 16.4 | 23.5 | 19.1 | 18.4 | 22.5 | 19.8 | 42.7 | 51.7 | 75.0 | 43.9 | 51.7 | 63.6 |
| | LOS | B | B | B | B | C | C | D | E | E | D | E | F | B | C | B | B | C | B | D | D | E | D | D | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***32.7*** | ***C*** | | | | | | | | | | | ***30.0*** | ***C*** |
| 9-Los Cerritos | Volume | 44 | 624 | 18 | 3 | 1115 | 84 | 30 | 2 | | 251 | 6 | 204 | 226 | 841 | 73 | 17 | 943 | 241 | 62 | 15 | 12 | 232 | 14 | 157 |
| | V/C[1] | 0.116 | 0.264 | 0.265 | 0.006 | 0.544 | 0.090 | 0.447 | 0.028 | | 0.775 | 0.714 | 0.681 | 0.579 | 0.441 | 0.441 | 0.048 | 0.483 | 0.273 | 0.256 | 0.194 | | 0.804 | 0.065 | 0.860 |
| | RQ[2] | 0.08 | 0.00 | 0.00 | 0.01 | 0.00 | 0.17 | 0.51 | 0.00 | | 1.03 | 0.00 | 1.07 | 0.67 | 0.00 | 0.00 | 0.06 | 0.00 | 1.56 | 1.08 | 0.00 | | 1.00 | 0.00 | 1.81 |
| | Delay[3] | 9.5 | 9.8 | 9.8 | 9.5 | 11.9 | 4.6 | 52.9 | 50.5 | | 55.9 | 58.3 | 56.1 | 13.8 | 14.2 | 14.2 | 11.9 | 19.1 | 14.9 | 50.6 | 55.3 | | 59.8 | 50.3 | 74.0 |
| | LOS | A | A | A | A | B | A | D | D | | E | E | E | B | B | B | B | B | B | D | E | | E | D | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***21.5*** | ***C*** | | | | | | | | | | | ***24.5*** | ***C*** |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11-Don Pasqual | Volume | 204 | 790 | | | 844 | 207 | | | | 127 | | 141 | 77 | 1159 | | | 1110 | 54 | | | | 54 | | 86 |
| | V/C[1] | 0.545 | 0.258 | | | 0.550 | 0.554 | | | | 0.659 | | 0.829 | 0.216 | 0.375 | | | 0.437 | 0.437 | | | | 0.436 | | 0.787 |
| | RQ[2] | 1.53 | 0.00 | | | 0.00 | 0.00 | | | | 1.13 | | 0.00 | 0.75 | 0.00 | | | 0.00 | 0.00 | | | | 0.57 | | 0.00 |
| | Delay[3] | 12.5 | 2.5 | | | 15.6 | 18.2 | | | | 47.5 | | 50.8 | 11.7 | 3.4 | | | 4.9 | 5.1 | | | | 58.2 | | 63.3 |
| | LOS | B | A | | | B | B | | | | D | | D | B | A | | | A | A | | | | E | | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | | ***16.4*** | ***B*** | | | | | | | | | | ***7.9*** | ***A*** |
| 12-NM314 | Volume | 35 | 609 | 240 | 73 | 772 | 99 | 384 | 96 | 75 | 82 | 73 | 58 | 41 | 825 | 256 | 121 | 831 | 100 | 311 | 105 | 60 | 165 | 175 | 63 |
| | V/C[1] | 0.091 | 0.325 | 0.286 | 0.157 | 0.451 | 0.127 | 0.878 | 0.170 | 0.295 | 0.491 | 0.246 | 0.442 | 0.096 | 0.413 | 0.288 | 0.265 | 0.377 | 0.100 | 0.881 | 0.290 | 0.376 | 1.278 | 0.670 | 0.546 |
| | RQ[2] | 0.19 | 0.00 | 1.53 | 0.11 | 0.00 | 0.38 | 1.39 | 0.00 | 0.89 | 0.32 | 0.00 | 0.45 | 0.23 | 0.00 | 1.59 | 0.16 | 0.00 | 0.27 | 1.37 | 0.00 | 0.93 | 2.58 | 0.00 | 0.59 |
| | Delay[3] | 13.2 | 19.0 | 17.0 | 12.2 | 20.3 | 16.7 | 63.2 | 38.7 | 40.1 | 52.8 | 46.9 | 49.5 | 10.1 | 15.7 | 13.8 | 11.1 | 15.1 | 11.4 | 78.2 | 53.7 | 55.2 | 229.8 | 61.1 | 61.5 |
| | LOS | B | B | B | B | C | B | E | D | D | D | D | D | B | B | B | B | B | B | E | D | E | F | E | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | | ***29.9*** | ***C*** | | | | | | | | | | ***39.8*** | ***D*** |
| 13-Luna | Volume | 54 | 642 | 71 | 28 | 775 | 1 | 65 | 11 | 20 | 15 | 21 | 116 | 88 | 935 | 27 | 0 | 1037 | 1 | 48 | 17 | 19 | 5 | 9 | 82 |
| | V/C[1] | 0.407 | 0.277 | 0.278 | 0.302 | 0.320 | 0.320 | | 0.549 | | | 0.693 | | 0.684 | 0.311 | 0.311 | 0.000 | 0.314 | 0.314 | | 0.570 | | | 0.610 | |
| | RQ[2] | 0.90 | 0.00 | 0.00 | 0.70 | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 2.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| | Delay[3] | 34.7 | 10.2 | 10.8 | 50.4 | 6.3 | 6.3 | | 48.2 | | | 48.9 | | 61.3 | 2.1 | 2.2 | 0.0 | 4.2 | 4.2 | | 59.6 | | | 59.6 | |
| | LOS | C | B | B | D | A | A | | D | | | D | | E | A | A | | A | A | | E | | | E | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | | ***15.6*** | ***B*** | | | | | | | | | | ***10.9*** | ***B*** |
| 14-Los Lentes | Volume | 57 | 538 | 14 | 188 | 645 | 75 | 56 | 102 | 179 | 123 | 109 | 55 | 30 | 820 | 51 | 220 | 809 | 97 | 98 | 45 | 237 | 126 | 56 | 35 |
| | V/C[1] | 0.161 | 0.335 | 0.335 | 0.419 | 0.426 | 0.426 | 0.631 | 0.385 | 0.804 | 0.816 | 0.329 | 0.197 | 0.080 | 0.494 | 0.494 | 0.497 | 0.399 | 0.399 | 0.288 | 0.147 | 0.902 | 0.338 | 0.168 | 0.126 |
| | RQ[2] | 0.03 | 0.00 | 0.00 | 0.86 | 0.00 | 0.00 | 0.76 | 0.00 | 2.20 | 1.93 | 0.00 | 0.63 | 0.02 | 0.00 | 0.00 | 0.97 | 0.00 | 0.00 | 1.19 | 0.00 | 3.60 | 1.68 | 0.00 | 0.49 |
| | Delay[3] | 13.8 | 27.6 | 27.6 | 13.6 | 24.3 | 24.4 | 58.9 | 43.0 | 53.1 | 63.0 | 39.0 | 37.8 | 14.2 | 22.5 | 22.5 | 16.8 | 14.6 | 15.0 | 39.9 | 44.9 | 77.2 | 39.1 | 43.6 | 43.2 |
| | LOS | B | C | C | B | C | C | E | D | D | E | D | D | B | C | C | B | B | B | D | D | E | D | D | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | | ***31.4*** | ***C*** | | | | | | | | | | ***28.0*** | ***C*** |
| 15-Carson | Volume | 5 | 752 | 47 | 85 | 897 | 6 | 54 | 1 | 136 | 5 | 2 | 3 | 9 | 1198 | 70 | 138 | 1036 | 5 | 78 | 1 | 163 | 5 | 3 | 8 |
| | V/C[1] | 0.016 | 0.503 | 0.503 | 0.217 | 0.401 | 0.401 | 0.208 | 0.396 | | | 0.037 | | 0.022 | 0.605 | 0.606 | 0.328 | 0.347 | 0.347 | 0.418 | 0.542 | | | 0.070 | |
| | RQ[2] | 0.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.7 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 1.3 | 0.0 | | | 0.0 | |
| | Delay[3] | 22.2 | 24.4 | 25.5 | 12.4 | 11.2 | 11.2 | 38.8 | 33.2 | | | 29.6 | | 4.5 | 16.0 | 14.9 | 12.5 | 9.3 | 9.3 | 55.2 | 45.6 | | | 39.4 | |
| | LOS | C | C | C | B | B | B | D | C | | | C | | A | B | B | B | A | A | E | D | | | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | | ***19.7*** | ***B*** | | | | | | | | | | ***17.1*** | ***B*** |
| 17-El Cerro | Volume | 5 | 581 | 269 | 16 | 528 | 2 | 474 | 3 | 13 | 13 | 1 | 1 | 9 | 799 | 551 | 24 | 724 | 23 | 329 | 10 | 50 | 21 | 5 | 7 |
| | V/C[1] | 0.022 | 0.666 | 0.340 | 0.063 | 0.438 | 0.004 | 0.773 | 0.025 | | | 0.104 | | 0.030 | 0.611 | 0.614 | 0.075 | 0.457 | 0.032 | 0.657 | 0.109 | | | 0.180 | |
| | RQ[2] | 0.03 | 0.00 | 1.15 | 0.08 | 0.00 | 0.02 | 7.06 | 0.00 | | | 0.00 | | 0.04 | 0.00 | 2.67 | 0.10 | 0.00 | 0.18 | 5.07 | 0.00 | | | 0.00 | |
| | Delay[3] | 18.3 | 23.4 | 7.5 | 18.3 | 20.6 | 17.5 | 23.0 | 12.0 | | | 34.1 | | 15.0 | 19.8 | 11.2 | 15.0 | 17.5 | 14.4 | 23.9 | 16.8 | | | 33.9 | |
| | LOS | B | C | A | B | C | B | C | B | | | C | | B | B | B | B | B | B | C | B | | | C | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | | ***20.1*** | ***C*** | | | | | | | | | | ***17.9*** | ***B*** |
| 18-NM47 | Volume | 56 | 392 | 16 | 251 | 395 | 15 | 31 | 36 | 0 | 16 | 30 | 13 | 157 | 483 | 54 | 887 | 542 | 41 | 50 | 91 | 0 | 76 | 138 | 63 |
| | V/C[1] | 0.717 | 0.286 | 0.026 | 0.724 | 0.192 | 0.193 | 0.239 | 0.288 | 0.000 | 0.118 | 0.368 | | 0.818 | 0.714 | 0.177 | 0.852 | 0.356 | 0.357 | 0.281 | 0.264 | 0.000 | 0.280 | 0.615 | |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | RQ[2] | 0.62 | 0.00 | 0.07 | 0.56 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.25 | 0.00 | | 1.26 | 0.00 | 0.44 | 1.29 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.90 | 0.00 | |
| | Delay[3] | 46.2 | 8.2 | 6.7 | 40.8 | 6.3 | 6.3 | 42.2 | 40.0 | 0.0 | 40.7 | 40.9 | | 40.6 | 30.2 | 25.4 | 27.2 | 14.9 | 15.0 | 38.2 | 29.8 | 0.0 | 33.4 | 33.5 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | D | C | C | C | B | B | D | C | | C | C | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***18.4*** | ***B*** | | | | | | | | | | | ***27.1*** | ***C*** |

***NOTES:*** ***1. v/c = vehicle to capacity ratio***
***2. Queue storage ratio (95th percentile)***
***3. Control Delay (s/veh)***

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### *2.4 CRASH SUMMARY*

Crash records within the study area were obtained from the NMDOT Traffic Safety Division's database for a 5-year period of 2013 through 2017, the most recent data available at the time this evaluation was conducted. Records for mileposts (MP) 195 through 206, respectively, were requested. These were then divided into the following three study segments:

1. Segment 1: MP 195 to MP 197 – this segment contains the Belen North Interchange designated as Exit 195 in the roadway database. The northbound exit ramp originates within MP 195 while the southbound exit ramp originates in MP 197, thus the MP range spans the southern- and northernmost extents of this interchange along I-25.
2. Segment 2: MP 201 to MP 202 – the proposed Morris Road Interchange would occur within this segment.
3. Segment 3: MP 203 to MP 204 – the existing NM 6 Los Lunas Interchange exists within this segment.

These three study segments encompass the interchange being evaluated for the interstate access change request (IACR), namely the proposed Morris Road interchange, and the immediately adjacent interchanges along I-25. Crash records outside these three segments were not evaluated as part of this study.

The focus for this study was on a more generalized review of recurring crash patterns that could pose safety concerns relative to the proposed Morris Road Interchange and that could be addressed in the design stage of project development. Each of the three segments was tabulated individually, and then the totals of the three segments were combined to evaluate the I-25 corridor within the overall study limits. Tabulated crash data for the corridor are summarized in Table 2, and data tabulations by segment are included in Appendix B. Several observations are offered regarding the tabulated crash data.

**A.** The number of combined crashes per year varied along the overall study limits through the analysis period, with an average of approximately 24 per year.

**B.** The highest crash types for the combined tabulation, along with potential contributing factors and mitigation measures, were:

**1.** *Rollover (Overturn)* (27%) – rollover crashes often resulted in injury, however not in every case. These crashes were usually related to excessive speeds and sometimes occurred during wet weather conditions, though other contributing factors included alcohol/drug involvement, driver inattention, defective tires, or avoiding impact of another vehicle resulting in overcorrection and overturning.

Potential mitigation measures could include reduced speed limit, increased enforcement, improved or upgraded traffic control devices (signing, pavement markings), and improved skid resistance.

**2.** *Sideswipe: Same Direction (25%)* – crashes in this category encompass a variety of collisions involving multiple vehicles such as avoidance of another vehicle or roadway object, driving "left of center" (and presumably over-correcting), driver inattention, and "other" contributing factors.

Potential mitigation measures could include new or upgraded traffic control devices (signing, pavement markings), speed evaluation (if warranted), and increased enforcement.

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3. *Fixed Object* (16%) – involve crashes with objects adjacent to the roadway including barriers or median curbs. In some cases, guardrails were identified as the fixed object with the implication that vehicles swerved to avoid impact from another vehicle and thus striking the guardrail. This category did not include non-fixed objects such as large debris that was dropped on the roadway. Contributing factors could include inadequate offsets to obstructions, deficient roadway geometry, excessive speeds, inadequate traffic control devices (signing, pavement markings), or slippery surfaces.

   Potential mitigation measures could include removal of obstructions, installation of breakaway systems for signs and poles, improved markings (e.g., reflective devices on barriers), improved or upgraded traffic control devices (signing, pavement markings), speed reduction (if warranted), improved skid resistance, and roadway lighting improvements.

**C.** The three highest contributing factors, or probable causes, were:

1. *Improper Driving (21%)* – this category included other contributing sub-factors such as "improper backing", "improper overtaking", "improper lane change", or "other improper driving." Further investigation of police reports would be necessary to better discern contributing factors, though they predominantly originated with driver behavior.

2. *Driver Inattention* (25%) – possibly related to difficulty in negotiating the interchange proper or other factors such as cell phone usage. Some benefits may be realized with the provision of new/improved guidance (such as warning signs of appropriate size, reflectivity, location, legend, etc.; pavement markings; way-finding signs), clear channelization and delineation, enhanced or supplemental traffic signal indications, enhanced reflectivity (pavement markings, barriers, etc.).

3. *Other* (17%) – this category included other non-driver-caused factors such as large objects on the roadway, or no clear codes in the record. Further investigation of police reports would be necessary to better discern contributing factors.

**D.** Crash severities in the project limits were comprised of 54% reported as property damage only (PDO) and 46% involving injuries; two fatalities were reported in this data set.

**E.** About 31% of crashes occurred during nighttime with another 7% occurring during dawn or dusk conditions; 62% occurred during daylight conditions. The majority (82%) occurred during dry/clear conditions.

In summary, the predominant issues appear to be driver-caused crashes and no definitive safety issues were exhibited in these data that would preclude development of the proposed Morris Road Interchange. Care should be taken to provide proper geometric design and incorporate positive traffic controls, along with other potential mitigation measures as outlined in this summary.

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**Table 2 – Summary of Crashes – I-25 M.P. 195 to M.P. 203**

| ROUTE I-25 MP 195 TO MP 204 | YEAR 2013 | | YEAR 2014 | | YEAR 2015 | | YEAR 2016 | | YEAR 2017 | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. 24 | 20% | No. 18 | 15% | No. 21 | 17% | No. 30 | 25% | No. 28 | 23% | No. 121 | % 100 |
| **CRASH SEVERITY** | | | | | | | | | | | | |
| Property Damage Only (PDO) | 11 | 46 | 11 | 65 | 11 | 52 | 19 | 66 | 13 | 45 | 65 | 54 |
| Injury/Non-Fatal | 13 | 54 | 6 | 35 | 10 | 48 | 10 | 34 | 16 | 55 | 55 | 46 |
| Fatal | | | | | | | | | | | 0 | 0 |
| **CRASH CLASSIFICATION (ACCIDENT TYPE)** | | | | | | | | | | | | |
| Fixed Object | 2 | 8 | 2 | 11 | 2 | 10 | 7 | 23 | 6 | 21 | 19 | 16 |
| Right Angle | 0 | 0 | 1 | 6 | 1 | 5 | 2 | 7 | 2 | 7 | 6 | 5 |
| Rear End | 3 | 13 | 3 | 17 | 1 | 5 | 2 | 7 | 2 | 7 | 11 | 9 |
| Backing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe: Same Direction | 8 | 33 | 2 | 11 | 4 | 19 | 7 | 23 | 9 | 32 | 30 | 25 |
| Sideswipe: Opposite Direction | 1 | 4 | 2 | 11 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 3 |
| Head On | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Left Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parked Vehicle/Parking Maneuver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Overturn | 6 | 25 | 5 | 28 | 12 | 57 | 6 | 20 | 4 | 14 | 33 | 27 |
| Driveway/Driveway Maneuver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian/Bicyclist | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 3 | 13 | 3 | 17 | 1 | 5 | 6 | 20 | 4 | 14 | 17 | 14 |
| **PROBABLE CAUSE** | 0 | 0 | 0 | | 0 | | 0 | | 0 | | | |
| Following Too Close | 2 | 8 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 3 | 3 |
| Driver Inattention | 3 | 13 | 3 | 17 | 4 | 19 | 6 | 21 | 5 | 21 | 21 | 18 |
| Excess Speed/Too Fast For Conditions | 3 | 13 | 0 | 0 | 5 | 24 | 3 | 11 | 4 | 17 | 15 | 13 |
| Avoid Other Vehicle | 3 | 13 | 2 | 11 | 0 | 0 | 2 | 7 | 1 | 4 | 8 | 7 |
| Improper Driving | 4 | 17 | 4 | 22 | 1 | 5 | 9 | 32 | 6 | 25 | 24 | 21 |
| Failure to use Turn Signal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Failure to Yield R.O.W. | 0 | 0 | 1 | 6 | 0 | 0 | 1 | 4 | 1 | 4 | 3 | 3 |
| Disregard Traffic Control Device | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Under Influence Alcohol | 3 | 13 | 3 | 17 | 2 | 10 | 1 | 4 | 3 | 13 | 12 | 10 |
| Mechanical Defect | 0 | 0 | 3 | 17 | 3 | 14 | 1 | 4 | 2 | 8 | 9 | 8 |
| Pedestrian Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Road Defect/Construction Activity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 6 | 25 | 2 | 11 | 6 | 29 | 4 | 14 | 2 | 8 | 20 | 17 |
| **ROAD CONDITIONS** | | | | | | | | | | | | |
| Dry/Clear | 19 | 79 | 17 | 94 | 16 | 76 | 26 | 87 | 29 | 100 | 107 | 88 |
| Wet | 3 | 13 | 0 | 0 | 1 | 5 | 2 | 7 | 0 | 0 | 6 | 5 |
| Snowy/Icy | 2 | 8 | 0 | 0 | 4 | 19 | 0 | 0 | 0 | 0 | 6 | 5 |
| Other | 0 | 0 | 1 | 6 | 0 | 0 | 2 | 7 | 0 | 0 | 3 | 2 |
| **LIGHTING** | | | | | | | | | | | | |
| Daylight | 14 | 58 | 15 | 83 | 8 | 38 | 19 | 66 | 19 | 66 | 75 | 62 |
| Darkness | 8 | 33 | 3 | 17 | 7 | 33 | 10 | 34 | 9 | 31 | 37 | 31 |
| Dawn or Dusk | 2 | 8 | 0 | 0 | 6 | 29 | 0 | 0 | 1 | 3 | 9 | 7 |
| **SOBRIETY** | | | | | | | | | | | | |
| Sobriety Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Had Been Drinking/Drug | 3 | 13 | 3 | 17 | 2 | 10 | 1 | 3 | 3 | 10 | 12 | 10 |
| Had Not Been Drinking/Drug | 21 | 88 | 15 | 83 | 19 | 90 | 29 | 97 | 26 | 90 | 110 | 90 |

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# 3.0 TRAFFIC MODEL AND FORECASTS

## *3.1 MEASURES OF EFFECTIVENESS (MOES)*

Tools used to evaluate the effectiveness of the proposed Morris Road corridor include the following MOEs:

1. Vehicle-miles of travel (VMT) – is computed by multiplying the link volume by link length. Higher VMT shows more usage of the interchange and corridor.
2. Vehicle-hours of travel (VHT) – is computed by multiplying the congested travel time by the volume. Where higher VHT might reflect more usage of the corridor, it can also show more congestion with higher travel times.
3. Average Speed is the ratio of VMT/VHT in miles per hour. A slower speed typically shows more congestion.
4. Level of Service (LOS), computed in terms of delay or vehicle density, depending on the type of facility.
5. Queues at intersection turn lanes.
6. Traffic Volumes are reported for comparison between alternatives. There is not a judgment that can be applied for higher or lower traffic volumes, they merely measure use.
7. Travel times.

## *3.2 MODEL CODING*

The Valencia County model is a three-step model process containing: trip generation, trip distribution, and assignment. The first part will review the data provided and network assumptions.

### Network Data

**Road and Intersection Coding**

The VISUM software platform was used, specifically, version 2021 (Service Package 1-15). The network was originally imported from NAVTEQ tiles. In the model, all roadways classified as collector or greater throughout the study area were included. Some local roads were included when appropriate for proper traffic assignment. Data is encoded to describe both the links and the nodes. A link is a vector that describes connectivity between two nodes. A node is an end point of a link. Typically, a node can be an intersection or an intermediate point between intersections.

**Roadway (Link Data)**

Each street in the model is represented by a link or a group of links. Each link contains attribute data that defines the operation of that link. A link is a directional description of connection between beginning and ending node points. Data attributes needed for a link in VISUM include:

- Type (user-specifiable)
- Number of Lanes
- Capacity
- Length
- Design Speed (or posted speed limit)
- Volumes

***Link Type (Classification)***

The numeric codes for link type used are listed in Table 1. Link types were used to define link capacities

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and to set the speed-delay functions used in the highway assignment process. Classification data was reviewed and corrected as needed. All links to be assigned traffic must be given a valid type designation.

**Table 3 – Link (Roadway) Class**
2006 Valencia County Transportation Planning Model

| Type Number | Facility Type |
|---|---|
| 1 | Freeway |
| 2 | Ramps |
| 3 | Multi_Lane Highway |
| 4 | Arterial Class I |
| 5 | Arterial Class II |
| 6 | Arterial Class III |
| 7 | Major Collector |
| 8 | Minor Collector |
| 9 | Rural Two-Lane Highway |
| 11 | Unpaved |

These are defined in more detail as follows.

1) Freeway - Divided highway facility with full control of access and two or more lanes for the exclusive use of traffic in each direction. There are no at-grade intersections and direct access to or from adjacent property is not permitted. There are no signalized or stop-controlled at grade intersections, and access to and egress from the freeway are limited to ramp locations.

2) Ramps - A ramp is a length of roadway providing an exclusive connection between two highway facilities. Ramps are generally designed to permit high-speed merging and diverging maneuvers, thus minimizing disruptions to mainline traffic.

3) Multi-lane Highway - Multilane Highways generally have posted speed limits between 55 and 65 mph. They usually have four or six lanes, often with physical medians or two-way left-turn lane medians, although they may also be undivided. Traffic signals may be found along such highways, although traffic signals spaced at 2 miles or less typically create urban arterial conditions. Vehicles may enter and leave the highway at intersections and driveways and through the median at selected points. The general design standards of multilane highways tend to be lower than those found on freeways, although an ideal multilane highway approaches freeway conditions as access point and turning volumes approach zero.

4) Arterial Class I - These are defined as *Principal* arterials with *Suburban* design. A *Principal* arterial serves major through movements between important centers of activity and a substantial portion of trips entering and leaving the area. Its importance is derived from the service provided to traffic passing through the urban areas. Service to abutting land is subordinate to the function of moving through traffic. *Suburban* design represents an arterial with a low driveway access-point density, separate left turn lanes, and no parking. It may be multilane divided or undivided or a two-lane facility with shoulders. Signals are spaced for good progressive movement (one to five signals per mile or at even greater distances). Roadside development is of low to medium density, and the speed limits are usually 45 to 55 mph.

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5) Arterial Class II - These are defined as *Principal* arterials with *Suburban* design. A *Principal* arterial serves major through movements between important centers of activity and a substantial portion of trips entering and leaving the area. Its importance is derived from the service provided to traffic passing through the urban areas. Service to abutting land is subordinate to the function of moving through traffic. *Suburban* design represents an arterial with a low driveway access-point density, separate left turn lanes, and no parking. It may be multilane divided or undivided or a two-lane facility with shoulders. Signals are spaced for good progressive movement (one to five signals per mile or at even greater distances). Roadside development is of low to medium density, and the speed limits are usually 40 to 45 mph.

6) Arterial Class III - These are defined as *Principal* arterials with typical *Intermediate* design or *Minor* arterials with *Suburban* design or *Intermediate* design. A *Principal* arterial serves major through movements between important centers of activity and a substantial portion of trips entering and leaving the area. Its importance is derived from the service provided to traffic passing through the urban areas. Service to abutting land is subordinate to the function of moving through traffic. A *Minor* arterial is a facility that connects and augments the principal arterial system. Although its main function is still traffic mobility, it performs this function at a somewhat lower level and places more emphasis on land access. A system of minor arterial serves trips of moderate length and distributes travel to geographical areas smaller than those served by the principal arterial. *Intermediate* design represents an arterial with a moderate driveway access-point density. It may have some separate or continuous left-turn lanes and some portions where parking is permitted. It has a higher density of roadside development than the typical suburban design and usually has 4 to 10 signals per mile. Speed limits are normally 30 to 40 mph.

7) Major Collector - These are defined as a collector arterial. It may have some separate or continuous left-turn lanes and some portions where parking is permitted. It has a higher density of roadside development than the typical suburban design and usually has 4 to 10 signals per mile. Speed limits are normally 30 to 40 mph. *Urban* design represents a collector with a high driveway access-point density. It frequently is an undivided one-way or two-way facility with two or more lanes. Parking is usually permitted. There are few separate left-turn lanes, and some pedestrian interference is present. It commonly has 6 to 12 signals per mile. Roadside development is dense with commercial uses. Speed limits range from 25 to 35 mph.

8) Minor Collector – Minor collectors are streets providing both land access and traffic circulation within residential, commercial, or industrial areas. The access function is more important than that of arterials, and unlike arterials, the operation is not always dominated by traffic signals.

9) Rural Two-Lane Highway - These are defined as a two-lane roadway having one lane for use by traffic in each direction. Passing of slower vehicles requires the use of the opposing lane where sight distance and gaps in the opposing traffic stream permit. As volumes and or/geometric restrictions increase, the ability to pass decreases, resulting in the formation of platoons in the traffic stream. Efficient mobility is the principal function of major two-lane highways used as primary arteries. These routes may serve long-distance commercial and recreational travelers and may have sections of many miles without traffic control interruptions. Consistent high-speed operations and infrequent passing delays are desirable for these facilities.

10) Unpaved - These are soft-surfaced (dirt, gravel, base course, or cold millings) facilities, located in non-urban settings. Their principal purpose is to provide links to paved rural highways or arterials that are used by rural residents to access distant urban services. Promotion of traffic mobility is secondary to providing land access to large undeveloped properties, isolated homesteads, ranches, farms, or low-density residential subdivisions. These routes have one or two lanes, are often poorly maintained, and may not

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have posted speeds. Traffic controls at intersections with unpaved connecting roads often do not exist. Driveway access is rare but permitted; driveway spacing typically exceeds 300 feet. Feasible speeds range from 10 to 30 mph, depending on surface conditions and the width of the roadway. Roadside development is virtually non-existent; adjacent development, where it exists, is set back from the roadway by twenty feet or more. Peak-hour lane capacities generally do not exceed 150 vphpl and may be considerably lower.

***Number of Lanes***

This attribute is used to assign capacities to network links. This field is not used during the VISUM distribution and assignment processes. However, it is important for assigning capacities to network links. It is also used for display and in some network calculator functions. All model links were checked for accuracy with this designation.

***Capacity***

Capacity is entered in terms of vehicles per hour (vph) for each link, directionally. In the context of model operation, the capacities are used in conjunction with link speeds, link lengths, and speed-delay functions to derive a realistic travel speed to be used in the distribution of travel and the derivation of appropriate travel routes. In the context of network analysis, the capacities are used to identify deficiencies and recommend improvements. In both cases, it is desired that the capacities used in the model be as accurate and realistic as possible. A global link capacity system was adopted. Table 2 represents the capacities used for the model.

**Table 4 – Link (Roadway) Class/Capacities**
2019 Valencia County Transportation Planning Model

| Type Number | Facility Type | General Capacity (veh per hr per lane) | Speed (mph) |
|---|---|---|---|
| 1 | Freeway | 2000 | 75 |
| 2 | Ramps | 1500 | 40 |
| 3 | Multi-Lane Highway | 1800 | 55 |
| 4 | Arterial Class I | 1600 | 50 |
| 5 | Arterial Class II | 1400 | 45 |
| 6 | Arterial Class III | 1200 | 40 |
| 7 | Major Collector | 1000 | 35 |
| 8 | Minor Collector | 800 | 30 |
| 9 | Rural Two-Lane Highway | 1000 | 50 |
| 11 | Unpaved | 150 | 35 |

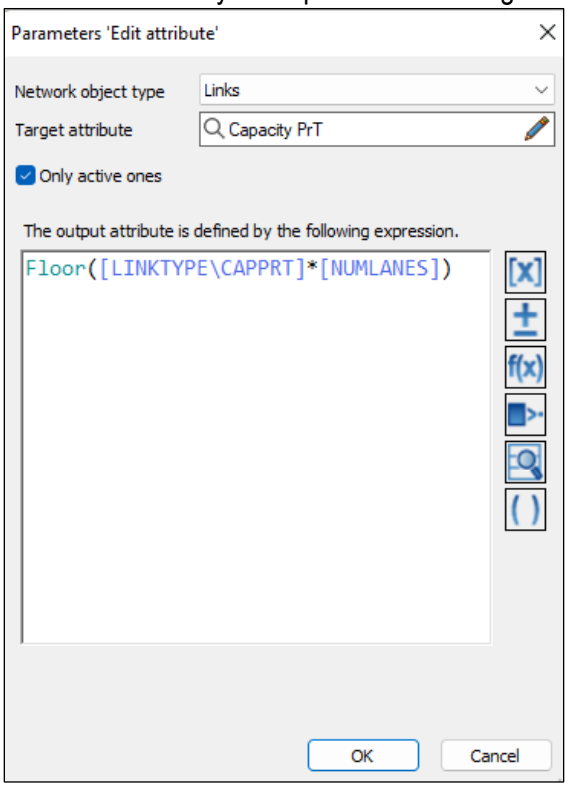
Default speeds are listed in this table. They are used when inserting a new link. This must be checked for consistency with the field before application in the model. Checking was conducted with field review and use of Google Streetview and Bing Maps.

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Steps defined in the procedure parameter file was used to compute the link capacities of all links using the Type and Number of Lanes columns. This step can be defined using the edit attribute feature in VISUM. Figure 1 shows the feature with input and target attributes.

**Figure 6 – Link Capacity Calculation Implemented with Edit Attribute**
2019 Valencia County Transportation Planning Model




***Length***

In VISUM, all lengths are automatically calculated using the scale factor. The program will calculate lengths for each link during data entry and any subsequent future modifications. Terminal time specified as zonal attribute were used to reflect appropriate travel distances for internal-external travel in the study area.

***Speed***

Link speeds are entered in VISUM in miles per hour. Speeds have a direct influence on the computation of travel times during model runs. Generally, posted speed limits are used in the program. However, posted limits do not always accurately depict the free-flow conditions on the roadway. For example, some state highways have speed limits that are ignored. Conversely, some locations may have posted limits greater than what can be achieved (e.g., arterials in fully developed areas with numerous driveways and signalized intersections). During the model update process, a plot of coded speeds was reviewed for consistency with posted speeds. Changes were made to all links noted on the plots to begin the calibration process using the posted speeds.

School zones were inventoried and links where coded where school zone speeds may be in force during specified hours of the day. For the AM peak hour, the school zone speed (typically 15 mph) was used on the link. For the PM peak hour, the posted speed was reduced by 5 mph.

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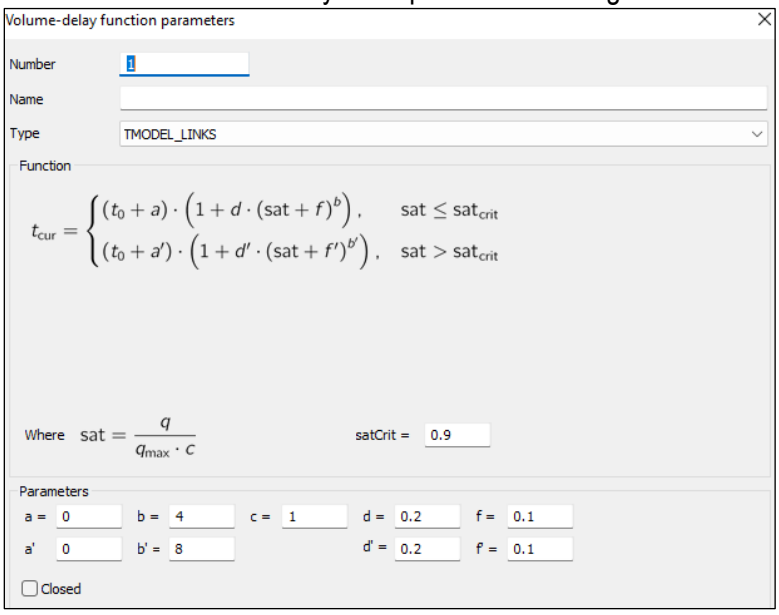
During the calibration process, roadway operating speeds from the model were reviewed to justify modifications to the posted speed limit coded in the model as well as link and node delay coefficients. These modifications were made to reflect conditions and traveler perceptions that are different from the posted speeds. Very few link speeds were modified during calibration.

### *Link Delay Coefficients*

Travel time on each individual link typically increases as the traffic volume on the link approaches capacity. Current research has shown that the amount of travel time increase depends on the functional classification of the link as well as the region and the behavior of the drivers using that link. VISUM offers the TMODEL methodology as one method to adjust the travel time increases on the link as the volume-to-capacity (V/C) ratio changes by functional classification of the link. This feature was used during the calibration process.

During calibration analysis, both link operating speeds and total (including both link and node delays) operating speeds can be analyzed. This differential analysis is used to adjust both the link and node delay coefficients.

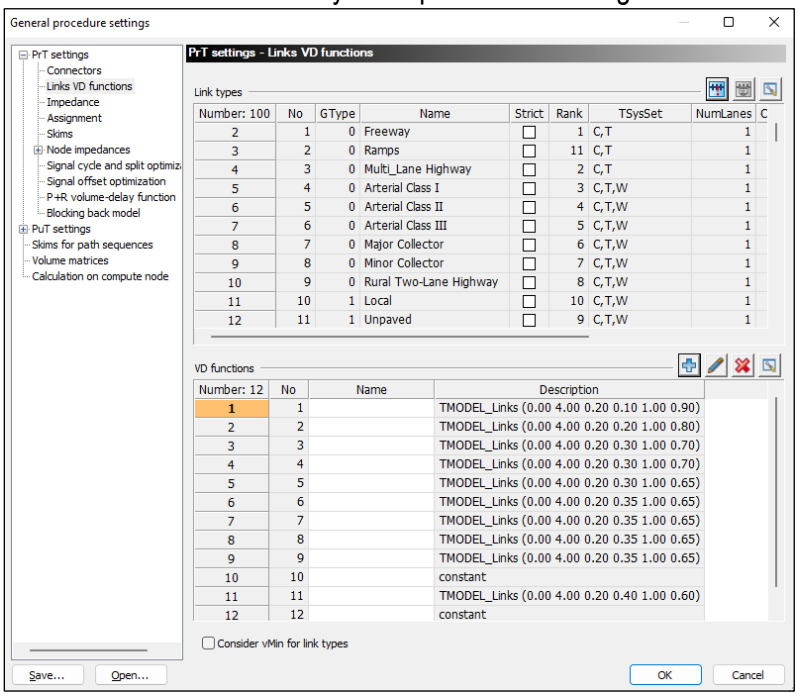
**Figure 7 – Link Delay Functions**
2019 Valencia County Transportation Planning Model



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**Figure 8 – Link Delay Function Lookup Table**
2019 Valencia County Transportation Planning Model




## Intersection (Node) Data

The beginning and end points of each link are called nodes. A node can be an intersection or an intermediate point between intersections. Regional scale travel demand models typically only model delays on links and this works fine for regional level analysis. However, in more urban situations, most of the delay in traffic operation occurs at intersections, or nodes. In VISUM, all nodes are coded with data, which defines the operating characteristics of that node. This makes the model more responsive to the delays that occur at these intersections. Previous studies have shown minimal volume/capacity problems on NM 6 through Los Lunas but high delays. Including the node delays in the model reflects more realistic model operation. Data needs for nodes in VISUM include the following:

- Type (user-specifiable)
- Capacity
- TModel Delay Links (SDLs)
- Base Delay (to)

### *Node Type*

The node types were coded in the model dependent upon the intersection control. Delay equations are defined by node type, so it is important that the node type is properly coded. Table 3 lists the node types used in the 2019 Valencia County model. These were refined during the model calibration process. The node capacity closely follows the link functional classification type system.

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**Table 5 – Node (Intersection) Types**
2019 Valencia County Transportation Planning Model

| Node Type | Description |
|---|---|
| 1 | Node In-Link (Shape Nodes) |
| 4 | Freeway Ramp Terminals – Merges |
| 5 | Freeway Ramp Terminals – Diverges |
| 6 | RR-Xing Short Delay |
| 7 | RR-Xing Long Delay |
| 10 | Traffic Signal |
| 15 | Roundabout |
| 20 | All-Way Stop |
| 25 | Partial Way/Two Way Yield |
| 30 | Partial Way/Two Way Stop |

***Node Capacity***

Capacities at all nodes are used in VISUM to compute delays based upon traffic congestion at the intersections. TMODEL methodology was used to model delay at intersections. This feature has been incorporated into the Valencia County model so that delays at these critical points on the network can be modeled to reflect the impacts upon traffic flow patterns.

For the Valencia County model, VISUM uses the TMODEL methodology to calculate preliminary node capacities using the following node equation, this node equation has been implemented using the edit attribute functionality in VISUM:

$$Cap. = K_1 + K_4 \text{ (sum of capacity of entering links)}$$

where:

| | | |
|---|---|---|
| Cap. | = | Intersection Capacity |
| $K_i$ | = | Constant |
| $E_i$ | = | Exponent |
| Entr. Cap. | = | Sum of Entering Capacities from all links entering the node |

Node capacities for the Valencia County model used the $K_4$ constant. $K_4$ was used to simulate the effect that a green time-to-cycle length (G/C) ratio has at an intersection. For modeling purposes, it was assumed that when like link classes meet, the G/C ratio is fairly even, and as the roadway meets lesser class roadways, the green time, or G/C ratio, increases on the major facility.

For intersections that are 3-legged, the capacities were increased due to the reduced number of conflicting turns and increased G/C ratio as compared to 4-legged intersections. The $K_4$ values on the 3-legged intersections were increased by 0.05 from the equivalent classified 4-legged intersection. Table 4 lists the constants entered into the Valencia County model. These are automatically updated if links are changed, or nodes are added.

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**Figure 9 – Node Capacity Calculation Implemented with Edit Attribute**
2019 Valencia County Transportation Planning Model

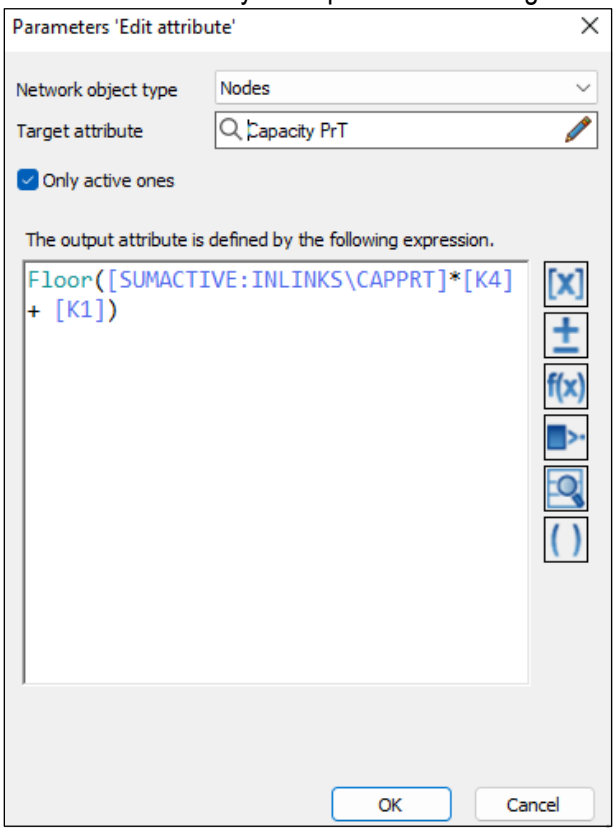



**Table 6 – Node Constants for Capacity Calculation**
2019 Los Lunas Transportation Planning Model

| Description | Node Capacity Equation (vph) $C = K^1 + K^4 * (\text{Ent. Capacity})$ | |
|---|---|---|
| | $K^1$ | $K^4$ |
| Node In-Link (Shape Nodes) | | 1.0 |
| Zone Centroid connector with network | | 1.0 |
| Freeway Ramp Terminals – Merges | -1500 | 1.0 |
| Freeway Ramp Terminals – Diverges | | 1.0 |
| Equal Link Class Facilities | | 0.45 |
| Intersection with 1 link class lower | | 0.50 |
| Intersection with 2 link classes lower | | 0.55 |
| Intersection with 3 link classes lower | | 0.60 |
| Intersection with 4 link classes lower | | 0.65 |
| Intersection with 5 link classes lower | | 0.70 |
| Intersection with 6 link classes lower | | 0.75 |
| Equal Link Class Facilities - 3 Legs | | 0.50 |

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| Description | Node Capacity Equation (vph) C = $K^1$ + $K^4$ * (Ent. Capacity) | |
|---|---|---|
| | $K^1$ | $K^4$ |
| Intersection with 1 link class lower – 3 Legs | | 0.55 |
| Intersection with 2 link classes lower - 3 Legs | | 0.60 |
| Intersection with 3 link classes lower - 3 Legs | | 0.65 |
| Intersection with 4 link classes lower - 3 Legs | | 0.70 |
| Intersection with 5 link classes lower - 3 Legs | | 0.75 |
| Intersection with 6 link classes lower - 3 Legs | | 0.80 |
| Signal not at an intersection | | 0.75 |

***TModel Delay Links***

Another feature in VISUM adopted from TMODEL is the ability to model intersections under STOP or YIELD control. TDLs at a node denote which link(s) are under two- or three-way STOP or YIELD control. If an intersection is a four-way STOP, then no TDLs are entered, because node delay is applied equally to all approaches. These links can be defined in VISUM using the Edit Link function and placing a number “1” using next to TModelSpecial.

TDLs are applied during the assignment phase in VISUM. As traffic is loaded onto the network, the program calculates Volume-to-Capacity (V/C) ratios at each node. Intersection delay is calculated using the V/C ratio (more on how the program calculates the delay is presented in later sections of this report). If SDLs are specified at the nodes, then any delay calculated during the model run is assigned to the special delay link(s) approaching the node to simulate a STOP or YIELD condition. Under a four-way STOP condition, delay is experienced on all four legs and no SDLs are entered for this condition. SDLs were placed at all partial way stop signs.

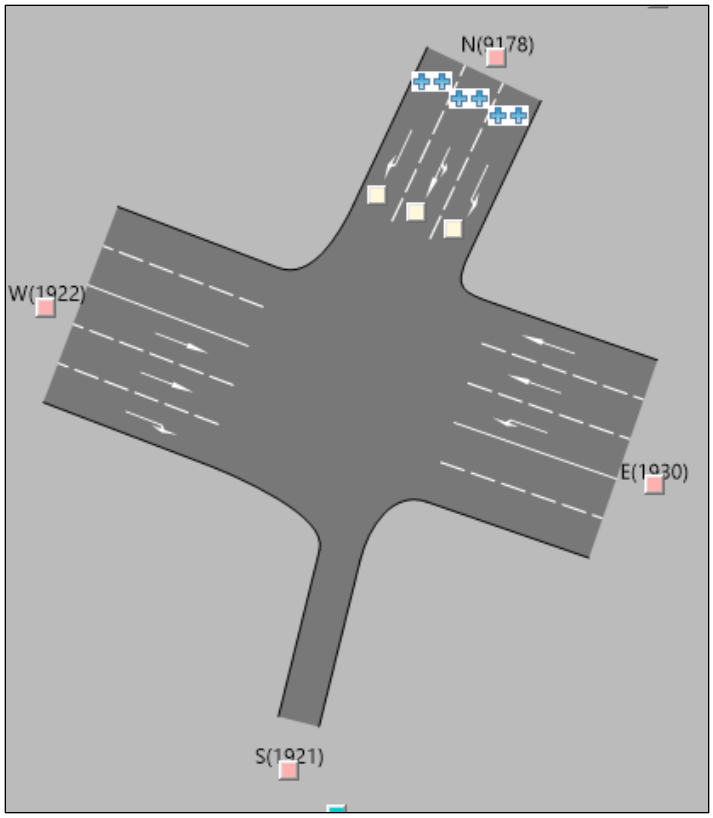
***Turn Penalties***

At some locations on a network it may not be possible to execute a certain turn movement, there can be a capacity constraint due to the drivers' perceptions of potential safety concerns, or it is desired to restrict movements through a zone centroid. A turn penalty can be applied in VISUM to such turn movements to simulate these conditions. Within the Valencia County model, turn penalties were used to penalize left turns through the network, reflecting drivers’ additional delay time making left turns. Additional delays were assigned at left turn movements at all signalized and stop control intersections. These additional delays improved model operation.

In addition, channelization was coded for all major analysis intersections. This was coded so the model would again reflect more realistic delays for these intersections. In this case, the capacity of the left turn lane was set at 400 vehicles per hour per effective left turn lane. So, if there was a shared left turn lane, the capacity was reduced and if there was a dual left turn lane, the capacity was increased. An example of effective lanes is shown in this figure of lane geometrics coded for the SB I-25 off-ramp intersection with NM 6. The north leg has an exclusive left turn lane and a shared left turn lane. The east leg has an exclusive left turn lane.

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The turn penalty types are shown in Table 5. These values are automatically computed during model operation.

**Table 7 – Turn Penalties**
2019 Valencia County Transportation Planning Model

| Penalty Description | Penalty |
|---|---|
| Left Turns | Capacity of 250 veh/hr |
| Left Turn delay | 3 sec |
| Effective Left Turn Lanes at Channelized intersections | Capacity of 400 veh/hr/lane |

***Node Delay Function***

The delay caused by different classifications of intersection control must be defined to reproduce the delays that drivers perceive. The resultant extra travel time is dependent upon the volume-to-capacity ratio (V/C) and varies by type of the nodes.

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**Figure 10 – Node Delay Function**
2019 Valencia County Transportation Planning Model

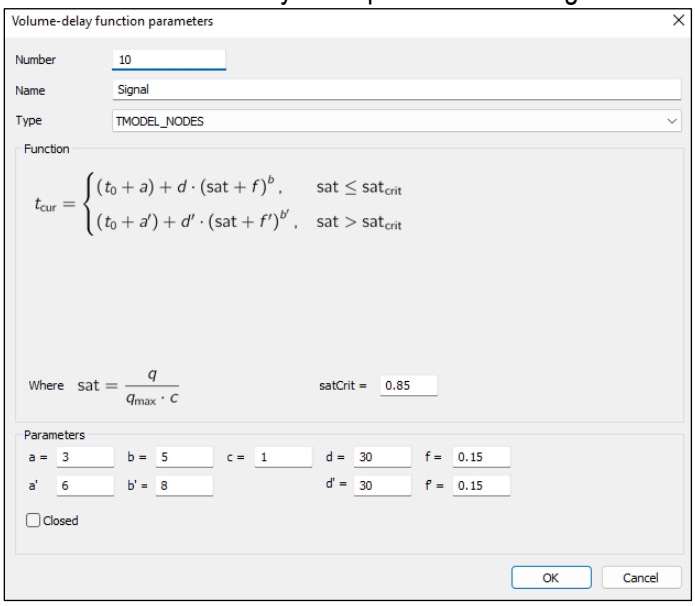
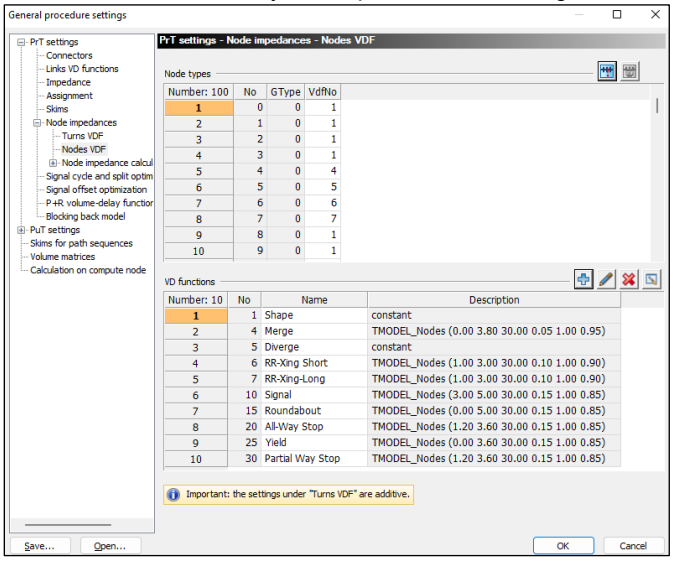



**Figure 11 – Node Delay Function Lookup Table**
2019 Valencia County Transportation Planning Model




### *Connectors*

Connectors are network objects in VISUM that are used to load or assign trips originating and terminating at a zone. Connectors thus help in loading trips in the system onto the transportation network. VISUM supports multipoint assignment, wherein multiple connectors can be created for one zone with specific weights/percentages so that loading and exit points for trips can be accurately represented. During model calibration, these weights were adjusted based upon review of aerial photography views in Google Maps and Bing Maps showing land use densities and access points.

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**Demographics**

The 2019 Valencia County model used for this analysis is an extensive update of the 2007 Valencia County model. For consistency with regional planning, it uses the MRCOG (Mid-Region Council of Governments) DASZ (Data Analysis Subzones) as the basis of demographic inputs. In the Data Dictionary, MRCOG DASZ Datasets, updated February 2018, DASZ is defined as *"This is a geographic unit with a numeric identifier that represents the 914 zones in MRCOG's land use and travel demand models."* For the purposes of the Valencia County model, the DASZ are subdivided into the Valencia County model zones. This includes seven (7) DASZ from Bernalillo County and seventy-two (72) DASZ for Valencia County which are subdivided into 232 demographic zones (including 4 zones in Socorro County), three (3) park and ride zones, and twelve (12) external zones. Land use forecasts are for 2040 as supplied by DASZ from MRCOG approved by the MTB on April 17, 2020.

Subdividing the DASZ data into the more detailed TAZ structure was a multi-step process. First the data for 2016 and 2040 was imported into VISUM with the creation of MainZone objects for each DASZ. A block level layer of existing Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) was also imported. The LODES data contains detailed Workplace Area Characteristic (WAC) data by block group. Because of privacy requirements of the Census Bureau, data from the most recent three years was used and averaged, to attempt to correct for Census Bureau randomization.

This detailed data was then aggregated into the three DASZ employment categories of Basic, Service, and Retail employment. Then the GIS Intersect function was used to allocate the LODES data to both the model TAZ structure and the DASZ MainZone structure. These allocations were then used to establish percentages allocations of each DASZ to the more detailed TAZ structure. Population, dwelling units, and school enrollment was allocated based upon the area of each zone. After this initial allocation, all TAZ percentages were visually reviewed with aerials from Google Map and Bing Maps and adjusted as necessary. In developing areas, the percentages were updated from the model base year of 2019 to an expected distribution of percentages for 2040. Although the 2040 distributions were somewhat subjective, the total quantity from the DASZ data was still maintained, so the overall forecast will be consistent.

The New Mexico Statewide Travel Demand Model (NMSTDM) incorporates the data from the local models in New Mexico and as well as the complete state road network to facilitate the modeling of regional travel into and through the MPOs as well as rural facilities with a base year of 2006 and forecast years of 2010, 2020, 2030, and 2040. The NMSTDM is especially useful in this area to forecast external and through movement growth on the Interstate and arterial system. For purposes of this study, the NMSTDM was updated with the new Valencia County TAZ structure and existing and 2040 forecast MRCOG DASZ and Valencia County land use to properly reflect growth. Running the NMSTDM for 2020 and 2040 provided the growth in external traffic expected due to statewide growth beyond Valencia County and MRCOG. This external traffic was used in the base year 2019 model calibration and in the 2040 forecasts.

## *3.3 MODEL VALIDATION*

Traffic counts were taken at major intersections for both the AM and PM peaks in the study area, as described in section 2.2 Traffic Data. Additional historical traffic count data was collected from MRCOG, NMDOT, the HPMS records in the NMSTDM and other sources. The AM and PM peak hour turning movement counts from this study were used for validation in the analysis area.

During the calibration process, the model procedure steps were enhanced to both reflect current practice but also to facilitate testing of alternatives and reporting of results. Additional steps were added to take advantage

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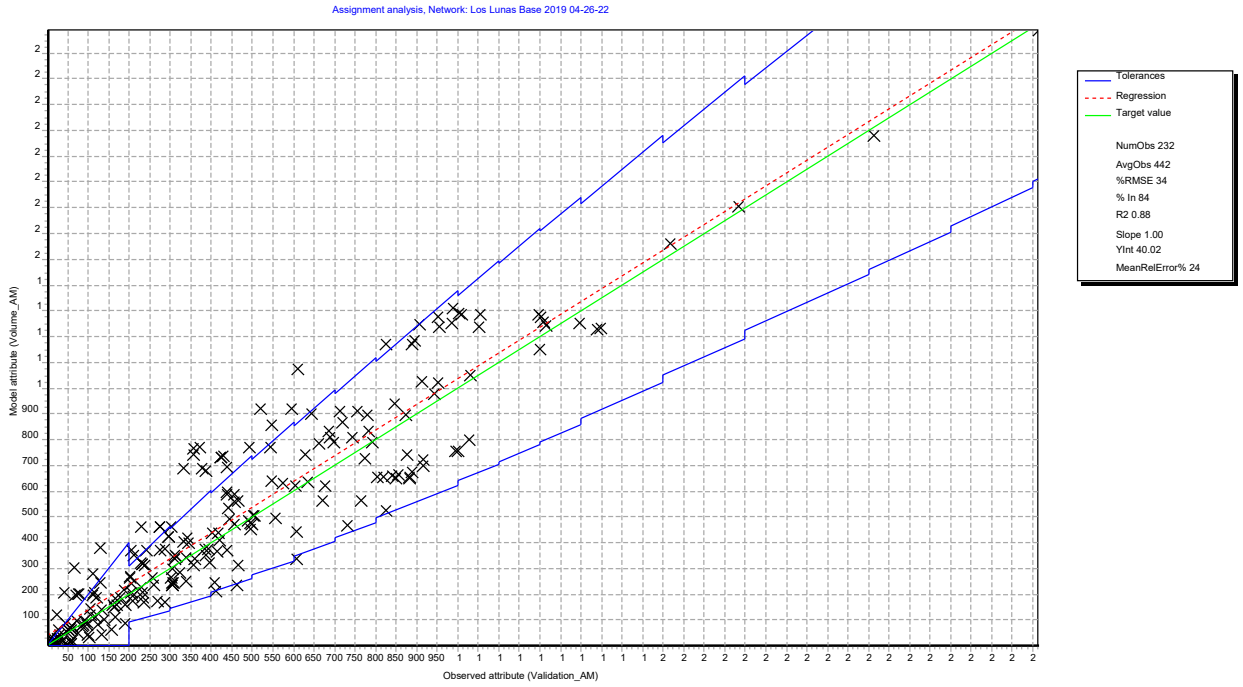


of the updated VISUM software features such as intersection LOS analysis and signal timing optimization. The calibration was an iterative process which involved making improvements to the model network definitions to better reflect reality and then testing these against the traffic count data. During the process, coding was enhanced for more intersections to better reflect channelization and left turn delays, trip distribution, MPA (Multi-Point Assignment) and centroid connectors, as well as to the network and land uses.

During the updating of the model over 150 model runs, each to test a revision, to calibrate and validate the model were used for this study. Individual turning movements and link assignments were evaluated within the study area to create a representative and accurate model. At the conclusion of the process, the model was statistically compared to the traffic counts and compared against recommended standards. Although there are not formally adopted model validation standards, there are commonly accepted recommendations. There is the equation for the regression line including slope and Y-intercept, $R^2$, for correlation, %RMSE for measuring the aggregate deviation from the regression line, and %In. To represent a statistically valid model, the regression equation should have a slope close to 1.0 and a Y-intercept close to zero (0.0). $R^2$ is recommended to be 0.88 are above, and %RMSE to be 35% or lower. Guidelines were presented for individual link deviations (differences between the model and count) in NCHRP 255 which specify smaller percentage differences for larger volumes. This follows the assumption that it is less difficult to model the aggregate behavior larger groups than smaller groups. There is less of a probability of sampling deviations with larger groups. The recommended guideline is that 75% or more of the individual link observations for roads classified as Principal Arterial or above are within the NCHRP 255 standards. For purposes of this evaluation, all counted links, including those entering or exiting small streets, were evaluated against this standard.

The first comparison is for weekday AM Peak hour traffic counts. This is for overall comparison to ensure that the model is working regionally. This compares modeled directional traffic volume demand with peak hour directional traffic counts. There are 232 counts for the AM Peak as shown in *Comparison with AM Peak Counts*. The $R^2$ is 0.88 and % RMSE is 34 with 84% of the observations being within NCHRP 255 standards and a slope of 1.00.

**Figure 12: Comparison with AM Peak Counts**

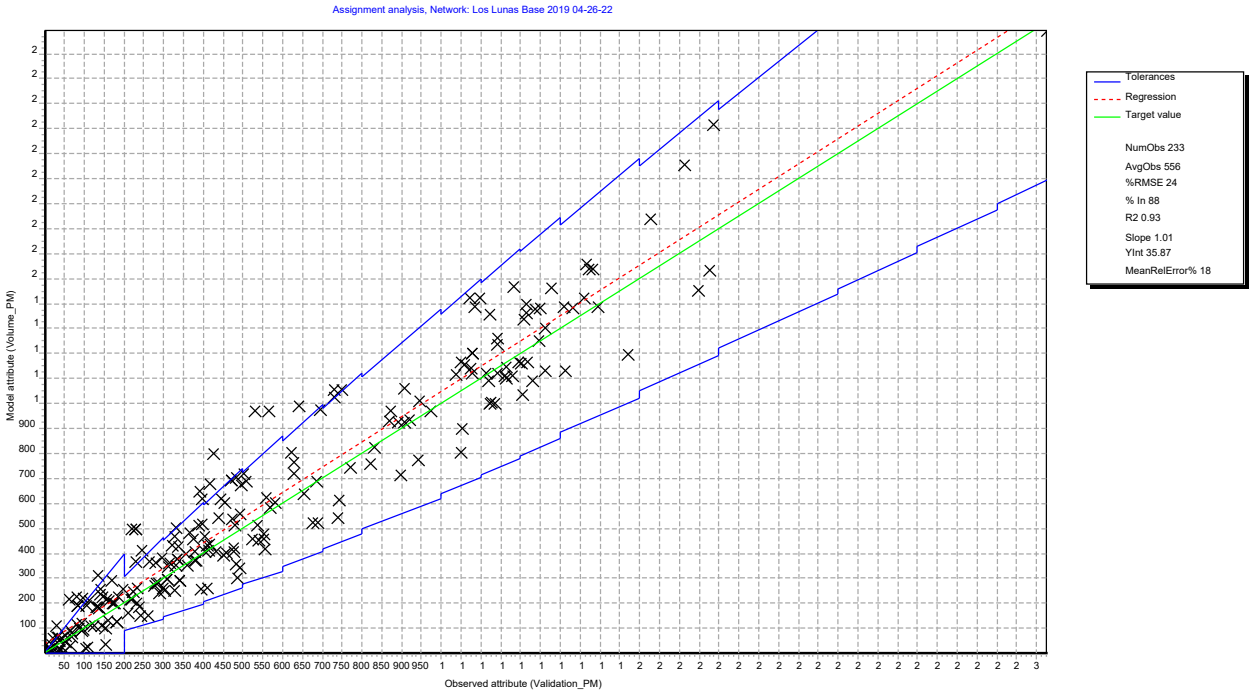


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There were 233 counts used for the PM Peak comparison as shown in *Comparison with PM Peak Counts*. It can be seen that the $R^2$ is 0.93 and % RMSE is 24 with 88% of the observations being within NCHRP 255 standards. The slope is 1.01. The general trend and other statistics show that the model is working well for both the AM and PM Peak hours.

**Figure 13: Comparison with PM Peak Counts**




These analyses show the model to be well calibrated and appropriate for use in evaluating comparison between future scenarios.

## 3.4 Future Year Traffic

Future year traffic was forecast by using the DASZ 2040 forecast demographic data, disaggregated to the model TAZ structure using the same methodology used for the base year. External traffic, including external-external (through), internal-external, and external-internal traffic was forecast using the NMSTDM after incorporation of the updated MRCOG DASZ 2040 land use forecasts.

Future year land use was then used with the same trip generation rates, trip distribution, iterative feedback loops, and assignment procedures used during model calibration and validation. The model procedures and parameters that so closely replicated the base year traffic count volumes were applied for the future year traffic forecasts.

Travel demand models are better at modeling larger movements reflecting the network and demographic resolution of the input data. Regional models such as the MRCOG model are good at modeling large regional traffic flows for major facilities. A more detailed model like the Valencia County model is better at modeling a finer resolution for smaller facilities. Individual turning movement volumes are harder to forecast as they are dealing with more detail. Therefore, during model calibration, turn movement deviations were saved for use in adjusting the forecast turning movements. So, even though the model replicated traffic volumes within standards, a further adjustment was made during the forecast to better represent expected future conditions.

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The model was run with both the Build and No-Build conditions for 2040 and for an interpolated 2025 model year. Adjustments were made to the turning movement volumes before intersection level analysis.

# 4.0 TRAFFIC OPERATIONS ANALYSIS

## *4.1 BASELINE YEAR 2019 SCENARIO*

The Baseline (Scenario 1) analysis is detailed in Section 2.3 and serves as the threshold from which the forecast conditions could be compared. Forecast alternatives used the 2040 MRMPO travel demand forecast model as the basis with the model improvements previously discussed in Section 3.2 Model Coding. These improvements were used to update the base year model for the forecasts. This includes assumed MRMPO improvements and the I-25/Morris Road interchange Build scenarios.

## *4.2 ANALYSIS OF FORECAST SCENARIOS*

The proposed Morris Road project is projected to open in year 2025, which is designated as the Implementation Year. The Horizon Year of 2040 represents the MRPO forecast horizon for design development. NO-Build scenarios include analysis of Main Street only, whereas the BUILD scenarios include analysis of Morris Road and Main Street, reflecting the impacts of traffic relief attributed to the new Morris Road corridor.

1. **Scenario 1: Baseline Traffic (2019)** – represents existing conditions and peak economic activity prior to COVID-19-related closures in March 2020; see Section 2.3 of this report.
2. **Scenario 2: Implementation Year (2025) NO-Build** – baseline traffic plus background traffic growth for the interpolated 2025 model year.
3. **Scenario 3: Implementation Year (2025) BUILD** – opening year for implementation of the Morris Road interchange and roadway corridor with the interpolated 2025 model year traffic.
4. **Scenario 4: Horizon Year (2040) NO-Build** – MRMPO year 2040 forecast traffic based on the travel demand forecast model updates described in Section 3.4.
5. **Scenario 5: Horizon Year (2040) BUILD** – MRMPO year 2040 forecast traffic with the addition of the Morris Road corridor.

### 4.2.1 Signalized Intersection Analysis Summary

Traffic volumes for the Main Street and Morris Road corridors during the AM and PM peak hours of the forecast scenarios are tabulated along with results of the signalized intersections operations analyses provided in Tables 8 through 13. LOS worksheets are provide in Appendix D.

For the Morris Road corridor, the Morris/NM 47 intersection was analyzed with Synchro software as the HCS software does not currently have the ability to analyze “High-Tee” intersections. All other results are reported in HCS output.

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**Table 8 – Signalized MOE Summary – Main Street Scenario 2 (NO-Build 2025)**

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 2-Huning E/LosMorros | Volume | 31 | 289 | 0 | 85 | 338 | 0 | 8 | 8 | 0 | 24 | 3 | 0 | 4 | 518 | 0 | 183 | 275 | 0 | 3 | 2 | 0 | 79 | 36 | 0 |
| | V/C[1] | 0.092 | 0.182 | 0.000 | 0.324 | 0.609 | 0.000 | 0.243 | 0.102 | 0.000 | 0.144 | 0.021 | 0.000 | 0.017 | 0.723 | 0.000 | 0.947 | 0.486 | 0.000 | 0.224 | 0.017 | 0.000 | 0.289 | 0.144 | 0.000 |
| | RQ[2] | 0.02 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.73 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 |
| | Delay[3] | 11.5 | 13.5 | 0.0 | 8.9 | 16.3 | 0.0 | 45.8 | 42.6 | 0.0 | 41.9 | 39.2 | 0.0 | 22.7 | 30.8 | 0.0 | 39.6 | 15.5 | 0.0 | 47.8 | 39.2 | 0.0 | 38.7 | 32.3 | 0.0 |
| | LOS | B | B | | A | B | | D | D | | D | D | | C | C | | D | B | | D | D | | D | C | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***15.3*** | ***B*** | | | | | | | | | | | ***27.7*** | ***C*** |
| 3-Desert Willow | Volume | 11 | 502 | | | 437 | 79 | | | | 136 | | 19 | 37 | 684 | | | 427 | 109 | | | | 496 | | 50 |
| | V/C[1] | 0.018 | 0.112 | | | 0.483 | 0.174 | | | | 0.682 | | 0.192 | 0.120 | 0.295 | | | 0.580 | 0.312 | | | | 0.880 | | 0.156 |
| | RQ[2] | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.73 | | 0.00 | 0.05 | 0.00 | | | 0.00 | 0.00 | | | | 2.73 | | 0.00 |
| | Delay[3] | 3.5 | 1.9 | | | 4.8 | 1.6 | | | | 51.7 | | 47.9 | 9.4 | 6.4 | | | 12.7 | 4.7 | | | | 56.9 | | 41.0 |
| | LOS | A | A | | | A | A | | | | D | | D | A | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***8.2*** | ***A*** | | | | | | | | | | | ***19.1*** | ***B*** |
| 5-I25 West | Volume | | 726 | 78 | 114 | 506 | | | | | 263 | 0 | 243 | | 1136 | 183 | 162 | 714 | | | | | 720 | 0 | 495 |
| | V/C[1] | | 0.234 | 0.061 | 0.393 | 0.531 | | | | | 0.369 | 0.000 | 0.887 | | 0.597 | 0.218 | 0.697 | 0.486 | | | | | 0.799 | 0.000 | 1.534 |
| | RQ[2] | | 0.00 | 0.04 | 0.92 | 0.00 | | | | | 0.37 | 0.00 | 0.87 | | 0.00 | 0.22 | 1.02 | 0.00 | | | | | 1.04 | 0.00 | 3.88 |
| | Delay[3] | | 9.1 | 10.5 | 10.6 | 15.2 | | | | | 34.0 | 0.0 | 45.7 | | 26.7 | 15.1 | 20.5 | 8.1 | | | | | 58.1 | 0.0 | 299.4 |
| | LOS | | A | B | B | B | | | | | C | | D | | C | B | C | A | | | | | E | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***19.6*** | ***B*** | | | | | | | | | | | ***74.8*** | ***E*** |
| 6-I25 East | Volume | 324 | 703 | | | 615 | 0 | 73 | 0 | 130 | | | | 443 | 1418 | | | 794 | 0 | 103 | 0 | 135 | | | |
| | V/C[1] | 0.576 | 0.171 | | | 0.533 | 0.000 | | 0.394 | 0.813 | | | | 0.816 | 0.401 | | | 0.464 | 0.000 | | 0.800 | 0.626 | | | |
| | RQ[2] | 0.28 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.46 | | | | 0.64 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.31 | | | |
| | Delay[3] | 9.2 | 1.4 | | | 7.8 | 0.0 | | 47.0 | 56.9 | | | | 12.0 | 1.9 | | | 7.0 | 0.0 | | 68.7 | 62.5 | | | |
| | LOS | A | A | | | A | | | D | E | | | | B | A | | | A | | | E | E | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***11.0*** | ***B*** | | | | | | | | | | | ***9.4*** | ***A*** |
| 7-Em.Lpz./Camelot | Volume | 222 | 446 | 72 | 141 | 929 | 342 | 259 | 77 | 134 | 93 | 24 | 217 | 287 | 998 | 181 | 229 | 704 | 0 | 157 | 53 | 181 | 112 | 52 | 166 |
| | V/C[1] | 0.457 | 0.207 | 0.075 | 0.205 | 0.450 | 0.364 | 0.562 | 0.211 | 0.432 | 0.292 | 0.088 | 0.949 | 0.608 | 0.517 | 0.129 | 0.653 | 0.485 | 0.000 | 0.425 | 0.216 | 0.869 | 0.477 | 0.209 | 0.456 |
| | RQ[2] | 0.77 | 0.00 | 0.54 | 0.35 | 0.00 | 0.00 | 1.22 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.89 | 0.00 | 0.82 | 0.65 | 0.00 | 0.00 | 0.73 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 |
| | Delay[3] | 19.8 | 20.8 | 19.3 | 18.0 | 26.4 | 25.4 | 45.7 | 52.4 | 55.7 | 48.2 | 57.6 | 109.8 | 18.1 | 24.2 | 18.7 | 18.6 | 23.2 | 0.0 | 43.5 | 52.5 | 76.6 | 44.3 | 52.6 | 55.6 |
| | LOS | B | C | B | B | C | C | D | D | E | D | E | F | B | C | B | B | C | | D | D | E | D | D | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***37.3*** | ***D*** | | | | | | | | | | | ***30.0*** | ***C*** |
| 9-Los Cerritos | Volume | 38 | 614 | 18 | 3 | 1234 | 77 | 32 | 2 | 4 | 244 | 6 | 193 | 240 | 902 | 74 | 17 | 928 | 231 | 62 | 15 | 12 | 224 | 14 | 155 |
| | V/C[1] | 0.093 | 0.264 | 0.265 | 0.005 | 0.477 | 0.066 | 0.185 | 0.068 | | 0.847 | 0.577 | 0.549 | 0.542 | 0.438 | 0.438 | 0.045 | 0.452 | 0.247 | 0.251 | 0.187 | | 0.794 | 0.066 | 0.858 |
| | RQ[2] | 0.08 | 0.00 | 0.00 | 0.01 | 0.00 | 0.14 | 0.50 | 0.00 | | 1.05 | 0.00 | 0.93 | 0.64 | 0.00 | 0.00 | 0.06 | 0.00 | 1.40 | 1.08 | 0.00 | | 0.97 | 0.00 | 1.78 |
| | Delay[3] | 10.1 | 10.7 | 10.7 | 10.2 | 15.1 | 5.4 | 45.4 | 48.9 | | 60.9 | 50.1 | 49.0 | 12.8 | 14.0 | 14.0 | 11.7 | 18.6 | 14.5 | 50.2 | 54.9 | | 60.0 | 50.5 | 73.7 |
| | LOS | B | B | B | B | B | A | D | D | | E | D | D | B | B | B | B | B | B | D | D | | E | D | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***23.6*** | ***D*** | | | | | | | | | | | ***24.2*** | ***C*** |

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| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 11-Don Pasqual | Volume | 201 | 778 | | | 938 | 203 | | | | 122 | | 152 | 86 | 1195 | | | 1088 | 53 | | | | 52 | | 87 |
| | V/C[1] | 0.505 | 0.254 | | | 0.444 | 0.444 | | | | 0.595 | | 0.840 | 0.215 | 0.371 | | | 0.402 | 0.403 | | | | 0.416 | | 0.789 |
| | RQ[2] | 1.53 | 0.00 | | | 0.00 | 0.00 | | | | 1.07 | | 0.00 | 0.75 | 0.00 | | | 0.00 | 0.00 | | | | 0.55 | | 0.00 |
| | Delay[3] | 13.1 | 2.8 | | | 18.9 | 20.5 | | | | 46.2 | | 50.5 | 11.1 | 3.2 | | | 5.0 | 5.1 | | | | 58.0 | | 63.3 |
| | LOS | B | A | | | B | C | | | | D | | D | B | A | | | A | A | | | | E | | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.9*** | ***B*** | | | | | | | | | | | ***8.0*** | ***A*** |
| 12-NM314 | Volume | 36 | 597 | 235 | 72 | 769 | 124 | 152 | 108 | 72 | 77 | 72 | 60 | 46 | 822 | 264 | 119 | 811 | 102 | 303 | 118 | 60 | 180 | 246 | 65 |
| | V/C[1] | 0.093 | 0.319 | 0.280 | 0.152 | 0.447 | 0.159 | 0.898 | 0.193 | 0.280 | 0.467 | 0.244 | 0.458 | 0.100 | 0.417 | 0.185 | 0.243 | 0.351 | 0.049 | 0.869 | 0.256 | 0.295 | 0.782 | 0.737 | 0.269 |
| | RQ[2] | 0.19 | 0.00 | 1.49 | 0.11 | 0.00 | 0.75 | 0.73 | 0.00 | 0.85 | 0.30 | 0.00 | 0.47 | 0.26 | 0.00 | 1.04 | 0.15 | 0.00 | 0.14 | 1.34 | 0.00 | 0.88 | 0.92 | 0.00 | 0.35 |
| | Delay[3] | 13.1 | 19.1 | 17.0 | 12.3 | 20.7 | 19.7 | 85.5 | 38.7 | 39.7 | 52.7 | 46.9 | 49.7 | 10.6 | 17.7 | 14.3 | 12.3 | 15.9 | 12.7 | 76.5 | 50.3 | 51.1 | 72.2 | 59.9 | 55.0 |
| | LOS | B | B | B | B | C | B | F | D | D | D | D | D | B | B | B | B | B | B | E | D | D | E | E | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***28.3*** | ***C*** | | | | | | | | | | | ***33.4*** | ***C*** |
| 13-Luna | Volume | 87 | 382 | 52 | 0 | 836 | 2 | 53 | 13 | 6 | 3 | 15 | 134 | 56 | 1117 | 22 | 2 | 769 | 23 | 37 | 11 | 7 | 28 | 9 | 56 |
| | V/C[1] | 0.767 | 0.212 | 0.213 | 0.000 | 0.335 | 0.335 | | 0.439 | | | 0.710 | | 0.446 | 0.348 | 0.348 | 0.213 | 0.297 | 0.297 | | 0.383 | | | 0.619 | |
| | RQ[2] | 1.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 1.53 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| | Delay[3] | 32.7 | 1.1 | 1.1 | 0.0 | 10.1 | 10.1 | | 46.7 | | | 48.7 | | 60.1 | 3.0 | 3.0 | 68.3 | 4.3 | 4.2 | | 58.2 | | | 60.3 | |
| | LOS | C | A | A | | B | B | | D | | | D | | E | A | A | E | A | A | | E | | | E | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***13.8*** | ***B*** | | | | | | | | | | | ***9.4*** | ***A*** |
| 14-Los Lentes | Volume | 53 | 526 | 14 | 186 | 638 | 74 | 56 | 103 | 190 | 128 | 111 | 39 | 33 | 809 | 52 | 223 | 789 | 101 | 98 | 47 | 236 | 123 | 59 | 36 |
| | V/C[1] | 0.124 | 0.274 | 0.275 | 0.363 | 0.416 | 0.416 | 0.197 | 0.372 | 0.817 | 0.398 | 0.339 | 0.142 | 0.092 | 0.535 | 0.535 | 0.523 | 0.383 | 0.384 | 0.294 | 0.156 | 0.897 | 0.336 | 0.181 | 0.133 |
| | RQ[2] | 0.03 | 0.00 | 0.00 | 0.85 | 0.00 | 0.00 | 0.56 | 0.00 | 2.34 | 1.43 | 0.00 | 0.45 | 0.02 | 0.00 | 0.00 | 0.95 | 0.00 | 0.00 | 1.19 | 0.00 | 3.50 | 1.64 | 0.00 | 0.51 |
| | Delay[3] | 13.4 | 20.8 | 20.8 | 12.6 | 22.3 | 22.6 | 35.7 | 42.2 | 54.3 | 35.1 | 39.3 | 37.4 | 13.7 | 23.8 | 23.9 | 17.6 | 14.3 | 14.7 | 40.2 | 45.3 | 76.1 | 39.5 | 44.2 | 43.7 |
| | LOS | B | C | C | B | C | C | D | D | D | D | D | D | B | C | C | B | B | B | D | D | E | D | D | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***27.3*** | ***C*** | | | | | | | | | | | ***28.4*** | ***C*** |
| 15-Carson | Volume | 7 | 753 | 47 | 75 | 878 | 7 | 60 | 1 | 139 | 3 | 1 | 5 | 11 | 1177 | 79 | 145 | 1020 | 5 | 79 | 1 | 149 | 5 | 3 | 9 |
| | V/C[1] | 0.020 | 0.450 | 0.451 | 0.175 | 0.401 | 0.401 | 0.190 | 0.349 | | | 0.025 | | 0.028 | 0.637 | 0.639 | 0.357 | 0.334 | 0.334 | 0.397 | 0.496 | | | 0.069 | |
| | RQ[2] | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.7 | 0.0 | | | 0.0 | | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 1.3 | 0.0 | | | 0.0 | |
| | Delay[3] | 20.0 | 19.6 | 20.7 | 11.3 | 11.2 | 11.2 | 37.6 | 32.7 | | | 29.4 | | 4.2 | 15.8 | 14.6 | 13.2 | 9.2 | 9.2 | 53.8 | 44.5 | | | 39.3 | |
| | LOS | B | B | C | B | B | B | D | C | | | C | | A | B | B | B | A | A | D | D | | | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.3*** | ***B*** | | | | | | | | | | | ***16.7*** | ***B*** |
| 17-El Cerro | Volume | 5 | 589 | 262 | 15 | 481 | 1 | 470 | 2 | 19 | 13 | 0 | 1 | 10 | 715 | 547 | 36 | 705 | 24 | 326 | 9 | 56 | 19 | 6 | 8 |
| | V/C[1] | 0.021 | 0.663 | 0.157 | 0.063 | 0.465 | 0.002 | 0.757 | 0.033 | | | 0.089 | | 0.038 | 0.673 | 0.328 | 0.112 | 0.465 | 0.021 | 0.638 | 0.115 | | | 0.169 | |
| | RQ[2] | 0.02 | 0.00 | 0.44 | 0.08 | 0.00 | 0.01 | 6.44 | 0.00 | | | 0.00 | | 0.05 | 0.00 | 1.19 | 0.15 | 0.00 | 0.11 | 4.79 | 0.00 | | | 0.00 | |
| | Delay[3] | 18.5 | 23.2 | 7.0 | 18.3 | 20.7 | 17.7 | 20.5 | 10.9 | | | 31.6 | | 15.7 | 21.1 | 9.4 | 15.6 | 18.0 | 14.8 | 22.1 | 15.4 | | | 31.7 | |
| | LOS | B | C | A | B | C | B | C | B | | | C | | B | C | A | B | B | B | C | B | | | C | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***20.4*** | ***C*** | | | | | | | | | | | ***18.8*** | ***B*** |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 18-NM47 | Volume | 56 | 406 | 18 | 236 | 394 | 14 | 20 | 30 | 0 | 19 | 27 | 13 | 159 | 468 | 20 | 1048 | 557 | 48 | 15 | 88 | 0 | 74 | 130 | 66 |
| | V/C[1] | 0.654 | 0.260 | 0.026 | 0.714 | 0.192 | 0.193 | 0.153 | 0.243 | 0.000 | 0.136 | 0.351 | | 0.876 | 0.494 | 0.046 | 0.882 | 0.303 | 0.304 | 0.146 | 0.321 | 0.000 | 0.383 | 0.765 | |
| | RQ[2] | 0.54 | 0.00 | 0.07 | 0.52 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.29 | 0.00 | | 1.90 | 0.00 | 0.22 | 2.24 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 1.40 | 0.00 | |
| | Delay[3] | 44.7 | 7.8 | 6.5 | 40.8 | 6.2 | 6.2 | 41.1 | 39.5 | 0.0 | 40.3 | 40.5 | | 59.5 | 31.1 | 25.1 | 43.0 | 14.9 | 14.9 | 58.6 | 47.8 | 0.0 | 53.8 | 55.3 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | E | C | C | D | B | B | E | D | | D | E | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.7*** | ***B*** | | | | | | | | | | | ***36.9*** | ***D*** |

***NOTES:*** ***1. v/c = vehicle to capacity ratio***
***2. Queue storage ratio (95th percentile)***
***3. Control Delay (s/veh)***

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



**Table 9 – Signalized MOE Summary – Main Street Scenario 3 (BUILD 2025)**

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 2-Huning E/LosMorros | Volume | 30 | 277 | 0 | 69 | 312 | 11 | 26 | 18 | 0 | 25 | 1 | 0 | 3 | 515 | 10 | 166 | 249 | 28 | 13 | 3 | 107 | 93 | 11 | 12 |
| | V/C[1] | 0.088 | 0.181 | 0.000 | 0.274 | 0.567 | 0.039 | 0.463 | 0.133 | 0.000 | 0.148 | 0.007 | 0.000 | 0.011 | 0.734 | 0.030 | 0.829 | 0.395 | 0.091 | 0.314 | 0.018 | 0.762 | 0.316 | 0.041 | 0.054 |
| | RQ[2] | 0.02 | 0.00 | 0.00 | 0.16 | 0.00 | 0.04 | 0.21 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.44 | 0.00 | 0.08 | 0.10 | 0.00 | 0.00 | 0.25 | 0.00 | 0.08 |
| | Delay[3] | 12.4 | 14.9 | 0.0 | 9.9 | 17.2 | 11.5 | 46.0 | 41.5 | 0.0 | 43.4 | 40.6 | 0.0 | 22.1 | 29.7 | 22.9 | 23.9 | 16.6 | 14.2 | 42.3 | 34.5 | 40.2 | 36.3 | 29.1 | 29.1 |
| | LOS | B | B | | A | B | B | D | D | | D | D | | C | C | C | C | B | B | D | C | D | D | C | C |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***16.9*** | ***B*** | | | | | | | | | | | ***25.5*** | ***C*** |
| 3-Desert Willow | Volume | 7 | 472 | | | 387 | 81 | | | | 138 | | 17 | 34 | 667 | | | 371 | 111 | | | | 496 | | 50 |
| | V/C[1] | 0.011 | 0.109 | | | 0.438 | 0.188 | | | | 0.679 | | 0.179 | 0.106 | 0.353 | | | 0.445 | 0.280 | | | | 0.878 | | 0.154 |
| | RQ[2] | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.71 | | 0.00 | 0.06 | 0.00 | | | 0.00 | 0.00 | | | | 2.67 | | 0.00 |
| | Delay[3] | 3.4 | 1.9 | | | 5.1 | 2.3 | | | | 51.8 | | 48.3 | 8.1 | 6.6 | | | 14.1 | 4.7 | | | | 56.7 | | 41.1 |
| | LOS | A | A | | | A | A | | | | D | | D | A | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***8.5*** | ***A*** | | | | | | | | | | | ***19.5*** | ***C*** |
| 5-I25 West | Volume | | 608 | 109 | 82 | 436 | | | | | 190 | 0 | 233 | | 900 | 357 | 204 | 603 | | | | | 527 | 0 | 472 |
| | V/C[1] | | 0.201 | 0.090 | 0.294 | 0.483 | | | | | 0.294 | 0.000 | 0.883 | | 0.552 | 0.501 | 0.696 | 0.364 | | | | | 0.615 | 0.000 | 1.323 |
| | RQ[2] | | 0.00 | 0.06 | 0.63 | 0.00 | | | | | 0.27 | 0.00 | 0.81 | | 0.00 | 0.51 | 1.17 | 0.00 | | | | | 0.73 | 0.00 | 2.81 |
| | Delay[3] | | 7.7 | 9.2 | 8.8 | 12.0 | | | | | 35.0 | 0.0 | 47.5 | | 25.5 | 19.1 | 19.5 | 9.4 | | | | | 44.6 | 0.0 | 208.7 |
| | LOS | | A | A | A | B | | | | | C | | D | | C | B | B | A | | | | | D | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.6*** | ***B*** | | | | | | | | | | | ***54.1*** | ***D*** |
| 6-I25 East | Volume | 301 | 535 | | | 436 | 0 | 151 | 0 | 208 | | | | 434 | 997 | | | 683 | 0 | 144 | 0 | 166 | | | |
| | V/C[1] | 0.483 | 0.135 | | | 0.462 | 0.000 | | 0.816 | 0.644 | | | | 0.775 | 0.355 | | | 0.366 | 0.000 | | 0.836 | 0.588 | | | |
| | RQ[2] | 0.18 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.36 | | | | 0.44 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.35 | | | |
| | Delay[3] | 6.6 | 1.1 | | | 7.4 | 0.0 | | 56.9 | 50.3 | | | | 8.3 | 2.3 | | | 7.9 | 0.0 | | 74.1 | 59.3 | | | |
| | LOS | A | A | | | A | | | E | D | | | | A | A | | | A | | | E | E | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***12.7*** | ***B*** | | | | | | | | | | | ***11.6*** | ***B*** |
| 7-Em.Lpz./Camelot | Volume | 295 | 296 | 60 | 115 | 614 | 278 | 235 | 72 | 83 | 92 | 19 | 194 | 228 | 699 | 148 | 157 | 560 | 125 | 145 | 45 | 124 | 70 | 34 | 112 |
| | V/C[1] | 0.546 | 0.147 | 0.067 | 0.183 | 0.380 | 0.378 | 0.538 | 0.221 | 0.301 | 0.271 | 0.075 | 0.905 | 0.480 | 0.409 | 0.193 | 0.412 | 0.358 | 0.180 | 0.424 | 0.248 | 0.807 | 0.293 | 0.202 | 0.293 |
| | RQ[2] | 1.02 | 0.00 | 0.47 | 0.35 | 0.00 | 0.00 | 1.11 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.71 | 0.00 | 1.12 | 0.37 | 0.00 | 0.00 | 0.67 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| | Delay[3] | 17.8 | 18.3 | 17.5 | 17.8 | 25.2 | 25.7 | 46.1 | 53.9 | 55.0 | 47.7 | 57.3 | 95.8 | 12.6 | 17.1 | 14.8 | 13.3 | 17.6 | 15.7 | 43.4 | 52.5 | 64.1 | 42.5 | 53.0 | 54.0 |
| | LOS | B | B | B | B | C | C | D | D | D | D | E | F | B | B | B | B | B | B | D | D | E | D | D | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***34.6*** | ***C*** | | | | | | | | | | | ***22.7*** | ***C*** |
| 9-Los Cerritos | Volume | 28 | 414 | 18 | 3 | 792 | 88 | 32 | 2 | 2 | 242 | 6 | 228 | 367 | 357 | 74 | 16 | 514 | 216 | 62 | 15 | 12 | 199 | 15 | 269 |
| | V/C[1] | 0.066 | 0.193 | 0.194 | 0.005 | 0.413 | 0.102 | 0.214 | 0.039 | | 0.802 | 0.727 | 0.697 | 0.797 | 0.272 | 0.275 | 0.043 | 0.441 | 0.410 | 0.184 | 0.100 | | 0.277 | 0.047 | 0.999 |
| | RQ[2] | 0.06 | 0.00 | 0.00 | 0.01 | 0.00 | 0.20 | 0.47 | 0.00 | | 0.91 | 0.00 | 1.16 | 1.68 | 0.00 | 0.00 | 0.11 | 0.00 | 1.61 | 0.97 | 0.00 | | 0.68 | 0.00 | 3.36 |
| | Delay[3] | 8.7 | 9.3 | 9.4 | 9.1 | 11.7 | 4.6 | 45.3 | 48.4 | | 53.6 | 59.5 | 57.2 | 23.0 | 15.8 | 15.9 | 20.4 | 25.4 | 23.0 | 41.4 | 45.7 | | 40.3 | 43.7 | 105.4 |
| | LOS | A | A | A | A | B | A | D | D | | D | E | E | C | B | B | C | C | C | D | D | | D | D | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***23.0*** | ***C*** | | | | | | | | | | | ***33.9*** | ***C*** |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 11-Don Pasqual | Volume | 201 | 576 | | | 502 | 206 | | | | 125 | | 152 | 81 | 612 | | | 643 | 45 | | | | 43 | | 78 |
| | V/C[1] | 0.449 | 0.189 | | | 0.487 | 0.488 | | | | 0.608 | | 0.837 | 0.159 | 0.203 | | | 0.338 | 0.338 | | | | 0.375 | | 0.777 |
| | RQ[2] | 0.91 | 0.00 | | | 0.00 | 0.00 | | | | 1.08 | | 0.00 | 0.29 | 0.00 | | | 0.00 | 0.00 | | | | 0.46 | | 0.00 |
| | Delay[3] | 8.8 | 2.8 | | | 14.4 | 18.2 | | | | 46.5 | | 50.6 | 4.8 | 2.3 | | | 3.5 | 3.7 | | | | 58.4 | | 63.8 |
| | LOS | A | A | | | B | B | | | | D | | D | A | A | | | A | A | | | | E | | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.0*** | ***B*** | | | | | | | | | | | ***7.7*** | ***A*** |
| 12-NM314 | Volume | 36 | 513 | 184 | 68 | 522 | 59 | 310 | 152 | 76 | 38 | 96 | 64 | 48 | 356 | 219 | 115 | 512 | 38 | 258 | 154 | 45 | 90 | 288 | 66 |
| | V/C[1] | 0.073 | 0.239 | 0.128 | 0.159 | 0.379 | 0.095 | 0.826 | 0.280 | 0.313 | 0.464 | 0.320 | 0.483 | 0.094 | 0.188 | 0.161 | 0.192 | 0.288 | 0.047 | 0.835 | 0.287 | 0.188 | 0.623 | 0.763 | 0.248 |
| | RQ[2] | 0.17 | 0.00 | 0.61 | 0.13 | 0.00 | 0.43 | 1.09 | 0.00 | 0.90 | 0.16 | 0.00 | 0.49 | 0.29 | 0.00 | 0.89 | 0.19 | 0.00 | 0.13 | 1.13 | 0.00 | 0.64 | 0.44 | 0.00 | 0.36 |
| | Delay[3] | 11.6 | 17.5 | 14.2 | 11.1 | 17.2 | 16.5 | 57.2 | 40.4 | 41.1 | 55.5 | 47.4 | 50.0 | 10.9 | 15.5 | 14.5 | 11.3 | 14.7 | 12.8 | 71.3 | 47.7 | 47.0 | 65.0 | 58.7 | 53.0 |
| | LOS | B | B | B | B | B | B | E | D | D | E | D | D | B | B | B | B | B | B | E | D | D | E | E | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***28.4*** | ***C*** | | | | | | | | | | | ***34.0*** | ***C*** |
| 13-Luna | Volume | 87 | 262 | 49 | 0 | 517 | 2 | 50 | 13 | 0 | 3 | 16 | 135 | 79 | 520 | 18 | 0 | 380 | 1 | 31 | 7 | 0 | 1 | 5 | 78 |
| | V/C[1] | 0.793 | 0.158 | 0.161 | 0.000 | 0.288 | 0.288 | | 0.401 | | | 0.715 | | 0.544 | 0.143 | 0.144 | 0.000 | 0.223 | 0.224 | | 0.264 | | | 0.402 | |
| | RQ[2] | 1.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 2.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| | Delay[3] | 33.3 | 1.3 | 1.3 | 0.0 | 13.2 | 13.2 | | 46.3 | | | 48.6 | | 60.8 | 1.2 | 1.2 | 0.0 | 4.5 | 4.5 | | 57.5 | | | 58.5 | |
| | LOS | C | A | A | | B | B | | D | | | D | | E | A | A | | A | A | | E | | | E | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***16.8*** | ***B*** | | | | | | | | | | | ***10.7*** | ***B*** |
| 14-Los Lentes | Volume | 53 | 412 | 13 | 22 | 311 | 76 | 56 | 110 | 138 | 130 | 119 | 52 | 30 | 346 | 51 | 214 | 495 | 115 | 97 | 47 | 96 | 135 | 61 | 15 |
| | V/C[1] | 0.094 | 0.168 | 0.168 | 0.063 | 0.364 | 0.365 | 0.232 | 0.503 | 0.751 | 0.464 | 0.432 | 0.223 | 0.054 | 0.186 | 0.189 | 0.300 | 0.266 | 0.269 | 0.408 | 0.314 | 0.763 | 0.491 | 0.324 | 0.094 |
| | RQ[2] | 0.02 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.59 | 0.00 | 1.78 | 1.52 | 0.00 | 0.62 | 0.01 | 0.00 | 0.00 | 0.79 | 0.00 | 0.00 | 1.33 | 0.00 | 1.59 | 2.01 | 0.00 | 0.23 |
| | Delay[3] | 10.3 | 15.3 | 15.3 | 9.4 | 19.0 | 19.6 | 39.0 | 46.8 | 53.1 | 38.1 | 43.0 | 40.9 | 9.1 | 12.9 | 12.9 | 8.9 | 9.1 | 9.7 | 50.4 | 56.9 | 68.0 | 49.3 | 54.4 | 52.3 |
| | LOS | B | B | B | A | B | B | D | D | D | D | D | D | A | B | B | A | A | A | D | E | E | D | D | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***27.3*** | ***C*** | | | | | | | | | | | ***23.1*** | ***C*** |
| 15-Carson | Volume | 7 | 589 | 48 | 10 | 389 | 7 | 59 | 1 | 133 | 3 | 0 | 6 | 11 | 570 | 90 | 89 | 721 | 5 | 89 | 0 | 99 | 6 | 1 | 9 |
| | V/C[1] | 0.014 | 0.310 | 0.311 | 0.036 | 0.302 | 0.302 | 0.184 | 0.334 | | | 0.025 | | 0.021 | 0.288 | 0.290 | 0.153 | 0.282 | 0.282 | 0.286 | 0.147 | | | 0.045 | |
| | RQ[2] | 0.04 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.64 | 0.00 | | | 0.00 | | 0.05 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 1.20 | 0.00 | | | 0.00 | |
| | Delay[3] | 17.0 | 14.0 | 15.2 | 9.8 | 10.1 | 10.2 | 37.2 | 32.5 | | | 29.4 | | 11.2 | 21.3 | 19.4 | 9.3 | 8.6 | 8.6 | 44.8 | 40.1 | | | 39.0 | |
| | LOS | B | B | B | A | B | B | D | C | | | C | | B | C | B | A | A | A | D | D | | | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***15.3*** | ***B*** | | | | | | | | | | | ***16.8*** | ***B*** |
| 17-El Cerro | Volume | 6 | 596 | 92 | 13 | 265 | 1 | 334 | 1 | 11 | 13 | 0 | 1 | 11 | 488 | 352 | 52 | 543 | 24 | 162 | 9 | 45 | 16 | 8 | 9 |
| | V/C[1] | 0.019 | 0.646 | 0.053 | 0.062 | 0.346 | 0.003 | 0.821 | 0.034 | | | 0.323 | | 0.028 | 0.365 | 0.391 | 0.122 | 0.506 | 0.050 | 0.707 | 0.256 | | | 0.376 | |
| | RQ[2] | 0.02 | 0.00 | 0.11 | 0.07 | 0.00 | 0.01 | 4.31 | 0.00 | | | 0.00 | | 0.02 | 0.00 | 0.98 | 0.19 | 0.00 | 0.17 | 2.11 | 0.00 | | | 0.00 | |
| | Delay[3] | 14.8 | 18.8 | 6.8 | 14.6 | 16.0 | 14.2 | 22.9 | 16.1 | | | 29.7 | | 13.7 | 15.6 | 11.1 | 11.7 | 14.3 | 11.8 | 24.7 | 20.9 | | | 26.2 | |
| | LOS | B | B | A | B | B | B | C | B | | | C | | B | B | B | B | B | B | C | C | | | C | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***18.8*** | ***B*** | | | | | | | | | | | ***15.6*** | ***B*** |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 18-NM47 | Volume | 56 | 414 | 8 | 290 | 309 | 14 | 20 | 29 | 0 | 18 | 30 | 9 | 160 | 404 | 20 | 1031 | 557 | 48 | 20 | 87 | 0 | 74 | 143 | 53 |
| | V/C[1] | 0.643 | 0.258 | 0.011 | 0.747 | 0.144 | 0.145 | 0.150 | 0.228 | 0.000 | 0.123 | 0.324 | | 0.809 | 0.239 | 0.027 | 0.887 | 0.296 | 0.297 | 0.198 | 0.317 | 0.000 | 0.386 | 0.748 | |
| | RQ[2] | 0.52 | 0.00 | 0.03 | 0.62 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.26 | 0.00 | | 1.24 | 0.00 | 0.13 | 2.34 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 1.49 | 0.00 | |
| | Delay[3] | 45.4 | 8.4 | 6.9 | 40.9 | 5.8 | 5.8 | 41.8 | 40.2 | 0.0 | 41.0 | 41.1 | | 65.8 | 29.5 | 27.0 | 42.9 | 11.9 | 11.9 | 58.7 | 46.9 | 0.0 | 53.1 | 53.9 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | E | C | C | D | B | B | E | D | | D | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***19.5*** | ***B*** | | | | | | | | | | | ***36.0*** | ***D*** |

**Table 10 – Signalized MOE Summary – Morris Road Scenario 3 (BUILD 2025)**

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 2-I25 West | Volume | | 88 | 20 | 118 | 88 | | | | | 208 | 0 | 14 | | 88 | 21 | 65 | 153 | | | | | 765 | 0 | 28 |
| | V/C[1] | | 0.091 | 0.095 | 0.220 | 0.082 | | | | | 0.138 | 0.000 | 0.159 | | 0.126 | 0.132 | 0.145 | 0.161 | | | | | 0.446 | 0.000 | 0.399 |
| | RQ[2] | | 0.00 | 0.00 | 0.31 | 0.00 | | | | | 0.15 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.23 | 0.00 | | | | | 0.55 | 0.00 | 0.47 |
| | Delay (s)[3] | | 15.2 | 15.3 | 12.6 | 11.9 | | | | | 11.5 | 0.0 | 11.7 | | 21.1 | 21.2 | 20.7 | 17.1 | | | | | 10.3 | 0.0 | 9.8 |
| | LOS | | B | B | B | B | | | | | B | | B | | C | C | C | B | | | | | B | | A |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***12.6*** | ***B*** | | | | | | | | | | | ***12.5*** | ***B*** |
| 3-I25 East | Volume | 35 | 261 | | | 184 | 655 | 21 | 0 | 58 | | | | 19 | 834 | | | 170 | 433 | 49 | 0 | 97 | | | |
| | V/C[1] | 0.055 | 0.166 | | | 0.125 | 0.514 | | 0.038 | 0.127 | | | | 0.029 | 0.505 | | | 0.093 | 0.281 | | 0.088 | 0.129 | | | |
| | RQ[2] | 0.12 | 0.00 | | | 0.00 | 0.61 | | 0.00 | 0.11 | | | | 0.03 | 0.00 | | | 0.00 | 0.28 | | 0.00 | 0.12 | | | |
| | Delay (s)[3] | 14.0 | 8.8 | | | 9.4 | 13.9 | | 17.0 | 17.9 | | | | 6.0 | 4.0 | | | 9.2 | 11.0 | | 17.5 | 18.0 | | | |
| | LOS | B | A | | | A | B | | B | B | | | | A | A | | | A | B | | B | B | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***11.9*** | ***B*** | | | | | | | | | | | ***6.8*** | ***A*** |
| 6-NM314 | Volume | 53 | 129 | 108 | 245 | 562 | 198 | 304 | 166 | 82 | 98 | 36 | 47 | 54 | 632 | 340 | 251 | 346 | 145 | 183 | 51 | 260 | 266 | 197 | 53 |
| | V/C[1] | 0.178 | 0.130 | 0.245 | 0.413 | 0.408 | 0.321 | 0.565 | 0.148 | 0.144 | 0.210 | 0.033 | 0.084 | 0.115 | 0.507 | 0.363 | 0.588 | 0.236 | 0.128 | 0.429 | 0.051 | 0.284 | 0.532 | 0.196 | 0.062 |
| | RQ[2] | 0.18 | 0.00 | 0.43 | 0.30 | 0.00 | 0.58 | 0.26 | 0.00 | 0.10 | 0.30 | 0.00 | 0.05 | 0.15 | 0.00 | 0.67 | 0.64 | 0.00 | 0.21 | 0.08 | 0.00 | 0.22 | 0.63 | 0.00 | 0.04 |
| | Delay (s)[3] | 21.2 | 23.0 | 24.9 | 25.3 | 26.3 | 25.9 | 29.0 | 23.2 | 20.2 | 20.9 | 22.1 | 19.5 | 19.5 | 27.6 | 26.5 | 26.3 | 22.7 | 21.8 | 27.2 | 23.9 | 22.1 | 30.0 | 25.7 | 20.8 |
| | LOS | C | C | C | C | C | C | C | C | C | C | C | B | B | C | C | C | C | C | C | C | C | C | C | C |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***25.0*** | ***C*** | | | | | | | | | | | ***26.0*** | ***C*** |
| 11-NM47[4] | Volume | 72 | | 258 | | | | 610 | 648 | | | 188 | 203 | 174 | | 653 | | | | 460 | 284 | | | 628 | 140 |
| | V/C[1] | 0.35 | | 0.33 | | | | 0.72 | 0.51 | | | 0.15 | 0.29 | 0.62 | | 0.86 | | | | 0.59 | 0.46 | | | 0.55 | 0.23 |
| | RQ[2] | 0.04 | | 0.02 | | | | 0.59 | 0.66 | | | 0.06 | 0.14 | 0.08 | | 0.25 | | | | 0.50 | 0.54 | | | 0.21 | 0.13 |
| | Delay (s)[3] | 32.8 | | 2.6 | | | | 27.7 | 15.6 | | | 15.7 | 4.0 | 37.5 | | 27.2 | | | | 28.8 | 17.0 | | | 21.8 | 4.6 |
| | LOS | C | | A | | | | C | B | | | B | A | D | | C | | | | C | B | | | C | A |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.1*** | ***B*** | | | | | | | | | | | ***23.7*** | ***C*** |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



**Table 11 – Signalized MOE Summary – Main Street Scenario 4 (Horizon NO-Build 2040)**

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 2-Huning E/LosMorros | Volume | 26 | 527 | 0 | 84 | 476 | 0 | 36 | 34 | 0 | 30 | 6 | 0 | 6 | 638 | 0 | 201 | 473 | 0 | 9 | 12 | 0 | 92 | 78 | 0 |
| | V/C[1] | 0.163 | 0.350 | 0.000 | 0.465 | 0.970 | 0.000 | 0.336 | 0.208 | 0.000 | 0.156 | 0.038 | 0.000 | 0.035 | 0.681 | 0.000 | 0.971 | 0.737 | 0.000 | 0.247 | 0.075 | 0.000 | 0.315 | 0.278 | 0.000 |
| | RQ[2] | 0.02 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 |
| | Delay[3] | 22.3 | 17.7 | 0.0 | 12.0 | 36.1 | 0.0 | 44.5 | 41.6 | 0.0 | 44.0 | 40.9 | 0.0 | 23.2 | 30.9 | 0.0 | 41.4 | 19.7 | 0.0 | 50.5 | 42.7 | 0.0 | 43.9 | 37.7 | 0.0 |
| | LOS | C | B | | B | D | | D | D | | D | D | | C | C | | D | B | | D | D | | D | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***29.5*** | ***C*** | | | | | | | | | | | ***28.6*** | ***C*** |
| 3-Desert Willow | Volume | 23 | 784 | | | 584 | 98 | | | | 163 | | 20 | 41 | 817 | | | 709 | 129 | | | | 551 | | 50 |
| | V/C[1] | 0.067 | 0.199 | | | 0.721 | 0.242 | | | | 0.704 | | 0.161 | 0.189 | 0.322 | | | 0.818 | 0.313 | | | | 0.892 | | 0.142 |
| | RQ[2] | 0.02 | 0.00 | | | 0.00 | 0.00 | | | | 0.83 | | 0.00 | 0.08 | 0.00 | | | 0.00 | 0.00 | | | | 2.94 | | 0.00 |
| | Delay[3] | 7.1 | 2.3 | | | 6.8 | 2.7 | | | | 51.3 | | 45.8 | 17.8 | 7.3 | | | 15.4 | 4.1 | | | | 58.1 | | 39.2 |
| | LOS | A | A | | | A | A | | | | D | | D | B | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***8.6*** | ***A*** | | | | | | | | | | | ***20.3*** | ***C*** |
| 5-I25 West | Volume | | 1045 | 115 | 111 | 631 | | | | | 279 | 0 | 277 | | 1319 | 182 | 111 | 753 | | | | | 967 | 0 | 847 |
| | V/C[1] | | 0.342 | 0.093 | 0.541 | 0.767 | | | | | 0.757 | 0.000 | 0.858 | | 0.639 | 0.205 | 0.665 | 0.651 | | | | | 1.119 | 0.000 | 2.805 |
| | RQ[2] | | 0.00 | 0.07 | 0.77 | 0.00 | | | | | 0.69 | 0.00 | 0.73 | | 0.00 | 0.20 | 0.82 | 0.00 | | | | | 1.98 | 0.00 | 10.08 |
| | Delay[3] | | 10.2 | 10.2 | 9.6 | 20.8 | | | | | 42.8 | 0.0 | 47.0 | | 25.8 | 14.2 | 19.8 | 7.4 | | | | | 126.3 | 0.0 | 866.6 |
| | LOS | | B | B | A | C | | | | | D | | D | | C | B | B | A | | | | | F | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***21.8*** | ***C*** | | | | | | | | | | | ***250.8*** | ***F*** |
| 6-I25 East | Volume | 549 | 814 | | | 710 | 0 | 101 | 0 | 97 | | | | 523 | 1768 | | | 765 | 0 | 119 | 0 | 131 | | | |
| | V/C[1] | 0.893 | 0.201 | | | 0.949 | 0.000 | | 0.681 | 0.758 | | | | 0.896 | 0.433 | | | 0.622 | 0.000 | | 0.807 | 0.576 | | | |
| | RQ[2] | 1.83 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.35 | | | | 1.62 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.30 | | | |
| | Delay[3] | 46.60 | 2.20 | | | 26.40 | 0.00 | | 53.70 | 57.20 | | | | 31.30 | 2.00 | | | 11.70 | 0.00 | | 68.60 | 61.00 | | | |
| | LOS | D | A | | | C | | | D | E | | | | C | A | | | B | | | E | E | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***26.4*** | ***C*** | | | | | | | | | | | ***13.6*** | ***B*** |
| 7-Em.Lpz./Camelot | Volume | 183 | 558 | 79 | 133 | 1389 | 234 | 315 | 90 | 144 | 85 | 29 | 321 | 334 | 1246 | 231 | 249 | 932 | 23 | 155 | 54 | 181 | 94 | 61 | 159 |
| | V/C[1] | 0.674 | 0.266 | 0.084 | 0.244 | 0.754 | 0.277 | 0.639 | 0.222 | 0.419 | 0.258 | 0.109 | 1.440 | 0.766 | 0.567 | 0.234 | 0.740 | 0.640 | 0.034 | 0.441 | 0.220 | 0.868 | 0.411 | 0.251 | 0.433 |
| | RQ[2] | 0.71 | 0.00 | 0.64 | 0.38 | 0.00 | 0.00 | 1.51 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 | 0.94 | 0.00 | 1.60 | 0.68 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| | Delay[3] | 33.3 | 23.8 | 21.4 | 19.4 | 35.7 | 25.0 | 47.9 | 51.5 | 54.6 | 50.4 | 60.5 | 289.8 | 25.5 | 25.7 | 20.5 | 21.1 | 26.3 | 17.2 | 44.3 | 53.1 | 77.0 | 44.2 | 53.6 | 55.9 |
| | LOS | C | C | C | B | D | C | D | D | D | D | E | F | C | C | C | C | C | B | D | D | E | D | D | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***61.6*** | ***E*** | | | | | | | | | | | ***31.2*** | ***C*** |
| 9-Los Cerritos | Volume | 8 | 716 | 19 | 3 | 1662 | 59 | 35 | 2 | 4 | 243 | 6 | 167 | 257 | 1085 | 77 | 18 | 1159 | 224 | 63 | 15 | 12 | 192 | 15 | 155 |
| | V/C[1] | 0.034 | 0.320 | 0.320 | 0.006 | 0.676 | 0.053 | 0.176 | 0.060 | | 0.838 | 0.483 | 0.456 | 0.696 | 0.471 | 0.471 | 0.055 | 0.616 | 0.263 | 0.244 | 0.171 | | 0.776 | 0.070 | 0.858 |
| | RQ[2] | 0.02 | 0.00 | 0.00 | 0.01 | 0.00 | 0.09 | 0.51 | 0.00 | | 0.98 | 0.00 | 0.04 | 0.74 | 0.00 | 0.00 | 0.07 | 0.00 | 1.55 | 1.08 | 0.00 | | 0.83 | 0.00 | 1.78 |
| | Delay[3] | 11.5 | 11.2 | 11.2 | 9.3 | 12.2 | 3.7 | 44.9 | 48.5 | | 59.4 | 47.3 | 46.9 | 19.6 | 14.6 | 14.6 | 11.9 | 21.5 | 14.8 | 49.2 | 53.8 | | 60.7 | 50.5 | 73.7 |
| | LOS | B | B | B | A | B | A | D | D | | E | D | D | B | B | B | B | C | B | D | D | | E | D | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***19.4*** | ***B*** | | | | | | | | | | | ***24.9*** | ***C*** |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 11-Don Pasqual | Volume | 197 | 885 | | | 1314 | 196 | | | | 121 | | 169 | 104 | 1307 | | | 1312 | 56 | | | | 45 | | 92 |
| | V/C[1] | 0.789 | 0.299 | | | 0.640 | 0.648 | | | | 0.538 | | 0.852 | 0.338 | 0.383 | | | 0.534 | 0.536 | | | | 0.343 | | 0.801 |
| | RQ[2] | 2.63 | 0.00 | | | 0.00 | 0.00 | | | | 1.02 | | 0.00 | 1.37 | 0.00 | | | 0.00 | 0.00 | | | | 0.47 | | 0.00 |
| | Delay[3] | 28.4 | 2.5 | | | 18.2 | 20.4 | | | | 44.9 | | 50.0 | 19.3 | 3.8 | | | 10.1 | 10.4 | | | | 57.0 | | 63.2 |
| | LOS | C | A | | | B | C | | | | D | | D | B | A | | | B | B | | | | E | | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***18.4*** | ***B*** | | | | | | | | | | | ***10.7*** | ***B*** |
| 12-NM314 | Volume | 44 | 688 | 245 | 68 | 1052 | 313 | 467 | 245 | 67 | 76 | 88 | 84 | 89 | 854 | 246 | 114 | 974 | 175 | 362 | 149 | 58 | 316 | 390 | 73 |
| | V/C[1] | 0.127 | 0.365 | 0.290 | 0.131 | 0.512 | 0.339 | 1.045 | 0.430 | 0.262 | 0.844 | 0.292 | 0.632 | 0.258 | 0.462 | 0.299 | 0.315 | 0.547 | 0.217 | 1.051 | 0.264 | 0.227 | 2.527 | 0.810 | 0.349 |
| | RQ[2] | 0.24 | 0.00 | 1.34 | 0.08 | 0.00 | 1.24 | 1.99 | 0.00 | 0.78 | 0.90 | 0.00 | 0.68 | 0.59 | 0.00 | 1.92 | 0.20 | 0.00 | 0.59 | 1.89 | 0.00 | 0.82 | 7.16 | 0.00 | 0.63 |
| | Delay[3] | 13.9 | 18.3 | 15.9 | 12.2 | 23.2 | 23.9 | 100.5 | 41.1 | 39.8 | 97.0 | 47.1 | 52.6 | 14.9 | 22.5 | 19.9 | 16.2 | 19.8 | 15.7 | 118.4 | 46.3 | 46.2 | 768.3 | 58.7 | 50.8 |
| | LOS | B | B | B | B | C | C | F | D | D | F | D | D | B | C | B | B | B | B | F | D | D | F | E | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***38.6*** | ***D*** | | | | | | | | | | | ***102.7*** | ***F*** |
| 13-Luna | Volume | 66 | 488 | 54 | 1 | 1292 | 2 | 69 | 12 | 8 | 3 | 16 | 128 | 74 | 1258 | 27 | 0 | 965 | 1 | 41 | 12 | 6 | 21 | 9 | 87 |
| | V/C[1] | 0.581 | 0.268 | 0.268 | 0.202 | 0.429 | 0.429 | | 0.525 | | | 0.656 | | 0.492 | 0.321 | 0.321 | 0.000 | 0.423 | 0.423 | | 0.415 | | | 0.686 | |
| | RQ[2] | 1.46 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| | Delay[3] | 34.0 | 5.0 | 5.2 | 62.6 | 6.4 | 6.4 | | 47.7 | | | 47.7 | | 59.1 | 1.9 | 1.9 | 0.0 | 3.3 | 3.3 | | 57.0 | | | 59.5 | |
| | LOS | C | A | A | E | A | A | | D | | | D | | E | A | A | | A | A | | E | | | E | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***12.2*** | ***B*** | | | | | | | | | | | ***8.6*** | ***A*** |
| 14-Los Lentes | Volume | 44 | 627 | 14 | 118 | 1041 | 67 | 57 | 110 | 210 | 156 | 123 | 36 | 32 | 954 | 52 | 228 | 1062 | 124 | 98 | 56 | 120 | 110 | 68 | 6 |
| | V/C[1] | 0.144 | 0.347 | 0.348 | 0.230 | 0.549 | 0.549 | 0.186 | 0.367 | 0.834 | 0.440 | 0.332 | 0.116 | 0.088 | 0.436 | 0.436 | 0.493 | 0.501 | 0.501 | 0.423 | 0.321 | 0.792 | 0.420 | 0.362 | 0.038 |
| | RQ[2] | 0.02 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.56 | 0.00 | 2.58 | 1.66 | 0.00 | 0.39 | 0.02 | 0.00 | 0.00 | 0.81 | 0.00 | 0.00 | 1.32 | 0.00 | 1.87 | 1.62 | 0.00 | 0.09 |
| | Delay[3] | 15.7 | 26.8 | 26.8 | 13.4 | 28.3 | 28.3 | 34.5 | 41.0 | 56.0 | 32.6 | 37.2 | 35.0 | 10.5 | 16.4 | 16.5 | 11.4 | 13.0 | 13.3 | 49.0 | 55.2 | 66.8 | 48.3 | 54.9 | 51.8 |
| | LOS | B | C | C | B | C | C | C | D | E | C | D | D | B | B | B | B | B | B | D | E | E | D | D | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***31.2*** | ***C*** | | | | | | | | | | | ***21.5*** | ***C*** |
| 15-Carson | Volume | 12 | 905 | 39 | 74 | 1217 | 8 | 44 | 2 | 172 | 8 | 3 | 9 | 12 | 1189 | 74 | 215 | 1320 | 7 | 79 | 2 | 173 | 4 | 4 | 10 |
| | V/C[1] | 0.039 | 0.535 | 0.535 | 0.172 | 0.456 | 0.456 | 0.155 | 0.433 | | | 0.063 | | 0.038 | 0.551 | 0.551 | 0.526 | 0.498 | 0.498 | 0.381 | 0.527 | | | 0.063 | |
| | RQ[2] | 0.11 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.49 | 0.00 | | | 0.00 | | 0.03 | 0.00 | 0.00 | 0.70 | 0.00 | 0.00 | 1.19 | 0.00 | | | 0.00 | |
| | Delay[3] | 24.1 | 23.8 | 24.6 | 12.5 | 11.9 | 11.9 | 39.1 | 33.7 | | | 29.8 | | 7.3 | 14.2 | 13.6 | 12.8 | 10.9 | 10.9 | 54.3 | 45.2 | | | 39.2 | |
| | LOS | C | C | C | B | B | B | D | C | | | C | | A | B | B | B | B | B | D | D | | | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***19.5*** | ***B*** | | | | | | | | | | | ***15.9*** | ***B*** |
| 17-El Cerro | Volume | 5 | 675 | 374 | 25 | 622 | 1 | 498 | 15 | 30 | 13 | 0 | 2 | 14 | 565 | 563 | 45 | 1006 | 26 | 342 | 7 | 56 | 15 | 2 | 11 |
| | V/C[1] | 0.021 | 0.677 | 0.420 | 0.097 | 0.488 | 0.002 | 0.778 | 0.066 | | | 0.094 | | 0.076 | 0.447 | 0.649 | 0.123 | 0.702 | 0.041 | 0.706 | 0.122 | | | 0.180 | |
| | RQ[2] | 0.03 | 0.00 | 1.79 | 0.14 | 0.00 | 0.01 | 8.04 | 0.00 | | | 0.00 | | 0.07 | 0.00 | 3.49 | 0.27 | 0.00 | 0.29 | 6.55 | 0.00 | | | 0.00 | |
| | Delay[3] | 20.1 | 25.7 | 8.8 | 19.6 | 22.4 | 18.5 | 25.5 | 13.3 | | | 36.5 | | 18.0 | 20.2 | 12.2 | 14.9 | 22.2 | 15.2 | 29.6 | 20.3 | | | 40.6 | |
| | LOS | C | C | A | B | C | B | C | B | | | D | | B | C | B | B | C | B | C | C | | | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***21.7*** | ***C*** | | | | | | | | | | | ***20.5*** | ***C*** |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 18-NM47 | Volume | 56 | 517 | 30 | 144 | 462 | 13 | 69 | 16 | 0 | 15 | 22 | 19 | 159 | 439 | 20 | 1297 | 844 | 68 | 120 | 79 | 0 | 64 | 106 | 84 |
| | V/C[1] | 0.620 | 0.302 | 0.039 | 0.566 | 0.220 | 0.220 | 0.402 | 0.093 | 0.000 | 0.078 | 0.261 | | 0.880 | 0.503 | 0.051 | 1.040 | 0.503 | 0.503 | 0.698 | 0.208 | 0.000 | 0.238 | 0.535 | |
| | RQ[2] | 0.49 | 0.00 | 0.10 | 0.30 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.20 | 0.00 | | 2.07 | 0.00 | 0.27 | 4.29 | 0.00 | 0.00 | 0.56 | 0.00 | 0.00 | 1.43 | 0.00 | |
| | Delay[3] | 44.0 | 8.0 | 6.5 | 41.1 | 7.2 | 7.3 | 41.2 | 36.2 | 0.0 | 37.0 | 37.5 | | 77.8 | 47.5 | 40.1 | 82.9 | 23.7 | 23.8 | 77.6 | 48.5 | 0.0 | 53.8 | 53.7 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | E | D | D | F | C | C | E | D | | D | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***15.5*** | ***B*** | | | | | | | | | | | ***57.9*** | ***E*** |

***NOTES:***

***1. v/c = vehicle to capacity ratio***
***2. Queue storage ratio (95th percentile)***
***3. Control Delay (s/veh)***
***4. Node 11 output from Synchro software.***

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



**Table 12 – Signalized MOE Summary – Main Street Scenario 5 (BUILD 2040)**

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 2-Huning E/LosMorros | Volume | 24 | 510 | 0 | 72 | 402 | 0 | 107 | 45 | 0 | 31 | 3 | 0 | 20 | 593 | 0 | 167 | 436 | 0 | 32 | 20 | 0 | 79 | 73 | 0 |
| | V/C[1] | 0.095 | 0.369 | 0.000 | 0.335 | 0.664 | 0.000 | 0.819 | 0.218 | 0.000 | 0.164 | 0.019 | 0.000 | 0.096 | 0.664 | 0.000 | 0.844 | 0.766 | 0.000 | 0.391 | 0.109 | 0.000 | 0.256 | 0.303 | 0.000 |
| | RQ[2] | 0.03 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.80 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.19 | 0.00 | 0.00 |
| | Delay[3] | 15.9 | 19.6 | 0.0 | 12.8 | 21.7 | 0.0 | 49.6 | 40.7 | 0.0 | 45.5 | 42.2 | 0.0 | 20.9 | 28.5 | 0.0 | 23.6 | 22.3 | 0.0 | 42.3 | 37.3 | 0.0 | 38.6 | 35.5 | 0.0 |
| | LOS | B | B | | B | C | | D | D | | D | D | | C | C | | C | C | | D | D | | D | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***22.8*** | ***C*** | | | | | | | | | | | ***25.6*** | ***C*** |
| 3-Desert Willow | Volume | 20 | 733 | | | 485 | 101 | | | | 166 | | 19 | 38 | 766 | 0 | | 590 | 131 | | | | 526 | | 50 |
| | V/C[1] | 0.041 | 0.203 | | | 0.479 | 0.201 | | | | 0.716 | | 0.153 | 0.509 | 0.185 | 0.000 | | 0.684 | 0.320 | | | | 0.882 | | 0.151 |
| | RQ[2] | 0.01 | 0.00 | | | 0.00 | 0.00 | | | | 0.85 | | 0.00 | 0.22 | 0.00 | 0.00 | | 0.00 | 0.00 | | | | 2.80 | | 0.00 |
| | Delay[3] | 4.6 | 2.4 | | | 8.0 | 4.7 | | | | 51.2 | | 45.6 | 65.7 | 5.8 | | | 13.5 | 4.4 | | | | 57.1 | | 40.7 |
| | LOS | A | A | | | A | A | | | | D | | D | E | A | | | B | A | | | | E | | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***10.0*** | ***B*** | | | | | | | | | | | ***19.8*** | ***B*** |
| 5-I25 West | Volume | | 912 | 121 | 109 | 518 | | | | | 159 | 0 | 268 | | 1035 | 326 | 123 | 629 | | | | | 602 | 0 | 742 |
| | V/C[1] | | 0.333 | 0.116 | 0.408 | 0.482 | | | | | 0.455 | 0.000 | 0.870 | | 0.522 | 0.376 | 0.594 | 0.541 | | | | | 0.697 | 0.000 | 2.110 |
| | RQ[2] | | 0.00 | 0.08 | 0.67 | 0.00 | | | | | 0.41 | 0.00 | 0.72 | | 0.00 | 0.42 | 0.91 | 0.00 | | | | | 0.84 | 0.00 | 6.65 |
| | Delay[3] | | 9.2 | 9.6 | 8.5 | 10.8 | | | | | 38.4 | 0.0 | 48.6 | | 25.7 | 18.1 | 16.2 | 7.4 | | | | | 47.8 | 0.0 | 555.4 |
| | LOS | | A | A | A | B | | | | | D | | D | | C | B | B | A | | | | | D | | F |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***16.3*** | ***B*** | | | | | | | | | | | ***145.8*** | ***F*** |
| 6-I25 East | Volume | 506 | 604 | | | 548 | 0 | 149 | 0 | 133 | | | | 519 | 1123 | | | 638 | 0 | 134 | 0 | 157 | | | |
| | V/C[1] | 0.833 | 0.167 | | | 0.559 | 0.000 | | 0.733 | 0.759 | | | | 0.912 | 0.337 | | | 0.535 | 0.000 | | 0.820 | 0.710 | | | |
| | RQ[2] | 1.03 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.36 | | | | 2.11 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.41 | | | |
| | Delay[3] | 19.3 | 0.5 | | | 10.1 | 0.0 | | 41.6 | 43.2 | | | | 27.2 | 1.8 | | | 11.6 | 0.0 | | 71.0 | 63.3 | | | |
| | LOS | B | A | | | B | | | D | D | | | | C | A | | | B | | | E | E | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***13.9*** | ***B*** | | | | | | | | | | | ***15.6*** | ***B*** |
| 7-Em.Lpz./Camelot | Volume | 198 | 379 | 69 | 114 | 636 | 307 | 287 | 74 | 94 | 89 | 18 | 271 | 249 | 750 | 193 | 174 | 722 | 0 | 145 | 45 | 128 | 91 | 44 | 69 |
| | V/C[1] | 0.385 | 0.195 | 0.080 | 0.186 | 0.355 | 0.373 | 0.590 | 0.192 | 0.287 | 0.246 | 0.066 | 1.200 | 0.624 | 0.390 | 0.224 | 0.483 | 0.538 | 0.000 | 0.432 | 0.243 | 0.815 | 0.374 | 0.244 | 0.255 |
| | RQ[2] | 0.77 | 0.00 | 0.59 | 0.33 | 0.00 | 0.00 | 1.35 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.70 | 0.00 | 1.38 | 0.48 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 |
| | Delay[3] | 19.1 | 21.4 | 20.1 | 18.9 | 25.8 | 26.6 | 46.1 | 51.4 | 52.7 | 48.8 | 58.3 | 190.5 | 17.2 | 18.2 | 16.5 | 13.0 | 20.6 | 0.0 | 44.0 | 53.4 | 65.3 | 43.4 | 53.7 | 53.9 |
| | LOS | B | C | C | B | C | C | D | D | D | D | E | F | B | B | B | B | C | | D | D | E | D | D | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***49.2*** | ***D*** | | | | | | | | | | | ***24.6*** | ***C*** |
| 9-Los Cerritos | Volume | 23 | 454 | 19 | 3 | 794 | 68 | 35 | 2 | 5 | 240 | 6 | 243 | 415 | 356 | 77 | 17 | 688 | 210 | 62 | 16 | 11 | 177 | 15 | 274 |
| | V/C[1] | 0.061 | 0.262 | 0.263 | 0.006 | 0.422 | 0.079 | 0.164 | 0.056 | | 0.370 | 0.470 | 0.442 | 0.881 | 0.216 | 0.219 | 0.037 | 0.472 | 0.321 | 0.730 | 0.323 | | 0.607 | 0.703 | 0.406 |
| | RQ[2] | 0.05 | 0.00 | 0.00 | 0.01 | 0.00 | 0.14 | 0.38 | 0.00 | | 0.59 | 0.00 | 0.53 | 1.59 | 0.00 | 0.00 | 0.09 | 0.00 | 1.67 | 1.31 | 0.00 | | 0.76 | 0.00 | 0.58 |
| | Delay[3] | 9.5 | 10.9 | 10.9 | 10.1 | 13.4 | 5.4 | 33.9 | 37.0 | | 32.3 | 38.3 | 38.0 | 26.9 | 10.0 | 10.0 | 12.7 | 20.4 | 16.5 | 69.3 | 60.1 | | 59.5 | 65.8 | 58.4 |
| | LOS | A | B | B | B | B | A | C | D | | C | D | D | C | A | B | B | C | B | E | E | | E | E | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.8*** | ***B*** | | | | | | | | | | | ***26.5*** | ***C*** |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 11-Don Pasqual | Volume | 198 | 625 | | | 451 | 199 | | | | 124 | | 171 | 91 | 654 | | | 813 | 46 | | | | 36 | | 86 |
| | V/C[1] | 0.405 | 0.224 | | | 0.418 | 0.418 | | | | 0.551 | | 0.853 | 0.187 | 0.185 | | | 0.424 | 0.424 | | | | 0.291 | | 0.794 |
| | RQ[2] | 0.89 | 0.00 | | | 0.00 | 0.00 | | | | 1.06 | | 0.00 | 0.42 | 0.00 | | | 0.00 | 0.00 | | | | 0.38 | | 0.00 |
| | Delay[3] | 7.0 | 3.4 | | | 11.5 | 15.5 | | | | 44.9 | | 49.9 | 6.7 | 1.6 | | | 5.9 | 6.1 | | | | 57.2 | | 63.6 |
| | LOS | A | A | | | B | B | | | | D | | D | A | A | | | A | A | | | | E | | E |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***15.4*** | ***B*** | | | | | | | | | | | ***8.7*** | ***A*** |
| 12-NM314 | Volume | 47 | 564 | 173 | 65 | 445 | 248 | 290 | 252 | 69 | 66 | 88 | 82 | 79 | 267 | 271 | 115 | 666 | 88 | 268 | 170 | 51 | 215 | 411 | 92 |
| | V/C[1] | 0.088 | 0.295 | 0.200 | 0.153 | 0.306 | 0.371 | 0.888 | 0.433 | 0.267 | 0.780 | 0.293 | 0.618 | 0.185 | 0.142 | 0.310 | 0.189 | 0.416 | 0.123 | 0.844 | 0.300 | 0.205 | 0.860 | 0.818 | 0.418 |
| | RQ[2] | 0.25 | 0.00 | 1.10 | 0.11 | 0.00 | 1.26 | 1.14 | 0.00 | 0.80 | 0.70 | 0.00 | 0.65 | 0.52 | 0.00 | 1.86 | 0.22 | 0.00 | 0.36 | 1.19 | 0.00 | 0.73 | 1.20 | 0.00 | 0.80 |
| | Delay[3] | 11.9 | 19.7 | 16.7 | 12.3 | 16.2 | 22.0 | 69.5 | 40.9 | 39.7 | 82.3 | 47.2 | 52.4 | 14.8 | 17.9 | 19.3 | 13.7 | 20.9 | 16.2 | 72.6 | 46.9 | 46.2 | 82.4 | 59.1 | 50.8 |
| | LOS | B | B | B | B | B | C | E | D | D | F | D | D | B | B | B | B | C | B | E | D | D | F | E | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***31.6*** | ***C*** | | | | | | | | | | | ***39.4*** | ***D*** |
| 13-Luna | Volume | 68 | 352 | 52 | 1 | 613 | 2 | 67 | 12 | 3 | 3 | 16 | 129 | 104 | 530 | 23 | 0 | 579 | 1 | 34 | 10 | 0 | 1 | 8 | 79 |
| | V/C[1] | 0.523 | 0.222 | 0.223 | 0.206 | 0.312 | 0.312 | | 0.380 | | | 0.464 | | 0.667 | 0.148 | 0.149 | 0.000 | 0.318 | 0.318 | | 0.344 | | | 0.654 | |
| | RQ[2] | 1.07 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 2.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| | Delay[3] | 22.8 | 4.4 | 4.7 | 49.5 | 3.4 | 3.4 | | 36.7 | | | 37.1 | | 62.4 | 0.8 | 0.9 | 0.0 | 3.7 | 3.7 | | 57.6 | | | 60.4 | |
| | LOS | C | A | A | D | A | A | | D | | | D | | E | A | A | | A | A | | E | | | E | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***9.2*** | ***A*** | | | | | | | | | | | ***11.4*** | ***B*** |
| 14-Los Lentes | Volume | 47 | 496 | 13 | 19 | 371 | 71 | 57 | 114 | 159 | 158 | 127 | 37 | 19 | 372 | 52 | 257 | 690 | 132 | 98 | 56 | 89 | 122 | 67 | 13 |
| | V/C[1] | 0.099 | 0.236 | 0.236 | 0.059 | 0.381 | 0.382 | 0.213 | 0.470 | 0.779 | 0.499 | 0.397 | 0.138 | 0.043 | 0.194 | 0.197 | 0.386 | 0.378 | 0.378 | 0.447 | 0.394 | 0.745 | 0.486 | 0.401 | 0.092 |
| | RQ[2] | 0.02 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.59 | 0.00 | 1.99 | 1.77 | 0.00 | 0.42 | 0.01 | 0.00 | 0.00 | 0.98 | 0.00 | 0.00 | 1.36 | 0.00 | 1.47 | 1.85 | 0.00 | 0.20 |
| | Delay[3] | 11.7 | 21.9 | 21.9 | 11.2 | 21.8 | 22.0 | 37.5 | 45.1 | 52.6 | 35.4 | 40.4 | 37.8 | 9.8 | 14.1 | 14.2 | 8.4 | 9.6 | 10.1 | 51.3 | 58.4 | 68.0 | 50.4 | 56.8 | 53.7 |
| | LOS | B | C | C | B | C | C | D | D | D | D | D | D | A | B | B | A | A | B | D | E | E | D | E | D |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***29.0*** | ***C*** | | | | | | | | | | | ***21.4*** | ***C*** |
| 15-Carson | Volume | 12 | 713 | 51 | 10 | 428 | 8 | 66 | 2 | 152 | 8 | 2 | 10 | 12 | 528 | 90 | 123 | 971 | 8 | 93 | 1 | 95 | 5 | 2 | 11 |
| | V/C[1] | 0.026 | 0.392 | 0.392 | 0.038 | 0.296 | 0.296 | 0.218 | 0.384 | | | 0.060 | | 0.032 | 0.288 | 0.290 | 0.228 | 0.411 | 0.411 | 0.337 | 0.287 | | | 0.053 | |
| | RQ[2] | 0.09 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.73 | 0.00 | | | 0.00 | | 0.06 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 1.31 | 0.00 | | | 0.00 | |
| | Delay[3] | 18.80 | 17.10 | 18.20 | 10.5 | 10.2 | 10.2 | 38.6 | 33.0 | | | 29.7 | | 12.30 | 21.50 | 19.50 | 9.5 | 9.8 | 9.8 | 48.3 | 41.6 | | | 39.0 | |
| | LOS | B | B | B | B | B | B | D | C | | | C | | B | C | B | A | A | A | D | D | | | D | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***17.2*** | ***B*** | | | | | | | | | | | ***16.9*** | ***B*** |
| 17-El Cerro | Volume | 6 | 671 | 167 | 13 | 362 | 0 | 243 | 5 | 57 | 12 | 0 | 2 | 16 | 502 | 240 | 181 | 741 | 25 | 245 | 6 | 43 | 15 | 1 | 13 |
| | V/C[1] | 0.019 | 0.647 | 0.236 | 0.056 | 0.369 | 0.000 | 0.504 | 0.118 | | | 0.065 | | 0.057 | 0.419 | 0.267 | 0.433 | 0.694 | 0.052 | 0.792 | 0.175 | | | 0.390 | |
| | RQ[2] | 0.02 | 0.00 | 0.61 | 0.06 | 0.00 | 0.00 | 2.75 | 0.00 | | | 0.00 | | 0.05 | 0.00 | 0.81 | 0.87 | 0.00 | 0.22 | 3.88 | 0.00 | | | 0.00 | |
| | Delay[3] | 13.8 | 18.0 | 9.2 | 13.9 | 15.3 | 0.0 | 18.0 | 12.9 | | | 24.8 | | 16.6 | 19.2 | 10.6 | 13.2 | 17.8 | 13.1 | 27.8 | 21.9 | | | 31.7 | |
| | LOS | B | B | A | B | B | | B | B | | | C | | B | B | B | B | B | B | C | C | | | C | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***16.2*** | ***B*** | | | | | | | | | | | ***18.5*** | ***B*** |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 18-NM47 | Volume | 56 | 532 | 17 | 201 | 369 | 11 | 20 | 17 | 0 | 14 | 27 | 16 | 166 | 388 | 20 | 1282 | 938 | 64 | 20 | 78 | 0 | 63 | 118 | 75 |
| | V/C[1] | 0.620 | 0.311 | 0.023 | 0.675 | 0.171 | 0.172 | 0.149 | 0.135 | 0.000 | 0.088 | 0.364 | | 0.837 | 0.289 | 0.034 | 0.952 | 0.479 | 0.480 | 0.217 | 0.292 | 0.000 | 0.332 | 0.766 | |
| | RQ[2] | 0.49 | 0.00 | 0.06 | 0.41 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.19 | 0.00 | | 1.50 | 0.00 | 0.17 | 3.34 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 1.40 | 0.00 | |
| | Delay[3] | 43.4 | 7.5 | 5.9 | 40.7 | 6.0 | 6.0 | 40.4 | 38.0 | 0.0 | 38.6 | 39.9 | | 72.0 | 36.9 | 33.5 | 53.3 | 15.4 | 15.5 | 66.0 | 52.3 | 0.0 | 58.1 | 60.5 | |
| | LOS | D | A | A | D | A | A | D | D | | D | D | | E | D | C | D | B | B | E | D | | E | E | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***15.7*** | ***B*** | | | | | | | | | | | ***40.6*** | ***D*** |

**Table 13 – Signalized MOE Summary – Morris Road Scenario 5 (BUILD 2040)**

| Node | Lane Group | AM Peak | | | | | | | | | | | | PM Peak | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EB | | | WB | | | NB | | | SB | | | EB | | | WB | | | NB | | | SB | | |
| | | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R |
| 2-I25 West | Volume | | 146 | 42 | 83 | 160 | | | | | 328 | 0 | 19 | | 116 | 37 | 56 | 199 | | | | | 1048 | 0 | 38 |
| | V/C[1] | | 0.155 | 0.163 | 0.140 | 0.117 | | | | | 0.218 | 0.000 | 0.247 | | 0.666 | 0.156 | 0.385 | 0.170 | | | | | 0.625 | 0.000 | 0.675 |
| | RQ | | 0.00 | 0.00 | 0.18 | 0.00 | | | | | 0.25 | 0.00 | 0.28 | | 0.00 | 0.00 | 0.43 | 0.00 | | | | | 1.01 | 0.00 | 1.11 |
| | Delay (s)[3] | | 15.8 | 15.9 | 12.6 | 11.9 | | | | | 12.2 | 0.0 | 12.5 | | 52.0 | 33.1 | 49.7 | 14.5 | | | | | 18.1 | 0.0 | 19.5 |
| | LOS | | B | B | B | B | | | | | B | | B | | D | C | D | B | | | | | B | | B |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***13.2*** | ***B*** | | | | | | | | | | | ***21.8*** | ***C*** |
| 3-I25 East | Volume | 48 | 426 | | | 218 | 1037 | 25 | 0 | 54 | | | | 28 | 1136 | | | 197 | 539 | 58 | 0 | 96 | | | |
| | V/C[1] | 0.075 | 0.268 | | | 0.123 | 0.630 | | 0.045 | 0.118 | | | | 0.040 | 0.610 | | | 0.122 | 0.380 | | 0.105 | 0.127 | | | |
| | RQ | 0.17 | 0.00 | | | 0.00 | 0.75 | | 0.00 | 0.11 | | | | 0.02 | 0.00 | | | 0.00 | 0.41 | | 0.00 | 0.11 | | | |
| | Delay (s)[3] | 14.0 | 8.6 | | | 9.4 | 15.7 | | 17.1 | 17.8 | | | | 3.7 | 3.3 | | | 9.4 | 12.1 | | 17.6 | 17.9 | | | |
| | LOS | B | A | | | A | B | | B | B | | | | A | A | | | A | B | | B | B | | | |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***12.4*** | ***B*** | | | | | | | | | | | ***6.5*** | ***A*** |
| 6-NM314 | Volume | 64 | 287 | 130 | 208 | 818 | 184 | 388 | 168 | 96 | 65 | 43 | 47 | 65 | 736 | 457 | 209 | 480 | 152 | 215 | 59 | 213 | 254 | 287 | 51 |
| | V/C[1] | 0.234 | 0.261 | 0.270 | 0.379 | 0.538 | 0.270 | 0.722 | 0.151 | 0.169 | 0.141 | 0.039 | 0.082 | 0.153 | 0.577 | 0.484 | 0.552 | 0.343 | 0.145 | 0.567 | 0.059 | 0.227 | 0.513 | 0.287 | 0.058 |
| | RQ | 0.21 | 0.00 | 0.48 | 0.14 | 0.00 | 0.48 | 0.39 | 0.00 | 0.12 | 0.19 | 0.00 | 0.05 | 0.18 | 0.00 | 0.85 | 0.59 | 0.00 | 0.25 | 0.16 | 0.00 | 0.17 | 0.57 | 0.00 | 0.04 |
| | Delay (s)[3] | 22.7 | 24.4 | 25.2 | 24.4 | 28.2 | 25.1 | 35.3 | 23.2 | 20.5 | 20.1 | 22.1 | 19.5 | 20.0 | 28.7 | 28.5 | 26.2 | 24.0 | 22.1 | 32.4 | 24.0 | 21.3 | 29.6 | 26.8 | 20.8 |
| | LOS | C | C | C | C | C | C | D | C | C | C | C | B | C | C | C | C | C | C | C | C | C | C | C | C |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***26.9*** | ***C*** | | | | | | | | | | | ***27.0*** | ***C*** |
| 11-NM47[4] | Volume | 91 | | 392 | | | | 695 | 938 | | | 352 | 192 | 171 | | 552 | | | | 539 | 244 | | | 913 | 163 |
| | V/C[1] | 0.41 | | 0.45 | | | | 0.78 | 0.58 | | | 0.13 | 0.28 | 0.60 | | 0.77 | | | | 0.73 | 0.54 | | | 0.76 | 0.26 |
| | RQ | 0.05 | | 0.02 | | | | 0.71 | 0.79 | | | 0.05 | 0.14 | 0.08 | | 0.18 | | | | 0.59 | 0.65 | | | 0.34 | 0.14 |
| | Delay (s)[3] | 34.2 | | 2.8 | | | | 30.0 | 16.9 | | | 16.6 | 4.1 | 36.5 | | 22.7 | | | | 32.7 | 18.2 | | | 26.5 | 4.4 |
| | LOS | C | | A | | | | C | B | | | B | A | D | | C | | | | C | B | | | C | A |
| | ***Intersection Delay, LOS:*** | | | | | | | | | | | ***18.1*** | ***B*** | | | | | | | | | | | ***24.7*** | ***C*** |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



### 4.2.2 Freeway Segment Analysis

The I-25 mainline segments and on/off ramps were analyzed from 1 mile south of the Belen Business 25 interchange at Exit 195 to 1 mile north of Main Street in Los Lunas at Exit 206. Figures 14 through 17 illustrate these segments. For the BUILD scenarios, the proposed Morris Road interchange is inserted south of Main Street represented by segments 6 through 9. Table 14 tabulates the results of the segment analyses, while the corridor summaries are tabulated in Table 15. LOS worksheets are provided in Appendix E.

**Figure 14: Northbound (NB) I-25 NO-Build**

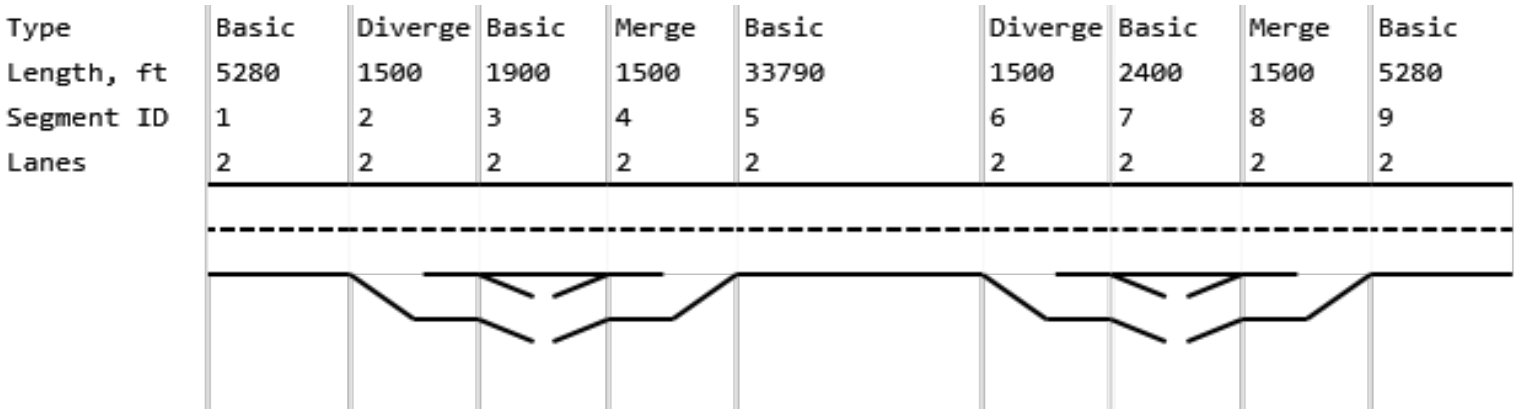
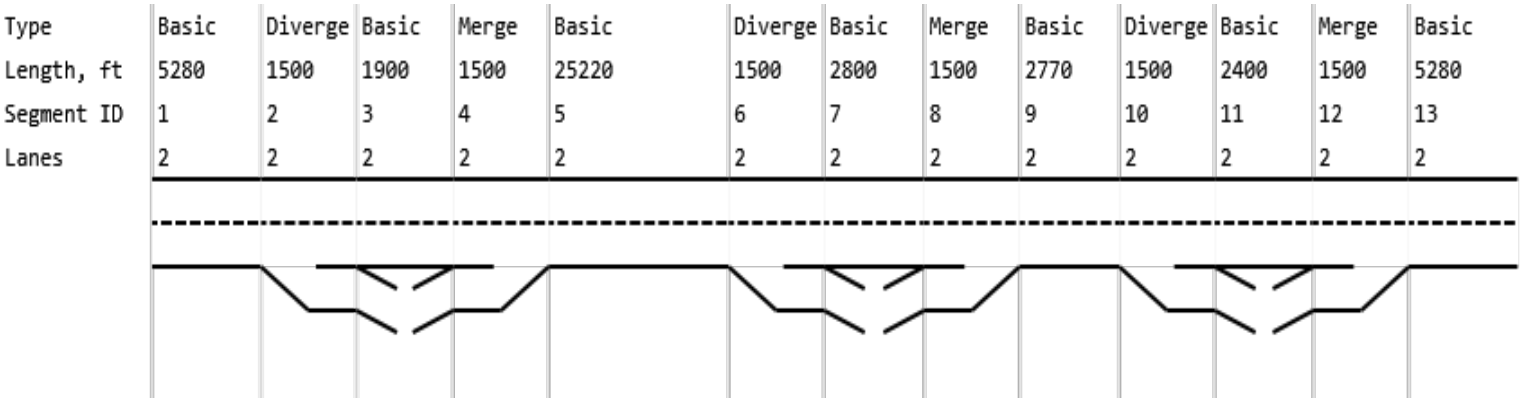



**Figure 15: Northbound (NB) I-25 BUILD**



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



**Figure 16: Southbound (SB) I-25 NO-Build**

| Type | Basic | Diverge | Basic | Merge | Basic | Diverge | Basic | Merge | Basic |
|---|---|---|---|---|---|---|---|---|---|
| Length, ft | 5280 | 1500 | 2400 | 1500 | 33790 | 1500 | 1900 | 1500 | 5280 |
| Segment ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

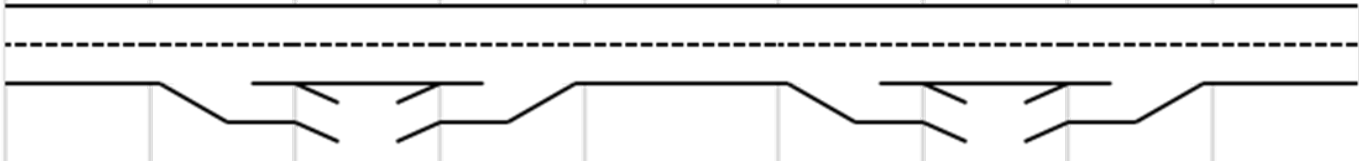
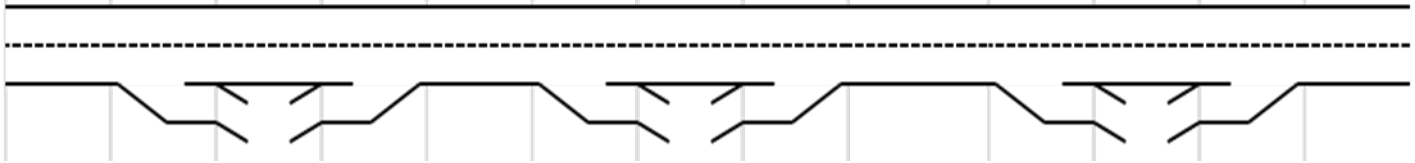


**Figure 17: Southbound (SB) I-25 BUILD**

| Type | Basic | Diverge | Basic | Merge | Basic | Diverge | Basic | Merge | Basic | Diverge | Basic | Merge | Basic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Length, ft | 5280 | 1500 | 2400 | 1500 | 2770 | 1500 | 2800 | 1500 | 25220 | 1500 | 1900 | 1500 | 5280 |
| Segment ID | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |



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**Table 14 – Freeway Segment Analyses**

| *I-25 BASIC FREEWAY SEGMENTS* | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Segment→* | 1 | | 2 | | 3 | | 4 | | 5 | | 6 | | 7 | | 8 | | 9 | | 10 | | 11 | | 12 | | 13 | |
| *Scenario↓* | D | LOS | D | LOS | D | LOS | D | LOS | D | LOS | D | LOS | D | LOS | D | LOS | D | LOS | D | LOS | D | LOS | D | LOS | D | LOS |
| ***AM PEAK PERIOD*** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **2019 Baseline NB** | 5.7 | A | 7.1 | A | 5.6 | A | 11.5 | B | 9.0 | A | | | | | | | | | 9.1 | A | 6.9 | A | 14.6 | B | 12.8 | B |
| **2019 Baseline SB** | 9.2 | A | 7.9 | A | 5.3 | A | 8.5 | A | 7.1 | A | | | | | | | | | 9.9 | A | 6.0 | A | 8.1 | A | 6.1 | A |
| **2025 NO-Build NB** | 6.8 | A | 8.6 | A | 7.0 | A | 14.3 | B | 11.3 | B | | | | | | | | | 12.2 | B | 9.3 | A | 19.8 | B | 18.0 | B |
| **2025 NO-Build SB** | 9.3 | A | 8.4 | A | 5.6 | A | 8.9 | A | 7.4 | A | | | | | | | | | 10.4 | B | 6.3 | A | 8.5 | A | 6.5 | A |
| **2025 BUILD NB** | 6.9 | A | 8.8 | A | 7.2 | A | 14.0 | B | 11.1 | B | 11.9 | B | 10.4 | A | 18.0 | B | 15.6 | B | 17.6 | B | 12.6 | B | 21.7 | C | 19.9 | C |
| **2025 BUILD SB** | 9.6 | A | 10.0 | A | 6.6 | A | 9.9 | A | 8.3 | A | 8.4 | A | 6.6 | A | 9.2 | A | 7.7 | A | 10.7 | B | 6.7 | A | 8.7 | A | 6.7 | A |
| **2040 NO-Build NB** | 9.3 | A | 11.9 | B | 9.4 | A | 20.8 | C | 17.1 | B | | | | | | | | | 19.3 | B | 15.2 | B | 31.7 | D | 34.3 | D |
| **2040 NO-Build SB** | 10.9 | A | 10.4 | B | 6.8 | A | 10.6 | B | 8.9 | A | | | | | | | | | 12.3 | B | 7.8 | A | 10.2 | B | 7.9 | A |
| **2040 BUILD NB** | 9.3 | A | 11.8 | B | 9.6 | A | 20.0 | B | 16.4 | B | 18.6 | B | 15.8 | B | 27.2 | C | 26.0 | C | 27.8 | C | 22.7 | C | 33.8 | D | **38.9** | **E** |
| **2040 BUILD SB** | 11.8 | B | 12.8 | B | 8.8 | A | 12.8 | B | 10.7 | A | 11.5 | B | 8.1 | A | 10.8 | B | 9.1 | A | 12.5 | B | 8.3 | A | 10.4 | B | 8.2 | A |
| ***PM PEAK PERIOD*** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **2019 Baseline NB** | 5.7 | A | 7.1 | A | 5.6 | A | 10.9 | B | 8.4 | A | | | | | | | | | 8.3 | A | 5.4 | A | 11.5 | B | 10.0 | A |
| **2019 Baseline SB** | 15.1 | B | 15.3 | B | 8.0 | A | 12.7 | B | 10.8 | A | | | | | | | | | 14.7 | B | 7.5 | A | 9.8 | A | 7.6 | A |
| **2025 NO-Build NB** | 6.0 | A | 7.4 | A | 5.9 | A | 11.4 | B | 8.8 | A | | | | | | | | | 8.8 | A | 6.0 | A | 12.6 | B | 11.0 | A |
| **2025 NO-Build SB** | 20.3 | C | 21.1 | C | 10.6 | A | 15.5 | B | 13.2 | B | | | | | | | | | 17.7 | B | 8.7 | A | 11.2 | B | 8.8 | A |
| **2025 BUILD NB** | 7.3 | A | 9.3 | A | 7.4 | A | 11.5 | B | 8.7 | A | 8.9 | A | 7.5 | A | 12.8 | B | 10.9 | A | 11.7 | B | 8.0 | A | 13.8 | B | 12.3 | B |
| **2025 BUILD SB** | 22.6 | C | 24.9 | C | 14.2 | B | 21.2 | C | 18.8 | C | 21.2 | C | 12.4 | B | 15.5 | B | 13.2 | B | 17.7 | B | 9.4 | A | 11.8 | B | 9.4 | A |
| **2040 NO-Build NB** | 7.2 | A | 9.0 | A | 7.1 | A | 13.4 | B | 10.6 | A | | | | | | | | | 11.0 | B | 7.7 | A | 17.0 | B | 15.0 | B |
| **2040 NO-Build SB** | **40.5** | **E** | 34.8 | D | 17.4 | B | 22.6 | C | 20.1 | C | | | | | | | | | 25.6 | C | 12.1 | B | 14.9 | B | 12.2 | B |
| **2040 BUILD NB** | 8.2 | A | 10.4 | B | 8.3 | A | 13.4 | B | 10.2 | A | 10.9 | B | 9.1 | A | 15.6 | B | 13.4 | B | 14.9 | B | 10.6 | A | 18.7 | B | 16.8 | B |
| **2040 BUILD SB** | **43.5** | **E** | **37.3** | **E** | 23.0 | C | 29.1 | D | 28.4 | D | 29.5 | D | 17.2 | B | 20.8 | C | 18.0 | B | 23.4 | C | 12.2 | B | 14.9 | B | 12.2 | B |

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**Table 15 – Freeway Corridor Summary**

| No. | Scenario | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Speed | D[1] | TT[2] | LOS | Speed | D | TT | LOS |
| 1 | **2019 Baseline NB** | 70.2 | 9.1 | 8.80 | A | 70.1 | 8.2 | 8.90 | A |
| 1 | **2019 Baseline SB** | 71.4 | 7.3 | 8.70 | A | 71.3 | 10.9 | 8.70 | A |
| 2 | **2025 NO-Build NB** | 71.2 | 11.6 | 8.70 | B | 70.1 | 8.7 | 8.90 | A |
| 2 | **2025 NO-Build SB** | 71.9 | 7.6 | 8.60 | A | 71.0 | 13.6 | 8.80 | B |
| 3 | **2025 BUILD NB** | 69.9 | 12.5 | 8.90 | B | 70.6 | 8.4 | 8.80 | A |
| 3 | **2025 BUILD SB** | 70.2 | 9.4 | 8.80 | A | 69.1 | 19.1 | 9.00 | C |
| 4 | **2040 NO-Build NB** | 68.2 | 18.3 | 9.10 | C | 70.1 | 10.7 | 8.90 | A |
| 4 | **2040 NO-Build SB** | 71.9 | 9.1 | 8.60 | A | 66.6 | 21.5 | 9.30 | C |
| 5 | **2040 BUILD NB** | 66.0 | 19.8 | 9.40 | C | 70.1 | 11.4 | 8.90 | B |
| 5 | **2040 BUILD SB** | 70.4 | 9.7 | 8.80 | A | 64.8 | 21.9 | 9.60 | C |

**Notes:**

1. D = Density, passenger cars per mile per lane (pc/mi/ln)
2. TT = Travel Time, minutes

As shown in Table 15, the forecast build scenarios operate at acceptable levels of service. However, per Table 14, the LOS of the I-25 mainline segment north of the Main St. interchange dropped to D and E in the Horizon Year 2040 for No-Build and Build conditions. Three mitigation scenarios were tested as follows:

1. **Mitigation 1** – Southbound Main St. Off-Ramp (Diverge Segment 2) converted to 2-lane exit ramp; Segment 2 improved from LOS E to D, but Segment 1 remained at LOS E.
2. **Mitigation 2** – Southbound I-25 mainline Segment 1 increased to 3-lane section with a 1-lane exit ramp for Segment 2; LOS improved from E to C for both Segments 1 and 2.
3. **Mitigation 3** – Northbound I-25 mainline Segment 13 increased from 2 to 3 lanes; Segment 13 improved from LOS E to C.

Worksheets for these mitigation scenarios are included in Appendix E.

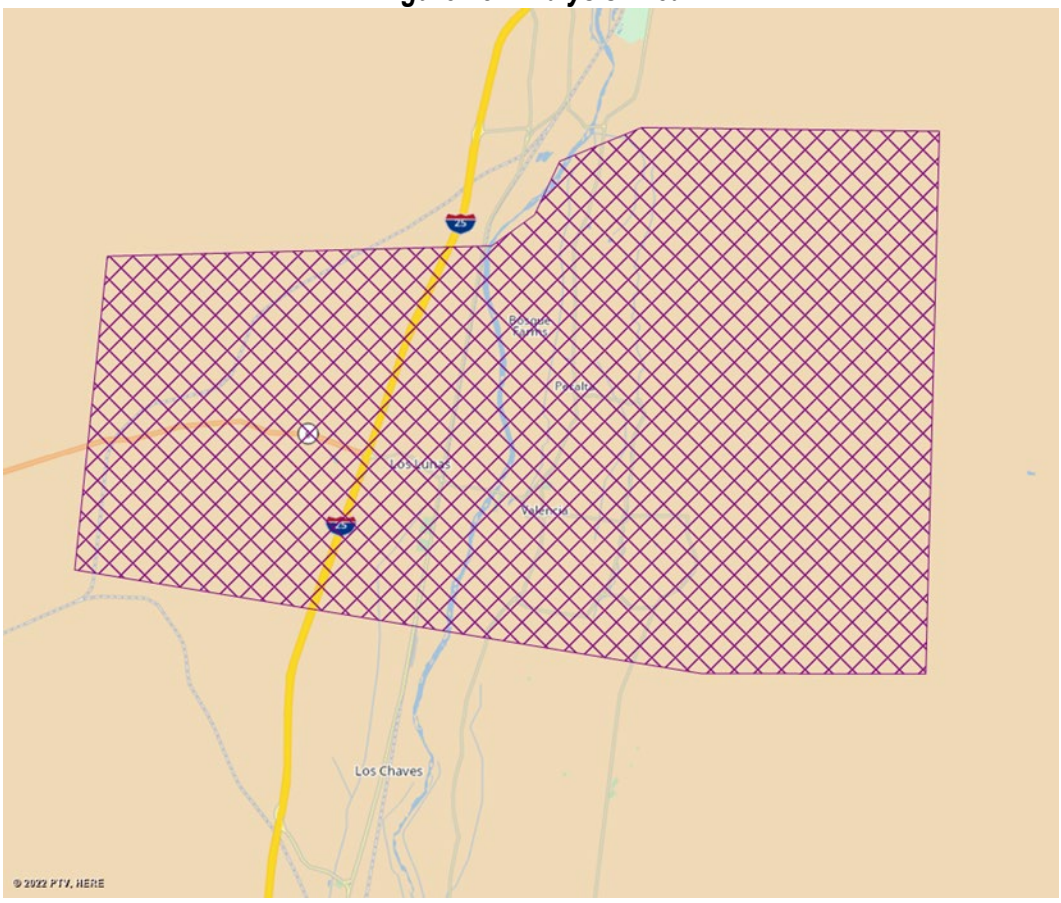
### *4.4 SUMMARY MEASURES OF EFFECTIVENESS (MOES)*

Measures of Effectiveness (MOES) of Vehicle Miles of Travel (VMT), Vehicle Hours of Travel (VHT) and Average Speed (Avg Spd) were compiled for various areas in the model to compare the overall operation. An Analysis Area had been defined for compiling these as shown in Figure 18.

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***Figure 18: Analysis Area***




Boundaries for Valencia County, and the cities of Peralta, Bosque Farms, Rio Communities, Belen, and Los Lunas were all imported into the model to show the impacts of the proposed improvements on each jurisdiction. The MOES were compiled and are shown in Tables 16 through 20.

**Table 16 – 2019 Baseline MOE Summary**

| 2019 | VMT_AM | VMT_PM | VHT_AM | VHT_PM | Avg Spd AM | Avg Spd PM |
|---|---|---|---|---|---|---|
| **Analysis Area** | 73497 | 85736 | 4681 | 4657 | 15.7 | 18.4 |
| **Valencia County** | 147610 | 165524 | 6422 | 6501 | 23.0 | 25.5 |
| **Peralta** | 4691 | 5625 | 152 | 186 | 30.9 | 30.3 |
| **Bosque Farms** | 4222 | 4586 | 110 | 123 | 38.4 | 37.3 |
| **Rio Communities** | 3120 | 3323 | 124 | 107 | 25.1 | 31.1 |
| **Belen** | 23248 | 27151 | 511 | 628 | 45.5 | 43.3 |
| **Los Lunas** | 28361 | 34795 | 757 | 993 | 37.5 | 35.0 |

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**Table 17 – 2025 NO-Build MOE Summary**

| 2025 No-Build | VMT_AM | VMT_PM | VHT_AM | VHT_PM | Avg Spd AM | Avg Spd PM |
|---|---|---|---|---|---|---|
| Analysis Area | 83033 | 94955 | 6318 | 5903 | 13.1 | 16.1 |
| Valencia County | 163805 | 180759 | 8233 | 7901 | 19.9 | 22.9 |
| Peralta | 5360 | 6174 | 179 | 208 | 30.0 | 29.7 |
| Bosque Farms | 5016 | 5172 | 141 | 148 | 35.5 | 34.9 |
| Rio Communities | 3302 | 3489 | 140 | 112 | 23.7 | 31.1 |
| Belen | 26145 | 29818 | 580 | 698 | 45.1 | 42.7 |
| Los Lunas | 31477 | 38001 | 829 | 1072 | 38.0 | 35.5 |

**Table 18 – 2025 BUILD MOE Summary**

| 2025 Build | VMT_AM | VMT_PM | VHT_AM | VHT_PM | Avg Spd AM | Avg Spd PM |
|---|---|---|---|---|---|---|
| Analysis Area | 84912 | 97150 | 6288 | 5880 | 13.5 | 16.5 |
| Valencia County | 165143 | 182362 | 8156 | 7821 | 20.2 | 23.3 |
| Peralta | 4969 | 5348 | 161 | 186 | 30.8 | 28.8 |
| Bosque Farms | 4625 | 4529 | 125 | 121 | 37.0 | 37.3 |
| Rio Communities | 3304 | 3494 | 136 | 110 | 24.3 | 31.7 |
| Belen | 25665 | 28518 | 548 | 642 | 46.9 | 44.4 |
| Los Lunas | 31487 | 38013 | 765 | 985 | 41.2 | 38.6 |

**Table 19 – 2040 NO-Build MOE Summary**

| 2040 No-Build | VMT_AM | VMT_PM | VHT_AM | VHT_PM | Avg Spd AM | Avg Spd PM |
|---|---|---|---|---|---|---|
| Analysis Area | 110287 | 121348 | 16205 | 12533 | 6.8 | 9.7 |
| Valencia County | 210523 | 227352 | 18673 | 15079 | 11.3 | 15.1 |
| Peralta | 6853 | 7345 | 251 | 285 | 27.3 | 25.7 |
| Bosque Farms | 6054 | 6012 | 210 | 210 | 28.8 | 28.7 |
| Rio Communities | 4106 | 4094 | 177 | 136 | 23.2 | 30.2 |
| Belen | 33900 | 37827 | 782 | 908 | 43.4 | 41.6 |
| Los Lunas | 42119 | 48996 | 1307 | 1569 | 32.2 | 31.2 |

**Table 20 – 2040 BUILD MOE Summary**

| 2040 Build | VMT_AM | VMT_PM | VHT_AM | VHT_PM | Avg Spd AM | Avg Spd PM |
|---|---|---|---|---|---|---|
| Analysis Area | 112979 | 124633 | 16175 | 12807 | 7.0 | 9.7 |
| Valencia County | 212345 | 228882 | 18592 | 15258 | 11.4 | 15.0 |
| Peralta | 6586 | 6851 | 236 | 269 | 27.9 | 25.5 |
| Bosque Farms | 5864 | 5810 | 198 | 192 | 29.7 | 30.2 |
| Rio Communities | 4061 | 4083 | 170 | 133 | 23.9 | 30.8 |
| Belen | 32919 | 34827 | 741 | 797 | 44.4 | 43.7 |
| Los Lunas | 41618 | 48347 | 1110 | 1359 | 37.5 | 35.6 |

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Comparing these values, the Morris Road interchange and extension reduces the VMT and VHT for Los Lunas as well as Peralta, Bosque Farms, Rio Communities, and Belen, and facilitates increased mobility as shown by higher speeds.

To further analysis of volume trends, a set of screenlines was established to analyze growth in travel. In modeling, a screenline is an imaginary line across major travel routes and is used to quantify the traffic crossing that screenline.

For this analysis, six screenlines were drawn. The first screenline is along the Rio Grande and crosses both NM 6 and proposed Morris Road extension and captures east-west travel. The second screenline is also along the Rio Grande and covers all crossings north of NM 6, including I-25 capturing east-west travel. The third screenline is south of Morris Road along the Rio Grande capturing all crossings through the southern edge of Valencia County.

Three screenlines for capturing north-south movement were created. Screenline four first is slightly north of Los Lunas. Screenline five is slightly south of Los Lunas. The sixth screenline is north of Belen.

Volumes were compiled for the AM and PM peak hours, directionally and compiled for two-way traffic. Total east-west travel and total north-south travel was also compiled for comparisons. These were then also compared to the 2019 volumes. These are shown in Table 21.

These confirm that the provision of the Morris Road interchange and extension greatly facilitates east-west travel in the Los Lunas area. Comparing between the Build and No-Build condition shows that the new facilities also relieve the other Rio Grande crossings.

Travel times were also compiled between key locations within Valencia County to analyze the changes in travel time which may occur with the proposed Morris Road interchange and extension. These are shown as matrix tables for both AM and PM times. When reading the table, the name and TAZ number on the left side shows the “from” location, and the TAZ number across the top shows the “to” location. So, to travel from the Los Lunas Park and Ride (TAZ 1008) to the Tomé Post Office (TAZ 2006) would be shown in the cell from 1008 to 2006. For the 2019 AM this is 11.6 minutes. To travel in the opposite direction, from 2006 to 1008 would be 12.9 minutes in the 2019 AM.

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## Table 21 – Traffic Demand Volumes Measured at Screenlines

| 2019 Base | AM - NB/EB | AM - SB/WB | PM - NB/EB | PM - SB/WB | Total AM | Total PM | AM % of 2019 | PM % of 2019 |
|---|---|---|---|---|---|---|---|---|
| Rio Grande EW - Los Lunas | 652 | 1289 | 1540 | 1090 | 1941 | 2630 | 100% | 100% |
| Rio Grande EW - North | 2261 | 974 | 1178 | 2464 | 3235 | 3642 | 100% | 100% |
| Rio Grande EW - South | 499 | 1128 | 1176 | 734 | 1627 | 1910 | 100% | 100% |
| NS - North of Los Lunas | 3453 | 2100 | 2430 | 3838 | 5553 | 6268 | 100% | 100% |
| NS - South Los Lunas | 2742 | 2435 | 2442 | 3020 | 5177 | 5462 | 100% | 100% |
| NS - North Belen | 2131 | 1993 | 2103 | 2418 | 4124 | 4521 | 100% | 100% |
| Total EW | 3412 | 3391 | 3894 | 4288 | 6803 | 8182 | 100% | 100% |
| Total NS | 8326 | 6528 | 6975 | 9276 | 14854 | 16251 | 100% | 100% |
| **2025 No-Build** | **AM - NB/EB** | **AM - SB/WB** | **PM - NB/EB** | **PM - SB/WB** | **Total AM** | **Total PM** | **AM % of 2019** | **PM % of 2019** |
| Rio Grande EW - Los Lunas | 653 | 1252 | 1495 | 1078 | 1905 | 2573 | 98% | 98% |
| Rio Grande EW - North | 2973 | 1061 | 1334 | 3220 | 4034 | 4554 | 125% | 125% |
| Rio Grande EW - South | 493 | 1174 | 1233 | 740 | 1667 | 1973 | 102% | 103% |
| NS - North of Los Lunas | 4615 | 2110 | 2546 | 4964 | 6725 | 7510 | 121% | 120% |
| NS - South Los Lunas | 3221 | 2462 | 2475 | 3453 | 5683 | 5928 | 110% | 109% |
| NS - North Belen | 2464 | 2047 | 2130 | 2697 | 4511 | 4827 | 109% | 107% |
| Total EW | 4119 | 3487 | 4062 | 5038 | 7606 | 9100 | 112% | 111% |
| Total NS | 10300 | 6619 | 7151 | 11114 | 16919 | 18265 | 114% | 112% |
| **2025 Build** | **AM - NB/EB** | **AM - SB/WB** | **PM - NB/EB** | **PM - SB/WB** | **Total AM** | **Total PM** | **AM % of 2019** | **PM % of 2019** |
| Rio Grande EW - Los Lunas | 818 | 1678 | 1944 | 1409 | 2496 | 3353 | 129% | 127% |
| Rio Grande EW - North | 3096 | 1022 | 1382 | 3359 | 4118 | 4741 | 127% | 130% |
| Rio Grande EW - South | 484 | 1065 | 1148 | 681 | 1549 | 1829 | 95% | 96% |
| NS - North of Los Lunas | 4611 | 2108 | 2522 | 4942 | 6719 | 7464 | 121% | 119% |
| NS - South Los Lunas | 3286 | 2526 | 2585 | 3562 | 5812 | 6147 | 112% | 113% |
| NS - North Belen | 2432 | 2012 | 2056 | 2620 | 4444 | 4676 | 108% | 103% |
| Total EW | 4398 | 3765 | 4474 | 5449 | 8163 | 9923 | 120% | 121% |
| Total NS | 10329 | 6646 | 7163 | 11124 | 16975 | 18287 | 114% | 113% |
| **2040 No-Build** | **AM - NB/EB** | **AM - SB/WB** | **PM - NB/EB** | **PM - SB/WB** | **Total AM** | **Total PM** | **AM % of 2019** | **PM % of 2019** |
| Rio Grande EW - Los Lunas | 846 | 1581 | 1524 | 1456 | 2427 | 2980 | 125% | 113% |
| Rio Grande EW - North | 5157 | 1679 | 2266 | 5241 | 6836 | 7507 | 211% | 206% |
| Rio Grande EW - South | 540 | 1293 | 1310 | 802 | 1833 | 2112 | 113% | 111% |
| NS - North of Los Lunas | 7402 | 2250 | 2967 | 7747 | 9652 | 10714 | 174% | 171% |
| NS - South Los Lunas | 4498 | 2699 | 2790 | 4701 | 7197 | 7491 | 139% | 137% |
| NS - North Belen | 3362 | 2310 | 2364 | 3554 | 5672 | 5918 | 138% | 131% |
| Total EW | 6543 | 4553 | 5100 | 7499 | 11096 | 12599 | 163% | 154% |
| Total NS | 15262 | 7259 | 8121 | 16002 | 22521 | 24123 | 152% | 148% |
| **2040 Build** | **AM - NB/EB** | **AM - SB/WB** | **PM - NB/EB** | **PM - SB/WB** | **Total AM** | **Total PM** | **AM % of 2019** | **PM % of 2019** |
| Rio Grande EW - Los Lunas | 1114 | 1886 | 1901 | 1812 | 3000 | 3713 | 155% | 141% |
| Rio Grande EW - North | 5129 | 1659 | 2277 | 5242 | 6788 | 7519 | 210% | 206% |
| Rio Grande EW - South | 522 | 1218 | 1223 | 725 | 1740 | 1948 | 107% | 102% |
| NS - North of Los Lunas | 7410 | 2260 | 2954 | 7733 | 9670 | 10687 | 174% | 171% |
| NS - South Los Lunas | 4581 | 2783 | 2921 | 4818 | 7364 | 7739 | 142% | 142% |
| NS - North Belen | 3299 | 2246 | 2254 | 3432 | 5545 | 5686 | 134% | 126% |
| Total EW | 6765 | 4763 | 5401 | 7779 | 11528 | 13180 | 169% | 161% |
| Total NS | 15290 | 7289 | 8129 | 15983 | 22579 | 24112 | 152% | 148% |

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**Table 22 – Inter-Zonal Travel Time Comparison for 2019 Baseline**

| 2019 Model Times | TAZ Numbers | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
| **Isleta Pueblo Station Park and Ride** | **1007** | | 19.3 | 27.7 | 28.1 | 4.6 | 17.5 | 16.7 | 21.4 | 24.3 | 15.8 |
| **Los Lunas Station Park and Ride** | **1008** | 18.6 | | 14.5 | 15.4 | 15.6 | 8.3 | 7.4 | 4.7 | 11.6 | 6.5 |
| **Belen Station Park and Ride** | **1009** | 27.0 | 14.2 | | 12.8 | 23.9 | 16.8 | 16.0 | 14.6 | 12.4 | 15.1 |
| **UNM Valencia** | **2001** | 29.6 | 17.0 | 14.0 | | 28.2 | 22.4 | 21.5 | 20.9 | 4.6 | 20.7 |
| **I-25/NM-47** | **2002** | 4.6 | 15.4 | 23.8 | 26.8 | | 13.6 | 12.8 | 17.5 | 23.0 | 11.9 |
| **Facebook** | **2003** | 17.2 | 8.1 | 16.7 | 20.6 | 14.1 | | 2.7 | 10.1 | 16.9 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 16.3 | 7.2 | 15.9 | 19.8 | 13.3 | 2.7 | | 9.3 | 16.0 | 2.2 |
| **North Sichler Neighborhood** | **2005** | 20.7 | 4.7 | 14.7 | 19.0 | 17.7 | 10.3 | 9.5 | | 15.2 | 8.6 |
| **Tome Post Office** | **2006** | 25.5 | 12.9 | 13.2 | 4.6 | 24.1 | 18.3 | 17.4 | 16.8 | | 16.6 |
| **Manzano Center** | **2007** | 15.5 | 6.3 | 15.0 | 18.9 | 12.4 | 1.9 | 2.2 | 8.4 | 15.2 | |

| **PM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Isleta Pueblo Station Park and Ride** | **1007** | | 20.3 | 29.4 | 30.5 | 4.5 | 18.0 | 17.2 | 22.4 | 26.8 | 16.3 |
| **Los Lunas Station Park and Ride** | **1008** | 18.8 | | 15.8 | 18.5 | 15.7 | 8.5 | 7.7 | 4.7 | 14.8 | 6.8 |
| **Belen Station Park and Ride** | **1009** | 26.7 | 14.0 | | 16.0 | 23.6 | 16.8 | 16.0 | 14.4 | 15.6 | 15.1 |
| **UNM Valencia** | **2001** | 29.7 | 17.7 | 13.1 | | 28.2 | 23.6 | 22.7 | 21.6 | 4.6 | 21.8 |
| **I-25/NM-47** | **2002** | 4.9 | 16.3 | 25.6 | 29.4 | | 14.0 | 13.2 | 18.4 | 25.7 | 12.3 |
| **Facebook** | **2003** | 17.1 | 8.5 | 18.1 | 24.0 | 14.0 | | 2.7 | 10.6 | 20.2 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 16.3 | 7.7 | 17.3 | 23.1 | 13.1 | 2.7 | | 9.7 | 19.4 | 2.2 |
| **North Sichler Neighborhood** | **2005** | 21.2 | 4.7 | 16.0 | 22.2 | 18.1 | 10.9 | 10.1 | | 18.5 | 9.2 |
| **Tome Post Office** | **2006** | 25.6 | 13.7 | 12.7 | 4.6 | 24.1 | 19.5 | 18.7 | 17.5 | | 17.8 |
| **Manzano Center** | **2007** | 15.4 | 6.8 | 16.4 | 22.3 | 12.2 | 1.9 | 2.2 | 8.8 | 18.5 | |

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**Table 23 – Inter-Zonal Travel Time Comparison for 2025 NO-Build**

| 2025 No-Build Model Times | TAZ Numbers | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
| **Isleta Pueblo Station Park and Ride** | **1007** | | 19.7 | 28.1 | 29.0 | 4.8 | 17.9 | 17.0 | 21.7 | 25.3 | 16.1 |
| **Los Lunas Station Park and Ride** | **1008** | 19.5 | | 14.6 | 15.4 | 16.2 | 8.4 | 7.5 | 4.7 | 11.6 | 6.6 |
| **Belen Station Park and Ride** | **1009** | 28.1 | 14.5 | | 13.1 | 24.8 | 17.2 | 16.4 | 14.8 | 12.5 | 15.5 |
| **UNM Valencia** | **2001** | 32.3 | 17.7 | 14.5 | | 31.0 | 23.1 | 22.3 | 21.6 | 4.6 | 21.4 |
| **I-25/NM-47** | **2002** | 4.8 | 15.5 | 23.9 | 27.8 | | 13.7 | 12.8 | 17.5 | 24.0 | 11.9 |
| **Facebook** | **2003** | 18.2 | 8.1 | 16.8 | 20.7 | 14.9 | | 2.7 | 10.2 | 17.0 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 17.4 | 7.3 | 16.0 | 19.9 | 14.1 | 2.7 | | 9.4 | 16.1 | 2.2 |
| **North Sichler Neighborhood** | **2005** | 21.6 | 4.7 | 14.8 | 19.1 | 18.3 | 10.5 | 9.6 | | 15.3 | 8.7 |
| **Tome Post Office** | **2006** | 28.1 | 13.5 | 13.6 | 4.6 | 26.7 | 18.9 | 18.0 | 17.4 | | 17.2 |
| **Manzano Center** | **2007** | 16.5 | 6.4 | 15.1 | 19.0 | 13.2 | 1.9 | 2.2 | 8.4 | 15.2 | |

| **PM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Isleta Pueblo Station Park and Ride** | **1007** | | 22.4 | 31.1 | 33.0 | 4.7 | 19.4 | 18.6 | 24.2 | 29.2 | 17.7 |
| **Los Lunas Station Park and Ride** | **1008** | 19.3 | | 16.1 | 18.7 | 15.8 | 8.6 | 7.8 | 4.7 | 14.9 | 6.9 |
| **Belen Station Park and Ride** | **1009** | 27.1 | 14.0 | | 16.9 | 23.6 | 16.9 | 16.1 | 14.4 | 16.5 | 15.1 |
| **UNM Valencia** | **2001** | 31.0 | 17.7 | 13.3 | | 29.4 | 23.7 | 22.8 | 21.6 | 4.6 | 21.9 |
| **I-25/NM-47** | **2002** | 5.3 | 17.5 | 26.2 | 32.0 | | 14.8 | 14.0 | 19.6 | 28.3 | 13.1 |
| **Facebook** | **2003** | 17.6 | 8.6 | 18.0 | 24.3 | 14.0 | | 2.7 | 10.7 | 20.5 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 16.7 | 7.8 | 17.2 | 23.4 | 13.2 | 2.7 | | 9.9 | 19.7 | 2.3 |
| **North Sichler Neighborhood** | **2005** | 21.7 | 4.7 | 16.3 | 22.4 | 18.2 | 11.0 | 10.2 | | 18.6 | 9.3 |
| **Tome Post Office** | **2006** | 26.9 | 13.6 | 13.0 | 4.7 | 25.3 | 19.5 | 18.7 | 17.5 | | 17.8 |
| **Manzano Center** | **2007** | 15.8 | 6.9 | 16.3 | 22.5 | 12.3 | 1.9 | 2.2 | 8.9 | 18.8 | |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



**Table 24 – Inter-Zonal Travel Time Comparison for 2025 BUILD**

| 2025 Build Model Times | TAZ Numbers | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
| **Isleta Pueblo Station Park and Ride** | **1007** | | 19.7 | 28.1 | 28.6 | 4.6 | 17.8 | 17.3 | 17.1 | 24.8 | 16.1 |
| **Los Lunas Station Park and Ride** | **1008** | 19.7 | | 15.1 | 13.4 | 16.4 | 8.3 | 7.8 | 4.6 | 9.5 | 6.6 |
| **Belen Station Park and Ride** | **1009** | 28.4 | 14.7 | | 12.9 | 25.2 | 17.9 | 16.3 | 13.6 | 12.5 | 16.1 |
| **UNM Valencia** | **2001** | 31.2 | 14.9 | 13.3 | | 28.3 | 20.9 | 19.0 | 15.0 | 4.6 | 19.3 |
| **I-25/NM-47** | **2002** | 4.7 | 15.6 | 23.8 | 27.4 | | 13.7 | 13.1 | 12.9 | 23.5 | 11.9 |
| **Facebook** | **2003** | 18.3 | 8.2 | 16.7 | 18.7 | 15.0 | | 3.0 | 5.8 | 14.9 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 17.8 | 7.7 | 15.6 | 17.4 | 14.5 | 3.0 | | 4.5 | 13.6 | 2.6 |
| **North Sichler Neighborhood** | **2005** | 17.0 | 4.6 | 13.5 | 13.5 | 13.8 | 6.4 | 4.6 | | 9.6 | 4.8 |
| **Tome Post Office** | **2006** | 26.8 | 10.6 | 12.6 | 4.6 | 24.0 | 16.6 | 14.7 | 10.7 | | 15.0 |
| **Manzano Center** | **2007** | 16.6 | 6.5 | 14.9 | 17.0 | 13.3 | 1.9 | 2.5 | 4.1 | 13.2 | |

| **PM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Isleta Pueblo Station Park and Ride** | **1007** | | 21.9 | 31.3 | 31.4 | 4.6 | 19.6 | 19.1 | 19.0 | 27.6 | 17.8 |
| **Los Lunas Station Park and Ride** | **1008** | 18.9 | | 16.2 | 14.8 | 15.6 | 8.4 | 7.9 | 4.9 | 11.0 | 6.7 |
| **Belen Station Park and Ride** | **1009** | 27.1 | 14.5 | | 15.0 | 23.9 | 17.5 | 16.0 | 13.3 | 14.7 | 15.8 |
| **UNM Valencia** | **2001** | 29.5 | 14.2 | 12.9 | | 28.0 | 20.3 | 18.4 | 14.3 | 4.7 | 18.6 |
| **I-25/NM-47** | **2002** | 5.0 | 17.3 | 26.9 | 30.3 | | 15.1 | 14.6 | 14.6 | 26.5 | 13.4 |
| **Facebook** | **2003** | 17.4 | 8.4 | 18.4 | 20.5 | 14.0 | | 3.0 | 6.1 | 16.7 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 16.9 | 7.9 | 17.1 | 19.0 | 13.6 | 3.0 | | 4.5 | 15.2 | 2.6 |
| **North Sichler Neighborhood** | **2005** | 16.3 | 4.7 | 15.1 | 15.1 | 13.0 | 6.5 | 4.6 | | 11.3 | 4.8 |
| **Tome Post Office** | **2006** | 25.3 | 10.0 | 12.7 | 4.7 | 23.7 | 16.0 | 14.1 | 10.1 | | 14.3 |
| **Manzano Center** | **2007** | 15.7 | 6.7 | 16.7 | 18.8 | 12.3 | 1.9 | 2.5 | 4.4 | 15.0 | |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



**Table 25 – Inter-Zonal Travel Time Comparison for 2040 NO-Build**

| 2045 No-Build Model Times | | TAZ Numbers | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
| **Isleta Pueblo Station Park and Ride** | **1007** | | 23.2 | 34.5 | 34.3 | 5.6 | 23.8 | 23.0 | 26.5 | 30.4 | 22.1 |
| **Los Lunas Station Park and Ride** | **1008** | 36.8 | | 15.0 | 16.5 | 25.7 | 8.9 | 8.1 | 4.7 | 12.6 | 7.2 |
| **Belen Station Park and Ride** | **1009** | 43.8 | 15.0 | | 13.8 | 32.7 | 18.4 | 17.5 | 15.4 | 13.5 | 16.6 |
| **UNM Valencia** | **2001** | 53.4 | 21.5 | 15.8 | | 44.4 | 27.6 | 26.8 | 25.4 | 4.8 | 25.9 |
| **I-25/NM-47** | **2002** | 5.7 | 15.9 | 24.4 | 30.4 | | 13.8 | 12.9 | 18.0 | 26.5 | 12.0 |
| **Facebook** | **2003** | 36.9 | 8.5 | 17.3 | 22.3 | 25.7 | | 2.8 | 10.6 | 18.4 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 36.1 | 7.8 | 16.5 | 21.6 | 25.0 | 2.8 | | 9.8 | 17.7 | 2.4 |
| **North Sichler Neighborhood** | **2005** | 38.8 | 4.7 | 15.2 | 20.2 | 27.7 | 11.1 | 10.3 | | 16.3 | 9.4 |
| **Tome Post Office** | **2006** | 48.9 | 17.0 | 14.9 | 4.7 | 39.9 | 23.1 | 22.3 | 20.9 | | 21.4 |
| **Manzano Center** | **2007** | 35.1 | 6.8 | 15.5 | 20.6 | 24.0 | 1.9 | 2.2 | 8.8 | 16.7 | |

| **PM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Isleta Pueblo Station Park and Ride** | **1007** | | 42.2 | 53.6 | 52.7 | 8.2 | 41.5 | 40.7 | 45.5 | 48.4 | 39.8 |
| **Los Lunas Station Park and Ride** | **1008** | 24.5 | | 17.1 | 21.6 | 16.6 | 9.2 | 8.5 | 4.7 | 17.4 | 7.5 |
| **Belen Station Park and Ride** | **1009** | 32.0 | 14.2 | | 17.9 | 24.1 | 17.3 | 16.6 | 14.5 | 17.6 | 15.6 |
| **UNM Valencia** | **2001** | 38.2 | 19.4 | 14.1 | | 33.3 | 26.0 | 25.2 | 23.2 | 4.8 | 24.2 |
| **I-25/NM-47** | **2002** | 10.6 | 30.5 | 37.6 | 49.4 | | 25.5 | 24.7 | 32.6 | 45.2 | 23.8 |
| **Facebook** | **2003** | 22.5 | 9.2 | 20.2 | 28.1 | 14.5 | | 2.8 | 11.3 | 23.8 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 21.7 | 8.5 | 19.4 | 27.3 | 13.8 | 2.8 | | 10.5 | 23.1 | 2.4 |
| **North Sichler Neighborhood** | **2005** | 27.0 | 4.7 | 17.3 | 25.4 | 19.1 | 11.8 | 11.0 | | 21.1 | 10.1 |
| **Tome Post Office** | **2006** | 33.6 | 14.8 | 13.9 | 5.0 | 28.7 | 21.4 | 20.6 | 18.6 | | 19.7 |
| **Manzano Center** | **2007** | 20.7 | 7.5 | 18.4 | 26.3 | 12.8 | 1.9 | 2.3 | 9.5 | 22.1 | |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



**Table 26 – Inter-Zonal Travel Time Comparison for 2040 BUILD**

| 2040 Build Model Times | TAZ Numbers | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
| **Isleta Pueblo Station Park and Ride** | **1007** | | 22.9 | 34.2 | 33.6 | 5.6 | 23.6 | 23.1 | 23.0 | 29.6 | 21.9 |
| **Los Lunas Station Park and Ride** | **1008** | 35.4 | | 15.4 | 13.6 | 24.2 | 8.4 | 7.9 | 4.8 | 9.6 | 6.7 |
| **Belen Station Park and Ride** | **1009** | 45.1 | 15.6 | | 13.7 | 33.9 | 19.2 | 17.4 | 14.8 | 13.5 | 17.5 |
| **UNM Valencia** | **2001** | 50.5 | 17.8 | 14.7 | | 39.0 | 24.1 | 22.1 | 18.0 | 4.9 | 22.4 |
| **I-25/NM-47** | **2002** | 5.7 | 15.7 | 24.4 | 26.3 | | 13.8 | 13.2 | 13.1 | 22.3 | 12.0 |
| **Facebook** | **2003** | 35.2 | 8.3 | 17.2 | 19.2 | 24.0 | | 3.2 | 5.9 | 15.2 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 34.8 | 7.9 | 16.1 | 17.8 | 23.6 | 3.1 | | 4.6 | 13.8 | 2.7 |
| **North Sichler Neighborhood** | **2005** | 32.8 | 4.7 | 14.1 | 13.8 | 21.6 | 6.7 | 4.7 | | 9.8 | 5.0 |
| **Tome Post Office** | **2006** | 46.0 | 13.2 | 13.9 | 4.7 | 34.4 | 19.5 | 17.5 | 13.4 | | 17.8 |
| **Manzano Center** | **2007** | 33.5 | 6.6 | 15.5 | 17.4 | 22.3 | 1.9 | 2.5 | 4.2 | 13.4 | |
| | | | | | | | | | | | |
| **PM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
| **Isleta Pueblo Station Park and Ride** | **1007** | | 38.0 | 51.8 | 50.6 | 7.5 | 38.9 | 38.4 | 38.7 | 46.7 | 37.1 |
| **Los Lunas Station Park and Ride** | **1008** | 23.3 | | 17.0 | 17.5 | 16.1 | 8.6 | 8.2 | 5.1 | 13.5 | 6.9 |
| **Belen Station Park and Ride** | **1009** | 31.5 | 14.6 | | 15.8 | 24.3 | 17.6 | 16.1 | 13.4 | 15.7 | 15.9 |
| **UNM Valencia** | **2001** | 36.3 | 14.6 | 13.5 | | 27.6 | 20.9 | 19.0 | 14.8 | 4.9 | 19.2 |
| **I-25/NM-47** | **2002** | 9.8 | 28.1 | 38.3 | 42.4 | | 25.4 | 25.0 | 25.2 | 38.5 | 23.7 |
| **Facebook** | **2003** | 21.8 | 8.7 | 19.7 | 23.8 | 14.6 | | 3.2 | 6.6 | 19.9 | 1.9 |
| **Jubillee Neighborhood** | **2004** | 21.4 | 8.3 | 18.1 | 21.9 | 14.2 | 3.1 | | 4.7 | 17.9 | 2.7 |
| **North Sichler Neighborhood** | **2005** | 20.6 | 4.9 | 16.1 | 17.8 | 13.4 | 6.8 | 4.8 | | 13.9 | 5.1 |
| **Tome Post Office** | **2006** | 31.5 | 9.7 | 13.5 | 5.1 | 22.7 | 16.1 | 14.1 | 9.9 | | 14.4 |
| **Manzano Center** | **2007** | 20.0 | 6.9 | 18.0 | 22.0 | 12.8 | 1.9 | 2.6 | 4.9 | 18.1 | |

As can be seen, the general growth in Valencia County by 2040 can lead to some very long travel times. One can also be numbed comparing all of these times. Comparing 2040 Build with No-Build helps to see the impact of the Morris Road improvements.

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



**Table 27 – 2040 BUILD minus NO-Build Travel Time Comparison**

| 2040 Build minus No-Build Model Time | | TAZ Numbers | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
| **Isleta Pueblo Station Park and Ride** | **1007** | | -0.3 | -0.2 | -0.7 | 0.0 | -0.2 | 0.1 | -3.5 | -0.8 | -0.2 |
| **Los Lunas Station Park and Ride** | **1008** | -1.4 | | 0.4 | -2.9 | -1.5 | -0.5 | -0.2 | 0.1 | -3.0 | -0.5 |
| **Belen Station Park and Ride** | **1009** | 1.4 | 0.5 | | -0.1 | 1.2 | 0.8 | -0.1 | -0.6 | 0.0 | 0.8 |
| **UNM Valencia** | **2001** | -2.8 | -3.8 | -1.1 | | -5.4 | -3.5 | -4.7 | -7.4 | 0.1 | -3.5 |
| **I-25/NM-47** | **2002** | 0.0 | -0.2 | 0.0 | -4.1 | | 0.0 | 0.3 | -4.9 | -4.2 | 0.0 |
| **Facebook** | **2003** | -1.6 | -0.2 | -0.1 | -3.1 | -1.7 | | 0.3 | -4.6 | -3.3 | 0.0 |
| **Jubillee Neighborhood** | **2004** | -1.3 | 0.1 | -0.5 | -3.8 | -1.4 | 0.3 | | -5.3 | -3.9 | 0.3 |
| **North Sichler Neighborhood** | **2005** | -6.0 | 0.1 | -1.1 | -6.3 | -6.1 | -4.4 | -5.6 | | -6.4 | -4.4 |
| **Tome Post Office** | **2006** | -2.9 | -3.8 | -1.1 | 0.0 | -5.5 | -3.6 | -4.8 | -7.5 | | -3.6 |
| **Manzano Center** | **2007** | -1.6 | -0.2 | -0.1 | -3.1 | -1.7 | 0.0 | 0.3 | -4.6 | -3.3 | |

| **PM Time** | **From \ To** | **1007** | **1008** | **1009** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Isleta Pueblo Station Park and Ride** | **1007** | | -4.2 | -1.8 | -2.1 | -0.7 | -2.6 | -2.3 | -6.8 | -1.8 | -2.6 |
| **Los Lunas Station Park and Ride** | **1008** | -1.2 | | -0.2 | -4.2 | -0.5 | -0.6 | -0.3 | 0.4 | -3.9 | -0.6 |
| **Belen Station Park and Ride** | **1009** | -0.5 | 0.4 | | -2.1 | 0.2 | 0.3 | -0.5 | -1.1 | -2.0 | 0.3 |
| **UNM Valencia** | **2001** | -1.8 | -4.8 | -0.6 | | -5.7 | -5.0 | -6.3 | -8.4 | 0.1 | -5.0 |
| **I-25/NM-47** | **2002** | -0.8 | -2.4 | 0.8 | -7.0 | | 0.0 | 0.3 | -7.3 | -6.6 | 0.0 |
| **Facebook** | **2003** | -0.7 | -0.5 | -0.5 | -4.3 | 0.0 | | 0.3 | -4.7 | -4.0 | 0.0 |
| **Jubillee Neighborhood** | **2004** | -0.3 | -0.1 | -1.4 | -5.5 | 0.4 | 0.3 | | -5.8 | -5.1 | 0.4 |
| **North Sichler Neighborhood** | **2005** | -6.4 | 0.2 | -1.2 | -7.5 | -5.7 | -5.0 | -6.2 | | -7.2 | -5.0 |
| **Tome Post Office** | **2006** | -2.1 | -5.0 | -0.4 | 0.1 | -6.0 | -5.3 | -6.5 | -8.7 | | -5.3 |
| **Manzano Center** | **2007** | -0.7 | -0.5 | -0.5 | -4.3 | 0.0 | 0.0 | 0.3 | -4.7 | -4.0 | |

Green shows the decrease in travel times with the Build condition. The interchange and river crossing facilitates east-west travel and reduces travel times within this area of Valencia County. All of these MOE comparisons tell the same story. Building this facility reduces travel time, reduces overall travel, and increases mobility.

## 5.0 SUMMARY AND CONCLUSIONS

Projected population growth in Valencia County in general and the Village of Los Lunas in particular is expected to significantly increase over the forecast period. This will in turn result in extensive travel times and delays for the region. Furthermore, safety and security concerns relative to the single river crossing in Los Lunas will not be addressed.

This analysis has demonstrated that the implementation of the proposed Morris Road facility will reduce travel time, reduce overall travel, and increase mobility. In addition, the proposed corridor will operate at satisfactory levels of service while relieving projected congestion along Main Street.

The I-25 mainline corridor is expected to operate satisfactorily with the implementation of the Morris Road interchange as presented in Table 15. However, I-25 north of Main Street may operate below satisfactory levels in the horizon year due to travel demand between Los Lunas and Albuquerque. This condition is predicated on the projected growth coming to fruition, and would require a more extensive regional analysis to ascertain the logical termini for I-25 mainline improvements.

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



# APPENDIX A
# Study Area Traffic Count Data

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

Morris Rd. IACR
48-hour Volume Count
Main St. (NM6) at Rio Grande

Site Code: NM6 E OF RIO GRAND
Station ID: 1.1
0.17 mi. East of Edeal Rd.

| Start | 2/11/2019 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB |
| 12:00 AM | * | * | * | * | 52 | 45 | 77 | 49 | * | * | * | * | * | * | 64 | 47 |
| 01:00 | * | * | * | * | 48 | 38 | 44 | 34 | * | * | * | * | * | * | 46 | 36 |
| 02:00 | * | * | * | * | 29 | 33 | 32 | 36 | * | * | * | * | * | * | 30 | 34 |
| 03:00 | * | * | * | * | 27 | 67 | 27 | 73 | * | * | * | * | * | * | 27 | 70 |
| 04:00 | * | * | * | * | 44 | 111 | 47 | 115 | * | * | * | * | * | * | 46 | 113 |
| 05:00 | * | * | * | * | 129 | 276 | 150 | 306 | * | * | * | * | * | * | 140 | 291 |
| 06:00 | * | * | * | * | 343 | 621 | 346 | 621 | * | * | * | * | * | * | 344 | 621 |
| 07:00 | * | * | * | * | 714 | **1068** | 739 | 1039 | * | * | * | * | * | * | 726 | **1054** |
| 08:00 | * | * | * | * | 871 | 1009 | 897 | 1024 | * | * | * | * | * | * | 884 | 1016 |
| 09:00 | * | * | * | * | 822 | 947 | 857 | 983 | * | * | * | * | * | * | 840 | 965 |
| 10:00 | * | * | * | * | 942 | 956 | 897 | 971 | * | * | * | * | * | * | 920 | 964 |
| 11:00 | * | * | * | * | **1034** | 1002 | **1180** | **1066** | * | * | * | * | * | * | **1107** | 1034 |
| 12:00 PM | * | * | * | * | 1059 | 1085 | **1195** | **1137** | * | * | * | * | * | * | 1127 | 1111 |
| 01:00 | * | * | 1031 | 1077 | 1078 | 1126 | 1082 | 1087 | * | * | * | * | * | * | 1064 | 1097 |
| 02:00 | * | * | 1198 | 1120 | 1254 | 1140 | * | * | * | * | * | * | * | * | 1226 | 1130 |
| 03:00 | * | * | 1238 | **1252** | 1386 | **1206** | * | * | * | * | * | * | * | * | 1312 | **1229** |
| 04:00 | * | * | **1435** | 1145 | 1313 | 1199 | * | * | * | * | * | * | * | * | **1374** | 1172 |
| 05:00 | * | * | 1299 | 1084 | **1412** | 1155 | * | * | * | * | * | * | * | * | 1356 | 1120 |
| 06:00 | * | * | 956 | 838 | 1045 | 947 | * | * | * | * | * | * | * | * | 1000 | 892 |
| 07:00 | * | * | 669 | 588 | 706 | 628 | * | * | * | * | * | * | * | * | 688 | 608 |
| 08:00 | * | * | 507 | 354 | 549 | 381 | * | * | * | * | * | * | * | * | 528 | 368 |
| 09:00 | * | * | 347 | 275 | 381 | 302 | * | * | * | * | * | * | * | * | 364 | 288 |
| 10:00 | * | * | 206 | 131 | 196 | 150 | * | * | * | * | * | * | * | * | 201 | 140 |
| 11:00 | * | * | 119 | 79 | 116 | 68 | * | * | * | * | * | * | * | * | 118 | 74 |
| Lane | 0 | 0 | 9005 | 7943 | 15550 | 15560 | 7570 | 8541 | 0 | 0 | 0 | 0 | 0 | 0 | 15532 | 15474 |
| Day | 0 | | 16948 | | 31110 | | 16111 | | 0 | | 0 | | 0 | | 31006 | |
| AM Peak | - | - | - | - | 11:00 | 07:00 | 11:00 | 11:00 | - | - | - | - | - | - | 11:00 | 07:00 |
| Vol. | - | - | - | - | 1034 | 1068 | 1180 | 1066 | - | - | - | - | - | - | 1107 | 1054 |
| PM Peak | - | - | 16:00 | 15:00 | 17:00 | 15:00 | 12:00 | 12:00 | - | - | - | - | - | - | 16:00 | 15:00 |
| Vol. | - | - | 1435 | 1252 | 1412 | 1206 | 1195 | 1137 | - | - | - | - | - | - | 1374 | 1229 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Comb. Total | 0 | 16948 | 31110 | 16111 | 0 | 0 | 0 | 31006 |

ADT ADT 31,002 AADT 31,002



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

Morris Rd. IACR
Edeal Rd.
48-hour Volume Count

Site Code: EDEAL N OFJASON
Station ID: 1.2
Edeal Rd. - 0.32 mi. N. of Jason Rd.

| Start | 2/11/2019 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | * | * | * | * | 3 | 4 | 1 | 2 | * | * | * | * | * | * | 2 | 3 |
| 01:00 | * | * | * | * | 3 | 1 | 5 | 2 | * | * | * | * | * | * | 4 | 2 |
| 02:00 | * | * | * | * | 0 | 1 | 0 | 2 | * | * | * | * | * | * | 0 | 2 |
| 03:00 | * | * | * | * | 4 | 3 | 3 | 2 | * | * | * | * | * | * | 4 | 2 |
| 04:00 | * | * | * | * | 7 | 1 | 5 | 3 | * | * | * | * | * | * | 6 | 2 |
| 05:00 | * | * | * | * | 13 | 2 | 15 | 4 | * | * | * | * | * | * | 14 | 3 |
| 06:00 | * | * | * | * | 43 | 28 | 39 | 22 | * | * | * | * | * | * | 41 | 25 |
| 07:00 | * | * | * | * | 56 | 39 | 45 | 41 | * | * | * | * | * | * | 50 | 40 |
| 08:00 | * | * | * | * | **69** | **49** | 49 | 47 | * | * | * | * | * | * | **59** | **48** |
| 09:00 | * | * | * | * | 53 | 39 | **53** | 41 | * | * | * | * | * | * | 53 | 40 |
| 10:00 | * | * | * | * | 40 | 38 | 48 | **56** | * | * | * | * | * | * | 44 | 47 |
| 11:00 | * | * | * | * | 51 | 44 | 47 | 49 | * | * | * | * | * | * | 49 | 46 |
| 12:00 PM | * | * | * | * | **51** | 37 | **43** | 49 | * | * | * | * | * | * | 47 | 43 |
| 01:00 | * | * | * | * | 37 | 58 | 35 | **50** | * | * | * | * | * | * | 36 | 54 |
| 02:00 | * | * | 48 | 60 | 50 | 57 | * | * | * | * | * | * | * | * | 49 | 58 |
| 03:00 | * | * | 47 | 64 | 51 | 59 | * | * | * | * | * | * | * | * | 49 | 62 |
| 04:00 | * | * | 52 | **79** | 40 | 79 | * | * | * | * | * | * | * | * | 46 | 79 |
| 05:00 | * | * | **54** | 72 | 51 | **97** | * | * | * | * | * | * | * | * | **52** | **84** |
| 06:00 | * | * | 32 | 44 | 30 | 48 | * | * | * | * | * | * | * | * | 31 | 46 |
| 07:00 | * | * | 34 | 37 | 25 | 41 | * | * | * | * | * | * | * | * | 30 | 39 |
| 08:00 | * | * | 12 | 36 | 17 | 30 | * | * | * | * | * | * | * | * | 14 | 33 |
| 09:00 | * | * | 18 | 25 | 10 | 9 | * | * | * | * | * | * | * | * | 14 | 17 |
| 10:00 | * | * | 2 | 11 | 10 | 15 | * | * | * | * | * | * | * | * | 6 | 13 |
| 11:00 | * | * | 3 | 7 | 1 | 6 | * | * | * | * | * | * | * | * | 2 | 6 |
| Lane | 0 | 0 | 302 | 435 | 715 | 785 | 388 | 370 | 0 | 0 | 0 | 0 | 0 | 0 | 702 | 794 |
| Day | 0 | | 737 | | 1500 | | 758 | | 0 | | 0 | | 0 | | 1496 | |
| AM Peak | - | - | - | - | 08:00 | 08:00 | 09:00 | 10:00 | - | - | - | - | - | - | 08:00 | 08:00 |
| Vol. | - | - | - | - | 69 | 49 | 53 | 56 | - | - | - | - | - | - | 59 | 48 |
| PM Peak | - | - | 17:00 | 16:00 | 12:00 | 17:00 | 12:00 | 13:00 | - | - | - | - | - | - | 17:00 | 17:00 |
| Vol. | - | - | 54 | 79 | 51 | 97 | 43 | 50 | - | - | - | - | - | - | 52 | 84 |

| Comb. Total | 0 | 737 | 1500 | 758 | 0 | 0 | 0 | 1496 |
|---|---|---|---|---|---|---|---|---|

ADT ADT 1,489 AADT 1,489



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 1-Main Huning West
Site Code : 1
Start Date : 2/25/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 38 | 0 | 0 | 47 | 1 | 0 | 37 | 0 | 38 | 0 | 28 | 0 | 0 | 28 | 113 |
| Total | 0 | 0 | 0 | 0 | 0 | 9 | 38 | 0 | 0 | 47 | 1 | 0 | 37 | 0 | 38 | 0 | 28 | 0 | 0 | 28 | 113 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 13 | 51 | 0 | 0 | 64 | 1 | 0 | 21 | 0 | 22 | 0 | 31 | 2 | 0 | 33 | 119 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 20 | 45 | 0 | 0 | 65 | 1 | 0 | 27 | 0 | 28 | 0 | 29 | 1 | 0 | 30 | 123 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 22 | 50 | 0 | 0 | 72 | 0 | 0 | 11 | 0 | 11 | 0 | 41 | 1 | 0 | 42 | 125 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 33 | 36 | 0 | 0 | 69 | 1 | 0 | 15 | 0 | 16 | 0 | 26 | 2 | 0 | 28 | 113 |
| Total | 0 | 0 | 0 | 0 | 0 | 88 | 182 | 0 | 0 | 270 | 3 | 0 | 74 | 0 | 77 | 0 | 127 | 6 | 0 | 133 | 480 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 66 | 30 | 0 | 0 | 96 | 1 | 0 | 29 | 0 | 30 | 0 | 18 | 5 | 0 | 23 | 149 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 37 | 32 | 0 | 0 | 69 | 6 | 0 | 116 | 3 | 125 | 0 | 18 | 0 | 0 | 18 | 212 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 9 | 37 | 0 | 0 | 46 | 2 | 0 | 27 | 0 | 29 | 0 | 33 | 2 | 0 | 35 | 110 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 38 | 0 | 0 | 49 | 1 | 0 | 10 | 0 | 11 | 0 | 35 | 1 | 0 | 36 | 96 |
| Total | 0 | 0 | 0 | 0 | 0 | 123 | 137 | 0 | 0 | 260 | 10 | 0 | 182 | 3 | 195 | 0 | 104 | 8 | 0 | 112 | 567 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 26 | 21 | 0 | 0 | 47 | 2 | 0 | 23 | 0 | 25 | 0 | 87 | 3 | 1 | 91 | 163 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 29 | 26 | 0 | 0 | 55 | 1 | 0 | 16 | 0 | 17 | 0 | 68 | 3 | 0 | 71 | 143 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 18 | 24 | 0 | 0 | 42 | 3 | 0 | 16 | 0 | 19 | 0 | 38 | 1 | 0 | 39 | 100 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 19 | 0 | 0 | 43 | 0 | 0 | 20 | 0 | 20 | 0 | 72 | 3 | 0 | 75 | 138 |
| Total | 0 | 0 | 0 | 0 | 0 | 97 | 90 | 0 | 0 | 187 | 6 | 0 | 75 | 0 | 81 | 0 | 265 | 10 | 1 | 276 | 544 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 38 | 25 | 0 | 0 | 63 | 0 | 0 | 24 | 0 | 24 | 0 | 74 | 0 | 0 | 74 | 161 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 34 | 31 | 0 | 0 | 65 | 1 | 0 | 26 | 0 | 27 | 0 | 45 | 4 | 0 | 49 | 141 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 37 | 21 | 0 | 0 | 58 | 1 | 0 | 17 | 0 | 18 | 0 | 32 | 3 | 0 | 35 | 111 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 29 | 0 | 0 | 53 | 3 | 0 | 10 | 0 | 13 | 0 | 28 | 0 | 0 | 28 | 94 |
| Total | 0 | 0 | 0 | 0 | 0 | 133 | 106 | 0 | 0 | 239 | 5 | 0 | 77 | 0 | 82 | 0 | 179 | 7 | 0 | 186 | 507 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 450 | 553 | 0 | 0 | 1003 | 25 | 0 | 445 | 3 | 473 | 0 | 703 | 31 | 1 | 735 | 2211 |
| Apprch % | 0 | 0 | 0 | 0 | | 44.9 | 55.1 | 0 | 0 | | 5.3 | 0 | 94.1 | 0.6 | | 0 | 95.6 | 4.2 | 0.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 20.4 | 25 | 0 | 0 | 45.4 | 1.1 | 0 | 20.1 | 0.1 | 21.4 | 0 | 31.8 | 1.4 | 0 | 33.2 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 446 | 471 | 0 | 0 | 917 | 25 | 0 | 440 | 3 | 468 | 0 | 613 | 30 | 1 | 644 | 2029 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 99.1 | 85.2 | 0 | 0 | 91.4 | 100 | 0 | 98.9 | 100 | 98.9 | 0 | 87.2 | 96.8 | 100 | 87.6 | 91.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 4 | 82 | 0 | 0 | 86 | 0 | 0 | 5 | 0 | 5 | 0 | 90 | 1 | 0 | 91 | 182 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0.9 | 14.8 | 0 | 0 | 8.6 | 0 | 0 | 1.1 | 0 | 1.1 | 0 | 12.8 | 3.2 | 0 | 12.4 | 8.2 |

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:45 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 22 | **50** | 0 | 0 | 72 | 0 | 0 | 11 | 0 | 11 | 0 | **41** | 1 | 0 | **42** | 125 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 33 | 36 | 0 | 0 | 69 | 1 | 0 | 15 | 0 | 16 | 0 | 26 | 2 | 0 | 28 | 113 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | **66** | 30 | 0 | 0 | **96** | 1 | 0 | 29 | 0 | 30 | 0 | 18 | **5** | 0 | 23 | 149 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 37 | 32 | 0 | 0 | 69 | **6** | 0 | **116** | **3** | **125** | 0 | 18 | 0 | 0 | 18 | **212** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 158 | 148 | 0 | 0 | 306 | 8 | 0 | 171 | 3 | 182 | 0 | 103 | 8 | 0 | 111 | 599 |
| % App. Total | 0 | 0 | 0 | 0 | | 51.6 | 48.4 | 0 | 0 | | 4.4 | 0 | 94 | 1.6 | | 0 | 92.8 | 7.2 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .598 | .740 | .000 | .000 | .797 | .333 | .000 | .369 | .250 | .364 | .000 | .628 | .400 | .000 | .661 | .706 |

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 1-Main Huning West
Site Code : 1
Start Date : 2/25/2019
Page No : 2

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 19 | 0 | 0 | 43 | 0 | 0 | 20 | 0 | 20 | 0 | 72 | 3 | 0 | **75** | 138 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | **38** | 25 | 0 | 0 | 63 | 0 | 0 | 24 | 0 | 24 | 0 | **74** | 0 | 0 | 74 | **161** |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 34 | **31** | 0 | 0 | **65** | **1** | 0 | **26** | 0 | **27** | 0 | 45 | **4** | 0 | 49 | 141 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 37 | 21 | 0 | 0 | 58 | 1 | 0 | 17 | 0 | 18 | 0 | 32 | 3 | 0 | 35 | 111 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 133 | 96 | 0 | 0 | 229 | 2 | 0 | 87 | 0 | 89 | 0 | 223 | 10 | 0 | 233 | 551 |
| % App. Total | 0 | 0 | 0 | 0 | | 58.1 | 41.9 | 0 | 0 | | 2.2 | 0 | 97.8 | 0 | | 0 | 95.7 | 4.3 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .875 | .774 | .000 | .000 | .881 | .500 | .000 | .837 | .000 | .824 | .000 | .753 | .625 | .000 | .777 | .856 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 1-Main Huning West
Site Code : 1
Start Date : 2/25/2019


**Groups Printed- Cars**

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 34 | 0 | 0 | 43 | 1 | 0 | 37 | 0 | 38 | 0 | 20 | 0 | 0 | 20 | 101 |
| Total | 0 | 0 | 0 | 0 | 0 | 9 | 34 | 0 | 0 | 43 | 1 | 0 | 37 | 0 | 38 | 0 | 20 | 0 | 0 | 20 | 101 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 13 | 44 | 0 | 0 | 57 | 1 | 0 | 21 | 0 | 22 | 0 | 24 | 2 | 0 | 26 | 105 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 20 | 36 | 0 | 0 | 56 | 1 | 0 | 27 | 0 | 28 | 0 | 22 | 1 | 0 | 23 | 107 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 21 | 40 | 0 | 0 | 61 | 0 | 0 | 11 | 0 | 11 | 0 | 33 | 1 | 0 | 34 | 106 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 33 | 28 | 0 | 0 | 61 | 1 | 0 | 15 | 0 | 16 | 0 | 20 | 2 | 0 | 22 | 99 |
| Total | 0 | 0 | 0 | 0 | 0 | 87 | 148 | 0 | 0 | 235 | 3 | 0 | 74 | 0 | 77 | 0 | 99 | 6 | 0 | 105 | 417 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 63 | 22 | 0 | 0 | 85 | 1 | 0 | 29 | 0 | 30 | 0 | 12 | 4 | 0 | 16 | 131 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 37 | 23 | 0 | 0 | 60 | 6 | 0 | 112 | 3 | 121 | 0 | 7 | 0 | 0 | 7 | 188 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 9 | 30 | 0 | 0 | 39 | 2 | 0 | 27 | 0 | 29 | 0 | 24 | 2 | 0 | 26 | 94 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 26 | 0 | 0 | 37 | 1 | 0 | 10 | 0 | 11 | 0 | 26 | 1 | 0 | 27 | 75 |
| Total | 0 | 0 | 0 | 0 | 0 | 120 | 101 | 0 | 0 | 221 | 10 | 0 | 178 | 3 | 191 | 0 | 69 | 7 | 0 | 76 | 488 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 26 | 20 | 0 | 0 | 46 | 2 | 0 | 22 | 0 | 24 | 0 | 82 | 3 | 1 | 86 | 156 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 29 | 26 | 0 | 0 | 55 | 1 | 0 | 16 | 0 | 17 | 0 | 65 | 3 | 0 | 68 | 140 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 18 | 22 | 0 | 0 | 40 | 3 | 0 | 16 | 0 | 19 | 0 | 36 | 1 | 0 | 37 | 96 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 17 | 0 | 0 | 41 | 0 | 0 | 20 | 0 | 20 | 0 | 72 | 3 | 0 | 75 | 136 |
| Total | 0 | 0 | 0 | 0 | 0 | 97 | 85 | 0 | 0 | 182 | 6 | 0 | 74 | 0 | 80 | 0 | 255 | 10 | 1 | 266 | 528 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 38 | 24 | 0 | 0 | 62 | 0 | 0 | 24 | 0 | 24 | 0 | 71 | 0 | 0 | 71 | 157 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 34 | 31 | 0 | 0 | 65 | 1 | 0 | 26 | 0 | 27 | 0 | 42 | 4 | 0 | 46 | 138 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 37 | 19 | 0 | 0 | 56 | 1 | 0 | 17 | 0 | 18 | 0 | 31 | 3 | 0 | 34 | 108 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 29 | 0 | 0 | 53 | 3 | 0 | 10 | 0 | 13 | 0 | 26 | 0 | 0 | 26 | 92 |
| Total | 0 | 0 | 0 | 0 | 0 | 133 | 103 | 0 | 0 | 236 | 5 | 0 | 77 | 0 | 82 | 0 | 170 | 7 | 0 | 177 | 495 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 446 | 471 | 0 | 0 | 917 | 25 | 0 | 440 | 3 | 468 | 0 | 613 | 30 | 1 | 644 | 2029 |
| Apprch % | 0 | 0 | 0 | 0 | | 48.6 | 51.4 | 0 | 0 | | 5.3 | 0 | 94 | 0.6 | | 0 | 95.2 | 4.7 | 0.2 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 22 | 23.2 | 0 | 0 | 45.2 | 1.2 | 0 | 21.7 | 0.1 | 23.1 | 0 | 30.2 | 1.5 | 0 | 31.7 | |

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:45 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 21 | **40** | 0 | 0 | 61 | 0 | 0 | 11 | 0 | 11 | 0 | **33** | 1 | 0 | **34** | 106 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 33 | 28 | 0 | 0 | 61 | 1 | 0 | 15 | 0 | 16 | 0 | 20 | 2 | 0 | 22 | 99 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | **63** | 22 | 0 | 0 | **85** | 1 | 0 | 29 | 0 | 30 | 0 | 12 | **4** | 0 | 16 | 131 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 37 | 23 | 0 | 0 | 60 | **6** | 0 | **112** | **3** | **121** | 0 | 7 | 0 | 0 | 7 | **188** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 154 | 113 | 0 | 0 | 267 | 8 | 0 | 167 | 3 | 178 | 0 | 72 | 7 | 0 | 79 | 524 |
| % App. Total | 0 | 0 | 0 | 0 | | 57.7 | 42.3 | 0 | 0 | | 4.5 | 0 | 93.8 | 1.7 | | 0 | 91.1 | 8.9 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .611 | .706 | .000 | .000 | .785 | .333 | .000 | .373 | .250 | .368 | .000 | .545 | .438 | .000 | .581 | .697 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 1-Main Huning West
Site Code : 1
Start Date : 2/25/2019
Page No : 4

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 17 | 0 | 0 | 41 | 0 | 0 | 20 | 0 | 20 | 0 | **72** | 3 | 0 | **75** | 136 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | **38** | 24 | 0 | 0 | 62 | 0 | 0 | 24 | 0 | 24 | 0 | 71 | 0 | 0 | 71 | **157** |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 34 | **31** | 0 | 0 | **65** | **1** | 0 | **26** | 0 | **27** | 0 | 42 | **4** | 0 | 46 | 138 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 37 | 19 | 0 | 0 | 56 | 1 | 0 | 17 | 0 | 18 | 0 | 31 | 3 | 0 | 34 | 108 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 133 | 91 | 0 | 0 | 224 | 2 | 0 | 87 | 0 | 89 | 0 | 216 | 10 | 0 | 226 | 539 |
| % App. Total | 0 | 0 | 0 | 0 | | 59.4 | 40.6 | 0 | 0 | | 2.2 | 0 | 97.8 | 0 | | 0 | 95.6 | 4.4 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .875 | .734 | .000 | .000 | .862 | .500 | .000 | .837 | .000 | .824 | .000 | .750 | .625 | .000 | .753 | .858 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 1-Main Huning West
Site Code : 1
Start Date : 2/25/2019


**Groups Printed- Trucks**

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 12 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 14 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 16 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 19 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 34 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 63 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 18 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 4 | 0 | 4 | 0 | 11 | 0 | 0 | 11 | 24 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 16 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 21 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 0 | 0 | 39 | 0 | 0 | 4 | 0 | 4 | 0 | 35 | 1 | 0 | 36 | 79 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 7 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 10 | 0 | 0 | 10 | 16 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 12 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 4 | 82 | 0 | 0 | 86 | 0 | 0 | 5 | 0 | 5 | 0 | 90 | 1 | 0 | 91 | 182 |
| Apprch % | 0 | 0 | 0 | 0 | | 4.7 | 95.3 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 98.9 | 1.1 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 2.2 | 45.1 | 0 | 0 | 47.3 | 0 | 0 | 2.7 | 0 | 2.7 | 0 | 49.5 | 0.5 | 0 | 50 | |

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:45 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | **3** | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | **1** | 0 | 7 | 18 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | **4** | 0 | **4** | 0 | **11** | 0 | 0 | **11** | **24** |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 16 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | **12** | 0 | 0 | **12** | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 21 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 0 | 0 | 39 | 0 | 0 | 4 | 0 | 4 | 0 | 35 | 1 | 0 | 36 | 79 |
| % App. Total | 0 | 0 | 0 | 0 | | 7.7 | 92.3 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 97.2 | 2.8 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .750 | .000 | .000 | .813 | .000 | .000 | .250 | .000 | .250 | .000 | .795 | .250 | .000 | .818 | .823 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 1-Main Huning West
Site Code : 1
Start Date : 2/25/2019


| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | **1** | 0 | **1** | 0 | **5** | 0 | 0 | **5** | **7** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 10 | 0 | 0 | 10 | 16 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .000 | .625 | .000 | .000 | .250 | .000 | .250 | .000 | .500 | .000 | .000 | .500 | .571 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 1-Main Huning West
Site Code : 1
Start Date : 2/25/2019


**Groups Printed- Combined (Cars+Trucks)**

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 38 | 0 | 0 | 47 | 1 | 0 | 37 | 0 | 38 | 0 | 28 | 0 | 0 | 28 | 113 |
| Total | 0 | 0 | 0 | 0 | 0 | 9 | 38 | 0 | 0 | 47 | 1 | 0 | 37 | 0 | 38 | 0 | 28 | 0 | 0 | 28 | 113 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 13 | 51 | 0 | 0 | 64 | 1 | 0 | 21 | 0 | 22 | 0 | 31 | 2 | 0 | 33 | 119 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 20 | 45 | 0 | 0 | 65 | 1 | 0 | 27 | 0 | 28 | 0 | 29 | 1 | 0 | 30 | 123 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 22 | 50 | 0 | 0 | 72 | 0 | 0 | 11 | 0 | 11 | 0 | 41 | 1 | 0 | 42 | 125 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 33 | 36 | 0 | 0 | 69 | 1 | 0 | 15 | 0 | 16 | 0 | 26 | 2 | 0 | 28 | 113 |
| Total | 0 | 0 | 0 | 0 | 0 | 88 | 182 | 0 | 0 | 270 | 3 | 0 | 74 | 0 | 77 | 0 | 127 | 6 | 0 | 133 | 480 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 66 | 30 | 0 | 0 | 96 | 1 | 0 | 29 | 0 | 30 | 0 | 18 | 5 | 0 | 23 | 149 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 37 | 32 | 0 | 0 | 69 | 6 | 0 | 116 | 3 | 125 | 0 | 18 | 0 | 0 | 18 | 212 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 9 | 37 | 0 | 0 | 46 | 2 | 0 | 27 | 0 | 29 | 0 | 33 | 2 | 0 | 35 | 110 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 38 | 0 | 0 | 49 | 1 | 0 | 10 | 0 | 11 | 0 | 35 | 1 | 0 | 36 | 96 |
| Total | 0 | 0 | 0 | 0 | 0 | 123 | 137 | 0 | 0 | 260 | 10 | 0 | 182 | 3 | 195 | 0 | 104 | 8 | 0 | 112 | 567 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 26 | 21 | 0 | 0 | 47 | 2 | 0 | 23 | 0 | 25 | 0 | 87 | 3 | 1 | 91 | 163 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 29 | 26 | 0 | 0 | 55 | 1 | 0 | 16 | 0 | 17 | 0 | 68 | 3 | 0 | 71 | 143 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 18 | 24 | 0 | 0 | 42 | 3 | 0 | 16 | 0 | 19 | 0 | 38 | 1 | 0 | 39 | 100 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 19 | 0 | 0 | 43 | 0 | 0 | 20 | 0 | 20 | 0 | 72 | 3 | 0 | 75 | 138 |
| Total | 0 | 0 | 0 | 0 | 0 | 97 | 90 | 0 | 0 | 187 | 6 | 0 | 75 | 0 | 81 | 0 | 265 | 10 | 1 | 276 | 544 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 38 | 25 | 0 | 0 | 63 | 0 | 0 | 24 | 0 | 24 | 0 | 74 | 0 | 0 | 74 | 161 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 34 | 31 | 0 | 0 | 65 | 1 | 0 | 26 | 0 | 27 | 0 | 45 | 4 | 0 | 49 | 141 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 37 | 21 | 0 | 0 | 58 | 1 | 0 | 17 | 0 | 18 | 0 | 32 | 3 | 0 | 35 | 111 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 29 | 0 | 0 | 53 | 3 | 0 | 10 | 0 | 13 | 0 | 28 | 0 | 0 | 28 | 94 |
| Total | 0 | 0 | 0 | 0 | 0 | 133 | 106 | 0 | 0 | 239 | 5 | 0 | 77 | 0 | 82 | 0 | 179 | 7 | 0 | 186 | 507 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 450 | 553 | 0 | 0 | 1003 | 25 | 0 | 445 | 3 | 473 | 0 | 703 | 31 | 1 | 735 | 2211 |
| Apprch % | 0 | 0 | 0 | 0 | | 44.9 | 55.1 | 0 | 0 | | 5.3 | 0 | 94.1 | 0.6 | | 0 | 95.6 | 4.2 | 0.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 20.4 | 25 | 0 | 0 | 45.4 | 1.1 | 0 | 20.1 | 0.1 | 21.4 | 0 | 31.8 | 1.4 | 0 | 33.2 | |

| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:45 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 22 | **50** | 0 | 0 | 72 | 0 | 0 | 11 | 0 | 11 | 0 | **41** | 1 | 0 | **42** | 125 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 33 | 36 | 0 | 0 | 69 | 1 | 0 | 15 | 0 | 16 | 0 | 26 | 2 | 0 | 28 | 113 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | **66** | 30 | 0 | 0 | **96** | 1 | 0 | 29 | 0 | 30 | 0 | 18 | **5** | 0 | 23 | 149 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 37 | 32 | 0 | 0 | 69 | **6** | 0 | **116** | **3** | **125** | 0 | 18 | 0 | 0 | 18 | **212** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 158 | 148 | 0 | 0 | 306 | 8 | 0 | 171 | 3 | 182 | 0 | 103 | 8 | 0 | 111 | 599 |
| % App. Total | 0 | 0 | 0 | 0 | | 51.6 | 48.4 | 0 | 0 | | 4.4 | 0 | 94 | 1.6 | | 0 | 92.8 | 7.2 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .598 | .740 | .000 | .000 | .797 | .333 | .000 | .369 | .250 | .364 | .000 | .628 | .400 | .000 | .661 | .706 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 1-Main Huning West
Site Code : 1
Start Date : 2/25/2019


| | HUNING WEST From North | | | | | MAIN From East | | | | | HUNING WEST From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 19 | 0 | 0 | 43 | 0 | 0 | 20 | 0 | 20 | 0 | 72 | 3 | 0 | **75** | 138 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | **38** | 25 | 0 | 0 | 63 | 0 | 0 | 24 | 0 | 24 | 0 | **74** | 0 | 0 | 74 | **161** |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 34 | **31** | 0 | 0 | **65** | **1** | 0 | **26** | 0 | **27** | 0 | 45 | **4** | 0 | 49 | 141 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 37 | 21 | 0 | 0 | 58 | 1 | 0 | 17 | 0 | 18 | 0 | 32 | 3 | 0 | 35 | 111 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 133 | 96 | 0 | 0 | 229 | 2 | 0 | 87 | 0 | 89 | 0 | 223 | 10 | 0 | 233 | 551 |
| % App. Total | 0 | 0 | 0 | 0 | | 58.1 | 41.9 | 0 | 0 | | 2.2 | 0 | 97.8 | 0 | | 0 | 95.7 | 4.3 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .875 | .774 | .000 | .000 | .881 | .500 | .000 | .837 | .000 | .824 | .000 | .753 | .625 | .000 | .777 | .856 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 2-Main Los Morros
Site Code : 2
Start Date : 2/25/2019


**Groups Printed- Cars - Trucks**

| | LOS MORROS From North | | | | | MAIN From East | | | | | LOS MORROS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 4 | 0 | 0 | 1 | 5 | 32 | 70 | 0 | 1 | 103 | 2 | 1 | 53 | 0 | 56 | 1 | 59 | 0 | 0 | 60 | 224 |
| 07:15 AM | 8 | 0 | 0 | 0 | 8 | 18 | 82 | 7 | 0 | 107 | 0 | 1 | 58 | 0 | 59 | 0 | 57 | 0 | 0 | 57 | 231 |
| 07:30 AM | 5 | 2 | 0 | 0 | 7 | 22 | 75 | 8 | 0 | 105 | 0 | 1 | 48 | 1 | 50 | 0 | 60 | 0 | 0 | 60 | 222 |
| 07:45 AM | 5 | 1 | 0 | 0 | 6 | 16 | 79 | 4 | 1 | 100 | 0 | 1 | 43 | 0 | 44 | 0 | 55 | 0 | 0 | 55 | 205 |
| Total | 22 | 3 | 0 | 1 | 26 | 88 | 306 | 19 | 2 | 415 | 2 | 4 | 202 | 1 | 209 | 1 | 231 | 0 | 0 | 232 | 882 |
| 08:00 AM | 6 | 0 | 1 | 0 | 7 | 14 | 73 | 6 | 0 | 93 | 2 | 1 | 36 | 0 | 39 | 0 | 53 | 1 | 0 | 54 | 193 |
| 08:15 AM | 7 | 1 | 0 | 0 | 8 | 18 | 86 | 4 | 0 | 108 | 0 | 0 | 29 | 0 | 29 | 0 | 38 | 1 | 0 | 39 | 184 |
| 08:30 AM | 13 | 0 | 2 | 0 | 15 | 8 | 81 | 6 | 0 | 95 | 0 | 3 | 30 | 0 | 33 | 0 | 105 | 0 | 0 | 105 | 248 |
| 08:45 AM | 5 | 1 | 3 | 0 | 9 | 12 | 51 | 12 | 0 | 75 | 0 | 0 | 28 | 0 | 28 | 1 | 93 | 2 | 0 | 96 | 208 |
| Total | 31 | 2 | 6 | 0 | 39 | 52 | 291 | 28 | 0 | 371 | 2 | 4 | 123 | 0 | 129 | 1 | 289 | 4 | 0 | 294 | 833 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 18 | 2 | 1 | 0 | 21 | 44 | 48 | 6 | 0 | 98 | 0 | 3 | 30 | 0 | 33 | 2 | 138 | 0 | 0 | 140 | 292 |
| 04:15 PM | 9 | 2 | 3 | 0 | 14 | 43 | 47 | 9 | 0 | 99 | 0 | 0 | 29 | 0 | 29 | 0 | 121 | 0 | 0 | 121 | 263 |
| 04:30 PM | 17 | 2 | 3 | 0 | 22 | 37 | 45 | 8 | 0 | 90 | 0 | 0 | 36 | 0 | 36 | 0 | 64 | 0 | 0 | 64 | 212 |
| 04:45 PM | 28 | 2 | 4 | 0 | 34 | 46 | 48 | 4 | 0 | 98 | 0 | 0 | 39 | 0 | 39 | 3 | 184 | 3 | 0 | 190 | 361 |
| Total | 72 | 8 | 11 | 0 | 91 | 170 | 188 | 27 | 0 | 385 | 0 | 3 | 134 | 0 | 137 | 5 | 507 | 3 | 0 | 515 | 1128 |
| 05:00 PM | 22 | 4 | 2 | 0 | 28 | 58 | 68 | 4 | 0 | 130 | 1 | 1 | 33 | 0 | 35 | 1 | 108 | 1 | 0 | 110 | 303 |
| 05:15 PM | 13 | 3 | 1 | 0 | 17 | 57 | 67 | 1 | 0 | 125 | 1 | 1 | 19 | 0 | 21 | 3 | 81 | 2 | 0 | 86 | 249 |
| 05:30 PM | 17 | 1 | 3 | 0 | 21 | 41 | 53 | 5 | 0 | 99 | 0 | 0 | 33 | 0 | 33 | 2 | 53 | 0 | 0 | 55 | 208 |
| 05:45 PM | 8 | 0 | 1 | 0 | 9 | 50 | 51 | 14 | 0 | 115 | 0 | 0 | 18 | 0 | 18 | 1 | 47 | 0 | 0 | 48 | 190 |
| Total | 60 | 8 | 7 | 0 | 75 | 206 | 239 | 24 | 0 | 469 | 2 | 2 | 103 | 0 | 107 | 7 | 289 | 3 | 0 | 299 | 950 |
| Grand Total | 185 | 21 | 24 | 1 | 231 | 516 | 1024 | 98 | 2 | 1640 | 6 | 13 | 562 | 1 | 582 | 14 | 1316 | 10 | 0 | 1340 | 3793 |
| Apprch % | 80.1 | 9.1 | 10.4 | 0.4 | | 31.5 | 62.4 | 6 | 0.1 | | 1 | 2.2 | 96.6 | 0.2 | | 1 | 98.2 | 0.7 | 0 | | |
| Total % | 4.9 | 0.6 | 0.6 | 0 | 6.1 | 13.6 | 27 | 2.6 | 0.1 | 43.2 | 0.2 | 0.3 | 14.8 | 0 | 15.3 | 0.4 | 34.7 | 0.3 | 0 | 35.3 | |
| Cars | 121 | 21 | 23 | 1 | 166 | 511 | 947 | 66 | 2 | 1526 | 6 | 13 | 556 | 1 | 576 | 12 | 1224 | 10 | 0 | 1246 | 3514 |
| % Cars | 65.4 | 100 | 95.8 | 100 | 71.9 | 99 | 92.5 | 67.3 | 100 | 93 | 100 | 100 | 98.9 | 100 | 99 | 85.7 | 93 | 100 | 0 | 93 | 92.6 |
| Trucks | 64 | 0 | 1 | 0 | 65 | 5 | 77 | 32 | 0 | 114 | 0 | 0 | 6 | 0 | 6 | 2 | 92 | 0 | 0 | 94 | 279 |
| % Trucks | 34.6 | 0 | 4.2 | 0 | 28.1 | 1 | 7.5 | 32.7 | 0 | 7 | 0 | 0 | 1.1 | 0 | 1 | 14.3 | 7 | 0 | 0 | 7 | 7.4 |

| | LOS MORROS From North | | | | | MAIN From East | | | | | LOS MORROS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 4 | 0 | 0 | **1** | 5 | **32** | 70 | 0 | **1** | 103 | **2** | **1** | 53 | 0 | 56 | **1** | 59 | 0 | 0 | **60** | 224 |
| 07:15 AM | **8** | 0 | 0 | 0 | **8** | 18 | **82** | 7 | 0 | **107** | 0 | 1 | **58** | 0 | **59** | 0 | 57 | 0 | 0 | 57 | **231** |
| 07:30 AM | 5 | **2** | 0 | 0 | 7 | 22 | 75 | **8** | 0 | 105 | 0 | 1 | 48 | **1** | 50 | 0 | **60** | 0 | 0 | 60 | 222 |
| 07:45 AM | 5 | 1 | 0 | 0 | 6 | 16 | 79 | 4 | 1 | 100 | 0 | 1 | 43 | 0 | 44 | 0 | 55 | 0 | 0 | 55 | 205 |
| Total Volume | 22 | 3 | 0 | 1 | 26 | 88 | 306 | 19 | 2 | 415 | 2 | 4 | 202 | 1 | 209 | 1 | 231 | 0 | 0 | 232 | 882 |
| % App. Total | 84.6 | 11.5 | 0 | 3.8 | | 21.2 | 73.7 | 4.6 | 0.5 | | 1 | 1.9 | 96.7 | 0.5 | | 0.4 | 99.6 | 0 | 0 | | |
| PHF | .688 | .375 | .000 | .250 | .813 | .688 | .933 | .594 | .500 | .970 | .250 | 1.00 | .871 | .250 | .886 | .250 | .963 | .000 | .000 | .967 | .955 |

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2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 2-Main Los Morros
Site Code : 2
Start Date : 2/25/2019


| | LOS MORROS From North | | | | | MAIN From East | | | | | LOS MORROS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 9 | 2 | 3 | 0 | 14 | 43 | 47 | **9** | 0 | 99 | 0 | 0 | 29 | 0 | 29 | 0 | 121 | 0 | 0 | 121 | 263 |
| 04:30 PM | 17 | 2 | 3 | 0 | 22 | 37 | 45 | 8 | 0 | 90 | 0 | 0 | 36 | 0 | 36 | 0 | 64 | 0 | 0 | 64 | 212 |
| 04:45 PM | **28** | 2 | **4** | 0 | **34** | 46 | 48 | 4 | 0 | 98 | 0 | 0 | **39** | 0 | **39** | **3** | **184** | **3** | 0 | **190** | **361** |
| 05:00 PM | 22 | **4** | 2 | 0 | 28 | **58** | **68** | 4 | 0 | **130** | **1** | **1** | 33 | 0 | 35 | 1 | 108 | 1 | 0 | 110 | 303 |
| Total Volume | 76 | 10 | 12 | 0 | 98 | 184 | 208 | 25 | 0 | 417 | 1 | 1 | 137 | 0 | 139 | 4 | 477 | 4 | 0 | 485 | 1139 |
| % App. Total | 77.6 | 10.2 | 12.2 | 0 | | 44.1 | 49.9 | 6 | 0 | | 0.7 | 0.7 | 98.6 | 0 | | 0.8 | 98.4 | 0.8 | 0 | | |
| PHF | .679 | .625 | .750 | .000 | .721 | .793 | .765 | .694 | .000 | .802 | .250 | .250 | .878 | .000 | .891 | .333 | .648 | .333 | .000 | .638 | .789 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 2-Main Los Morros
Site Code : 2
Start Date : 2/25/2019


**Groups Printed- Cars**

| | LOS MORROS From North | | | | | MAIN From East | | | | | LOS MORROS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 1 | 1 | 31 | 62 | 0 | 1 | 94 | 2 | 1 | 51 | 0 | 54 | 1 | 54 | 0 | 0 | 55 | 204 |
| 07:15 AM | 3 | 0 | 0 | 0 | 3 | 17 | 76 | 6 | 0 | 99 | 0 | 1 | 57 | 0 | 58 | 0 | 46 | 0 | 0 | 46 | 206 |
| 07:30 AM | 3 | 2 | 0 | 0 | 5 | 22 | 66 | 6 | 0 | 94 | 0 | 1 | 48 | 1 | 50 | 0 | 49 | 0 | 0 | 49 | 198 |
| 07:45 AM | 4 | 1 | 0 | 0 | 5 | 16 | 68 | 2 | 1 | 87 | 0 | 1 | 43 | 0 | 44 | 0 | 49 | 0 | 0 | 49 | 185 |
| Total | 10 | 3 | 0 | 1 | 14 | 86 | 272 | 14 | 2 | 374 | 2 | 4 | 199 | 1 | 206 | 1 | 198 | 0 | 0 | 199 | 793 |
| 08:00 AM | 3 | 0 | 1 | 0 | 4 | 13 | 64 | 6 | 0 | 83 | 2 | 1 | 36 | 0 | 39 | 0 | 47 | 1 | 0 | 48 | 174 |
| 08:15 AM | 6 | 1 | 0 | 0 | 7 | 17 | 79 | 4 | 0 | 100 | 0 | 0 | 29 | 0 | 29 | 0 | 28 | 1 | 0 | 29 | 165 |
| 08:30 AM | 6 | 0 | 1 | 0 | 7 | 8 | 72 | 5 | 0 | 85 | 0 | 3 | 28 | 0 | 31 | 0 | 92 | 0 | 0 | 92 | 215 |
| 08:45 AM | 3 | 1 | 3 | 0 | 7 | 12 | 43 | 10 | 0 | 65 | 0 | 0 | 28 | 0 | 28 | 1 | 82 | 2 | 0 | 85 | 185 |
| Total | 18 | 2 | 5 | 0 | 25 | 50 | 258 | 25 | 0 | 333 | 2 | 4 | 121 | 0 | 127 | 1 | 249 | 4 | 0 | 254 | 739 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 13 | 2 | 1 | 0 | 16 | 43 | 47 | 0 | 0 | 90 | 0 | 3 | 29 | 0 | 32 | 2 | 133 | 0 | 0 | 135 | 273 |
| 04:15 PM | 5 | 2 | 3 | 0 | 10 | 43 | 46 | 6 | 0 | 95 | 0 | 0 | 29 | 0 | 29 | 0 | 118 | 0 | 0 | 118 | 252 |
| 04:30 PM | 10 | 2 | 3 | 0 | 15 | 37 | 43 | 5 | 0 | 85 | 0 | 0 | 36 | 0 | 36 | 0 | 62 | 0 | 0 | 62 | 198 |
| 04:45 PM | 21 | 2 | 4 | 0 | 27 | 46 | 46 | 0 | 0 | 92 | 0 | 0 | 39 | 0 | 39 | 3 | 183 | 3 | 0 | 189 | 347 |
| Total | 49 | 8 | 11 | 0 | 68 | 169 | 182 | 11 | 0 | 362 | 0 | 3 | 133 | 0 | 136 | 5 | 496 | 3 | 0 | 504 | 1070 |
| 05:00 PM | 17 | 4 | 2 | 0 | 23 | 58 | 67 | 3 | 0 | 128 | 1 | 1 | 33 | 0 | 35 | 0 | 106 | 1 | 0 | 107 | 293 |
| 05:15 PM | 12 | 3 | 1 | 0 | 16 | 57 | 65 | 1 | 0 | 123 | 1 | 1 | 19 | 0 | 21 | 2 | 78 | 2 | 0 | 82 | 242 |
| 05:30 PM | 11 | 1 | 3 | 0 | 15 | 41 | 52 | 4 | 0 | 97 | 0 | 0 | 33 | 0 | 33 | 2 | 52 | 0 | 0 | 54 | 199 |
| 05:45 PM | 4 | 0 | 1 | 0 | 5 | 50 | 51 | 8 | 0 | 109 | 0 | 0 | 18 | 0 | 18 | 1 | 45 | 0 | 0 | 46 | 178 |
| Total | 44 | 8 | 7 | 0 | 59 | 206 | 235 | 16 | 0 | 457 | 2 | 2 | 103 | 0 | 107 | 5 | 281 | 3 | 0 | 289 | 912 |
| Grand Total | 121 | 21 | 23 | 1 | 166 | 511 | 947 | 66 | 2 | 1526 | 6 | 13 | 556 | 1 | 576 | 12 | 1224 | 10 | 0 | 1246 | 3514 |
| Apprch % | 72.9 | 12.7 | 13.9 | 0.6 | | 33.5 | 62.1 | 4.3 | 0.1 | | 1 | 2.3 | 96.5 | 0.2 | | 1 | 98.2 | 0.8 | 0 | | |
| Total % | 3.4 | 0.6 | 0.7 | 0 | 4.7 | 14.5 | 26.9 | 1.9 | 0.1 | 43.4 | 0.2 | 0.4 | 15.8 | 0 | 16.4 | 0.3 | 34.8 | 0.3 | 0 | 35.5 | |

| | LOS MORROS From North | | | | | MAIN From East | | | | | LOS MORROS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | **1** | 1 | **31** | 62 | 0 | **1** | 94 | **2** | **1** | 51 | 0 | 54 | **1** | **54** | 0 | 0 | **55** | 204 |
| 07:15 AM | 3 | 0 | 0 | 0 | 3 | 17 | **76** | **6** | 0 | **99** | 0 | 1 | **57** | 0 | **58** | 0 | 46 | 0 | 0 | 46 | **206** |
| 07:30 AM | 3 | **2** | 0 | 0 | **5** | 22 | 66 | 6 | 0 | 94 | 0 | 1 | 48 | **1** | 50 | 0 | 49 | 0 | 0 | 49 | 198 |
| 07:45 AM | **4** | 1 | 0 | 0 | 5 | 16 | 68 | 2 | 1 | 87 | 0 | 1 | 43 | 0 | 44 | 0 | 49 | 0 | 0 | 49 | 185 |
| Total Volume | 10 | 3 | 0 | 1 | 14 | 86 | 272 | 14 | 2 | 374 | 2 | 4 | 199 | 1 | 206 | 1 | 198 | 0 | 0 | 199 | 793 |
| % App. Total | 71.4 | 21.4 | 0 | 7.1 | | 23 | 72.7 | 3.7 | 0.5 | | 1 | 1.9 | 96.6 | 0.5 | | 0.5 | 99.5 | 0 | 0 | | |
| PHF | .625 | .375 | .000 | .250 | .700 | .694 | .895 | .583 | .500 | .944 | .250 | 1.00 | .873 | .250 | .888 | .250 | .917 | .000 | .000 | .905 | .962 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:15 PM** | **5** | **2** | **3** | **0** | **10** | **43** | **46** | **6** | | | | | | | | | | | | | |
| 04:30 PM | 10 | 2 | 3 | 0 | 15 | 37 | 43 | 5 | 0 | 85 | 0 | 0 | 36 | 0 | 36 | 0 | 62 | 0 | 0 | 62 | 198 |
| 04:45 PM | 21 | 2 | 4 | 0 | 27 | 46 | 46 | 0 | 0 | 92 | 0 | 0 | 39 | 0 | 39 | 3 | 183 | 3 | 0 | 189 | 347 |
| 05:00 PM | 17 | 4 | 2 | 0 | 23 | 58 | 67 | 3 | 0 | 128 | 1 | 1 | 33 | 0 | 35 | 0 | 106 | 1 | 0 | 107 | 293 |
| Total Volume | 53 | 10 | 12 | 0 | 75 | 184 | 202 | 14 | 0 | 400 | 1 | 1 | 137 | 0 | 139 | 3 | 469 | 4 | 0 | 476 | 1090 |
| % App. Total | 70.7 | 13.3 | 16 | 0 | | 46 | 50.5 | 3.5 | 0 | | 0.7 | 0.7 | 98.6 | 0 | | 0.6 | 98.5 | 0.8 | 0 | | |
| PHF | .631 | .625 | .750 | .000 | .694 | .793 | .754 | .583 | .000 | .781 | .250 | .250 | .878 | .000 | .891 | .250 | .641 | .333 | .000 | .630 | .785 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 2-Main Los Morros
Site Code : 2
Start Date : 2/25/2019


**Groups Printed- Trucks**

| | LOS MORROS From North | | | | | MAIN From East | | | | | LOS MORROS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 4 | 0 | 0 | 0 | 4 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 20 |
| 07:15 AM | 5 | 0 | 0 | 0 | 5 | 1 | 6 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 25 |
| 07:30 AM | 2 | 0 | 0 | 0 | 2 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 24 |
| 07:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 11 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 20 |
| Total | 12 | 0 | 0 | 0 | 12 | 2 | 34 | 5 | 0 | 41 | 0 | 0 | 3 | 0 | 3 | 0 | 33 | 0 | 0 | 33 | 89 |
| 08:00 AM | 3 | 0 | 0 | 0 | 3 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 19 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 19 |
| 08:30 AM | 7 | 0 | 1 | 0 | 8 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 2 | 0 | 2 | 0 | 13 | 0 | 0 | 13 | 33 |
| 08:45 AM | 2 | 0 | 0 | 0 | 2 | 0 | 8 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 23 |
| Total | 13 | 0 | 1 | 0 | 14 | 2 | 33 | 3 | 0 | 38 | 0 | 0 | 2 | 0 | 2 | 0 | 40 | 0 | 0 | 40 | 94 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 5 | 0 | 0 | 0 | 5 | 1 | 1 | 6 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 19 |
| 04:15 PM | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 11 |
| 04:30 PM | 7 | 0 | 0 | 0 | 7 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 14 |
| 04:45 PM | 7 | 0 | 0 | 0 | 7 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 14 |
| Total | 23 | 0 | 0 | 0 | 23 | 1 | 6 | 16 | 0 | 23 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 58 |
| 05:00 PM | 5 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 10 |
| 05:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 7 |
| 05:30 PM | 6 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9 |
| 05:45 PM | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 12 |
| Total | 16 | 0 | 0 | 0 | 16 | 0 | 4 | 8 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 10 | 38 |
| Grand Total | 64 | 0 | 1 | 0 | 65 | 5 | 77 | 32 | 0 | 114 | 0 | 0 | 6 | 0 | 6 | 2 | 92 | 0 | 0 | 94 | 279 |
| Apprch % | 98.5 | 0 | 1.5 | 0 | | 4.4 | 67.5 | 28.1 | 0 | | 0 | 0 | 100 | 0 | | 2.1 | 97.9 | 0 | 0 | | |
| Total % | 22.9 | 0 | 0.4 | 0 | 23.3 | 1.8 | 27.6 | 11.5 | 0 | 40.9 | 0 | 0 | 2.2 | 0 | 2.2 | 0.7 | 33 | 0 | 0 | 33.7 | |

| | LOS MORROS From North | | | | | MAIN From East | | | | | LOS MORROS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 3 | 0 | 0 | 0 | 3 | **1** | **9** | 0 | 0 | **10** | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 19 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 19 |
| 08:30 AM | **7** | 0 | **1** | 0 | **8** | 0 | 9 | 1 | 0 | 10 | 0 | 0 | **2** | 0 | **2** | 0 | **13** | 0 | 0 | **13** | **33** |
| 08:45 AM | 2 | 0 | 0 | 0 | 2 | 0 | 8 | **2** | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 23 |
| Total Volume | 13 | 0 | 1 | 0 | 14 | 2 | 33 | 3 | 0 | 38 | 0 | 0 | 2 | 0 | 2 | 0 | 40 | 0 | 0 | 40 | 94 |
| % App. Total | 92.9 | 0 | 7.1 | 0 | | 5.3 | 86.8 | 7.9 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .464 | .000 | .250 | .000 | .438 | .500 | .917 | .375 | .000 | .950 | .000 | .000 | .250 | .000 | .250 | .000 | .769 | .000 | .000 | .769 | .712 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 5 | 0 | 0 | 0 | 5 | 1 | | 6 | | 8 | | | 1 | | 1 | | 5 | | | 5 | 19 |
| 04:15 PM | 4 | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 11 |
| 04:30 PM | 7 | 0 | 0 | 0 | 7 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 14 |
| 04:45 PM | 7 | 0 | 0 | 0 | 7 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 14 |
| Total Volume | 23 | 0 | 0 | 0 | 23 | 1 | 6 | 16 | 0 | 23 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 0 | 0 | 11 | 58 |
| % App. Total | 100 | 0 | 0 | 0 | | 4.3 | 26.1 | 69.6 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .821 | .000 | .000 | .000 | .821 | .250 | .750 | .667 | .000 | .719 | .000 | .000 | .250 | .000 | .250 | .000 | .550 | .000 | .000 | .550 | .763 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 2-Main Los Morros
Site Code : 2
Start Date : 2/25/2019


**Groups Printed- Combined (Cars+Trucks)**

| | LOS MORROS From North | | | | | MAIN From East | | | | | LOS MORROS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 4 | 0 | 0 | 1 | 5 | 32 | 70 | 0 | 1 | 103 | 2 | 1 | 53 | 0 | 56 | 1 | 59 | 0 | 0 | 60 | 224 |
| 07:15 AM | 8 | 0 | 0 | 0 | 8 | 18 | 82 | 7 | 0 | 107 | 0 | 1 | 58 | 0 | 59 | 0 | 57 | 0 | 0 | 57 | 231 |
| 07:30 AM | 5 | 2 | 0 | 0 | 7 | 22 | 75 | 8 | 0 | 105 | 0 | 1 | 48 | 1 | 50 | 0 | 60 | 0 | 0 | 60 | 222 |
| 07:45 AM | 5 | 1 | 0 | 0 | 6 | 16 | 79 | 4 | 1 | 100 | 0 | 1 | 43 | 0 | 44 | 0 | 55 | 0 | 0 | 55 | 205 |
| Total | 22 | 3 | 0 | 1 | 26 | 88 | 306 | 19 | 2 | 415 | 2 | 4 | 202 | 1 | 209 | 1 | 231 | 0 | 0 | 232 | 882 |
| 08:00 AM | 6 | 0 | 1 | 0 | 7 | 14 | 73 | 6 | 0 | 93 | 2 | 1 | 36 | 0 | 39 | 0 | 53 | 1 | 0 | 54 | 193 |
| 08:15 AM | 7 | 1 | 0 | 0 | 8 | 18 | 86 | 4 | 0 | 108 | 0 | 0 | 29 | 0 | 29 | 0 | 38 | 1 | 0 | 39 | 184 |
| 08:30 AM | 13 | 0 | 2 | 0 | 15 | 8 | 81 | 6 | 0 | 95 | 0 | 3 | 30 | 0 | 33 | 0 | 105 | 0 | 0 | 105 | 248 |
| 08:45 AM | 5 | 1 | 3 | 0 | 9 | 12 | 51 | 12 | 0 | 75 | 0 | 0 | 28 | 0 | 28 | 1 | 93 | 2 | 0 | 96 | 208 |
| Total | 31 | 2 | 6 | 0 | 39 | 52 | 291 | 28 | 0 | 371 | 2 | 4 | 123 | 0 | 129 | 1 | 289 | 4 | 0 | 294 | 833 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 18 | 2 | 1 | 0 | 21 | 44 | 48 | 6 | 0 | 98 | 0 | 3 | 30 | 0 | 33 | 2 | 138 | 0 | 0 | 140 | 292 |
| 04:15 PM | 9 | 2 | 3 | 0 | 14 | 43 | 47 | 9 | 0 | 99 | 0 | 0 | 29 | 0 | 29 | 0 | 121 | 0 | 0 | 121 | 263 |
| 04:30 PM | 17 | 2 | 3 | 0 | 22 | 37 | 45 | 8 | 0 | 90 | 0 | 0 | 36 | 0 | 36 | 0 | 64 | 0 | 0 | 64 | 212 |
| 04:45 PM | 28 | 2 | 4 | 0 | 34 | 46 | 48 | 4 | 0 | 98 | 0 | 0 | 39 | 0 | 39 | 3 | 184 | 3 | 0 | 190 | 361 |
| Total | 72 | 8 | 11 | 0 | 91 | 170 | 188 | 27 | 0 | 385 | 0 | 3 | 134 | 0 | 137 | 5 | 507 | 3 | 0 | 515 | 1128 |
| 05:00 PM | 22 | 4 | 2 | 0 | 28 | 58 | 68 | 4 | 0 | 130 | 1 | 1 | 33 | 0 | 35 | 1 | 108 | 1 | 0 | 110 | 303 |
| 05:15 PM | 13 | 3 | 1 | 0 | 17 | 57 | 67 | 1 | 0 | 125 | 1 | 1 | 19 | 0 | 21 | 3 | 81 | 2 | 0 | 86 | 249 |
| 05:30 PM | 17 | 1 | 3 | 0 | 21 | 41 | 53 | 5 | 0 | 99 | 0 | 0 | 33 | 0 | 33 | 2 | 53 | 0 | 0 | 55 | 208 |
| 05:45 PM | 8 | 0 | 1 | 0 | 9 | 50 | 51 | 14 | 0 | 115 | 0 | 0 | 18 | 0 | 18 | 1 | 47 | 0 | 0 | 48 | 190 |
| Total | 60 | 8 | 7 | 0 | 75 | 206 | 239 | 24 | 0 | 469 | 2 | 2 | 103 | 0 | 107 | 7 | 289 | 3 | 0 | 299 | 950 |
| Grand Total | 185 | 21 | 24 | 1 | 231 | 516 | 1024 | 98 | 2 | 1640 | 6 | 13 | 562 | 1 | 582 | 14 | 1316 | 10 | 0 | 1340 | 3793 |
| Apprch % | 80.1 | 9.1 | 10.4 | 0.4 | | 31.5 | 62.4 | 6 | 0.1 | | 1 | 2.2 | 96.6 | 0.2 | | 1 | 98.2 | 0.7 | 0 | | |
| Total % | 4.9 | 0.6 | 0.6 | 0 | 6.1 | 13.6 | 27 | 2.6 | 0.1 | 43.2 | 0.2 | 0.3 | 14.8 | 0 | 15.3 | 0.4 | 34.7 | 0.3 | 0 | 35.3 | |

| | LOS MORROS From North | | | | | MAIN From East | | | | | LOS MORROS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 4 | 0 | 0 | **1** | 5 | **32** | 70 | 0 | **1** | 103 | **2** | **1** | 53 | 0 | 56 | **1** | 59 | 0 | 0 | **60** | 224 |
| 07:15 AM | **8** | 0 | 0 | 0 | **8** | 18 | **82** | 7 | 0 | **107** | 0 | 1 | **58** | 0 | **59** | 0 | 57 | 0 | 0 | 57 | **231** |
| 07:30 AM | 5 | **2** | 0 | 0 | 7 | 22 | 75 | **8** | 0 | 105 | 0 | 1 | 48 | **1** | 50 | 0 | **60** | 0 | 0 | 60 | 222 |
| 07:45 AM | 5 | 1 | 0 | 0 | 6 | 16 | 79 | 4 | 1 | 100 | 0 | 1 | 43 | 0 | 44 | 0 | 55 | 0 | 0 | 55 | 205 |
| Total Volume | 22 | 3 | 0 | 1 | 26 | 88 | 306 | 19 | 2 | 415 | 2 | 4 | 202 | 1 | 209 | 1 | 231 | 0 | 0 | 232 | 882 |
| % App. Total | 84.6 | 11.5 | 0 | 3.8 | | 21.2 | 73.7 | 4.6 | 0.5 | | 1 | 1.9 | 96.7 | 0.5 | | 0.4 | 99.6 | 0 | 0 | | |
| PHF | .688 | .375 | .000 | .250 | .813 | .688 | .933 | .594 | .500 | .970 | .250 | 1.00 | .871 | .250 | .886 | .250 | .963 | .000 | .000 | .967 | .955 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 9 | 2 | 3 | 0 | 14 | 43 | 47 | 9 | | | | | | | | | | | | | |
| 04:30 PM | 17 | 2 | 3 | 0 | 22 | 37 | 45 | 8 | 0 | 90 | 0 | 0 | 36 | 0 | 36 | 0 | 64 | 0 | 0 | 64 | 212 |
| 04:45 PM | 28 | 2 | 4 | 0 | 34 | 46 | 48 | 4 | 0 | 98 | 0 | 0 | 39 | 0 | 39 | 3 | 184 | 3 | 0 | 190 | 361 |
| 05:00 PM | 22 | 4 | 2 | 0 | 28 | 58 | 68 | 4 | 0 | 130 | 1 | 1 | 33 | 0 | 35 | 1 | 108 | 1 | 0 | 110 | 303 |
| Total Volume | 76 | 10 | 12 | 0 | 98 | 184 | 208 | 25 | 0 | 417 | 1 | 1 | 137 | 0 | 139 | 4 | 477 | 4 | 0 | 485 | 1139 |
| % App. Total | 77.6 | 10.2 | 12.2 | 0 | | 44.1 | 49.9 | 6 | 0 | | 0.7 | 0.7 | 98.6 | 0 | | 0.8 | 98.4 | 0.8 | 0 | | |
| PHF | .679 | .625 | .750 | .000 | .721 | .793 | .765 | .694 | .000 | .802 | .250 | .250 | .878 | .000 | .891 | .333 | .648 | .333 | .000 | .638 | .789 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 3-Main Desert Willow
Site Code : 3
Start Date : 2/25/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | DESERT WILLOW From North | | | | | MAIN From East | | | | | DESERT WILLOW From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 48 | 0 | 6 | 0 | 54 | 0 | 99 | 7 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 5 | 104 | 5 | 0 | 114 | 274 |
| 07:15 AM | 27 | 0 | 6 | 0 | 33 | 0 | 113 | 16 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 1 | 130 | 6 | 0 | 137 | 299 |
| 07:30 AM | 18 | 0 | 3 | 0 | 21 | 2 | 101 | 17 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 4 | 0 | 107 | 248 |
| 07:45 AM | 27 | 0 | 5 | 0 | 32 | 0 | 88 | 29 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 2 | 93 | 4 | 0 | 99 | 248 |
| Total | 120 | 0 | 20 | 0 | 140 | 2 | 401 | 69 | 0 | 472 | 0 | 0 | 0 | 0 | 0 | 9 | 429 | 19 | 0 | 457 | 1069 |
| 08:00 AM | 31 | 0 | 6 | 0 | 37 | 0 | 87 | 23 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 6 | 87 | 2 | 0 | 95 | 242 |
| 08:15 AM | 29 | 0 | 7 | 0 | 36 | 0 | 101 | 16 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 7 | 0 | 75 | 228 |
| 08:30 AM | 21 | 0 | 5 | 0 | 26 | 0 | 97 | 18 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 15 | 137 | 4 | 0 | 156 | 297 |
| 08:45 AM | 39 | 0 | 8 | 0 | 47 | 0 | 59 | 31 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 11 | 94 | 9 | 0 | 114 | 251 |
| Total | 120 | 0 | 26 | 0 | 146 | 0 | 344 | 88 | 0 | 432 | 0 | 0 | 0 | 0 | 0 | 33 | 385 | 22 | 0 | 440 | 1018 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 113 | 0 | 16 | 0 | 129 | 0 | 83 | 27 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 21 | 131 | 5 | 1 | 158 | 397 |
| 04:15 PM | 120 | 0 | 18 | 0 | 138 | 0 | 82 | 24 | 0 | 106 | 0 | 0 | 0 | 1 | 1 | 6 | 178 | 6 | 0 | 190 | 435 |
| 04:30 PM | 122 | 0 | 6 | 0 | 128 | 1 | 93 | 25 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 13 | 142 | 5 | 0 | 160 | 407 |
| 04:45 PM | 122 | 0 | 15 | 2 | 139 | 0 | 77 | 37 | 0 | 114 | 0 | 0 | 0 | 1 | 1 | 8 | 102 | 2 | 0 | 112 | 366 |
| Total | 477 | 0 | 55 | 2 | 534 | 1 | 335 | 113 | 0 | 449 | 0 | 0 | 0 | 2 | 2 | 48 | 553 | 18 | 1 | 620 | 1605 |
| 05:00 PM | 122 | 0 | 11 | 0 | 133 | 0 | 89 | 13 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 9 | 218 | 2 | 0 | 229 | 464 |
| 05:15 PM | 127 | 0 | 9 | 0 | 136 | 0 | 110 | 19 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 10 | 147 | 10 | 0 | 167 | 432 |
| 05:30 PM | 120 | 0 | 18 | 0 | 138 | 0 | 105 | 18 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 8 | 98 | 2 | 0 | 108 | 369 |
| 05:45 PM | 146 | 0 | 12 | 0 | 158 | 0 | 84 | 18 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 12 | 92 | 1 | 0 | 105 | 365 |
| Total | 515 | 0 | 50 | 0 | 565 | 0 | 388 | 68 | 0 | 456 | 0 | 0 | 0 | 0 | 0 | 39 | 555 | 15 | 0 | 609 | 1630 |
| Grand Total | 1232 | 0 | 151 | 2 | 1385 | 3 | 1468 | 338 | 0 | 1809 | 0 | 0 | 0 | 2 | 2 | 129 | 1922 | 74 | 1 | 2126 | 5322 |
| Apprch % | 89 | 0 | 10.9 | 0.1 | | 0.2 | 81.1 | 18.7 | 0 | | 0 | 0 | 0 | 100 | | 6.1 | 90.4 | 3.5 | 0 | | |
| Total % | 23.1 | 0 | 2.8 | 0 | 26 | 0.1 | 27.6 | 6.4 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 2.4 | 36.1 | 1.4 | 0 | 39.9 | |
| Cars | 1205 | 0 | 149 | 2 | 1356 | 3 | 1345 | 312 | 0 | 1660 | 0 | 0 | 0 | 2 | 2 | 125 | 1770 | 69 | 1 | 1965 | 4983 |
| % Cars | 97.8 | 0 | 98.7 | 100 | 97.9 | 100 | 91.6 | 92.3 | 0 | 91.8 | 0 | 0 | 0 | 100 | 100 | 96.9 | 92.1 | 93.2 | 100 | 92.4 | 93.6 |
| Trucks | 27 | 0 | 2 | 0 | 29 | 0 | 123 | 26 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 4 | 152 | 5 | 0 | 161 | 339 |
| % Trucks | 2.2 | 0 | 1.3 | 0 | 2.1 | 0 | 8.4 | 7.7 | 0 | 8.2 | 0 | 0 | 0 | 0 | 0 | 3.1 | 7.9 | 6.8 | 0 | 7.6 | 6.4 |

| | DESERT WILLOW From North | | | | | MAIN From East | | | | | DESERT WILLOW From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **48** | 0 | **6** | 0 | **54** | 0 | 99 | 7 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | **5** | 104 | 5 | 0 | 114 | 274 |
| 07:15 AM | 27 | 0 | 6 | 0 | 33 | 0 | **113** | 16 | 0 | **129** | 0 | 0 | 0 | 0 | 0 | 1 | **130** | **6** | 0 | **137** | **299** |
| 07:30 AM | 18 | 0 | 3 | 0 | 21 | **2** | 101 | 17 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 4 | 0 | 107 | 248 |
| 07:45 AM | 27 | 0 | 5 | 0 | 32 | 0 | 88 | **29** | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 2 | 93 | 4 | 0 | 99 | 248 |
| Total Volume | 120 | 0 | 20 | 0 | 140 | 2 | 401 | 69 | 0 | 472 | 0 | 0 | 0 | 0 | 0 | 9 | 429 | 19 | 0 | 457 | 1069 |
| % App. Total | 85.7 | 0 | 14.3 | 0 | | 0.4 | 85 | 14.6 | 0 | | 0 | 0 | 0 | 0 | | 2 | 93.9 | 4.2 | 0 | | |
| PHF | .625 | .000 | .833 | .000 | .648 | .250 | .887 | .595 | .000 | .915 | .000 | .000 | .000 | .000 | .000 | .450 | .825 | .792 | .000 | .834 | .894 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 3-Main Desert Willow
Site Code : 3
Start Date : 2/25/2019
Page No : 2

| | DESERT WILLOW From North | | | | | MAIN From East | | | | | DESERT WILLOW From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 120 | 0 | **18** | 0 | 138 | 0 | 82 | 24 | 0 | 106 | 0 | 0 | 0 | **1** | **1** | 6 | 178 | **6** | 0 | 190 | 435 |
| 04:30 PM | **122** | 0 | 6 | 0 | 128 | **1** | **93** | 25 | 0 | **119** | 0 | 0 | 0 | 0 | 0 | **13** | 142 | 5 | 0 | 160 | 407 |
| 04:45 PM | 122 | 0 | 15 | **2** | **139** | 0 | 77 | **37** | 0 | 114 | 0 | 0 | 0 | 1 | 1 | 8 | 102 | 2 | 0 | 112 | 366 |
| 05:00 PM | 122 | 0 | 11 | 0 | 133 | 0 | 89 | 13 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 9 | **218** | 2 | 0 | **229** | **464** |
| Total Volume | 486 | 0 | 50 | 2 | 538 | 1 | 341 | 99 | 0 | 441 | 0 | 0 | 0 | 2 | 2 | 36 | 640 | 15 | 0 | 691 | 1672 |
| % App. Total | 90.3 | 0 | 9.3 | 0.4 | | 0.2 | 77.3 | 22.4 | 0 | | 0 | 0 | 0 | 100 | | 5.2 | 92.6 | 2.2 | 0 | | |
| PHF | .996 | .000 | .694 | .250 | .968 | .250 | .917 | .669 | .000 | .926 | .000 | .000 | .000 | .500 | .500 | .692 | .734 | .625 | .000 | .754 | .901 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 3-Main Desert Willow
Site Code : 3
Start Date : 2/25/2019


**Groups Printed- Cars**

| | DESERT WILLOW From North | | | | | MAIN From East | | | | | DESERT WILLOW From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 47 | 0 | 6 | 0 | 53 | 0 | 87 | 7 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 5 | 93 | 5 | 0 | 103 | 250 |
| 07:15 AM | 26 | 0 | 6 | 0 | 32 | 0 | 99 | 13 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 5 | 0 | 119 | 263 |
| 07:30 AM | 18 | 0 | 2 | 0 | 20 | 2 | 91 | 15 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 1 | 90 | 3 | 0 | 94 | 222 |
| 07:45 AM | 26 | 0 | 4 | 0 | 30 | 0 | 76 | 29 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 2 | 87 | 4 | 0 | 93 | 228 |
| Total | 117 | 0 | 18 | 0 | 135 | 2 | 353 | 64 | 0 | 419 | 0 | 0 | 0 | 0 | 0 | 8 | 384 | 17 | 0 | 409 | 963 |
| 08:00 AM | 28 | 0 | 6 | 0 | 34 | 0 | 77 | 23 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 77 | 2 | 0 | 85 | 219 |
| 08:15 AM | 28 | 0 | 7 | 0 | 35 | 0 | 94 | 14 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 1 | 55 | 7 | 0 | 63 | 206 |
| 08:30 AM | 18 | 0 | 5 | 0 | 23 | 0 | 84 | 15 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 14 | 116 | 2 | 0 | 132 | 254 |
| 08:45 AM | 36 | 0 | 8 | 0 | 44 | 0 | 50 | 29 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 11 | 84 | 9 | 0 | 104 | 227 |
| Total | 110 | 0 | 26 | 0 | 136 | 0 | 305 | 81 | 0 | 386 | 0 | 0 | 0 | 0 | 0 | 32 | 332 | 20 | 0 | 384 | 906 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 111 | 0 | 16 | 0 | 127 | 0 | 78 | 26 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 21 | 125 | 5 | 1 | 152 | 383 |
| 04:15 PM | 119 | 0 | 18 | 0 | 137 | 0 | 74 | 21 | 0 | 95 | 0 | 0 | 0 | 1 | 1 | 6 | 168 | 6 | 0 | 180 | 413 |
| 04:30 PM | 119 | 0 | 6 | 0 | 125 | 1 | 88 | 23 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 13 | 136 | 5 | 0 | 154 | 391 |
| 04:45 PM | 120 | 0 | 15 | 2 | 137 | 0 | 71 | 36 | 0 | 107 | 0 | 0 | 0 | 1 | 1 | 7 | 95 | 1 | 0 | 103 | 348 |
| Total | 469 | 0 | 55 | 2 | 526 | 1 | 311 | 106 | 0 | 418 | 0 | 0 | 0 | 2 | 2 | 47 | 524 | 17 | 1 | 589 | 1535 |
| 05:00 PM | 120 | 0 | 11 | 0 | 131 | 0 | 83 | 13 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 8 | 211 | 2 | 0 | 221 | 448 |
| 05:15 PM | 127 | 0 | 9 | 0 | 136 | 0 | 108 | 16 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 10 | 140 | 10 | 0 | 160 | 420 |
| 05:30 PM | 116 | 0 | 18 | 0 | 134 | 0 | 103 | 16 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 8 | 94 | 2 | 0 | 104 | 357 |
| 05:45 PM | 146 | 0 | 12 | 0 | 158 | 0 | 82 | 16 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 12 | 85 | 1 | 0 | 98 | 354 |
| Total | 509 | 0 | 50 | 0 | 559 | 0 | 376 | 61 | 0 | 437 | 0 | 0 | 0 | 0 | 0 | 38 | 530 | 15 | 0 | 583 | 1579 |
| Grand Total | 1205 | 0 | 149 | 2 | 1356 | 3 | 1345 | 312 | 0 | 1660 | 0 | 0 | 0 | 2 | 2 | 125 | 1770 | 69 | 1 | 1965 | 4983 |
| Apprch % | 88.9 | 0 | 11 | 0.1 | | 0.2 | 81 | 18.8 | 0 | | 0 | 0 | 0 | 100 | | 6.4 | 90.1 | 3.5 | 0.1 | | |
| Total % | 24.2 | 0 | 3 | 0 | 27.2 | 0.1 | 27 | 6.3 | 0 | 33.3 | 0 | 0 | 0 | 0 | 0 | 2.5 | 35.5 | 1.4 | 0 | 39.4 | |

| | DESERT WILLOW From North | | | | | MAIN From East | | | | | DESERT WILLOW From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **47** | 0 | **6** | 0 | **53** | 0 | 87 | 7 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | **5** | 93 | **5** | 0 | 103 | 250 |
| 07:15 AM | 26 | 0 | 6 | 0 | 32 | 0 | **99** | 13 | 0 | **112** | 0 | 0 | 0 | 0 | 0 | 0 | **114** | 5 | 0 | **119** | **263** |
| 07:30 AM | 18 | 0 | 2 | 0 | 20 | **2** | 91 | 15 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 1 | 90 | 3 | 0 | 94 | 222 |
| 07:45 AM | 26 | 0 | 4 | 0 | 30 | 0 | 76 | **29** | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 2 | 87 | 4 | 0 | 93 | 228 |
| Total Volume | 117 | 0 | 18 | 0 | 135 | 2 | 353 | 64 | 0 | 419 | 0 | 0 | 0 | 0 | 0 | 8 | 384 | 17 | 0 | 409 | 963 |
| % App. Total | 86.7 | 0 | 13.3 | 0 | | 0.5 | 84.2 | 15.3 | 0 | | 0 | 0 | 0 | 0 | | 2 | 93.9 | 4.2 | 0 | | |
| PHF | .622 | .000 | .750 | .000 | .637 | .250 | .891 | .552 | .000 | .935 | .000 | .000 | .000 | .000 | .000 | .400 | .842 | .850 | .000 | .859 | .915 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 119 | 0 | 6 | 0 | 125 | 1 | | | | | | | | | | 13 | | | | | |
| 04:45 PM | 120 | 0 | 15 | 2 | 137 | 0 | 71 | 36 | 0 | 107 | 0 | 0 | 0 | 1 | 1 | 7 | 95 | 1 | 0 | 103 | 348 |
| 05:00 PM | 120 | 0 | 11 | 0 | 131 | 0 | 83 | 13 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 8 | 211 | 2 | 0 | 221 | 448 |
| 05:15 PM | 127 | 0 | 9 | 0 | 136 | 0 | 108 | 16 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 10 | 140 | 10 | 0 | 160 | 420 |
| Total Volume | 486 | 0 | 41 | 2 | 529 | 1 | 350 | 88 | 0 | 439 | 0 | 0 | 0 | 1 | 1 | 38 | 582 | 18 | 0 | 638 | 1607 |
| % App. Total | 91.9 | 0 | 7.8 | 0.4 | | 0.2 | 79.7 | 20 | 0 | | 0 | 0 | 0 | 100 | | 6 | 91.2 | 2.8 | 0 | | |
| PHF | .957 | .000 | .683 | .250 | .965 | .250 | .810 | .611 | .000 | .885 | .000 | .000 | .000 | .250 | .250 | .731 | .690 | .450 | .000 | .722 | .897 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 3-Main Desert Willow
Site Code : 3
Start Date : 2/25/2019


**Groups Printed- Trucks**

| | DESERT WILLOW From North | | | | | MAIN From East | | | | | DESERT WILLOW From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 24 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 14 | 3 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 1 | 0 | 18 | 36 |
| 07:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 10 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 26 |
| 07:45 AM | 1 | 0 | 1 | 0 | 2 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 20 |
| Total | 3 | 0 | 2 | 0 | 5 | 0 | 48 | 5 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 1 | 45 | 2 | 0 | 48 | 106 |
| 08:00 AM | 3 | 0 | 0 | 0 | 3 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 23 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 22 |
| 08:30 AM | 3 | 0 | 0 | 0 | 3 | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 2 | 0 | 24 | 43 |
| 08:45 AM | 3 | 0 | 0 | 0 | 3 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 24 |
| Total | 10 | 0 | 0 | 0 | 10 | 0 | 39 | 7 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 1 | 53 | 2 | 0 | 56 | 112 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 2 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 14 |
| 04:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 22 |
| 04:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 16 |
| 04:45 PM | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 9 | 18 |
| Total | 8 | 0 | 0 | 0 | 8 | 0 | 24 | 7 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 1 | 0 | 31 | 70 |
| 05:00 PM | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 16 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 12 |
| 05:30 PM | 4 | 0 | 0 | 0 | 4 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 12 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 11 |
| Total | 6 | 0 | 0 | 0 | 6 | 0 | 12 | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 0 | 0 | 26 | 51 |
| Grand Total | 27 | 0 | 2 | 0 | 29 | 0 | 123 | 26 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 4 | 152 | 5 | 0 | 161 | 339 |
| Apprch % | 93.1 | 0 | 6.9 | 0 | | 0 | 82.6 | 17.4 | 0 | | 0 | 0 | 0 | 0 | | 2.5 | 94.4 | 3.1 | 0 | | |
| Total % | 8 | 0 | 0.6 | 0 | 8.6 | 0 | 36.3 | 7.7 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 1.2 | 44.8 | 1.5 | 0 | 47.5 | |

| | DESERT WILLOW From North | | | | | MAIN From East | | | | | DESERT WILLOW From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **3** | 0 | 0 | 0 | **3** | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 23 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 22 |
| 08:30 AM | 3 | 0 | 0 | 0 | 3 | 0 | **13** | **3** | 0 | **16** | 0 | 0 | 0 | 0 | 0 | **1** | **21** | **2** | 0 | **24** | **43** |
| 08:45 AM | 3 | 0 | 0 | 0 | 3 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 24 |
| Total Volume | 10 | 0 | 0 | 0 | 10 | 0 | 39 | 7 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 1 | 53 | 2 | 0 | 56 | 112 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 84.8 | 15.2 | 0 | | 0 | 0 | 0 | 0 | | 1.8 | 94.6 | 3.6 | 0 | | |
| PHF | .833 | .000 | .000 | .000 | .833 | .000 | .750 | .583 | .000 | .719 | .000 | .000 | .000 | .000 | .000 | .250 | .631 | .250 | .000 | .583 | .651 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 3 | | 11 | | | | | | | 10 | | | 10 | 22 |
| 04:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 16 |
| 04:45 PM | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 9 | 18 |
| 05:00 PM | 2 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 16 |
| Total Volume | 8 | 0 | 0 | 0 | 8 | 0 | 25 | 6 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 2 | 30 | 1 | 0 | 33 | 72 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 80.6 | 19.4 | 0 | | 0 | 0 | 0 | 0 | | 6.1 | 90.9 | 3 | 0 | | |
| PHF | .667 | .000 | .000 | .000 | .667 | .000 | .781 | .500 | .000 | .705 | .000 | .000 | .000 | .000 | .000 | .500 | .750 | .250 | .000 | .825 | .818 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 3-Main Desert Willow
Site Code : 3
Start Date : 2/25/2019


**Groups Printed- Combined (Cars+Trucks)**

| | DESERT WILLOW From North | | | | | MAIN From East | | | | | DESERT WILLOW From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 48 | 0 | 6 | 0 | 54 | 0 | 99 | 7 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 5 | 104 | 5 | 0 | 114 | 274 |
| 07:15 AM | 27 | 0 | 6 | 0 | 33 | 0 | 113 | 16 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 1 | 130 | 6 | 0 | 137 | 299 |
| 07:30 AM | 18 | 0 | 3 | 0 | 21 | 2 | 101 | 17 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 4 | 0 | 107 | 248 |
| 07:45 AM | 27 | 0 | 5 | 0 | 32 | 0 | 88 | 29 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 2 | 93 | 4 | 0 | 99 | 248 |
| Total | 120 | 0 | 20 | 0 | 140 | 2 | 401 | 69 | 0 | 472 | 0 | 0 | 0 | 0 | 0 | 9 | 429 | 19 | 0 | 457 | 1069 |
| 08:00 AM | 31 | 0 | 6 | 0 | 37 | 0 | 87 | 23 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 6 | 87 | 2 | 0 | 95 | 242 |
| 08:15 AM | 29 | 0 | 7 | 0 | 36 | 0 | 101 | 16 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 7 | 0 | 75 | 228 |
| 08:30 AM | 21 | 0 | 5 | 0 | 26 | 0 | 97 | 18 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 15 | 137 | 4 | 0 | 156 | 297 |
| 08:45 AM | 39 | 0 | 8 | 0 | 47 | 0 | 59 | 31 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 11 | 94 | 9 | 0 | 114 | 251 |
| Total | 120 | 0 | 26 | 0 | 146 | 0 | 344 | 88 | 0 | 432 | 0 | 0 | 0 | 0 | 0 | 33 | 385 | 22 | 0 | 440 | 1018 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 113 | 0 | 16 | 0 | 129 | 0 | 83 | 27 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 21 | 131 | 5 | 1 | 158 | 397 |
| 04:15 PM | 120 | 0 | 18 | 0 | 138 | 0 | 82 | 24 | 0 | 106 | 0 | 0 | 0 | 1 | 1 | 6 | 178 | 6 | 0 | 190 | 435 |
| 04:30 PM | 122 | 0 | 6 | 0 | 128 | 1 | 93 | 25 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 13 | 142 | 5 | 0 | 160 | 407 |
| 04:45 PM | 122 | 0 | 15 | 2 | 139 | 0 | 77 | 37 | 0 | 114 | 0 | 0 | 0 | 1 | 1 | 8 | 102 | 2 | 0 | 112 | 366 |
| Total | 477 | 0 | 55 | 2 | 534 | 1 | 335 | 113 | 0 | 449 | 0 | 0 | 0 | 2 | 2 | 48 | 553 | 18 | 1 | 620 | 1605 |
| 05:00 PM | 122 | 0 | 11 | 0 | 133 | 0 | 89 | 13 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 9 | 218 | 2 | 0 | 229 | 464 |
| 05:15 PM | 127 | 0 | 9 | 0 | 136 | 0 | 110 | 19 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 10 | 147 | 10 | 0 | 167 | 432 |
| 05:30 PM | 120 | 0 | 18 | 0 | 138 | 0 | 105 | 18 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 8 | 98 | 2 | 0 | 108 | 369 |
| 05:45 PM | 146 | 0 | 12 | 0 | 158 | 0 | 84 | 18 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 12 | 92 | 1 | 0 | 105 | 365 |
| Total | 515 | 0 | 50 | 0 | 565 | 0 | 388 | 68 | 0 | 456 | 0 | 0 | 0 | 0 | 0 | 39 | 555 | 15 | 0 | 609 | 1630 |
| Grand Total | 1232 | 0 | 151 | 2 | 1385 | 3 | 1468 | 338 | 0 | 1809 | 0 | 0 | 0 | 2 | 2 | 129 | 1922 | 74 | 1 | 2126 | 5322 |
| Apprch % | 89 | 0 | 10.9 | 0.1 | | 0.2 | 81.1 | 18.7 | 0 | | 0 | 0 | 0 | 100 | | 6.1 | 90.4 | 3.5 | 0 | | |
| Total % | 23.1 | 0 | 2.8 | 0 | 26 | 0.1 | 27.6 | 6.4 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 2.4 | 36.1 | 1.4 | 0 | 39.9 | |

| | DESERT WILLOW From North | | | | | MAIN From East | | | | | DESERT WILLOW From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **48** | 0 | **6** | 0 | **54** | 0 | 99 | 7 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | **5** | 104 | 5 | 0 | 114 | 274 |
| 07:15 AM | 27 | 0 | 6 | 0 | 33 | 0 | **113** | 16 | 0 | **129** | 0 | 0 | 0 | 0 | 0 | 1 | **130** | **6** | 0 | **137** | **299** |
| 07:30 AM | 18 | 0 | 3 | 0 | 21 | **2** | 101 | 17 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 4 | 0 | 107 | 248 |
| 07:45 AM | 27 | 0 | 5 | 0 | 32 | 0 | 88 | **29** | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 2 | 93 | 4 | 0 | 99 | 248 |
| Total Volume | 120 | 0 | 20 | 0 | 140 | 2 | 401 | 69 | 0 | 472 | 0 | 0 | 0 | 0 | 0 | 9 | 429 | 19 | 0 | 457 | 1069 |
| % App. Total | 85.7 | 0 | 14.3 | 0 | | 0.4 | 85 | 14.6 | 0 | | 0 | 0 | 0 | 0 | | 2 | 93.9 | 4.2 | 0 | | |
| PHF | .625 | .000 | .833 | .000 | .648 | .250 | .887 | .595 | .000 | .915 | .000 | .000 | .000 | .000 | .000 | .450 | .825 | .792 | .000 | .834 | .894 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 120 | 0 | 18 | | | | | | | | | | | 1 | 1 | | | 6 | | | |
| 04:30 PM | 122 | 0 | 6 | 0 | 128 | 1 | 93 | 25 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 13 | 142 | 5 | 0 | 160 | 407 |
| 04:45 PM | 122 | 0 | 15 | 2 | 139 | 0 | 77 | 37 | 0 | 114 | 0 | 0 | 0 | 1 | 1 | 8 | 102 | 2 | 0 | 112 | 366 |
| 05:00 PM | 122 | 0 | 11 | 0 | 133 | 0 | 89 | 13 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 9 | 218 | 2 | 0 | 229 | 464 |
| Total Volume | 486 | 0 | 50 | 2 | 538 | 1 | 341 | 99 | 0 | 441 | 0 | 0 | 0 | 2 | 2 | 36 | 640 | 15 | 0 | 691 | 1672 |
| % App. Total | 90.3 | 0 | 9.3 | 0.4 | | 0.2 | 77.3 | 22.4 | 0 | | 0 | 0 | 0 | 100 | | 5.2 | 92.6 | 2.2 | 0 | | |
| PHF | .996 | .000 | .694 | .250 | .968 | .250 | .917 | .669 | .000 | .926 | .000 | .000 | .000 | .500 | .500 | .692 | .734 | .625 | .000 | .754 | .901 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 4-Main SunRanchVillage
Site Code : 4
Start Date : 2/26/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | SUN RANCH VILLAGE From North | | | | | MAIN From East | | | | | SUN RANCH VILLAGE From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 102 | 0 | 0 | 128 | 6 | 0 | 49 | 0 | 55 | 0 | 139 | 3 | 0 | 142 | 325 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 36 | 85 | 2 | 0 | 123 | 4 | 0 | 54 | 0 | 58 | 0 | 151 | 3 | 0 | 154 | 335 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 41 | 106 | 0 | 0 | 147 | 5 | 0 | 49 | 0 | 54 | 0 | 139 | 3 | 0 | 142 | 343 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 51 | 127 | 0 | 0 | 178 | 7 | 0 | 59 | 0 | 66 | 0 | 103 | 2 | 0 | 105 | 350 |
| Total | 0 | 1 | 0 | 0 | 1 | 154 | 420 | 2 | 0 | 576 | 22 | 0 | 211 | 0 | 233 | 0 | 532 | 11 | 0 | 543 | 1353 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 41 | 102 | 0 | 0 | 143 | 10 | 0 | 47 | 0 | 57 | 0 | 91 | 7 | 0 | 98 | 298 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 38 | 117 | 0 | 0 | 155 | 7 | 0 | 47 | 0 | 54 | 0 | 94 | 3 | 0 | 97 | 306 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 38 | 93 | 0 | 0 | 131 | 12 | 1 | 43 | 0 | 56 | 0 | 172 | 4 | 0 | 176 | 363 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 45 | 82 | 0 | 0 | 127 | 10 | 0 | 41 | 0 | 51 | 0 | 114 | 6 | 0 | 120 | 298 |
| Total | 0 | 0 | 0 | 0 | 0 | 162 | 394 | 0 | 0 | 556 | 39 | 1 | 178 | 0 | 218 | 0 | 471 | 20 | 0 | 491 | 1265 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 58 | 107 | 0 | 0 | 165 | 3 | 0 | 75 | 0 | 78 | 0 | 240 | 8 | 0 | 248 | 492 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 70 | 97 | 0 | 0 | 167 | 3 | 0 | 61 | 0 | 64 | 0 | 263 | 14 | 0 | 277 | 508 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 65 | 88 | 0 | 0 | 153 | 4 | 0 | 55 | 0 | 59 | 0 | 222 | 10 | 0 | 232 | 444 |
| 04:45 PM | 0 | 0 | 0 | 1 | 1 | 59 | 92 | 0 | 0 | 151 | 4 | 0 | 52 | 0 | 56 | 0 | 238 | 19 | 0 | 257 | 465 |
| Total | 0 | 1 | 0 | 1 | 2 | 252 | 384 | 0 | 0 | 636 | 14 | 0 | 243 | 0 | 257 | 0 | 963 | 51 | 0 | 1014 | 1909 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 55 | 116 | 0 | 0 | 171 | 8 | 0 | 53 | 0 | 61 | 0 | 368 | 12 | 0 | 380 | 612 |
| 05:15 PM | 0 | 0 | 0 | 1 | 1 | 81 | 116 | 0 | 0 | 197 | 9 | 0 | 44 | 0 | 53 | 0 | 218 | 9 | 0 | 227 | 478 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 62 | 108 | 0 | 0 | 170 | 10 | 0 | 64 | 0 | 74 | 0 | 204 | 14 | 0 | 218 | 462 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 62 | 95 | 0 | 0 | 157 | 8 | 0 | 55 | 0 | 63 | 0 | 189 | 13 | 0 | 202 | 422 |
| Total | 0 | 0 | 0 | 1 | 1 | 260 | 435 | 0 | 0 | 695 | 35 | 0 | 216 | 0 | 251 | 0 | 979 | 48 | 0 | 1027 | 1974 |
| Grand Total | 0 | 2 | 0 | 2 | 4 | 828 | 1633 | 2 | 0 | 2463 | 110 | 1 | 848 | 0 | 959 | 0 | 2945 | 130 | 0 | 3075 | 6501 |
| Apprch % | 0 | 50 | 0 | 50 | | 33.6 | 66.3 | 0.1 | 0 | | 11.5 | 0.1 | 88.4 | 0 | | 0 | 95.8 | 4.2 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.1 | 12.7 | 25.1 | 0 | 0 | 37.9 | 1.7 | 0 | 13 | 0 | 14.8 | 0 | 45.3 | 2 | 0 | 47.3 | |
| Cars | 0 | 2 | 0 | 2 | 4 | 804 | 1490 | 2 | 0 | 2296 | 100 | 1 | 815 | 0 | 916 | 0 | 2797 | 125 | 0 | 2922 | 6138 |
| % Cars | 0 | 100 | 0 | 100 | 100 | 97.1 | 91.2 | 100 | 0 | 93.2 | 90.9 | 100 | 96.1 | 0 | 95.5 | 0 | 95 | 96.2 | 0 | 95 | 94.4 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 24 | 143 | 0 | 0 | 167 | 10 | 0 | 33 | 0 | 43 | 0 | 148 | 5 | 0 | 153 | 363 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 2.9 | 8.8 | 0 | 0 | 6.8 | 9.1 | 0 | 3.9 | 0 | 4.5 | 0 | 5 | 3.8 | 0 | 5 | 5.6 |

| | SUN RANCH VILLAGE From North | | | | | MAIN From East | | | | | SUN RANCH VILLAGE From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 102 | 0 | 0 | 128 | 6 | 0 | 49 | 0 | 55 | 0 | 139 | **3** | 0 | 142 | 325 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 36 | 85 | **2** | 0 | 123 | 4 | 0 | 54 | 0 | 58 | 0 | **151** | 3 | 0 | **154** | 335 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 41 | 106 | 0 | 0 | 147 | 5 | 0 | 49 | 0 | 54 | 0 | 139 | 3 | 0 | 142 | 343 |
| 07:45 AM | 0 | **1** | 0 | 0 | **1** | **51** | **127** | 0 | 0 | **178** | **7** | 0 | **59** | 0 | **66** | 0 | 103 | 2 | 0 | 105 | **350** |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 154 | 420 | 2 | 0 | 576 | 22 | 0 | 211 | 0 | 233 | 0 | 532 | 11 | 0 | 543 | 1353 |
| % App. Total | 0 | 100 | 0 | 0 | | 26.7 | 72.9 | 0.3 | 0 | | 9.4 | 0 | 90.6 | 0 | | 0 | 98 | 2 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .755 | .827 | .250 | .000 | .809 | .786 | .000 | .894 | .000 | .883 | .000 | .881 | .917 | .000 | .881 | .966 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 4-Main SunRanchVillage
Site Code : 4
Start Date : 2/26/2019
Page No : 2

| | SUN RANCH VILLAGE From North | | | | | MAIN From East | | | | | SUN RANCH VILLAGE From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | **70** | 97 | 0 | 0 | 167 | 3 | 0 | **61** | 0 | **64** | 0 | 263 | 14 | 0 | 277 | 508 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 65 | 88 | 0 | 0 | 153 | 4 | 0 | 55 | 0 | 59 | 0 | 222 | 10 | 0 | 232 | 444 |
| 04:45 PM | 0 | 0 | 0 | **1** | **1** | 59 | 92 | 0 | 0 | 151 | 4 | 0 | 52 | 0 | 56 | 0 | 238 | **19** | 0 | 257 | 465 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 55 | **116** | 0 | 0 | **171** | **8** | 0 | 53 | 0 | 61 | 0 | **368** | 12 | 0 | **380** | **612** |
| Total Volume | 0 | 0 | 0 | 1 | 1 | 249 | 393 | 0 | 0 | 642 | 19 | 0 | 221 | 0 | 240 | 0 | 1091 | 55 | 0 | 1146 | 2029 |
| % App. Total | 0 | 0 | 0 | 100 | | 38.8 | 61.2 | 0 | 0 | | 7.9 | 0 | 92.1 | 0 | | 0 | 95.2 | 4.8 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .889 | .847 | .000 | .000 | .939 | .594 | .000 | .906 | .000 | .938 | .000 | .741 | .724 | .000 | .754 | .829 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 4-Main SunRanchVillage
Site Code : 4
Start Date : 2/26/2019
Page No : 3

**Groups Printed- Cars**

| | SUN RANCH VILLAGE From North | | | | | MAIN From East | | | | | SUN RANCH VILLAGE From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 97 | 0 | 0 | 123 | 6 | 0 | 47 | 0 | 53 | 0 | 133 | 2 | 0 | 135 | 311 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 32 | 76 | 2 | 0 | 110 | 3 | 0 | 51 | 0 | 54 | 0 | 139 | 3 | 0 | 142 | 306 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 41 | 93 | 0 | 0 | 134 | 4 | 0 | 47 | 0 | 51 | 0 | 126 | 3 | 0 | 129 | 314 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 48 | 119 | 0 | 0 | 167 | 7 | 0 | 59 | 0 | 66 | 0 | 92 | 2 | 0 | 94 | 328 |
| Total | 0 | 1 | 0 | 0 | 1 | 147 | 385 | 2 | 0 | 534 | 20 | 0 | 204 | 0 | 224 | 0 | 490 | 10 | 0 | 500 | 1259 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 34 | 91 | 0 | 0 | 125 | 8 | 0 | 46 | 0 | 54 | 0 | 82 | 6 | 0 | 88 | 267 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 37 | 97 | 0 | 0 | 134 | 5 | 0 | 44 | 0 | 49 | 0 | 86 | 2 | 0 | 88 | 271 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 37 | 85 | 0 | 0 | 122 | 11 | 1 | 41 | 0 | 53 | 0 | 160 | 3 | 0 | 163 | 338 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 44 | 74 | 0 | 0 | 118 | 9 | 0 | 37 | 0 | 46 | 0 | 105 | 5 | 0 | 110 | 274 |
| Total | 0 | 0 | 0 | 0 | 0 | 152 | 347 | 0 | 0 | 499 | 33 | 1 | 168 | 0 | 202 | 0 | 433 | 16 | 0 | 449 | 1150 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 57 | 99 | 0 | 0 | 156 | 3 | 0 | 72 | 0 | 75 | 0 | 230 | 8 | 0 | 238 | 470 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 70 | 89 | 0 | 0 | 159 | 3 | 0 | 56 | 0 | 59 | 0 | 252 | 14 | 0 | 266 | 484 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 65 | 78 | 0 | 0 | 143 | 3 | 0 | 54 | 0 | 57 | 0 | 211 | 10 | 0 | 221 | 421 |
| 04:45 PM | 0 | 0 | 0 | 1 | 1 | 57 | 89 | 0 | 0 | 146 | 3 | 0 | 50 | 0 | 53 | 0 | 232 | 19 | 0 | 251 | 451 |
| Total | 0 | 1 | 0 | 1 | 2 | 249 | 355 | 0 | 0 | 604 | 12 | 0 | 232 | 0 | 244 | 0 | 925 | 51 | 0 | 976 | 1826 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 54 | 110 | 0 | 0 | 164 | 8 | 0 | 52 | 0 | 60 | 0 | 361 | 12 | 0 | 373 | 597 |
| 05:15 PM | 0 | 0 | 0 | 1 | 1 | 80 | 109 | 0 | 0 | 189 | 9 | 0 | 43 | 0 | 52 | 0 | 210 | 9 | 0 | 219 | 461 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 60 | 98 | 0 | 0 | 158 | 10 | 0 | 62 | 0 | 72 | 0 | 196 | 14 | 0 | 210 | 440 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 62 | 86 | 0 | 0 | 148 | 8 | 0 | 54 | 0 | 62 | 0 | 182 | 13 | 0 | 195 | 405 |
| Total | 0 | 0 | 0 | 1 | 1 | 256 | 403 | 0 | 0 | 659 | 35 | 0 | 211 | 0 | 246 | 0 | 949 | 48 | 0 | 997 | 1903 |
| Grand Total | 0 | 2 | 0 | 2 | 4 | 804 | 1490 | 2 | 0 | 2296 | 100 | 1 | 815 | 0 | 916 | 0 | 2797 | 125 | 0 | 2922 | 6138 |
| Apprch % | 0 | 50 | 0 | 50 | | 35 | 64.9 | 0.1 | 0 | | 10.9 | 0.1 | 89 | 0 | | 0 | 95.7 | 4.3 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.1 | 13.1 | 24.3 | 0 | 0 | 37.4 | 1.6 | 0 | 13.3 | 0 | 14.9 | 0 | 45.6 | 2 | 0 | 47.6 | |

| | SUN RANCH VILLAGE From North | | | | | MAIN From East | | | | | SUN RANCH VILLAGE From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 97 | 0 | 0 | 123 | 6 | 0 | 47 | 0 | 53 | 0 | 133 | 2 | 0 | 135 | 311 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 32 | 76 | **2** | 0 | 110 | 3 | 0 | 51 | 0 | 54 | 0 | **139** | **3** | 0 | **142** | 306 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 41 | 93 | 0 | 0 | 134 | 4 | 0 | 47 | 0 | 51 | 0 | 126 | 3 | 0 | 129 | 314 |
| 07:45 AM | 0 | **1** | 0 | 0 | **1** | **48** | **119** | 0 | 0 | **167** | **7** | 0 | **59** | 0 | **66** | 0 | 92 | 2 | 0 | 94 | **328** |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 147 | 385 | 2 | 0 | 534 | 20 | 0 | 204 | 0 | 224 | 0 | 490 | 10 | 0 | 500 | 1259 |
| % App. Total | 0 | 100 | 0 | 0 | | 27.5 | 72.1 | 0.4 | 0 | | 8.9 | 0 | 91.1 | 0 | | 0 | 98 | 2 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .766 | .809 | .250 | .000 | .799 | .714 | .000 | .864 | .000 | .848 | .000 | .881 | .833 | .000 | .880 | .960 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:15 PM** | **0** | **0** | **0** | **0** | **0** | 70 | | | | | | | 56 | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 65 | 78 | 0 | 0 | 143 | 3 | 0 | 54 | 0 | 57 | 0 | 211 | 10 | 0 | 221 | 421 |
| 04:45 PM | 0 | 0 | 0 | 1 | 1 | 57 | 89 | 0 | 0 | 146 | 3 | 0 | 50 | 0 | 53 | 0 | 232 | 19 | 0 | 251 | 451 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 54 | 110 | 0 | 0 | 164 | 8 | 0 | 52 | 0 | 60 | 0 | 361 | 12 | 0 | 373 | 597 |
| Total Volume | 0 | 0 | 0 | 1 | 1 | 246 | 366 | 0 | 0 | 612 | 17 | 0 | 212 | 0 | 229 | 0 | 1056 | 55 | 0 | 1111 | 1953 |
| % App. Total | 0 | 0 | 0 | 100 | | 40.2 | 59.8 | 0 | 0 | | 7.4 | 0 | 92.6 | 0 | | 0 | 95 | 5 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .879 | .832 | .000 | .000 | .933 | .531 | .000 | .946 | .000 | .954 | .000 | .731 | .724 | .000 | .745 | .818 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 4-Main SunRanchVillage
Site Code : 4
Start Date : 2/26/2019


**Groups Printed- Trucks**

| | SUN RANCH VILLAGE From North | | | | | MAIN From East | | | | | SUN RANCH VILLAGE From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 6 | 1 | 0 | 7 | 14 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 0 | 0 | 13 | 1 | 0 | 3 | 0 | 4 | 0 | 12 | 0 | 0 | 12 | 29 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 1 | 0 | 2 | 0 | 3 | 0 | 13 | 0 | 0 | 13 | 29 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 22 |
| Total | 0 | 0 | 0 | 0 | 0 | 7 | 35 | 0 | 0 | 42 | 2 | 0 | 7 | 0 | 9 | 0 | 42 | 1 | 0 | 43 | 94 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 11 | 0 | 0 | 18 | 2 | 0 | 1 | 0 | 3 | 0 | 9 | 1 | 0 | 10 | 31 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 21 | 2 | 0 | 3 | 0 | 5 | 0 | 8 | 1 | 0 | 9 | 35 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 1 | 0 | 2 | 0 | 3 | 0 | 12 | 1 | 0 | 13 | 25 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 1 | 0 | 4 | 0 | 5 | 0 | 9 | 1 | 0 | 10 | 24 |
| Total | 0 | 0 | 0 | 0 | 0 | 10 | 47 | 0 | 0 | 57 | 6 | 0 | 10 | 0 | 16 | 0 | 38 | 4 | 0 | 42 | 115 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 3 | 0 | 3 | 0 | 10 | 0 | 0 | 10 | 22 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 5 | 0 | 5 | 0 | 11 | 0 | 0 | 11 | 24 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 23 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 1 | 0 | 2 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 0 | 0 | 32 | 2 | 0 | 11 | 0 | 13 | 0 | 38 | 0 | 0 | 38 | 83 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 15 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 17 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 22 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 17 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 32 | 0 | 0 | 36 | 0 | 0 | 5 | 0 | 5 | 0 | 30 | 0 | 0 | 30 | 71 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 24 | 143 | 0 | 0 | 167 | 10 | 0 | 33 | 0 | 43 | 0 | 148 | 5 | 0 | 153 | 363 |
| Apprch % | 0 | 0 | 0 | 0 | | 14.4 | 85.6 | 0 | 0 | | 23.3 | 0 | 76.7 | 0 | | 0 | 96.7 | 3.3 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 6.6 | 39.4 | 0 | 0 | 46 | 2.8 | 0 | 9.1 | 0 | 11.8 | 0 | 40.8 | 1.4 | 0 | 42.1 | |

| | SUN RANCH VILLAGE From North | | | | | MAIN From East | | | | | SUN RANCH VILLAGE From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 1 | 0 | 2 | 0 | 3 | 0 | **13** | 0 | 0 | **13** | 29 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 22 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | **7** | 11 | 0 | 0 | 18 | **2** | 0 | 1 | 0 | 3 | 0 | 9 | **1** | 0 | 10 | 31 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | **20** | 0 | 0 | **21** | 2 | 0 | **3** | 0 | **5** | 0 | 8 | 1 | 0 | 9 | **35** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 11 | 52 | 0 | 0 | 63 | 5 | 0 | 6 | 0 | 11 | 0 | 41 | 2 | 0 | 43 | 117 |
| % App. Total | 0 | 0 | 0 | 0 | | 17.5 | 82.5 | 0 | 0 | | 45.5 | 0 | 54.5 | 0 | | 0 | 95.3 | 4.7 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .393 | .650 | .000 | .000 | .750 | .625 | .000 | .500 | .000 | .550 | .000 | .788 | .500 | .000 | .827 | .836 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 3 | 0 | 3 | 0 | 10 | 0 | 0 | 10 | 22 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 5 | | 5 | | 11 | | | 11 | 24 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 1 | 0 | 1 | 0 | 2 | 0 | 11 | 0 | 0 | 11 | 23 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 1 | 0 | 2 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 14 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 29 | 0 | 0 | 32 | 2 | 0 | 11 | 0 | 13 | 0 | 38 | 0 | 0 | 38 | 83 |
| % App. Total | 0 | 0 | 0 | 0 | | 9.4 | 90.6 | 0 | 0 | | 15.4 | 0 | 84.6 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .375 | .725 | .000 | .000 | .800 | .500 | .000 | .550 | .000 | .650 | .000 | .864 | .000 | .000 | .864 | .865 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 4-Main SunRanchVillage
Site Code : 4
Start Date : 2/26/2019


**Groups Printed- Combined (Cars+Trucks)**

| | SUN RANCH VILLAGE From North | | | | | MAIN From East | | | | | SUN RANCH VILLAGE From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 102 | 0 | 0 | 128 | 6 | 0 | 49 | 0 | 55 | 0 | 139 | 3 | 0 | 142 | 325 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 36 | 85 | 2 | 0 | 123 | 4 | 0 | 54 | 0 | 58 | 0 | 151 | 3 | 0 | 154 | 335 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 41 | 106 | 0 | 0 | 147 | 5 | 0 | 49 | 0 | 54 | 0 | 139 | 3 | 0 | 142 | 343 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 51 | 127 | 0 | 0 | 178 | 7 | 0 | 59 | 0 | 66 | 0 | 103 | 2 | 0 | 105 | 350 |
| Total | 0 | 1 | 0 | 0 | 1 | 154 | 420 | 2 | 0 | 576 | 22 | 0 | 211 | 0 | 233 | 0 | 532 | 11 | 0 | 543 | 1353 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 41 | 102 | 0 | 0 | 143 | 10 | 0 | 47 | 0 | 57 | 0 | 91 | 7 | 0 | 98 | 298 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 38 | 117 | 0 | 0 | 155 | 7 | 0 | 47 | 0 | 54 | 0 | 94 | 3 | 0 | 97 | 306 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 38 | 93 | 0 | 0 | 131 | 12 | 1 | 43 | 0 | 56 | 0 | 172 | 4 | 0 | 176 | 363 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 45 | 82 | 0 | 0 | 127 | 10 | 0 | 41 | 0 | 51 | 0 | 114 | 6 | 0 | 120 | 298 |
| Total | 0 | 0 | 0 | 0 | 0 | 162 | 394 | 0 | 0 | 556 | 39 | 1 | 178 | 0 | 218 | 0 | 471 | 20 | 0 | 491 | 1265 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 58 | 107 | 0 | 0 | 165 | 3 | 0 | 75 | 0 | 78 | 0 | 240 | 8 | 0 | 248 | 492 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 70 | 97 | 0 | 0 | 167 | 3 | 0 | 61 | 0 | 64 | 0 | 263 | 14 | 0 | 277 | 508 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 65 | 88 | 0 | 0 | 153 | 4 | 0 | 55 | 0 | 59 | 0 | 222 | 10 | 0 | 232 | 444 |
| 04:45 PM | 0 | 0 | 0 | 1 | 1 | 59 | 92 | 0 | 0 | 151 | 4 | 0 | 52 | 0 | 56 | 0 | 238 | 19 | 0 | 257 | 465 |
| Total | 0 | 1 | 0 | 1 | 2 | 252 | 384 | 0 | 0 | 636 | 14 | 0 | 243 | 0 | 257 | 0 | 963 | 51 | 0 | 1014 | 1909 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 55 | 116 | 0 | 0 | 171 | 8 | 0 | 53 | 0 | 61 | 0 | 368 | 12 | 0 | 380 | 612 |
| 05:15 PM | 0 | 0 | 0 | 1 | 1 | 81 | 116 | 0 | 0 | 197 | 9 | 0 | 44 | 0 | 53 | 0 | 218 | 9 | 0 | 227 | 478 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 62 | 108 | 0 | 0 | 170 | 10 | 0 | 64 | 0 | 74 | 0 | 204 | 14 | 0 | 218 | 462 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 62 | 95 | 0 | 0 | 157 | 8 | 0 | 55 | 0 | 63 | 0 | 189 | 13 | 0 | 202 | 422 |
| Total | 0 | 0 | 0 | 1 | 1 | 260 | 435 | 0 | 0 | 695 | 35 | 0 | 216 | 0 | 251 | 0 | 979 | 48 | 0 | 1027 | 1974 |
| Grand Total | 0 | 2 | 0 | 2 | 4 | 828 | 1633 | 2 | 0 | 2463 | 110 | 1 | 848 | 0 | 959 | 0 | 2945 | 130 | 0 | 3075 | 6501 |
| Apprch % | 0 | 50 | 0 | 50 | | 33.6 | 66.3 | 0.1 | 0 | | 11.5 | 0.1 | 88.4 | 0 | | 0 | 95.8 | 4.2 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.1 | 12.7 | 25.1 | 0 | 0 | 37.9 | 1.7 | 0 | 13 | 0 | 14.8 | 0 | 45.3 | 2 | 0 | 47.3 | |

| | SUN RANCH VILLAGE From North | | | | | MAIN From East | | | | | SUN RANCH VILLAGE From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 102 | 0 | 0 | 128 | 6 | 0 | 49 | 0 | 55 | 0 | 139 | **3** | 0 | 142 | 325 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 36 | 85 | **2** | 0 | 123 | 4 | 0 | 54 | 0 | 58 | 0 | **151** | 3 | 0 | **154** | 335 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 41 | 106 | 0 | 0 | 147 | 5 | 0 | 49 | 0 | 54 | 0 | 139 | 3 | 0 | 142 | 343 |
| 07:45 AM | 0 | **1** | 0 | 0 | **1** | **51** | **127** | 0 | 0 | **178** | **7** | 0 | **59** | 0 | **66** | 0 | 103 | 2 | 0 | 105 | **350** |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 154 | 420 | 2 | 0 | 576 | 22 | 0 | 211 | 0 | 233 | 0 | 532 | 11 | 0 | 543 | 1353 |
| % App. Total | 0 | 100 | 0 | 0 | | 26.7 | 72.9 | 0.3 | 0 | | 9.4 | 0 | 90.6 | 0 | | 0 | 98 | 2 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .755 | .827 | .250 | .000 | .809 | .786 | .000 | .894 | .000 | .883 | .000 | .881 | .917 | .000 | .881 | .966 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 70 | | | | | | | 61 | | 64 | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 65 | 88 | 0 | 0 | 153 | 4 | 0 | 55 | 0 | 59 | 0 | 222 | 10 | 0 | 232 | 444 |
| 04:45 PM | 0 | 0 | 0 | 1 | 1 | 59 | 92 | 0 | 0 | 151 | 4 | 0 | 52 | 0 | 56 | 0 | 238 | 19 | 0 | 257 | 465 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 55 | 116 | 0 | 0 | 171 | 8 | 0 | 53 | 0 | 61 | 0 | 368 | 12 | 0 | 380 | 612 |
| Total Volume | 0 | 0 | 0 | 1 | 1 | 249 | 393 | 0 | 0 | 642 | 19 | 0 | 221 | 0 | 240 | 0 | 1091 | 55 | 0 | 1146 | 2029 |
| % App. Total | 0 | 0 | 0 | 100 | | 38.8 | 61.2 | 0 | 0 | | 7.9 | 0 | 92.1 | 0 | | 0 | 95.2 | 4.8 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .889 | .847 | .000 | .000 | .939 | .594 | .000 | .906 | .000 | .938 | .000 | .741 | .724 | .000 | .754 | .829 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 5-Main I25 West
Site Code : 5
Start Date : 2/25/2019


**Groups Printed- Cars - Trucks**

| | I25 W From North | | | | | MAIN From East | | | | | I25 W From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 44 | 0 | 59 | 0 | 103 | 24 | 82 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 31 | 0 | 192 | 401 |
| 07:15 AM | 45 | 0 | 72 | 0 | 117 | 25 | 95 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 18 | 0 | 201 | 438 |
| 07:30 AM | 75 | 0 | 46 | 0 | 121 | 38 | 136 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 1 | 153 | 21 | 0 | 175 | 470 |
| 07:45 AM | 82 | 0 | 57 | 0 | 139 | 33 | 119 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 16 | 0 | 153 | 444 |
| Total | 246 | 0 | 234 | 0 | 480 | 120 | 432 | 0 | 0 | 552 | 0 | 0 | 0 | 0 | 0 | 1 | 634 | 86 | 0 | 721 | 1753 |
| 08:00 AM | 77 | 0 | 52 | 0 | 129 | 29 | 120 | 1 | 0 | 150 | 0 | 0 | 0 | 1 | 1 | 0 | 143 | 18 | 0 | 161 | 441 |
| 08:15 AM | 66 | 0 | 37 | 0 | 103 | 24 | 148 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 10 | 0 | 120 | 395 |
| 08:30 AM | 81 | 0 | 50 | 1 | 132 | 28 | 122 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 17 | 1 | 191 | 473 |
| 08:45 AM | 67 | 0 | 35 | 0 | 102 | 31 | 136 | 0 | 1 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 10 | 1 | 180 | 450 |
| Total | 291 | 0 | 174 | 1 | 466 | 112 | 526 | 1 | 1 | 640 | 0 | 0 | 0 | 1 | 1 | 0 | 595 | 55 | 2 | 652 | 1759 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 130 | 1 | 58 | 0 | 189 | 48 | 159 | 0 | 1 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 55 | 0 | 321 | 718 |
| 04:15 PM | 134 | 1 | 78 | 0 | 213 | 45 | 200 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 289 | 49 | 0 | 338 | 796 |
| 04:30 PM | 137 | 0 | 80 | 1 | 218 | 51 | 191 | 0 | 3 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 48 | 2 | 280 | 743 |
| 04:45 PM | 117 | 0 | 85 | 0 | 202 | 41 | 163 | 1 | 3 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | 42 | 0 | 310 | 720 |
| Total | 518 | 2 | 301 | 1 | 822 | 185 | 713 | 1 | 7 | 906 | 0 | 0 | 0 | 0 | 0 | 0 | 1053 | 194 | 2 | 1249 | 2977 |
| 05:00 PM | 121 | 0 | 83 | 0 | 204 | 43 | 179 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 47 | 0 | 372 | 798 |
| 05:15 PM | 153 | 0 | 77 | 0 | 230 | 60 | 212 | 0 | 1 | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 47 | 0 | 292 | 795 |
| 05:30 PM | 171 | 0 | 100 | 0 | 271 | 36 | 175 | 0 | 0 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 44 | 0 | 289 | 771 |
| 05:45 PM | 149 | 0 | 83 | 0 | 232 | 43 | 164 | 0 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 26 | 0 | 239 | 678 |
| Total | 594 | 0 | 343 | 0 | 937 | 182 | 730 | 0 | 1 | 913 | 0 | 0 | 0 | 0 | 0 | 0 | 1028 | 164 | 0 | 1192 | 3042 |
| Grand Total | 1649 | 2 | 1052 | 2 | 2705 | 599 | 2401 | 2 | 9 | 3011 | 0 | 0 | 0 | 1 | 1 | 1 | 3310 | 499 | 4 | 3814 | 9531 |
| Apprch % | 61 | 0.1 | 38.9 | 0.1 | | 19.9 | 79.7 | 0.1 | 0.3 | | 0 | 0 | 0 | 100 | | 0 | 86.8 | 13.1 | 0.1 | | |
| Total % | 17.3 | 0 | 11 | 0 | 28.4 | 6.3 | 25.2 | 0 | 0.1 | 31.6 | 0 | 0 | 0 | 0 | 0 | 0 | 34.7 | 5.2 | 0 | 40 | |
| Cars | 1638 | 2 | 977 | 2 | 2619 | 595 | 2333 | 2 | 9 | 2939 | 0 | 0 | 0 | 1 | 1 | 0 | 3168 | 456 | 4 | 3628 | 9187 |
| % Cars | 99.3 | 100 | 92.9 | 100 | 96.8 | 99.3 | 97.2 | 100 | 100 | 97.6 | 0 | 0 | 0 | 100 | 100 | 0 | 95.7 | 91.4 | 100 | 95.1 | 96.4 |
| Trucks | 11 | 0 | 75 | 0 | 86 | 4 | 68 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 1 | 142 | 43 | 0 | 186 | 344 |
| % Trucks | 0.7 | 0 | 7.1 | 0 | 3.2 | 0.7 | 2.8 | 0 | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 100 | 4.3 | 8.6 | 0 | 4.9 | 3.6 |

| | I25 W From North | | | | | MAIN From East | | | | | I25 W From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 45 | 0 | **72** | 0 | 117 | 25 | 95 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | **183** | 18 | 0 | **201** | 438 |
| 07:30 AM | 75 | 0 | 46 | 0 | 121 | **38** | **136** | 0 | 0 | **174** | 0 | 0 | 0 | 0 | 0 | **1** | 153 | **21** | 0 | 175 | **470** |
| 07:45 AM | **82** | 0 | 57 | 0 | **139** | 33 | 119 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 16 | 0 | 153 | 444 |
| 08:00 AM | 77 | 0 | 52 | 0 | 129 | 29 | 120 | **1** | 0 | 150 | 0 | 0 | 0 | **1** | **1** | 0 | 143 | 18 | 0 | 161 | 441 |
| Total Volume | 279 | 0 | 227 | 0 | 506 | 125 | 470 | 1 | 0 | 596 | 0 | 0 | 0 | 1 | 1 | 1 | 616 | 73 | 0 | 690 | 1793 |
| % App. Total | 55.1 | 0 | 44.9 | 0 | | 21 | 78.9 | 0.2 | 0 | | 0 | 0 | 0 | 100 | | 0.1 | 89.3 | 10.6 | 0 | | |
| PHF | .851 | .000 | .788 | .000 | .910 | .822 | .864 | .250 | .000 | .856 | .000 | .000 | .000 | .250 | .250 | .250 | .842 | .869 | .000 | .858 | .954 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 5-Main I25 West
Site Code : 5
Start Date : 2/25/2019
Page No : 2

| | I25 W From North | | | | | MAIN From East | | | | | I25 W From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 117 | 0 | 85 | 0 | 202 | 41 | 163 | **1** | **3** | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | 42 | 0 | 310 | 720 |
| 05:00 PM | 121 | 0 | 83 | 0 | 204 | 43 | 179 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | **325** | **47** | 0 | **372** | **798** |
| 05:15 PM | 153 | 0 | 77 | 0 | 230 | **60** | **212** | 0 | 1 | **273** | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 47 | 0 | 292 | 795 |
| 05:30 PM | **171** | 0 | **100** | 0 | **271** | 36 | 175 | 0 | 0 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 44 | 0 | 289 | 771 |
| Total Volume | 562 | 0 | 345 | 0 | 907 | 180 | 729 | 1 | 4 | 914 | 0 | 0 | 0 | 0 | 0 | 0 | 1083 | 180 | 0 | 1263 | 3084 |
| % App. Total | 62 | 0 | 38 | 0 | | 19.7 | 79.8 | 0.1 | 0.4 | | 0 | 0 | 0 | 0 | | 0 | 85.7 | 14.3 | 0 | | |
| PHF | .822 | .000 | .863 | .000 | .837 | .750 | .860 | .250 | .333 | .837 | .000 | .000 | .000 | .000 | .000 | .000 | .833 | .957 | .000 | .849 | .966 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 5-Main I25 West
Site Code : 5
Start Date : 2/25/2019
Page No : 3

**Groups Printed- Cars**

| | I25 W From North | | | | | MAIN From East | | | | | I25 W From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 42 | 0 | 50 | 0 | 92 | 24 | 81 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 27 | 0 | 179 | 376 |
| 07:15 AM | 45 | 0 | 62 | 0 | 107 | 25 | 90 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 17 | 0 | 186 | 408 |
| 07:30 AM | 75 | 0 | 42 | 0 | 117 | 38 | 130 | 0 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 18 | 0 | 159 | 444 |
| 07:45 AM | 82 | 0 | 52 | 0 | 134 | 33 | 110 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 14 | 0 | 145 | 422 |
| Total | 244 | 0 | 206 | 0 | 450 | 120 | 411 | 0 | 0 | 531 | 0 | 0 | 0 | 0 | 0 | 0 | 593 | 76 | 0 | 669 | 1650 |
| 08:00 AM | 77 | 0 | 49 | 0 | 126 | 29 | 111 | 1 | 0 | 141 | 0 | 0 | 0 | 1 | 1 | 0 | 136 | 14 | 0 | 150 | 418 |
| 08:15 AM | 65 | 0 | 30 | 0 | 95 | 24 | 144 | 0 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 9 | 0 | 107 | 370 |
| 08:30 AM | 77 | 0 | 41 | 1 | 119 | 28 | 117 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 15 | 1 | 167 | 431 |
| 08:45 AM | 67 | 0 | 32 | 0 | 99 | 30 | 130 | 0 | 1 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 8 | 1 | 163 | 423 |
| Total | 286 | 0 | 152 | 1 | 439 | 111 | 502 | 1 | 1 | 615 | 0 | 0 | 0 | 1 | 1 | 0 | 539 | 46 | 2 | 587 | 1642 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 129 | 1 | 55 | 0 | 185 | 48 | 157 | 0 | 1 | 206 | 0 | 0 | 0 | 0 | 0 | 0 | 260 | 54 | 0 | 314 | 705 |
| 04:15 PM | 134 | 1 | 72 | 0 | 207 | 45 | 198 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 43 | 0 | 323 | 773 |
| 04:30 PM | 137 | 0 | 73 | 1 | 211 | 51 | 189 | 0 | 3 | 243 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 42 | 2 | 270 | 724 |
| 04:45 PM | 116 | 0 | 83 | 0 | 199 | 41 | 159 | 1 | 3 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 40 | 0 | 302 | 705 |
| Total | 516 | 2 | 283 | 1 | 802 | 185 | 703 | 1 | 7 | 896 | 0 | 0 | 0 | 0 | 0 | 0 | 1028 | 179 | 2 | 1209 | 2907 |
| 05:00 PM | 121 | 0 | 79 | 0 | 200 | 42 | 176 | 0 | 0 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 321 | 45 | 0 | 366 | 784 |
| 05:15 PM | 151 | 0 | 75 | 0 | 226 | 60 | 209 | 0 | 1 | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | 45 | 0 | 285 | 781 |
| 05:30 PM | 171 | 0 | 100 | 0 | 271 | 35 | 172 | 0 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 40 | 0 | 277 | 755 |
| 05:45 PM | 149 | 0 | 82 | 0 | 231 | 42 | 160 | 0 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 25 | 0 | 235 | 668 |
| Total | 592 | 0 | 336 | 0 | 928 | 179 | 717 | 0 | 1 | 897 | 0 | 0 | 0 | 0 | 0 | 0 | 1008 | 155 | 0 | 1163 | 2988 |
| Grand Total | 1638 | 2 | 977 | 2 | 2619 | 595 | 2333 | 2 | 9 | 2939 | 0 | 0 | 0 | 1 | 1 | 0 | 3168 | 456 | 4 | 3628 | 9187 |
| Apprch % | 62.5 | 0.1 | 37.3 | 0.1 | | 20.2 | 79.4 | 0.1 | 0.3 | | 0 | 0 | 0 | 100 | | 0 | 87.3 | 12.6 | 0.1 | | |
| Total % | 17.8 | 0 | 10.6 | 0 | 28.5 | 6.5 | 25.4 | 0 | 0.1 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 34.5 | 5 | 0 | 39.5 | |

| | I25 W From North | | | | | MAIN From East | | | | | I25 W From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 45 | 0 | **62** | 0 | 107 | 25 | 90 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | **169** | 17 | 0 | **186** | 408 |
| 07:30 AM | 75 | 0 | 42 | 0 | 117 | **38** | **130** | 0 | 0 | **168** | 0 | 0 | 0 | 0 | 0 | 0 | 141 | **18** | 0 | 159 | **444** |
| 07:45 AM | **82** | 0 | 52 | 0 | **134** | 33 | 110 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 14 | 0 | 145 | 422 |
| 08:00 AM | 77 | 0 | 49 | 0 | 126 | 29 | 111 | **1** | 0 | 141 | 0 | 0 | 0 | **1** | **1** | 0 | 136 | 14 | 0 | 150 | 418 |
| Total Volume | 279 | 0 | 205 | 0 | 484 | 125 | 441 | 1 | 0 | 567 | 0 | 0 | 0 | 1 | 1 | 0 | 577 | 63 | 0 | 640 | 1692 |
| % App. Total | 57.6 | 0 | 42.4 | 0 | | 22 | 77.8 | 0.2 | 0 | | 0 | 0 | 0 | 100 | | 0 | 90.2 | 9.8 | 0 | | |
| PHF | .851 | .000 | .827 | .000 | .903 | .822 | .848 | .250 | .000 | .844 | .000 | .000 | .000 | .250 | .250 | .000 | .854 | .875 | .000 | .860 | .953 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:45 PM** | **116** | **0** | **83** | **0** | **199** | **41** | **159** | 1 | 3 | | | | | | | | | | | | |
| 05:00 PM | 121 | 0 | 79 | 0 | 200 | 42 | 176 | 0 | 0 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 321 | 45 | 0 | 366 | 784 |
| 05:15 PM | 151 | 0 | 75 | 0 | 226 | 60 | 209 | 0 | 1 | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | 45 | 0 | 285 | 781 |
| 05:30 PM | 171 | 0 | 100 | 0 | 271 | 35 | 172 | 0 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 237 | 40 | 0 | 277 | 755 |
| Total Volume | 559 | 0 | 337 | 0 | 896 | 178 | 716 | 1 | 4 | 899 | 0 | 0 | 0 | 0 | 0 | 0 | 1060 | 170 | 0 | 1230 | 3025 |
| % App. Total | 62.4 | 0 | 37.6 | 0 | | 19.8 | 79.6 | 0.1 | 0.4 | | 0 | 0 | 0 | 0 | | 0 | 86.2 | 13.8 | 0 | | |
| PHF | .817 | .000 | .843 | .000 | .827 | .742 | .856 | .250 | .333 | .832 | .000 | .000 | .000 | .000 | .000 | .000 | .826 | .944 | .000 | .840 | .965 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 5-Main I25 West
Site Code : 5
Start Date : 2/25/2019


**Groups Printed- Trucks**

| | I25 W From North | | | | | MAIN From East | | | | | I25 W From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 9 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4 | 0 | 13 | 25 |
| 07:15 AM | 0 | 0 | 10 | 0 | 10 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 30 |
| 07:30 AM | 0 | 0 | 4 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 3 | 0 | 16 | 26 |
| 07:45 AM | 0 | 0 | 5 | 0 | 5 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 22 |
| Total | 2 | 0 | 28 | 0 | 30 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 41 | 10 | 0 | 52 | 103 |
| 08:00 AM | 0 | 0 | 3 | 0 | 3 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 11 | 23 |
| 08:15 AM | 1 | 0 | 7 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 25 |
| 08:30 AM | 4 | 0 | 9 | 0 | 13 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 2 | 0 | 24 | 42 |
| 08:45 AM | 0 | 0 | 3 | 0 | 3 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 17 | 27 |
| Total | 5 | 0 | 22 | 0 | 27 | 1 | 24 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 9 | 0 | 65 | 117 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 3 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 13 |
| 04:15 PM | 0 | 0 | 6 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 15 | 23 |
| 04:30 PM | 0 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 10 | 19 |
| 04:45 PM | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 15 |
| Total | 2 | 0 | 18 | 0 | 20 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 15 | 0 | 40 | 70 |
| 05:00 PM | 0 | 0 | 4 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 14 |
| 05:15 PM | 2 | 0 | 2 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 14 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 12 | 16 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 10 |
| Total | 2 | 0 | 7 | 0 | 9 | 3 | 13 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 9 | 0 | 29 | 54 |
| Grand Total | 11 | 0 | 75 | 0 | 86 | 4 | 68 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 1 | 142 | 43 | 0 | 186 | 344 |
| Apprch % | 12.8 | 0 | 87.2 | 0 | | 5.6 | 94.4 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0.5 | 76.3 | 23.1 | 0 | | |
| Total % | 3.2 | 0 | 21.8 | 0 | 25 | 1.2 | 19.8 | 0 | 0 | 20.9 | 0 | 0 | 0 | 0 | 0 | 0.3 | 41.3 | 12.5 | 0 | 54.1 | |

| | I25 W From North | | | | | MAIN From East | | | | | I25 W From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 3 | 0 | 3 | 0 | **9** | 0 | 0 | **9** | 0 | 0 | 0 | 0 | 0 | 0 | 7 | **4** | 0 | 11 | 23 |
| 08:15 AM | 1 | 0 | 7 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 25 |
| 08:30 AM | **4** | 0 | **9** | 0 | **13** | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | **22** | 2 | 0 | **24** | **42** |
| 08:45 AM | 0 | 0 | 3 | 0 | 3 | **1** | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 2 | 0 | 17 | 27 |
| Total Volume | 5 | 0 | 22 | 0 | 27 | 1 | 24 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 9 | 0 | 65 | 117 |
| % App. Total | 18.5 | 0 | 81.5 | 0 | | 4 | 96 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 86.2 | 13.8 | 0 | | |
| PHF | .313 | .000 | .611 | .000 | .519 | .250 | .667 | .000 | .000 | .694 | .000 | .000 | .000 | .000 | .000 | .000 | .636 | .563 | .000 | .677 | .696 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 6 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | | 15 | 23 |
| 04:30 PM | 0 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 10 | 19 |
| 04:45 PM | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 15 |
| 05:00 PM | 0 | 0 | 4 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 14 |
| Total Volume | 1 | 0 | 19 | 0 | 20 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 16 | 0 | 39 | 71 |
| % App. Total | 5 | 0 | 95 | 0 | | 8.3 | 91.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 59 | 41 | 0 | | |
| PHF | .250 | .000 | .679 | .000 | .714 | .250 | .688 | .000 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .639 | .667 | .000 | .650 | .772 |

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 5-Main I25 West
Site Code : 5
Start Date : 2/25/2019
Page No : 5

**Groups Printed- Combined (Cars+Trucks)**

| | I25 W From North | | | | | MAIN From East | | | | | I25 W From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 44 | 0 | 59 | 0 | 103 | 24 | 82 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 31 | 0 | 192 | 401 |
| 07:15 AM | 45 | 0 | 72 | 0 | 117 | 25 | 95 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 18 | 0 | 201 | 438 |
| 07:30 AM | 75 | 0 | 46 | 0 | 121 | 38 | 136 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 1 | 153 | 21 | 0 | 175 | 470 |
| 07:45 AM | 82 | 0 | 57 | 0 | 139 | 33 | 119 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 16 | 0 | 153 | 444 |
| Total | 246 | 0 | 234 | 0 | 480 | 120 | 432 | 0 | 0 | 552 | 0 | 0 | 0 | 0 | 0 | 1 | 634 | 86 | 0 | 721 | 1753 |
| 08:00 AM | 77 | 0 | 52 | 0 | 129 | 29 | 120 | 1 | 0 | 150 | 0 | 0 | 0 | 1 | 1 | 0 | 143 | 18 | 0 | 161 | 441 |
| 08:15 AM | 66 | 0 | 37 | 0 | 103 | 24 | 148 | 0 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 10 | 0 | 120 | 395 |
| 08:30 AM | 81 | 0 | 50 | 1 | 132 | 28 | 122 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 17 | 1 | 191 | 473 |
| 08:45 AM | 67 | 0 | 35 | 0 | 102 | 31 | 136 | 0 | 1 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 10 | 1 | 180 | 450 |
| Total | 291 | 0 | 174 | 1 | 466 | 112 | 526 | 1 | 1 | 640 | 0 | 0 | 0 | 1 | 1 | 0 | 595 | 55 | 2 | 652 | 1759 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 130 | 1 | 58 | 0 | 189 | 48 | 159 | 0 | 1 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 55 | 0 | 321 | 718 |
| 04:15 PM | 134 | 1 | 78 | 0 | 213 | 45 | 200 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 289 | 49 | 0 | 338 | 796 |
| 04:30 PM | 137 | 0 | 80 | 1 | 218 | 51 | 191 | 0 | 3 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 230 | 48 | 2 | 280 | 743 |
| 04:45 PM | 117 | 0 | 85 | 0 | 202 | 41 | 163 | 1 | 3 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | 42 | 0 | 310 | 720 |
| Total | 518 | 2 | 301 | 1 | 822 | 185 | 713 | 1 | 7 | 906 | 0 | 0 | 0 | 0 | 0 | 0 | 1053 | 194 | 2 | 1249 | 2977 |
| 05:00 PM | 121 | 0 | 83 | 0 | 204 | 43 | 179 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 47 | 0 | 372 | 798 |
| 05:15 PM | 153 | 0 | 77 | 0 | 230 | 60 | 212 | 0 | 1 | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 47 | 0 | 292 | 795 |
| 05:30 PM | 171 | 0 | 100 | 0 | 271 | 36 | 175 | 0 | 0 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 44 | 0 | 289 | 771 |
| 05:45 PM | 149 | 0 | 83 | 0 | 232 | 43 | 164 | 0 | 0 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 26 | 0 | 239 | 678 |
| Total | 594 | 0 | 343 | 0 | 937 | 182 | 730 | 0 | 1 | 913 | 0 | 0 | 0 | 0 | 0 | 0 | 1028 | 164 | 0 | 1192 | 3042 |
| Grand Total | 1649 | 2 | 1052 | 2 | 2705 | 599 | 2401 | 2 | 9 | 3011 | 0 | 0 | 0 | 1 | 1 | 1 | 3310 | 499 | 4 | 3814 | 9531 |
| Apprch % | 61 | 0.1 | 38.9 | 0.1 | | 19.9 | 79.7 | 0.1 | 0.3 | | 0 | 0 | 0 | 100 | | 0 | 86.8 | 13.1 | 0.1 | | |
| Total % | 17.3 | 0 | 11 | 0 | 28.4 | 6.3 | 25.2 | 0 | 0.1 | 31.6 | 0 | 0 | 0 | 0 | 0 | 0 | 34.7 | 5.2 | 0 | 40 | |

| | I25 W From North | | | | | MAIN From East | | | | | I25 W From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 45 | 0 | **72** | 0 | 117 | 25 | 95 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | **183** | 18 | 0 | **201** | 438 |
| 07:30 AM | 75 | 0 | 46 | 0 | 121 | **38** | **136** | 0 | 0 | **174** | 0 | 0 | 0 | 0 | 0 | **1** | 153 | **21** | 0 | 175 | **470** |
| 07:45 AM | **82** | 0 | 57 | 0 | **139** | 33 | 119 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 16 | 0 | 153 | 444 |
| 08:00 AM | 77 | 0 | 52 | 0 | 129 | 29 | 120 | **1** | 0 | 150 | 0 | 0 | 0 | **1** | **1** | 0 | 143 | 18 | 0 | 161 | 441 |
| Total Volume | 279 | 0 | 227 | 0 | 506 | 125 | 470 | 1 | 0 | 596 | 0 | 0 | 0 | 1 | 1 | 1 | 616 | 73 | 0 | 690 | 1793 |
| % App. Total | 55.1 | 0 | 44.9 | 0 | | 21 | 78.9 | 0.2 | 0 | | 0 | 0 | 0 | 100 | | 0.1 | 89.3 | 10.6 | 0 | | |
| PHF | .851 | .000 | .788 | .000 | .910 | .822 | .864 | .250 | .000 | .856 | .000 | .000 | .000 | .250 | .250 | .250 | .842 | .869 | .000 | .858 | .954 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 117 | 0 | 85 | 0 | 202 | 41 | 163 | 1 | 3 | | | | | | | | | | | | |
| 05:00 PM | 121 | 0 | 83 | 0 | 204 | 43 | 179 | 0 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 47 | 0 | 372 | 798 |
| 05:15 PM | 153 | 0 | 77 | 0 | 230 | 60 | 212 | 0 | 1 | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 47 | 0 | 292 | 795 |
| 05:30 PM | 171 | 0 | 100 | 0 | 271 | 36 | 175 | 0 | 0 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 44 | 0 | 289 | 771 |
| Total Volume | 562 | 0 | 345 | 0 | 907 | 180 | 729 | 1 | 4 | 914 | 0 | 0 | 0 | 0 | 0 | 0 | 1083 | 180 | 0 | 1263 | 3084 |
| % App. Total | 62 | 0 | 38 | 0 | | 19.7 | 79.8 | 0.1 | 0.4 | | 0 | 0 | 0 | 0 | | 0 | 85.7 | 14.3 | 0 | | |
| PHF | .822 | .000 | .863 | .000 | .837 | .750 | .860 | .250 | .333 | .837 | .000 | .000 | .000 | .000 | .000 | .000 | .833 | .957 | .000 | .849 | .966 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 6-Main I25 East
Site Code : 6
Start Date : 2/25/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | I25E From North | | | | | MAIN From East | | | | | I25E From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 10 | 0 | 32 | 0 | 42 | 75 | 150 | 0 | 0 | 225 | 363 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 120 | 22 | 0 | 36 | 0 | 58 | 64 | 175 | 0 | 0 | 239 | 417 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 0 | 0 | 154 | 20 | 0 | 37 | 0 | 57 | 51 | 182 | 0 | 0 | 233 | 444 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 126 | 27 | 0 | 57 | 0 | 84 | 50 | 175 | 0 | 0 | 225 | 435 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 496 | 0 | 0 | 496 | 79 | 0 | 162 | 0 | 241 | 240 | 682 | 0 | 0 | 922 | 1659 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 136 | 20 | 0 | 40 | 0 | 60 | 56 | 171 | 0 | 1 | 228 | 424 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 165 | 12 | 0 | 29 | 0 | 41 | 43 | 145 | 0 | 0 | 188 | 394 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 158 | 11 | 0 | 36 | 0 | 47 | 48 | 225 | 0 | 1 | 274 | 479 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 1 | 145 | 17 | 0 | 36 | 0 | 53 | 55 | 190 | 0 | 1 | 246 | 444 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 603 | 0 | 1 | 604 | 60 | 0 | 141 | 0 | 201 | 202 | 731 | 0 | 3 | 936 | 1741 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 1 | 206 | 19 | 0 | 37 | 0 | 56 | 87 | 310 | 1 | 0 | 398 | 660 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 221 | 24 | 0 | 34 | 0 | 58 | 115 | 317 | 0 | 0 | 432 | 711 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 0 | 4 | 221 | 28 | 0 | 38 | 0 | 66 | 58 | 308 | 0 | 2 | 368 | 655 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | 1 | 186 | 27 | 0 | 44 | 0 | 71 | 89 | 301 | 0 | 0 | 390 | 647 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 828 | 0 | 6 | 834 | 98 | 0 | 153 | 0 | 251 | 349 | 1236 | 1 | 2 | 1588 | 2673 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 0 | 3 | 201 | 30 | 0 | 41 | 1 | 72 | 149 | 313 | 0 | 0 | 462 | 735 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 0 | 0 | 226 | 35 | 0 | 36 | 0 | 71 | 76 | 334 | 0 | 0 | 410 | 707 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 180 | 27 | 0 | 23 | 0 | 50 | 58 | 339 | 0 | 0 | 397 | 627 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 1 | 176 | 26 | 0 | 38 | 0 | 64 | 51 | 306 | 0 | 0 | 357 | 597 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 779 | 0 | 4 | 783 | 118 | 0 | 138 | 1 | 257 | 334 | 1292 | 0 | 0 | 1626 | 2666 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2706 | 0 | 11 | 2717 | 355 | 0 | 594 | 1 | 950 | 1125 | 3941 | 1 | 5 | 5072 | 8739 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 99.6 | 0 | 0.4 | | 37.4 | 0 | 62.5 | 0.1 | | 22.2 | 77.7 | 0 | 0.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0.1 | 31.1 | 4.1 | 0 | 6.8 | 0 | 10.9 | 12.9 | 45.1 | 0 | 0.1 | 58 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 2662 | 0 | 11 | 2673 | 325 | 0 | 590 | 1 | 916 | 1044 | 3867 | 1 | 5 | 4917 | 8506 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 98.4 | 0 | 100 | 98.4 | 91.5 | 0 | 99.3 | 100 | 96.4 | 92.8 | 98.1 | 100 | 100 | 96.9 | 97.3 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 44 | 30 | 0 | 4 | 0 | 34 | 81 | 74 | 0 | 0 | 155 | 233 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 0 | 0 | 1.6 | 8.5 | 0 | 0.7 | 0 | 3.6 | 7.2 | 1.9 | 0 | 0 | 3.1 | 2.7 |

| | I25E From North | | | | | MAIN From East | | | | | I25E From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 136 | **20** | 0 | **40** | 0 | **60** | **56** | 171 | 0 | **1** | 228 | 424 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | **165** | 0 | 0 | **165** | 12 | 0 | 29 | 0 | 41 | 43 | 145 | 0 | 0 | 188 | 394 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 158 | 11 | 0 | 36 | 0 | 47 | 48 | **225** | 0 | 1 | **274** | **479** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | **1** | 145 | 17 | 0 | 36 | 0 | 53 | 55 | 190 | 0 | 1 | 246 | 444 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 603 | 0 | 1 | 604 | 60 | 0 | 141 | 0 | 201 | 202 | 731 | 0 | 3 | 936 | 1741 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 99.8 | 0 | 0.2 | | 29.9 | 0 | 70.1 | 0 | | 21.6 | 78.1 | 0 | 0.3 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .914 | .000 | .250 | .915 | .750 | .000 | .881 | .000 | .838 | .902 | .812 | .000 | .750 | .854 | .909 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 6-Main I25 East
Site Code : 6
Start Date : 2/25/2019


| | I25E From North | | | | | MAIN From East | | | | | I25E From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | **221** | 0 | 0 | **221** | 24 | 0 | 34 | 0 | 58 | 115 | **317** | 0 | 0 | 432 | 711 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 0 | **4** | 221 | 28 | 0 | 38 | 0 | 66 | 58 | 308 | 0 | **2** | 368 | 655 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | 1 | 186 | 27 | 0 | **44** | 0 | 71 | 89 | 301 | 0 | 0 | 390 | 647 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 0 | 3 | 201 | **30** | 0 | 41 | **1** | **72** | **149** | 313 | 0 | 0 | **462** | **735** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 821 | 0 | 8 | 829 | 109 | 0 | 157 | 1 | 267 | 411 | 1239 | 0 | 2 | 1652 | 2748 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 99 | 0 | 1 | | 40.8 | 0 | 58.8 | 0.4 | | 24.9 | 75 | 0 | 0.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .929 | .000 | .500 | .938 | .908 | .000 | .892 | .250 | .927 | .690 | .977 | .000 | .250 | .894 | .935 |

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 6-Main I25 East
Site Code : 6
Start Date : 2/25/2019
Page No : 3

**Groups Printed- Cars**

| | I25E From North | | | | | MAIN From East | | | | | I25E From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 94 | 10 | 0 | 32 | 0 | 42 | 71 | 143 | 0 | 0 | 214 | 350 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 118 | 19 | 0 | 36 | 0 | 55 | 57 | 168 | 0 | 0 | 225 | 398 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 0 | 0 | 151 | 19 | 0 | 37 | 0 | 56 | 46 | 174 | 0 | 0 | 220 | 427 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 117 | 27 | 0 | 57 | 0 | 84 | 45 | 174 | 0 | 0 | 219 | 420 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 0 | 0 | 480 | 75 | 0 | 162 | 0 | 237 | 219 | 659 | 0 | 0 | 878 | 1595 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 127 | 20 | 0 | 40 | 0 | 60 | 51 | 168 | 0 | 1 | 220 | 407 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 0 | 163 | 10 | 0 | 29 | 0 | 39 | 37 | 138 | 0 | 0 | 175 | 377 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 153 | 10 | 0 | 36 | 0 | 46 | 39 | 209 | 0 | 1 | 249 | 448 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | 1 | 140 | 14 | 0 | 35 | 0 | 49 | 46 | 183 | 0 | 1 | 230 | 419 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 582 | 0 | 1 | 583 | 54 | 0 | 140 | 0 | 194 | 173 | 698 | 0 | 3 | 874 | 1651 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 1 | 204 | 18 | 0 | 37 | 0 | 55 | 84 | 306 | 1 | 0 | 391 | 650 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 0 | 0 | 220 | 22 | 0 | 34 | 0 | 56 | 109 | 315 | 0 | 0 | 424 | 700 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 0 | 4 | 221 | 26 | 0 | 37 | 0 | 63 | 57 | 305 | 0 | 2 | 364 | 648 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | 1 | 186 | 24 | 0 | 44 | 0 | 68 | 85 | 299 | 0 | 0 | 384 | 638 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 825 | 0 | 6 | 831 | 90 | 0 | 152 | 0 | 242 | 335 | 1225 | 1 | 2 | 1563 | 2636 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 3 | 200 | 27 | 0 | 39 | 1 | 67 | 147 | 310 | 0 | 0 | 457 | 724 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 0 | 0 | 226 | 32 | 0 | 36 | 0 | 68 | 71 | 332 | 0 | 0 | 403 | 697 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 179 | 0 | 0 | 179 | 24 | 0 | 23 | 0 | 47 | 50 | 338 | 0 | 0 | 388 | 614 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 0 | 1 | 174 | 23 | 0 | 38 | 0 | 61 | 49 | 305 | 0 | 0 | 354 | 589 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 775 | 0 | 4 | 779 | 106 | 0 | 136 | 1 | 243 | 317 | 1285 | 0 | 0 | 1602 | 2624 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2662 | 0 | 11 | 2673 | 325 | 0 | 590 | 1 | 916 | 1044 | 3867 | 1 | 5 | 4917 | 8506 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 99.6 | 0 | 0.4 | | 35.5 | 0 | 64.4 | 0.1 | | 21.2 | 78.6 | 0 | 0.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 31.3 | 0 | 0.1 | 31.4 | 3.8 | 0 | 6.9 | 0 | 10.8 | 12.3 | 45.5 | 0 | 0.1 | 57.8 | |

| | I25E From North | | | | | MAIN From East | | | | | I25E From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 0 | 118 | 19 | 0 | 36 | 0 | 55 | **57** | 168 | 0 | 0 | **225** | 398 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | **151** | 0 | 0 | **151** | 19 | 0 | 37 | 0 | 56 | 46 | **174** | 0 | 0 | 220 | **427** |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 117 | **27** | 0 | **57** | 0 | **84** | 45 | 174 | 0 | 0 | 219 | 420 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 0 | 0 | 127 | 20 | 0 | 40 | 0 | 60 | 51 | 168 | 0 | **1** | 220 | 407 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 513 | 0 | 0 | 513 | 85 | 0 | 170 | 0 | 255 | 199 | 684 | 0 | 1 | 884 | 1652 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 33.3 | 0 | 66.7 | 0 | | 22.5 | 77.4 | 0 | 0.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .849 | .000 | .000 | .849 | .787 | .000 | .746 | .000 | .759 | .873 | .983 | .000 | .250 | .982 | .967 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:15 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **220** | | | | | | | | | | **315** | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 0 | 4 | 221 | 26 | 0 | 37 | 0 | 63 | 57 | 305 | 0 | 2 | 364 | 648 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | 1 | 186 | 24 | 0 | 44 | 0 | 68 | 85 | 299 | 0 | 0 | 384 | 638 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 3 | 200 | 27 | 0 | 39 | 1 | 67 | 147 | 310 | 0 | 0 | 457 | 724 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 819 | 0 | 8 | 827 | 99 | 0 | 154 | 1 | 254 | 398 | 1229 | 0 | 2 | 1629 | 2710 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 99 | 0 | 1 | | 39 | 0 | 60.6 | 0.4 | | 24.4 | 75.4 | 0 | 0.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .931 | .000 | .500 | .936 | .917 | .000 | .875 | .250 | .934 | .677 | .975 | .000 | .250 | .891 | .936 |

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 6-Main I25 East
Site Code : 6
Start Date : 2/25/2019


**Groups Printed- Trucks**

| | I25E From North | | | | | MAIN From East | | | | | I25E From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 11 | 13 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 7 | 7 | 0 | 0 | 14 | 19 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 5 | 8 | 0 | 0 | 13 | 17 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 6 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 4 | 0 | 0 | 0 | 4 | 21 | 23 | 0 | 0 | 44 | 64 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 17 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 6 | 7 | 0 | 0 | 13 | 17 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 9 | 16 | 0 | 0 | 25 | 31 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 3 | 0 | 1 | 0 | 4 | 9 | 7 | 0 | 0 | 16 | 25 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 6 | 0 | 1 | 0 | 7 | 29 | 33 | 0 | 0 | 62 | 90 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 7 | 10 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 8 | 11 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 6 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 8 | 0 | 1 | 0 | 9 | 14 | 11 | 0 | 0 | 25 | 37 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 5 | 2 | 3 | 0 | 0 | 5 | 11 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 5 | 2 | 0 | 0 | 7 | 10 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 8 | 1 | 0 | 0 | 9 | 13 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 3 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 12 | 0 | 2 | 0 | 14 | 17 | 7 | 0 | 0 | 24 | 42 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 44 | 30 | 0 | 4 | 0 | 34 | 81 | 74 | 0 | 0 | 155 | 233 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 88.2 | 0 | 11.8 | 0 | | 52.3 | 47.7 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 18.9 | 0 | 0 | 18.9 | 12.9 | 0 | 1.7 | 0 | 14.6 | 34.8 | 31.8 | 0 | 0 | 66.5 | |

| | I25E From North | | | | | MAIN From East | | | | | I25E From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 0 | 0 | **9** | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 17 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 6 | 7 | 0 | 0 | 13 | 17 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | **9** | **16** | 0 | 0 | **25** | **31** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | **3** | 0 | **1** | 0 | **4** | 9 | 7 | 0 | 0 | 16 | 25 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 6 | 0 | 1 | 0 | 7 | 29 | 33 | 0 | 0 | 62 | 90 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 85.7 | 0 | 14.3 | 0 | | 46.8 | 53.2 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .583 | .000 | .000 | .583 | .500 | .000 | .250 | .000 | .438 | .806 | .516 | .000 | .000 | .620 | .726 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 5 | 2 | 3 | 0 | 0 | 5 | 11 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 5 | 2 | 0 | 0 | 7 | 10 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 8 | 1 | 0 | 0 | 9 | 13 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 12 | 0 | 2 | 0 | 14 | 19 | 8 | 0 | 0 | 27 | 43 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 85.7 | 0 | 14.3 | 0 | | 70.4 | 29.6 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | 1.00 | .000 | .250 | .000 | .700 | .594 | .667 | .000 | .000 | .750 | .827 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 6-Main I25 East
Site Code : 6
Start Date : 2/25/2019


**Groups Printed- Combined (Cars+Trucks)**

| | I25E From North | | | | | MAIN From East | | | | | I25E From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 10 | 0 | 32 | 0 | 42 | 75 | 150 | 0 | 0 | 225 | 363 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 120 | 22 | 0 | 36 | 0 | 58 | 64 | 175 | 0 | 0 | 239 | 417 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 0 | 0 | 154 | 20 | 0 | 37 | 0 | 57 | 51 | 182 | 0 | 0 | 233 | 444 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 0 | 126 | 27 | 0 | 57 | 0 | 84 | 50 | 175 | 0 | 0 | 225 | 435 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 496 | 0 | 0 | 496 | 79 | 0 | 162 | 0 | 241 | 240 | 682 | 0 | 0 | 922 | 1659 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 136 | 20 | 0 | 40 | 0 | 60 | 56 | 171 | 0 | 1 | 228 | 424 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 165 | 12 | 0 | 29 | 0 | 41 | 43 | 145 | 0 | 0 | 188 | 394 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 158 | 11 | 0 | 36 | 0 | 47 | 48 | 225 | 0 | 1 | 274 | 479 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 1 | 145 | 17 | 0 | 36 | 0 | 53 | 55 | 190 | 0 | 1 | 246 | 444 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 603 | 0 | 1 | 604 | 60 | 0 | 141 | 0 | 201 | 202 | 731 | 0 | 3 | 936 | 1741 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 1 | 206 | 19 | 0 | 37 | 0 | 56 | 87 | 310 | 1 | 0 | 398 | 660 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 0 | 0 | 221 | 24 | 0 | 34 | 0 | 58 | 115 | 317 | 0 | 0 | 432 | 711 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 0 | 4 | 221 | 28 | 0 | 38 | 0 | 66 | 58 | 308 | 0 | 2 | 368 | 655 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | 1 | 186 | 27 | 0 | 44 | 0 | 71 | 89 | 301 | 0 | 0 | 390 | 647 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 828 | 0 | 6 | 834 | 98 | 0 | 153 | 0 | 251 | 349 | 1236 | 1 | 2 | 1588 | 2673 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 0 | 3 | 201 | 30 | 0 | 41 | 1 | 72 | 149 | 313 | 0 | 0 | 462 | 735 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 0 | 0 | 226 | 35 | 0 | 36 | 0 | 71 | 76 | 334 | 0 | 0 | 410 | 707 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 180 | 27 | 0 | 23 | 0 | 50 | 58 | 339 | 0 | 0 | 397 | 627 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 0 | 1 | 176 | 26 | 0 | 38 | 0 | 64 | 51 | 306 | 0 | 0 | 357 | 597 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 779 | 0 | 4 | 783 | 118 | 0 | 138 | 1 | 257 | 334 | 1292 | 0 | 0 | 1626 | 2666 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 2706 | 0 | 11 | 2717 | 355 | 0 | 594 | 1 | 950 | 1125 | 3941 | 1 | 5 | 5072 | 8739 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 99.6 | 0 | 0.4 | | 37.4 | 0 | 62.5 | 0.1 | | 22.2 | 77.7 | 0 | 0.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0.1 | 31.1 | 4.1 | 0 | 6.8 | 0 | 10.9 | 12.9 | 45.1 | 0 | 0.1 | 58 | |

| | I25E From North | | | | | MAIN From East | | | | | I25E From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 136 | **20** | 0 | **40** | 0 | **60** | **56** | 171 | 0 | **1** | 228 | 424 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | **165** | 0 | 0 | **165** | 12 | 0 | 29 | 0 | 41 | 43 | 145 | 0 | 0 | 188 | 394 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 158 | 11 | 0 | 36 | 0 | 47 | 48 | **225** | 0 | 1 | **274** | **479** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | **1** | 145 | 17 | 0 | 36 | 0 | 53 | 55 | 190 | 0 | 1 | 246 | 444 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 603 | 0 | 1 | 604 | 60 | 0 | 141 | 0 | 201 | 202 | 731 | 0 | 3 | 936 | 1741 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 99.8 | 0 | 0.2 | | 29.9 | 0 | 70.1 | 0 | | 21.6 | 78.1 | 0 | 0.3 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .914 | .000 | .250 | .915 | .750 | .000 | .881 | .000 | .838 | .902 | .812 | .000 | .750 | .854 | .909 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 221 | | | 221 | | | | | | | 317 | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 0 | 4 | 221 | 28 | 0 | 38 | 0 | 66 | 58 | 308 | 0 | 2 | 368 | 655 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | 1 | 186 | 27 | 0 | 44 | 0 | 71 | 89 | 301 | 0 | 0 | 390 | 647 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 0 | 3 | 201 | 30 | 0 | 41 | 1 | 72 | 149 | 313 | 0 | 0 | 462 | 735 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 821 | 0 | 8 | 829 | 109 | 0 | 157 | 1 | 267 | 411 | 1239 | 0 | 2 | 1652 | 2748 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 99 | 0 | 1 | | 40.8 | 0 | 58.8 | 0.4 | | 24.9 | 75 | 0 | 0.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .929 | .000 | .500 | .938 | .908 | .000 | .892 | .250 | .927 | .690 | .977 | .000 | .250 | .894 | .935 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 7-Main I25 NORTH
Site Code : 7
Start Date : 2/26/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | I25 NORTH From North | | | | | MAIN From East | | | | | I25 NORTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 95 | 103 | 0 | 198 | 0 | 0 | 314 | 0 | 314 | 0 | 197 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 709 |
| 07:15 AM | 2 | 93 | 125 | 0 | 220 | 0 | 0 | 279 | 0 | 279 | 0 | 206 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 705 |
| 07:30 AM | 0 | 112 | 117 | 0 | 229 | 0 | 0 | 245 | 0 | 245 | 0 | 123 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 597 |
| 07:45 AM | 1 | 94 | 157 | 0 | 252 | 0 | 0 | 190 | 0 | 190 | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 572 |
| Total | 3 | 394 | 502 | 0 | 899 | 0 | 0 | 1028 | 0 | 1028 | 0 | 656 | 0 | 0 | 656 | 0 | 0 | 0 | 0 | 0 | 2583 |
| | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 96 | 125 | 0 | 221 | 0 | 0 | 165 | 0 | 165 | 0 | 131 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 517 |
| 08:15 AM | 0 | 99 | 117 | 0 | 216 | 0 | 0 | 171 | 0 | 171 | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 521 |
| 08:30 AM | 0 | 81 | 114 | 0 | 195 | 0 | 0 | 157 | 0 | 157 | 0 | 128 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 480 |
| 08:45 AM | 0 | 72 | 111 | 0 | 183 | 0 | 0 | 150 | 0 | 150 | 0 | 113 | 2 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 448 |
| Total | 0 | 348 | 467 | 0 | 815 | 0 | 0 | 643 | 0 | 643 | 0 | 506 | 2 | 0 | 508 | 0 | 0 | 0 | 0 | 0 | 1966 |
| | | | | | | | | | | | | | | | | | | | | | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 158 | 180 | 0 | 338 | 0 | 0 | 170 | 0 | 170 | 0 | 112 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 620 |
| 04:15 PM | 0 | 188 | 237 | 0 | 425 | 0 | 0 | 181 | 0 | 181 | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 748 |
| 04:30 PM | 1 | 210 | 221 | 0 | 432 | 0 | 0 | 178 | 0 | 178 | 0 | 126 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 736 |
| 04:45 PM | 0 | 166 | 222 | 0 | 388 | 0 | 0 | 153 | 0 | 153 | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 662 |
| Total | 1 | 722 | 860 | 0 | 1583 | 0 | 0 | 682 | 0 | 682 | 0 | 501 | 0 | 0 | 501 | 0 | 0 | 0 | 0 | 0 | 2766 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 158 | 211 | 0 | 369 | 0 | 0 | 230 | 0 | 230 | 0 | 132 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 731 |
| 05:15 PM | 0 | 166 | 229 | 0 | 395 | 0 | 0 | 179 | 0 | 179 | 0 | 105 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 679 |
| 05:30 PM | 0 | 159 | 194 | 0 | 353 | 0 | 0 | 146 | 0 | 146 | 0 | 109 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 608 |
| 05:45 PM | 0 | 148 | 251 | 0 | 399 | 0 | 0 | 106 | 0 | 106 | 0 | 105 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 610 |
| Total | 0 | 631 | 885 | 0 | 1516 | 0 | 0 | 661 | 0 | 661 | 0 | 451 | 0 | 0 | 451 | 0 | 0 | 0 | 0 | 0 | 2628 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 4 | 2095 | 2714 | 0 | 4813 | 0 | 0 | 3014 | 0 | 3014 | 0 | 2114 | 2 | 0 | 2116 | 0 | 0 | 0 | 0 | 0 | 9943 |
| Apprch % | 0.1 | 43.5 | 56.4 | 0 | | 0 | 0 | 100 | 0 | | 0 | 99.9 | 0.1 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 21.1 | 27.3 | 0 | 48.4 | 0 | 0 | 30.3 | 0 | 30.3 | 0 | 21.3 | 0 | 0 | 21.3 | 0 | 0 | 0 | 0 | 0 | |
| Cars | 4 | 1945 | 2593 | 0 | 4542 | 0 | 0 | 2896 | 0 | 2896 | 0 | 1910 | 2 | 0 | 1912 | 0 | 0 | 0 | 0 | 0 | 9350 |
| % Cars | 100 | 92.8 | 95.5 | 0 | 94.4 | 0 | 0 | 96.1 | 0 | 96.1 | 0 | 90.4 | 100 | 0 | 90.4 | 0 | 0 | 0 | 0 | 0 | 94 |
| Trucks | 0 | 150 | 121 | 0 | 271 | 0 | 0 | 118 | 0 | 118 | 0 | 204 | 0 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 593 |
| % Trucks | 0 | 7.2 | 4.5 | 0 | 5.6 | 0 | 0 | 3.9 | 0 | 3.9 | 0 | 9.6 | 0 | 0 | 9.6 | 0 | 0 | 0 | 0 | 0 | 6 |

| | I25 NORTH From North | | | | | MAIN From East | | | | | I25 NORTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 95 | 103 | 0 | 198 | 0 | 0 | **314** | 0 | **314** | 0 | 197 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | **709** |
| 07:15 AM | **2** | 93 | 125 | 0 | 220 | 0 | 0 | 279 | 0 | 279 | 0 | **206** | 0 | 0 | **206** | 0 | 0 | 0 | 0 | 0 | 705 |
| 07:30 AM | 0 | **112** | 117 | 0 | 229 | 0 | 0 | 245 | 0 | 245 | 0 | 123 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 597 |
| 07:45 AM | 1 | 94 | **157** | 0 | **252** | 0 | 0 | 190 | 0 | 190 | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 572 |
| Total Volume | 3 | 394 | 502 | 0 | 899 | 0 | 0 | 1028 | 0 | 1028 | 0 | 656 | 0 | 0 | 656 | 0 | 0 | 0 | 0 | 0 | 2583 |
| % App. Total | 0.3 | 43.8 | 55.8 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .375 | .879 | .799 | .000 | .892 | .000 | .000 | .818 | .000 | .818 | .000 | .796 | .000 | .000 | .796 | .000 | .000 | .000 | .000 | .000 | .911 |

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 7-Main I25 NORTH
Site Code : 7
Start Date : 2/26/2019
Page No : 2

| | I25 NORTH From North | | | | | MAIN From East | | | | | I25 NORTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 188 | **237** | 0 | 425 | 0 | 0 | 181 | 0 | 181 | 0 | **142** | 0 | 0 | **142** | 0 | 0 | 0 | 0 | 0 | **748** |
| 04:30 PM | **1** | **210** | 221 | 0 | **432** | 0 | 0 | 178 | 0 | 178 | 0 | 126 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 736 |
| 04:45 PM | 0 | 166 | 222 | 0 | 388 | 0 | 0 | 153 | 0 | 153 | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 662 |
| 05:00 PM | 0 | 158 | 211 | 0 | 369 | 0 | 0 | **230** | 0 | **230** | 0 | 132 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 731 |
| Total Volume | 1 | 722 | 891 | 0 | 1614 | 0 | 0 | 742 | 0 | 742 | 0 | 521 | 0 | 0 | 521 | 0 | 0 | 0 | 0 | 0 | 2877 |
| % App. Total | 0.1 | 44.7 | 55.2 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .860 | .940 | .000 | .934 | .000 | .000 | .807 | .000 | .807 | .000 | .917 | .000 | .000 | .917 | .000 | .000 | .000 | .000 | .000 | .962 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 7-Main I25 NORTH
Site Code : 7
Start Date : 2/26/2019


**Groups Printed- Cars**

| | I25 NORTH From North | | | | | MAIN From East | | | | | I25 NORTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 88 | 89 | 0 | 177 | 0 | 0 | 310 | 0 | 310 | 0 | 186 | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 673 |
| 07:15 AM | 2 | 84 | 114 | 0 | 200 | 0 | 0 | 271 | 0 | 271 | 0 | 189 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 660 |
| 07:30 AM | 0 | 98 | 114 | 0 | 212 | 0 | 0 | 236 | 0 | 236 | 0 | 115 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 563 |
| 07:45 AM | 1 | 85 | 150 | 0 | 236 | 0 | 0 | 180 | 0 | 180 | 0 | 117 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 533 |
| Total | 3 | 355 | 467 | 0 | 825 | 0 | 0 | 997 | 0 | 997 | 0 | 607 | 0 | 0 | 607 | 0 | 0 | 0 | 0 | 0 | 2429 |
| 08:00 AM | 0 | 78 | 111 | 0 | 189 | 0 | 0 | 158 | 0 | 158 | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 468 |
| 08:15 AM | 0 | 86 | 101 | 0 | 187 | 0 | 0 | 163 | 0 | 163 | 0 | 122 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 472 |
| 08:30 AM | 0 | 66 | 107 | 0 | 173 | 0 | 0 | 151 | 0 | 151 | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 440 |
| 08:45 AM | 0 | 65 | 98 | 0 | 163 | 0 | 0 | 137 | 0 | 137 | 0 | 100 | 2 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 402 |
| Total | 0 | 295 | 417 | 0 | 712 | 0 | 0 | 609 | 0 | 609 | 0 | 459 | 2 | 0 | 461 | 0 | 0 | 0 | 0 | 0 | 1782 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 154 | 175 | 0 | 329 | 0 | 0 | 165 | 0 | 165 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 594 |
| 04:15 PM | 0 | 178 | 231 | 0 | 409 | 0 | 0 | 170 | 0 | 170 | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 709 |
| 04:30 PM | 1 | 201 | 215 | 0 | 417 | 0 | 0 | 170 | 0 | 170 | 0 | 109 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 696 |
| 04:45 PM | 0 | 161 | 217 | 0 | 378 | 0 | 0 | 147 | 0 | 147 | 0 | 104 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 629 |
| Total | 1 | 694 | 838 | 0 | 1533 | 0 | 0 | 652 | 0 | 652 | 0 | 443 | 0 | 0 | 443 | 0 | 0 | 0 | 0 | 0 | 2628 |
| 05:00 PM | 0 | 153 | 209 | 0 | 362 | 0 | 0 | 226 | 0 | 226 | 0 | 117 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 705 |
| 05:15 PM | 0 | 159 | 225 | 0 | 384 | 0 | 0 | 172 | 0 | 172 | 0 | 94 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 650 |
| 05:30 PM | 0 | 150 | 190 | 0 | 340 | 0 | 0 | 137 | 0 | 137 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 577 |
| 05:45 PM | 0 | 139 | 247 | 0 | 386 | 0 | 0 | 103 | 0 | 103 | 0 | 90 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 579 |
| Total | 0 | 601 | 871 | 0 | 1472 | 0 | 0 | 638 | 0 | 638 | 0 | 401 | 0 | 0 | 401 | 0 | 0 | 0 | 0 | 0 | 2511 |
| Grand Total | 4 | 1945 | 2593 | 0 | 4542 | 0 | 0 | 2896 | 0 | 2896 | 0 | 1910 | 2 | 0 | 1912 | 0 | 0 | 0 | 0 | 0 | 9350 |
| Apprch % | 0.1 | 42.8 | 57.1 | 0 | | 0 | 0 | 100 | 0 | | 0 | 99.9 | 0.1 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 20.8 | 27.7 | 0 | 48.6 | 0 | 0 | 31 | 0 | 31 | 0 | 20.4 | 0 | 0 | 20.4 | 0 | 0 | 0 | 0 | 0 | |

| | I25 NORTH From North | | | | | MAIN From East | | | | | I25 NORTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 88 | 89 | 0 | 177 | 0 | 0 | **310** | 0 | **310** | 0 | 186 | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | **673** |
| 07:15 AM | **2** | 84 | 114 | 0 | 200 | 0 | 0 | 271 | 0 | 271 | 0 | **189** | 0 | 0 | **189** | 0 | 0 | 0 | 0 | 0 | 660 |
| 07:30 AM | 0 | **98** | 114 | 0 | 212 | 0 | 0 | 236 | 0 | 236 | 0 | 115 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 563 |
| 07:45 AM | 1 | 85 | **150** | 0 | **236** | 0 | 0 | 180 | 0 | 180 | 0 | 117 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 533 |
| Total Volume | 3 | 355 | 467 | 0 | 825 | 0 | 0 | 997 | 0 | 997 | 0 | 607 | 0 | 0 | 607 | 0 | 0 | 0 | 0 | 0 | 2429 |
| % App. Total | 0.4 | 43 | 56.6 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .375 | .906 | .778 | .000 | .874 | .000 | .000 | .804 | .000 | .804 | .000 | .803 | .000 | .000 | .803 | .000 | .000 | .000 | .000 | .000 | .902 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 178 | 231 | | | | | | | | | 130 | | | 130 | | | | | | 709 |
| 04:30 PM | 1 | 201 | 215 | 0 | 417 | 0 | 0 | 170 | 0 | 170 | 0 | 109 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 696 |
| 04:45 PM | 0 | 161 | 217 | 0 | 378 | 0 | 0 | 147 | 0 | 147 | 0 | 104 | 0 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 629 |
| 05:00 PM | 0 | 153 | 209 | 0 | 362 | 0 | 0 | 226 | 0 | 226 | 0 | 117 | 0 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 705 |
| Total Volume | 1 | 693 | 872 | 0 | 1566 | 0 | 0 | 713 | 0 | 713 | 0 | 460 | 0 | 0 | 460 | 0 | 0 | 0 | 0 | 0 | 2739 |
| % App. Total | 0.1 | 44.3 | 55.7 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .862 | .944 | .000 | .939 | .000 | .000 | .789 | .000 | .789 | .000 | .885 | .000 | .000 | .885 | .000 | .000 | .000 | .000 | .000 | .966 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 7-Main I25 NORTH
Site Code : 7
Start Date : 2/26/2019


**Groups Printed- Trucks**

| | I25 NORTH From North | | | | | MAIN From East | | | | | I25 NORTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 7 | 14 | 0 | 21 | 0 | 0 | 4 | 0 | 4 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 36 |
| 07:15 AM | 0 | 9 | 11 | 0 | 20 | 0 | 0 | 8 | 0 | 8 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 45 |
| 07:30 AM | 0 | 14 | 3 | 0 | 17 | 0 | 0 | 9 | 0 | 9 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 34 |
| 07:45 AM | 0 | 9 | 7 | 0 | 16 | 0 | 0 | 10 | 0 | 10 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 39 |
| Total | 0 | 39 | 35 | 0 | 74 | 0 | 0 | 31 | 0 | 31 | 0 | 49 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 154 |
| 08:00 AM | 0 | 18 | 14 | 0 | 32 | 0 | 0 | 7 | 0 | 7 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 49 |
| 08:15 AM | 0 | 13 | 16 | 0 | 29 | 0 | 0 | 8 | 0 | 8 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 49 |
| 08:30 AM | 0 | 15 | 7 | 0 | 22 | 0 | 0 | 6 | 0 | 6 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 40 |
| 08:45 AM | 0 | 7 | 13 | 0 | 20 | 0 | 0 | 13 | 0 | 13 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 46 |
| Total | 0 | 53 | 50 | 0 | 103 | 0 | 0 | 34 | 0 | 34 | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 184 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 4 | 5 | 0 | 9 | 0 | 0 | 5 | 0 | 5 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 26 |
| 04:15 PM | 0 | 10 | 6 | 0 | 16 | 0 | 0 | 11 | 0 | 11 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 39 |
| 04:30 PM | 0 | 9 | 6 | 0 | 15 | 0 | 0 | 8 | 0 | 8 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 40 |
| 04:45 PM | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 6 | 0 | 6 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 33 |
| Total | 0 | 28 | 22 | 0 | 50 | 0 | 0 | 30 | 0 | 30 | 0 | 58 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 138 |
| 05:00 PM | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 4 | 0 | 4 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 26 |
| 05:15 PM | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 7 | 0 | 7 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 29 |
| 05:30 PM | 0 | 9 | 4 | 0 | 13 | 0 | 0 | 9 | 0 | 9 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 31 |
| 05:45 PM | 0 | 9 | 4 | 0 | 13 | 0 | 0 | 3 | 0 | 3 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 31 |
| Total | 0 | 30 | 14 | 0 | 44 | 0 | 0 | 23 | 0 | 23 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 117 |
| Grand Total | 0 | 150 | 121 | 0 | 271 | 0 | 0 | 118 | 0 | 118 | 0 | 204 | 0 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 593 |
| Apprch % | 0 | 55.4 | 44.6 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 25.3 | 20.4 | 0 | 45.7 | 0 | 0 | 19.9 | 0 | 19.9 | 0 | 34.4 | 0 | 0 | 34.4 | 0 | 0 | 0 | 0 | 0 | |

| | I25 NORTH From North | | | | | MAIN From East | | | | | I25 NORTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | **18** | 14 | 0 | **32** | 0 | 0 | 7 | 0 | 7 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | **49** |
| 08:15 AM | 0 | 13 | **16** | 0 | 29 | 0 | 0 | 8 | 0 | 8 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 49 |
| 08:30 AM | 0 | 15 | 7 | 0 | 22 | 0 | 0 | 6 | 0 | 6 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 40 |
| 08:45 AM | 0 | 7 | 13 | 0 | 20 | 0 | 0 | **13** | 0 | **13** | 0 | **13** | 0 | 0 | **13** | 0 | 0 | 0 | 0 | 0 | 46 |
| Total Volume | 0 | 53 | 50 | 0 | 103 | 0 | 0 | 34 | 0 | 34 | 0 | 47 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 184 |
| % App. Total | 0 | 51.5 | 48.5 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .736 | .781 | .000 | .805 | .000 | .000 | .654 | .000 | .654 | .000 | .904 | .000 | .000 | .904 | .000 | .000 | .000 | .000 | .000 | .939 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:00 PM** | **0** | **4** | **5** | **0** | **9** | **0** | **0** | **5** | **0** | **5** | **0** | **12** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **26** |
| **04:15 PM** | **0** | 10 | 6 | | 16 | | | 11 | | 11 | | | | | | | | | | | |
| 04:30 PM | 0 | 9 | 6 | 0 | 15 | 0 | 0 | 8 | 0 | 8 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 40 |
| 04:45 PM | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 6 | 0 | 6 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 33 |
| Total Volume | 0 | 28 | 22 | 0 | 50 | 0 | 0 | 30 | 0 | 30 | 0 | 58 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 138 |
| % App. Total | 0 | 56 | 44 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .700 | .917 | .000 | .781 | .000 | .000 | .682 | .000 | .682 | .000 | .853 | .000 | .000 | .853 | .000 | .000 | .000 | .000 | .000 | .863 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 7-Main I25 NORTH
Site Code : 7
Start Date : 2/26/2019


**Groups Printed- Bank 2**

| | I25 NORTH From North | | | | | MAIN From East | | | | | I25 NORTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 95 | 103 | 0 | 198 | 0 | 0 | 314 | 0 | 314 | 0 | 197 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 709 |
| 07:15 AM | 2 | 93 | 125 | 0 | 220 | 0 | 0 | 279 | 0 | 279 | 0 | 206 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 705 |
| 07:30 AM | 0 | 112 | 117 | 0 | 229 | 0 | 0 | 245 | 0 | 245 | 0 | 123 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 597 |
| 07:45 AM | 1 | 94 | 157 | 0 | 252 | 0 | 0 | 190 | 0 | 190 | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 572 |
| Total | 3 | 394 | 502 | 0 | 899 | 0 | 0 | 1028 | 0 | 1028 | 0 | 656 | 0 | 0 | 656 | 0 | 0 | 0 | 0 | 0 | 2583 |
| 08:00 AM | 0 | 96 | 125 | 0 | 221 | 0 | 0 | 165 | 0 | 165 | 0 | 131 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 517 |
| 08:15 AM | 0 | 99 | 117 | 0 | 216 | 0 | 0 | 171 | 0 | 171 | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 521 |
| 08:30 AM | 0 | 81 | 114 | 0 | 195 | 0 | 0 | 157 | 0 | 157 | 0 | 128 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 480 |
| 08:45 AM | 0 | 72 | 111 | 0 | 183 | 0 | 0 | 150 | 0 | 150 | 0 | 113 | 2 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 448 |
| Total | 0 | 348 | 467 | 0 | 815 | 0 | 0 | 643 | 0 | 643 | 0 | 506 | 2 | 0 | 508 | 0 | 0 | 0 | 0 | 0 | 1966 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 158 | 180 | 0 | 338 | 0 | 0 | 170 | 0 | 170 | 0 | 112 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 620 |
| 04:15 PM | 0 | 188 | 237 | 0 | 425 | 0 | 0 | 181 | 0 | 181 | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 748 |
| 04:30 PM | 1 | 210 | 221 | 0 | 432 | 0 | 0 | 178 | 0 | 178 | 0 | 126 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 736 |
| 04:45 PM | 0 | 166 | 222 | 0 | 388 | 0 | 0 | 153 | 0 | 153 | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 662 |
| Total | 1 | 722 | 860 | 0 | 1583 | 0 | 0 | 682 | 0 | 682 | 0 | 501 | 0 | 0 | 501 | 0 | 0 | 0 | 0 | 0 | 2766 |
| 05:00 PM | 0 | 158 | 211 | 0 | 369 | 0 | 0 | 230 | 0 | 230 | 0 | 132 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 731 |
| 05:15 PM | 0 | 166 | 229 | 0 | 395 | 0 | 0 | 179 | 0 | 179 | 0 | 105 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 679 |
| 05:30 PM | 0 | 159 | 194 | 0 | 353 | 0 | 0 | 146 | 0 | 146 | 0 | 109 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 608 |
| 05:45 PM | 0 | 148 | 251 | 0 | 399 | 0 | 0 | 106 | 0 | 106 | 0 | 105 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 610 |
| Total | 0 | 631 | 885 | 0 | 1516 | 0 | 0 | 661 | 0 | 661 | 0 | 451 | 0 | 0 | 451 | 0 | 0 | 0 | 0 | 0 | 2628 |
| Grand Total | 4 | 2095 | 2714 | 0 | 4813 | 0 | 0 | 3014 | 0 | 3014 | 0 | 2114 | 2 | 0 | 2116 | 0 | 0 | 0 | 0 | 0 | 9943 |
| Apprch % | 0.1 | 43.5 | 56.4 | 0 | | 0 | 0 | 100 | 0 | | 0 | 99.9 | 0.1 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 21.1 | 27.3 | 0 | 48.4 | 0 | 0 | 30.3 | 0 | 30.3 | 0 | 21.3 | 0 | 0 | 21.3 | 0 | 0 | 0 | 0 | 0 | |

| | I25 NORTH From North | | | | | MAIN From East | | | | | I25 NORTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 95 | 103 | 0 | 198 | 0 | 0 | **314** | 0 | **314** | 0 | 197 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | **709** |
| 07:15 AM | **2** | 93 | 125 | 0 | 220 | 0 | 0 | 279 | 0 | 279 | 0 | **206** | 0 | 0 | **206** | 0 | 0 | 0 | 0 | 0 | 705 |
| 07:30 AM | 0 | **112** | 117 | 0 | 229 | 0 | 0 | 245 | 0 | 245 | 0 | 123 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 597 |
| 07:45 AM | 1 | 94 | **157** | 0 | **252** | 0 | 0 | 190 | 0 | 190 | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 572 |
| Total Volume | 3 | 394 | 502 | 0 | 899 | 0 | 0 | 1028 | 0 | 1028 | 0 | 656 | 0 | 0 | 656 | 0 | 0 | 0 | 0 | 0 | 2583 |
| % App. Total | 0.3 | 43.8 | 55.8 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .375 | .879 | .799 | .000 | .892 | .000 | .000 | .818 | .000 | .818 | .000 | .796 | .000 | .000 | .796 | .000 | .000 | .000 | .000 | .000 | .911 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 188 | 237 | | | | | | | | | 142 | | | 142 | | | | | | 748 |
| 04:30 PM | 1 | 210 | 221 | 0 | 432 | 0 | 0 | 178 | 0 | 178 | 0 | 126 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 736 |
| 04:45 PM | 0 | 166 | 222 | 0 | 388 | 0 | 0 | 153 | 0 | 153 | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 662 |
| 05:00 PM | 0 | 158 | 211 | 0 | 369 | 0 | 0 | 230 | 0 | 230 | 0 | 132 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 731 |
| Total Volume | 1 | 722 | 891 | 0 | 1614 | 0 | 0 | 742 | 0 | 742 | 0 | 521 | 0 | 0 | 521 | 0 | 0 | 0 | 0 | 0 | 2877 |
| % App. Total | 0.1 | 44.7 | 55.2 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .860 | .940 | .000 | .934 | .000 | .000 | .807 | .000 | .807 | .000 | .917 | .000 | .000 | .917 | .000 | .000 | .000 | .000 | .000 | .962 |

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 8-Main I25 SOUTH
Site Code : 8
Start Date : 2/26/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | I25 SOUTH From North | | | | | MAIN From East | | | | | I25 SOUTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 56 | 0 | 252 | 0 | 0 | 47 | 0 | 47 | 390 |
| 07:15 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 49 | 0 | 224 | 0 | 0 | 57 | 0 | 57 | 372 |
| 07:30 AM | 0 | 105 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 68 | 0 | 192 | 0 | 0 | 65 | 0 | 65 | 362 |
| 07:45 AM | 0 | 93 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 84 | 0 | 220 | 0 | 0 | 45 | 0 | 45 | 358 |
| Total | 0 | 380 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 631 | 257 | 0 | 888 | 0 | 0 | 214 | 0 | 214 | 1482 |
| 08:00 AM | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 54 | 0 | 175 | 0 | 0 | 41 | 0 | 41 | 314 |
| 08:15 AM | 0 | 89 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 38 | 0 | 169 | 0 | 0 | 41 | 0 | 41 | 299 |
| 08:30 AM | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 46 | 0 | 167 | 0 | 0 | 54 | 0 | 54 | 307 |
| 08:45 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 51 | 0 | 169 | 0 | 0 | 39 | 0 | 39 | 299 |
| Total | 0 | 364 | 0 | 0 | 364 | 0 | 0 | 0 | 0 | 0 | 0 | 491 | 189 | 0 | 680 | 0 | 0 | 175 | 0 | 175 | 1219 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 167 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 57 | 0 | 175 | 0 | 0 | 98 | 0 | 98 | 440 |
| 04:15 PM | 0 | 187 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 66 | 0 | 208 | 0 | 1 | 83 | 0 | 84 | 479 |
| 04:30 PM | 0 | 209 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 54 | 0 | 171 | 0 | 0 | 79 | 0 | 79 | 459 |
| 04:45 PM | 0 | 177 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 54 | 0 | 176 | 0 | 0 | 96 | 0 | 96 | 449 |
| Total | 0 | 740 | 0 | 0 | 740 | 0 | 0 | 0 | 0 | 0 | 0 | 499 | 231 | 0 | 730 | 0 | 1 | 356 | 0 | 357 | 1827 |
| 05:00 PM | 0 | 159 | 0 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 55 | 1 | 176 | 0 | 0 | 82 | 0 | 82 | 417 |
| 05:15 PM | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 55 | 0 | 152 | 0 | 0 | 90 | 0 | 90 | 418 |
| 05:30 PM | 0 | 155 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 68 | 0 | 173 | 0 | 0 | 70 | 0 | 70 | 398 |
| 05:45 PM | 0 | 146 | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 72 | 0 | 173 | 0 | 0 | 72 | 0 | 72 | 391 |
| Total | 0 | 636 | 0 | 0 | 636 | 0 | 0 | 0 | 0 | 0 | 0 | 423 | 250 | 1 | 674 | 0 | 0 | 314 | 0 | 314 | 1624 |
| Grand Total | 0 | 2120 | 0 | 0 | 2120 | 0 | 0 | 0 | 0 | 0 | 0 | 2044 | 927 | 1 | 2972 | 0 | 1 | 1059 | 0 | 1060 | 6152 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 68.8 | 31.2 | 0 | | 0 | 0.1 | 99.9 | 0 | | |
| Total % | 0 | 34.5 | 0 | 0 | 34.5 | 0 | 0 | 0 | 0 | 0 | 0 | 33.2 | 15.1 | 0 | 48.3 | 0 | 0 | 17.2 | 0 | 17.2 | |
| Cars | 0 | 1955 | 0 | 0 | 1955 | 0 | 0 | 0 | 0 | 0 | 0 | 1850 | 875 | 1 | 2726 | 0 | 1 | 988 | 0 | 989 | 5670 |
| % Cars | 0 | 92.2 | 0 | 0 | 92.2 | 0 | 0 | 0 | 0 | 0 | 0 | 90.5 | 94.4 | 100 | 91.7 | 0 | 100 | 93.3 | 0 | 93.3 | 92.2 |
| Trucks | 0 | 165 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 52 | 0 | 246 | 0 | 0 | 71 | 0 | 71 | 482 |
| % Trucks | 0 | 7.8 | 0 | 0 | 7.8 | 0 | 0 | 0 | 0 | 0 | 0 | 9.5 | 5.6 | 0 | 8.3 | 0 | 0 | 6.7 | 0 | 6.7 | 7.8 |

| | I25 SOUTH From North | | | | | MAIN From East | | | | | I25 SOUTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | **196** | 56 | 0 | **252** | 0 | 0 | 47 | 0 | 47 | **390** |
| 07:15 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 49 | 0 | 224 | 0 | 0 | 57 | 0 | 57 | 372 |
| 07:30 AM | 0 | **105** | 0 | 0 | **105** | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 68 | 0 | 192 | 0 | 0 | **65** | 0 | **65** | 362 |
| 07:45 AM | 0 | 93 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | **84** | 0 | 220 | 0 | 0 | 45 | 0 | 45 | 358 |
| Total Volume | 0 | 380 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 631 | 257 | 0 | 888 | 0 | 0 | 214 | 0 | 214 | 1482 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 71.1 | 28.9 | 0 | | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .905 | .000 | .000 | .905 | .000 | .000 | .000 | .000 | .000 | .000 | .805 | .765 | .000 | .881 | .000 | .000 | .823 | .000 | .823 | .950 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 8-Main I25 SOUTH
Site Code : 8
Start Date : 2/26/2019
Page No : 2

| | I25 SOUTH From North | | | | | MAIN From East | | | | | I25 SOUTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 167 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 57 | 0 | 175 | 0 | 0 | **98** | 0 | **98** | 440 |
| 04:15 PM | 0 | 187 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | **142** | **66** | 0 | **208** | 0 | **1** | 83 | 0 | 84 | **479** |
| 04:30 PM | 0 | **209** | 0 | 0 | **209** | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 54 | 0 | 171 | 0 | 0 | 79 | 0 | 79 | 459 |
| 04:45 PM | 0 | 177 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 54 | 0 | 176 | 0 | 0 | 96 | 0 | 96 | 449 |
| Total Volume | 0 | 740 | 0 | 0 | 740 | 0 | 0 | 0 | 0 | 0 | 0 | 499 | 231 | 0 | 730 | 0 | 1 | 356 | 0 | 357 | 1827 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 68.4 | 31.6 | 0 | | 0 | 0.3 | 99.7 | 0 | | |
| PHF | .000 | .885 | .000 | .000 | .885 | .000 | .000 | .000 | .000 | .000 | .000 | .879 | .875 | .000 | .877 | .000 | .250 | .908 | .000 | .911 | .954 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 8-Main I25 SOUTH
Site Code : 8
Start Date : 2/26/2019


**Groups Printed- Cars**

| | I25 SOUTH From North | | | | | MAIN From East | | | | | I25 SOUTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 81 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 54 | 0 | 237 | 0 | 0 | 46 | 0 | 46 | 364 |
| 07:15 AM | 0 | 83 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 48 | 0 | 211 | 0 | 0 | 51 | 0 | 51 | 345 |
| 07:30 AM | 0 | 92 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 65 | 0 | 180 | 0 | 0 | 60 | 0 | 60 | 332 |
| 07:45 AM | 0 | 73 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 80 | 0 | 202 | 0 | 0 | 40 | 0 | 40 | 315 |
| Total | 0 | 329 | 0 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 583 | 247 | 0 | 830 | 0 | 0 | 197 | 0 | 197 | 1356 |
| 08:00 AM | 0 | 88 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 47 | 0 | 159 | 0 | 0 | 35 | 0 | 35 | 282 |
| 08:15 AM | 0 | 75 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 38 | 0 | 157 | 0 | 0 | 40 | 0 | 40 | 272 |
| 08:30 AM | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 41 | 0 | 155 | 0 | 0 | 50 | 0 | 50 | 274 |
| 08:45 AM | 0 | 81 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 50 | 0 | 155 | 0 | 0 | 33 | 0 | 33 | 269 |
| Total | 0 | 313 | 0 | 0 | 313 | 0 | 0 | 0 | 0 | 0 | 0 | 450 | 176 | 0 | 626 | 0 | 0 | 158 | 0 | 158 | 1097 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 160 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 55 | 0 | 161 | 0 | 0 | 93 | 0 | 93 | 414 |
| 04:15 PM | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 64 | 0 | 193 | 0 | 1 | 78 | 0 | 79 | 448 |
| 04:30 PM | 0 | 200 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 52 | 0 | 152 | 0 | 0 | 75 | 0 | 75 | 427 |
| 04:45 PM | 0 | 171 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 54 | 0 | 161 | 0 | 0 | 94 | 0 | 94 | 426 |
| Total | 0 | 707 | 0 | 0 | 707 | 0 | 0 | 0 | 0 | 0 | 0 | 442 | 225 | 0 | 667 | 0 | 1 | 340 | 0 | 341 | 1715 |
| 05:00 PM | 0 | 152 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 51 | 1 | 156 | 0 | 0 | 75 | 0 | 75 | 383 |
| 05:15 PM | 0 | 170 | 0 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 48 | 0 | 135 | 0 | 0 | 88 | 0 | 88 | 393 |
| 05:30 PM | 0 | 149 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 61 | 0 | 158 | 0 | 0 | 64 | 0 | 64 | 371 |
| 05:45 PM | 0 | 135 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 67 | 0 | 154 | 0 | 0 | 66 | 0 | 66 | 355 |
| Total | 0 | 606 | 0 | 0 | 606 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 227 | 1 | 603 | 0 | 0 | 293 | 0 | 293 | 1502 |
| Grand Total | 0 | 1955 | 0 | 0 | 1955 | 0 | 0 | 0 | 0 | 0 | 0 | 1850 | 875 | 1 | 2726 | 0 | 1 | 988 | 0 | 989 | 5670 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 67.9 | 32.1 | 0 | | 0 | 0.1 | 99.9 | 0 | | |
| Total % | 0 | 34.5 | 0 | 0 | 34.5 | 0 | 0 | 0 | 0 | 0 | 0 | 32.6 | 15.4 | 0 | 48.1 | 0 | 0 | 17.4 | 0 | 17.4 | |

| | I25 SOUTH From North | | | | | MAIN From East | | | | | I25 SOUTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 81 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | **183** | 54 | 0 | **237** | 0 | 0 | 46 | 0 | 46 | **364** |
| 07:15 AM | 0 | 83 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 48 | 0 | 211 | 0 | 0 | 51 | 0 | 51 | 345 |
| 07:30 AM | 0 | **92** | 0 | 0 | **92** | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 65 | 0 | 180 | 0 | 0 | **60** | 0 | **60** | 332 |
| 07:45 AM | 0 | 73 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | **80** | 0 | 202 | 0 | 0 | 40 | 0 | 40 | 315 |
| Total Volume | 0 | 329 | 0 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 583 | 247 | 0 | 830 | 0 | 0 | 197 | 0 | 197 | 1356 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 70.2 | 29.8 | 0 | | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .894 | .000 | .000 | .894 | .000 | .000 | .000 | .000 | .000 | .000 | .796 | .772 | .000 | .876 | .000 | .000 | .821 | .000 | .821 | .931 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 160 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 55 | 0 | 161 | 0 | 0 | 93 | 0 | 93 | 414 |
| 04:15 PM | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 64 | | 193 | | 1 | | | | 448 |
| 04:30 PM | 0 | 200 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 52 | 0 | 152 | 0 | 0 | 75 | 0 | 75 | 427 |
| 04:45 PM | 0 | 171 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 54 | 0 | 161 | 0 | 0 | 94 | 0 | 94 | 426 |
| Total Volume | 0 | 707 | 0 | 0 | 707 | 0 | 0 | 0 | 0 | 0 | 0 | 442 | 225 | 0 | 667 | 0 | 1 | 340 | 0 | 341 | 1715 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 66.3 | 33.7 | 0 | | 0 | 0.3 | 99.7 | 0 | | |
| PHF | .000 | .884 | .000 | .000 | .884 | .000 | .000 | .000 | .000 | .000 | .000 | .857 | .879 | .000 | .864 | .000 | .250 | .904 | .000 | .907 | .957 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 8-Main I25 SOUTH
Site Code : 8
Start Date : 2/26/2019


**Groups Printed- Trucks**

| | I25 SOUTH From North | | | | | MAIN From East | | | | | I25 SOUTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 26 |
| 07:15 AM | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 6 | 0 | 6 | 27 |
| 07:30 AM | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 12 | 0 | 0 | 5 | 0 | 5 | 30 |
| 07:45 AM | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 18 | 0 | 0 | 5 | 0 | 5 | 43 |
| Total | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 10 | 0 | 58 | 0 | 0 | 17 | 0 | 17 | 126 |
| 08:00 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7 | 0 | 16 | 0 | 0 | 6 | 0 | 6 | 32 |
| 08:15 AM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 27 |
| 08:30 AM | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 12 | 0 | 0 | 4 | 0 | 4 | 33 |
| 08:45 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 6 | 0 | 6 | 30 |
| Total | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 13 | 0 | 54 | 0 | 0 | 17 | 0 | 17 | 122 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 5 | 0 | 5 | 26 |
| 04:15 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 5 | 0 | 5 | 31 |
| 04:30 PM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 4 | 0 | 4 | 32 |
| 04:45 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 2 | 0 | 2 | 23 |
| Total | 0 | 33 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 6 | 0 | 63 | 0 | 0 | 16 | 0 | 16 | 112 |
| 05:00 PM | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 0 | 20 | 0 | 0 | 7 | 0 | 7 | 34 |
| 05:15 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 0 | 17 | 0 | 0 | 2 | 0 | 2 | 25 |
| 05:30 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 15 | 0 | 0 | 6 | 0 | 6 | 27 |
| 05:45 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 0 | 19 | 0 | 0 | 6 | 0 | 6 | 36 |
| Total | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 23 | 0 | 71 | 0 | 0 | 21 | 0 | 21 | 122 |
| Grand Total | 0 | 165 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 52 | 0 | 246 | 0 | 0 | 71 | 0 | 71 | 482 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 78.9 | 21.1 | 0 | | 0 | 0 | 100 | 0 | | |
| Total % | 0 | 34.2 | 0 | 0 | 34.2 | 0 | 0 | 0 | 0 | 0 | 0 | 40.2 | 10.8 | 0 | 51 | 0 | 0 | 14.7 | 0 | 14.7 | |

| | I25 SOUTH From North | | | | | MAIN From East | | | | | I25 SOUTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | **20** | 0 | 0 | **20** | 0 | 0 | 0 | 0 | 0 | 0 | **14** | 4 | 0 | **18** | 0 | 0 | 5 | 0 | 5 | **43** |
| 08:00 AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | **7** | 0 | 16 | 0 | 0 | **6** | 0 | **6** | 32 |
| 08:15 AM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 27 |
| 08:30 AM | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 12 | 0 | 0 | 4 | 0 | 4 | 33 |
| Total Volume | 0 | 61 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 16 | 0 | 58 | 0 | 0 | 16 | 0 | 16 | 135 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 72.4 | 27.6 | 0 | | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .763 | .000 | .000 | .763 | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .571 | .000 | .806 | .000 | .000 | .667 | .000 | .667 | .785 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **05:00 PM** | **0** | **7** | **0** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | 16 | | | 20 | | | 7 | | 7 | |
| 05:15 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 7 | 0 | 17 | 0 | 0 | 2 | 0 | 2 | 25 |
| 05:30 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 15 | 0 | 0 | 6 | 0 | 6 | 27 |
| 05:45 PM | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 0 | 19 | 0 | 0 | 6 | 0 | 6 | 36 |
| Total Volume | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 23 | 0 | 71 | 0 | 0 | 21 | 0 | 21 | 122 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 67.6 | 32.4 | 0 | | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .682 | .000 | .000 | .682 | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .821 | .000 | .888 | .000 | .000 | .750 | .000 | .750 | .847 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 8-Main I25 SOUTH
Site Code : 8
Start Date : 2/26/2019


**Groups Printed- Combined (Cars+Trucks)**

| | I25 SOUTH From North | | | | | MAIN From East | | | | | I25 SOUTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 56 | 0 | 252 | 0 | 0 | 47 | 0 | 47 | 390 |
| 07:15 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 49 | 0 | 224 | 0 | 0 | 57 | 0 | 57 | 372 |
| 07:30 AM | 0 | 105 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 68 | 0 | 192 | 0 | 0 | 65 | 0 | 65 | 362 |
| 07:45 AM | 0 | 93 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 84 | 0 | 220 | 0 | 0 | 45 | 0 | 45 | 358 |
| Total | 0 | 380 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 631 | 257 | 0 | 888 | 0 | 0 | 214 | 0 | 214 | 1482 |
| 08:00 AM | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 54 | 0 | 175 | 0 | 0 | 41 | 0 | 41 | 314 |
| 08:15 AM | 0 | 89 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 38 | 0 | 169 | 0 | 0 | 41 | 0 | 41 | 299 |
| 08:30 AM | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 46 | 0 | 167 | 0 | 0 | 54 | 0 | 54 | 307 |
| 08:45 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 51 | 0 | 169 | 0 | 0 | 39 | 0 | 39 | 299 |
| Total | 0 | 364 | 0 | 0 | 364 | 0 | 0 | 0 | 0 | 0 | 0 | 491 | 189 | 0 | 680 | 0 | 0 | 175 | 0 | 175 | 1219 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 167 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 57 | 0 | 175 | 0 | 0 | 98 | 0 | 98 | 440 |
| 04:15 PM | 0 | 187 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 66 | 0 | 208 | 0 | 1 | 83 | 0 | 84 | 479 |
| 04:30 PM | 0 | 209 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 54 | 0 | 171 | 0 | 0 | 79 | 0 | 79 | 459 |
| 04:45 PM | 0 | 177 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 54 | 0 | 176 | 0 | 0 | 96 | 0 | 96 | 449 |
| Total | 0 | 740 | 0 | 0 | 740 | 0 | 0 | 0 | 0 | 0 | 0 | 499 | 231 | 0 | 730 | 0 | 1 | 356 | 0 | 357 | 1827 |
| 05:00 PM | 0 | 159 | 0 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 55 | 1 | 176 | 0 | 0 | 82 | 0 | 82 | 417 |
| 05:15 PM | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 55 | 0 | 152 | 0 | 0 | 90 | 0 | 90 | 418 |
| 05:30 PM | 0 | 155 | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 68 | 0 | 173 | 0 | 0 | 70 | 0 | 70 | 398 |
| 05:45 PM | 0 | 146 | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 72 | 0 | 173 | 0 | 0 | 72 | 0 | 72 | 391 |
| Total | 0 | 636 | 0 | 0 | 636 | 0 | 0 | 0 | 0 | 0 | 0 | 423 | 250 | 1 | 674 | 0 | 0 | 314 | 0 | 314 | 1624 |
| Grand Total | 0 | 2120 | 0 | 0 | 2120 | 0 | 0 | 0 | 0 | 0 | 0 | 2044 | 927 | 1 | 2972 | 0 | 1 | 1059 | 0 | 1060 | 6152 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 68.8 | 31.2 | 0 | | 0 | 0.1 | 99.9 | 0 | | |
| Total % | 0 | 34.5 | 0 | 0 | 34.5 | 0 | 0 | 0 | 0 | 0 | 0 | 33.2 | 15.1 | 0 | 48.3 | 0 | 0 | 17.2 | 0 | 17.2 | |

| | I25 SOUTH From North | | | | | MAIN From East | | | | | I25 SOUTH From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | **196** | 56 | 0 | **252** | 0 | 0 | 47 | 0 | 47 | **390** |
| 07:15 AM | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 49 | 0 | 224 | 0 | 0 | 57 | 0 | 57 | 372 |
| 07:30 AM | 0 | **105** | 0 | 0 | **105** | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 68 | 0 | 192 | 0 | 0 | **65** | 0 | **65** | 362 |
| 07:45 AM | 0 | 93 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | **84** | 0 | 220 | 0 | 0 | 45 | 0 | 45 | 358 |
| Total Volume | 0 | 380 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 631 | 257 | 0 | 888 | 0 | 0 | 214 | 0 | 214 | 1482 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 71.1 | 28.9 | 0 | | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .905 | .000 | .000 | .905 | .000 | .000 | .000 | .000 | .000 | .000 | .805 | .765 | .000 | .881 | .000 | .000 | .823 | .000 | .823 | .950 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 167 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 57 | 0 | 175 | 0 | 0 | 98 | | 98 | |
| 04:15 PM | 0 | 187 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 66 | 0 | 208 | 0 | 1 | 83 | 0 | 84 | 479 |
| 04:30 PM | 0 | 209 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 54 | 0 | 171 | 0 | 0 | 79 | 0 | 79 | 459 |
| 04:45 PM | 0 | 177 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 54 | 0 | 176 | 0 | 0 | 96 | 0 | 96 | 449 |
| Total Volume | 0 | 740 | 0 | 0 | 740 | 0 | 0 | 0 | 0 | 0 | 0 | 499 | 231 | 0 | 730 | 0 | 1 | 356 | 0 | 357 | 1827 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 68.4 | 31.6 | 0 | | 0 | 0.3 | 99.7 | 0 | | |
| PHF | .000 | .885 | .000 | .000 | .885 | .000 | .000 | .000 | .000 | .000 | .000 | .879 | .875 | .000 | .877 | .000 | .250 | .908 | .000 | .911 | .954 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 9-Main Emilio Camelot
Site Code : 9
Start Date : 2/26/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | EMILIO LOPEZ From North | | | | | MAIN From East | | | | | CAMELOT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 15 | 4 | 35 | 0 | 54 | 29 | 212 | 71 | 0 | 312 | 72 | 20 | 26 | 1 | 119 | 66 | 103 | 19 | 0 | 188 | 673 |
| 07:15 AM | 11 | 3 | 43 | 0 | 57 | 36 | 210 | 153 | 0 | 399 | 57 | 32 | 27 | 2 | 118 | 65 | 113 | 12 | 2 | 192 | 766 |
| 07:30 AM | 40 | 11 | 56 | 0 | 107 | 34 | 194 | 85 | 0 | 313 | 61 | 20 | 33 | 1 | 115 | 53 | 97 | 19 | 0 | 169 | 704 |
| 07:45 AM | 35 | 7 | 42 | 0 | 84 | 43 | 175 | 43 | 0 | 261 | 42 | 4 | 44 | 0 | 90 | 60 | 153 | 19 | 1 | 233 | 668 |
| Total | 101 | 25 | 176 | 0 | 302 | 142 | 791 | 352 | 0 | 1285 | 232 | 76 | 130 | 4 | 442 | 244 | 466 | 69 | 3 | 782 | 2811 |
| 08:00 AM | 22 | 3 | 37 | 0 | 62 | 33 | 190 | 31 | 0 | 254 | 32 | 15 | 43 | 0 | 90 | 43 | 145 | 13 | 0 | 201 | 607 |
| 08:15 AM | 22 | 5 | 38 | 0 | 65 | 30 | 182 | 27 | 0 | 239 | 40 | 15 | 39 | 1 | 95 | 39 | 131 | 20 | 0 | 190 | 589 |
| 08:30 AM | 20 | 2 | 35 | 0 | 57 | 30 | 181 | 24 | 0 | 235 | 34 | 7 | 39 | 0 | 80 | 38 | 175 | 22 | 0 | 235 | 607 |
| 08:45 AM | 17 | 6 | 29 | 0 | 52 | 50 | 180 | 41 | 2 | 273 | 33 | 6 | 30 | 0 | 69 | 49 | 135 | 16 | 0 | 200 | 594 |
| Total | 81 | 16 | 139 | 0 | 236 | 143 | 733 | 123 | 2 | 1001 | 139 | 43 | 151 | 1 | 334 | 169 | 586 | 71 | 0 | 826 | 2397 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 35 | 18 | 46 | 0 | 99 | 57 | 168 | 29 | 0 | 254 | 47 | 11 | 47 | 6 | 111 | 62 | 223 | 37 | 5 | 327 | 791 |
| 04:15 PM | 36 | 12 | 36 | 0 | 84 | 56 | 157 | 24 | 0 | 237 | 33 | 7 | 45 | 4 | 89 | 52 | 247 | 31 | 1 | 331 | 741 |
| 04:30 PM | 28 | 4 | 38 | 0 | 70 | 54 | 173 | 31 | 0 | 258 | 36 | 15 | 36 | 0 | 87 | 75 | 208 | 43 | 2 | 328 | 743 |
| 04:45 PM | 49 | 17 | 39 | 1 | 106 | 61 | 151 | 38 | 1 | 251 | 40 | 15 | 33 | 1 | 89 | 64 | 189 | 36 | 0 | 289 | 735 |
| Total | 148 | 51 | 159 | 1 | 359 | 228 | 649 | 122 | 1 | 1000 | 156 | 48 | 161 | 11 | 376 | 253 | 867 | 147 | 8 | 1275 | 3010 |
| 05:00 PM | 41 | 12 | 37 | 0 | 90 | 49 | 175 | 51 | 0 | 275 | 39 | 13 | 47 | 0 | 99 | 64 | 229 | 35 | 0 | 328 | 792 |
| 05:15 PM | 32 | 14 | 45 | 0 | 91 | 67 | 234 | 39 | 0 | 340 | 48 | 10 | 36 | 0 | 94 | 66 | 221 | 51 | 0 | 338 | 863 |
| 05:30 PM | 22 | 12 | 46 | 0 | 80 | 49 | 165 | 36 | 0 | 250 | 32 | 12 | 43 | 0 | 87 | 52 | 234 | 37 | 1 | 324 | 741 |
| 05:45 PM | 25 | 13 | 31 | 0 | 69 | 61 | 145 | 44 | 0 | 250 | 39 | 18 | 56 | 0 | 113 | 73 | 216 | 31 | 1 | 321 | 753 |
| Total | 120 | 51 | 159 | 0 | 330 | 226 | 719 | 170 | 0 | 1115 | 158 | 53 | 182 | 0 | 393 | 255 | 900 | 154 | 2 | 1311 | 3149 |
| Grand Total | 450 | 143 | 633 | 1 | 1227 | 739 | 2892 | 767 | 3 | 4401 | 685 | 220 | 624 | 16 | 1545 | 921 | 2819 | 441 | 13 | 4194 | 11367 |
| Apprch % | 36.7 | 11.7 | 51.6 | 0.1 | | 16.8 | 65.7 | 17.4 | 0.1 | | 44.3 | 14.2 | 40.4 | 1 | | 22 | 67.2 | 10.5 | 0.3 | | |
| Total % | 4 | 1.3 | 5.6 | 0 | 10.8 | 6.5 | 25.4 | 6.7 | 0 | 38.7 | 6 | 1.9 | 5.5 | 0.1 | 13.6 | 8.1 | 24.8 | 3.9 | 0.1 | 36.9 | |
| Cars | 447 | 142 | 622 | 1 | 1212 | 727 | 2826 | 763 | 3 | 4319 | 676 | 219 | 617 | 16 | 1528 | 906 | 2765 | 431 | 13 | 4115 | 11174 |
| % Cars | 99.3 | 99.3 | 98.3 | 100 | 98.8 | 98.4 | 97.7 | 99.5 | 100 | 98.1 | 98.7 | 99.5 | 98.9 | 100 | 98.9 | 98.4 | 98.1 | 97.7 | 100 | 98.1 | 98.3 |
| Trucks | 3 | 1 | 11 | 0 | 15 | 12 | 66 | 4 | 0 | 82 | 9 | 1 | 7 | 0 | 17 | 15 | 54 | 10 | 0 | 79 | 193 |
| % Trucks | 0.7 | 0.7 | 1.7 | 0 | 1.2 | 1.6 | 2.3 | 0.5 | 0 | 1.9 | 1.3 | 0.5 | 1.1 | 0 | 1.1 | 1.6 | 1.9 | 2.3 | 0 | 1.9 | 1.7 |

| | EMILIO LOPEZ From North | | | | | MAIN From East | | | | | CAMELOT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 15 | 4 | 35 | 0 | 54 | 29 | **212** | 71 | 0 | 312 | **72** | 20 | 26 | 1 | **119** | **66** | 103 | **19** | 0 | 188 | 673 |
| 07:15 AM | 11 | 3 | 43 | 0 | 57 | 36 | 210 | **153** | 0 | **399** | 57 | **32** | 27 | **2** | 118 | 65 | 113 | 12 | **2** | 192 | **766** |
| 07:30 AM | **40** | **11** | **56** | 0 | **107** | 34 | 194 | 85 | 0 | 313 | 61 | 20 | 33 | 1 | 115 | 53 | 97 | 19 | 0 | 169 | 704 |
| 07:45 AM | 35 | 7 | 42 | 0 | 84 | **43** | 175 | 43 | 0 | 261 | 42 | 4 | **44** | 0 | 90 | 60 | **153** | 19 | 1 | **233** | 668 |
| Total Volume | 101 | 25 | 176 | 0 | 302 | 142 | 791 | 352 | 0 | 1285 | 232 | 76 | 130 | 4 | 442 | 244 | 466 | 69 | 3 | 782 | 2811 |
| % App. Total | 33.4 | 8.3 | 58.3 | 0 | | 11.1 | 61.6 | 27.4 | 0 | | 52.5 | 17.2 | 29.4 | 0.9 | | 31.2 | 59.6 | 8.8 | 0.4 | | |
| PHF | .631 | .568 | .786 | .000 | .706 | .826 | .933 | .575 | .000 | .805 | .806 | .594 | .739 | .500 | .929 | .924 | .761 | .908 | .375 | .839 | .917 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 9-Main Emilio Camelot
Site Code : 9
Start Date : 2/26/2019
Page No : 2

| | EMILIO LOPEZ From North | | | | | MAIN From East | | | | | CAMELOT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | **41** | 12 | 37 | 0 | 90 | 49 | 175 | **51** | 0 | 275 | 39 | 13 | 47 | 0 | 99 | 64 | 229 | 35 | 0 | 328 | 792 |
| 05:15 PM | 32 | **14** | 45 | 0 | **91** | **67** | **234** | 39 | 0 | **340** | **48** | 10 | 36 | 0 | 94 | 66 | 221 | **51** | 0 | **338** | **863** |
| 05:30 PM | 22 | 12 | **46** | 0 | 80 | 49 | 165 | 36 | 0 | 250 | 32 | 12 | 43 | 0 | 87 | 52 | **234** | 37 | **1** | 324 | 741 |
| 05:45 PM | 25 | 13 | 31 | 0 | 69 | 61 | 145 | 44 | 0 | 250 | 39 | **18** | **56** | 0 | **113** | **73** | 216 | 31 | 1 | 321 | 753 |
| Total Volume | 120 | 51 | 159 | 0 | 330 | 226 | 719 | 170 | 0 | 1115 | 158 | 53 | 182 | 0 | 393 | 255 | 900 | 154 | 2 | 1311 | 3149 |
| % App. Total | 36.4 | 15.5 | 48.2 | 0 | | 20.3 | 64.5 | 15.2 | 0 | | 40.2 | 13.5 | 46.3 | 0 | | 19.5 | 68.6 | 11.7 | 0.2 | | |
| PHF | .732 | .911 | .864 | .000 | .907 | .843 | .768 | .833 | .000 | .820 | .823 | .736 | .813 | .000 | .869 | .873 | .962 | .755 | .500 | .970 | .912 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 9-Main Emilio Camelot
Site Code : 9
Start Date : 2/26/2019


**Groups Printed- Cars**

| | EMILIO LOPEZ From North | | | | | MAIN From East | | | | | CAMELOT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 15 | 4 | 35 | 0 | 54 | 28 | 211 | 69 | 0 | 308 | 72 | 19 | 25 | 1 | 117 | 61 | 102 | 18 | 0 | 181 | 660 |
| 07:15 AM | 11 | 3 | 43 | 0 | 57 | 34 | 206 | 152 | 0 | 392 | 57 | 32 | 26 | 2 | 117 | 65 | 110 | 11 | 2 | 188 | 754 |
| 07:30 AM | 40 | 11 | 55 | 0 | 106 | 33 | 189 | 85 | 0 | 307 | 60 | 20 | 33 | 1 | 114 | 52 | 93 | 17 | 0 | 162 | 689 |
| 07:45 AM | 35 | 7 | 42 | 0 | 84 | 43 | 166 | 43 | 0 | 252 | 42 | 4 | 43 | 0 | 89 | 60 | 151 | 18 | 1 | 230 | 655 |
| Total | 101 | 25 | 175 | 0 | 301 | 138 | 772 | 349 | 0 | 1259 | 231 | 75 | 127 | 4 | 437 | 238 | 456 | 64 | 3 | 761 | 2758 |
| 08:00 AM | 21 | 3 | 37 | 0 | 61 | 32 | 179 | 31 | 0 | 242 | 32 | 15 | 43 | 0 | 90 | 43 | 138 | 13 | 0 | 194 | 587 |
| 08:15 AM | 22 | 4 | 38 | 0 | 64 | 29 | 175 | 27 | 0 | 231 | 38 | 15 | 36 | 1 | 90 | 38 | 125 | 19 | 0 | 182 | 567 |
| 08:30 AM | 20 | 2 | 35 | 0 | 57 | 30 | 177 | 23 | 0 | 230 | 33 | 7 | 39 | 0 | 79 | 34 | 167 | 20 | 0 | 221 | 587 |
| 08:45 AM | 17 | 6 | 27 | 0 | 50 | 47 | 171 | 41 | 2 | 261 | 31 | 6 | 30 | 0 | 67 | 48 | 130 | 16 | 0 | 194 | 572 |
| Total | 80 | 15 | 137 | 0 | 232 | 138 | 702 | 122 | 2 | 964 | 134 | 43 | 148 | 1 | 326 | 163 | 560 | 68 | 0 | 791 | 2313 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 34 | 18 | 45 | 0 | 97 | 57 | 163 | 29 | 0 | 249 | 47 | 11 | 46 | 6 | 110 | 62 | 217 | 37 | 5 | 321 | 777 |
| 04:15 PM | 36 | 12 | 35 | 0 | 83 | 56 | 154 | 24 | 0 | 234 | 33 | 7 | 45 | 4 | 89 | 52 | 244 | 31 | 1 | 328 | 734 |
| 04:30 PM | 28 | 4 | 38 | 0 | 70 | 54 | 171 | 31 | 0 | 256 | 36 | 15 | 36 | 0 | 87 | 73 | 206 | 43 | 2 | 324 | 737 |
| 04:45 PM | 49 | 17 | 37 | 1 | 104 | 61 | 148 | 38 | 1 | 248 | 40 | 15 | 33 | 1 | 89 | 64 | 188 | 35 | 0 | 287 | 728 |
| Total | 147 | 51 | 155 | 1 | 354 | 228 | 636 | 122 | 1 | 987 | 156 | 48 | 160 | 11 | 375 | 251 | 855 | 146 | 8 | 1260 | 2976 |
| 05:00 PM | 41 | 12 | 37 | 0 | 90 | 48 | 175 | 51 | 0 | 274 | 39 | 13 | 47 | 0 | 99 | 64 | 227 | 34 | 0 | 325 | 788 |
| 05:15 PM | 32 | 14 | 44 | 0 | 90 | 66 | 233 | 39 | 0 | 338 | 47 | 10 | 36 | 0 | 93 | 66 | 219 | 51 | 0 | 336 | 857 |
| 05:30 PM | 22 | 12 | 43 | 0 | 77 | 49 | 164 | 36 | 0 | 249 | 32 | 12 | 43 | 0 | 87 | 51 | 233 | 37 | 1 | 322 | 735 |
| 05:45 PM | 24 | 13 | 31 | 0 | 68 | 60 | 144 | 44 | 0 | 248 | 37 | 18 | 56 | 0 | 111 | 73 | 215 | 31 | 1 | 320 | 747 |
| Total | 119 | 51 | 155 | 0 | 325 | 223 | 716 | 170 | 0 | 1109 | 155 | 53 | 182 | 0 | 390 | 254 | 894 | 153 | 2 | 1303 | 3127 |
| Grand Total | 447 | 142 | 622 | 1 | 1212 | 727 | 2826 | 763 | 3 | 4319 | 676 | 219 | 617 | 16 | 1528 | 906 | 2765 | 431 | 13 | 4115 | 11174 |
| Apprch % | 36.9 | 11.7 | 51.3 | 0.1 | | 16.8 | 65.4 | 17.7 | 0.1 | | 44.2 | 14.3 | 40.4 | 1 | | 22 | 67.2 | 10.5 | 0.3 | | |
| Total % | 4 | 1.3 | 5.6 | 0 | 10.8 | 6.5 | 25.3 | 6.8 | 0 | 38.7 | 6 | 2 | 5.5 | 0.1 | 13.7 | 8.1 | 24.7 | 3.9 | 0.1 | 36.8 | |

| | EMILIO LOPEZ From North | | | | | MAIN From East | | | | | CAMELOT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 15 | 4 | 35 | 0 | 54 | 28 | **211** | 69 | 0 | 308 | **72** | 19 | 25 | 1 | **117** | 61 | 102 | **18** | 0 | 181 | 660 |
| 07:15 AM | 11 | 3 | 43 | 0 | 57 | 34 | 206 | **152** | 0 | **392** | 57 | **32** | 26 | **2** | 117 | **65** | 110 | 11 | **2** | 188 | **754** |
| 07:30 AM | **40** | **11** | **55** | 0 | **106** | 33 | 189 | 85 | 0 | 307 | 60 | 20 | 33 | 1 | 114 | 52 | 93 | 17 | 0 | 162 | 689 |
| 07:45 AM | 35 | 7 | 42 | 0 | 84 | **43** | 166 | 43 | 0 | 252 | 42 | 4 | **43** | 0 | 89 | 60 | **151** | 18 | 1 | **230** | 655 |
| Total Volume | 101 | 25 | 175 | 0 | 301 | 138 | 772 | 349 | 0 | 1259 | 231 | 75 | 127 | 4 | 437 | 238 | 456 | 64 | 3 | 761 | 2758 |
| % App. Total | 33.6 | 8.3 | 58.1 | 0 | | 11 | 61.3 | 27.7 | 0 | | 52.9 | 17.2 | 29.1 | 0.9 | | 31.3 | 59.9 | 8.4 | 0.4 | | |
| PHF | .631 | .568 | .795 | .000 | .710 | .802 | .915 | .574 | .000 | .803 | .802 | .586 | .738 | .500 | .934 | .915 | .755 | .889 | .375 | .827 | .914 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **05:00 PM** | 41 | | | | 90 | | | 51 | | | | | | | | | | | | | |
| 05:15 PM | 32 | 14 | 44 | 0 | 90 | 66 | 233 | 39 | 0 | 338 | 47 | 10 | 36 | 0 | 93 | 66 | 219 | 51 | 0 | 336 | 857 |
| 05:30 PM | 22 | 12 | 43 | 0 | 77 | 49 | 164 | 36 | 0 | 249 | 32 | 12 | 43 | 0 | 87 | 51 | 233 | 37 | 1 | 322 | 735 |
| 05:45 PM | 24 | 13 | 31 | 0 | 68 | 60 | 144 | 44 | 0 | 248 | 37 | 18 | 56 | 0 | 111 | 73 | 215 | 31 | 1 | 320 | 747 |
| Total Volume | 119 | 51 | 155 | 0 | 325 | 223 | 716 | 170 | 0 | 1109 | 155 | 53 | 182 | 0 | 390 | 254 | 894 | 153 | 2 | 1303 | 3127 |
| % App. Total | 36.6 | 15.7 | 47.7 | 0 | | 20.1 | 64.6 | 15.3 | 0 | | 39.7 | 13.6 | 46.7 | 0 | | 19.5 | 68.6 | 11.7 | 0.2 | | |
| PHF | .726 | .911 | .881 | .000 | .903 | .845 | .768 | .833 | .000 | .820 | .824 | .736 | .813 | .000 | .878 | .870 | .959 | .750 | .500 | .969 | .912 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 9-Main Emilio Camelot
Site Code : 9
Start Date : 2/26/2019


**Groups Printed- Trucks**

| | EMILIO LOPEZ From North | | | | | MAIN From East | | | | | CAMELOT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 1 | 1 | 0 | 2 | 5 | 1 | 1 | 0 | 7 | 13 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 12 |
| 07:30 AM | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 7 | 15 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 13 |
| Total | 0 | 0 | 1 | 0 | 1 | 4 | 19 | 3 | 0 | 26 | 1 | 1 | 3 | 0 | 5 | 6 | 10 | 5 | 0 | 21 | 53 |
| 08:00 AM | 1 | 0 | 0 | 0 | 1 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 20 |
| 08:15 AM | 0 | 1 | 0 | 0 | 1 | 1 | 7 | 0 | 0 | 8 | 2 | 0 | 3 | 0 | 5 | 1 | 6 | 1 | 0 | 8 | 22 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 4 | 8 | 2 | 0 | 14 | 20 |
| 08:45 AM | 0 | 0 | 2 | 0 | 2 | 3 | 9 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 6 | 22 |
| Total | 1 | 1 | 2 | 0 | 4 | 5 | 31 | 1 | 0 | 37 | 5 | 0 | 3 | 0 | 8 | 6 | 26 | 3 | 0 | 35 | 84 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 14 |
| 04:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 6 |
| 04:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 7 |
| Total | 1 | 0 | 4 | 0 | 5 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 2 | 12 | 1 | 0 | 15 | 34 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 4 |
| 05:15 PM | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 6 |
| 05:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 6 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 6 |
| Total | 1 | 0 | 4 | 0 | 5 | 3 | 3 | 0 | 0 | 6 | 3 | 0 | 0 | 0 | 3 | 1 | 6 | 1 | 0 | 8 | 22 |
| Grand Total | 3 | 1 | 11 | 0 | 15 | 12 | 66 | 4 | 0 | 82 | 9 | 1 | 7 | 0 | 17 | 15 | 54 | 10 | 0 | 79 | 193 |
| Apprch % | 20 | 6.7 | 73.3 | 0 | | 14.6 | 80.5 | 4.9 | 0 | | 52.9 | 5.9 | 41.2 | 0 | | 19 | 68.4 | 12.7 | 0 | | |
| Total % | 1.6 | 0.5 | 5.7 | 0 | 7.8 | 6.2 | 34.2 | 2.1 | 0 | 42.5 | 4.7 | 0.5 | 3.6 | 0 | 8.8 | 7.8 | 28 | 5.2 | 0 | 40.9 | |

| | EMILIO LOPEZ From North | | | | | MAIN From East | | | | | CAMELOT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **1** | 0 | 0 | 0 | 1 | 1 | **11** | 0 | 0 | **12** | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 20 |
| 08:15 AM | 0 | **1** | 0 | 0 | 1 | 1 | 7 | 0 | 0 | 8 | **2** | 0 | **3** | 0 | **5** | 1 | 6 | 1 | 0 | 8 | **22** |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | **1** | 0 | 5 | 1 | 0 | 0 | 0 | 1 | **4** | **8** | **2** | 0 | **14** | 20 |
| 08:45 AM | 0 | 0 | **2** | 0 | **2** | **3** | 9 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | 6 | 22 |
| Total Volume | 1 | 1 | 2 | 0 | 4 | 5 | 31 | 1 | 0 | 37 | 5 | 0 | 3 | 0 | 8 | 6 | 26 | 3 | 0 | 35 | 84 |
| % App. Total | 25 | 25 | 50 | 0 | | 13.5 | 83.8 | 2.7 | 0 | | 62.5 | 0 | 37.5 | 0 | | 17.1 | 74.3 | 8.6 | 0 | | |
| PHF | .250 | .250 | .250 | .000 | .500 | .417 | .705 | .250 | .000 | .771 | .625 | .000 | .250 | .000 | .400 | .375 | .813 | .375 | .000 | .625 | .955 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:00 PM** | 1 | | | | 2 | | 5 | | | 5 | | | 1 | | 1 | | 6 | | | 6 | 14 |
| 04:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 7 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 6 |
| 04:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 7 |
| Total Volume | 1 | 0 | 4 | 0 | 5 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 2 | 12 | 1 | 0 | 15 | 34 |
| % App. Total | 20 | 0 | 80 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 100 | 0 | | 13.3 | 80 | 6.7 | 0 | | |
| PHF | .250 | .000 | .500 | .000 | .625 | .000 | .650 | .000 | .000 | .650 | .000 | .000 | .250 | .000 | .250 | .250 | .500 | .250 | .000 | .625 | .607 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 9-Main Emilio Camelot
Site Code : 9
Start Date : 2/26/2019


**Groups Printed- Combined (Cars+Trucks)**

| | EMILIO LOPEZ From North | | | | | MAIN From East | | | | | CAMELOT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 15 | 4 | 35 | 0 | 54 | 29 | 212 | 71 | 0 | 312 | 72 | 20 | 26 | 1 | 119 | 66 | 103 | 19 | 0 | 188 | 673 |
| 07:15 AM | 11 | 3 | 43 | 0 | 57 | 36 | 210 | 153 | 0 | 399 | 57 | 32 | 27 | 2 | 118 | 65 | 113 | 12 | 2 | 192 | 766 |
| 07:30 AM | 40 | 11 | 56 | 0 | 107 | 34 | 194 | 85 | 0 | 313 | 61 | 20 | 33 | 1 | 115 | 53 | 97 | 19 | 0 | 169 | 704 |
| 07:45 AM | 35 | 7 | 42 | 0 | 84 | 43 | 175 | 43 | 0 | 261 | 42 | 4 | 44 | 0 | 90 | 60 | 153 | 19 | 1 | 233 | 668 |
| Total | 101 | 25 | 176 | 0 | 302 | 142 | 791 | 352 | 0 | 1285 | 232 | 76 | 130 | 4 | 442 | 244 | 466 | 69 | 3 | 782 | 2811 |
| 08:00 AM | 22 | 3 | 37 | 0 | 62 | 33 | 190 | 31 | 0 | 254 | 32 | 15 | 43 | 0 | 90 | 43 | 145 | 13 | 0 | 201 | 607 |
| 08:15 AM | 22 | 5 | 38 | 0 | 65 | 30 | 182 | 27 | 0 | 239 | 40 | 15 | 39 | 1 | 95 | 39 | 131 | 20 | 0 | 190 | 589 |
| 08:30 AM | 20 | 2 | 35 | 0 | 57 | 30 | 181 | 24 | 0 | 235 | 34 | 7 | 39 | 0 | 80 | 38 | 175 | 22 | 0 | 235 | 607 |
| 08:45 AM | 17 | 6 | 29 | 0 | 52 | 50 | 180 | 41 | 2 | 273 | 33 | 6 | 30 | 0 | 69 | 49 | 135 | 16 | 0 | 200 | 594 |
| Total | 81 | 16 | 139 | 0 | 236 | 143 | 733 | 123 | 2 | 1001 | 139 | 43 | 151 | 1 | 334 | 169 | 586 | 71 | 0 | 826 | 2397 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 35 | 18 | 46 | 0 | 99 | 57 | 168 | 29 | 0 | 254 | 47 | 11 | 47 | 6 | 111 | 62 | 223 | 37 | 5 | 327 | 791 |
| 04:15 PM | 36 | 12 | 36 | 0 | 84 | 56 | 157 | 24 | 0 | 237 | 33 | 7 | 45 | 4 | 89 | 52 | 247 | 31 | 1 | 331 | 741 |
| 04:30 PM | 28 | 4 | 38 | 0 | 70 | 54 | 173 | 31 | 0 | 258 | 36 | 15 | 36 | 0 | 87 | 75 | 208 | 43 | 2 | 328 | 743 |
| 04:45 PM | 49 | 17 | 39 | 1 | 106 | 61 | 151 | 38 | 1 | 251 | 40 | 15 | 33 | 1 | 89 | 64 | 189 | 36 | 0 | 289 | 735 |
| Total | 148 | 51 | 159 | 1 | 359 | 228 | 649 | 122 | 1 | 1000 | 156 | 48 | 161 | 11 | 376 | 253 | 867 | 147 | 8 | 1275 | 3010 |
| 05:00 PM | 41 | 12 | 37 | 0 | 90 | 49 | 175 | 51 | 0 | 275 | 39 | 13 | 47 | 0 | 99 | 64 | 229 | 35 | 0 | 328 | 792 |
| 05:15 PM | 32 | 14 | 45 | 0 | 91 | 67 | 234 | 39 | 0 | 340 | 48 | 10 | 36 | 0 | 94 | 66 | 221 | 51 | 0 | 338 | 863 |
| 05:30 PM | 22 | 12 | 46 | 0 | 80 | 49 | 165 | 36 | 0 | 250 | 32 | 12 | 43 | 0 | 87 | 52 | 234 | 37 | 1 | 324 | 741 |
| 05:45 PM | 25 | 13 | 31 | 0 | 69 | 61 | 145 | 44 | 0 | 250 | 39 | 18 | 56 | 0 | 113 | 73 | 216 | 31 | 1 | 321 | 753 |
| Total | 120 | 51 | 159 | 0 | 330 | 226 | 719 | 170 | 0 | 1115 | 158 | 53 | 182 | 0 | 393 | 255 | 900 | 154 | 2 | 1311 | 3149 |
| Grand Total | 450 | 143 | 633 | 1 | 1227 | 739 | 2892 | 767 | 3 | 4401 | 685 | 220 | 624 | 16 | 1545 | 921 | 2819 | 441 | 13 | 4194 | 11367 |
| Apprch % | 36.7 | 11.7 | 51.6 | 0.1 | | 16.8 | 65.7 | 17.4 | 0.1 | | 44.3 | 14.2 | 40.4 | 1 | | 22 | 67.2 | 10.5 | 0.3 | | |
| Total % | 4 | 1.3 | 5.6 | 0 | 10.8 | 6.5 | 25.4 | 6.7 | 0 | 38.7 | 6 | 1.9 | 5.5 | 0.1 | 13.6 | 8.1 | 24.8 | 3.9 | 0.1 | 36.9 | |

| | EMILIO LOPEZ From North | | | | | MAIN From East | | | | | CAMELOT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 15 | 4 | 35 | 0 | 54 | 29 | **212** | 71 | 0 | 312 | **72** | 20 | 26 | 1 | **119** | **66** | 103 | **19** | 0 | 188 | 673 |
| 07:15 AM | 11 | 3 | 43 | 0 | 57 | 36 | 210 | **153** | 0 | **399** | 57 | **32** | 27 | **2** | 118 | 65 | 113 | 12 | **2** | 192 | **766** |
| 07:30 AM | **40** | **11** | **56** | 0 | **107** | 34 | 194 | 85 | 0 | 313 | 61 | 20 | 33 | 1 | 115 | 53 | 97 | 19 | 0 | 169 | 704 |
| 07:45 AM | 35 | 7 | 42 | 0 | 84 | **43** | 175 | 43 | 0 | 261 | 42 | 4 | **44** | 0 | 90 | 60 | **153** | 19 | 1 | **233** | 668 |
| Total Volume | 101 | 25 | 176 | 0 | 302 | 142 | 791 | 352 | 0 | 1285 | 232 | 76 | 130 | 4 | 442 | 244 | 466 | 69 | 3 | 782 | 2811 |
| % App. Total | 33.4 | 8.3 | 58.3 | 0 | | 11.1 | 61.6 | 27.4 | 0 | | 52.5 | 17.2 | 29.4 | 0.9 | | 31.2 | 59.6 | 8.8 | 0.4 | | |
| PHF | .631 | .568 | .786 | .000 | .706 | .826 | .933 | .575 | .000 | .805 | .806 | .594 | .739 | .500 | .929 | .924 | .761 | .908 | .375 | .839 | .917 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 41 | | | | | | | 51 | | | | | | | | | | | | | |
| 05:15 PM | 32 | 14 | 45 | 0 | 91 | 67 | 234 | 39 | 0 | 340 | 48 | 10 | 36 | 0 | 94 | 66 | 221 | 51 | 0 | 338 | 863 |
| 05:30 PM | 22 | 12 | 46 | 0 | 80 | 49 | 165 | 36 | 0 | 250 | 32 | 12 | 43 | 0 | 87 | 52 | 234 | 37 | 1 | 324 | 741 |
| 05:45 PM | 25 | 13 | 31 | 0 | 69 | 61 | 145 | 44 | 0 | 250 | 39 | 18 | 56 | 0 | 113 | 73 | 216 | 31 | 1 | 321 | 753 |
| Total Volume | 120 | 51 | 159 | 0 | 330 | 226 | 719 | 170 | 0 | 1115 | 158 | 53 | 182 | 0 | 393 | 255 | 900 | 154 | 2 | 1311 | 3149 |
| % App. Total | 36.4 | 15.5 | 48.2 | 0 | | 20.3 | 64.5 | 15.2 | 0 | | 40.2 | 13.5 | 46.3 | 0 | | 19.5 | 68.6 | 11.7 | 0.2 | | |
| PHF | .732 | .911 | .864 | .000 | .907 | .843 | .768 | .833 | .000 | .820 | .823 | .736 | .813 | .000 | .869 | .873 | .962 | .755 | .500 | .970 | .912 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 10-Main Grant
Site Code : 10
Start Date : 2/26/2019


**Groups Printed- Cars - Trucks**

| | GRANT From North | | | | | MAIN From East | | | | | GRANT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 6 | 0 | 6 | 3 | 303 | 19 | 0 | 325 | 10 | 3 | 4 | 1 | 18 | 1 | 143 | 2 | 0 | 146 | 495 |
| 07:15 AM | 0 | 0 | 3 | 0 | 3 | 4 | 387 | 18 | 0 | 409 | 8 | 1 | 8 | 0 | 17 | 1 | 145 | 6 | 0 | 152 | 581 |
| 07:30 AM | 0 | 0 | 7 | 0 | 7 | 1 | 306 | 21 | 0 | 328 | 18 | 2 | 3 | 0 | 23 | 4 | 183 | 5 | 0 | 192 | 550 |
| 07:45 AM | 0 | 0 | 3 | 0 | 3 | 4 | 252 | 21 | 0 | 277 | 8 | 1 | 6 | 0 | 15 | 4 | 227 | 6 | 0 | 237 | 532 |
| Total | 0 | 0 | 19 | 0 | 19 | 12 | 1248 | 79 | 0 | 1339 | 44 | 7 | 21 | 1 | 73 | 10 | 698 | 19 | 0 | 727 | 2158 |
| 08:00 AM | 0 | 0 | 9 | 0 | 9 | 1 | 228 | 13 | 0 | 242 | 16 | 2 | 4 | 0 | 22 | 4 | 196 | 4 | 0 | 204 | 477 |
| 08:15 AM | 0 | 0 | 12 | 0 | 12 | 2 | 208 | 14 | 0 | 224 | 12 | 1 | 5 | 0 | 18 | 7 | 188 | 6 | 0 | 201 | 455 |
| 08:30 AM | 0 | 0 | 7 | 0 | 7 | 4 | 220 | 13 | 0 | 237 | 9 | 0 | 3 | 0 | 12 | 5 | 226 | 12 | 0 | 243 | 499 |
| 08:45 AM | 0 | 0 | 7 | 0 | 7 | 9 | 261 | 15 | 1 | 286 | 10 | 0 | 3 | 0 | 13 | 5 | 170 | 3 | 2 | 180 | 486 |
| Total | 0 | 0 | 35 | 0 | 35 | 16 | 917 | 55 | 1 | 989 | 47 | 3 | 15 | 0 | 65 | 21 | 780 | 25 | 2 | 828 | 1917 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 8 | 0 | 8 | 6 | 247 | 16 | 0 | 269 | 6 | 0 | 10 | 0 | 16 | 6 | 283 | 19 | 1 | 309 | 602 |
| 04:15 PM | 0 | 0 | 3 | 2 | 5 | 3 | 216 | 8 | 3 | 230 | 7 | 1 | 4 | 0 | 12 | 3 | 288 | 20 | 1 | 312 | 559 |
| 04:30 PM | 0 | 0 | 3 | 0 | 3 | 10 | 245 | 14 | 0 | 269 | 7 | 0 | 5 | 0 | 12 | 4 | 232 | 13 | 2 | 251 | 535 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 6 | 240 | 8 | 1 | 255 | 4 | 1 | 1 | 0 | 6 | 2 | 266 | 15 | 0 | 283 | 545 |
| Total | 0 | 1 | 14 | 2 | 17 | 25 | 948 | 46 | 4 | 1023 | 24 | 2 | 20 | 0 | 46 | 15 | 1069 | 67 | 4 | 1155 | 2241 |
| 05:00 PM | 0 | 0 | 7 | 0 | 7 | 7 | 286 | 9 | 0 | 302 | 2 | 1 | 6 | 0 | 9 | 3 | 295 | 25 | 0 | 323 | 641 |
| 05:15 PM | 0 | 0 | 7 | 0 | 7 | 8 | 311 | 10 | 0 | 329 | 6 | 3 | 8 | 0 | 17 | 2 | 269 | 32 | 0 | 303 | 656 |
| 05:30 PM | 0 | 0 | 2 | 0 | 2 | 11 | 235 | 5 | 0 | 251 | 2 | 1 | 10 | 0 | 13 | 4 | 272 | 17 | 0 | 293 | 559 |
| 05:45 PM | 0 | 0 | 6 | 0 | 6 | 11 | 240 | 10 | 0 | 261 | 5 | 1 | 7 | 0 | 13 | 4 | 274 | 16 | 1 | 295 | 575 |
| Total | 0 | 0 | 22 | 0 | 22 | 37 | 1072 | 34 | 0 | 1143 | 15 | 6 | 31 | 0 | 52 | 13 | 1110 | 90 | 1 | 1214 | 2431 |
| Grand Total | 0 | 1 | 90 | 2 | 93 | 90 | 4185 | 214 | 5 | 4494 | 130 | 18 | 87 | 1 | 236 | 59 | 3657 | 201 | 7 | 3924 | 8747 |
| Apprch % | 0 | 1.1 | 96.8 | 2.2 | | 2 | 93.1 | 4.8 | 0.1 | | 55.1 | 7.6 | 36.9 | 0.4 | | 1.5 | 93.2 | 5.1 | 0.2 | | |
| Total % | 0 | 0 | 1 | 0 | 1.1 | 1 | 47.8 | 2.4 | 0.1 | 51.4 | 1.5 | 0.2 | 1 | 0 | 2.7 | 0.7 | 41.8 | 2.3 | 0.1 | 44.9 | |
| Cars | 0 | 1 | 87 | 2 | 90 | 89 | 4097 | 207 | 5 | 4398 | 130 | 18 | 86 | 1 | 235 | 58 | 3587 | 198 | 7 | 3850 | 8573 |
| % Cars | 0 | 100 | 96.7 | 100 | 96.8 | 98.9 | 97.9 | 96.7 | 100 | 97.9 | 100 | 100 | 98.9 | 100 | 99.6 | 98.3 | 98.1 | 98.5 | 100 | 98.1 | 98 |
| Trucks | 0 | 0 | 3 | 0 | 3 | 1 | 88 | 7 | 0 | 96 | 0 | 0 | 1 | 0 | 1 | 1 | 70 | 3 | 0 | 74 | 174 |
| % Trucks | 0 | 0 | 3.3 | 0 | 3.2 | 1.1 | 2.1 | 3.3 | 0 | 2.1 | 0 | 0 | 1.1 | 0 | 0.4 | 1.7 | 1.9 | 1.5 | 0 | 1.9 | 2 |

| | GRANT From North | | | | | MAIN From East | | | | | GRANT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 6 | 0 | 6 | 3 | 303 | 19 | 0 | 325 | 10 | **3** | 4 | **1** | 18 | 1 | 143 | 2 | 0 | 146 | 495 |
| 07:15 AM | 0 | 0 | 3 | 0 | 3 | **4** | **387** | 18 | 0 | **409** | 8 | 1 | **8** | 0 | 17 | 1 | 145 | **6** | 0 | 152 | **581** |
| 07:30 AM | 0 | 0 | **7** | 0 | **7** | 1 | 306 | **21** | 0 | 328 | **18** | 2 | 3 | 0 | **23** | **4** | 183 | 5 | 0 | 192 | 550 |
| 07:45 AM | 0 | 0 | 3 | 0 | 3 | 4 | 252 | 21 | 0 | 277 | 8 | 1 | 6 | 0 | 15 | 4 | **227** | 6 | 0 | **237** | 532 |
| Total Volume | 0 | 0 | 19 | 0 | 19 | 12 | 1248 | 79 | 0 | 1339 | 44 | 7 | 21 | 1 | 73 | 10 | 698 | 19 | 0 | 727 | 2158 |
| % App. Total | 0 | 0 | 100 | 0 | | 0.9 | 93.2 | 5.9 | 0 | | 60.3 | 9.6 | 28.8 | 1.4 | | 1.4 | 96 | 2.6 | 0 | | |
| PHF | .000 | .000 | .679 | .000 | .679 | .750 | .806 | .940 | .000 | .818 | .611 | .583 | .656 | .250 | .793 | .625 | .769 | .792 | .000 | .767 | .929 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 10-Main Grant
Site Code : 10
Start Date : 2/26/2019


| | GRANT From North | | | | | MAIN From East | | | | | GRANT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | **7** | 0 | **7** | 7 | 286 | 9 | 0 | 302 | 2 | 1 | 6 | 0 | 9 | 3 | **295** | 25 | 0 | **323** | 641 |
| 05:15 PM | 0 | 0 | 7 | 0 | 7 | 8 | **311** | **10** | 0 | **329** | **6** | **3** | 8 | 0 | **17** | 2 | 269 | **32** | 0 | 303 | **656** |
| 05:30 PM | 0 | 0 | 2 | 0 | 2 | **11** | 235 | 5 | 0 | 251 | 2 | 1 | **10** | 0 | 13 | **4** | 272 | 17 | 0 | 293 | 559 |
| 05:45 PM | 0 | 0 | 6 | 0 | 6 | 11 | 240 | 10 | 0 | 261 | 5 | 1 | 7 | 0 | 13 | 4 | 274 | 16 | **1** | 295 | 575 |
| Total Volume | 0 | 0 | 22 | 0 | 22 | 37 | 1072 | 34 | 0 | 1143 | 15 | 6 | 31 | 0 | 52 | 13 | 1110 | 90 | 1 | 1214 | 2431 |
| % App. Total | 0 | 0 | 100 | 0 | | 3.2 | 93.8 | 3 | 0 | | 28.8 | 11.5 | 59.6 | 0 | | 1.1 | 91.4 | 7.4 | 0.1 | | |
| PHF | .000 | .000 | .786 | .000 | .786 | .841 | .862 | .850 | .000 | .869 | .625 | .500 | .775 | .000 | .765 | .813 | .941 | .703 | .250 | .940 | .926 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 10-Main Grant
Site Code : 10
Start Date : 2/26/2019


**Groups Printed- Cars**

| | GRANT From North | | | | | MAIN From East | | | | | GRANT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 6 | 0 | 6 | 3 | 298 | 18 | 0 | 319 | 10 | 3 | 3 | 1 | 17 | 1 | 142 | 1 | 0 | 144 | 486 |
| 07:15 AM | 0 | 0 | 3 | 0 | 3 | 4 | 378 | 17 | 0 | 399 | 8 | 1 | 8 | 0 | 17 | 1 | 141 | 4 | 0 | 146 | 565 |
| 07:30 AM | 0 | 0 | 6 | 0 | 6 | 1 | 300 | 21 | 0 | 322 | 18 | 2 | 3 | 0 | 23 | 4 | 178 | 5 | 0 | 187 | 538 |
| 07:45 AM | 0 | 0 | 2 | 0 | 2 | 4 | 246 | 21 | 0 | 271 | 8 | 1 | 6 | 0 | 15 | 4 | 224 | 6 | 0 | 234 | 522 |
| Total | 0 | 0 | 17 | 0 | 17 | 12 | 1222 | 77 | 0 | 1311 | 44 | 7 | 20 | 1 | 72 | 10 | 685 | 16 | 0 | 711 | 2111 |
| 08:00 AM | 0 | 0 | 9 | 0 | 9 | 1 | 215 | 12 | 0 | 228 | 16 | 2 | 4 | 0 | 22 | 4 | 188 | 4 | 0 | 196 | 455 |
| 08:15 AM | 0 | 0 | 12 | 0 | 12 | 1 | 199 | 14 | 0 | 214 | 12 | 1 | 5 | 0 | 18 | 7 | 179 | 6 | 0 | 192 | 436 |
| 08:30 AM | 0 | 0 | 7 | 0 | 7 | 4 | 214 | 13 | 0 | 231 | 9 | 0 | 3 | 0 | 12 | 5 | 217 | 12 | 0 | 234 | 484 |
| 08:45 AM | 0 | 0 | 6 | 0 | 6 | 9 | 249 | 14 | 1 | 273 | 10 | 0 | 3 | 0 | 13 | 4 | 165 | 3 | 2 | 174 | 466 |
| Total | 0 | 0 | 34 | 0 | 34 | 15 | 877 | 53 | 1 | 946 | 47 | 3 | 15 | 0 | 65 | 20 | 749 | 25 | 2 | 796 | 1841 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 8 | 0 | 8 | 6 | 241 | 14 | 0 | 261 | 6 | 0 | 10 | 0 | 16 | 6 | 274 | 19 | 1 | 300 | 585 |
| 04:15 PM | 0 | 0 | 3 | 2 | 5 | 3 | 213 | 8 | 3 | 227 | 7 | 1 | 4 | 0 | 12 | 3 | 283 | 20 | 1 | 307 | 551 |
| 04:30 PM | 0 | 0 | 3 | 0 | 3 | 10 | 243 | 14 | 0 | 267 | 7 | 0 | 5 | 0 | 12 | 4 | 229 | 13 | 2 | 248 | 530 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 6 | 237 | 7 | 1 | 251 | 4 | 1 | 1 | 0 | 6 | 2 | 264 | 15 | 0 | 281 | 539 |
| Total | 0 | 1 | 14 | 2 | 17 | 25 | 934 | 43 | 4 | 1006 | 24 | 2 | 20 | 0 | 46 | 15 | 1050 | 67 | 4 | 1136 | 2205 |
| 05:00 PM | 0 | 0 | 7 | 0 | 7 | 7 | 284 | 9 | 0 | 300 | 2 | 1 | 6 | 0 | 9 | 3 | 293 | 25 | 0 | 321 | 637 |
| 05:15 PM | 0 | 0 | 7 | 0 | 7 | 8 | 309 | 10 | 0 | 327 | 6 | 3 | 8 | 0 | 17 | 2 | 267 | 32 | 0 | 301 | 652 |
| 05:30 PM | 0 | 0 | 2 | 0 | 2 | 11 | 234 | 5 | 0 | 250 | 2 | 1 | 10 | 0 | 13 | 4 | 271 | 17 | 0 | 292 | 557 |
| 05:45 PM | 0 | 0 | 6 | 0 | 6 | 11 | 237 | 10 | 0 | 258 | 5 | 1 | 7 | 0 | 13 | 4 | 272 | 16 | 1 | 293 | 570 |
| Total | 0 | 0 | 22 | 0 | 22 | 37 | 1064 | 34 | 0 | 1135 | 15 | 6 | 31 | 0 | 52 | 13 | 1103 | 90 | 1 | 1207 | 2416 |
| Grand Total | 0 | 1 | 87 | 2 | 90 | 89 | 4097 | 207 | 5 | 4398 | 130 | 18 | 86 | 1 | 235 | 58 | 3587 | 198 | 7 | 3850 | 8573 |
| Apprch % | 0 | 1.1 | 96.7 | 2.2 | | 2 | 93.2 | 4.7 | 0.1 | | 55.3 | 7.7 | 36.6 | 0.4 | | 1.5 | 93.2 | 5.1 | 0.2 | | |
| Total % | 0 | 0 | 1 | 0 | 1 | 1 | 47.8 | 2.4 | 0.1 | 51.3 | 1.5 | 0.2 | 1 | 0 | 2.7 | 0.7 | 41.8 | 2.3 | 0.1 | 44.9 | |

| | GRANT From North | | | | | MAIN From East | | | | | GRANT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | **6** | 0 | **6** | 3 | 298 | 18 | 0 | 319 | 10 | **3** | 3 | **1** | 17 | 1 | 142 | 1 | 0 | 144 | 486 |
| 07:15 AM | 0 | 0 | 3 | 0 | 3 | **4** | **378** | 17 | 0 | **399** | 8 | 1 | **8** | 0 | 17 | 1 | 141 | 4 | 0 | 146 | **565** |
| 07:30 AM | 0 | 0 | 6 | 0 | 6 | 1 | 300 | **21** | 0 | 322 | **18** | 2 | 3 | 0 | **23** | **4** | 178 | 5 | 0 | 187 | 538 |
| 07:45 AM | 0 | 0 | 2 | 0 | 2 | 4 | 246 | 21 | 0 | 271 | 8 | 1 | 6 | 0 | 15 | 4 | **224** | **6** | 0 | **234** | 522 |
| Total Volume | 0 | 0 | 17 | 0 | 17 | 12 | 1222 | 77 | 0 | 1311 | 44 | 7 | 20 | 1 | 72 | 10 | 685 | 16 | 0 | 711 | 2111 |
| % App. Total | 0 | 0 | 100 | 0 | | 0.9 | 93.2 | 5.9 | 0 | | 61.1 | 9.7 | 27.8 | 1.4 | | 1.4 | 96.3 | 2.3 | 0 | | |
| PHF | .000 | .000 | .708 | .000 | .708 | .750 | .808 | .917 | .000 | .821 | .611 | .583 | .625 | .250 | .783 | .625 | .765 | .667 | .000 | .760 | .934 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 7 | | 7 | | | | | | | | | | | | 293 | | | 321 | |
| 05:15 PM | 0 | 0 | 7 | 0 | 7 | 8 | 309 | 10 | 0 | 327 | 6 | 3 | 8 | 0 | 17 | 2 | 267 | 32 | 0 | 301 | 652 |
| 05:30 PM | 0 | 0 | 2 | 0 | 2 | 11 | 234 | 5 | 0 | 250 | 2 | 1 | 10 | 0 | 13 | 4 | 271 | 17 | 0 | 292 | 557 |
| 05:45 PM | 0 | 0 | 6 | 0 | 6 | 11 | 237 | 10 | 0 | 258 | 5 | 1 | 7 | 0 | 13 | 4 | 272 | 16 | 1 | 293 | 570 |
| Total Volume | 0 | 0 | 22 | 0 | 22 | 37 | 1064 | 34 | 0 | 1135 | 15 | 6 | 31 | 0 | 52 | 13 | 1103 | 90 | 1 | 1207 | 2416 |
| % App. Total | 0 | 0 | 100 | 0 | | 3.3 | 93.7 | 3 | 0 | | 28.8 | 11.5 | 59.6 | 0 | | 1.1 | 91.4 | 7.5 | 0.1 | | |
| PHF | .000 | .000 | .786 | .000 | .786 | .841 | .861 | .850 | .000 | .868 | .625 | .500 | .775 | .000 | .765 | .813 | .941 | .703 | .250 | .940 | .926 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 10-Main Grant
Site Code : 10
Start Date : 2/26/2019


**Groups Printed- Trucks**

| | GRANT From North | | | | | MAIN From East | | | | | GRANT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 9 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 16 |
| 07:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 12 |
| 07:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 10 |
| Total | 0 | 0 | 2 | 0 | 2 | 0 | 26 | 2 | 0 | 28 | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 3 | 0 | 16 | 47 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 22 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 19 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 15 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 20 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 40 | 2 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 0 | 0 | 32 | 76 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 17 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 36 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 15 |
| Grand Total | 0 | 0 | 3 | 0 | 3 | 1 | 88 | 7 | 0 | 96 | 0 | 0 | 1 | 0 | 1 | 1 | 70 | 3 | 0 | 74 | 174 |
| Apprch % | 0 | 0 | 100 | 0 | | 1 | 91.7 | 7.3 | 0 | | 0 | 0 | 100 | 0 | | 1.4 | 94.6 | 4.1 | 0 | | |
| Total % | 0 | 0 | 1.7 | 0 | 1.7 | 0.6 | 50.6 | 4 | 0 | 55.2 | 0 | 0 | 0.6 | 0 | 0.6 | 0.6 | 40.2 | 1.7 | 0 | 42.5 | |

| | GRANT From North | | | | | MAIN From East | | | | | GRANT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **13** | **1** | 0 | **14** | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | **22** |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | **1** | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 0 | 0 | **9** | 19 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 15 |
| 08:45 AM | 0 | 0 | **1** | 0 | **1** | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | **1** | 5 | 0 | 0 | 6 | 20 |
| Total Volume | 0 | 0 | 1 | 0 | 1 | 1 | 40 | 2 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 0 | 0 | 32 | 76 |
| % App. Total | 0 | 0 | 100 | 0 | | 2.3 | 93 | 4.7 | 0 | | 0 | 0 | 0 | 0 | | 3.1 | 96.9 | 0 | 0 | | |
| PHF | .000 | .000 | .250 | .000 | .250 | .250 | .769 | .500 | .000 | .768 | .000 | .000 | .000 | .000 | .000 | .250 | .861 | .000 | .000 | .889 | .864 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | | 8 | | | | | | | 9 | | | 9 | 17 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 36 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 82.4 | 17.6 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .583 | .375 | .000 | .531 | .000 | .000 | .000 | .000 | .000 | .000 | .528 | .000 | .000 | .528 | .529 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 10-Main Grant
Site Code : 10
Start Date : 2/26/2019
Page No : 5

**Groups Printed- Combined (Cars+Trucks)**

| | GRANT From North | | | | | MAIN From East | | | | | GRANT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 6 | 0 | 6 | 3 | 303 | 19 | 0 | 325 | 10 | 3 | 4 | 1 | 18 | 1 | 143 | 2 | 0 | 146 | 495 |
| 07:15 AM | 0 | 0 | 3 | 0 | 3 | 4 | 387 | 18 | 0 | 409 | 8 | 1 | 8 | 0 | 17 | 1 | 145 | 6 | 0 | 152 | 581 |
| 07:30 AM | 0 | 0 | 7 | 0 | 7 | 1 | 306 | 21 | 0 | 328 | 18 | 2 | 3 | 0 | 23 | 4 | 183 | 5 | 0 | 192 | 550 |
| 07:45 AM | 0 | 0 | 3 | 0 | 3 | 4 | 252 | 21 | 0 | 277 | 8 | 1 | 6 | 0 | 15 | 4 | 227 | 6 | 0 | 237 | 532 |
| Total | 0 | 0 | 19 | 0 | 19 | 12 | 1248 | 79 | 0 | 1339 | 44 | 7 | 21 | 1 | 73 | 10 | 698 | 19 | 0 | 727 | 2158 |
| 08:00 AM | 0 | 0 | 9 | 0 | 9 | 1 | 228 | 13 | 0 | 242 | 16 | 2 | 4 | 0 | 22 | 4 | 196 | 4 | 0 | 204 | 477 |
| 08:15 AM | 0 | 0 | 12 | 0 | 12 | 2 | 208 | 14 | 0 | 224 | 12 | 1 | 5 | 0 | 18 | 7 | 188 | 6 | 0 | 201 | 455 |
| 08:30 AM | 0 | 0 | 7 | 0 | 7 | 4 | 220 | 13 | 0 | 237 | 9 | 0 | 3 | 0 | 12 | 5 | 226 | 12 | 0 | 243 | 499 |
| 08:45 AM | 0 | 0 | 7 | 0 | 7 | 9 | 261 | 15 | 1 | 286 | 10 | 0 | 3 | 0 | 13 | 5 | 170 | 3 | 2 | 180 | 486 |
| Total | 0 | 0 | 35 | 0 | 35 | 16 | 917 | 55 | 1 | 989 | 47 | 3 | 15 | 0 | 65 | 21 | 780 | 25 | 2 | 828 | 1917 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 8 | 0 | 8 | 6 | 247 | 16 | 0 | 269 | 6 | 0 | 10 | 0 | 16 | 6 | 283 | 19 | 1 | 309 | 602 |
| 04:15 PM | 0 | 0 | 3 | 2 | 5 | 3 | 216 | 8 | 3 | 230 | 7 | 1 | 4 | 0 | 12 | 3 | 288 | 20 | 1 | 312 | 559 |
| 04:30 PM | 0 | 0 | 3 | 0 | 3 | 10 | 245 | 14 | 0 | 269 | 7 | 0 | 5 | 0 | 12 | 4 | 232 | 13 | 2 | 251 | 535 |
| 04:45 PM | 0 | 1 | 0 | 0 | 1 | 6 | 240 | 8 | 1 | 255 | 4 | 1 | 1 | 0 | 6 | 2 | 266 | 15 | 0 | 283 | 545 |
| Total | 0 | 1 | 14 | 2 | 17 | 25 | 948 | 46 | 4 | 1023 | 24 | 2 | 20 | 0 | 46 | 15 | 1069 | 67 | 4 | 1155 | 2241 |
| 05:00 PM | 0 | 0 | 7 | 0 | 7 | 7 | 286 | 9 | 0 | 302 | 2 | 1 | 6 | 0 | 9 | 3 | 295 | 25 | 0 | 323 | 641 |
| 05:15 PM | 0 | 0 | 7 | 0 | 7 | 8 | 311 | 10 | 0 | 329 | 6 | 3 | 8 | 0 | 17 | 2 | 269 | 32 | 0 | 303 | 656 |
| 05:30 PM | 0 | 0 | 2 | 0 | 2 | 11 | 235 | 5 | 0 | 251 | 2 | 1 | 10 | 0 | 13 | 4 | 272 | 17 | 0 | 293 | 559 |
| 05:45 PM | 0 | 0 | 6 | 0 | 6 | 11 | 240 | 10 | 0 | 261 | 5 | 1 | 7 | 0 | 13 | 4 | 274 | 16 | 1 | 295 | 575 |
| Total | 0 | 0 | 22 | 0 | 22 | 37 | 1072 | 34 | 0 | 1143 | 15 | 6 | 31 | 0 | 52 | 13 | 1110 | 90 | 1 | 1214 | 2431 |
| Grand Total | 0 | 1 | 90 | 2 | 93 | 90 | 4185 | 214 | 5 | 4494 | 130 | 18 | 87 | 1 | 236 | 59 | 3657 | 201 | 7 | 3924 | 8747 |
| Apprch % | 0 | 1.1 | 96.8 | 2.2 | | 2 | 93.1 | 4.8 | 0.1 | | 55.1 | 7.6 | 36.9 | 0.4 | | 1.5 | 93.2 | 5.1 | 0.2 | | |
| Total % | 0 | 0 | 1 | 0 | 1.1 | 1 | 47.8 | 2.4 | 0.1 | 51.4 | 1.5 | 0.2 | 1 | 0 | 2.7 | 0.7 | 41.8 | 2.3 | 0.1 | 44.9 | |

| | GRANT From North | | | | | MAIN From East | | | | | GRANT From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 6 | 0 | 6 | 3 | 303 | 19 | 0 | 325 | 10 | **3** | 4 | **1** | 18 | 1 | 143 | 2 | 0 | 146 | 495 |
| 07:15 AM | 0 | 0 | 3 | 0 | 3 | **4** | **387** | 18 | 0 | **409** | 8 | 1 | **8** | 0 | 17 | 1 | 145 | **6** | 0 | 152 | **581** |
| 07:30 AM | 0 | 0 | **7** | 0 | **7** | 1 | 306 | **21** | 0 | 328 | **18** | 2 | 3 | 0 | **23** | **4** | 183 | 5 | 0 | 192 | 550 |
| 07:45 AM | 0 | 0 | 3 | 0 | 3 | 4 | 252 | 21 | 0 | 277 | 8 | 1 | 6 | 0 | 15 | 4 | **227** | 6 | 0 | **237** | 532 |
| Total Volume | 0 | 0 | 19 | 0 | 19 | 12 | 1248 | 79 | 0 | 1339 | 44 | 7 | 21 | 1 | 73 | 10 | 698 | 19 | 0 | 727 | 2158 |
| % App. Total | 0 | 0 | 100 | 0 | | 0.9 | 93.2 | 5.9 | 0 | | 60.3 | 9.6 | 28.8 | 1.4 | | 1.4 | 96 | 2.6 | 0 | | |
| PHF | .000 | .000 | .679 | .000 | .679 | .750 | .806 | .940 | .000 | .818 | .611 | .583 | .656 | .250 | .793 | .625 | .769 | .792 | .000 | .767 | .929 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 7 | | 7 | | | | | | | | | | | | 295 | | | 323 | |
| 05:15 PM | 0 | 0 | 7 | 0 | 7 | 8 | 311 | 10 | 0 | 329 | 6 | 3 | 8 | 0 | 17 | 2 | 269 | 32 | 0 | 303 | 656 |
| 05:30 PM | 0 | 0 | 2 | 0 | 2 | 11 | 235 | 5 | 0 | 251 | 2 | 1 | 10 | 0 | 13 | 4 | 272 | 17 | 0 | 293 | 559 |
| 05:45 PM | 0 | 0 | 6 | 0 | 6 | 11 | 240 | 10 | 0 | 261 | 5 | 1 | 7 | 0 | 13 | 4 | 274 | 16 | 1 | 295 | 575 |
| Total Volume | 0 | 0 | 22 | 0 | 22 | 37 | 1072 | 34 | 0 | 1143 | 15 | 6 | 31 | 0 | 52 | 13 | 1110 | 90 | 1 | 1214 | 2431 |
| % App. Total | 0 | 0 | 100 | 0 | | 3.2 | 93.8 | 3 | 0 | | 28.8 | 11.5 | 59.6 | 0 | | 1.1 | 91.4 | 7.4 | 0.1 | | |
| PHF | .000 | .000 | .786 | .000 | .786 | .841 | .862 | .850 | .000 | .869 | .625 | .500 | .775 | .000 | .765 | .813 | .941 | .703 | .250 | .940 | .926 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 11-Main LosCerritos
Site Code : 11
Start Date : 2/26/2019


**Groups Printed- Cars - Trucks**

| | LOS CERRITOS From North | | | | | MAIN From East | | | | | LOS CERRITOS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 45 | 1 | 50 | 0 | 96 | 0 | 290 | 14 | 0 | 304 | 3 | 0 | 0 | 0 | 3 | 6 | 133 | 3 | 0 | 142 | 545 |
| 07:15 AM | 91 | 3 | 75 | 0 | 169 | 2 | 324 | 40 | 0 | 366 | 9 | 1 | 0 | 0 | 10 | 8 | 126 | 9 | 0 | 143 | 688 |
| 07:30 AM | 63 | 2 | 49 | 0 | 114 | 0 | 280 | 17 | 0 | 297 | 6 | 0 | 2 | 0 | 8 | 14 | 157 | 4 | 0 | 175 | 594 |
| 07:45 AM | 52 | 0 | 30 | 0 | 82 | 1 | 221 | 13 | 0 | 235 | 12 | 1 | 1 | 0 | 14 | 16 | 208 | 2 | 0 | 226 | 557 |
| Total | 251 | 6 | 204 | 0 | 461 | 3 | 1115 | 84 | 0 | 1202 | 30 | 2 | 3 | 0 | 35 | 44 | 624 | 18 | 0 | 686 | 2384 |
| 08:00 AM | 52 | 1 | 34 | 0 | 87 | 1 | 187 | 28 | 0 | 216 | 5 | 2 | 0 | 0 | 7 | 16 | 186 | 3 | 2 | 207 | 517 |
| 08:15 AM | 44 | 3 | 39 | 2 | 88 | 2 | 194 | 20 | 0 | 216 | 7 | 0 | 2 | 0 | 9 | 15 | 169 | 9 | 0 | 193 | 506 |
| 08:30 AM | 52 | 3 | 22 | 1 | 78 | 4 | 207 | 32 | 1 | 244 | 14 | 0 | 4 | 0 | 18 | 23 | 179 | 8 | 1 | 211 | 551 |
| 08:45 AM | 34 | 1 | 21 | 0 | 56 | 2 | 249 | 40 | 1 | 292 | 9 | 0 | 1 | 0 | 10 | 21 | 148 | 7 | 1 | 177 | 535 |
| Total | 182 | 8 | 116 | 3 | 309 | 9 | 837 | 120 | 2 | 968 | 35 | 2 | 7 | 0 | 44 | 75 | 682 | 27 | 4 | 788 | 2109 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 58 | 4 | 43 | 0 | 105 | 5 | 226 | 51 | 1 | 283 | 14 | 2 | 5 | 0 | 21 | 43 | 256 | 12 | 0 | 311 | 720 |
| 04:15 PM | 64 | 7 | 26 | 1 | 98 | 4 | 176 | 49 | 0 | 229 | 16 | 6 | 3 | 0 | 25 | 61 | 240 | 13 | 2 | 316 | 668 |
| 04:30 PM | 46 | 6 | 33 | 0 | 85 | 5 | 237 | 58 | 0 | 300 | 14 | 2 | 3 | 0 | 19 | 59 | 190 | 15 | 1 | 265 | 669 |
| 04:45 PM | 59 | 4 | 39 | 0 | 102 | 3 | 198 | 50 | 1 | 252 | 12 | 4 | 4 | 0 | 20 | 50 | 214 | 20 | 0 | 284 | 658 |
| Total | 227 | 21 | 141 | 1 | 390 | 17 | 837 | 208 | 2 | 1064 | 56 | 14 | 15 | 0 | 85 | 213 | 900 | 60 | 3 | 1176 | 2715 |
| 05:00 PM | 59 | 3 | 39 | 0 | 101 | 8 | 254 | 74 | 0 | 336 | 16 | 5 | 3 | 0 | 24 | 55 | 231 | 20 | 0 | 306 | 767 |
| 05:15 PM | 68 | 1 | 46 | 1 | 116 | 1 | 254 | 59 | 0 | 314 | 20 | 4 | 2 | 0 | 26 | 62 | 206 | 18 | 0 | 286 | 742 |
| 05:30 PM | 48 | 4 | 43 | 0 | 95 | 3 | 185 | 51 | 0 | 239 | 7 | 2 | 1 | 0 | 10 | 59 | 184 | 10 | 0 | 253 | 597 |
| 05:45 PM | 61 | 2 | 32 | 0 | 95 | 3 | 210 | 34 | 0 | 247 | 17 | 3 | 1 | 1 | 22 | 63 | 201 | 18 | 0 | 282 | 646 |
| Total | 236 | 10 | 160 | 1 | 407 | 15 | 903 | 218 | 0 | 1136 | 60 | 14 | 7 | 1 | 82 | 239 | 822 | 66 | 0 | 1127 | 2752 |
| Grand Total | 896 | 45 | 621 | 5 | 1567 | 44 | 3692 | 630 | 4 | 4370 | 181 | 32 | 32 | 1 | 246 | 571 | 3028 | 171 | 7 | 3777 | 9960 |
| Apprch % | 57.2 | 2.9 | 39.6 | 0.3 | | 1 | 84.5 | 14.4 | 0.1 | | 73.6 | 13 | 13 | 0.4 | | 15.1 | 80.2 | 4.5 | 0.2 | | |
| Total % | 9 | 0.5 | 6.2 | 0.1 | 15.7 | 0.4 | 37.1 | 6.3 | 0 | 43.9 | 1.8 | 0.3 | 0.3 | 0 | 2.5 | 5.7 | 30.4 | 1.7 | 0.1 | 37.9 | |
| Cars | 876 | 45 | 612 | 5 | 1538 | 43 | 3610 | 619 | 4 | 4276 | 174 | 32 | 29 | 1 | 236 | 563 | 2962 | 169 | 7 | 3701 | 9751 |
| % Cars | 97.8 | 100 | 98.6 | 100 | 98.1 | 97.7 | 97.8 | 98.3 | 100 | 97.8 | 96.1 | 100 | 90.6 | 100 | 95.9 | 98.6 | 97.8 | 98.8 | 100 | 98 | 97.9 |
| Trucks | 20 | 0 | 9 | 0 | 29 | 1 | 82 | 11 | 0 | 94 | 7 | 0 | 3 | 0 | 10 | 8 | 66 | 2 | 0 | 76 | 209 |
| % Trucks | 2.2 | 0 | 1.4 | 0 | 1.9 | 2.3 | 2.2 | 1.7 | 0 | 2.2 | 3.9 | 0 | 9.4 | 0 | 4.1 | 1.4 | 2.2 | 1.2 | 0 | 2 | 2.1 |

| | LOS CERRITOS From North | | | | | MAIN From East | | | | | LOS CERRITOS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 45 | 1 | 50 | 0 | 96 | 0 | 290 | 14 | 0 | 304 | 3 | 0 | 0 | 0 | 3 | 6 | 133 | 3 | 0 | 142 | 545 |
| 07:15 AM | **91** | **3** | **75** | 0 | **169** | **2** | **324** | **40** | 0 | **366** | 9 | **1** | 0 | 0 | 10 | 8 | 126 | **9** | 0 | 143 | **688** |
| 07:30 AM | 63 | 2 | 49 | 0 | 114 | 0 | 280 | 17 | 0 | 297 | 6 | 0 | **2** | 0 | 8 | 14 | 157 | 4 | 0 | 175 | 594 |
| 07:45 AM | 52 | 0 | 30 | 0 | 82 | 1 | 221 | 13 | 0 | 235 | **12** | 1 | 1 | 0 | **14** | **16** | **208** | 2 | 0 | **226** | 557 |
| Total Volume | 251 | 6 | 204 | 0 | 461 | 3 | 1115 | 84 | 0 | 1202 | 30 | 2 | 3 | 0 | 35 | 44 | 624 | 18 | 0 | 686 | 2384 |
| % App. Total | 54.4 | 1.3 | 44.3 | 0 | | 0.2 | 92.8 | 7 | 0 | | 85.7 | 5.7 | 8.6 | 0 | | 6.4 | 91 | 2.6 | 0 | | |
| PHF | .690 | .500 | .680 | .000 | .682 | .375 | .860 | .525 | .000 | .821 | .625 | .500 | .375 | .000 | .625 | .688 | .750 | .500 | .000 | .759 | .866 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 11-Main LosCerritos
Site Code : 11
Start Date : 2/26/2019
Page No : 2

| | LOS CERRITOS From North | | | | | MAIN From East | | | | | LOS CERRITOS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 46 | **6** | 33 | 0 | 85 | 5 | 237 | 58 | 0 | 300 | 14 | 2 | 3 | 0 | 19 | 59 | 190 | 15 | **1** | 265 | 669 |
| 04:45 PM | 59 | 4 | 39 | 0 | 102 | 3 | 198 | 50 | **1** | 252 | 12 | 4 | **4** | 0 | 20 | 50 | 214 | **20** | 0 | 284 | 658 |
| 05:00 PM | 59 | 3 | 39 | 0 | 101 | **8** | **254** | **74** | 0 | **336** | 16 | **5** | 3 | 0 | 24 | 55 | **231** | 20 | 0 | **306** | **767** |
| 05:15 PM | **68** | 1 | **46** | **1** | **116** | 1 | 254 | 59 | 0 | 314 | **20** | 4 | 2 | 0 | **26** | **62** | 206 | 18 | 0 | 286 | 742 |
| Total Volume | 232 | 14 | 157 | 1 | 404 | 17 | 943 | 241 | 1 | 1202 | 62 | 15 | 12 | 0 | 89 | 226 | 841 | 73 | 1 | 1141 | 2836 |
| % App. Total | 57.4 | 3.5 | 38.9 | 0.2 | | 1.4 | 78.5 | 20 | 0.1 | | 69.7 | 16.9 | 13.5 | 0 | | 19.8 | 73.7 | 6.4 | 0.1 | | |
| PHF | .853 | .583 | .853 | .250 | .871 | .531 | .928 | .814 | .250 | .894 | .775 | .750 | .750 | .000 | .856 | .911 | .910 | .913 | .250 | .932 | .924 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 11-Main LosCerritos
Site Code : 11
Start Date : 2/26/2019


**Groups Printed- Cars**

| | LOS CERRITOS From North | | | | | MAIN From East | | | | | LOS CERRITOS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 39 | 1 | 49 | 0 | 89 | 0 | 284 | 14 | 0 | 298 | 3 | 0 | 0 | 0 | 3 | 6 | 130 | 3 | 0 | 139 | 529 |
| 07:15 AM | 87 | 3 | 75 | 0 | 165 | 2 | 316 | 38 | 0 | 356 | 9 | 1 | 0 | 0 | 10 | 8 | 123 | 9 | 0 | 140 | 671 |
| 07:30 AM | 63 | 2 | 49 | 0 | 114 | 0 | 276 | 17 | 0 | 293 | 6 | 0 | 2 | 0 | 8 | 14 | 154 | 3 | 0 | 171 | 586 |
| 07:45 AM | 49 | 0 | 30 | 0 | 79 | 1 | 214 | 13 | 0 | 228 | 11 | 1 | 0 | 0 | 12 | 16 | 206 | 2 | 0 | 224 | 543 |
| Total | 238 | 6 | 203 | 0 | 447 | 3 | 1090 | 82 | 0 | 1175 | 29 | 2 | 2 | 0 | 33 | 44 | 613 | 17 | 0 | 674 | 2329 |
| 08:00 AM | 51 | 1 | 31 | 0 | 83 | 1 | 177 | 24 | 0 | 202 | 5 | 2 | 0 | 0 | 7 | 14 | 179 | 3 | 2 | 198 | 490 |
| 08:15 AM | 43 | 3 | 38 | 2 | 86 | 2 | 187 | 20 | 0 | 209 | 6 | 0 | 2 | 0 | 8 | 15 | 159 | 8 | 0 | 182 | 485 |
| 08:30 AM | 51 | 3 | 22 | 1 | 77 | 4 | 203 | 32 | 1 | 240 | 13 | 0 | 4 | 0 | 17 | 21 | 171 | 8 | 1 | 201 | 535 |
| 08:45 AM | 34 | 1 | 21 | 0 | 56 | 2 | 235 | 39 | 1 | 277 | 8 | 0 | 1 | 0 | 9 | 19 | 144 | 7 | 1 | 171 | 513 |
| Total | 179 | 8 | 112 | 3 | 302 | 9 | 802 | 115 | 2 | 928 | 32 | 2 | 7 | 0 | 41 | 69 | 653 | 26 | 4 | 752 | 2023 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 57 | 4 | 41 | 0 | 102 | 5 | 220 | 51 | 1 | 277 | 14 | 2 | 5 | 0 | 21 | 43 | 247 | 12 | 0 | 302 | 702 |
| 04:15 PM | 64 | 7 | 26 | 1 | 98 | 4 | 173 | 48 | 0 | 225 | 16 | 6 | 2 | 0 | 24 | 61 | 234 | 13 | 2 | 310 | 657 |
| 04:30 PM | 46 | 6 | 33 | 0 | 85 | 5 | 234 | 58 | 0 | 297 | 13 | 2 | 3 | 0 | 18 | 59 | 189 | 15 | 1 | 264 | 664 |
| 04:45 PM | 59 | 4 | 37 | 0 | 100 | 3 | 195 | 49 | 1 | 248 | 12 | 4 | 4 | 0 | 20 | 49 | 212 | 20 | 0 | 281 | 649 |
| Total | 226 | 21 | 137 | 1 | 385 | 17 | 822 | 206 | 2 | 1047 | 55 | 14 | 14 | 0 | 83 | 212 | 882 | 60 | 3 | 1157 | 2672 |
| 05:00 PM | 58 | 3 | 39 | 0 | 100 | 8 | 252 | 72 | 0 | 332 | 16 | 5 | 3 | 0 | 24 | 55 | 229 | 20 | 0 | 304 | 760 |
| 05:15 PM | 67 | 1 | 46 | 1 | 115 | 1 | 251 | 59 | 0 | 311 | 20 | 4 | 2 | 0 | 26 | 62 | 204 | 18 | 0 | 284 | 736 |
| 05:30 PM | 48 | 4 | 43 | 0 | 95 | 2 | 184 | 51 | 0 | 237 | 7 | 2 | 0 | 0 | 9 | 59 | 183 | 10 | 0 | 252 | 593 |
| 05:45 PM | 60 | 2 | 32 | 0 | 94 | 3 | 209 | 34 | 0 | 246 | 15 | 3 | 1 | 1 | 20 | 62 | 198 | 18 | 0 | 278 | 638 |
| Total | 233 | 10 | 160 | 1 | 404 | 14 | 896 | 216 | 0 | 1126 | 58 | 14 | 6 | 1 | 79 | 238 | 814 | 66 | 0 | 1118 | 2727 |
| Grand Total | 876 | 45 | 612 | 5 | 1538 | 43 | 3610 | 619 | 4 | 4276 | 174 | 32 | 29 | 1 | 236 | 563 | 2962 | 169 | 7 | 3701 | 9751 |
| Apprch % | 57 | 2.9 | 39.8 | 0.3 | | 1 | 84.4 | 14.5 | 0.1 | | 73.7 | 13.6 | 12.3 | 0.4 | | 15.2 | 80 | 4.6 | 0.2 | | |
| Total % | 9 | 0.5 | 6.3 | 0.1 | 15.8 | 0.4 | 37 | 6.3 | 0 | 43.9 | 1.8 | 0.3 | 0.3 | 0 | 2.4 | 5.8 | 30.4 | 1.7 | 0.1 | 38 | |

| | LOS CERRITOS From North | | | | | MAIN From East | | | | | LOS CERRITOS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 39 | 1 | 49 | 0 | 89 | 0 | 284 | 14 | 0 | 298 | 3 | 0 | 0 | 0 | 3 | 6 | 130 | 3 | 0 | 139 | 529 |
| 07:15 AM | **87** | **3** | **75** | 0 | **165** | **2** | **316** | **38** | 0 | **356** | 9 | **1** | 0 | 0 | 10 | 8 | 123 | **9** | 0 | 140 | **671** |
| 07:30 AM | 63 | 2 | 49 | 0 | 114 | 0 | 276 | 17 | 0 | 293 | 6 | 0 | **2** | 0 | 8 | 14 | 154 | 3 | 0 | 171 | 586 |
| 07:45 AM | 49 | 0 | 30 | 0 | 79 | 1 | 214 | 13 | 0 | 228 | **11** | 1 | 0 | 0 | **12** | **16** | **206** | 2 | 0 | **224** | 543 |
| Total Volume | 238 | 6 | 203 | 0 | 447 | 3 | 1090 | 82 | 0 | 1175 | 29 | 2 | 2 | 0 | 33 | 44 | 613 | 17 | 0 | 674 | 2329 |
| % App. Total | 53.2 | 1.3 | 45.4 | 0 | | 0.3 | 92.8 | 7 | 0 | | 87.9 | 6.1 | 6.1 | 0 | | 6.5 | 90.9 | 2.5 | 0 | | |
| PHF | .684 | .500 | .677 | .000 | .677 | .375 | .862 | .539 | .000 | .825 | .659 | .500 | .250 | .000 | .688 | .688 | .744 | .472 | .000 | .752 | .868 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 46 | 6 | | | | | | | | | | | | | | | | | 1 | | |
| 04:45 PM | 59 | 4 | 37 | 0 | 100 | 3 | 195 | 49 | 1 | 248 | 12 | 4 | 4 | 0 | 20 | 49 | 212 | 20 | 0 | 281 | 649 |
| 05:00 PM | 58 | 3 | 39 | 0 | 100 | 8 | 252 | 72 | 0 | 332 | 16 | 5 | 3 | 0 | 24 | 55 | 229 | 20 | 0 | 304 | 760 |
| 05:15 PM | 67 | 1 | 46 | 1 | 115 | 1 | 251 | 59 | 0 | 311 | 20 | 4 | 2 | 0 | 26 | 62 | 204 | 18 | 0 | 284 | 736 |
| Total Volume | 230 | 14 | 155 | 1 | 400 | 17 | 932 | 238 | 1 | 1188 | 61 | 15 | 12 | 0 | 88 | 225 | 834 | 73 | 1 | 1133 | 2809 |
| % App. Total | 57.5 | 3.5 | 38.8 | 0.2 | | 1.4 | 78.5 | 20 | 0.1 | | 69.3 | 17 | 13.6 | 0 | | 19.9 | 73.6 | 6.4 | 0.1 | | |
| PHF | .858 | .583 | .842 | .250 | .870 | .531 | .925 | .826 | .250 | .895 | .763 | .750 | .750 | .000 | .846 | .907 | .910 | .913 | .250 | .932 | .924 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 11-Main LosCerritos
Site Code : 11
Start Date : 2/26/2019


**Groups Printed- Trucks**

| | LOS CERRITOS From North | | | | | MAIN From East | | | | | LOS CERRITOS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 6 | 0 | 1 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 16 |
| 07:15 AM | 4 | 0 | 0 | 0 | 4 | 0 | 8 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 17 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 8 |
| 07:45 AM | 3 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 14 |
| Total | 13 | 0 | 1 | 0 | 14 | 0 | 25 | 2 | 0 | 27 | 1 | 0 | 1 | 0 | 2 | 0 | 11 | 1 | 0 | 12 | 55 |
| 08:00 AM | 1 | 0 | 3 | 0 | 4 | 0 | 10 | 4 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 27 |
| 08:15 AM | 1 | 0 | 1 | 0 | 2 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 1 | 0 | 11 | 21 |
| 08:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 2 | 8 | 0 | 0 | 10 | 16 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 6 | 22 |
| Total | 3 | 0 | 4 | 0 | 7 | 0 | 35 | 5 | 0 | 40 | 3 | 0 | 0 | 0 | 3 | 6 | 29 | 1 | 0 | 36 | 86 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 0 | 2 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 18 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 11 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 5 |
| 04:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 9 |
| Total | 1 | 0 | 4 | 0 | 5 | 0 | 15 | 2 | 0 | 17 | 1 | 0 | 1 | 0 | 2 | 1 | 18 | 0 | 0 | 19 | 43 |
| 05:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| 05:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 8 |
| Total | 3 | 0 | 0 | 0 | 3 | 1 | 7 | 2 | 0 | 10 | 2 | 0 | 1 | 0 | 3 | 1 | 8 | 0 | 0 | 9 | 25 |
| Grand Total | 20 | 0 | 9 | 0 | 29 | 1 | 82 | 11 | 0 | 94 | 7 | 0 | 3 | 0 | 10 | 8 | 66 | 2 | 0 | 76 | 209 |
| Apprch % | 69 | 0 | 31 | 0 | | 1.1 | 87.2 | 11.7 | 0 | | 70 | 0 | 30 | 0 | | 10.5 | 86.8 | 2.6 | 0 | | |
| Total % | 9.6 | 0 | 4.3 | 0 | 13.9 | 0.5 | 39.2 | 5.3 | 0 | 45 | 3.3 | 0 | 1.4 | 0 | 4.8 | 3.8 | 31.6 | 1 | 0 | 36.4 | |

| | LOS CERRITOS From North | | | | | MAIN From East | | | | | LOS CERRITOS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **1** | 0 | **3** | 0 | **4** | 0 | 10 | **4** | 0 | 14 | 0 | 0 | 0 | 0 | 0 | **2** | 7 | 0 | 0 | 9 | **27** |
| 08:15 AM | 1 | 0 | 1 | 0 | 2 | 0 | 7 | 0 | 0 | 7 | **1** | 0 | 0 | 0 | **1** | 0 | **10** | **1** | 0 | **11** | 21 |
| 08:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 2 | 8 | 0 | 0 | 10 | 16 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | **14** | 1 | 0 | **15** | 1 | 0 | 0 | 0 | 1 | 2 | 4 | 0 | 0 | 6 | 22 |
| Total Volume | 3 | 0 | 4 | 0 | 7 | 0 | 35 | 5 | 0 | 40 | 3 | 0 | 0 | 0 | 3 | 6 | 29 | 1 | 0 | 36 | 86 |
| % App. Total | 42.9 | 0 | 57.1 | 0 | | 0 | 87.5 | 12.5 | 0 | | 100 | 0 | 0 | 0 | | 16.7 | 80.6 | 2.8 | 0 | | |
| PHF | .750 | .000 | .333 | .000 | .438 | .000 | .625 | .313 | .000 | .667 | .750 | .000 | .000 | .000 | .750 | .750 | .725 | .250 | .000 | .818 | .796 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:00 PM** | 1 | | 2 | | 3 | | 6 | | | 6 | | | | | | | 9 | | | 9 | 18 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 11 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 5 |
| 04:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 9 |
| Total Volume | 1 | 0 | 4 | 0 | 5 | 0 | 15 | 2 | 0 | 17 | 1 | 0 | 1 | 0 | 2 | 1 | 18 | 0 | 0 | 19 | 43 |
| % App. Total | 20 | 0 | 80 | 0 | | 0 | 88.2 | 11.8 | 0 | | 50 | 0 | 50 | 0 | | 5.3 | 94.7 | 0 | 0 | | |
| PHF | .250 | .000 | .500 | .000 | .417 | .000 | .625 | .500 | .000 | .708 | .250 | .000 | .250 | .000 | .500 | .250 | .500 | .000 | .000 | .528 | .597 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 11-Main LosCerritos
Site Code : 11
Start Date : 2/26/2019


**Groups Printed- Combined (Cars+Trucks)**

| | LOS CERRITOS From North | | | | | MAIN From East | | | | | LOS CERRITOS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 45 | 1 | 50 | 0 | 96 | 0 | 290 | 14 | 0 | 304 | 3 | 0 | 0 | 0 | 3 | 6 | 133 | 3 | 0 | 142 | 545 |
| 07:15 AM | 91 | 3 | 75 | 0 | 169 | 2 | 324 | 40 | 0 | 366 | 9 | 1 | 0 | 0 | 10 | 8 | 126 | 9 | 0 | 143 | 688 |
| 07:30 AM | 63 | 2 | 49 | 0 | 114 | 0 | 280 | 17 | 0 | 297 | 6 | 0 | 2 | 0 | 8 | 14 | 157 | 4 | 0 | 175 | 594 |
| 07:45 AM | 52 | 0 | 30 | 0 | 82 | 1 | 221 | 13 | 0 | 235 | 12 | 1 | 1 | 0 | 14 | 16 | 208 | 2 | 0 | 226 | 557 |
| Total | 251 | 6 | 204 | 0 | 461 | 3 | 1115 | 84 | 0 | 1202 | 30 | 2 | 3 | 0 | 35 | 44 | 624 | 18 | 0 | 686 | 2384 |
| 08:00 AM | 52 | 1 | 34 | 0 | 87 | 1 | 187 | 28 | 0 | 216 | 5 | 2 | 0 | 0 | 7 | 16 | 186 | 3 | 2 | 207 | 517 |
| 08:15 AM | 44 | 3 | 39 | 2 | 88 | 2 | 194 | 20 | 0 | 216 | 7 | 0 | 2 | 0 | 9 | 15 | 169 | 9 | 0 | 193 | 506 |
| 08:30 AM | 52 | 3 | 22 | 1 | 78 | 4 | 207 | 32 | 1 | 244 | 14 | 0 | 4 | 0 | 18 | 23 | 179 | 8 | 1 | 211 | 551 |
| 08:45 AM | 34 | 1 | 21 | 0 | 56 | 2 | 249 | 40 | 1 | 292 | 9 | 0 | 1 | 0 | 10 | 21 | 148 | 7 | 1 | 177 | 535 |
| Total | 182 | 8 | 116 | 3 | 309 | 9 | 837 | 120 | 2 | 968 | 35 | 2 | 7 | 0 | 44 | 75 | 682 | 27 | 4 | 788 | 2109 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 58 | 4 | 43 | 0 | 105 | 5 | 226 | 51 | 1 | 283 | 14 | 2 | 5 | 0 | 21 | 43 | 256 | 12 | 0 | 311 | 720 |
| 04:15 PM | 64 | 7 | 26 | 1 | 98 | 4 | 176 | 49 | 0 | 229 | 16 | 6 | 3 | 0 | 25 | 61 | 240 | 13 | 2 | 316 | 668 |
| 04:30 PM | 46 | 6 | 33 | 0 | 85 | 5 | 237 | 58 | 0 | 300 | 14 | 2 | 3 | 0 | 19 | 59 | 190 | 15 | 1 | 265 | 669 |
| 04:45 PM | 59 | 4 | 39 | 0 | 102 | 3 | 198 | 50 | 1 | 252 | 12 | 4 | 4 | 0 | 20 | 50 | 214 | 20 | 0 | 284 | 658 |
| Total | 227 | 21 | 141 | 1 | 390 | 17 | 837 | 208 | 2 | 1064 | 56 | 14 | 15 | 0 | 85 | 213 | 900 | 60 | 3 | 1176 | 2715 |
| 05:00 PM | 59 | 3 | 39 | 0 | 101 | 8 | 254 | 74 | 0 | 336 | 16 | 5 | 3 | 0 | 24 | 55 | 231 | 20 | 0 | 306 | 767 |
| 05:15 PM | 68 | 1 | 46 | 1 | 116 | 1 | 254 | 59 | 0 | 314 | 20 | 4 | 2 | 0 | 26 | 62 | 206 | 18 | 0 | 286 | 742 |
| 05:30 PM | 48 | 4 | 43 | 0 | 95 | 3 | 185 | 51 | 0 | 239 | 7 | 2 | 1 | 0 | 10 | 59 | 184 | 10 | 0 | 253 | 597 |
| 05:45 PM | 61 | 2 | 32 | 0 | 95 | 3 | 210 | 34 | 0 | 247 | 17 | 3 | 1 | 1 | 22 | 63 | 201 | 18 | 0 | 282 | 646 |
| Total | 236 | 10 | 160 | 1 | 407 | 15 | 903 | 218 | 0 | 1136 | 60 | 14 | 7 | 1 | 82 | 239 | 822 | 66 | 0 | 1127 | 2752 |
| Grand Total | 896 | 45 | 621 | 5 | 1567 | 44 | 3692 | 630 | 4 | 4370 | 181 | 32 | 32 | 1 | 246 | 571 | 3028 | 171 | 7 | 3777 | 9960 |
| Apprch % | 57.2 | 2.9 | 39.6 | 0.3 | | 1 | 84.5 | 14.4 | 0.1 | | 73.6 | 13 | 13 | 0.4 | | 15.1 | 80.2 | 4.5 | 0.2 | | |
| Total % | 9 | 0.5 | 6.2 | 0.1 | 15.7 | 0.4 | 37.1 | 6.3 | 0 | 43.9 | 1.8 | 0.3 | 0.3 | 0 | 2.5 | 5.7 | 30.4 | 1.7 | 0.1 | 37.9 | |

| | LOS CERRITOS From North | | | | | MAIN From East | | | | | LOS CERRITOS From South | | | | | MAIN From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 45 | 1 | 50 | 0 | 96 | 0 | 290 | 14 | 0 | 304 | 3 | 0 | 0 | 0 | 3 | 6 | 133 | 3 | 0 | 142 | 545 |
| 07:15 AM | **91** | **3** | **75** | 0 | **169** | **2** | **324** | **40** | 0 | **366** | 9 | **1** | 0 | 0 | 10 | 8 | 126 | **9** | 0 | 143 | **688** |
| 07:30 AM | 63 | 2 | 49 | 0 | 114 | 0 | 280 | 17 | 0 | 297 | 6 | 0 | **2** | 0 | 8 | 14 | 157 | 4 | 0 | 175 | 594 |
| 07:45 AM | 52 | 0 | 30 | 0 | 82 | 1 | 221 | 13 | 0 | 235 | **12** | 1 | 1 | 0 | **14** | **16** | **208** | 2 | 0 | **226** | 557 |
| Total Volume | 251 | 6 | 204 | 0 | 461 | 3 | 1115 | 84 | 0 | 1202 | 30 | 2 | 3 | 0 | 35 | 44 | 624 | 18 | 0 | 686 | 2384 |
| % App. Total | 54.4 | 1.3 | 44.3 | 0 | | 0.2 | 92.8 | 7 | 0 | | 85.7 | 5.7 | 8.6 | 0 | | 6.4 | 91 | 2.6 | 0 | | |
| PHF | .690 | .500 | .680 | .000 | .682 | .375 | .860 | .525 | .000 | .821 | .625 | .500 | .375 | .000 | .625 | .688 | .750 | .500 | .000 | .759 | .866 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 46 | 6 | | | | | | | | | | | | | | | | | 1 | | |
| 04:45 PM | 59 | 4 | 39 | 0 | 102 | 3 | 198 | 50 | 1 | 252 | 12 | 4 | 4 | 0 | 20 | 50 | 214 | 20 | 0 | 284 | 658 |
| 05:00 PM | 59 | 3 | 39 | 0 | 101 | 8 | 254 | 74 | 0 | 336 | 16 | 5 | 3 | 0 | 24 | 55 | 231 | 20 | 0 | 306 | 767 |
| 05:15 PM | 68 | 1 | 46 | 1 | 116 | 1 | 254 | 59 | 0 | 314 | 20 | 4 | 2 | 0 | 26 | 62 | 206 | 18 | 0 | 286 | 742 |
| Total Volume | 232 | 14 | 157 | 1 | 404 | 17 | 943 | 241 | 1 | 1202 | 62 | 15 | 12 | 0 | 89 | 226 | 841 | 73 | 1 | 1141 | 2836 |
| % App. Total | 57.4 | 3.5 | 38.9 | 0.2 | | 1.4 | 78.5 | 20 | 0.1 | | 69.7 | 16.9 | 13.5 | 0 | | 19.8 | 73.7 | 6.4 | 0.1 | | |
| PHF | .853 | .583 | .853 | .250 | .871 | .531 | .928 | .814 | .250 | .894 | .775 | .750 | .750 | .000 | .856 | .911 | .910 | .913 | .250 | .932 | .924 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 12-Main Canal
Site Code : 12
Start Date : 2/13/2019


**Groups Printed- Cars - Trucks**

| | CANAL From North | | | | | MAIN (NM6) From East | | | | | CANAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 272 | 0 | 0 | 279 | 7 | 0 | 22 | 0 | 29 | 0 | 202 | 0 | 0 | 202 | 510 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 365 | 0 | 0 | 375 | 10 | 0 | 14 | 0 | 24 | 0 | 236 | 4 | 0 | 240 | 639 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 265 | 0 | 0 | 277 | 11 | 0 | 23 | 0 | 34 | 0 | 234 | 2 | 0 | 236 | 547 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 13 | 264 | 0 | 0 | 277 | 3 | 0 | 29 | 0 | 32 | 0 | 239 | 0 | 1 | 240 | 549 |
| Total | 0 | 0 | 0 | 0 | 0 | 42 | 1166 | 0 | 0 | 1208 | 31 | 0 | 88 | 0 | 119 | 0 | 911 | 6 | 1 | 918 | 2245 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 8 | 195 | 10 | 1 | 214 | 6 | 0 | 27 | 0 | 33 | 0 | 209 | 2 | 0 | 211 | 458 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 9 | 225 | 0 | 1 | 235 | 6 | 0 | 30 | 0 | 36 | 0 | 222 | 2 | 0 | 224 | 495 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 16 | 264 | 0 | 0 | 280 | 3 | 0 | 23 | 0 | 26 | 0 | 241 | 3 | 1 | 245 | 551 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 270 | 34 | 0 | 315 | 4 | 0 | 15 | 0 | 19 | 0 | 215 | 6 | 2 | 223 | 557 |
| Total | 0 | 0 | 0 | 0 | 0 | 44 | 954 | 44 | 2 | 1044 | 19 | 0 | 95 | 0 | 114 | 0 | 887 | 13 | 3 | 903 | 2061 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 23 | 307 | 0 | 0 | 330 | 5 | 0 | 10 | 0 | 15 | 0 | 273 | 6 | 0 | 279 | 624 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 260 | 0 | 0 | 276 | 6 | 0 | 21 | 0 | 27 | 0 | 281 | 6 | 0 | 287 | 590 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | 285 | 0 | 0 | 306 | 5 | 0 | 15 | 0 | 20 | 0 | 311 | 4 | 0 | 315 | 641 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 20 | 278 | 0 | 0 | 298 | 5 | 0 | 15 | 0 | 20 | 0 | 258 | 3 | 0 | 261 | 579 |
| Total | 0 | 0 | 0 | 0 | 0 | 80 | 1130 | 0 | 0 | 1210 | 21 | 0 | 61 | 0 | 82 | 0 | 1123 | 19 | 0 | 1142 | 2434 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 19 | 317 | 0 | 0 | 336 | 7 | 0 | 10 | 0 | 17 | 0 | 317 | 7 | 0 | 324 | 677 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 14 | 265 | 0 | 0 | 279 | 1 | 0 | 12 | 0 | 13 | 0 | 310 | 5 | 3 | 318 | 610 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 19 | 246 | 0 | 0 | 265 | 4 | 0 | 13 | 0 | 17 | 0 | 307 | 1 | 0 | 308 | 590 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 22 | 252 | 0 | 0 | 274 | 7 | 0 | 23 | 0 | 30 | 1 | 305 | 4 | 0 | 310 | 614 |
| Total | 0 | 0 | 0 | 0 | 0 | 74 | 1080 | 0 | 0 | 1154 | 19 | 0 | 58 | 0 | 77 | 1 | 1239 | 17 | 3 | 1260 | 2491 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 240 | 4330 | 44 | 2 | 4616 | 90 | 0 | 302 | 0 | 392 | 1 | 4160 | 55 | 7 | 4223 | 9231 |
| Apprch % | 0 | 0 | 0 | 0 | | 5.2 | 93.8 | 1 | 0 | | 23 | 0 | 77 | 0 | | 0 | 98.5 | 1.3 | 0.2 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 2.6 | 46.9 | 0.5 | 0 | 50 | 1 | 0 | 3.3 | 0 | 4.2 | 0 | 45.1 | 0.6 | 0.1 | 45.7 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 234 | 4250 | 43 | 2 | 4529 | 88 | 0 | 295 | 0 | 383 | 1 | 4064 | 54 | 7 | 4126 | 9038 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 97.5 | 98.2 | 97.7 | 100 | 98.1 | 97.8 | 0 | 97.7 | 0 | 97.7 | 100 | 97.7 | 98.2 | 100 | 97.7 | 97.9 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 6 | 80 | 1 | 0 | 87 | 2 | 0 | 7 | 0 | 9 | 0 | 96 | 1 | 0 | 97 | 193 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 2.5 | 1.8 | 2.3 | 0 | 1.9 | 2.2 | 0 | 2.3 | 0 | 2.3 | 0 | 2.3 | 1.8 | 0 | 2.3 | 2.1 |

| | CANAL From North | | | | | MAIN (NM6) From East | | | | | CANAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 272 | 0 | 0 | 279 | 7 | 0 | 22 | 0 | 29 | 0 | 202 | 0 | 0 | 202 | 510 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | **365** | 0 | 0 | **375** | 10 | 0 | 14 | 0 | 24 | 0 | 236 | **4** | 0 | **240** | **639** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 265 | 0 | 0 | 277 | **11** | 0 | 23 | 0 | **34** | 0 | 234 | 2 | 0 | 236 | 547 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | **13** | 264 | 0 | 0 | 277 | 3 | 0 | **29** | 0 | 32 | 0 | **239** | 0 | **1** | 240 | 549 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 42 | 1166 | 0 | 0 | 1208 | 31 | 0 | 88 | 0 | 119 | 0 | 911 | 6 | 1 | 918 | 2245 |
| % App. Total | 0 | 0 | 0 | 0 | | 3.5 | 96.5 | 0 | 0 | | 26.1 | 0 | 73.9 | 0 | | 0 | 99.2 | 0.7 | 0.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .808 | .799 | .000 | .000 | .805 | .705 | .000 | .759 | .000 | .875 | .000 | .953 | .375 | .250 | .956 | .878 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 12-Main Canal
Site Code : 12
Start Date : 2/13/2019
Page No : 2

| | CANAL From North | | | | | MAIN (NM6) From East | | | | | CANAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | **21** | 285 | 0 | 0 | 306 | 5 | 0 | **15** | 0 | **20** | 0 | 311 | 4 | 0 | 315 | 641 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 20 | 278 | 0 | 0 | 298 | 5 | 0 | 15 | 0 | 20 | 0 | 258 | 3 | 0 | 261 | 579 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 19 | **317** | 0 | 0 | **336** | **7** | 0 | 10 | 0 | 17 | 0 | **317** | **7** | 0 | **324** | **677** |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 14 | 265 | 0 | 0 | 279 | 1 | 0 | 12 | 0 | 13 | 0 | 310 | 5 | **3** | 318 | 610 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 74 | 1145 | 0 | 0 | 1219 | 18 | 0 | 52 | 0 | 70 | 0 | 1196 | 19 | 3 | 1218 | 2507 |
| % App. Total | 0 | 0 | 0 | 0 | | 6.1 | 93.9 | 0 | 0 | | 25.7 | 0 | 74.3 | 0 | | 0 | 98.2 | 1.6 | 0.2 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .881 | .903 | .000 | .000 | .907 | .643 | .000 | .867 | .000 | .875 | .000 | .943 | .679 | .250 | .940 | .926 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 12-Main Canal
Site Code : 12
Start Date : 2/13/2019


**Groups Printed- Cars**

| | CANAL From North | | | | | MAIN (NM6) From East | | | | | CANAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 265 | 0 | 0 | 270 | 7 | 0 | 20 | 0 | 27 | 0 | 190 | 0 | 0 | 190 | 487 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 353 | 0 | 0 | 363 | 10 | 0 | 14 | 0 | 24 | 0 | 226 | 4 | 0 | 230 | 617 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 257 | 0 | 0 | 269 | 11 | 0 | 23 | 0 | 34 | 0 | 222 | 2 | 0 | 224 | 527 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 13 | 252 | 0 | 0 | 265 | 3 | 0 | 29 | 0 | 32 | 0 | 236 | 0 | 1 | 237 | 534 |
| Total | 0 | 0 | 0 | 0 | 0 | 40 | 1127 | 0 | 0 | 1167 | 31 | 0 | 86 | 0 | 117 | 0 | 874 | 6 | 1 | 881 | 2165 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 8 | 185 | 10 | 1 | 204 | 6 | 0 | 26 | 0 | 32 | 0 | 201 | 2 | 0 | 203 | 439 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 9 | 220 | 0 | 1 | 230 | 6 | 0 | 29 | 0 | 35 | 0 | 215 | 2 | 0 | 217 | 482 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 16 | 259 | 0 | 0 | 275 | 3 | 0 | 23 | 0 | 26 | 0 | 232 | 3 | 1 | 236 | 537 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 10 | 264 | 33 | 0 | 307 | 3 | 0 | 15 | 0 | 18 | 0 | 211 | 6 | 2 | 219 | 544 |
| Total | 0 | 0 | 0 | 0 | 0 | 43 | 928 | 43 | 2 | 1016 | 18 | 0 | 93 | 0 | 111 | 0 | 859 | 13 | 3 | 875 | 2002 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 23 | 304 | 0 | 0 | 327 | 5 | 0 | 10 | 0 | 15 | 0 | 265 | 6 | 0 | 271 | 613 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 15 | 258 | 0 | 0 | 273 | 6 | 0 | 20 | 0 | 26 | 0 | 276 | 6 | 0 | 282 | 581 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | 284 | 0 | 0 | 305 | 5 | 0 | 15 | 0 | 20 | 0 | 308 | 4 | 0 | 312 | 637 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 20 | 275 | 0 | 0 | 295 | 5 | 0 | 15 | 0 | 20 | 0 | 256 | 3 | 0 | 259 | 574 |
| Total | 0 | 0 | 0 | 0 | 0 | 79 | 1121 | 0 | 0 | 1200 | 21 | 0 | 60 | 0 | 81 | 0 | 1105 | 19 | 0 | 1124 | 2405 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 17 | 315 | 0 | 0 | 332 | 6 | 0 | 10 | 0 | 16 | 0 | 312 | 6 | 0 | 318 | 666 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 14 | 263 | 0 | 0 | 277 | 1 | 0 | 11 | 0 | 12 | 0 | 306 | 5 | 3 | 314 | 603 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 19 | 246 | 0 | 0 | 265 | 4 | 0 | 12 | 0 | 16 | 0 | 305 | 1 | 0 | 306 | 587 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 22 | 250 | 0 | 0 | 272 | 7 | 0 | 23 | 0 | 30 | 1 | 303 | 4 | 0 | 308 | 610 |
| Total | 0 | 0 | 0 | 0 | 0 | 72 | 1074 | 0 | 0 | 1146 | 18 | 0 | 56 | 0 | 74 | 1 | 1226 | 16 | 3 | 1246 | 2466 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 234 | 4250 | 43 | 2 | 4529 | 88 | 0 | 295 | 0 | 383 | 1 | 4064 | 54 | 7 | 4126 | 9038 |
| Apprch % | 0 | 0 | 0 | 0 | | 5.2 | 93.8 | 0.9 | 0 | | 23 | 0 | 77 | 0 | | 0 | 98.5 | 1.3 | 0.2 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 2.6 | 47 | 0.5 | 0 | 50.1 | 1 | 0 | 3.3 | 0 | 4.2 | 0 | 45 | 0.6 | 0.1 | 45.7 | |

| | CANAL From North | | | | | MAIN (NM6) From East | | | | | CANAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 265 | 0 | 0 | 270 | 7 | 0 | 20 | 0 | 27 | 0 | 190 | 0 | 0 | 190 | 487 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | **353** | 0 | 0 | **363** | 10 | 0 | 14 | 0 | 24 | 0 | 226 | **4** | 0 | 230 | **617** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 257 | 0 | 0 | 269 | **11** | 0 | 23 | 0 | **34** | 0 | 222 | 2 | 0 | 224 | 527 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | **13** | 252 | 0 | 0 | 265 | 3 | 0 | **29** | 0 | 32 | 0 | **236** | 0 | **1** | **237** | 534 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 40 | 1127 | 0 | 0 | 1167 | 31 | 0 | 86 | 0 | 117 | 0 | 874 | 6 | 1 | 881 | 2165 |
| % App. Total | 0 | 0 | 0 | 0 | | 3.4 | 96.6 | 0 | 0 | | 26.5 | 0 | 73.5 | 0 | | 0 | 99.2 | 0.7 | 0.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .769 | .798 | .000 | .000 | .804 | .705 | .000 | .741 | .000 | .860 | .000 | .926 | .375 | .250 | .929 | .877 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | | | | | | | 15 | | 20 | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 20 | 275 | 0 | 0 | 295 | 5 | 0 | 15 | 0 | 20 | 0 | 256 | 3 | 0 | 259 | 574 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 17 | 315 | 0 | 0 | 332 | 6 | 0 | 10 | 0 | 16 | 0 | 312 | 6 | 0 | 318 | 666 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 14 | 263 | 0 | 0 | 277 | 1 | 0 | 11 | 0 | 12 | 0 | 306 | 5 | 3 | 314 | 603 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 72 | 1137 | 0 | 0 | 1209 | 17 | 0 | 51 | 0 | 68 | 0 | 1182 | 18 | 3 | 1203 | 2480 |
| % App. Total | 0 | 0 | 0 | 0 | | 6 | 94 | 0 | 0 | | 25 | 0 | 75 | 0 | | 0 | 98.3 | 1.5 | 0.2 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .857 | .902 | .000 | .000 | .910 | .708 | .000 | .850 | .000 | .850 | .000 | .947 | .750 | .250 | .946 | .931 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 12-Main Canal
Site Code : 12
Start Date : 2/13/2019


**Groups Printed- Trucks**

| | CANAL From North | | | | | MAIN (NM6) From East | | | | | CANAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 12 | 0 | 0 | 12 | 23 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 22 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 20 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 0 | 0 | 41 | 0 | 0 | 2 | 0 | 2 | 0 | 37 | 0 | 0 | 37 | 80 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 19 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 13 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 14 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 13 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 1 | 0 | 28 | 1 | 0 | 2 | 0 | 3 | 0 | 28 | 0 | 0 | 28 | 59 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 11 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 9 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 29 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 0 | 6 | 11 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 1 | 0 | 2 | 0 | 3 | 0 | 13 | 1 | 0 | 14 | 25 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 6 | 80 | 1 | 0 | 87 | 2 | 0 | 7 | 0 | 9 | 0 | 96 | 1 | 0 | 97 | 193 |
| Apprch % | 0 | 0 | 0 | 0 | | 6.9 | 92 | 1.1 | 0 | | 22.2 | 0 | 77.8 | 0 | | 0 | 99 | 1 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 3.1 | 41.5 | 0.5 | 0 | 45.1 | 1 | 0 | 3.6 | 0 | 4.7 | 0 | 49.7 | 0.5 | 0 | 50.3 | |

| | CANAL From North | | | | | MAIN (NM6) From East | | | | | CANAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | **2** | 7 | 0 | 0 | 9 | 0 | 0 | **2** | 0 | **2** | 0 | **12** | 0 | 0 | **12** | **23** |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | **12** | 0 | 0 | **12** | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 22 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 20 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 15 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 0 | 0 | 41 | 0 | 0 | 2 | 0 | 2 | 0 | 37 | 0 | 0 | 37 | 80 |
| % App. Total | 0 | 0 | 0 | 0 | | 4.9 | 95.1 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .813 | .000 | .000 | .854 | .000 | .000 | .250 | .000 | .250 | .000 | .771 | .000 | .000 | .771 | .870 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 9 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 29 |
| % App. Total | 0 | 0 | 0 | 0 | | 10 | 90 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .750 | .000 | .000 | .833 | .000 | .000 | .250 | .000 | .250 | .000 | .563 | .000 | .000 | .563 | .659 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 12-Main Canal
Site Code : 12
Start Date : 2/13/2019


**Groups Printed- Combined (Cars+Trucks)**

| | CANAL From North | | | | | MAIN (NM6) From East | | | | | CANAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 272 | 0 | 0 | 279 | 7 | 0 | 22 | 0 | 29 | 0 | 202 | 0 | 0 | 202 | 510 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 365 | 0 | 0 | 375 | 10 | 0 | 14 | 0 | 24 | 0 | 236 | 4 | 0 | 240 | 639 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 265 | 0 | 0 | 277 | 11 | 0 | 23 | 0 | 34 | 0 | 234 | 2 | 0 | 236 | 547 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 13 | 264 | 0 | 0 | 277 | 3 | 0 | 29 | 0 | 32 | 0 | 239 | 0 | 1 | 240 | 549 |
| Total | 0 | 0 | 0 | 0 | 0 | 42 | 1166 | 0 | 0 | 1208 | 31 | 0 | 88 | 0 | 119 | 0 | 911 | 6 | 1 | 918 | 2245 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 8 | 195 | 10 | 1 | 214 | 6 | 0 | 27 | 0 | 33 | 0 | 209 | 2 | 0 | 211 | 458 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 9 | 225 | 0 | 1 | 235 | 6 | 0 | 30 | 0 | 36 | 0 | 222 | 2 | 0 | 224 | 495 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 16 | 264 | 0 | 0 | 280 | 3 | 0 | 23 | 0 | 26 | 0 | 241 | 3 | 1 | 245 | 551 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 11 | 270 | 34 | 0 | 315 | 4 | 0 | 15 | 0 | 19 | 0 | 215 | 6 | 2 | 223 | 557 |
| Total | 0 | 0 | 0 | 0 | 0 | 44 | 954 | 44 | 2 | 1044 | 19 | 0 | 95 | 0 | 114 | 0 | 887 | 13 | 3 | 903 | 2061 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 23 | 307 | 0 | 0 | 330 | 5 | 0 | 10 | 0 | 15 | 0 | 273 | 6 | 0 | 279 | 624 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 260 | 0 | 0 | 276 | 6 | 0 | 21 | 0 | 27 | 0 | 281 | 6 | 0 | 287 | 590 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | 285 | 0 | 0 | 306 | 5 | 0 | 15 | 0 | 20 | 0 | 311 | 4 | 0 | 315 | 641 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 20 | 278 | 0 | 0 | 298 | 5 | 0 | 15 | 0 | 20 | 0 | 258 | 3 | 0 | 261 | 579 |
| Total | 0 | 0 | 0 | 0 | 0 | 80 | 1130 | 0 | 0 | 1210 | 21 | 0 | 61 | 0 | 82 | 0 | 1123 | 19 | 0 | 1142 | 2434 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 19 | 317 | 0 | 0 | 336 | 7 | 0 | 10 | 0 | 17 | 0 | 317 | 7 | 0 | 324 | 677 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 14 | 265 | 0 | 0 | 279 | 1 | 0 | 12 | 0 | 13 | 0 | 310 | 5 | 3 | 318 | 610 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 19 | 246 | 0 | 0 | 265 | 4 | 0 | 13 | 0 | 17 | 0 | 307 | 1 | 0 | 308 | 590 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 22 | 252 | 0 | 0 | 274 | 7 | 0 | 23 | 0 | 30 | 1 | 305 | 4 | 0 | 310 | 614 |
| Total | 0 | 0 | 0 | 0 | 0 | 74 | 1080 | 0 | 0 | 1154 | 19 | 0 | 58 | 0 | 77 | 1 | 1239 | 17 | 3 | 1260 | 2491 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 240 | 4330 | 44 | 2 | 4616 | 90 | 0 | 302 | 0 | 392 | 1 | 4160 | 55 | 7 | 4223 | 9231 |
| Apprch % | 0 | 0 | 0 | 0 | | 5.2 | 93.8 | 1 | 0 | | 23 | 0 | 77 | 0 | | 0 | 98.5 | 1.3 | 0.2 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 2.6 | 46.9 | 0.5 | 0 | 50 | 1 | 0 | 3.3 | 0 | 4.2 | 0 | 45.1 | 0.6 | 0.1 | 45.7 | |

| | CANAL From North | | | | | MAIN (NM6) From East | | | | | CANAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 272 | 0 | 0 | 279 | 7 | 0 | 22 | 0 | 29 | 0 | 202 | 0 | 0 | 202 | 510 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | **365** | 0 | 0 | **375** | 10 | 0 | 14 | 0 | 24 | 0 | 236 | **4** | 0 | **240** | **639** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 265 | 0 | 0 | 277 | **11** | 0 | 23 | 0 | **34** | 0 | 234 | 2 | 0 | 236 | 547 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | **13** | 264 | 0 | 0 | 277 | 3 | 0 | **29** | 0 | 32 | 0 | **239** | 0 | **1** | 240 | 549 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 42 | 1166 | 0 | 0 | 1208 | 31 | 0 | 88 | 0 | 119 | 0 | 911 | 6 | 1 | 918 | 2245 |
| % App. Total | 0 | 0 | 0 | 0 | | 3.5 | 96.5 | 0 | 0 | | 26.1 | 0 | 73.9 | 0 | | 0 | 99.2 | 0.7 | 0.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .808 | .799 | .000 | .000 | .805 | .705 | .000 | .759 | .000 | .875 | .000 | .953 | .375 | .250 | .956 | .878 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | | | | | | | 15 | | 20 | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 20 | 278 | 0 | 0 | 298 | 5 | 0 | 15 | 0 | 20 | 0 | 258 | 3 | 0 | 261 | 579 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 19 | 317 | 0 | 0 | 336 | 7 | 0 | 10 | 0 | 17 | 0 | 317 | 7 | 0 | 324 | 677 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 14 | 265 | 0 | 0 | 279 | 1 | 0 | 12 | 0 | 13 | 0 | 310 | 5 | 3 | 318 | 610 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 74 | 1145 | 0 | 0 | 1219 | 18 | 0 | 52 | 0 | 70 | 0 | 1196 | 19 | 3 | 1218 | 2507 |
| % App. Total | 0 | 0 | 0 | 0 | | 6.1 | 93.9 | 0 | 0 | | 25.7 | 0 | 74.3 | 0 | | 0 | 98.2 | 1.6 | 0.2 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .881 | .903 | .000 | .000 | .907 | .643 | .000 | .867 | .000 | .875 | .000 | .943 | .679 | .250 | .940 | .926 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 13-Main DonPasqual
Site Code : 13
Start Date : 2/13/2019


**Groups Printed- Cars - Trucks**

| | DON PASQUAL From North | | | | | MAIN (NM6) From East | | | | | DON PASQUAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 4 | 0 | 8 | 0 | 12 | 0 | 265 | 15 | 0 | 280 | 0 | 0 | 0 | 0 | 0 | 13 | 203 | 0 | 0 | 216 | 508 |
| 07:15 AM | 8 | 0 | 12 | 0 | 20 | 0 | 357 | 16 | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 19 | 234 | 0 | 0 | 253 | 646 |
| 07:30 AM | 10 | 0 | 11 | 1 | 22 | 0 | 283 | 15 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 27 | 227 | 0 | 0 | 254 | 574 |
| 07:45 AM | 10 | 0 | 13 | 0 | 23 | 0 | 243 | 58 | 1 | 302 | 0 | 0 | 0 | 0 | 0 | 16 | 245 | 0 | 0 | 261 | 586 |
| Total | 32 | 0 | 44 | 1 | 77 | 0 | 1148 | 104 | 1 | 1253 | 0 | 0 | 0 | 0 | 0 | 75 | 909 | 0 | 0 | 984 | 2314 |
| 08:00 AM | 9 | 0 | 7 | 0 | 16 | 0 | 189 | 35 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 32 | 209 | 0 | 0 | 241 | 481 |
| 08:15 AM | 5 | 0 | 13 | 0 | 18 | 0 | 217 | 65 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 62 | 187 | 0 | 0 | 249 | 549 |
| 08:30 AM | 65 | 0 | 74 | 0 | 139 | 0 | 179 | 73 | 9 | 261 | 0 | 0 | 0 | 0 | 0 | 66 | 192 | 0 | 0 | 258 | 658 |
| 08:45 AM | 48 | 0 | 47 | 0 | 95 | 0 | 259 | 34 | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 44 | 202 | 0 | 0 | 246 | 634 |
| Total | 127 | 0 | 141 | 0 | 268 | 0 | 844 | 207 | 9 | 1060 | 0 | 0 | 0 | 0 | 0 | 204 | 790 | 0 | 0 | 994 | 2322 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 29 | 0 | 39 | 0 | 68 | 0 | 286 | 12 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 11 | 277 | 0 | 0 | 288 | 654 |
| 04:15 PM | 14 | 0 | 17 | 0 | 31 | 0 | 263 | 6 | 0 | 269 | 0 | 0 | 0 | 0 | 0 | 22 | 267 | 0 | 0 | 289 | 589 |
| 04:30 PM | 17 | 0 | 23 | 0 | 40 | 0 | 276 | 16 | 0 | 292 | 0 | 0 | 0 | 0 | 0 | 17 | 313 | 0 | 0 | 330 | 662 |
| 04:45 PM | 9 | 0 | 12 | 0 | 21 | 0 | 283 | 12 | 4 | 299 | 0 | 0 | 0 | 0 | 0 | 9 | 268 | 0 | 0 | 277 | 597 |
| Total | 69 | 0 | 91 | 0 | 160 | 0 | 1108 | 46 | 4 | 1158 | 0 | 0 | 0 | 0 | 0 | 59 | 1125 | 0 | 0 | 1184 | 2502 |
| 05:00 PM | 15 | 0 | 31 | 0 | 46 | 0 | 301 | 15 | 0 | 316 | 0 | 0 | 0 | 4 | 4 | 29 | 295 | 0 | 0 | 324 | 690 |
| 05:15 PM | 13 | 0 | 20 | 0 | 33 | 0 | 250 | 11 | 2 | 263 | 0 | 0 | 0 | 0 | 0 | 22 | 283 | 0 | 0 | 305 | 601 |
| 05:30 PM | 9 | 0 | 8 | 0 | 17 | 0 | 254 | 6 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 21 | 314 | 0 | 0 | 335 | 612 |
| 05:45 PM | 20 | 0 | 14 | 0 | 34 | 0 | 249 | 11 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 16 | 297 | 0 | 0 | 313 | 607 |
| Total | 57 | 0 | 73 | 0 | 130 | 0 | 1054 | 43 | 2 | 1099 | 0 | 0 | 0 | 4 | 4 | 88 | 1189 | 0 | 0 | 1277 | 2510 |
| Grand Total | 285 | 0 | 349 | 1 | 635 | 0 | 4154 | 400 | 16 | 4570 | 0 | 0 | 0 | 4 | 4 | 426 | 4013 | 0 | 0 | 4439 | 9648 |
| Apprch % | 44.9 | 0 | 55 | 0.2 | | 0 | 90.9 | 8.8 | 0.4 | | 0 | 0 | 0 | 100 | | 9.6 | 90.4 | 0 | 0 | | |
| Total % | 3 | 0 | 3.6 | 0 | 6.6 | 0 | 43.1 | 4.1 | 0.2 | 47.4 | 0 | 0 | 0 | 0 | 0 | 4.4 | 41.6 | 0 | 0 | 46 | |
| Cars | 273 | 0 | 344 | 1 | 618 | 0 | 4071 | 390 | 16 | 4477 | 0 | 0 | 0 | 4 | 4 | 416 | 3928 | 0 | 0 | 4344 | 9443 |
| % Cars | 95.8 | 0 | 98.6 | 100 | 97.3 | 0 | 98 | 97.5 | 100 | 98 | 0 | 0 | 0 | 100 | 100 | 97.7 | 97.9 | 0 | 0 | 97.9 | 97.9 |
| Trucks | 12 | 0 | 5 | 0 | 17 | 0 | 83 | 10 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 10 | 85 | 0 | 0 | 95 | 205 |
| % Trucks | 4.2 | 0 | 1.4 | 0 | 2.7 | 0 | 2 | 2.5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2.3 | 2.1 | 0 | 0 | 2.1 | 2.1 |

| | DON PASQUAL From North | | | | | MAIN (NM6) From East | | | | | DON PASQUAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 9 | 0 | 7 | 0 | 16 | 0 | 189 | 35 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 32 | **209** | 0 | 0 | 241 | 481 |
| 08:15 AM | 5 | 0 | 13 | 0 | 18 | 0 | 217 | 65 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 62 | 187 | 0 | 0 | 249 | 549 |
| 08:30 AM | **65** | 0 | **74** | 0 | **139** | 0 | 179 | **73** | **9** | 261 | 0 | 0 | 0 | 0 | 0 | **66** | 192 | 0 | 0 | **258** | **658** |
| 08:45 AM | 48 | 0 | 47 | 0 | 95 | 0 | **259** | 34 | 0 | **293** | 0 | 0 | 0 | 0 | 0 | 44 | 202 | 0 | 0 | 246 | 634 |
| Total Volume | 127 | 0 | 141 | 0 | 268 | 0 | 844 | 207 | 9 | 1060 | 0 | 0 | 0 | 0 | 0 | 204 | 790 | 0 | 0 | 994 | 2322 |
| % App. Total | 47.4 | 0 | 52.6 | 0 | | 0 | 79.6 | 19.5 | 0.8 | | 0 | 0 | 0 | 0 | | 20.5 | 79.5 | 0 | 0 | | |
| PHF | .488 | .000 | .476 | .000 | .482 | .000 | .815 | .709 | .250 | .904 | .000 | .000 | .000 | .000 | .000 | .773 | .945 | .000 | .000 | .963 | .882 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 13-Main DonPasqual
Site Code : 13
Start Date : 2/13/2019
Page No : 2

| | DON PASQUAL From North | | | | | MAIN (NM6) From East | | | | | DON PASQUAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | **17** | 0 | 23 | 0 | 40 | 0 | 276 | **16** | 0 | 292 | 0 | 0 | 0 | 0 | 0 | 17 | **313** | 0 | 0 | **330** | 662 |
| 04:45 PM | 9 | 0 | 12 | 0 | 21 | 0 | 283 | 12 | **4** | 299 | 0 | 0 | 0 | 0 | 0 | 9 | 268 | 0 | 0 | 277 | 597 |
| 05:00 PM | 15 | 0 | **31** | 0 | **46** | 0 | **301** | 15 | 0 | **316** | 0 | 0 | 0 | **4** | **4** | **29** | 295 | 0 | 0 | 324 | **690** |
| 05:15 PM | 13 | 0 | 20 | 0 | 33 | 0 | 250 | 11 | 2 | 263 | 0 | 0 | 0 | 0 | 0 | 22 | 283 | 0 | 0 | 305 | 601 |
| Total Volume | 54 | 0 | 86 | 0 | 140 | 0 | 1110 | 54 | 6 | 1170 | 0 | 0 | 0 | 4 | 4 | 77 | 1159 | 0 | 0 | 1236 | 2550 |
| % App. Total | 38.6 | 0 | 61.4 | 0 | | 0 | 94.9 | 4.6 | 0.5 | | 0 | 0 | 0 | 100 | | 6.2 | 93.8 | 0 | 0 | | |
| PHF | .794 | .000 | .694 | .000 | .761 | .000 | .922 | .844 | .375 | .926 | .000 | .000 | .000 | .250 | .250 | .664 | .926 | .000 | .000 | .936 | .924 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 13-Main DonPasqual
Site Code : 13
Start Date : 2/13/2019


**Groups Printed- Cars**

| | DON PASQUAL From North | | | | | MAIN (NM6) From East | | | | | DON PASQUAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 4 | 0 | 8 | 0 | 12 | 0 | 256 | 15 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 13 | 189 | 0 | 0 | 202 | 485 |
| 07:15 AM | 8 | 0 | 12 | 0 | 20 | 0 | 344 | 16 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 18 | 226 | 0 | 0 | 244 | 624 |
| 07:30 AM | 7 | 0 | 11 | 1 | 19 | 0 | 275 | 15 | 0 | 290 | 0 | 0 | 0 | 0 | 0 | 26 | 214 | 0 | 0 | 240 | 549 |
| 07:45 AM | 8 | 0 | 11 | 0 | 19 | 0 | 234 | 56 | 1 | 291 | 0 | 0 | 0 | 0 | 0 | 16 | 243 | 0 | 0 | 259 | 569 |
| Total | 27 | 0 | 42 | 1 | 70 | 0 | 1109 | 102 | 1 | 1212 | 0 | 0 | 0 | 0 | 0 | 73 | 872 | 0 | 0 | 945 | 2227 |
| 08:00 AM | 9 | 0 | 7 | 0 | 16 | 0 | 179 | 35 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 30 | 203 | 0 | 0 | 233 | 463 |
| 08:15 AM | 5 | 0 | 12 | 0 | 17 | 0 | 213 | 64 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 58 | 182 | 0 | 0 | 240 | 534 |
| 08:30 AM | 59 | 0 | 73 | 0 | 132 | 0 | 175 | 72 | 9 | 256 | 0 | 0 | 0 | 0 | 0 | 66 | 185 | 0 | 0 | 251 | 639 |
| 08:45 AM | 48 | 0 | 46 | 0 | 94 | 0 | 252 | 34 | 0 | 286 | 0 | 0 | 0 | 0 | 0 | 44 | 197 | 0 | 0 | 241 | 621 |
| Total | 121 | 0 | 138 | 0 | 259 | 0 | 819 | 205 | 9 | 1033 | 0 | 0 | 0 | 0 | 0 | 198 | 767 | 0 | 0 | 965 | 2257 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 29 | 0 | 39 | 0 | 68 | 0 | 282 | 11 | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 11 | 270 | 0 | 0 | 281 | 642 |
| 04:15 PM | 14 | 0 | 17 | 0 | 31 | 0 | 260 | 5 | 0 | 265 | 0 | 0 | 0 | 0 | 0 | 22 | 263 | 0 | 0 | 285 | 581 |
| 04:30 PM | 17 | 0 | 23 | 0 | 40 | 0 | 275 | 15 | 0 | 290 | 0 | 0 | 0 | 0 | 0 | 17 | 310 | 0 | 0 | 327 | 657 |
| 04:45 PM | 9 | 0 | 12 | 0 | 21 | 0 | 280 | 12 | 4 | 296 | 0 | 0 | 0 | 0 | 0 | 9 | 266 | 0 | 0 | 275 | 592 |
| Total | 69 | 0 | 91 | 0 | 160 | 0 | 1097 | 43 | 4 | 1144 | 0 | 0 | 0 | 0 | 0 | 59 | 1109 | 0 | 0 | 1168 | 2472 |
| 05:00 PM | 15 | 0 | 31 | 0 | 46 | 0 | 297 | 15 | 0 | 312 | 0 | 0 | 0 | 4 | 4 | 29 | 291 | 0 | 0 | 320 | 682 |
| 05:15 PM | 13 | 0 | 20 | 0 | 33 | 0 | 248 | 10 | 2 | 260 | 0 | 0 | 0 | 0 | 0 | 22 | 281 | 0 | 0 | 303 | 596 |
| 05:30 PM | 9 | 0 | 8 | 0 | 17 | 0 | 254 | 5 | 0 | 259 | 0 | 0 | 0 | 0 | 0 | 19 | 313 | 0 | 0 | 332 | 608 |
| 05:45 PM | 19 | 0 | 14 | 0 | 33 | 0 | 247 | 10 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 16 | 295 | 0 | 0 | 311 | 601 |
| Total | 56 | 0 | 73 | 0 | 129 | 0 | 1046 | 40 | 2 | 1088 | 0 | 0 | 0 | 4 | 4 | 86 | 1180 | 0 | 0 | 1266 | 2487 |
| Grand Total | 273 | 0 | 344 | 1 | 618 | 0 | 4071 | 390 | 16 | 4477 | 0 | 0 | 0 | 4 | 4 | 416 | 3928 | 0 | 0 | 4344 | 9443 |
| Apprch % | 44.2 | 0 | 55.7 | 0.2 | | 0 | 90.9 | 8.7 | 0.4 | | 0 | 0 | 0 | 100 | | 9.6 | 90.4 | 0 | 0 | | |
| Total % | 2.9 | 0 | 3.6 | 0 | 6.5 | 0 | 43.1 | 4.1 | 0.2 | 47.4 | 0 | 0 | 0 | 0 | 0 | 4.4 | 41.6 | 0 | 0 | 46 | |

| | DON PASQUAL From North | | | | | MAIN (NM6) From East | | | | | DON PASQUAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 9 | 0 | 7 | 0 | 16 | 0 | 179 | 35 | 0 | 214 | 0 | 0 | 0 | 0 | 0 | 30 | **203** | 0 | 0 | 233 | 463 |
| 08:15 AM | 5 | 0 | 12 | 0 | 17 | 0 | 213 | 64 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 58 | 182 | 0 | 0 | 240 | 534 |
| 08:30 AM | **59** | 0 | **73** | 0 | **132** | 0 | 175 | **72** | **9** | 256 | 0 | 0 | 0 | 0 | 0 | **66** | 185 | 0 | 0 | **251** | **639** |
| 08:45 AM | 48 | 0 | 46 | 0 | 94 | 0 | **252** | 34 | 0 | **286** | 0 | 0 | 0 | 0 | 0 | 44 | 197 | 0 | 0 | 241 | 621 |
| Total Volume | 121 | 0 | 138 | 0 | 259 | 0 | 819 | 205 | 9 | 1033 | 0 | 0 | 0 | 0 | 0 | 198 | 767 | 0 | 0 | 965 | 2257 |
| % App. Total | 46.7 | 0 | 53.3 | 0 | | 0 | 79.3 | 19.8 | 0.9 | | 0 | 0 | 0 | 0 | | 20.5 | 79.5 | 0 | 0 | | |
| PHF | .513 | .000 | .473 | .000 | .491 | .000 | .813 | .712 | .250 | .903 | .000 | .000 | .000 | .000 | .000 | .750 | .945 | .000 | .000 | .961 | .883 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:30 PM** | 17 | | | | | | | 15 | | | | | | | | | 310 | | | 327 | |
| 04:45 PM | 9 | 0 | 12 | 0 | 21 | 0 | 280 | 12 | 4 | 296 | 0 | 0 | 0 | 0 | 0 | 9 | 266 | 0 | 0 | 275 | 592 |
| 05:00 PM | 15 | 0 | 31 | 0 | 46 | 0 | 297 | 15 | 0 | 312 | 0 | 0 | 0 | 4 | 4 | 29 | 291 | 0 | 0 | 320 | 682 |
| 05:15 PM | 13 | 0 | 20 | 0 | 33 | 0 | 248 | 10 | 2 | 260 | 0 | 0 | 0 | 0 | 0 | 22 | 281 | 0 | 0 | 303 | 596 |
| Total Volume | 54 | 0 | 86 | 0 | 140 | 0 | 1100 | 52 | 6 | 1158 | 0 | 0 | 0 | 4 | 4 | 77 | 1148 | 0 | 0 | 1225 | 2527 |
| % App. Total | 38.6 | 0 | 61.4 | 0 | | 0 | 95 | 4.5 | 0.5 | | 0 | 0 | 0 | 100 | | 6.3 | 93.7 | 0 | 0 | | |
| PHF | .794 | .000 | .694 | .000 | .761 | .000 | .926 | .867 | .375 | .928 | .000 | .000 | .000 | .250 | .250 | .664 | .926 | .000 | .000 | .937 | .926 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 13-Main DonPasqual
Site Code : 13
Start Date : 2/13/2019


**Groups Printed- Trucks**

| | DON PASQUAL From North | | | | | MAIN (NM6) From East | | | | | DON PASQUAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 23 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 22 |
| 07:30 AM | 3 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 14 | 25 |
| 07:45 AM | 2 | 0 | 2 | 0 | 4 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 17 |
| Total | 5 | 0 | 2 | 0 | 7 | 0 | 39 | 2 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 2 | 37 | 0 | 0 | 39 | 87 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 18 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 9 | 15 |
| 08:30 AM | 6 | 0 | 1 | 0 | 7 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 19 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 13 |
| Total | 6 | 0 | 3 | 0 | 9 | 0 | 25 | 2 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 6 | 23 | 0 | 0 | 29 | 65 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 12 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 30 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 4 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 11 | 23 |
| Grand Total | 12 | 0 | 5 | 0 | 17 | 0 | 83 | 10 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 10 | 85 | 0 | 0 | 95 | 205 |
| Apprch % | 70.6 | 0 | 29.4 | 0 | | 0 | 89.2 | 10.8 | 0 | | 0 | 0 | 0 | 0 | | 10.5 | 89.5 | 0 | 0 | | |
| Total % | 5.9 | 0 | 2.4 | 0 | 8.3 | 0 | 40.5 | 4.9 | 0 | 45.4 | 0 | 0 | 0 | 0 | 0 | 4.9 | 41.5 | 0 | 0 | 46.3 | |

| | DON PASQUAL From North | | | | | MAIN (NM6) From East | | | | | DON PASQUAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | **14** | 0 | 0 | **14** | 23 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | **13** | 0 | 0 | **13** | 0 | 0 | 0 | 0 | 0 | **1** | 8 | 0 | 0 | 9 | 22 |
| 07:30 AM | **3** | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 14 | **25** |
| 07:45 AM | 2 | 0 | **2** | 0 | **4** | 0 | 9 | **2** | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 17 |
| Total Volume | 5 | 0 | 2 | 0 | 7 | 0 | 39 | 2 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 2 | 37 | 0 | 0 | 39 | 87 |
| % App. Total | 71.4 | 0 | 28.6 | 0 | | 0 | 95.1 | 4.9 | 0 | | 0 | 0 | 0 | 0 | | 5.1 | 94.9 | 0 | 0 | | |
| PHF | .417 | .000 | .250 | .000 | .438 | .000 | .750 | .250 | .000 | .788 | .000 | .000 | .000 | .000 | .000 | .500 | .661 | .000 | .000 | .696 | .870 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 12 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 30 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 78.6 | 21.4 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .688 | .750 | .000 | .700 | .000 | .000 | .000 | .000 | .000 | .000 | .571 | .000 | .000 | .571 | .625 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 13-Main DonPasqual
Site Code : 13
Start Date : 2/13/2019


**Groups Printed- Combined (Cars+Trucks)**

| | DON PASQUAL From North | | | | | MAIN (NM6) From East | | | | | DON PASQUAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 4 | 0 | 8 | 0 | 12 | 0 | 265 | 15 | 0 | 280 | 0 | 0 | 0 | 0 | 0 | 13 | 203 | 0 | 0 | 216 | 508 |
| 07:15 AM | 8 | 0 | 12 | 0 | 20 | 0 | 357 | 16 | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 19 | 234 | 0 | 0 | 253 | 646 |
| 07:30 AM | 10 | 0 | 11 | 1 | 22 | 0 | 283 | 15 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 27 | 227 | 0 | 0 | 254 | 574 |
| 07:45 AM | 10 | 0 | 13 | 0 | 23 | 0 | 243 | 58 | 1 | 302 | 0 | 0 | 0 | 0 | 0 | 16 | 245 | 0 | 0 | 261 | 586 |
| Total | 32 | 0 | 44 | 1 | 77 | 0 | 1148 | 104 | 1 | 1253 | 0 | 0 | 0 | 0 | 0 | 75 | 909 | 0 | 0 | 984 | 2314 |
| 08:00 AM | 9 | 0 | 7 | 0 | 16 | 0 | 189 | 35 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 32 | 209 | 0 | 0 | 241 | 481 |
| 08:15 AM | 5 | 0 | 13 | 0 | 18 | 0 | 217 | 65 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 62 | 187 | 0 | 0 | 249 | 549 |
| 08:30 AM | 65 | 0 | 74 | 0 | 139 | 0 | 179 | 73 | 9 | 261 | 0 | 0 | 0 | 0 | 0 | 66 | 192 | 0 | 0 | 258 | 658 |
| 08:45 AM | 48 | 0 | 47 | 0 | 95 | 0 | 259 | 34 | 0 | 293 | 0 | 0 | 0 | 0 | 0 | 44 | 202 | 0 | 0 | 246 | 634 |
| Total | 127 | 0 | 141 | 0 | 268 | 0 | 844 | 207 | 9 | 1060 | 0 | 0 | 0 | 0 | 0 | 204 | 790 | 0 | 0 | 994 | 2322 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 29 | 0 | 39 | 0 | 68 | 0 | 286 | 12 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 11 | 277 | 0 | 0 | 288 | 654 |
| 04:15 PM | 14 | 0 | 17 | 0 | 31 | 0 | 263 | 6 | 0 | 269 | 0 | 0 | 0 | 0 | 0 | 22 | 267 | 0 | 0 | 289 | 589 |
| 04:30 PM | 17 | 0 | 23 | 0 | 40 | 0 | 276 | 16 | 0 | 292 | 0 | 0 | 0 | 0 | 0 | 17 | 313 | 0 | 0 | 330 | 662 |
| 04:45 PM | 9 | 0 | 12 | 0 | 21 | 0 | 283 | 12 | 4 | 299 | 0 | 0 | 0 | 0 | 0 | 9 | 268 | 0 | 0 | 277 | 597 |
| Total | 69 | 0 | 91 | 0 | 160 | 0 | 1108 | 46 | 4 | 1158 | 0 | 0 | 0 | 0 | 0 | 59 | 1125 | 0 | 0 | 1184 | 2502 |
| 05:00 PM | 15 | 0 | 31 | 0 | 46 | 0 | 301 | 15 | 0 | 316 | 0 | 0 | 0 | 4 | 4 | 29 | 295 | 0 | 0 | 324 | 690 |
| 05:15 PM | 13 | 0 | 20 | 0 | 33 | 0 | 250 | 11 | 2 | 263 | 0 | 0 | 0 | 0 | 0 | 22 | 283 | 0 | 0 | 305 | 601 |
| 05:30 PM | 9 | 0 | 8 | 0 | 17 | 0 | 254 | 6 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 21 | 314 | 0 | 0 | 335 | 612 |
| 05:45 PM | 20 | 0 | 14 | 0 | 34 | 0 | 249 | 11 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 16 | 297 | 0 | 0 | 313 | 607 |
| Total | 57 | 0 | 73 | 0 | 130 | 0 | 1054 | 43 | 2 | 1099 | 0 | 0 | 0 | 4 | 4 | 88 | 1189 | 0 | 0 | 1277 | 2510 |
| Grand Total | 285 | 0 | 349 | 1 | 635 | 0 | 4154 | 400 | 16 | 4570 | 0 | 0 | 0 | 4 | 4 | 426 | 4013 | 0 | 0 | 4439 | 9648 |
| Apprch % | 44.9 | 0 | 55 | 0.2 | | 0 | 90.9 | 8.8 | 0.4 | | 0 | 0 | 0 | 100 | | 9.6 | 90.4 | 0 | 0 | | |
| Total % | 3 | 0 | 3.6 | 0 | 6.6 | 0 | 43.1 | 4.1 | 0.2 | 47.4 | 0 | 0 | 0 | 0 | 0 | 4.4 | 41.6 | 0 | 0 | 46 | |

| | DON PASQUAL From North | | | | | MAIN (NM6) From East | | | | | DON PASQUAL From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 9 | 0 | 7 | 0 | 16 | 0 | 189 | 35 | 0 | 224 | 0 | 0 | 0 | 0 | 0 | 32 | **209** | 0 | 0 | 241 | 481 |
| 08:15 AM | 5 | 0 | 13 | 0 | 18 | 0 | 217 | 65 | 0 | 282 | 0 | 0 | 0 | 0 | 0 | 62 | 187 | 0 | 0 | 249 | 549 |
| 08:30 AM | **65** | 0 | **74** | 0 | **139** | 0 | 179 | **73** | **9** | 261 | 0 | 0 | 0 | 0 | 0 | **66** | 192 | 0 | 0 | **258** | **658** |
| 08:45 AM | 48 | 0 | 47 | 0 | 95 | 0 | **259** | 34 | 0 | **293** | 0 | 0 | 0 | 0 | 0 | 44 | 202 | 0 | 0 | 246 | 634 |
| Total Volume | 127 | 0 | 141 | 0 | 268 | 0 | 844 | 207 | 9 | 1060 | 0 | 0 | 0 | 0 | 0 | 204 | 790 | 0 | 0 | 994 | 2322 |
| % App. Total | 47.4 | 0 | 52.6 | 0 | | 0 | 79.6 | 19.5 | 0.8 | | 0 | 0 | 0 | 0 | | 20.5 | 79.5 | 0 | 0 | | |
| PHF | .488 | .000 | .476 | .000 | .482 | .000 | .815 | .709 | .250 | .904 | .000 | .000 | .000 | .000 | .000 | .773 | .945 | .000 | .000 | .963 | .882 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 17 | | | | | | | 16 | | | | | | | | | 313 | | | 330 | |
| 04:45 PM | 9 | 0 | 12 | 0 | 21 | 0 | 283 | 12 | 4 | 299 | 0 | 0 | 0 | 0 | 0 | 9 | 268 | 0 | 0 | 277 | 597 |
| 05:00 PM | 15 | 0 | 31 | 0 | 46 | 0 | 301 | 15 | 0 | 316 | 0 | 0 | 0 | 4 | 4 | 29 | 295 | 0 | 0 | 324 | 690 |
| 05:15 PM | 13 | 0 | 20 | 0 | 33 | 0 | 250 | 11 | 2 | 263 | 0 | 0 | 0 | 0 | 0 | 22 | 283 | 0 | 0 | 305 | 601 |
| Total Volume | 54 | 0 | 86 | 0 | 140 | 0 | 1110 | 54 | 6 | 1170 | 0 | 0 | 0 | 4 | 4 | 77 | 1159 | 0 | 0 | 1236 | 2550 |
| % App. Total | 38.6 | 0 | 61.4 | 0 | | 0 | 94.9 | 4.6 | 0.5 | | 0 | 0 | 0 | 100 | | 6.2 | 93.8 | 0 | 0 | | |
| PHF | .794 | .000 | .694 | .000 | .761 | .000 | .922 | .844 | .375 | .926 | .000 | .000 | .000 | .250 | .250 | .664 | .926 | .000 | .000 | .936 | .924 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 14-main nm314
Site Code : 14
Start Date : 2/13/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | NM314 From North | | | | | MAIN (NM6) From East | | | | | NM314 From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 18 | 22 | 14 | 0 | 54 | 12 | 169 | 24 | 0 | 205 | 96 | 18 | 8 | 0 | 122 | 5 | 107 | 66 | 2 | 180 | 561 |
| 07:15 AM | 22 | 12 | 16 | 0 | 50 | 15 | 203 | 33 | 0 | 251 | 133 | 32 | 25 | 0 | 190 | 8 | 163 | 57 | 0 | 228 | 719 |
| 07:30 AM | 15 | 19 | 13 | 0 | 47 | 20 | 197 | 24 | 0 | 241 | 61 | 18 | 25 | 0 | 104 | 8 | 175 | 48 | 2 | 233 | 625 |
| 07:45 AM | 27 | 20 | 15 | 1 | 63 | 26 | 203 | 18 | 0 | 247 | 94 | 28 | 17 | 0 | 139 | 14 | 164 | 69 | 1 | 248 | 697 |
| Total | 82 | 73 | 58 | 1 | 214 | 73 | 772 | 99 | 0 | 944 | 384 | 96 | 75 | 0 | 555 | 35 | 609 | 240 | 5 | 889 | 2602 |
| 08:00 AM | 13 | 17 | 11 | 0 | 41 | 15 | 129 | 22 | 0 | 166 | 74 | 20 | 22 | 0 | 116 | 5 | 109 | 50 | 0 | 164 | 487 |
| 08:15 AM | 19 | 8 | 16 | 0 | 43 | 19 | 181 | 16 | 0 | 216 | 89 | 27 | 24 | 0 | 140 | 11 | 162 | 49 | 0 | 222 | 621 |
| 08:30 AM | 28 | 13 | 15 | 0 | 56 | 26 | 165 | 19 | 0 | 210 | 97 | 15 | 18 | 0 | 130 | 9 | 158 | 60 | 0 | 227 | 623 |
| 08:45 AM | 25 | 16 | 13 | 0 | 54 | 18 | 202 | 21 | 0 | 241 | 65 | 19 | 19 | 0 | 103 | 13 | 163 | 83 | 0 | 259 | 657 |
| Total | 85 | 54 | 55 | 0 | 194 | 78 | 677 | 78 | 0 | 833 | 325 | 81 | 83 | 0 | 489 | 38 | 592 | 242 | 0 | 872 | 2388 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 36 | 39 | 20 | 0 | 95 | 24 | 197 | 29 | 1 | 251 | 85 | 28 | 18 | 0 | 131 | 14 | 217 | 70 | 0 | 301 | 778 |
| 04:15 PM | 30 | 41 | 11 | 1 | 83 | 27 | 201 | 23 | 0 | 251 | 79 | 20 | 15 | 0 | 114 | 7 | 207 | 70 | 0 | 284 | 732 |
| 04:30 PM | 32 | 56 | 17 | 0 | 105 | 27 | 188 | 25 | 0 | 240 | 92 | 25 | 14 | 0 | 131 | 7 | 210 | 64 | 0 | 281 | 757 |
| 04:45 PM | 36 | 52 | 22 | 0 | 110 | 36 | 214 | 21 | 1 | 272 | 60 | 25 | 13 | 0 | 98 | 9 | 185 | 62 | 0 | 256 | 736 |
| Total | 134 | 188 | 70 | 1 | 393 | 114 | 800 | 98 | 2 | 1014 | 316 | 98 | 60 | 0 | 474 | 37 | 819 | 266 | 0 | 1122 | 3003 |
| 05:00 PM | 51 | 42 | 10 | 0 | 103 | 33 | 208 | 30 | 1 | 272 | 96 | 35 | 14 | 0 | 145 | 11 | 200 | 68 | 5 | 284 | 804 |
| 05:15 PM | 46 | 25 | 14 | 0 | 85 | 25 | 221 | 24 | 3 | 273 | 63 | 20 | 19 | 0 | 102 | 14 | 230 | 62 | 0 | 306 | 766 |
| 05:30 PM | 44 | 31 | 13 | 0 | 88 | 12 | 179 | 15 | 1 | 207 | 55 | 11 | 16 | 0 | 82 | 10 | 245 | 82 | 0 | 337 | 714 |
| 05:45 PM | 32 | 33 | 14 | 0 | 79 | 16 | 183 | 22 | 0 | 221 | 62 | 18 | 16 | 0 | 96 | 8 | 211 | 62 | 0 | 281 | 677 |
| Total | 173 | 131 | 51 | 0 | 355 | 86 | 791 | 91 | 5 | 973 | 276 | 84 | 65 | 0 | 425 | 43 | 886 | 274 | 5 | 1208 | 2961 |
| Grand Total | 474 | 446 | 234 | 2 | 1156 | 351 | 3040 | 366 | 7 | 3764 | 1301 | 359 | 283 | 0 | 1943 | 153 | 2906 | 1022 | 10 | 4091 | 10954 |
| Apprch % | 41 | 38.6 | 20.2 | 0.2 | | 9.3 | 80.8 | 9.7 | 0.2 | | 67 | 18.5 | 14.6 | 0 | | 3.7 | 71 | 25 | 0.2 | | |
| Total % | 4.3 | 4.1 | 2.1 | 0 | 10.6 | 3.2 | 27.8 | 3.3 | 0.1 | 34.4 | 11.9 | 3.3 | 2.6 | 0 | 17.7 | 1.4 | 26.5 | 9.3 | 0.1 | 37.3 | |
| Cars | 463 | 437 | 228 | 2 | 1130 | 347 | 2991 | 354 | 7 | 3699 | 1264 | 348 | 272 | 0 | 1884 | 148 | 2858 | 975 | 10 | 3991 | 10704 |
| % Cars | 97.7 | 98 | 97.4 | 100 | 97.8 | 98.9 | 98.4 | 96.7 | 100 | 98.3 | 97.2 | 96.9 | 96.1 | 0 | 97 | 96.7 | 98.3 | 95.4 | 100 | 97.6 | 97.7 |
| Trucks | 11 | 9 | 6 | 0 | 26 | 4 | 49 | 12 | 0 | 65 | 37 | 11 | 11 | 0 | 59 | 5 | 48 | 47 | 0 | 100 | 250 |
| % Trucks | 2.3 | 2 | 2.6 | 0 | 2.2 | 1.1 | 1.6 | 3.3 | 0 | 1.7 | 2.8 | 3.1 | 3.9 | 0 | 3 | 3.3 | 1.7 | 4.6 | 0 | 2.4 | 2.3 |

| | NM314 From North | | | | | MAIN (NM6) From East | | | | | NM314 From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 18 | **22** | 14 | 0 | 54 | 12 | 169 | 24 | 0 | 205 | 96 | 18 | 8 | 0 | 122 | 5 | 107 | 66 | **2** | 180 | 561 |
| 07:15 AM | 22 | 12 | **16** | 0 | 50 | 15 | **203** | **33** | 0 | **251** | **133** | **32** | **25** | 0 | **190** | 8 | 163 | 57 | 0 | 228 | **719** |
| 07:30 AM | 15 | 19 | 13 | 0 | 47 | 20 | 197 | 24 | 0 | 241 | 61 | 18 | 25 | 0 | 104 | 8 | **175** | 48 | 2 | 233 | 625 |
| 07:45 AM | **27** | 20 | 15 | **1** | **63** | **26** | 203 | 18 | 0 | 247 | 94 | 28 | 17 | 0 | 139 | **14** | 164 | **69** | 1 | **248** | 697 |
| Total Volume | 82 | 73 | 58 | 1 | 214 | 73 | 772 | 99 | 0 | 944 | 384 | 96 | 75 | 0 | 555 | 35 | 609 | 240 | 5 | 889 | 2602 |
| % App. Total | 38.3 | 34.1 | 27.1 | 0.5 | | 7.7 | 81.8 | 10.5 | 0 | | 69.2 | 17.3 | 13.5 | 0 | | 3.9 | 68.5 | 27 | 0.6 | | |
| PHF | .759 | .830 | .906 | .250 | .849 | .702 | .951 | .750 | .000 | .940 | .722 | .750 | .750 | .000 | .730 | .625 | .870 | .870 | .625 | .896 | .905 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 14-main nm314
Site Code : 14
Start Date : 2/13/2019
Page No : 2

| | NM314 From North | | | | | MAIN (NM6) From East | | | | | NM314 From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 32 | **56** | 17 | 0 | 105 | 27 | 188 | 25 | 0 | 240 | 92 | 25 | 14 | 0 | 131 | 7 | 210 | 64 | 0 | 281 | 757 |
| 04:45 PM | 36 | 52 | **22** | 0 | **110** | **36** | 214 | 21 | 1 | 272 | 60 | 25 | 13 | 0 | 98 | 9 | 185 | 62 | 0 | 256 | 736 |
| 05:00 PM | **51** | 42 | 10 | 0 | 103 | 33 | 208 | **30** | 1 | 272 | **96** | **35** | 14 | 0 | **145** | 11 | 200 | **68** | **5** | 284 | **804** |
| 05:15 PM | 46 | 25 | 14 | 0 | 85 | 25 | **221** | 24 | **3** | **273** | 63 | 20 | **19** | 0 | 102 | **14** | **230** | 62 | 0 | **306** | 766 |
| Total Volume | 165 | 175 | 63 | 0 | 403 | 121 | 831 | 100 | 5 | 1057 | 311 | 105 | 60 | 0 | 476 | 41 | 825 | 256 | 5 | 1127 | 3063 |
| % App. Total | 40.9 | 43.4 | 15.6 | 0 | | 11.4 | 78.6 | 9.5 | 0.5 | | 65.3 | 22.1 | 12.6 | 0 | | 3.6 | 73.2 | 22.7 | 0.4 | | |
| PHF | .809 | .781 | .716 | .000 | .916 | .840 | .940 | .833 | .417 | .968 | .810 | .750 | .789 | .000 | .821 | .732 | .897 | .941 | .250 | .921 | .952 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 14-main nm314
Site Code : 14
Start Date : 2/13/2019


**Groups Printed- Cars**

| | NM314 From North | | | | | MAIN (NM6) From East | | | | | NM314 From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 17 | 21 | 12 | 0 | 50 | 12 | 165 | 24 | 0 | 201 | 91 | 18 | 8 | 0 | 117 | 3 | 98 | 63 | 2 | 166 | 534 |
| 07:15 AM | 22 | 12 | 16 | 0 | 50 | 15 | 198 | 32 | 0 | 245 | 127 | 32 | 24 | 0 | 183 | 7 | 158 | 54 | 0 | 219 | 697 |
| 07:30 AM | 15 | 19 | 11 | 0 | 45 | 20 | 190 | 23 | 0 | 233 | 59 | 16 | 24 | 0 | 99 | 8 | 163 | 44 | 2 | 217 | 594 |
| 07:45 AM | 26 | 20 | 15 | 1 | 62 | 26 | 199 | 16 | 0 | 241 | 89 | 26 | 17 | 0 | 132 | 14 | 161 | 68 | 1 | 244 | 679 |
| Total | 80 | 72 | 54 | 1 | 207 | 73 | 752 | 95 | 0 | 920 | 366 | 92 | 73 | 0 | 531 | 32 | 580 | 229 | 5 | 846 | 2504 |
| 08:00 AM | 13 | 16 | 11 | 0 | 40 | 13 | 123 | 19 | 0 | 155 | 72 | 19 | 21 | 0 | 112 | 4 | 107 | 46 | 0 | 157 | 464 |
| 08:15 AM | 19 | 8 | 15 | 0 | 42 | 19 | 176 | 12 | 0 | 207 | 86 | 27 | 22 | 0 | 135 | 10 | 159 | 48 | 0 | 217 | 601 |
| 08:30 AM | 26 | 12 | 15 | 0 | 53 | 26 | 163 | 19 | 0 | 208 | 96 | 14 | 16 | 0 | 126 | 9 | 156 | 48 | 0 | 213 | 600 |
| 08:45 AM | 22 | 16 | 13 | 0 | 51 | 18 | 197 | 20 | 0 | 235 | 65 | 17 | 18 | 0 | 100 | 13 | 162 | 77 | 0 | 252 | 638 |
| Total | 80 | 52 | 54 | 0 | 186 | 76 | 659 | 70 | 0 | 805 | 319 | 77 | 77 | 0 | 473 | 36 | 584 | 219 | 0 | 839 | 2303 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 36 | 39 | 20 | 0 | 95 | 24 | 196 | 29 | 1 | 250 | 82 | 28 | 17 | 0 | 127 | 14 | 217 | 66 | 0 | 297 | 769 |
| 04:15 PM | 29 | 39 | 11 | 1 | 80 | 27 | 200 | 23 | 0 | 250 | 76 | 18 | 15 | 0 | 109 | 7 | 206 | 65 | 0 | 278 | 717 |
| 04:30 PM | 32 | 54 | 17 | 0 | 103 | 26 | 188 | 25 | 0 | 239 | 90 | 24 | 12 | 0 | 126 | 7 | 207 | 63 | 0 | 277 | 745 |
| 04:45 PM | 35 | 50 | 22 | 0 | 107 | 36 | 211 | 21 | 1 | 269 | 60 | 25 | 13 | 0 | 98 | 9 | 184 | 61 | 0 | 254 | 728 |
| Total | 132 | 182 | 70 | 1 | 385 | 113 | 795 | 98 | 2 | 1008 | 308 | 95 | 57 | 0 | 460 | 37 | 814 | 255 | 0 | 1106 | 2959 |
| 05:00 PM | 51 | 42 | 10 | 0 | 103 | 32 | 205 | 30 | 1 | 268 | 95 | 35 | 14 | 0 | 144 | 11 | 200 | 68 | 5 | 284 | 799 |
| 05:15 PM | 44 | 25 | 13 | 0 | 82 | 25 | 220 | 24 | 3 | 272 | 62 | 20 | 19 | 0 | 101 | 14 | 226 | 61 | 0 | 301 | 756 |
| 05:30 PM | 44 | 31 | 13 | 0 | 88 | 12 | 179 | 15 | 1 | 207 | 54 | 11 | 16 | 0 | 81 | 10 | 243 | 82 | 0 | 335 | 711 |
| 05:45 PM | 32 | 33 | 14 | 0 | 79 | 16 | 181 | 22 | 0 | 219 | 60 | 18 | 16 | 0 | 94 | 8 | 211 | 61 | 0 | 280 | 672 |
| Total | 171 | 131 | 50 | 0 | 352 | 85 | 785 | 91 | 5 | 966 | 271 | 84 | 65 | 0 | 420 | 43 | 880 | 272 | 5 | 1200 | 2938 |
| Grand Total | 463 | 437 | 228 | 2 | 1130 | 347 | 2991 | 354 | 7 | 3699 | 1264 | 348 | 272 | 0 | 1884 | 148 | 2858 | 975 | 10 | 3991 | 10704 |
| Apprch % | 41 | 38.7 | 20.2 | 0.2 | | 9.4 | 80.9 | 9.6 | 0.2 | | 67.1 | 18.5 | 14.4 | 0 | | 3.7 | 71.6 | 24.4 | 0.3 | | |
| Total % | 4.3 | 4.1 | 2.1 | 0 | 10.6 | 3.2 | 27.9 | 3.3 | 0.1 | 34.6 | 11.8 | 3.3 | 2.5 | 0 | 17.6 | 1.4 | 26.7 | 9.1 | 0.1 | 37.3 | |

| | NM314 From North | | | | | MAIN (NM6) From East | | | | | NM314 From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 17 | **21** | 12 | 0 | 50 | 12 | 165 | 24 | 0 | 201 | 91 | 18 | 8 | 0 | 117 | 3 | 98 | 63 | **2** | 166 | 534 |
| 07:15 AM | 22 | 12 | **16** | 0 | 50 | 15 | 198 | **32** | 0 | **245** | **127** | **32** | **24** | 0 | **183** | 7 | 158 | 54 | 0 | 219 | **697** |
| 07:30 AM | 15 | 19 | 11 | 0 | 45 | 20 | 190 | 23 | 0 | 233 | 59 | 16 | 24 | 0 | 99 | 8 | **163** | 44 | 2 | 217 | 594 |
| 07:45 AM | **26** | 20 | 15 | **1** | **62** | **26** | **199** | 16 | 0 | 241 | 89 | 26 | 17 | 0 | 132 | **14** | 161 | **68** | 1 | **244** | 679 |
| Total Volume | 80 | 72 | 54 | 1 | 207 | 73 | 752 | 95 | 0 | 920 | 366 | 92 | 73 | 0 | 531 | 32 | 580 | 229 | 5 | 846 | 2504 |
| % App. Total | 38.6 | 34.8 | 26.1 | 0.5 | | 7.9 | 81.7 | 10.3 | 0 | | 68.9 | 17.3 | 13.7 | 0 | | 3.8 | 68.6 | 27.1 | 0.6 | | |
| PHF | .769 | .857 | .844 | .250 | .835 | .702 | .945 | .742 | .000 | .939 | .720 | .719 | .760 | .000 | .725 | .571 | .890 | .842 | .625 | .867 | .898 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 32 | 54 | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 35 | 50 | 22 | 0 | 107 | 36 | 211 | 21 | 1 | 269 | 60 | 25 | 13 | 0 | 98 | 9 | 184 | 61 | 0 | 254 | 728 |
| 05:00 PM | 51 | 42 | 10 | 0 | 103 | 32 | 205 | 30 | 1 | 268 | 95 | 35 | 14 | 0 | 144 | 11 | 200 | 68 | 5 | 284 | 799 |
| 05:15 PM | 44 | 25 | 13 | 0 | 82 | 25 | 220 | 24 | 3 | 272 | 62 | 20 | 19 | 0 | 101 | 14 | 226 | 61 | 0 | 301 | 756 |
| Total Volume | 162 | 171 | 62 | 0 | 395 | 119 | 824 | 100 | 5 | 1048 | 307 | 104 | 58 | 0 | 469 | 41 | 817 | 253 | 5 | 1116 | 3028 |
| % App. Total | 41 | 43.3 | 15.7 | 0 | | 11.4 | 78.6 | 9.5 | 0.5 | | 65.5 | 22.2 | 12.4 | 0 | | 3.7 | 73.2 | 22.7 | 0.4 | | |
| PHF | .794 | .792 | .705 | .000 | .923 | .826 | .936 | .833 | .417 | .963 | .808 | .743 | .763 | .000 | .814 | .732 | .904 | .930 | .250 | .927 | .947 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 14-main nm314
Site Code : 14
Start Date : 2/13/2019


**Groups Printed- Trucks**

| | NM314 From North | | | | | MAIN (NM6) From East | | | | | NM314 From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 1 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 5 | 2 | 9 | 3 | 0 | 14 | 27 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 6 | 0 | 1 | 0 | 7 | 1 | 5 | 3 | 0 | 9 | 22 |
| 07:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 7 | 1 | 0 | 8 | 2 | 2 | 1 | 0 | 5 | 0 | 12 | 4 | 0 | 16 | 31 |
| 07:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 6 | 5 | 2 | 0 | 0 | 7 | 0 | 3 | 1 | 0 | 4 | 18 |
| Total | 2 | 1 | 4 | 0 | 7 | 0 | 20 | 4 | 0 | 24 | 18 | 4 | 2 | 0 | 24 | 3 | 29 | 11 | 0 | 43 | 98 |
| 08:00 AM | 0 | 1 | 0 | 0 | 1 | 2 | 6 | 3 | 0 | 11 | 2 | 1 | 1 | 0 | 4 | 1 | 2 | 4 | 0 | 7 | 23 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 4 | 0 | 9 | 3 | 0 | 2 | 0 | 5 | 1 | 3 | 1 | 0 | 5 | 20 |
| 08:30 AM | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 4 | 0 | 2 | 12 | 0 | 14 | 23 |
| 08:45 AM | 3 | 0 | 0 | 0 | 3 | 0 | 5 | 1 | 0 | 6 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 6 | 0 | 7 | 19 |
| Total | 5 | 2 | 1 | 0 | 8 | 2 | 18 | 8 | 0 | 28 | 6 | 4 | 6 | 0 | 16 | 2 | 8 | 23 | 0 | 33 | 85 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 9 |
| 04:15 PM | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 5 | 0 | 1 | 5 | 0 | 6 | 15 |
| 04:30 PM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 5 | 0 | 3 | 1 | 0 | 4 | 12 |
| 04:45 PM | 1 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 8 |
| Total | 2 | 6 | 0 | 0 | 8 | 1 | 5 | 0 | 0 | 6 | 8 | 3 | 3 | 0 | 14 | 0 | 5 | 11 | 0 | 16 | 44 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:15 PM | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 10 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 5 |
| Total | 2 | 0 | 1 | 0 | 3 | 1 | 6 | 0 | 0 | 7 | 5 | 0 | 0 | 0 | 5 | 0 | 6 | 2 | 0 | 8 | 23 |
| Grand Total | 11 | 9 | 6 | 0 | 26 | 4 | 49 | 12 | 0 | 65 | 37 | 11 | 11 | 0 | 59 | 5 | 48 | 47 | 0 | 100 | 250 |
| Apprch % | 42.3 | 34.6 | 23.1 | 0 | | 6.2 | 75.4 | 18.5 | 0 | | 62.7 | 18.6 | 18.6 | 0 | | 5 | 48 | 47 | 0 | | |
| Total % | 4.4 | 3.6 | 2.4 | 0 | 10.4 | 1.6 | 19.6 | 4.8 | 0 | 26 | 14.8 | 4.4 | 4.4 | 0 | 23.6 | 2 | 19.2 | 18.8 | 0 | 40 | |

| | NM314 From North | | | | | MAIN (NM6) From East | | | | | NM314 From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **1** | **1** | **2** | 0 | **4** | 0 | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 5 | **2** | 9 | 3 | 0 | 14 | 27 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | **6** | 0 | **1** | 0 | **7** | 1 | 5 | 3 | 0 | 9 | 22 |
| 07:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | **7** | 1 | 0 | **8** | 2 | **2** | 1 | 0 | 5 | 0 | **12** | **4** | 0 | **16** | **31** |
| 07:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 4 | **2** | 0 | 6 | 5 | 2 | 0 | 0 | 7 | 0 | 3 | 1 | 0 | 4 | 18 |
| Total Volume | 2 | 1 | 4 | 0 | 7 | 0 | 20 | 4 | 0 | 24 | 18 | 4 | 2 | 0 | 24 | 3 | 29 | 11 | 0 | 43 | 98 |
| % App. Total | 28.6 | 14.3 | 57.1 | 0 | | 0 | 83.3 | 16.7 | 0 | | 75 | 16.7 | 8.3 | 0 | | 7 | 67.4 | 25.6 | 0 | | |
| PHF | .500 | .250 | .500 | .000 | .438 | .000 | .714 | .500 | .000 | .750 | .750 | .500 | .500 | .000 | .857 | .375 | .604 | .688 | .000 | .672 | .790 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | | | | | | | | | | |
| 04:15 PM | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 5 | 0 | 1 | 5 | 0 | 6 | 15 |
| 04:30 PM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 5 | 0 | 3 | 1 | 0 | 4 | 12 |
| 04:45 PM | 1 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 8 |
| Total Volume | 2 | 6 | 0 | 0 | 8 | 1 | 5 | 0 | 0 | 6 | 8 | 3 | 3 | 0 | 14 | 0 | 5 | 11 | 0 | 16 | 44 |
| % App. Total | 25 | 75 | 0 | 0 | | 16.7 | 83.3 | 0 | 0 | | 57.1 | 21.4 | 21.4 | 0 | | 0 | 31.2 | 68.8 | 0 | | |
| PHF | .500 | .750 | .000 | .000 | .667 | .250 | .417 | .000 | .000 | .500 | .667 | .375 | .375 | .000 | .700 | .000 | .417 | .550 | .000 | .667 | .733 |

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 14-main nm314
Site Code : 14
Start Date : 2/13/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM314 From North | | | | | MAIN (NM6) From East | | | | | NM314 From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 18 | 22 | 14 | 0 | 54 | 12 | 169 | 24 | 0 | 205 | 96 | 18 | 8 | 0 | 122 | 5 | 107 | 66 | 2 | 180 | 561 |
| 07:15 AM | 22 | 12 | 16 | 0 | 50 | 15 | 203 | 33 | 0 | 251 | 133 | 32 | 25 | 0 | 190 | 8 | 163 | 57 | 0 | 228 | 719 |
| 07:30 AM | 15 | 19 | 13 | 0 | 47 | 20 | 197 | 24 | 0 | 241 | 61 | 18 | 25 | 0 | 104 | 8 | 175 | 48 | 2 | 233 | 625 |
| 07:45 AM | 27 | 20 | 15 | 1 | 63 | 26 | 203 | 18 | 0 | 247 | 94 | 28 | 17 | 0 | 139 | 14 | 164 | 69 | 1 | 248 | 697 |
| Total | 82 | 73 | 58 | 1 | 214 | 73 | 772 | 99 | 0 | 944 | 384 | 96 | 75 | 0 | 555 | 35 | 609 | 240 | 5 | 889 | 2602 |
| 08:00 AM | 13 | 17 | 11 | 0 | 41 | 15 | 129 | 22 | 0 | 166 | 74 | 20 | 22 | 0 | 116 | 5 | 109 | 50 | 0 | 164 | 487 |
| 08:15 AM | 19 | 8 | 16 | 0 | 43 | 19 | 181 | 16 | 0 | 216 | 89 | 27 | 24 | 0 | 140 | 11 | 162 | 49 | 0 | 222 | 621 |
| 08:30 AM | 28 | 13 | 15 | 0 | 56 | 26 | 165 | 19 | 0 | 210 | 97 | 15 | 18 | 0 | 130 | 9 | 158 | 60 | 0 | 227 | 623 |
| 08:45 AM | 25 | 16 | 13 | 0 | 54 | 18 | 202 | 21 | 0 | 241 | 65 | 19 | 19 | 0 | 103 | 13 | 163 | 83 | 0 | 259 | 657 |
| Total | 85 | 54 | 55 | 0 | 194 | 78 | 677 | 78 | 0 | 833 | 325 | 81 | 83 | 0 | 489 | 38 | 592 | 242 | 0 | 872 | 2388 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 36 | 39 | 20 | 0 | 95 | 24 | 197 | 29 | 1 | 251 | 85 | 28 | 18 | 0 | 131 | 14 | 217 | 70 | 0 | 301 | 778 |
| 04:15 PM | 30 | 41 | 11 | 1 | 83 | 27 | 201 | 23 | 0 | 251 | 79 | 20 | 15 | 0 | 114 | 7 | 207 | 70 | 0 | 284 | 732 |
| 04:30 PM | 32 | 56 | 17 | 0 | 105 | 27 | 188 | 25 | 0 | 240 | 92 | 25 | 14 | 0 | 131 | 7 | 210 | 64 | 0 | 281 | 757 |
| 04:45 PM | 36 | 52 | 22 | 0 | 110 | 36 | 214 | 21 | 1 | 272 | 60 | 25 | 13 | 0 | 98 | 9 | 185 | 62 | 0 | 256 | 736 |
| Total | 134 | 188 | 70 | 1 | 393 | 114 | 800 | 98 | 2 | 1014 | 316 | 98 | 60 | 0 | 474 | 37 | 819 | 266 | 0 | 1122 | 3003 |
| 05:00 PM | 51 | 42 | 10 | 0 | 103 | 33 | 208 | 30 | 1 | 272 | 96 | 35 | 14 | 0 | 145 | 11 | 200 | 68 | 5 | 284 | 804 |
| 05:15 PM | 46 | 25 | 14 | 0 | 85 | 25 | 221 | 24 | 3 | 273 | 63 | 20 | 19 | 0 | 102 | 14 | 230 | 62 | 0 | 306 | 766 |
| 05:30 PM | 44 | 31 | 13 | 0 | 88 | 12 | 179 | 15 | 1 | 207 | 55 | 11 | 16 | 0 | 82 | 10 | 245 | 82 | 0 | 337 | 714 |
| 05:45 PM | 32 | 33 | 14 | 0 | 79 | 16 | 183 | 22 | 0 | 221 | 62 | 18 | 16 | 0 | 96 | 8 | 211 | 62 | 0 | 281 | 677 |
| Total | 173 | 131 | 51 | 0 | 355 | 86 | 791 | 91 | 5 | 973 | 276 | 84 | 65 | 0 | 425 | 43 | 886 | 274 | 5 | 1208 | 2961 |
| Grand Total | 474 | 446 | 234 | 2 | 1156 | 351 | 3040 | 366 | 7 | 3764 | 1301 | 359 | 283 | 0 | 1943 | 153 | 2906 | 1022 | 10 | 4091 | 10954 |
| Apprch % | 41 | 38.6 | 20.2 | 0.2 | | 9.3 | 80.8 | 9.7 | 0.2 | | 67 | 18.5 | 14.6 | 0 | | 3.7 | 71 | 25 | 0.2 | | |
| Total % | 4.3 | 4.1 | 2.1 | 0 | 10.6 | 3.2 | 27.8 | 3.3 | 0.1 | 34.4 | 11.9 | 3.3 | 2.6 | 0 | 17.7 | 1.4 | 26.5 | 9.3 | 0.1 | 37.3 | |

| | NM314 From North | | | | | MAIN (NM6) From East | | | | | NM314 From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 18 | **22** | 14 | 0 | 54 | 12 | 169 | 24 | 0 | 205 | 96 | 18 | 8 | 0 | 122 | 5 | 107 | 66 | **2** | 180 | 561 |
| 07:15 AM | 22 | 12 | **16** | 0 | 50 | 15 | **203** | **33** | 0 | **251** | **133** | **32** | **25** | 0 | **190** | 8 | 163 | 57 | 0 | 228 | **719** |
| 07:30 AM | 15 | 19 | 13 | 0 | 47 | 20 | 197 | 24 | 0 | 241 | 61 | 18 | 25 | 0 | 104 | 8 | **175** | 48 | 2 | 233 | 625 |
| 07:45 AM | **27** | 20 | 15 | **1** | **63** | **26** | 203 | 18 | 0 | 247 | 94 | 28 | 17 | 0 | 139 | **14** | 164 | **69** | 1 | **248** | 697 |
| Total Volume | 82 | 73 | 58 | 1 | 214 | 73 | 772 | 99 | 0 | 944 | 384 | 96 | 75 | 0 | 555 | 35 | 609 | 240 | 5 | 889 | 2602 |
| % App. Total | 38.3 | 34.1 | 27.1 | 0.5 | | 7.7 | 81.8 | 10.5 | 0 | | 69.2 | 17.3 | 13.5 | 0 | | 3.9 | 68.5 | 27 | 0.6 | | |
| PHF | .759 | .830 | .906 | .250 | .849 | .702 | .951 | .750 | .000 | .940 | .722 | .750 | .750 | .000 | .730 | .625 | .870 | .870 | .625 | .896 | .905 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 32 | 56 | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 36 | 52 | 22 | 0 | 110 | 36 | 214 | 21 | 1 | 272 | 60 | 25 | 13 | 0 | 98 | 9 | 185 | 62 | 0 | 256 | 736 |
| 05:00 PM | 51 | 42 | 10 | 0 | 103 | 33 | 208 | 30 | 1 | 272 | 96 | 35 | 14 | 0 | 145 | 11 | 200 | 68 | 5 | 284 | 804 |
| 05:15 PM | 46 | 25 | 14 | 0 | 85 | 25 | 221 | 24 | 3 | 273 | 63 | 20 | 19 | 0 | 102 | 14 | 230 | 62 | 0 | 306 | 766 |
| Total Volume | 165 | 175 | 63 | 0 | 403 | 121 | 831 | 100 | 5 | 1057 | 311 | 105 | 60 | 0 | 476 | 41 | 825 | 256 | 5 | 1127 | 3063 |
| % App. Total | 40.9 | 43.4 | 15.6 | 0 | | 11.4 | 78.6 | 9.5 | 0.5 | | 65.3 | 22.1 | 12.6 | 0 | | 3.6 | 73.2 | 22.7 | 0.4 | | |
| PHF | .809 | .781 | .716 | .000 | .916 | .840 | .940 | .833 | .417 | .968 | .810 | .750 | .789 | .000 | .821 | .732 | .897 | .941 | .250 | .921 | .952 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 15-Main LosLentes
Site Code : 15
Start Date : 2/13/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | LOS LENTES From North | | | | | MAIN (NM6) From East | | | | | LOS LENTES From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 18 | 17 | 11 | 0 | 46 | 54 | 185 | 25 | 0 | 264 | 18 | 21 | 31 | 0 | 70 | 3 | 83 | 2 | 0 | 88 | 468 |
| 07:15 AM | 25 | 7 | 6 | 0 | 38 | 51 | 158 | 19 | 0 | 228 | 17 | 19 | 32 | 0 | 68 | 10 | 127 | 3 | 0 | 140 | 474 |
| 07:30 AM | 34 | 12 | 11 | 0 | 57 | 52 | 174 | 27 | 0 | 253 | 22 | 14 | 38 | 1 | 75 | 7 | 151 | 3 | 0 | 161 | 546 |
| 07:45 AM | 33 | 21 | 9 | 0 | 63 | 59 | 179 | 23 | 0 | 261 | 13 | 19 | 44 | 0 | 76 | 10 | 139 | 4 | 0 | 153 | 553 |
| Total | 110 | 57 | 37 | 0 | 204 | 216 | 696 | 94 | 0 | 1006 | 70 | 73 | 145 | 1 | 289 | 30 | 500 | 12 | 0 | 542 | 2041 |
| 08:00 AM | 19 | 8 | 6 | 0 | 33 | 51 | 137 | 19 | 6 | 213 | 8 | 12 | 41 | 7 | 68 | 12 | 123 | 6 | 0 | 141 | 455 |
| 08:15 AM | 33 | 34 | 16 | 0 | 83 | 29 | 157 | 14 | 0 | 200 | 19 | 43 | 47 | 0 | 109 | 24 | 119 | 2 | 0 | 145 | 537 |
| 08:30 AM | 38 | 46 | 24 | 1 | 109 | 49 | 172 | 19 | 0 | 240 | 16 | 28 | 47 | 0 | 91 | 11 | 157 | 2 | 0 | 170 | 610 |
| 08:45 AM | 21 | 18 | 12 | 0 | 51 | 42 | 196 | 19 | 0 | 257 | 17 | 6 | 51 | 0 | 74 | 8 | 152 | 7 | 0 | 167 | 549 |
| Total | 111 | 106 | 58 | 1 | 276 | 171 | 662 | 71 | 6 | 910 | 60 | 89 | 186 | 7 | 342 | 55 | 551 | 17 | 0 | 623 | 2151 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 45 | 14 | 9 | 0 | 68 | 52 | 182 | 30 | 0 | 264 | 27 | 20 | 64 | 2 | 113 | 15 | 189 | 6 | 0 | 210 | 655 |
| 04:15 PM | 32 | 18 | 16 | 4 | 70 | 61 | 185 | 25 | 1 | 272 | 18 | 9 | 47 | 0 | 74 | 11 | 211 | 10 | 0 | 232 | 648 |
| 04:30 PM | 33 | 13 | 5 | 1 | 52 | 58 | 198 | 21 | 0 | 277 | 29 | 11 | 64 | 0 | 104 | 10 | 200 | 16 | 0 | 226 | 659 |
| 04:45 PM | 36 | 10 | 8 | 0 | 54 | 56 | 200 | 22 | 0 | 278 | 24 | 9 | 49 | 0 | 82 | 3 | 183 | 11 | 0 | 197 | 611 |
| Total | 146 | 55 | 38 | 5 | 244 | 227 | 765 | 98 | 1 | 1091 | 98 | 49 | 224 | 2 | 373 | 39 | 783 | 43 | 0 | 865 | 2573 |
| 05:00 PM | 25 | 15 | 6 | 1 | 47 | 45 | 226 | 29 | 0 | 300 | 27 | 16 | 77 | 1 | 121 | 6 | 226 | 14 | 0 | 246 | 714 |
| 05:15 PM | 50 | 13 | 6 | 0 | 69 | 39 | 168 | 24 | 0 | 231 | 25 | 9 | 52 | 0 | 86 | 7 | 210 | 8 | 0 | 225 | 611 |
| 05:30 PM | 33 | 18 | 13 | 0 | 64 | 38 | 180 | 34 | 0 | 252 | 21 | 7 | 48 | 0 | 76 | 10 | 220 | 12 | 0 | 242 | 634 |
| 05:45 PM | 43 | 16 | 14 | 0 | 73 | 44 | 163 | 31 | 0 | 238 | 21 | 14 | 44 | 1 | 80 | 22 | 195 | 9 | 0 | 226 | 617 |
| Total | 151 | 62 | 39 | 1 | 253 | 166 | 737 | 118 | 0 | 1021 | 94 | 46 | 221 | 2 | 363 | 45 | 851 | 43 | 0 | 939 | 2576 |
| Grand Total | 518 | 280 | 172 | 7 | 977 | 780 | 2860 | 381 | 7 | 4028 | 322 | 257 | 776 | 12 | 1367 | 169 | 2685 | 115 | 0 | 2969 | 9341 |
| Apprch % | 53 | 28.7 | 17.6 | 0.7 | | 19.4 | 71 | 9.5 | 0.2 | | 23.6 | 18.8 | 56.8 | 0.9 | | 5.7 | 90.4 | 3.9 | 0 | | |
| Total % | 5.5 | 3 | 1.8 | 0.1 | 10.5 | 8.4 | 30.6 | 4.1 | 0.1 | 43.1 | 3.4 | 2.8 | 8.3 | 0.1 | 14.6 | 1.8 | 28.7 | 1.2 | 0 | 31.8 | |
| Cars | 509 | 266 | 166 | 7 | 948 | 755 | 2801 | 376 | 7 | 3939 | 318 | 247 | 752 | 12 | 1329 | 163 | 2644 | 112 | 0 | 2919 | 9135 |
| % Cars | 98.3 | 95 | 96.5 | 100 | 97 | 96.8 | 97.9 | 98.7 | 100 | 97.8 | 98.8 | 96.1 | 96.9 | 100 | 97.2 | 96.4 | 98.5 | 97.4 | 0 | 98.3 | 97.8 |
| Trucks | 9 | 14 | 6 | 0 | 29 | 25 | 59 | 5 | 0 | 89 | 4 | 10 | 24 | 0 | 38 | 6 | 41 | 3 | 0 | 50 | 206 |
| % Trucks | 1.7 | 5 | 3.5 | 0 | 3 | 3.2 | 2.1 | 1.3 | 0 | 2.2 | 1.2 | 3.9 | 3.1 | 0 | 2.8 | 3.6 | 1.5 | 2.6 | 0 | 1.7 | 2.2 |

| | LOS LENTES From North | | | | | MAIN (NM6) From East | | | | | LOS LENTES From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 33 | 21 | 9 | 0 | 63 | **59** | **179** | **23** | 0 | **261** | 13 | 19 | 44 | 0 | 76 | 10 | 139 | 4 | 0 | 153 | 553 |
| 08:00 AM | 19 | 8 | 6 | 0 | 33 | 51 | 137 | 19 | **6** | 213 | 8 | 12 | 41 | **7** | 68 | 12 | 123 | **6** | 0 | 141 | 455 |
| 08:15 AM | 33 | 34 | 16 | 0 | 83 | 29 | 157 | 14 | 0 | 200 | **19** | **43** | **47** | 0 | **109** | **24** | 119 | 2 | 0 | 145 | 537 |
| 08:30 AM | **38** | **46** | **24** | **1** | **109** | 49 | 172 | 19 | 0 | 240 | 16 | 28 | 47 | 0 | 91 | 11 | **157** | 2 | 0 | **170** | **610** |
| Total Volume | 123 | 109 | 55 | 1 | 288 | 188 | 645 | 75 | 6 | 914 | 56 | 102 | 179 | 7 | 344 | 57 | 538 | 14 | 0 | 609 | 2155 |
| % App. Total | 42.7 | 37.8 | 19.1 | 0.3 | | 20.6 | 70.6 | 8.2 | 0.7 | | 16.3 | 29.7 | 52 | 2 | | 9.4 | 88.3 | 2.3 | 0 | | |
| PHF | .809 | .592 | .573 | .250 | .661 | .797 | .901 | .815 | .250 | .875 | .737 | .593 | .952 | .250 | .789 | .594 | .857 | .583 | .000 | .896 | .883 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 15-Main LosLentes
Site Code : 15
Start Date : 2/13/2019
Page No : 2

| | LOS LENTES From North | | | | | MAIN (NM6) From East | | | | | LOS LENTES From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 32 | **18** | **16** | **4** | **70** | **61** | 185 | 25 | **1** | 272 | 18 | 9 | 47 | 0 | 74 | **11** | 211 | 10 | 0 | 232 | 648 |
| 04:30 PM | 33 | 13 | 5 | 1 | 52 | 58 | 198 | 21 | 0 | 277 | **29** | 11 | 64 | 0 | 104 | 10 | 200 | **16** | 0 | 226 | 659 |
| 04:45 PM | **36** | 10 | 8 | 0 | 54 | 56 | 200 | 22 | 0 | 278 | 24 | 9 | 49 | 0 | 82 | 3 | 183 | 11 | 0 | 197 | 611 |
| 05:00 PM | 25 | 15 | 6 | 1 | 47 | 45 | **226** | **29** | 0 | **300** | 27 | **16** | **77** | **1** | **121** | 6 | **226** | 14 | 0 | **246** | **714** |
| Total Volume | 126 | 56 | 35 | 6 | 223 | 220 | 809 | 97 | 1 | 1127 | 98 | 45 | 237 | 1 | 381 | 30 | 820 | 51 | 0 | 901 | 2632 |
| % App. Total | 56.5 | 25.1 | 15.7 | 2.7 | | 19.5 | 71.8 | 8.6 | 0.1 | | 25.7 | 11.8 | 62.2 | 0.3 | | 3.3 | 91 | 5.7 | 0 | | |
| PHF | .875 | .778 | .547 | .375 | .796 | .902 | .895 | .836 | .250 | .939 | .845 | .703 | .769 | .250 | .787 | .682 | .907 | .797 | .000 | .916 | .922 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 15-Main LosLentes
Site Code : 15
Start Date : 2/13/2019


**Groups Printed- Cars**

| | LOS LENTES From North | | | | | MAIN (NM6) From East | | | | | LOS LENTES From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 18 | 16 | 11 | 0 | 45 | 53 | 175 | 25 | 0 | 253 | 17 | 20 | 28 | 0 | 65 | 3 | 78 | 2 | 0 | 83 | 446 |
| 07:15 AM | 24 | 7 | 6 | 0 | 37 | 50 | 151 | 18 | 0 | 219 | 16 | 16 | 30 | 0 | 62 | 7 | 125 | 2 | 0 | 134 | 452 |
| 07:30 AM | 29 | 11 | 10 | 0 | 50 | 51 | 168 | 26 | 0 | 245 | 22 | 14 | 37 | 1 | 74 | 7 | 145 | 2 | 0 | 154 | 523 |
| 07:45 AM | 33 | 20 | 8 | 0 | 61 | 58 | 172 | 23 | 0 | 253 | 13 | 19 | 41 | 0 | 73 | 10 | 136 | 4 | 0 | 150 | 537 |
| Total | 104 | 54 | 35 | 0 | 193 | 212 | 666 | 92 | 0 | 970 | 68 | 69 | 136 | 1 | 274 | 27 | 484 | 10 | 0 | 521 | 1958 |
| 08:00 AM | 18 | 7 | 5 | 0 | 30 | 51 | 133 | 19 | 6 | 209 | 8 | 12 | 39 | 7 | 66 | 12 | 121 | 5 | 0 | 138 | 443 |
| 08:15 AM | 33 | 29 | 16 | 0 | 78 | 27 | 153 | 12 | 0 | 192 | 19 | 39 | 43 | 0 | 101 | 23 | 115 | 2 | 0 | 140 | 511 |
| 08:30 AM | 37 | 45 | 24 | 1 | 107 | 42 | 165 | 18 | 0 | 225 | 16 | 27 | 44 | 0 | 87 | 10 | 155 | 2 | 0 | 167 | 586 |
| 08:45 AM | 21 | 16 | 11 | 0 | 48 | 41 | 193 | 19 | 0 | 253 | 17 | 6 | 51 | 0 | 74 | 8 | 148 | 7 | 0 | 163 | 538 |
| Total | 109 | 97 | 56 | 1 | 263 | 161 | 644 | 68 | 6 | 879 | 60 | 84 | 177 | 7 | 328 | 53 | 539 | 16 | 0 | 608 | 2078 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 45 | 14 | 9 | 0 | 68 | 51 | 181 | 30 | 0 | 262 | 27 | 20 | 62 | 2 | 111 | 15 | 188 | 6 | 0 | 209 | 650 |
| 04:15 PM | 32 | 18 | 15 | 4 | 69 | 57 | 183 | 25 | 1 | 266 | 18 | 9 | 47 | 0 | 74 | 11 | 209 | 10 | 0 | 230 | 639 |
| 04:30 PM | 33 | 13 | 5 | 1 | 52 | 58 | 196 | 21 | 0 | 275 | 29 | 11 | 63 | 0 | 103 | 9 | 198 | 16 | 0 | 223 | 653 |
| 04:45 PM | 35 | 10 | 7 | 0 | 52 | 54 | 199 | 22 | 0 | 275 | 24 | 8 | 48 | 0 | 80 | 3 | 183 | 11 | 0 | 197 | 604 |
| Total | 145 | 55 | 36 | 5 | 241 | 220 | 759 | 98 | 1 | 1078 | 98 | 48 | 220 | 2 | 368 | 38 | 778 | 43 | 0 | 859 | 2546 |
| 05:00 PM | 25 | 15 | 6 | 1 | 47 | 44 | 223 | 29 | 0 | 296 | 27 | 16 | 75 | 1 | 119 | 6 | 226 | 14 | 0 | 246 | 708 |
| 05:15 PM | 50 | 12 | 6 | 0 | 68 | 38 | 167 | 24 | 0 | 229 | 25 | 9 | 52 | 0 | 86 | 7 | 204 | 8 | 0 | 219 | 602 |
| 05:30 PM | 33 | 17 | 13 | 0 | 63 | 37 | 180 | 34 | 0 | 251 | 21 | 7 | 48 | 0 | 76 | 10 | 220 | 12 | 0 | 242 | 632 |
| 05:45 PM | 43 | 16 | 14 | 0 | 73 | 43 | 162 | 31 | 0 | 236 | 19 | 14 | 44 | 1 | 78 | 22 | 193 | 9 | 0 | 224 | 611 |
| Total | 151 | 60 | 39 | 1 | 251 | 162 | 732 | 118 | 0 | 1012 | 92 | 46 | 219 | 2 | 359 | 45 | 843 | 43 | 0 | 931 | 2553 |
| Grand Total | 509 | 266 | 166 | 7 | 948 | 755 | 2801 | 376 | 7 | 3939 | 318 | 247 | 752 | 12 | 1329 | 163 | 2644 | 112 | 0 | 2919 | 9135 |
| Apprch % | 53.7 | 28.1 | 17.5 | 0.7 | | 19.2 | 71.1 | 9.5 | 0.2 | | 23.9 | 18.6 | 56.6 | 0.9 | | 5.6 | 90.6 | 3.8 | 0 | | |
| Total % | 5.6 | 2.9 | 1.8 | 0.1 | 10.4 | 8.3 | 30.7 | 4.1 | 0.1 | 43.1 | 3.5 | 2.7 | 8.2 | 0.1 | 14.5 | 1.8 | 28.9 | 1.2 | 0 | 32 | |

| | LOS LENTES From North | | | | | MAIN (NM6) From East | | | | | LOS LENTES From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 18 | 7 | 5 | 0 | 30 | **51** | 133 | **19** | **6** | 209 | 8 | 12 | 39 | **7** | 66 | 12 | 121 | 5 | 0 | 138 | 443 |
| 08:15 AM | 33 | 29 | 16 | 0 | 78 | 27 | 153 | 12 | 0 | 192 | **19** | **39** | 43 | 0 | **101** | **23** | 115 | 2 | 0 | 140 | 511 |
| 08:30 AM | **37** | **45** | **24** | **1** | **107** | 42 | 165 | 18 | 0 | 225 | 16 | 27 | 44 | 0 | 87 | 10 | **155** | 2 | 0 | **167** | **586** |
| 08:45 AM | 21 | 16 | 11 | 0 | 48 | 41 | **193** | 19 | 0 | **253** | 17 | 6 | **51** | 0 | 74 | 8 | 148 | **7** | 0 | 163 | 538 |
| Total Volume | 109 | 97 | 56 | 1 | 263 | 161 | 644 | 68 | 6 | 879 | 60 | 84 | 177 | 7 | 328 | 53 | 539 | 16 | 0 | 608 | 2078 |
| % App. Total | 41.4 | 36.9 | 21.3 | 0.4 | | 18.3 | 73.3 | 7.7 | 0.7 | | 18.3 | 25.6 | 54 | 2.1 | | 8.7 | 88.7 | 2.6 | 0 | | |
| PHF | .736 | .539 | .583 | .250 | .614 | .789 | .834 | .895 | .250 | .869 | .789 | .538 | .868 | .250 | .812 | .576 | .869 | .571 | .000 | .910 | .887 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 32 | 18 | 15 | 4 | 69 | | | | 1 | | | | | | | 11 | | | | | |
| 04:30 PM | 33 | 13 | 5 | 1 | 52 | 58 | 196 | 21 | 0 | 275 | 29 | 11 | 63 | 0 | 103 | 9 | 198 | 16 | 0 | 223 | 653 |
| 04:45 PM | 35 | 10 | 7 | 0 | 52 | 54 | 199 | 22 | 0 | 275 | 24 | 8 | 48 | 0 | 80 | 3 | 183 | 11 | 0 | 197 | 604 |
| 05:00 PM | 25 | 15 | 6 | 1 | 47 | 44 | 223 | 29 | 0 | 296 | 27 | 16 | 75 | 1 | 119 | 6 | 226 | 14 | 0 | 246 | 708 |
| Total Volume | 125 | 56 | 33 | 6 | 220 | 213 | 801 | 97 | 1 | 1112 | 98 | 44 | 233 | 1 | 376 | 29 | 816 | 51 | 0 | 896 | 2604 |
| % App. Total | 56.8 | 25.5 | 15 | 2.7 | | 19.2 | 72 | 8.7 | 0.1 | | 26.1 | 11.7 | 62 | 0.3 | | 3.2 | 91.1 | 5.7 | 0 | | |
| PHF | .893 | .778 | .550 | .375 | .797 | .918 | .898 | .836 | .250 | .939 | .845 | .688 | .777 | .250 | .790 | .659 | .903 | .797 | .000 | .911 | .919 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 15-Main LosLentes
Site Code : 15
Start Date : 2/13/2019


**Groups Printed- Trucks**

| | LOS LENTES From North | | | | | MAIN (NM6) From East | | | | | LOS LENTES From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 0 | 1 | 1 | 10 | 0 | 0 | 11 | 1 | 1 | 3 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 22 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 1 | 7 | 1 | 0 | 9 | 1 | 3 | 2 | 0 | 6 | 3 | 2 | 1 | 0 | 6 | 22 |
| 07:30 AM | 5 | 1 | 1 | 0 | 7 | 1 | 6 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 23 |
| 07:45 AM | 0 | 1 | 1 | 0 | 2 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 16 |
| Total | 6 | 3 | 2 | 0 | 11 | 4 | 30 | 2 | 0 | 36 | 2 | 4 | 9 | 0 | 15 | 3 | 16 | 2 | 0 | 21 | 83 |
| 08:00 AM | 1 | 1 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 3 | 12 |
| 08:15 AM | 0 | 5 | 0 | 0 | 5 | 2 | 4 | 2 | 0 | 8 | 0 | 4 | 4 | 0 | 8 | 1 | 4 | 0 | 0 | 5 | 26 |
| 08:30 AM | 1 | 1 | 0 | 0 | 2 | 7 | 7 | 1 | 0 | 15 | 0 | 1 | 3 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 24 |
| 08:45 AM | 0 | 2 | 1 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 11 |
| Total | 2 | 9 | 2 | 0 | 13 | 10 | 18 | 3 | 0 | 31 | 0 | 5 | 9 | 0 | 14 | 2 | 12 | 1 | 0 | 15 | 73 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 |
| 04:15 PM | 0 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 9 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 6 |
| 04:45 PM | 1 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 1 | 0 | 2 | 0 | 3 | 7 | 6 | 0 | 0 | 13 | 0 | 1 | 4 | 0 | 5 | 1 | 5 | 0 | 0 | 6 | 27 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:15 PM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 9 |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 6 |
| Total | 0 | 2 | 0 | 0 | 2 | 4 | 5 | 0 | 0 | 9 | 2 | 0 | 2 | 0 | 4 | 0 | 8 | 0 | 0 | 8 | 23 |
| Grand Total | 9 | 14 | 6 | 0 | 29 | 25 | 59 | 5 | 0 | 89 | 4 | 10 | 24 | 0 | 38 | 6 | 41 | 3 | 0 | 50 | 206 |
| Apprch % | 31 | 48.3 | 20.7 | 0 | | 28.1 | 66.3 | 5.6 | 0 | | 10.5 | 26.3 | 63.2 | 0 | | 12 | 82 | 6 | 0 | | |
| Total % | 4.4 | 6.8 | 2.9 | 0 | 14.1 | 12.1 | 28.6 | 2.4 | 0 | 43.2 | 1.9 | 4.9 | 11.7 | 0 | 18.4 | 2.9 | 19.9 | 1.5 | 0 | 24.3 | |

| | LOS LENTES From North | | | | | MAIN (NM6) From East | | | | | LOS LENTES From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | **1** | 0 | 0 | 1 | **1** | **10** | 0 | 0 | **11** | **1** | 1 | **3** | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 22 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 1 | 7 | **1** | 0 | 9 | 1 | **3** | 2 | 0 | **6** | **3** | 2 | **1** | 0 | 6 | 22 |
| 07:30 AM | **5** | 1 | **1** | 0 | **7** | 1 | 6 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | **6** | 1 | 0 | **7** | **23** |
| 07:45 AM | 0 | 1 | 1 | 0 | 2 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 16 |
| Total Volume | 6 | 3 | 2 | 0 | 11 | 4 | 30 | 2 | 0 | 36 | 2 | 4 | 9 | 0 | 15 | 3 | 16 | 2 | 0 | 21 | 83 |
| % App. Total | 54.5 | 27.3 | 18.2 | 0 | | 11.1 | 83.3 | 5.6 | 0 | | 13.3 | 26.7 | 60 | 0 | | 14.3 | 76.2 | 9.5 | 0 | | |
| PHF | .300 | .750 | .500 | .000 | .393 | 1.00 | .750 | .500 | .000 | .818 | .500 | .333 | .750 | .000 | .625 | .250 | .667 | .500 | .000 | .750 | .902 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:15 PM** | **0** | **0** | 1 | | | 4 | | | | 6 | | | | | | | 2 | | | | 9 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 6 |
| 04:45 PM | 1 | 0 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 1 | 0 | 2 | 0 | 3 | 7 | 8 | 0 | 0 | 15 | 0 | 1 | 4 | 0 | 5 | 1 | 4 | 0 | 0 | 5 | 28 |
| % App. Total | 33.3 | 0 | 66.7 | 0 | | 46.7 | 53.3 | 0 | 0 | | 0 | 20 | 80 | 0 | | 20 | 80 | 0 | 0 | | |
| PHF | .250 | .000 | .500 | .000 | .375 | .438 | .667 | .000 | .000 | .625 | .000 | .250 | .500 | .000 | .625 | .250 | .500 | .000 | .000 | .417 | .778 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 15-Main LosLentes
Site Code : 15
Start Date : 2/13/2019


**Groups Printed- Combined (Cars+Trucks)**

| | LOS LENTES From North | | | | | MAIN (NM6) From East | | | | | LOS LENTES From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 18 | 17 | 11 | 0 | 46 | 54 | 186 | 25 | 0 | 265 | 18 | 21 | 31 | 0 | 70 | 3 | 83 | 2 | 0 | 88 | 469 |
| 07:15 AM | 25 | 7 | 6 | 0 | 38 | 51 | 158 | 19 | 0 | 228 | 17 | 19 | 32 | 0 | 68 | 10 | 127 | 3 | 0 | 140 | 474 |
| 07:30 AM | 34 | 12 | 11 | 0 | 57 | 52 | 174 | 27 | 0 | 253 | 22 | 14 | 38 | 1 | 75 | 7 | 151 | 3 | 0 | 161 | 546 |
| 07:45 AM | 33 | 21 | 9 | 0 | 63 | 59 | 179 | 23 | 0 | 261 | 13 | 19 | 44 | 0 | 76 | 10 | 139 | 4 | 0 | 153 | 553 |
| Total | 110 | 57 | 37 | 0 | 204 | 216 | 697 | 94 | 0 | 1007 | 70 | 73 | 145 | 1 | 289 | 30 | 500 | 12 | 0 | 542 | 2042 |
| 08:00 AM | 19 | 8 | 6 | 0 | 33 | 51 | 137 | 19 | 6 | 213 | 8 | 12 | 41 | 7 | 68 | 12 | 123 | 6 | 0 | 141 | 455 |
| 08:15 AM | 33 | 34 | 16 | 0 | 83 | 29 | 157 | 14 | 0 | 200 | 19 | 43 | 47 | 0 | 109 | 24 | 119 | 2 | 0 | 145 | 537 |
| 08:30 AM | 38 | 46 | 24 | 1 | 109 | 49 | 172 | 19 | 0 | 240 | 16 | 28 | 47 | 0 | 91 | 11 | 157 | 2 | 0 | 170 | 610 |
| 08:45 AM | 21 | 18 | 12 | 0 | 51 | 42 | 196 | 19 | 0 | 257 | 17 | 6 | 51 | 0 | 74 | 8 | 152 | 7 | 0 | 167 | 549 |
| Total | 111 | 106 | 58 | 1 | 276 | 171 | 662 | 71 | 6 | 910 | 60 | 89 | 186 | 7 | 342 | 55 | 551 | 17 | 0 | 623 | 2151 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 45 | 14 | 9 | 0 | 68 | 52 | 182 | 30 | 0 | 264 | 27 | 20 | 64 | 2 | 113 | 15 | 189 | 6 | 0 | 210 | 655 |
| 04:15 PM | 32 | 18 | 16 | 4 | 70 | 61 | 185 | 25 | 1 | 272 | 18 | 9 | 47 | 0 | 74 | 11 | 211 | 10 | 0 | 232 | 648 |
| 04:30 PM | 33 | 13 | 5 | 1 | 52 | 58 | 198 | 21 | 0 | 277 | 29 | 11 | 64 | 0 | 104 | 10 | 200 | 16 | 0 | 226 | 659 |
| 04:45 PM | 36 | 10 | 8 | 0 | 54 | 56 | 200 | 22 | 0 | 278 | 24 | 9 | 49 | 0 | 82 | 3 | 183 | 11 | 0 | 197 | 611 |
| Total | 146 | 55 | 38 | 5 | 244 | 227 | 765 | 98 | 1 | 1091 | 98 | 49 | 224 | 2 | 373 | 39 | 783 | 43 | 0 | 865 | 2573 |
| 05:00 PM | 25 | 15 | 6 | 1 | 47 | 45 | 226 | 29 | 0 | 300 | 27 | 16 | 77 | 1 | 121 | 6 | 226 | 14 | 0 | 246 | 714 |
| 05:15 PM | 50 | 13 | 6 | 0 | 69 | 39 | 168 | 24 | 0 | 231 | 25 | 9 | 52 | 0 | 86 | 7 | 210 | 8 | 0 | 225 | 611 |
| 05:30 PM | 33 | 18 | 13 | 0 | 64 | 38 | 180 | 34 | 0 | 252 | 21 | 7 | 48 | 0 | 76 | 10 | 220 | 12 | 0 | 242 | 634 |
| 05:45 PM | 43 | 16 | 14 | 0 | 73 | 44 | 163 | 31 | 0 | 238 | 21 | 14 | 44 | 1 | 80 | 22 | 195 | 9 | 0 | 226 | 617 |
| Total | 151 | 62 | 39 | 1 | 253 | 166 | 737 | 118 | 0 | 1021 | 94 | 46 | 221 | 2 | 363 | 45 | 851 | 43 | 0 | 939 | 2576 |
| Grand Total | 518 | 280 | 172 | 7 | 977 | 780 | 2861 | 381 | 7 | 4029 | 322 | 257 | 776 | 12 | 1367 | 169 | 2685 | 115 | 0 | 2969 | 9342 |
| Apprch % | 53 | 28.7 | 17.6 | 0.7 | | 19.4 | 71 | 9.5 | 0.2 | | 23.6 | 18.8 | 56.8 | 0.9 | | 5.7 | 90.4 | 3.9 | 0 | | |
| Total % | 5.5 | 3 | 1.8 | 0.1 | 10.5 | 8.3 | 30.6 | 4.1 | 0.1 | 43.1 | 3.4 | 2.8 | 8.3 | 0.1 | 14.6 | 1.8 | 28.7 | 1.2 | 0 | 31.8 | |

| | LOS LENTES From North | | | | | MAIN (NM6) From East | | | | | LOS LENTES From South | | | | | MAIN (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 33 | 21 | 9 | 0 | 63 | **59** | **179** | **23** | 0 | **261** | 13 | 19 | 44 | 0 | 76 | 10 | 139 | 4 | 0 | 153 | 553 |
| 08:00 AM | 19 | 8 | 6 | 0 | 33 | 51 | 137 | 19 | **6** | 213 | 8 | 12 | 41 | **7** | 68 | 12 | 123 | **6** | 0 | 141 | 455 |
| 08:15 AM | 33 | 34 | 16 | 0 | 83 | 29 | 157 | 14 | 0 | 200 | **19** | **43** | **47** | 0 | **109** | **24** | 119 | 2 | 0 | 145 | 537 |
| 08:30 AM | **38** | **46** | **24** | **1** | **109** | 49 | 172 | 19 | 0 | 240 | 16 | 28 | 47 | 0 | 91 | 11 | **157** | 2 | 0 | **170** | **610** |
| Total Volume | 123 | 109 | 55 | 1 | 288 | 188 | 645 | 75 | 6 | 914 | 56 | 102 | 179 | 7 | 344 | 57 | 538 | 14 | 0 | 609 | 2155 |
| % App. Total | 42.7 | 37.8 | 19.1 | 0.3 | | 20.6 | 70.6 | 8.2 | 0.7 | | 16.3 | 29.7 | 52 | 2 | | 9.4 | 88.3 | 2.3 | 0 | | |
| PHF | .809 | .592 | .573 | .250 | .661 | .797 | .901 | .815 | .250 | .875 | .737 | .593 | .952 | .250 | .789 | .594 | .857 | .583 | .000 | .896 | .883 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 32 | 18 | 16 | 4 | 70 | 61 | | | 1 | | | | | | | 11 | | | | | |
| 04:30 PM | 33 | 13 | 5 | 1 | 52 | 58 | 198 | 21 | 0 | 277 | 29 | 11 | 64 | 0 | 104 | 10 | 200 | 16 | 0 | 226 | 659 |
| 04:45 PM | 36 | 10 | 8 | 0 | 54 | 56 | 200 | 22 | 0 | 278 | 24 | 9 | 49 | 0 | 82 | 3 | 183 | 11 | 0 | 197 | 611 |
| 05:00 PM | 25 | 15 | 6 | 1 | 47 | 45 | 226 | 29 | 0 | 300 | 27 | 16 | 77 | 1 | 121 | 6 | 226 | 14 | 0 | 246 | 714 |
| Total Volume | 126 | 56 | 35 | 6 | 223 | 220 | 809 | 97 | 1 | 1127 | 98 | 45 | 237 | 1 | 381 | 30 | 820 | 51 | 0 | 901 | 2632 |
| % App. Total | 56.5 | 25.1 | 15.7 | 2.7 | | 19.5 | 71.8 | 8.6 | 0.1 | | 25.7 | 11.8 | 62.2 | 0.3 | | 3.3 | 91 | 5.7 | 0 | | |
| PHF | .875 | .778 | .547 | .375 | .796 | .902 | .895 | .836 | .250 | .939 | .845 | .703 | .769 | .250 | .787 | .682 | .907 | .797 | .000 | .916 | .922 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 16-Main Carson
Site Code : 16
Start Date : 2/12/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | CARSON From North | | | | | NM6 From East | | | | | CARSON From South | | | | | NM6 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 13 | 208 | 0 | 0 | 221 | 6 | 0 | 20 | 1 | 27 | 0 | 107 | 6 | 0 | 113 | 361 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 242 | 0 | 0 | 252 | 14 | 0 | 20 | 0 | 34 | 1 | 137 | 7 | 0 | 145 | 431 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 13 | 232 | 0 | 0 | 245 | 5 | 1 | 20 | 1 | 27 | 3 | 182 | 9 | 0 | 194 | 466 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 20 | 301 | 3 | 0 | 324 | 3 | 1 | 30 | 0 | 34 | 4 | 198 | 10 | 0 | 212 | 570 |
| Total | 0 | 0 | 0 | 0 | 0 | 56 | 983 | 3 | 0 | 1042 | 28 | 2 | 90 | 2 | 122 | 8 | 624 | 32 | 0 | 664 | 1828 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 13 | 197 | 1 | 0 | 211 | 19 | 0 | 21 | 0 | 40 | 2 | 154 | 10 | 0 | 166 | 418 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 18 | 204 | 1 | 0 | 223 | 10 | 0 | 33 | 0 | 43 | 0 | 164 | 13 | 0 | 177 | 444 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 26 | 207 | 3 | 0 | 236 | 14 | 0 | 52 | 0 | 66 | 2 | 221 | 14 | 0 | 237 | 540 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 28 | 289 | 1 | 1 | 319 | 11 | 1 | 30 | 0 | 42 | 1 | 213 | 10 | 0 | 224 | 585 |
| Total | 0 | 0 | 3 | 0 | 3 | 85 | 897 | 6 | 1 | 989 | 54 | 1 | 136 | 0 | 191 | 5 | 752 | 47 | 0 | 804 | 1987 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 2 | 1 | 0 | 4 | 32 | 278 | 0 | 0 | 310 | 14 | 0 | 44 | 2 | 60 | 1 | 307 | 19 | 0 | 327 | 701 |
| 04:15 PM | 1 | 0 | 2 | 0 | 3 | 43 | 245 | 2 | 0 | 290 | 27 | 1 | 40 | 0 | 68 | 4 | 280 | 20 | 0 | 304 | 665 |
| 04:30 PM | 1 | 0 | 4 | 0 | 5 | 32 | 249 | 1 | 1 | 283 | 21 | 0 | 38 | 0 | 59 | 3 | 328 | 19 | 1 | 351 | 698 |
| 04:45 PM | 2 | 1 | 1 | 0 | 4 | 31 | 264 | 2 | 2 | 299 | 16 | 0 | 41 | 2 | 59 | 1 | 283 | 12 | 0 | 296 | 658 |
| Total | 5 | 3 | 8 | 0 | 16 | 138 | 1036 | 5 | 3 | 1182 | 78 | 1 | 163 | 4 | 246 | 9 | 1198 | 70 | 1 | 1278 | 2722 |
| 05:00 PM | 4 | 0 | 6 | 1 | 11 | 35 | 221 | 0 | 0 | 256 | 11 | 1 | 46 | 0 | 58 | 2 | 310 | 23 | 0 | 335 | 660 |
| 05:15 PM | 2 | 0 | 3 | 0 | 5 | 45 | 245 | 1 | 0 | 291 | 7 | 1 | 31 | 0 | 39 | 0 | 278 | 9 | 0 | 287 | 622 |
| 05:30 PM | 0 | 0 | 3 | 1 | 4 | 38 | 232 | 0 | 0 | 270 | 9 | 0 | 36 | 0 | 45 | 1 | 292 | 7 | 0 | 300 | 619 |
| 05:45 PM | 0 | 0 | 2 | 0 | 2 | 32 | 249 | 1 | 1 | 283 | 11 | 0 | 33 | 0 | 44 | 0 | 248 | 9 | 1 | 258 | 587 |
| Total | 6 | 0 | 14 | 2 | 22 | 150 | 947 | 2 | 1 | 1100 | 38 | 2 | 146 | 0 | 186 | 3 | 1128 | 48 | 1 | 1180 | 2488 |
| Grand Total | 11 | 3 | 25 | 2 | 41 | 429 | 3863 | 16 | 5 | 4313 | 198 | 6 | 535 | 6 | 745 | 25 | 3702 | 197 | 2 | 3926 | 9025 |
| Apprch % | 26.8 | 7.3 | 61 | 4.9 | | 9.9 | 89.6 | 0.4 | 0.1 | | 26.6 | 0.8 | 71.8 | 0.8 | | 0.6 | 94.3 | 5 | 0.1 | | |
| Total % | 0.1 | 0 | 0.3 | 0 | 0.5 | 4.8 | 42.8 | 0.2 | 0.1 | 47.8 | 2.2 | 0.1 | 5.9 | 0.1 | 8.3 | 0.3 | 41 | 2.2 | 0 | 43.5 | |
| Cars | 11 | 3 | 25 | 2 | 41 | 428 | 3825 | 16 | 5 | 4274 | 198 | 6 | 528 | 6 | 738 | 25 | 3662 | 194 | 2 | 3883 | 8936 |
| % Cars | 100 | 100 | 100 | 100 | 100 | 99.8 | 99 | 100 | 100 | 99.1 | 100 | 100 | 98.7 | 100 | 99.1 | 100 | 98.9 | 98.5 | 100 | 98.9 | 99 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 0 | 0 | 39 | 0 | 0 | 7 | 0 | 7 | 0 | 40 | 3 | 0 | 43 | 89 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0.2 | 1 | 0 | 0 | 0.9 | 0 | 0 | 1.3 | 0 | 0.9 | 0 | 1.1 | 1.5 | 0 | 1.1 | 1 |

| | CARSON From North | | | | | NM6 From East | | | | | CARSON From South | | | | | NM6 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | **1** | 0 | **1** | 13 | 197 | 1 | 0 | 211 | **19** | 0 | 21 | 0 | 40 | **2** | 154 | 10 | 0 | 166 | 418 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 18 | 204 | 1 | 0 | 223 | 10 | 0 | 33 | 0 | 43 | 0 | 164 | 13 | 0 | 177 | 444 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 26 | 207 | **3** | 0 | 236 | 14 | 0 | **52** | 0 | **66** | 2 | **221** | **14** | 0 | **237** | 540 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | **28** | **289** | 1 | **1** | **319** | 11 | **1** | 30 | 0 | 42 | 1 | 213 | 10 | 0 | 224 | **585** |
| Total Volume | 0 | 0 | 3 | 0 | 3 | 85 | 897 | 6 | 1 | 989 | 54 | 1 | 136 | 0 | 191 | 5 | 752 | 47 | 0 | 804 | 1987 |
| % App. Total | 0 | 0 | 100 | 0 | | 8.6 | 90.7 | 0.6 | 0.1 | | 28.3 | 0.5 | 71.2 | 0 | | 0.6 | 93.5 | 5.8 | 0 | | |
| PHF | .000 | .000 | .750 | .000 | .750 | .759 | .776 | .500 | .250 | .775 | .711 | .250 | .654 | .000 | .723 | .625 | .851 | .839 | .000 | .848 | .849 |

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**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 16-Main Carson
Site Code : 16
Start Date : 2/12/2019


| | CARSON From North | | | | | NM6 From East | | | | | CARSON From South | | | | | NM6 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | **2** | 1 | 0 | 4 | 32 | **278** | 0 | 0 | **310** | 14 | 0 | **44** | **2** | 60 | 1 | 307 | 19 | 0 | 327 | **701** |
| 04:15 PM | 1 | 0 | 2 | 0 | 3 | **43** | 245 | **2** | 0 | 290 | **27** | **1** | 40 | 0 | **68** | **4** | 280 | **20** | 0 | 304 | 665 |
| 04:30 PM | 1 | 0 | **4** | 0 | **5** | 32 | 249 | 1 | 1 | 283 | 21 | 0 | 38 | 0 | 59 | 3 | **328** | 19 | **1** | **351** | 698 |
| 04:45 PM | **2** | 1 | 1 | 0 | 4 | 31 | 264 | 2 | **2** | 299 | 16 | 0 | 41 | 2 | 59 | 1 | 283 | 12 | 0 | 296 | 658 |
| Total Volume | 5 | 3 | 8 | 0 | 16 | 138 | 1036 | 5 | 3 | 1182 | 78 | 1 | 163 | 4 | 246 | 9 | 1198 | 70 | 1 | 1278 | 2722 |
| % App. Total | 31.2 | 18.8 | 50 | 0 | | 11.7 | 87.6 | 0.4 | 0.3 | | 31.7 | 0.4 | 66.3 | 1.6 | | 0.7 | 93.7 | 5.5 | 0.1 | | |
| PHF | .625 | .375 | .500 | .000 | .800 | .802 | .932 | .625 | .375 | .953 | .722 | .250 | .926 | .500 | .904 | .563 | .913 | .875 | .250 | .910 | .971 |

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 16-Main Carson
Site Code : 16
Start Date : 2/12/2019
Page No : 3

**Groups Printed- Cars**

| | CARSON From North | | | | | NM6 From East | | | | | CARSON From South | | | | | NM6 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 201 | 0 | 0 | 213 | 6 | 0 | 18 | 1 | 25 | 0 | 104 | 5 | 0 | 109 | 347 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 239 | 0 | 0 | 249 | 14 | 0 | 20 | 0 | 34 | 1 | 135 | 7 | 0 | 143 | 426 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 13 | 228 | 0 | 0 | 241 | 5 | 1 | 18 | 1 | 25 | 3 | 177 | 8 | 0 | 188 | 454 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 20 | 298 | 3 | 0 | 321 | 3 | 1 | 30 | 0 | 34 | 4 | 193 | 10 | 0 | 207 | 562 |
| Total | 0 | 0 | 0 | 0 | 0 | 55 | 966 | 3 | 0 | 1024 | 28 | 2 | 86 | 2 | 118 | 8 | 609 | 30 | 0 | 647 | 1789 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 13 | 197 | 1 | 0 | 211 | 19 | 0 | 21 | 0 | 40 | 2 | 149 | 10 | 0 | 161 | 413 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 18 | 202 | 1 | 0 | 221 | 10 | 0 | 31 | 0 | 41 | 0 | 160 | 12 | 0 | 172 | 435 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 26 | 202 | 3 | 0 | 231 | 14 | 0 | 52 | 0 | 66 | 2 | 220 | 14 | 0 | 236 | 534 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 28 | 283 | 1 | 1 | 313 | 11 | 1 | 30 | 0 | 42 | 1 | 206 | 10 | 0 | 217 | 572 |
| Total | 0 | 0 | 3 | 0 | 3 | 85 | 884 | 6 | 1 | 976 | 54 | 1 | 134 | 0 | 189 | 5 | 735 | 46 | 0 | 786 | 1954 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 2 | 1 | 0 | 4 | 32 | 274 | 0 | 0 | 306 | 14 | 0 | 43 | 2 | 59 | 1 | 306 | 19 | 0 | 326 | 695 |
| 04:15 PM | 1 | 0 | 2 | 0 | 3 | 43 | 244 | 2 | 0 | 289 | 27 | 1 | 40 | 0 | 68 | 4 | 280 | 20 | 0 | 304 | 664 |
| 04:30 PM | 1 | 0 | 4 | 0 | 5 | 32 | 249 | 1 | 1 | 283 | 21 | 0 | 38 | 0 | 59 | 3 | 328 | 19 | 1 | 351 | 698 |
| 04:45 PM | 2 | 1 | 1 | 0 | 4 | 31 | 262 | 2 | 2 | 297 | 16 | 0 | 41 | 2 | 59 | 1 | 282 | 12 | 0 | 295 | 655 |
| Total | 5 | 3 | 8 | 0 | 16 | 138 | 1029 | 5 | 3 | 1175 | 78 | 1 | 162 | 4 | 245 | 9 | 1196 | 70 | 1 | 1276 | 2712 |
| 05:00 PM | 4 | 0 | 6 | 1 | 11 | 35 | 221 | 0 | 0 | 256 | 11 | 1 | 46 | 0 | 58 | 2 | 308 | 23 | 0 | 333 | 658 |
| 05:15 PM | 2 | 0 | 3 | 0 | 5 | 45 | 244 | 1 | 0 | 290 | 7 | 1 | 31 | 0 | 39 | 0 | 276 | 9 | 0 | 285 | 619 |
| 05:30 PM | 0 | 0 | 3 | 1 | 4 | 38 | 232 | 0 | 0 | 270 | 9 | 0 | 36 | 0 | 45 | 1 | 290 | 7 | 0 | 298 | 617 |
| 05:45 PM | 0 | 0 | 2 | 0 | 2 | 32 | 249 | 1 | 1 | 283 | 11 | 0 | 33 | 0 | 44 | 0 | 248 | 9 | 1 | 258 | 587 |
| Total | 6 | 0 | 14 | 2 | 22 | 150 | 946 | 2 | 1 | 1099 | 38 | 2 | 146 | 0 | 186 | 3 | 1122 | 48 | 1 | 1174 | 2481 |
| Grand Total | 11 | 3 | 25 | 2 | 41 | 428 | 3825 | 16 | 5 | 4274 | 198 | 6 | 528 | 6 | 738 | 25 | 3662 | 194 | 2 | 3883 | 8936 |
| Apprch % | 26.8 | 7.3 | 61 | 4.9 | | 10 | 89.5 | 0.4 | 0.1 | | 26.8 | 0.8 | 71.5 | 0.8 | | 0.6 | 94.3 | 5 | 0.1 | | |
| Total % | 0.1 | 0 | 0.3 | 0 | 0.5 | 4.8 | 42.8 | 0.2 | 0.1 | 47.8 | 2.2 | 0.1 | 5.9 | 0.1 | 8.3 | 0.3 | 41 | 2.2 | 0 | 43.5 | |

| | CARSON From North | | | | | NM6 From East | | | | | CARSON From South | | | | | NM6 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | **1** | 0 | **1** | 13 | 197 | 1 | 0 | 211 | **19** | 0 | 21 | 0 | 40 | **2** | 149 | 10 | 0 | 161 | 413 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 18 | 202 | 1 | 0 | 221 | 10 | 0 | 31 | 0 | 41 | 0 | 160 | 12 | 0 | 172 | 435 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 26 | 202 | **3** | 0 | 231 | 14 | 0 | **52** | 0 | **66** | 2 | **220** | **14** | 0 | **236** | 534 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | **28** | **283** | 1 | **1** | **313** | 11 | **1** | 30 | 0 | 42 | 1 | 206 | 10 | 0 | 217 | **572** |
| Total Volume | 0 | 0 | 3 | 0 | 3 | 85 | 884 | 6 | 1 | 976 | 54 | 1 | 134 | 0 | 189 | 5 | 735 | 46 | 0 | 786 | 1954 |
| % App. Total | 0 | 0 | 100 | 0 | | 8.7 | 90.6 | 0.6 | 0.1 | | 28.6 | 0.5 | 70.9 | 0 | | 0.6 | 93.5 | 5.9 | 0 | | |
| PHF | .000 | .000 | .750 | .000 | .750 | .759 | .781 | .500 | .250 | .780 | .711 | .250 | .644 | .000 | .716 | .625 | .835 | .821 | .000 | .833 | .854 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 2 | | | | | 274 | | | 306 | | | 43 | 2 | | | | | | | |
| 04:15 PM | 1 | 0 | 2 | 0 | 3 | 43 | 244 | 2 | 0 | 289 | 27 | 1 | 40 | 0 | 68 | 4 | 280 | 20 | 0 | 304 | 664 |
| 04:30 PM | 1 | 0 | 4 | 0 | 5 | 32 | 249 | 1 | 1 | 283 | 21 | 0 | 38 | 0 | 59 | 3 | 328 | 19 | 1 | 351 | 698 |
| 04:45 PM | 2 | 1 | 1 | 0 | 4 | 31 | 262 | 2 | 2 | 297 | 16 | 0 | 41 | 2 | 59 | 1 | 282 | 12 | 0 | 295 | 655 |
| Total Volume | 5 | 3 | 8 | 0 | 16 | 138 | 1029 | 5 | 3 | 1175 | 78 | 1 | 162 | 4 | 245 | 9 | 1196 | 70 | 1 | 1276 | 2712 |
| % App. Total | 31.2 | 18.8 | 50 | 0 | | 11.7 | 87.6 | 0.4 | 0.3 | | 31.8 | 0.4 | 66.1 | 1.6 | | 0.7 | 93.7 | 5.5 | 0.1 | | |
| PHF | .625 | .375 | .500 | .000 | .800 | .802 | .939 | .625 | .375 | .960 | .722 | .250 | .942 | .500 | .901 | .563 | .912 | .875 | .250 | .909 | .971 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 16-Main Carson
Site Code : 16
Start Date : 2/12/2019


**Groups Printed- Trucks**

| | CARSON From North | | | | | NM6 From East | | | | | CARSON From South | | | | | NM6 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 14 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 1 | 0 | 6 | 12 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 0 | 18 | 0 | 0 | 4 | 0 | 4 | 0 | 15 | 2 | 0 | 17 | 39 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 9 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 13 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 2 | 0 | 2 | 0 | 17 | 1 | 0 | 18 | 33 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 6 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 10 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 7 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 0 | 0 | 39 | 0 | 0 | 7 | 0 | 7 | 0 | 40 | 3 | 0 | 43 | 89 |
| Apprch % | 0 | 0 | 0 | 0 | | 2.6 | 97.4 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 93 | 7 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 1.1 | 42.7 | 0 | 0 | 43.8 | 0 | 0 | 7.9 | 0 | 7.9 | 0 | 44.9 | 3.4 | 0 | 48.3 | |

| | CARSON From North | | | | | NM6 From East | | | | | CARSON From South | | | | | NM6 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | **1** | **7** | 0 | 0 | **8** | 0 | 0 | **2** | 0 | **2** | 0 | 3 | **1** | 0 | 4 | **14** |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | **5** | 1 | 0 | **6** | 12 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 8 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 0 | 18 | 0 | 0 | 4 | 0 | 4 | 0 | 15 | 2 | 0 | 17 | 39 |
| % App. Total | 0 | 0 | 0 | 0 | | 5.6 | 94.4 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 88.2 | 11.8 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .607 | .000 | .000 | .563 | .000 | .000 | .500 | .000 | .500 | .000 | .750 | .500 | .000 | .708 | .696 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:00 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | | | **4** | | | **1** | | **1** | | **1** | | | **1** | **6** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 10 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .438 | .000 | .000 | .438 | .000 | .000 | .250 | .000 | .250 | .000 | .500 | .000 | .000 | .500 | .417 |

**Civil Transformations Inc.**
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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 16-Main Carson
Site Code : 16
Start Date : 2/12/2019
Page No : 5

**Groups Printed- Combined (Cars+Trucks)**

| | CARSON From North | | | | | NM6 From East | | | | | CARSON From South | | | | | NM6 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 13 | 208 | 0 | 0 | 221 | 6 | 0 | 20 | 1 | 27 | 0 | 107 | 6 | 0 | 113 | 361 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 242 | 0 | 0 | 252 | 14 | 0 | 20 | 0 | 34 | 1 | 137 | 7 | 0 | 145 | 431 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 13 | 232 | 0 | 0 | 245 | 5 | 1 | 20 | 1 | 27 | 3 | 182 | 9 | 0 | 194 | 466 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 20 | 301 | 3 | 0 | 324 | 3 | 1 | 30 | 0 | 34 | 4 | 198 | 10 | 0 | 212 | 570 |
| Total | 0 | 0 | 0 | 0 | 0 | 56 | 983 | 3 | 0 | 1042 | 28 | 2 | 90 | 2 | 122 | 8 | 624 | 32 | 0 | 664 | 1828 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 13 | 197 | 1 | 0 | 211 | 19 | 0 | 21 | 0 | 40 | 2 | 154 | 10 | 0 | 166 | 418 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 18 | 204 | 1 | 0 | 223 | 10 | 0 | 33 | 0 | 43 | 0 | 164 | 13 | 0 | 177 | 444 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 26 | 207 | 3 | 0 | 236 | 14 | 0 | 52 | 0 | 66 | 2 | 221 | 14 | 0 | 237 | 540 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 28 | 289 | 1 | 1 | 319 | 11 | 1 | 30 | 0 | 42 | 1 | 213 | 10 | 0 | 224 | 585 |
| Total | 0 | 0 | 3 | 0 | 3 | 85 | 897 | 6 | 1 | 989 | 54 | 1 | 136 | 0 | 191 | 5 | 752 | 47 | 0 | 804 | 1987 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 2 | 1 | 0 | 4 | 32 | 278 | 0 | 0 | 310 | 14 | 0 | 44 | 2 | 60 | 1 | 307 | 19 | 0 | 327 | 701 |
| 04:15 PM | 1 | 0 | 2 | 0 | 3 | 43 | 245 | 2 | 0 | 290 | 27 | 1 | 40 | 0 | 68 | 4 | 280 | 20 | 0 | 304 | 665 |
| 04:30 PM | 1 | 0 | 4 | 0 | 5 | 32 | 249 | 1 | 1 | 283 | 21 | 0 | 38 | 0 | 59 | 3 | 328 | 19 | 1 | 351 | 698 |
| 04:45 PM | 2 | 1 | 1 | 0 | 4 | 31 | 264 | 2 | 2 | 299 | 16 | 0 | 41 | 2 | 59 | 1 | 283 | 12 | 0 | 296 | 658 |
| Total | 5 | 3 | 8 | 0 | 16 | 138 | 1036 | 5 | 3 | 1182 | 78 | 1 | 163 | 4 | 246 | 9 | 1198 | 70 | 1 | 1278 | 2722 |
| 05:00 PM | 4 | 0 | 6 | 1 | 11 | 35 | 221 | 0 | 0 | 256 | 11 | 1 | 46 | 0 | 58 | 2 | 310 | 23 | 0 | 335 | 660 |
| 05:15 PM | 2 | 0 | 3 | 0 | 5 | 45 | 245 | 1 | 0 | 291 | 7 | 1 | 31 | 0 | 39 | 0 | 278 | 9 | 0 | 287 | 622 |
| 05:30 PM | 0 | 0 | 3 | 1 | 4 | 38 | 232 | 0 | 0 | 270 | 9 | 0 | 36 | 0 | 45 | 1 | 292 | 7 | 0 | 300 | 619 |
| 05:45 PM | 0 | 0 | 2 | 0 | 2 | 32 | 249 | 1 | 1 | 283 | 11 | 0 | 33 | 0 | 44 | 0 | 248 | 9 | 1 | 258 | 587 |
| Total | 6 | 0 | 14 | 2 | 22 | 150 | 947 | 2 | 1 | 1100 | 38 | 2 | 146 | 0 | 186 | 3 | 1128 | 48 | 1 | 1180 | 2488 |
| Grand Total | 11 | 3 | 25 | 2 | 41 | 429 | 3863 | 16 | 5 | 4313 | 198 | 6 | 535 | 6 | 745 | 25 | 3702 | 197 | 2 | 3926 | 9025 |
| Apprch % | 26.8 | 7.3 | 61 | 4.9 | | 9.9 | 89.6 | 0.4 | 0.1 | | 26.6 | 0.8 | 71.8 | 0.8 | | 0.6 | 94.3 | 5 | 0.1 | | |
| Total % | 0.1 | 0 | 0.3 | 0 | 0.5 | 4.8 | 42.8 | 0.2 | 0.1 | 47.8 | 2.2 | 0.1 | 5.9 | 0.1 | 8.3 | 0.3 | 41 | 2.2 | 0 | 43.5 | |

| | CARSON From North | | | | | NM6 From East | | | | | CARSON From South | | | | | NM6 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | **1** | 0 | **1** | 13 | 197 | 1 | 0 | 211 | **19** | 0 | 21 | 0 | 40 | **2** | 154 | 10 | 0 | 166 | 418 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 18 | 204 | 1 | 0 | 223 | 10 | 0 | 33 | 0 | 43 | 0 | 164 | 13 | 0 | 177 | 444 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 26 | 207 | **3** | 0 | 236 | 14 | 0 | **52** | 0 | **66** | 2 | **221** | **14** | 0 | **237** | 540 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | **28** | **289** | 1 | **1** | **319** | 11 | **1** | 30 | 0 | 42 | 1 | 213 | 10 | 0 | 224 | **585** |
| Total Volume | 0 | 0 | 3 | 0 | 3 | 85 | 897 | 6 | 1 | 989 | 54 | 1 | 136 | 0 | 191 | 5 | 752 | 47 | 0 | 804 | 1987 |
| % App. Total | 0 | 0 | 100 | 0 | | 8.6 | 90.7 | 0.6 | 0.1 | | 28.3 | 0.5 | 71.2 | 0 | | 0.6 | 93.5 | 5.8 | 0 | | |
| PHF | .000 | .000 | .750 | .000 | .750 | .759 | .776 | .500 | .250 | .775 | .711 | .250 | .654 | .000 | .723 | .625 | .851 | .839 | .000 | .848 | .849 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 2 | | | | | 278 | | | 310 | | | 44 | 2 | | | | | | | 701 |
| 04:15 PM | 1 | 0 | 2 | 0 | 3 | 43 | 245 | 2 | 0 | 290 | 27 | 1 | 40 | 0 | 68 | 4 | 280 | 20 | 0 | 304 | 665 |
| 04:30 PM | 1 | 0 | 4 | 0 | 5 | 32 | 249 | 1 | 1 | 283 | 21 | 0 | 38 | 0 | 59 | 3 | 328 | 19 | 1 | 351 | 698 |
| 04:45 PM | 2 | 1 | 1 | 0 | 4 | 31 | 264 | 2 | 2 | 299 | 16 | 0 | 41 | 2 | 59 | 1 | 283 | 12 | 0 | 296 | 658 |
| Total Volume | 5 | 3 | 8 | 0 | 16 | 138 | 1036 | 5 | 3 | 1182 | 78 | 1 | 163 | 4 | 246 | 9 | 1198 | 70 | 1 | 1278 | 2722 |
| % App. Total | 31.2 | 18.8 | 50 | 0 | | 11.7 | 87.6 | 0.4 | 0.3 | | 31.7 | 0.4 | 66.3 | 1.6 | | 0.7 | 93.7 | 5.5 | 0.1 | | |
| PHF | .625 | .375 | .500 | .000 | .800 | .802 | .932 | .625 | .375 | .953 | .722 | .250 | .926 | .500 | .904 | .563 | .913 | .875 | .250 | .910 | .971 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 17-Main Edeal
Site Code : 17
Start Date : 2/12/2019


**Groups Printed- Cars - Trucks**

| | EDEAL From North | | | | | Main (NM6) From East | | | | | EDEAL From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 7 | 0 | 10 | 1 | 216 | 2 | 0 | 219 | 11 | 0 | 4 | 0 | 15 | 6 | 121 | 5 | 0 | 132 | 376 |
| 07:15 AM | 0 | 1 | 3 | 0 | 4 | 0 | 222 | 3 | 0 | 225 | 13 | 0 | 4 | 0 | 17 | 2 | 126 | 19 | 1 | 148 | 394 |
| 07:30 AM | 3 | 0 | 5 | 0 | 8 | 1 | 235 | 4 | 0 | 240 | 16 | 0 | 2 | 0 | 18 | 12 | 165 | 15 | 0 | 192 | 458 |
| 07:45 AM | 4 | 0 | 10 | 0 | 14 | 2 | 290 | 8 | 0 | 300 | 19 | 1 | 3 | 0 | 23 | 11 | 184 | 9 | 0 | 204 | 541 |
| Total | 10 | 1 | 25 | 0 | 36 | 4 | 963 | 17 | 0 | 984 | 59 | 1 | 13 | 0 | 73 | 31 | 596 | 48 | 1 | 676 | 1769 |
| 08:00 AM | 7 | 1 | 13 | 0 | 21 | 3 | 200 | 6 | 0 | 209 | 10 | 1 | 2 | 0 | 13 | 6 | 160 | 5 | 0 | 171 | 414 |
| 08:15 AM | 6 | 0 | 5 | 0 | 11 | 3 | 213 | 1 | 0 | 217 | 12 | 1 | 2 | 0 | 15 | 1 | 177 | 7 | 0 | 185 | 428 |
| 08:30 AM | 1 | 0 | 1 | 0 | 2 | 2 | 231 | 4 | 0 | 237 | 16 | 0 | 7 | 0 | 23 | 2 | 234 | 22 | 0 | 258 | 520 |
| 08:45 AM | 1 | 0 | 3 | 0 | 4 | 4 | 283 | 3 | 0 | 290 | 23 | 0 | 2 | 0 | 25 | 4 | 220 | 12 | 0 | 236 | 555 |
| Total | 15 | 1 | 22 | 0 | 38 | 12 | 927 | 14 | 0 | 953 | 61 | 2 | 13 | 0 | 76 | 13 | 791 | 46 | 0 | 850 | 1917 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 4 | 0 | 6 | 0 | 10 | 4 | 266 | 1 | 0 | 271 | 18 | 0 | 2 | 0 | 20 | 1 | 314 | 10 | 0 | 325 | 626 |
| 04:15 PM | 1 | 0 | 4 | 0 | 5 | 6 | 260 | 3 | 1 | 270 | 11 | 0 | 1 | 0 | 12 | 4 | 311 | 22 | 1 | 338 | 625 |
| 04:30 PM | 3 | 0 | 3 | 0 | 6 | 3 | 280 | 5 | 0 | 288 | 11 | 0 | 3 | 0 | 14 | 4 | 359 | 15 | 0 | 378 | 686 |
| 04:45 PM | 3 | 0 | 7 | 0 | 10 | 6 | 242 | 2 | 0 | 250 | 12 | 0 | 6 | 0 | 18 | 2 | 326 | 15 | 1 | 344 | 622 |
| Total | 11 | 0 | 20 | 0 | 31 | 19 | 1048 | 11 | 1 | 1079 | 52 | 0 | 12 | 0 | 64 | 11 | 1310 | 62 | 2 | 1385 | 2559 |
| 05:00 PM | 3 | 0 | 9 | 0 | 12 | 5 | 254 | 2 | 0 | 261 | 8 | 0 | 5 | 0 | 13 | 13 | 305 | 18 | 0 | 336 | 622 |
| 05:15 PM | 3 | 0 | 5 | 0 | 8 | 3 | 267 | 2 | 0 | 272 | 5 | 0 | 2 | 0 | 7 | 13 | 256 | 13 | 1 | 283 | 570 |
| 05:30 PM | 5 | 0 | 4 | 0 | 9 | 2 | 258 | 1 | 0 | 261 | 11 | 0 | 2 | 0 | 13 | 7 | 285 | 11 | 1 | 304 | 587 |
| 05:45 PM | 5 | 0 | 4 | 0 | 9 | 3 | 207 | 4 | 0 | 214 | 12 | 0 | 2 | 0 | 14 | 3 | 260 | 16 | 0 | 279 | 516 |
| Total | 16 | 0 | 22 | 0 | 38 | 13 | 986 | 9 | 0 | 1008 | 36 | 0 | 11 | 0 | 47 | 36 | 1106 | 58 | 2 | 1202 | 2295 |
| Grand Total | 52 | 2 | 89 | 0 | 143 | 48 | 3924 | 51 | 1 | 4024 | 208 | 3 | 49 | 0 | 260 | 91 | 3803 | 214 | 5 | 4113 | 8540 |
| Apprch % | 36.4 | 1.4 | 62.2 | 0 | | 1.2 | 97.5 | 1.3 | 0 | | 80 | 1.2 | 18.8 | 0 | | 2.2 | 92.5 | 5.2 | 0.1 | | |
| Total % | 0.6 | 0 | 1 | 0 | 1.7 | 0.6 | 45.9 | 0.6 | 0 | 47.1 | 2.4 | 0 | 0.6 | 0 | 3 | 1.1 | 44.5 | 2.5 | 0.1 | 48.2 | |
| Cars | 52 | 2 | 89 | 0 | 143 | 47 | 3884 | 51 | 1 | 3983 | 205 | 3 | 46 | 0 | 254 | 90 | 3764 | 212 | 5 | 4071 | 8451 |
| % Cars | 100 | 100 | 100 | 0 | 100 | 97.9 | 99 | 100 | 100 | 99 | 98.6 | 100 | 93.9 | 0 | 97.7 | 98.9 | 99 | 99.1 | 100 | 99 | 99 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 0 | 0 | 41 | 3 | 0 | 3 | 0 | 6 | 1 | 39 | 2 | 0 | 42 | 89 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 2.1 | 1 | 0 | 0 | 1 | 1.4 | 0 | 6.1 | 0 | 2.3 | 1.1 | 1 | 0.9 | 0 | 1 | 1 |

| | EDEAL From North | | | | | Main (NM6) From East | | | | | EDEAL From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **7** | **1** | **13** | 0 | **21** | 3 | 200 | **6** | 0 | 209 | 10 | **1** | 2 | 0 | 13 | **6** | 160 | 5 | 0 | 171 | 414 |
| 08:15 AM | 6 | 0 | 5 | 0 | 11 | 3 | 213 | 1 | 0 | 217 | 12 | 1 | 2 | 0 | 15 | 1 | 177 | 7 | 0 | 185 | 428 |
| 08:30 AM | 1 | 0 | 1 | 0 | 2 | 2 | 231 | 4 | 0 | 237 | 16 | 0 | **7** | 0 | 23 | 2 | **234** | **22** | 0 | **258** | 520 |
| 08:45 AM | 1 | 0 | 3 | 0 | 4 | **4** | **283** | 3 | 0 | **290** | **23** | 0 | 2 | 0 | **25** | 4 | 220 | 12 | 0 | 236 | **555** |
| Total Volume | 15 | 1 | 22 | 0 | 38 | 12 | 927 | 14 | 0 | 953 | 61 | 2 | 13 | 0 | 76 | 13 | 791 | 46 | 0 | 850 | 1917 |
| % App. Total | 39.5 | 2.6 | 57.9 | 0 | | 1.3 | 97.3 | 1.5 | 0 | | 80.3 | 2.6 | 17.1 | 0 | | 1.5 | 93.1 | 5.4 | 0 | | |
| PHF | .536 | .250 | .423 | .000 | .452 | .750 | .819 | .583 | .000 | .822 | .663 | .500 | .464 | .000 | .760 | .542 | .845 | .523 | .000 | .824 | .864 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 17-Main Edeal
Site Code : 17
Start Date : 2/12/2019


| | EDEAL From North | | | | | Main (NM6) From East | | | | | EDEAL From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | **4** | 0 | 6 | 0 | **10** | 4 | 266 | 1 | 0 | 271 | **18** | 0 | 2 | 0 | **20** | 1 | 314 | 10 | 0 | 325 | 626 |
| 04:15 PM | 1 | 0 | 4 | 0 | 5 | **6** | 260 | 3 | **1** | 270 | 11 | 0 | 1 | 0 | 12 | **4** | 311 | **22** | **1** | 338 | 625 |
| 04:30 PM | 3 | 0 | 3 | 0 | 6 | 3 | **280** | **5** | 0 | **288** | 11 | 0 | 3 | 0 | 14 | 4 | **359** | 15 | 0 | **378** | **686** |
| 04:45 PM | 3 | 0 | **7** | 0 | 10 | 6 | 242 | 2 | 0 | 250 | 12 | 0 | **6** | 0 | 18 | 2 | 326 | 15 | 1 | 344 | 622 |
| Total Volume | 11 | 0 | 20 | 0 | 31 | 19 | 1048 | 11 | 1 | 1079 | 52 | 0 | 12 | 0 | 64 | 11 | 1310 | 62 | 2 | 1385 | 2559 |
| % App. Total | 35.5 | 0 | 64.5 | 0 | | 1.8 | 97.1 | 1 | 0.1 | | 81.2 | 0 | 18.8 | 0 | | 0.8 | 94.6 | 4.5 | 0.1 | | |
| PHF | .688 | .000 | .714 | .000 | .775 | .792 | .936 | .550 | .250 | .937 | .722 | .000 | .500 | .000 | .800 | .688 | .912 | .705 | .500 | .916 | .933 |

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 17-Main Edeal
Site Code : 17
Start Date : 2/12/2019
Page No : 3

**Groups Printed- Cars**

| | EDEAL From North | | | | | Main (NM6) From East | | | | | EDEAL From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 7 | 0 | 10 | 0 | 208 | 2 | 0 | 210 | 11 | 0 | 3 | 0 | 14 | 6 | 117 | 4 | 0 | 127 | 361 |
| 07:15 AM | 0 | 1 | 3 | 0 | 4 | 0 | 221 | 3 | 0 | 224 | 11 | 0 | 4 | 0 | 15 | 2 | 123 | 19 | 1 | 145 | 388 |
| 07:30 AM | 3 | 0 | 5 | 0 | 8 | 1 | 230 | 4 | 0 | 235 | 16 | 0 | 2 | 0 | 18 | 11 | 160 | 15 | 0 | 186 | 447 |
| 07:45 AM | 4 | 0 | 10 | 0 | 14 | 2 | 287 | 8 | 0 | 297 | 19 | 1 | 2 | 0 | 22 | 11 | 179 | 9 | 0 | 199 | 532 |
| Total | 10 | 1 | 25 | 0 | 36 | 3 | 946 | 17 | 0 | 966 | 57 | 1 | 11 | 0 | 69 | 30 | 579 | 47 | 1 | 657 | 1728 |
| 08:00 AM | 7 | 1 | 13 | 0 | 21 | 3 | 199 | 6 | 0 | 208 | 10 | 1 | 2 | 0 | 13 | 6 | 155 | 5 | 0 | 166 | 408 |
| 08:15 AM | 6 | 0 | 5 | 0 | 11 | 3 | 211 | 1 | 0 | 215 | 12 | 1 | 2 | 0 | 15 | 1 | 173 | 6 | 0 | 180 | 421 |
| 08:30 AM | 1 | 0 | 1 | 0 | 2 | 2 | 225 | 4 | 0 | 231 | 16 | 0 | 6 | 0 | 22 | 2 | 233 | 22 | 0 | 257 | 512 |
| 08:45 AM | 1 | 0 | 3 | 0 | 4 | 4 | 277 | 3 | 0 | 284 | 23 | 0 | 2 | 0 | 25 | 4 | 216 | 12 | 0 | 232 | 545 |
| Total | 15 | 1 | 22 | 0 | 38 | 12 | 912 | 14 | 0 | 938 | 61 | 2 | 12 | 0 | 75 | 13 | 777 | 45 | 0 | 835 | 1886 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 4 | 0 | 6 | 0 | 10 | 4 | 262 | 1 | 0 | 267 | 18 | 0 | 2 | 0 | 20 | 1 | 313 | 10 | 0 | 324 | 621 |
| 04:15 PM | 1 | 0 | 4 | 0 | 5 | 6 | 259 | 3 | 1 | 269 | 11 | 0 | 1 | 0 | 12 | 4 | 311 | 22 | 1 | 338 | 624 |
| 04:30 PM | 3 | 0 | 3 | 0 | 6 | 3 | 280 | 5 | 0 | 288 | 11 | 0 | 3 | 0 | 14 | 4 | 357 | 15 | 0 | 376 | 684 |
| 04:45 PM | 3 | 0 | 7 | 0 | 10 | 6 | 240 | 2 | 0 | 248 | 12 | 0 | 6 | 0 | 18 | 2 | 325 | 15 | 1 | 343 | 619 |
| Total | 11 | 0 | 20 | 0 | 31 | 19 | 1041 | 11 | 1 | 1072 | 52 | 0 | 12 | 0 | 64 | 11 | 1306 | 62 | 2 | 1381 | 2548 |
| 05:00 PM | 3 | 0 | 9 | 0 | 12 | 5 | 254 | 2 | 0 | 261 | 7 | 0 | 5 | 0 | 12 | 13 | 304 | 18 | 0 | 335 | 620 |
| 05:15 PM | 3 | 0 | 5 | 0 | 8 | 3 | 266 | 2 | 0 | 271 | 5 | 0 | 2 | 0 | 7 | 13 | 253 | 13 | 1 | 280 | 566 |
| 05:30 PM | 5 | 0 | 4 | 0 | 9 | 2 | 258 | 1 | 0 | 261 | 11 | 0 | 2 | 0 | 13 | 7 | 285 | 11 | 1 | 304 | 587 |
| 05:45 PM | 5 | 0 | 4 | 0 | 9 | 3 | 207 | 4 | 0 | 214 | 12 | 0 | 2 | 0 | 14 | 3 | 260 | 16 | 0 | 279 | 516 |
| Total | 16 | 0 | 22 | 0 | 38 | 13 | 985 | 9 | 0 | 1007 | 35 | 0 | 11 | 0 | 46 | 36 | 1102 | 58 | 2 | 1198 | 2289 |
| Grand Total | 52 | 2 | 89 | 0 | 143 | 47 | 3884 | 51 | 1 | 3983 | 205 | 3 | 46 | 0 | 254 | 90 | 3764 | 212 | 5 | 4071 | 8451 |
| Apprch % | 36.4 | 1.4 | 62.2 | 0 | | 1.2 | 97.5 | 1.3 | 0 | | 80.7 | 1.2 | 18.1 | 0 | | 2.2 | 92.5 | 5.2 | 0.1 | | |
| Total % | 0.6 | 0 | 1.1 | 0 | 1.7 | 0.6 | 46 | 0.6 | 0 | 47.1 | 2.4 | 0 | 0.5 | 0 | 3 | 1.1 | 44.5 | 2.5 | 0.1 | 48.2 | |

| | EDEAL From North | | | | | Main (NM6) From East | | | | | EDEAL From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **7** | **1** | **13** | 0 | **21** | 3 | 199 | **6** | 0 | 208 | 10 | **1** | 2 | 0 | 13 | **6** | 155 | 5 | 0 | 166 | 408 |
| 08:15 AM | 6 | 0 | 5 | 0 | 11 | 3 | 211 | 1 | 0 | 215 | 12 | 1 | 2 | 0 | 15 | 1 | 173 | 6 | 0 | 180 | 421 |
| 08:30 AM | 1 | 0 | 1 | 0 | 2 | 2 | 225 | 4 | 0 | 231 | 16 | 0 | **6** | 0 | 22 | 2 | **233** | **22** | 0 | **257** | 512 |
| 08:45 AM | 1 | 0 | 3 | 0 | 4 | **4** | **277** | 3 | 0 | **284** | **23** | 0 | 2 | 0 | **25** | 4 | 216 | 12 | 0 | 232 | **545** |
| Total Volume | 15 | 1 | 22 | 0 | 38 | 12 | 912 | 14 | 0 | 938 | 61 | 2 | 12 | 0 | 75 | 13 | 777 | 45 | 0 | 835 | 1886 |
| % App. Total | 39.5 | 2.6 | 57.9 | 0 | | 1.3 | 97.2 | 1.5 | 0 | | 81.3 | 2.7 | 16 | 0 | | 1.6 | 93.1 | 5.4 | 0 | | |
| PHF | .536 | .250 | .423 | .000 | .452 | .750 | .823 | .583 | .000 | .826 | .663 | .500 | .500 | .000 | .750 | .542 | .834 | .511 | .000 | .812 | .865 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:00 PM** | 4 | | | | 10 | | | | | | 18 | | | | 20 | | | | | | |
| 04:15 PM | 1 | 0 | 4 | 0 | 5 | 6 | 259 | 3 | 1 | 269 | 11 | 0 | 1 | 0 | 12 | 4 | 311 | 22 | 1 | 338 | 624 |
| 04:30 PM | 3 | 0 | 3 | 0 | 6 | 3 | 280 | 5 | 0 | 288 | 11 | 0 | 3 | 0 | 14 | 4 | 357 | 15 | 0 | 376 | 684 |
| 04:45 PM | 3 | 0 | 7 | 0 | 10 | 6 | 240 | 2 | 0 | 248 | 12 | 0 | 6 | 0 | 18 | 2 | 325 | 15 | 1 | 343 | 619 |
| Total Volume | 11 | 0 | 20 | 0 | 31 | 19 | 1041 | 11 | 1 | 1072 | 52 | 0 | 12 | 0 | 64 | 11 | 1306 | 62 | 2 | 1381 | 2548 |
| % App. Total | 35.5 | 0 | 64.5 | 0 | | 1.8 | 97.1 | 1 | 0.1 | | 81.2 | 0 | 18.8 | 0 | | 0.8 | 94.6 | 4.5 | 0.1 | | |
| PHF | .688 | .000 | .714 | .000 | .775 | .792 | .929 | .550 | .250 | .931 | .722 | .000 | .500 | .000 | .800 | .688 | .915 | .705 | .500 | .918 | .931 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 17-Main Edeal
Site Code : 17
Start Date : 2/12/2019
Page No : 4

**Groups Printed- Trucks**

| | EDEAL From North | | | | | Main (NM6) From East | | | | | EDEAL From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 15 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 6 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 11 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 0 | 18 | 2 | 0 | 2 | 0 | 4 | 1 | 17 | 1 | 0 | 19 | 41 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 6 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 7 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 8 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | 1 | 0 | 15 | 31 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 11 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 6 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 1 | 40 | 0 | 0 | 41 | 3 | 0 | 3 | 0 | 6 | 1 | 39 | 2 | 0 | 42 | 89 |
| Apprch % | 0 | 0 | 0 | 0 | | 2.4 | 97.6 | 0 | 0 | | 50 | 0 | 50 | 0 | | 2.4 | 92.9 | 4.8 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 1.1 | 44.9 | 0 | 0 | 46.1 | 3.4 | 0 | 3.4 | 0 | 6.7 | 1.1 | 43.8 | 2.2 | 0 | 47.2 | |

| | EDEAL From North | | | | | Main (NM6) From East | | | | | EDEAL From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | **1** | **8** | 0 | 0 | **9** | 0 | 0 | **1** | 0 | 1 | 0 | 4 | **1** | 0 | 5 | **15** |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **2** | 0 | 0 | 0 | **2** | 0 | 3 | 0 | 0 | 3 | 6 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | **1** | **5** | 0 | 0 | **6** | 11 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 9 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 0 | 18 | 2 | 0 | 2 | 0 | 4 | 1 | 17 | 1 | 0 | 19 | 41 |
| % App. Total | 0 | 0 | 0 | 0 | | 5.6 | 94.4 | 0 | 0 | | 50 | 0 | 50 | 0 | | 5.3 | 89.5 | 5.3 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .531 | .000 | .000 | .500 | .250 | .000 | .500 | .000 | .500 | .250 | .850 | .250 | .000 | .792 | .683 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 11 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .438 | .000 | .000 | .438 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .550 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 17-Main Edeal
Site Code : 17
Start Date : 2/12/2019


**Groups Printed- Combined (Cars+Trucks)**

| | EDEAL From North | | | | | Main (NM6) From East | | | | | EDEAL From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 7 | 0 | 10 | 1 | 216 | 2 | 0 | 219 | 11 | 0 | 4 | 0 | 15 | 6 | 121 | 5 | 0 | 132 | 376 |
| 07:15 AM | 0 | 1 | 3 | 0 | 4 | 0 | 222 | 3 | 0 | 225 | 13 | 0 | 4 | 0 | 17 | 2 | 126 | 19 | 1 | 148 | 394 |
| 07:30 AM | 3 | 0 | 5 | 0 | 8 | 1 | 235 | 4 | 0 | 240 | 16 | 0 | 2 | 0 | 18 | 12 | 165 | 15 | 0 | 192 | 458 |
| 07:45 AM | 4 | 0 | 10 | 0 | 14 | 2 | 290 | 8 | 0 | 300 | 19 | 1 | 3 | 0 | 23 | 11 | 184 | 9 | 0 | 204 | 541 |
| Total | 10 | 1 | 25 | 0 | 36 | 4 | 963 | 17 | 0 | 984 | 59 | 1 | 13 | 0 | 73 | 31 | 596 | 48 | 1 | 676 | 1769 |
| 08:00 AM | 7 | 1 | 13 | 0 | 21 | 3 | 200 | 6 | 0 | 209 | 10 | 1 | 2 | 0 | 13 | 6 | 160 | 5 | 0 | 171 | 414 |
| 08:15 AM | 6 | 0 | 5 | 0 | 11 | 3 | 213 | 1 | 0 | 217 | 12 | 1 | 2 | 0 | 15 | 1 | 177 | 7 | 0 | 185 | 428 |
| 08:30 AM | 1 | 0 | 1 | 0 | 2 | 2 | 231 | 4 | 0 | 237 | 16 | 0 | 7 | 0 | 23 | 2 | 234 | 22 | 0 | 258 | 520 |
| 08:45 AM | 1 | 0 | 3 | 0 | 4 | 4 | 283 | 3 | 0 | 290 | 23 | 0 | 2 | 0 | 25 | 4 | 220 | 12 | 0 | 236 | 555 |
| Total | 15 | 1 | 22 | 0 | 38 | 12 | 927 | 14 | 0 | 953 | 61 | 2 | 13 | 0 | 76 | 13 | 791 | 46 | 0 | 850 | 1917 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 4 | 0 | 6 | 0 | 10 | 4 | 266 | 1 | 0 | 271 | 18 | 0 | 2 | 0 | 20 | 1 | 314 | 10 | 0 | 325 | 626 |
| 04:15 PM | 1 | 0 | 4 | 0 | 5 | 6 | 260 | 3 | 1 | 270 | 11 | 0 | 1 | 0 | 12 | 4 | 311 | 22 | 1 | 338 | 625 |
| 04:30 PM | 3 | 0 | 3 | 0 | 6 | 3 | 280 | 5 | 0 | 288 | 11 | 0 | 3 | 0 | 14 | 4 | 359 | 15 | 0 | 378 | 686 |
| 04:45 PM | 3 | 0 | 7 | 0 | 10 | 6 | 242 | 2 | 0 | 250 | 12 | 0 | 6 | 0 | 18 | 2 | 326 | 15 | 1 | 344 | 622 |
| Total | 11 | 0 | 20 | 0 | 31 | 19 | 1048 | 11 | 1 | 1079 | 52 | 0 | 12 | 0 | 64 | 11 | 1310 | 62 | 2 | 1385 | 2559 |
| 05:00 PM | 3 | 0 | 9 | 0 | 12 | 5 | 254 | 2 | 0 | 261 | 8 | 0 | 5 | 0 | 13 | 13 | 305 | 18 | 0 | 336 | 622 |
| 05:15 PM | 3 | 0 | 5 | 0 | 8 | 3 | 267 | 2 | 0 | 272 | 5 | 0 | 2 | 0 | 7 | 13 | 256 | 13 | 1 | 283 | 570 |
| 05:30 PM | 5 | 0 | 4 | 0 | 9 | 2 | 258 | 1 | 0 | 261 | 11 | 0 | 2 | 0 | 13 | 7 | 285 | 11 | 1 | 304 | 587 |
| 05:45 PM | 5 | 0 | 4 | 0 | 9 | 3 | 207 | 4 | 0 | 214 | 12 | 0 | 2 | 0 | 14 | 3 | 260 | 16 | 0 | 279 | 516 |
| Total | 16 | 0 | 22 | 0 | 38 | 13 | 986 | 9 | 0 | 1008 | 36 | 0 | 11 | 0 | 47 | 36 | 1106 | 58 | 2 | 1202 | 2295 |
| Grand Total | 52 | 2 | 89 | 0 | 143 | 48 | 3924 | 51 | 1 | 4024 | 208 | 3 | 49 | 0 | 260 | 91 | 3803 | 214 | 5 | 4113 | 8540 |
| Apprch % | 36.4 | 1.4 | 62.2 | 0 | | 1.2 | 97.5 | 1.3 | 0 | | 80 | 1.2 | 18.8 | 0 | | 2.2 | 92.5 | 5.2 | 0.1 | | |
| Total % | 0.6 | 0 | 1 | 0 | 1.7 | 0.6 | 45.9 | 0.6 | 0 | 47.1 | 2.4 | 0 | 0.6 | 0 | 3 | 1.1 | 44.5 | 2.5 | 0.1 | 48.2 | |

| | EDEAL From North | | | | | Main (NM6) From East | | | | | EDEAL From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **7** | **1** | **13** | 0 | **21** | 3 | 200 | **6** | 0 | 209 | 10 | **1** | 2 | 0 | 13 | **6** | 160 | 5 | 0 | 171 | 414 |
| 08:15 AM | 6 | 0 | 5 | 0 | 11 | 3 | 213 | 1 | 0 | 217 | 12 | 1 | 2 | 0 | 15 | 1 | 177 | 7 | 0 | 185 | 428 |
| 08:30 AM | 1 | 0 | 1 | 0 | 2 | 2 | 231 | 4 | 0 | 237 | 16 | 0 | **7** | 0 | 23 | 2 | **234** | **22** | 0 | **258** | 520 |
| 08:45 AM | 1 | 0 | 3 | 0 | 4 | **4** | **283** | 3 | 0 | **290** | **23** | 0 | 2 | 0 | **25** | 4 | 220 | 12 | 0 | 236 | **555** |
| Total Volume | 15 | 1 | 22 | 0 | 38 | 12 | 927 | 14 | 0 | 953 | 61 | 2 | 13 | 0 | 76 | 13 | 791 | 46 | 0 | 850 | 1917 |
| % App. Total | 39.5 | 2.6 | 57.9 | 0 | | 1.3 | 97.3 | 1.5 | 0 | | 80.3 | 2.6 | 17.1 | 0 | | 1.5 | 93.1 | 5.4 | 0 | | |
| PHF | .536 | .250 | .423 | .000 | .452 | .750 | .819 | .583 | .000 | .822 | .663 | .500 | .464 | .000 | .760 | .542 | .845 | .523 | .000 | .824 | .864 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 4 | | | | 10 | | | | | | 18 | | | | 20 | | | | | | |
| 04:15 PM | 1 | 0 | 4 | 0 | 5 | 6 | 260 | 3 | 1 | 270 | 11 | 0 | 1 | 0 | 12 | 4 | 311 | 22 | 1 | 338 | 625 |
| 04:30 PM | 3 | 0 | 3 | 0 | 6 | 3 | 280 | 5 | 0 | 288 | 11 | 0 | 3 | 0 | 14 | 4 | 359 | 15 | 0 | 378 | 686 |
| 04:45 PM | 3 | 0 | 7 | 0 | 10 | 6 | 242 | 2 | 0 | 250 | 12 | 0 | 6 | 0 | 18 | 2 | 326 | 15 | 1 | 344 | 622 |
| Total Volume | 11 | 0 | 20 | 0 | 31 | 19 | 1048 | 11 | 1 | 1079 | 52 | 0 | 12 | 0 | 64 | 11 | 1310 | 62 | 2 | 1385 | 2559 |
| % App. Total | 35.5 | 0 | 64.5 | 0 | | 1.8 | 97.1 | 1 | 0.1 | | 81.2 | 0 | 18.8 | 0 | | 0.8 | 94.6 | 4.5 | 0.1 | | |
| PHF | .688 | .000 | .714 | .000 | .775 | .792 | .936 | .550 | .250 | .937 | .722 | .000 | .500 | .000 | .800 | .688 | .912 | .705 | .500 | .916 | .933 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 18-Main NM263
Site Code : 18
Start Date : 2/12/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 1 | 0 | 3 | 0 | 42 | 1 | 0 | 43 | 67 | 0 | 4 | 0 | 71 | 0 | 36 | 28 | 0 | 64 | 181 |
| 07:15 AM | 2 | 0 | 1 | 0 | 3 | 0 | 50 | 1 | 0 | 51 | 69 | 4 | 5 | 0 | 78 | 0 | 44 | 35 | 0 | 79 | 211 |
| 07:30 AM | 1 | 0 | 3 | 0 | 4 | 9 | 89 | 0 | 0 | 98 | 123 | 2 | 2 | 0 | 127 | 3 | 91 | 60 | 0 | 154 | 383 |
| 07:45 AM | 5 | 1 | 1 | 0 | 7 | 6 | 105 | 1 | 0 | 112 | 127 | 0 | 3 | 0 | 130 | 1 | 124 | 50 | 0 | 175 | 424 |
| Total | 10 | 1 | 6 | 0 | 17 | 15 | 286 | 3 | 0 | 304 | 386 | 6 | 14 | 0 | 406 | 4 | 295 | 173 | 0 | 472 | 1199 |
| 08:00 AM | 3 | 3 | 1 | 0 | 7 | 2 | 107 | 2 | 0 | 111 | 156 | 1 | 6 | 0 | 163 | 1 | 133 | 68 | 1 | 203 | 484 |
| 08:15 AM | 3 | 0 | 1 | 0 | 4 | 1 | 113 | 0 | 0 | 114 | 93 | 0 | 2 | 0 | 95 | 0 | 130 | 63 | 0 | 193 | 406 |
| 08:30 AM | 3 | 0 | 0 | 0 | 3 | 3 | 105 | 0 | 0 | 108 | 123 | 0 | 4 | 0 | 127 | 0 | 116 | 62 | 1 | 179 | 417 |
| 08:45 AM | 4 | 1 | 0 | 0 | 5 | 2 | 141 | 1 | 0 | 144 | 114 | 0 | 2 | 0 | 116 | 3 | 162 | 81 | 0 | 246 | 511 |
| Total | 13 | 4 | 2 | 0 | 19 | 8 | 466 | 3 | 0 | 477 | 486 | 1 | 14 | 0 | 501 | 4 | 541 | 274 | 2 | 821 | 1818 |
| 09:00 AM | 3 | 0 | 0 | 0 | 3 | 9 | 131 | 1 | 0 | 141 | 134 | 2 | 3 | 0 | 139 | 1 | 150 | 66 | 0 | 217 | 500 |
| 09:15 AM | 3 | 0 | 1 | 0 | 4 | 2 | 151 | 0 | 1 | 154 | 103 | 1 | 4 | 1 | 109 | 1 | 153 | 60 | 0 | 214 | 481 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 6 | 0 | 1 | 0 | 7 | 11 | 282 | 1 | 1 | 295 | 237 | 3 | 7 | 1 | 248 | 2 | 303 | 126 | 0 | 431 | 981 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 2 | 3 | 2 | 0 | 7 | 6 | 195 | 4 | 0 | 205 | 88 | 3 | 6 | 0 | 97 | 4 | 201 | 126 | 1 | 332 | 641 |
| 04:15 PM | 4 | 4 | 2 | 0 | 10 | 4 | 150 | 3 | 0 | 157 | 99 | 2 | 5 | 0 | 106 | 3 | 176 | 113 | 0 | 292 | 565 |
| 04:30 PM | 5 | 2 | 3 | 0 | 10 | 5 | 180 | 5 | 1 | 191 | 86 | 2 | 8 | 0 | 96 | 0 | 209 | 147 | 0 | 356 | 653 |
| 04:45 PM | 6 | 2 | 1 | 0 | 9 | 5 | 179 | 5 | 0 | 189 | 97 | 4 | 14 | 0 | 115 | 4 | 207 | 157 | 0 | 368 | 681 |
| Total | 17 | 11 | 8 | 0 | 36 | 20 | 704 | 17 | 1 | 742 | 370 | 11 | 33 | 0 | 414 | 11 | 793 | 543 | 1 | 1348 | 2540 |
| 05:00 PM | 6 | 1 | 1 | 0 | 8 | 7 | 176 | 6 | 0 | 189 | 62 | 3 | 13 | 0 | 78 | 3 | 191 | 119 | 0 | 313 | 588 |
| 05:15 PM | 4 | 0 | 2 | 0 | 6 | 7 | 189 | 7 | 0 | 203 | 84 | 1 | 15 | 0 | 100 | 2 | 192 | 128 | 1 | 323 | 632 |
| 05:30 PM | 4 | 1 | 3 | 0 | 8 | 10 | 176 | 5 | 0 | 191 | 81 | 2 | 9 | 0 | 92 | 1 | 198 | 110 | 1 | 310 | 601 |
| 05:45 PM | 5 | 0 | 8 | 0 | 13 | 3 | 164 | 8 | 0 | 175 | 79 | 0 | 4 | 0 | 83 | 2 | 152 | 125 | 0 | 279 | 550 |
| Total | 19 | 2 | 14 | 0 | 35 | 27 | 705 | 26 | 0 | 758 | 306 | 6 | 41 | 0 | 353 | 8 | 733 | 482 | 2 | 1225 | 2371 |
| Grand Total | 65 | 18 | 31 | 0 | 114 | 81 | 2443 | 50 | 2 | 2576 | 1785 | 27 | 109 | 1 | 1922 | 29 | 2665 | 1598 | 5 | 4297 | 8909 |
| Apprch % | 57 | 15.8 | 27.2 | 0 | | 3.1 | 94.8 | 1.9 | 0.1 | | 92.9 | 1.4 | 5.7 | 0.1 | | 0.7 | 62 | 37.2 | 0.1 | | |
| Total % | 0.7 | 0.2 | 0.3 | 0 | 1.3 | 0.9 | 27.4 | 0.6 | 0 | 28.9 | 20 | 0.3 | 1.2 | 0 | 21.6 | 0.3 | 29.9 | 17.9 | 0.1 | 48.2 | |
| Cars | 65 | 18 | 30 | 0 | 113 | 78 | 2426 | 50 | 2 | 2556 | 1756 | 27 | 107 | 1 | 1891 | 29 | 2644 | 1580 | 5 | 4258 | 8818 |
| % Cars | 100 | 100 | 96.8 | 0 | 99.1 | 96.3 | 99.3 | 100 | 100 | 99.2 | 98.4 | 100 | 98.2 | 100 | 98.4 | 100 | 99.2 | 98.9 | 100 | 99.1 | 99 |
| Trucks | 0 | 0 | 1 | 0 | 1 | 3 | 17 | 0 | 0 | 20 | 29 | 0 | 2 | 0 | 31 | 0 | 21 | 18 | 0 | 39 | 91 |
| % Trucks | 0 | 0 | 3.2 | 0 | 0.9 | 3.7 | 0.7 | 0 | 0 | 0.8 | 1.6 | 0 | 1.8 | 0 | 1.6 | 0 | 0.8 | 1.1 | 0 | 0.9 | 1 |

| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:30 AM | 3 | 0 | 0 | 0 | 3 | 3 | 105 | 0 | 0 | 108 | 123 | 0 | **4** | 0 | 127 | 0 | 116 | 62 | **1** | 179 | 417 |
| 08:45 AM | **4** | **1** | 0 | 0 | **5** | 2 | 141 | **1** | 0 | 144 | 114 | 0 | 2 | 0 | 116 | **3** | **162** | **81** | 0 | **246** | **511** |
| 09:00 AM | 3 | 0 | 0 | 0 | 3 | **9** | 131 | 1 | 0 | 141 | **134** | **2** | 3 | 0 | **139** | 1 | 150 | 66 | 0 | 217 | 500 |
| 09:15 AM | 3 | 0 | **1** | 0 | 4 | 2 | **151** | 0 | **1** | **154** | 103 | 1 | 4 | **1** | 109 | 1 | 153 | 60 | 0 | 214 | 481 |
| Total Volume | 13 | 1 | 1 | 0 | 15 | 16 | 528 | 2 | 1 | 547 | 474 | 3 | 13 | 1 | 491 | 5 | 581 | 269 | 1 | 856 | 1909 |
| % App. Total | 86.7 | 6.7 | 6.7 | 0 | | 2.9 | 96.5 | 0.4 | 0.2 | | 96.5 | 0.6 | 2.6 | 0.2 | | 0.6 | 67.9 | 31.4 | 0.1 | | |
| PHF | .813 | .250 | .250 | .000 | .750 | .444 | .874 | .500 | .250 | .888 | .884 | .375 | .813 | .250 | .883 | .417 | .897 | .830 | .250 | .870 | .934 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 18-Main NM263
Site Code : 18
Start Date : 2/12/2019


| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 5 | **2** | **3** | 0 | **10** | 5 | 180 | 5 | **1** | 191 | 86 | 2 | 8 | 0 | 96 | 0 | **209** | 147 | 0 | 356 | 653 |
| 04:45 PM | **6** | 2 | 1 | 0 | 9 | 5 | 179 | 5 | 0 | 189 | **97** | **4** | 14 | 0 | **115** | **4** | 207 | **157** | 0 | **368** | **681** |
| 05:00 PM | 6 | 1 | 1 | 0 | 8 | **7** | 176 | 6 | 0 | 189 | 62 | 3 | 13 | 0 | 78 | 3 | 191 | 119 | 0 | 313 | 588 |
| 05:15 PM | 4 | 0 | 2 | 0 | 6 | 7 | **189** | **7** | 0 | **203** | 84 | 1 | **15** | 0 | 100 | 2 | 192 | 128 | **1** | 323 | 632 |
| Total Volume | 21 | 5 | 7 | 0 | 33 | 24 | 724 | 23 | 1 | 772 | 329 | 10 | 50 | 0 | 389 | 9 | 799 | 551 | 1 | 1360 | 2554 |
| % App. Total | 63.6 | 15.2 | 21.2 | 0 | | 3.1 | 93.8 | 3 | 0.1 | | 84.6 | 2.6 | 12.9 | 0 | | 0.7 | 58.8 | 40.5 | 0.1 | | |
| PHF | .875 | .625 | .583 | .000 | .825 | .857 | .958 | .821 | .250 | .951 | .848 | .625 | .833 | .000 | .846 | .563 | .956 | .877 | .250 | .924 | .938 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 18-Main NM263
Site Code : 18
Start Date : 2/12/2019


**Groups Printed- Cars**

| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 1 | 0 | 3 | 0 | 42 | 1 | 0 | 43 | 65 | 0 | 3 | 0 | 68 | 0 | 34 | 28 | 0 | 62 | 176 |
| 07:15 AM | 2 | 0 | 1 | 0 | 3 | 0 | 50 | 1 | 0 | 51 | 67 | 4 | 4 | 0 | 75 | 0 | 42 | 35 | 0 | 77 | 206 |
| 07:30 AM | 1 | 0 | 3 | 0 | 4 | 8 | 87 | 0 | 0 | 95 | 121 | 2 | 2 | 0 | 125 | 3 | 89 | 60 | 0 | 152 | 376 |
| 07:45 AM | 5 | 1 | 1 | 0 | 7 | 6 | 104 | 1 | 0 | 111 | 124 | 0 | 3 | 0 | 127 | 1 | 119 | 47 | 0 | 167 | 412 |
| Total | 10 | 1 | 6 | 0 | 17 | 14 | 283 | 3 | 0 | 300 | 377 | 6 | 12 | 0 | 395 | 4 | 284 | 170 | 0 | 458 | 1170 |
| 08:00 AM | 3 | 3 | 1 | 0 | 7 | 1 | 104 | 2 | 0 | 107 | 154 | 1 | 6 | 0 | 161 | 1 | 130 | 63 | 1 | 195 | 470 |
| 08:15 AM | 3 | 0 | 1 | 0 | 4 | 1 | 112 | 0 | 0 | 113 | 93 | 0 | 2 | 0 | 95 | 0 | 129 | 60 | 0 | 189 | 401 |
| 08:30 AM | 3 | 0 | 0 | 0 | 3 | 3 | 103 | 0 | 0 | 106 | 121 | 0 | 4 | 0 | 125 | 0 | 116 | 62 | 1 | 179 | 413 |
| 08:45 AM | 4 | 1 | 0 | 0 | 5 | 1 | 136 | 1 | 0 | 138 | 109 | 0 | 2 | 0 | 111 | 3 | 162 | 79 | 0 | 244 | 498 |
| Total | 13 | 4 | 2 | 0 | 19 | 6 | 455 | 3 | 0 | 464 | 477 | 1 | 14 | 0 | 492 | 4 | 537 | 264 | 2 | 807 | 1782 |
| 09:00 AM | 3 | 0 | 0 | 0 | 3 | 9 | 131 | 1 | 0 | 141 | 132 | 2 | 3 | 0 | 137 | 1 | 150 | 65 | 0 | 216 | 497 |
| 09:15 AM | 3 | 0 | 1 | 0 | 4 | 2 | 149 | 0 | 1 | 152 | 101 | 1 | 4 | 1 | 107 | 1 | 153 | 59 | 0 | 213 | 476 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 6 | 0 | 1 | 0 | 7 | 11 | 280 | 1 | 1 | 293 | 233 | 3 | 7 | 1 | 244 | 2 | 303 | 124 | 0 | 429 | 973 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 2 | 3 | 2 | 0 | 7 | 6 | 195 | 4 | 0 | 205 | 88 | 3 | 6 | 0 | 97 | 4 | 200 | 125 | 1 | 330 | 639 |
| 04:15 PM | 4 | 4 | 1 | 0 | 9 | 4 | 150 | 3 | 0 | 157 | 95 | 2 | 5 | 0 | 102 | 3 | 176 | 113 | 0 | 292 | 560 |
| 04:30 PM | 5 | 2 | 3 | 0 | 10 | 5 | 180 | 5 | 1 | 191 | 86 | 2 | 8 | 0 | 96 | 0 | 209 | 147 | 0 | 356 | 653 |
| 04:45 PM | 6 | 2 | 1 | 0 | 9 | 5 | 179 | 5 | 0 | 189 | 95 | 4 | 14 | 0 | 113 | 4 | 207 | 155 | 0 | 366 | 677 |
| Total | 17 | 11 | 7 | 0 | 35 | 20 | 704 | 17 | 1 | 742 | 364 | 11 | 33 | 0 | 408 | 11 | 792 | 540 | 1 | 1344 | 2529 |
| 05:00 PM | 6 | 1 | 1 | 0 | 8 | 7 | 176 | 6 | 0 | 189 | 61 | 3 | 13 | 0 | 77 | 3 | 190 | 119 | 0 | 312 | 586 |
| 05:15 PM | 4 | 0 | 2 | 0 | 6 | 7 | 188 | 7 | 0 | 202 | 84 | 1 | 15 | 0 | 100 | 2 | 190 | 128 | 1 | 321 | 629 |
| 05:30 PM | 4 | 1 | 3 | 0 | 8 | 10 | 176 | 5 | 0 | 191 | 81 | 2 | 9 | 0 | 92 | 1 | 196 | 110 | 1 | 308 | 599 |
| 05:45 PM | 5 | 0 | 8 | 0 | 13 | 3 | 164 | 8 | 0 | 175 | 79 | 0 | 4 | 0 | 83 | 2 | 152 | 125 | 0 | 279 | 550 |
| Total | 19 | 2 | 14 | 0 | 35 | 27 | 704 | 26 | 0 | 757 | 305 | 6 | 41 | 0 | 352 | 8 | 728 | 482 | 2 | 1220 | 2364 |
| Grand Total | 65 | 18 | 30 | 0 | 113 | 78 | 2426 | 50 | 2 | 2556 | 1756 | 27 | 107 | 1 | 1891 | 29 | 2644 | 1580 | 5 | 4258 | 8818 |
| Apprch % | 57.5 | 15.9 | 26.5 | 0 | | 3.1 | 94.9 | 2 | 0.1 | | 92.9 | 1.4 | 5.7 | 0.1 | | 0.7 | 62.1 | 37.1 | 0.1 | | |
| Total % | 0.7 | 0.2 | 0.3 | 0 | 1.3 | 0.9 | 27.5 | 0.6 | 0 | 29 | 19.9 | 0.3 | 1.2 | 0 | 21.4 | 0.3 | 30 | 17.9 | 0.1 | 48.3 | |

| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:30 AM | 3 | 0 | 0 | 0 | 3 | 3 | 103 | 0 | 0 | 106 | 121 | 0 | **4** | 0 | 125 | 0 | 116 | 62 | **1** | 179 | 413 |
| 08:45 AM | **4** | **1** | 0 | 0 | **5** | 1 | 136 | **1** | 0 | 138 | 109 | 0 | 2 | 0 | 111 | **3** | **162** | **79** | 0 | **244** | **498** |
| 09:00 AM | 3 | 0 | 0 | 0 | 3 | **9** | 131 | 1 | 0 | 141 | **132** | **2** | 3 | 0 | **137** | 1 | 150 | 65 | 0 | 216 | 497 |
| 09:15 AM | 3 | 0 | **1** | 0 | 4 | 2 | **149** | 0 | **1** | **152** | 101 | 1 | 4 | **1** | 107 | 1 | 153 | 59 | 0 | 213 | 476 |
| Total Volume | 13 | 1 | 1 | 0 | 15 | 15 | 519 | 2 | 1 | 537 | 463 | 3 | 13 | 1 | 480 | 5 | 581 | 265 | 1 | 852 | 1884 |
| % App. Total | 86.7 | 6.7 | 6.7 | 0 | | 2.8 | 96.6 | 0.4 | 0.2 | | 96.5 | 0.6 | 2.7 | 0.2 | | 0.6 | 68.2 | 31.1 | 0.1 | | |
| PHF | .813 | .250 | .250 | .000 | .750 | .417 | .871 | .500 | .250 | .883 | .877 | .375 | .813 | .250 | .876 | .417 | .897 | .839 | .250 | .873 | .946 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 18-Main NM263
Site Code : 18
Start Date : 2/12/2019


| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 5 | **2** | **3** | 0 | **10** | 5 | 180 | 5 | **1** | 191 | 86 | 2 | 8 | 0 | 96 | 0 | **209** | 147 | 0 | 356 | 653 |
| 04:45 PM | **6** | 2 | 1 | 0 | 9 | 5 | 179 | 5 | 0 | 189 | **95** | **4** | 14 | 0 | **113** | **4** | 207 | **155** | 0 | **366** | **677** |
| 05:00 PM | 6 | 1 | 1 | 0 | 8 | **7** | 176 | 6 | 0 | 189 | 61 | 3 | 13 | 0 | 77 | 3 | 190 | 119 | 0 | 312 | 586 |
| 05:15 PM | 4 | 0 | 2 | 0 | 6 | 7 | **188** | **7** | 0 | **202** | 84 | 1 | **15** | 0 | 100 | 2 | 190 | 128 | **1** | 321 | 629 |
| Total Volume | 21 | 5 | 7 | 0 | 33 | 24 | 723 | 23 | 1 | 771 | 326 | 10 | 50 | 0 | 386 | 9 | 796 | 549 | 1 | 1355 | 2545 |
| % App. Total | 63.6 | 15.2 | 21.2 | 0 | | 3.1 | 93.8 | 3 | 0.1 | | 84.5 | 2.6 | 13 | 0 | | 0.7 | 58.7 | 40.5 | 0.1 | | |
| PHF | .875 | .625 | .583 | .000 | .825 | .857 | .961 | .821 | .250 | .954 | .858 | .625 | .833 | .000 | .854 | .563 | .952 | .885 | .250 | .926 | .940 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 18-Main NM263
Site Code : 18
Start Date : 2/12/2019


**Groups Printed- Trucks**

| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 7 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 5 | 3 | 0 | 8 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 9 | 0 | 2 | 0 | 11 | 0 | 11 | 3 | 0 | 14 | 29 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 0 | 8 | 14 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 5 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 13 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 9 | 0 | 0 | 0 | 9 | 0 | 4 | 10 | 0 | 14 | 36 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 5 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 8 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 |
| 04:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 4 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 1 | 3 | 0 | 4 | 11 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 7 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 3 | 17 | 0 | 0 | 20 | 29 | 0 | 2 | 0 | 31 | 0 | 21 | 18 | 0 | 39 | 91 |
| Apprch % | 0 | 0 | 100 | 0 | | 15 | 85 | 0 | 0 | | 93.5 | 0 | 6.5 | 0 | | 0 | 53.8 | 46.2 | 0 | | |
| Total % | 0 | 0 | 1.1 | 0 | 1.1 | 3.3 | 18.7 | 0 | 0 | 22 | 31.9 | 0 | 2.2 | 0 | 34.1 | 0 | 23.1 | 19.8 | 0 | 42.9 | |

| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | **1** | 0 | **3** | 0 | 2 | 0 | 0 | 2 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | **1** | 2 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 7 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **3** | 0 | 0 | 0 | 3 | 0 | **5** | 3 | 0 | **8** | 12 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | **3** | 0 | 0 | **4** | 2 | 0 | 0 | 0 | 2 | 0 | 3 | **5** | 0 | 8 | **14** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 9 | 0 | 1 | 0 | 10 | 0 | 12 | 8 | 0 | 20 | 38 |
| % App. Total | 0 | 0 | 0 | 0 | | 25 | 75 | 0 | 0 | | 90 | 0 | 10 | 0 | | 0 | 60 | 40 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .750 | .000 | .250 | .000 | .833 | .000 | .600 | .400 | .000 | .625 | .679 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 18-Main NM263
Site Code : 18
Start Date : 2/12/2019
Page No : 6

| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | **2** | 2 |
| 04:15 PM | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | **5** |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | **2** | 0 | 2 | 4 |
| Total Volume | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 1 | 3 | 0 | 4 | 11 |
| % App. Total | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 25 | 75 | 0 | | |
| PHF | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .000 | .000 | .375 | .000 | .250 | .375 | .000 | .500 | .550 |

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 18-Main NM263
Site Code : 18
Start Date : 2/12/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 1 | 0 | 3 | 0 | 42 | 1 | 0 | 43 | 67 | 0 | 4 | 0 | 71 | 0 | 36 | 28 | 0 | 64 | 181 |
| 07:15 AM | 2 | 0 | 1 | 0 | 3 | 0 | 50 | 1 | 0 | 51 | 69 | 4 | 5 | 0 | 78 | 0 | 44 | 35 | 0 | 79 | 211 |
| 07:30 AM | 1 | 0 | 3 | 0 | 4 | 9 | 89 | 0 | 0 | 98 | 123 | 2 | 2 | 0 | 127 | 3 | 91 | 60 | 0 | 154 | 383 |
| 07:45 AM | 5 | 1 | 1 | 0 | 7 | 6 | 105 | 1 | 0 | 112 | 127 | 0 | 3 | 0 | 130 | 1 | 124 | 50 | 0 | 175 | 424 |
| Total | 10 | 1 | 6 | 0 | 17 | 15 | 286 | 3 | 0 | 304 | 386 | 6 | 14 | 0 | 406 | 4 | 295 | 173 | 0 | 472 | 1199 |
| 08:00 AM | 3 | 3 | 1 | 0 | 7 | 2 | 107 | 2 | 0 | 111 | 156 | 1 | 6 | 0 | 163 | 1 | 133 | 68 | 1 | 203 | 484 |
| 08:15 AM | 3 | 0 | 1 | 0 | 4 | 1 | 113 | 0 | 0 | 114 | 93 | 0 | 2 | 0 | 95 | 0 | 130 | 63 | 0 | 193 | 406 |
| 08:30 AM | 3 | 0 | 0 | 0 | 3 | 3 | 105 | 0 | 0 | 108 | 123 | 0 | 4 | 0 | 127 | 0 | 116 | 62 | 1 | 179 | 417 |
| 08:45 AM | 4 | 1 | 0 | 0 | 5 | 2 | 141 | 1 | 0 | 144 | 114 | 0 | 2 | 0 | 116 | 3 | 162 | 81 | 0 | 246 | 511 |
| Total | 13 | 4 | 2 | 0 | 19 | 8 | 466 | 3 | 0 | 477 | 486 | 1 | 14 | 0 | 501 | 4 | 541 | 274 | 2 | 821 | 1818 |
| 09:00 AM | 3 | 0 | 0 | 0 | 3 | 9 | 131 | 1 | 0 | 141 | 134 | 2 | 3 | 0 | 139 | 1 | 150 | 66 | 0 | 217 | 500 |
| 09:15 AM | 3 | 0 | 1 | 0 | 4 | 2 | 151 | 0 | 1 | 154 | 103 | 1 | 4 | 1 | 109 | 1 | 153 | 60 | 0 | 214 | 481 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 6 | 0 | 1 | 0 | 7 | 11 | 282 | 1 | 1 | 295 | 237 | 3 | 7 | 1 | 248 | 2 | 303 | 126 | 0 | 431 | 981 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 2 | 3 | 2 | 0 | 7 | 6 | 195 | 4 | 0 | 205 | 88 | 3 | 6 | 0 | 97 | 4 | 201 | 126 | 1 | 332 | 641 |
| 04:15 PM | 4 | 4 | 2 | 0 | 10 | 4 | 150 | 3 | 0 | 157 | 99 | 2 | 5 | 0 | 106 | 3 | 176 | 113 | 0 | 292 | 565 |
| 04:30 PM | 5 | 2 | 3 | 0 | 10 | 5 | 180 | 5 | 1 | 191 | 86 | 2 | 8 | 0 | 96 | 0 | 209 | 147 | 0 | 356 | 653 |
| 04:45 PM | 6 | 2 | 1 | 0 | 9 | 5 | 179 | 5 | 0 | 189 | 97 | 4 | 14 | 0 | 115 | 4 | 207 | 157 | 0 | 368 | 681 |
| Total | 17 | 11 | 8 | 0 | 36 | 20 | 704 | 17 | 1 | 742 | 370 | 11 | 33 | 0 | 414 | 11 | 793 | 543 | 1 | 1348 | 2540 |
| 05:00 PM | 6 | 1 | 1 | 0 | 8 | 7 | 176 | 6 | 0 | 189 | 62 | 3 | 13 | 0 | 78 | 3 | 191 | 119 | 0 | 313 | 588 |
| 05:15 PM | 4 | 0 | 2 | 0 | 6 | 7 | 189 | 7 | 0 | 203 | 84 | 1 | 15 | 0 | 100 | 2 | 192 | 128 | 1 | 323 | 632 |
| 05:30 PM | 4 | 1 | 3 | 0 | 8 | 10 | 176 | 5 | 0 | 191 | 81 | 2 | 9 | 0 | 92 | 1 | 198 | 110 | 1 | 310 | 601 |
| 05:45 PM | 5 | 0 | 8 | 0 | 13 | 3 | 164 | 8 | 0 | 175 | 79 | 0 | 4 | 0 | 83 | 2 | 152 | 125 | 0 | 279 | 550 |
| Total | 19 | 2 | 14 | 0 | 35 | 27 | 705 | 26 | 0 | 758 | 306 | 6 | 41 | 0 | 353 | 8 | 733 | 482 | 2 | 1225 | 2371 |
| Grand Total | 65 | 18 | 31 | 0 | 114 | 81 | 2443 | 50 | 2 | 2576 | 1785 | 27 | 109 | 1 | 1922 | 29 | 2665 | 1598 | 5 | 4297 | 8909 |
| Apprch % | 57 | 15.8 | 27.2 | 0 | | 3.1 | 94.8 | 1.9 | 0.1 | | 92.9 | 1.4 | 5.7 | 0.1 | | 0.7 | 62 | 37.2 | 0.1 | | |
| Total % | 0.7 | 0.2 | 0.3 | 0 | 1.3 | 0.9 | 27.4 | 0.6 | 0 | 28.9 | 20 | 0.3 | 1.2 | 0 | 21.6 | 0.3 | 29.9 | 17.9 | 0.1 | 48.2 | |

| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:30 AM | 3 | 0 | 0 | 0 | 3 | 3 | 105 | 0 | 0 | 108 | 123 | 0 | **4** | 0 | 127 | 0 | 116 | 62 | **1** | 179 | 417 |
| 08:45 AM | **4** | **1** | 0 | 0 | **5** | 2 | 141 | **1** | 0 | 144 | 114 | 0 | 2 | 0 | 116 | **3** | **162** | **81** | 0 | **246** | **511** |
| 09:00 AM | 3 | 0 | 0 | 0 | 3 | **9** | 131 | 1 | 0 | 141 | **134** | **2** | 3 | 0 | **139** | 1 | 150 | 66 | 0 | 217 | 500 |
| 09:15 AM | 3 | 0 | **1** | 0 | 4 | 2 | **151** | 0 | **1** | **154** | 103 | 1 | 4 | **1** | 109 | 1 | 153 | 60 | 0 | 214 | 481 |
| Total Volume | 13 | 1 | 1 | 0 | 15 | 16 | 528 | 2 | 1 | 547 | 474 | 3 | 13 | 1 | 491 | 5 | 581 | 269 | 1 | 856 | 1909 |
| % App. Total | 86.7 | 6.7 | 6.7 | 0 | | 2.9 | 96.5 | 0.4 | 0.2 | | 96.5 | 0.6 | 2.6 | 0.2 | | 0.6 | 67.9 | 31.4 | 0.1 | | |
| PHF | .813 | .250 | .250 | .000 | .750 | .444 | .874 | .500 | .250 | .888 | .884 | .375 | .813 | .250 | .883 | .417 | .897 | .830 | .250 | .870 | .934 |

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 18-Main NM263
Site Code : 18
Start Date : 2/12/2019


| | NM263 From North | | | | | Main (NM6) From East | | | | | NM263 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 5 | **2** | **3** | 0 | **10** | 5 | 180 | 5 | **1** | 191 | 86 | 2 | 8 | 0 | 96 | 0 | **209** | 147 | 0 | 356 | 653 |
| 04:45 PM | **6** | 2 | 1 | 0 | 9 | 5 | 179 | 5 | 0 | 189 | **97** | **4** | 14 | 0 | **115** | **4** | 207 | **157** | 0 | **368** | **681** |
| 05:00 PM | 6 | 1 | 1 | 0 | 8 | **7** | 176 | 6 | 0 | 189 | 62 | 3 | 13 | 0 | 78 | 3 | 191 | 119 | 0 | 313 | 588 |
| 05:15 PM | 4 | 0 | 2 | 0 | 6 | 7 | **189** | **7** | 0 | **203** | 84 | 1 | **15** | 0 | 100 | 2 | 192 | 128 | **1** | 323 | 632 |
| Total Volume | 21 | 5 | 7 | 0 | 33 | 24 | 724 | 23 | 1 | 772 | 329 | 10 | 50 | 0 | 389 | 9 | 799 | 551 | 1 | 1360 | 2554 |
| % App. Total | 63.6 | 15.2 | 21.2 | 0 | | 3.1 | 93.8 | 3 | 0.1 | | 84.6 | 2.6 | 12.9 | 0 | | 0.7 | 58.8 | 40.5 | 0.1 | | |
| PHF | .875 | .625 | .583 | .000 | .825 | .857 | .958 | .821 | .250 | .951 | .848 | .625 | .833 | .000 | .846 | .563 | .956 | .877 | .250 | .924 | .938 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 19-main nm47
Site Code : 19
Start Date : 2/12/2019


**Groups Printed- Cars - Trucks**

| | NM47 From North | | | | | Main (NM6) From East | | | | | NM47 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 0 | 4 | 0 | 9 | 74 | 89 | 2 | 0 | 165 | 4 | 9 | 193 | 0 | 206 | 5 | 65 | 1 | 0 | 71 | 451 |
| 07:15 AM | 2 | 3 | 3 | 0 | 8 | 53 | 65 | 3 | 0 | 121 | 5 | 3 | 170 | 0 | 178 | 5 | 76 | 2 | 0 | 83 | 390 |
| 07:30 AM | 2 | 3 | 1 | 0 | 6 | 51 | 79 | 5 | 0 | 135 | 4 | 6 | 164 | 0 | 174 | 10 | 90 | 3 | 0 | 103 | 418 |
| 07:45 AM | 6 | 4 | 2 | 0 | 12 | 34 | 88 | 4 | 0 | 126 | 11 | 7 | 131 | 0 | 149 | 10 | 107 | 5 | 0 | 122 | 409 |
| Total | 15 | 10 | 10 | 0 | 35 | 212 | 321 | 14 | 0 | 547 | 24 | 25 | 658 | 0 | 707 | 30 | 338 | 11 | 0 | 379 | 1668 |
| 08:00 AM | 5 | 6 | 4 | 0 | 15 | 58 | 86 | 2 | 0 | 146 | 5 | 8 | 164 | 0 | 177 | 10 | 91 | 2 | 0 | 103 | 441 |
| 08:15 AM | 4 | 8 | 2 | 0 | 14 | 46 | 75 | 2 | 0 | 123 | 8 | 7 | 134 | 0 | 149 | 8 | 88 | 5 | 0 | 101 | 387 |
| 08:30 AM | 2 | 6 | 1 | 1 | 10 | 99 | 125 | 5 | 0 | 229 | 7 | 6 | 125 | 0 | 138 | 23 | 114 | 3 | 0 | 140 | 517 |
| 08:45 AM | 5 | 10 | 6 | 0 | 21 | 48 | 109 | 6 | 0 | 163 | 11 | 15 | 122 | 1 | 149 | 15 | 99 | 6 | 1 | 121 | 454 |
| Total | 16 | 30 | 13 | 1 | 60 | 251 | 395 | 15 | 0 | 661 | 31 | 36 | 545 | 1 | 613 | 56 | 392 | 16 | 1 | 465 | 1799 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 15 | 40 | 6 | 0 | 61 | 184 | 156 | 11 | 0 | 351 | 11 | 27 | 65 | 0 | 103 | 46 | 131 | 12 | 0 | 189 | 704 |
| 04:15 PM | 14 | 36 | 19 | 1 | 70 | 183 | 131 | 12 | 0 | 326 | 9 | 28 | 84 | 3 | 124 | 44 | 113 | 6 | 2 | 165 | 685 |
| 04:30 PM | 11 | 40 | 14 | 0 | 65 | 203 | 144 | 10 | 0 | 357 | 14 | 27 | 68 | 1 | 110 | 48 | 123 | 8 | 0 | 179 | 711 |
| 04:45 PM | 22 | 26 | 22 | 0 | 70 | 201 | 122 | 8 | 0 | 331 | 21 | 17 | 83 | 0 | 121 | 41 | 131 | 13 | 0 | 185 | 707 |
| Total | 62 | 142 | 61 | 1 | 266 | 771 | 553 | 41 | 0 | 1365 | 55 | 99 | 300 | 4 | 458 | 179 | 498 | 39 | 2 | 718 | 2807 |
| 05:00 PM | 14 | 35 | 10 | 0 | 59 | 248 | 143 | 8 | 0 | 399 | 7 | 20 | 75 | 1 | 103 | 38 | 122 | 15 | 0 | 175 | 736 |
| 05:15 PM | 18 | 39 | 19 | 0 | 76 | 203 | 139 | 14 | 0 | 356 | 11 | 22 | 84 | 0 | 117 | 42 | 112 | 14 | 1 | 169 | 718 |
| 05:30 PM | 22 | 38 | 12 | 2 | 74 | 235 | 138 | 11 | 2 | 386 | 11 | 32 | 71 | 2 | 116 | 36 | 118 | 12 | 0 | 166 | 742 |
| 05:45 PM | 14 | 29 | 16 | 1 | 60 | 211 | 138 | 11 | 0 | 360 | 5 | 19 | 73 | 0 | 97 | 40 | 104 | 5 | 0 | 149 | 666 |
| Total | 68 | 141 | 57 | 3 | 269 | 897 | 558 | 44 | 2 | 1501 | 34 | 93 | 303 | 3 | 433 | 156 | 456 | 46 | 1 | 659 | 2862 |
| Grand Total | 161 | 323 | 141 | 5 | 630 | 2131 | 1827 | 114 | 2 | 4074 | 144 | 253 | 1806 | 8 | 2211 | 421 | 1684 | 112 | 4 | 2221 | 9136 |
| Apprch % | 25.6 | 51.3 | 22.4 | 0.8 | | 52.3 | 44.8 | 2.8 | 0 | | 6.5 | 11.4 | 81.7 | 0.4 | | 19 | 75.8 | 5 | 0.2 | | |
| Total % | 1.8 | 3.5 | 1.5 | 0.1 | 6.9 | 23.3 | 20 | 1.2 | 0 | 44.6 | 1.6 | 2.8 | 19.8 | 0.1 | 24.2 | 4.6 | 18.4 | 1.2 | 0 | 24.3 | |
| Cars | 161 | 323 | 140 | 5 | 629 | 2102 | 1819 | 114 | 2 | 4037 | 143 | 253 | 1775 | 8 | 2179 | 420 | 1673 | 109 | 4 | 2206 | 9051 |
| % Cars | 100 | 100 | 99.3 | 100 | 99.8 | 98.6 | 99.6 | 100 | 100 | 99.1 | 99.3 | 100 | 98.3 | 100 | 98.6 | 99.8 | 99.3 | 97.3 | 100 | 99.3 | 99.1 |
| Trucks | 0 | 0 | 1 | 0 | 1 | 29 | 8 | 0 | 0 | 37 | 1 | 0 | 31 | 0 | 32 | 1 | 11 | 3 | 0 | 15 | 85 |
| % Trucks | 0 | 0 | 0.7 | 0 | 0.2 | 1.4 | 0.4 | 0 | 0 | 0.9 | 0.7 | 0 | 1.7 | 0 | 1.4 | 0.2 | 0.7 | 2.7 | 0 | 0.7 | 0.9 |

| | NM47 From North | | | | | Main (NM6) From East | | | | | NM47 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **5** | 6 | 4 | 0 | 15 | 58 | 86 | 2 | 0 | 146 | 5 | 8 | **164** | 0 | **177** | 10 | 91 | 2 | 0 | 103 | 441 |
| 08:15 AM | 4 | 8 | 2 | 0 | 14 | 46 | 75 | 2 | 0 | 123 | 8 | 7 | 134 | 0 | 149 | 8 | 88 | 5 | 0 | 101 | 387 |
| 08:30 AM | 2 | 6 | 1 | **1** | 10 | **99** | **125** | 5 | 0 | **229** | 7 | 6 | 125 | 0 | 138 | **23** | **114** | 3 | 0 | **140** | **517** |
| 08:45 AM | 5 | **10** | **6** | 0 | **21** | 48 | 109 | **6** | 0 | 163 | **11** | **15** | 122 | **1** | 149 | 15 | 99 | **6** | **1** | 121 | 454 |
| Total Volume | 16 | 30 | 13 | 1 | 60 | 251 | 395 | 15 | 0 | 661 | 31 | 36 | 545 | 1 | 613 | 56 | 392 | 16 | 1 | 465 | 1799 |
| % App. Total | 26.7 | 50 | 21.7 | 1.7 | | 38 | 59.8 | 2.3 | 0 | | 5.1 | 5.9 | 88.9 | 0.2 | | 12 | 84.3 | 3.4 | 0.2 | | |
| PHF | .800 | .750 | .542 | .250 | .714 | .634 | .790 | .625 | .000 | .722 | .705 | .600 | .831 | .250 | .866 | .609 | .860 | .667 | .250 | .830 | .870 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 19-main nm47
Site Code : 19
Start Date : 2/12/2019
Page No : 2

| | NM47 From North | | | | | Main (NM6) From East | | | | | NM47 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | **22** | 26 | **22** | 0 | 70 | 201 | 122 | 8 | 0 | 331 | **21** | 17 | 83 | 0 | **121** | 41 | **131** | 13 | 0 | **185** | 707 |
| 05:00 PM | 14 | 35 | 10 | 0 | 59 | **248** | **143** | 8 | 0 | **399** | 7 | 20 | 75 | 1 | 103 | 38 | 122 | **15** | 0 | 175 | 736 |
| 05:15 PM | 18 | **39** | 19 | 0 | **76** | 203 | 139 | **14** | 0 | 356 | 11 | 22 | **84** | 0 | 117 | **42** | 112 | 14 | **1** | 169 | 718 |
| 05:30 PM | 22 | 38 | 12 | **2** | 74 | 235 | 138 | 11 | **2** | 386 | 11 | **32** | 71 | **2** | 116 | 36 | 118 | 12 | 0 | 166 | **742** |
| Total Volume | 76 | 138 | 63 | 2 | 279 | 887 | 542 | 41 | 2 | 1472 | 50 | 91 | 313 | 3 | 457 | 157 | 483 | 54 | 1 | 695 | 2903 |
| % App. Total | 27.2 | 49.5 | 22.6 | 0.7 | | 60.3 | 36.8 | 2.8 | 0.1 | | 10.9 | 19.9 | 68.5 | 0.7 | | 22.6 | 69.5 | 7.8 | 0.1 | | |
| PHF | .864 | .885 | .716 | .250 | .918 | .894 | .948 | .732 | .250 | .922 | .595 | .711 | .932 | .375 | .944 | .935 | .922 | .900 | .250 | .939 | .978 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 19-main nm47
Site Code : 19
Start Date : 2/12/2019
Page No : 3

**Groups Printed- Cars**

| | NM47 From North | | | | | Main (NM6) From East | | | | | NM47 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 0 | 4 | 0 | 9 | 71 | 88 | 2 | 0 | 161 | 4 | 9 | 192 | 0 | 205 | 5 | 65 | 1 | 0 | 71 | 446 |
| 07:15 AM | 2 | 3 | 3 | 0 | 8 | 49 | 64 | 3 | 0 | 116 | 5 | 3 | 168 | 0 | 176 | 4 | 76 | 2 | 0 | 82 | 382 |
| 07:30 AM | 2 | 3 | 0 | 0 | 5 | 50 | 79 | 5 | 0 | 134 | 4 | 6 | 159 | 0 | 169 | 10 | 88 | 2 | 0 | 100 | 408 |
| 07:45 AM | 6 | 4 | 2 | 0 | 12 | 33 | 87 | 4 | 0 | 124 | 11 | 7 | 128 | 0 | 146 | 10 | 106 | 4 | 0 | 120 | 402 |
| Total | 15 | 10 | 9 | 0 | 34 | 203 | 318 | 14 | 0 | 535 | 24 | 25 | 647 | 0 | 696 | 29 | 335 | 9 | 0 | 373 | 1638 |
| 08:00 AM | 5 | 6 | 4 | 0 | 15 | 57 | 85 | 2 | 0 | 144 | 5 | 8 | 156 | 0 | 169 | 10 | 89 | 2 | 0 | 101 | 429 |
| 08:15 AM | 4 | 8 | 2 | 0 | 14 | 44 | 75 | 2 | 0 | 121 | 8 | 7 | 133 | 0 | 148 | 8 | 88 | 5 | 0 | 101 | 384 |
| 08:30 AM | 2 | 6 | 1 | 1 | 10 | 89 | 122 | 5 | 0 | 216 | 6 | 6 | 123 | 0 | 135 | 23 | 113 | 3 | 0 | 139 | 500 |
| 08:45 AM | 5 | 10 | 6 | 0 | 21 | 48 | 108 | 6 | 0 | 162 | 11 | 15 | 120 | 1 | 147 | 15 | 98 | 6 | 1 | 120 | 450 |
| Total | 16 | 30 | 13 | 1 | 60 | 238 | 390 | 15 | 0 | 643 | 30 | 36 | 532 | 1 | 599 | 56 | 388 | 16 | 1 | 461 | 1763 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 15 | 40 | 6 | 0 | 61 | 179 | 156 | 11 | 0 | 346 | 11 | 27 | 64 | 0 | 102 | 46 | 130 | 12 | 0 | 188 | 697 |
| 04:15 PM | 14 | 36 | 19 | 1 | 70 | 182 | 131 | 12 | 0 | 325 | 9 | 28 | 83 | 3 | 123 | 44 | 113 | 6 | 2 | 165 | 683 |
| 04:30 PM | 11 | 40 | 14 | 0 | 65 | 203 | 144 | 10 | 0 | 357 | 14 | 27 | 68 | 1 | 110 | 48 | 123 | 8 | 0 | 179 | 711 |
| 04:45 PM | 22 | 26 | 22 | 0 | 70 | 200 | 122 | 8 | 0 | 330 | 21 | 17 | 82 | 0 | 120 | 41 | 131 | 13 | 0 | 185 | 705 |
| Total | 62 | 142 | 61 | 1 | 266 | 764 | 553 | 41 | 0 | 1358 | 55 | 99 | 297 | 4 | 455 | 179 | 497 | 39 | 2 | 717 | 2796 |
| 05:00 PM | 14 | 35 | 10 | 0 | 59 | 248 | 143 | 8 | 0 | 399 | 7 | 20 | 72 | 1 | 100 | 38 | 121 | 15 | 0 | 174 | 732 |
| 05:15 PM | 18 | 39 | 19 | 0 | 76 | 203 | 139 | 14 | 0 | 356 | 11 | 22 | 83 | 0 | 116 | 42 | 112 | 14 | 1 | 169 | 717 |
| 05:30 PM | 22 | 38 | 12 | 2 | 74 | 235 | 138 | 11 | 2 | 386 | 11 | 32 | 71 | 2 | 116 | 36 | 116 | 11 | 0 | 163 | 739 |
| 05:45 PM | 14 | 29 | 16 | 1 | 60 | 211 | 138 | 11 | 0 | 360 | 5 | 19 | 73 | 0 | 97 | 40 | 104 | 5 | 0 | 149 | 666 |
| Total | 68 | 141 | 57 | 3 | 269 | 897 | 558 | 44 | 2 | 1501 | 34 | 93 | 299 | 3 | 429 | 156 | 453 | 45 | 1 | 655 | 2854 |
| Grand Total | 161 | 323 | 140 | 5 | 629 | 2102 | 1819 | 114 | 2 | 4037 | 143 | 253 | 1775 | 8 | 2179 | 420 | 1673 | 109 | 4 | 2206 | 9051 |
| Apprch % | 25.6 | 51.4 | 22.3 | 0.8 | | 52.1 | 45.1 | 2.8 | 0 | | 6.6 | 11.6 | 81.5 | 0.4 | | 19 | 75.8 | 4.9 | 0.2 | | |
| Total % | 1.8 | 3.6 | 1.5 | 0.1 | 6.9 | 23.2 | 20.1 | 1.3 | 0 | 44.6 | 1.6 | 2.8 | 19.6 | 0.1 | 24.1 | 4.6 | 18.5 | 1.2 | 0 | 24.4 | |

| | NM47 From North | | | | | Main (NM6) From East | | | | | NM47 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **5** | 6 | 4 | 0 | 15 | 57 | 85 | 2 | 0 | 144 | 5 | 8 | **156** | 0 | **169** | 10 | 89 | 2 | 0 | 101 | 429 |
| 08:15 AM | 4 | 8 | 2 | 0 | 14 | 44 | 75 | 2 | 0 | 121 | 8 | 7 | 133 | 0 | 148 | 8 | 88 | 5 | 0 | 101 | 384 |
| 08:30 AM | 2 | 6 | 1 | **1** | 10 | **89** | **122** | 5 | 0 | **216** | 6 | 6 | 123 | 0 | 135 | **23** | **113** | 3 | 0 | **139** | **500** |
| 08:45 AM | 5 | **10** | **6** | 0 | **21** | 48 | 108 | **6** | 0 | 162 | **11** | **15** | 120 | **1** | 147 | 15 | 98 | **6** | **1** | 120 | 450 |
| Total Volume | 16 | 30 | 13 | 1 | 60 | 238 | 390 | 15 | 0 | 643 | 30 | 36 | 532 | 1 | 599 | 56 | 388 | 16 | 1 | 461 | 1763 |
| % App. Total | 26.7 | 50 | 21.7 | 1.7 | | 37 | 60.7 | 2.3 | 0 | | 5 | 6 | 88.8 | 0.2 | | 12.1 | 84.2 | 3.5 | 0.2 | | |
| PHF | .800 | .750 | .542 | .250 | .714 | .669 | .799 | .625 | .000 | .744 | .682 | .600 | .853 | .250 | .886 | .609 | .858 | .667 | .250 | .829 | .882 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 22 | | 22 | | | | | | | | 21 | | | | 120 | | 131 | | | 185 | |
| 05:00 PM | 14 | 35 | 10 | 0 | 59 | 248 | 143 | 8 | 0 | 399 | 7 | 20 | 72 | 1 | 100 | 38 | 121 | 15 | 0 | 174 | 732 |
| 05:15 PM | 18 | 39 | 19 | 0 | 76 | 203 | 139 | 14 | 0 | 356 | 11 | 22 | 83 | 0 | 116 | 42 | 112 | 14 | 1 | 169 | 717 |
| 05:30 PM | 22 | 38 | 12 | 2 | 74 | 235 | 138 | 11 | 2 | 386 | 11 | 32 | 71 | 2 | 116 | 36 | 116 | 11 | 0 | 163 | 739 |
| Total Volume | 76 | 138 | 63 | 2 | 279 | 886 | 542 | 41 | 2 | 1471 | 50 | 91 | 308 | 3 | 452 | 157 | 480 | 53 | 1 | 691 | 2893 |
| % App. Total | 27.2 | 49.5 | 22.6 | 0.7 | | 60.2 | 36.8 | 2.8 | 0.1 | | 11.1 | 20.1 | 68.1 | 0.7 | | 22.7 | 69.5 | 7.7 | 0.1 | | |
| PHF | .864 | .885 | .716 | .250 | .918 | .893 | .948 | .732 | .250 | .922 | .595 | .711 | .928 | .375 | .942 | .935 | .916 | .883 | .250 | .934 | .979 |

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 19-main nm47
Site Code : 19
Start Date : 2/12/2019


**Groups Printed- Trucks**

| | NM47 From North | | | | | Main (NM6) From East | | | | | NM47 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 8 |
| 07:30 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 10 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 7 |
| Total | 0 | 0 | 1 | 0 | 1 | 9 | 3 | 0 | 0 | 12 | 0 | 0 | 11 | 0 | 11 | 1 | 3 | 2 | 0 | 6 | 30 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 13 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 17 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 0 | 0 | 18 | 1 | 0 | 13 | 0 | 14 | 0 | 4 | 0 | 0 | 4 | 36 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 7 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 11 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 3 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 1 | 0 | 4 | 8 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 29 | 8 | 0 | 0 | 37 | 1 | 0 | 31 | 0 | 32 | 1 | 11 | 3 | 0 | 15 | 85 |
| Apprch % | 0 | 0 | 100 | 0 | | 78.4 | 21.6 | 0 | 0 | | 3.1 | 0 | 96.9 | 0 | | 6.7 | 73.3 | 20 | 0 | | |
| Total % | 0 | 0 | 1.2 | 0 | 1.2 | 34.1 | 9.4 | 0 | 0 | 43.5 | 1.2 | 0 | 36.5 | 0 | 37.6 | 1.2 | 12.9 | 3.5 | 0 | 17.6 | |

| | NM47 From North | | | | | Main (NM6) From East | | | | | NM47 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | **1** | 0 | **2** | 7 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | **8** | 0 | **8** | 0 | **2** | 0 | 0 | 2 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | **10** | **3** | 0 | 0 | **13** | **1** | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | **17** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 0 | 0 | 19 | 1 | 0 | 14 | 0 | 15 | 0 | 4 | 1 | 0 | 5 | 39 |
| % App. Total | 0 | 0 | 0 | 0 | | 73.7 | 26.3 | 0 | 0 | | 6.7 | 0 | 93.3 | 0 | | 0 | 80 | 20 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .350 | .417 | .000 | .000 | .365 | .250 | .000 | .438 | .000 | .469 | .000 | .500 | .250 | .000 | .625 | .574 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:00 PM** | **0** | **0** | **0** | **0** | **0** | 5 | | | | 5 | | | 1 | | 1 | | 1 | | | 1 | 7 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 11 |
| % App. Total | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .350 | .000 | .000 | .000 | .350 | .000 | .000 | .750 | .000 | .750 | .000 | .250 | .000 | .000 | .250 | .393 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 19-main nm47
Site Code : 19
Start Date : 2/12/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM47 From North | | | | | Main (NM6) From East | | | | | NM47 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 0 | 4 | 0 | 9 | 74 | 89 | 2 | 0 | 165 | 4 | 9 | 193 | 0 | 206 | 5 | 65 | 1 | 0 | 71 | 451 |
| 07:15 AM | 2 | 3 | 3 | 0 | 8 | 53 | 65 | 3 | 0 | 121 | 5 | 3 | 170 | 0 | 178 | 5 | 76 | 2 | 0 | 83 | 390 |
| 07:30 AM | 2 | 3 | 1 | 0 | 6 | 51 | 79 | 5 | 0 | 135 | 4 | 6 | 164 | 0 | 174 | 10 | 90 | 3 | 0 | 103 | 418 |
| 07:45 AM | 6 | 4 | 2 | 0 | 12 | 34 | 88 | 4 | 0 | 126 | 11 | 7 | 131 | 0 | 149 | 10 | 107 | 5 | 0 | 122 | 409 |
| Total | 15 | 10 | 10 | 0 | 35 | 212 | 321 | 14 | 0 | 547 | 24 | 25 | 658 | 0 | 707 | 30 | 338 | 11 | 0 | 379 | 1668 |
| 08:00 AM | 5 | 6 | 4 | 0 | 15 | 58 | 86 | 2 | 0 | 146 | 5 | 8 | 164 | 0 | 177 | 10 | 91 | 2 | 0 | 103 | 441 |
| 08:15 AM | 4 | 8 | 2 | 0 | 14 | 46 | 75 | 2 | 0 | 123 | 8 | 7 | 134 | 0 | 149 | 8 | 88 | 5 | 0 | 101 | 387 |
| 08:30 AM | 2 | 6 | 1 | 1 | 10 | 99 | 125 | 5 | 0 | 229 | 7 | 6 | 125 | 0 | 138 | 23 | 114 | 3 | 0 | 140 | 517 |
| 08:45 AM | 5 | 10 | 6 | 0 | 21 | 48 | 109 | 6 | 0 | 163 | 11 | 15 | 122 | 1 | 149 | 15 | 99 | 6 | 1 | 121 | 454 |
| Total | 16 | 30 | 13 | 1 | 60 | 251 | 395 | 15 | 0 | 661 | 31 | 36 | 545 | 1 | 613 | 56 | 392 | 16 | 1 | 465 | 1799 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 15 | 40 | 6 | 0 | 61 | 184 | 156 | 11 | 0 | 351 | 11 | 27 | 65 | 0 | 103 | 46 | 131 | 12 | 0 | 189 | 704 |
| 04:15 PM | 14 | 36 | 19 | 1 | 70 | 183 | 131 | 12 | 0 | 326 | 9 | 28 | 84 | 3 | 124 | 44 | 113 | 6 | 2 | 165 | 685 |
| 04:30 PM | 11 | 40 | 14 | 0 | 65 | 203 | 144 | 10 | 0 | 357 | 14 | 27 | 68 | 1 | 110 | 48 | 123 | 8 | 0 | 179 | 711 |
| 04:45 PM | 22 | 26 | 22 | 0 | 70 | 201 | 122 | 8 | 0 | 331 | 21 | 17 | 83 | 0 | 121 | 41 | 131 | 13 | 0 | 185 | 707 |
| Total | 62 | 142 | 61 | 1 | 266 | 771 | 553 | 41 | 0 | 1365 | 55 | 99 | 300 | 4 | 458 | 179 | 498 | 39 | 2 | 718 | 2807 |
| 05:00 PM | 14 | 35 | 10 | 0 | 59 | 248 | 143 | 8 | 0 | 399 | 7 | 20 | 75 | 1 | 103 | 38 | 122 | 15 | 0 | 175 | 736 |
| 05:15 PM | 18 | 39 | 19 | 0 | 76 | 203 | 139 | 14 | 0 | 356 | 11 | 22 | 84 | 0 | 117 | 42 | 112 | 14 | 1 | 169 | 718 |
| 05:30 PM | 22 | 38 | 12 | 2 | 74 | 235 | 138 | 11 | 2 | 386 | 11 | 32 | 71 | 2 | 116 | 36 | 118 | 12 | 0 | 166 | 742 |
| 05:45 PM | 14 | 29 | 16 | 1 | 60 | 211 | 138 | 11 | 0 | 360 | 5 | 19 | 73 | 0 | 97 | 40 | 104 | 5 | 0 | 149 | 666 |
| Total | 68 | 141 | 57 | 3 | 269 | 897 | 558 | 44 | 2 | 1501 | 34 | 93 | 303 | 3 | 433 | 156 | 456 | 46 | 1 | 659 | 2862 |
| Grand Total | 161 | 323 | 141 | 5 | 630 | 2131 | 1827 | 114 | 2 | 4074 | 144 | 253 | 1806 | 8 | 2211 | 421 | 1684 | 112 | 4 | 2221 | 9136 |
| Apprch % | 25.6 | 51.3 | 22.4 | 0.8 | | 52.3 | 44.8 | 2.8 | 0 | | 6.5 | 11.4 | 81.7 | 0.4 | | 19 | 75.8 | 5 | 0.2 | | |
| Total % | 1.8 | 3.5 | 1.5 | 0.1 | 6.9 | 23.3 | 20 | 1.2 | 0 | 44.6 | 1.6 | 2.8 | 19.8 | 0.1 | 24.2 | 4.6 | 18.4 | 1.2 | 0 | 24.3 | |

| | NM47 From North | | | | | Main (NM6) From East | | | | | NM47 From South | | | | | Main (NM6) From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | **5** | 6 | 4 | 0 | 15 | 58 | 86 | 2 | 0 | 146 | 5 | 8 | **164** | 0 | **177** | 10 | 91 | 2 | 0 | 103 | 441 |
| 08:15 AM | 4 | 8 | 2 | 0 | 14 | 46 | 75 | 2 | 0 | 123 | 8 | 7 | 134 | 0 | 149 | 8 | 88 | 5 | 0 | 101 | 387 |
| 08:30 AM | 2 | 6 | 1 | **1** | 10 | **99** | **125** | 5 | 0 | **229** | 7 | 6 | 125 | 0 | 138 | **23** | **114** | 3 | 0 | **140** | **517** |
| 08:45 AM | 5 | **10** | **6** | 0 | **21** | 48 | 109 | **6** | 0 | 163 | **11** | **15** | 122 | **1** | 149 | 15 | 99 | **6** | **1** | 121 | 454 |
| Total Volume | 16 | 30 | 13 | 1 | 60 | 251 | 395 | 15 | 0 | 661 | 31 | 36 | 545 | 1 | 613 | 56 | 392 | 16 | 1 | 465 | 1799 |
| % App. Total | 26.7 | 50 | 21.7 | 1.7 | | 38 | 59.8 | 2.3 | 0 | | 5.1 | 5.9 | 88.9 | 0.2 | | 12 | 84.3 | 3.4 | 0.2 | | |
| PHF | .800 | .750 | .542 | .250 | .714 | .634 | .790 | .625 | .000 | .722 | .705 | .600 | .831 | .250 | .866 | .609 | .860 | .667 | .250 | .830 | .870 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 22 | | 22 | | | | | | | | 21 | | | | 121 | | 131 | | | 185 | |
| 05:00 PM | 14 | 35 | 10 | 0 | 59 | 248 | 143 | 8 | 0 | 399 | 7 | 20 | 75 | 1 | 103 | 38 | 122 | 15 | 0 | 175 | 736 |
| 05:15 PM | 18 | 39 | 19 | 0 | 76 | 203 | 139 | 14 | 0 | 356 | 11 | 22 | 84 | 0 | 117 | 42 | 112 | 14 | 1 | 169 | 718 |
| 05:30 PM | 22 | 38 | 12 | 2 | 74 | 235 | 138 | 11 | 2 | 386 | 11 | 32 | 71 | 2 | 116 | 36 | 118 | 12 | 0 | 166 | 742 |
| Total Volume | 76 | 138 | 63 | 2 | 279 | 887 | 542 | 41 | 2 | 1472 | 50 | 91 | 313 | 3 | 457 | 157 | 483 | 54 | 1 | 695 | 2903 |
| % App. Total | 27.2 | 49.5 | 22.6 | 0.7 | | 60.3 | 36.8 | 2.8 | 0.1 | | 10.9 | 19.9 | 68.5 | 0.7 | | 22.6 | 69.5 | 7.8 | 0.1 | | |
| PHF | .864 | .885 | .716 | .250 | .918 | .894 | .948 | .732 | .250 | .922 | .595 | .711 | .932 | .375 | .944 | .935 | .922 | .900 | .250 | .939 | .978 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 20-NM314 Courthouse
Site Code : 20
Start Date : 2/13/2019


**Groups Printed- Cars - Trucks**

| | NM314 From North | | | | | COURTHOUSE From East | | | | | NM314 From South | | | | | COURTHOUSE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 56 | 51 | 1 | 0 | 108 | 27 | 1 | 59 | 0 | 87 | 1 | 94 | 40 | 0 | 135 | 1 | 1 | 0 | 0 | 2 | 332 |
| 07:15 AM | 27 | 54 | 0 | 0 | 81 | 34 | 1 | 41 | 1 | 77 | 0 | 72 | 35 | 0 | 107 | 0 | 1 | 0 | 0 | 1 | 266 |
| 07:30 AM | 45 | 71 | 0 | 1 | 117 | 31 | 1 | 38 | 2 | 72 | 0 | 79 | 39 | 0 | 118 | 1 | 0 | 0 | 0 | 1 | 308 |
| 07:45 AM | 37 | 51 | 2 | 0 | 90 | 23 | 3 | 46 | 1 | 73 | 0 | 64 | 40 | 1 | 105 | 0 | 1 | 0 | 0 | 1 | 269 |
| Total | 165 | 227 | 3 | 1 | 396 | 115 | 6 | 184 | 4 | 309 | 1 | 309 | 154 | 1 | 465 | 2 | 3 | 0 | 0 | 5 | 1175 |
| 08:00 AM | 25 | 41 | 1 | 0 | 67 | 25 | 0 | 38 | 0 | 63 | 0 | 73 | 29 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 232 |
| 08:15 AM | 23 | 57 | 0 | 0 | 80 | 17 | 2 | 31 | 0 | 50 | 0 | 74 | 37 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 241 |
| 08:30 AM | 31 | 74 | 0 | 0 | 105 | 24 | 2 | 25 | 0 | 51 | 1 | 72 | 32 | 0 | 105 | 1 | 1 | 0 | 0 | 2 | 263 |
| 08:45 AM | 22 | 62 | 1 | 0 | 85 | 18 | 0 | 35 | 0 | 53 | 1 | 77 | 30 | 0 | 108 | 1 | 0 | 0 | 0 | 1 | 247 |
| Total | 101 | 234 | 2 | 0 | 337 | 84 | 4 | 129 | 0 | 217 | 2 | 296 | 128 | 0 | 426 | 2 | 1 | 0 | 0 | 3 | 983 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 24 | 92 | 1 | 3 | 120 | 35 | 1 | 51 | 2 | 89 | 0 | 68 | 29 | 0 | 97 | 0 | 1 | 0 | 2 | 3 | 309 |
| 04:15 PM | 34 | 97 | 0 | 0 | 131 | 38 | 0 | 26 | 0 | 64 | 0 | 89 | 34 | 1 | 124 | 1 | 0 | 0 | 0 | 1 | 320 |
| 04:30 PM | 37 | 100 | 0 | 0 | 137 | 44 | 0 | 39 | 1 | 84 | 0 | 87 | 53 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 361 |
| 04:45 PM | 33 | 82 | 0 | 1 | 116 | 40 | 0 | 26 | 2 | 68 | 0 | 71 | 27 | 0 | 98 | 1 | 0 | 0 | 0 | 1 | 283 |
| Total | 128 | 371 | 1 | 4 | 504 | 157 | 1 | 142 | 5 | 305 | 0 | 315 | 143 | 1 | 459 | 2 | 1 | 0 | 2 | 5 | 1273 |
| 05:00 PM | 27 | 111 | 2 | 0 | 140 | 56 | 0 | 31 | 0 | 87 | 0 | 80 | 34 | 2 | 116 | 0 | 0 | 0 | 0 | 0 | 343 |
| 05:15 PM | 21 | 71 | 0 | 1 | 93 | 25 | 0 | 27 | 0 | 52 | 0 | 66 | 30 | 0 | 96 | 1 | 1 | 0 | 0 | 2 | 243 |
| 05:30 PM | 25 | 80 | 1 | 1 | 107 | 34 | 0 | 28 | 1 | 63 | 0 | 55 | 28 | 1 | 84 | 0 | 0 | 1 | 1 | 2 | 256 |
| 05:45 PM | 21 | 76 | 1 | 0 | 98 | 28 | 0 | 28 | 0 | 56 | 0 | 62 | 18 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 234 |
| Total | 94 | 338 | 4 | 2 | 438 | 143 | 0 | 114 | 1 | 258 | 0 | 263 | 110 | 3 | 376 | 1 | 1 | 1 | 1 | 4 | 1076 |
| Grand Total | 488 | 1170 | 10 | 7 | 1675 | 499 | 11 | 569 | 10 | 1089 | 3 | 1183 | 535 | 5 | 1726 | 7 | 6 | 1 | 3 | 17 | 4507 |
| Apprch % | 29.1 | 69.9 | 0.6 | 0.4 | | 45.8 | 1 | 52.2 | 0.9 | | 0.2 | 68.5 | 31 | 0.3 | | 41.2 | 35.3 | 5.9 | 17.6 | | |
| Total % | 10.8 | 26 | 0.2 | 0.2 | 37.2 | 11.1 | 0.2 | 12.6 | 0.2 | 24.2 | 0.1 | 26.2 | 11.9 | 0.1 | 38.3 | 0.2 | 0.1 | 0 | 0.1 | 0.4 | |
| Cars | 478 | 1119 | 10 | 7 | 1614 | 493 | 10 | 555 | 10 | 1068 | 2 | 1139 | 521 | 5 | 1667 | 7 | 6 | 1 | 3 | 17 | 4366 |
| % Cars | 98 | 95.6 | 100 | 100 | 96.4 | 98.8 | 90.9 | 97.5 | 100 | 98.1 | 66.7 | 96.3 | 97.4 | 100 | 96.6 | 100 | 100 | 100 | 100 | 100 | 96.9 |
| Trucks | 10 | 51 | 0 | 0 | 61 | 6 | 1 | 14 | 0 | 21 | 1 | 44 | 14 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 141 |
| % Trucks | 2 | 4.4 | 0 | 0 | 3.6 | 1.2 | 9.1 | 2.5 | 0 | 1.9 | 33.3 | 3.7 | 2.6 | 0 | 3.4 | 0 | 0 | 0 | 0 | 0 | 3.1 |

| | NM314 From North | | | | | COURTHOUSE From East | | | | | NM314 From South | | | | | COURTHOUSE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **56** | 51 | 1 | 0 | 108 | 27 | 1 | **59** | 0 | **87** | **1** | **94** | **40** | 0 | **135** | **1** | **1** | 0 | 0 | **2** | **332** |
| 07:15 AM | 27 | 54 | 0 | 0 | 81 | **34** | 1 | 41 | 1 | 77 | 0 | 72 | 35 | 0 | 107 | 0 | 1 | 0 | 0 | 1 | 266 |
| 07:30 AM | 45 | **71** | 0 | **1** | **117** | 31 | 1 | 38 | **2** | 72 | 0 | 79 | 39 | 0 | 118 | 1 | 0 | 0 | 0 | 1 | 308 |
| 07:45 AM | 37 | 51 | **2** | 0 | 90 | 23 | **3** | 46 | 1 | 73 | 0 | 64 | 40 | **1** | 105 | 0 | 1 | 0 | 0 | 1 | 269 |
| Total Volume | 165 | 227 | 3 | 1 | 396 | 115 | 6 | 184 | 4 | 309 | 1 | 309 | 154 | 1 | 465 | 2 | 3 | 0 | 0 | 5 | 1175 |
| % App. Total | 41.7 | 57.3 | 0.8 | 0.3 | | 37.2 | 1.9 | 59.5 | 1.3 | | 0.2 | 66.5 | 33.1 | 0.2 | | 40 | 60 | 0 | 0 | | |
| PHF | .737 | .799 | .375 | .250 | .846 | .846 | .500 | .780 | .500 | .888 | .250 | .822 | .963 | .250 | .861 | .500 | .750 | .000 | .000 | .625 | .885 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 20-NM314 Courthouse
Site Code : 20
Start Date : 2/13/2019


| | NM314 From North | | | | | COURTHOUSE From East | | | | | NM314 From South | | | | | COURTHOUSE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 34 | 97 | 0 | 0 | 131 | 38 | 0 | 26 | 0 | 64 | 0 | **89** | 34 | 1 | 124 | **1** | 0 | 0 | 0 | **1** | 320 |
| 04:30 PM | **37** | 100 | 0 | 0 | 137 | 44 | 0 | **39** | 1 | 84 | 0 | 87 | **53** | 0 | **140** | 0 | 0 | 0 | 0 | 0 | **361** |
| 04:45 PM | 33 | 82 | 0 | **1** | 116 | 40 | 0 | 26 | **2** | 68 | 0 | 71 | 27 | 0 | 98 | 1 | 0 | 0 | 0 | 1 | 283 |
| 05:00 PM | 27 | **111** | **2** | 0 | **140** | **56** | 0 | 31 | 0 | **87** | 0 | 80 | 34 | **2** | 116 | 0 | 0 | 0 | 0 | 0 | 343 |
| Total Volume | 131 | 390 | 2 | 1 | 524 | 178 | 0 | 122 | 3 | 303 | 0 | 327 | 148 | 3 | 478 | 2 | 0 | 0 | 0 | 2 | 1307 |
| % App. Total | 25 | 74.4 | 0.4 | 0.2 | | 58.7 | 0 | 40.3 | 1 | | 0 | 68.4 | 31 | 0.6 | | 100 | 0 | 0 | 0 | | |
| PHF | .885 | .878 | .250 | .250 | .936 | .795 | .000 | .782 | .375 | .871 | .000 | .919 | .698 | .375 | .854 | .500 | .000 | .000 | .000 | .500 | .905 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 20-NM314 Courthouse
Site Code : 20
Start Date : 2/13/2019


**Groups Printed- Cars**

| | NM314 From North | | | | | COURTHOUSE From East | | | | | NM314 From South | | | | | COURTHOUSE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 55 | 46 | 1 | 0 | 102 | 25 | 1 | 58 | 0 | 84 | 1 | 86 | 38 | 0 | 125 | 1 | 1 | 0 | 0 | 2 | 313 |
| 07:15 AM | 26 | 51 | 0 | 0 | 77 | 34 | 1 | 40 | 1 | 76 | 0 | 69 | 33 | 0 | 102 | 0 | 1 | 0 | 0 | 1 | 256 |
| 07:30 AM | 43 | 71 | 0 | 1 | 115 | 31 | 1 | 38 | 2 | 72 | 0 | 73 | 37 | 0 | 110 | 1 | 0 | 0 | 0 | 1 | 298 |
| 07:45 AM | 36 | 48 | 2 | 0 | 86 | 22 | 3 | 46 | 1 | 72 | 0 | 57 | 39 | 1 | 97 | 0 | 1 | 0 | 0 | 1 | 256 |
| Total | 160 | 216 | 3 | 1 | 380 | 112 | 6 | 182 | 4 | 304 | 1 | 285 | 147 | 1 | 434 | 2 | 3 | 0 | 0 | 5 | 1123 |
| 08:00 AM | 24 | 39 | 1 | 0 | 64 | 25 | 0 | 36 | 0 | 61 | 0 | 70 | 27 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 222 |
| 08:15 AM | 22 | 49 | 0 | 0 | 71 | 17 | 1 | 31 | 0 | 49 | 0 | 73 | 36 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 229 |
| 08:30 AM | 30 | 69 | 0 | 0 | 99 | 24 | 2 | 25 | 0 | 51 | 0 | 68 | 30 | 0 | 98 | 1 | 1 | 0 | 0 | 2 | 250 |
| 08:45 AM | 22 | 59 | 1 | 0 | 82 | 17 | 0 | 34 | 0 | 51 | 1 | 77 | 30 | 0 | 108 | 1 | 0 | 0 | 0 | 1 | 242 |
| Total | 98 | 216 | 2 | 0 | 316 | 83 | 3 | 126 | 0 | 212 | 1 | 288 | 123 | 0 | 412 | 2 | 1 | 0 | 0 | 3 | 943 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 23 | 88 | 1 | 3 | 115 | 35 | 1 | 48 | 2 | 86 | 0 | 66 | 29 | 0 | 95 | 0 | 1 | 0 | 2 | 3 | 299 |
| 04:15 PM | 34 | 91 | 0 | 0 | 125 | 38 | 0 | 24 | 0 | 62 | 0 | 85 | 34 | 1 | 120 | 1 | 0 | 0 | 0 | 1 | 308 |
| 04:30 PM | 37 | 95 | 0 | 0 | 132 | 44 | 0 | 38 | 1 | 83 | 0 | 84 | 52 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 351 |
| 04:45 PM | 33 | 79 | 0 | 1 | 113 | 39 | 0 | 26 | 2 | 67 | 0 | 71 | 27 | 0 | 98 | 1 | 0 | 0 | 0 | 1 | 279 |
| Total | 127 | 353 | 1 | 4 | 485 | 156 | 1 | 136 | 5 | 298 | 0 | 306 | 142 | 1 | 449 | 2 | 1 | 0 | 2 | 5 | 1237 |
| 05:00 PM | 27 | 110 | 2 | 0 | 139 | 56 | 0 | 30 | 0 | 86 | 0 | 79 | 34 | 2 | 115 | 0 | 0 | 0 | 0 | 0 | 340 |
| 05:15 PM | 21 | 69 | 0 | 1 | 91 | 24 | 0 | 27 | 0 | 51 | 0 | 66 | 30 | 0 | 96 | 1 | 1 | 0 | 0 | 2 | 240 |
| 05:30 PM | 25 | 80 | 1 | 1 | 107 | 34 | 0 | 26 | 1 | 61 | 0 | 55 | 27 | 1 | 83 | 0 | 0 | 1 | 1 | 2 | 253 |
| 05:45 PM | 20 | 75 | 1 | 0 | 96 | 28 | 0 | 28 | 0 | 56 | 0 | 60 | 18 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 230 |
| Total | 93 | 334 | 4 | 2 | 433 | 142 | 0 | 111 | 1 | 254 | 0 | 260 | 109 | 3 | 372 | 1 | 1 | 1 | 1 | 4 | 1063 |
| Grand Total | 478 | 1119 | 10 | 7 | 1614 | 493 | 10 | 555 | 10 | 1068 | 2 | 1139 | 521 | 5 | 1667 | 7 | 6 | 1 | 3 | 17 | 4366 |
| Apprch % | 29.6 | 69.3 | 0.6 | 0.4 | | 46.2 | 0.9 | 52 | 0.9 | | 0.1 | 68.3 | 31.3 | 0.3 | | 41.2 | 35.3 | 5.9 | 17.6 | | |
| Total % | 10.9 | 25.6 | 0.2 | 0.2 | 37 | 11.3 | 0.2 | 12.7 | 0.2 | 24.5 | 0 | 26.1 | 11.9 | 0.1 | 38.2 | 0.2 | 0.1 | 0 | 0.1 | 0.4 | |

| | NM314 From North | | | | | COURTHOUSE From East | | | | | NM314 From South | | | | | COURTHOUSE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **55** | 46 | 1 | 0 | 102 | 25 | 1 | **58** | 0 | **84** | **1** | **86** | 38 | 0 | **125** | **1** | **1** | 0 | 0 | **2** | **313** |
| 07:15 AM | 26 | 51 | 0 | 0 | 77 | **34** | 1 | 40 | 1 | 76 | 0 | 69 | 33 | 0 | 102 | 0 | 1 | 0 | 0 | 1 | 256 |
| 07:30 AM | 43 | **71** | 0 | **1** | **115** | 31 | 1 | 38 | **2** | 72 | 0 | 73 | 37 | 0 | 110 | 1 | 0 | 0 | 0 | 1 | 298 |
| 07:45 AM | 36 | 48 | **2** | 0 | 86 | 22 | **3** | 46 | 1 | 72 | 0 | 57 | **39** | **1** | 97 | 0 | 1 | 0 | 0 | 1 | 256 |
| Total Volume | 160 | 216 | 3 | 1 | 380 | 112 | 6 | 182 | 4 | 304 | 1 | 285 | 147 | 1 | 434 | 2 | 3 | 0 | 0 | 5 | 1123 |
| % App. Total | 42.1 | 56.8 | 0.8 | 0.3 | | 36.8 | 2 | 59.9 | 1.3 | | 0.2 | 65.7 | 33.9 | 0.2 | | 40 | 60 | 0 | 0 | | |
| PHF | .727 | .761 | .375 | .250 | .826 | .824 | .500 | .784 | .500 | .905 | .250 | .828 | .942 | .250 | .868 | .500 | .750 | .000 | .000 | .625 | .897 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 34 | 91 | 0 | 0 | 125 | 38 | 0 | 24 | 0 | 62 | 0 | 85 | | | | 1 | | | | 1 | |
| 04:30 PM | 37 | 95 | 0 | 0 | 132 | 44 | 0 | 38 | 1 | 83 | 0 | 84 | 52 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 351 |
| 04:45 PM | 33 | 79 | 0 | 1 | 113 | 39 | 0 | 26 | 2 | 67 | 0 | 71 | 27 | 0 | 98 | 1 | 0 | 0 | 0 | 1 | 279 |
| 05:00 PM | 27 | 110 | 2 | 0 | 139 | 56 | 0 | 30 | 0 | 86 | 0 | 79 | 34 | 2 | 115 | 0 | 0 | 0 | 0 | 0 | 340 |
| Total Volume | 131 | 375 | 2 | 1 | 509 | 177 | 0 | 118 | 3 | 298 | 0 | 319 | 147 | 3 | 469 | 2 | 0 | 0 | 0 | 2 | 1278 |
| % App. Total | 25.7 | 73.7 | 0.4 | 0.2 | | 59.4 | 0 | 39.6 | 1 | | 0 | 68 | 31.3 | 0.6 | | 100 | 0 | 0 | 0 | | |
| PHF | .885 | .852 | .250 | .250 | .915 | .790 | .000 | .776 | .375 | .866 | .000 | .938 | .707 | .375 | .862 | .500 | .000 | .000 | .000 | .500 | .910 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 20-NM314 Courthouse
Site Code : 20
Start Date : 2/13/2019


**Groups Printed- Trucks**

| | NM314 From North | | | | | COURTHOUSE From East | | | | | NM314 From South | | | | | COURTHOUSE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 5 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 3 | 0 | 8 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 19 |
| 07:15 AM | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:30 AM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:45 AM | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 5 | 11 | 0 | 0 | 16 | 3 | 0 | 2 | 0 | 5 | 0 | 24 | 7 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 52 |
| 08:00 AM | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:15 AM | 1 | 8 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 08:30 AM | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 13 |
| 08:45 AM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total | 3 | 18 | 0 | 0 | 21 | 1 | 1 | 3 | 0 | 5 | 1 | 8 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 40 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:15 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:30 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:45 PM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 1 | 18 | 0 | 0 | 19 | 1 | 0 | 6 | 0 | 7 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 36 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:15 PM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 3 | 0 | 4 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 13 |
| Grand Total | 10 | 51 | 0 | 0 | 61 | 6 | 1 | 14 | 0 | 21 | 1 | 44 | 14 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 141 |
| Apprch % | 16.4 | 83.6 | 0 | 0 | | 28.6 | 4.8 | 66.7 | 0 | | 1.7 | 74.6 | 23.7 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 7.1 | 36.2 | 0 | 0 | 43.3 | 4.3 | 0.7 | 9.9 | 0 | 14.9 | 0.7 | 31.2 | 9.9 | 0 | 41.8 | 0 | 0 | 0 | 0 | 0 | |

| | NM314 From North | | | | | COURTHOUSE From East | | | | | NM314 From South | | | | | COURTHOUSE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 1 | **5** | 0 | 0 | **6** | **2** | 0 | **1** | 0 | **3** | 0 | **8** | **2** | 0 | **10** | 0 | 0 | 0 | 0 | 0 | **19** |
| 07:15 AM | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:30 AM | **2** | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:45 AM | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 5 | 11 | 0 | 0 | 16 | 3 | 0 | 2 | 0 | 5 | 0 | 24 | 7 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 52 |
| % App. Total | 31.2 | 68.8 | 0 | 0 | | 60 | 0 | 40 | 0 | | 0 | 77.4 | 22.6 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .625 | .550 | .000 | .000 | .667 | .375 | .000 | .500 | .000 | .417 | .000 | .750 | .875 | .000 | .775 | .000 | .000 | .000 | .000 | .000 | .684 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | | | | | | | 3 | | 3 | | | | | | | | | | | |
| 04:15 PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 04:30 PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:45 PM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 1 | 18 | 0 | 0 | 19 | 1 | 0 | 6 | 0 | 7 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 36 |
| % App. Total | 5.3 | 94.7 | 0 | 0 | | 14.3 | 0 | 85.7 | 0 | | 0 | 90 | 10 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .750 | .000 | .000 | .792 | .250 | .000 | .500 | .000 | .583 | .000 | .563 | .250 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .750 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 20-NM314 Courthouse
Site Code : 20
Start Date : 2/13/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM314 From North | | | | | COURTHOUSE From East | | | | | NM314 From South | | | | | COURTHOUSE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 56 | 51 | 1 | 0 | 108 | 27 | 1 | 59 | 0 | 87 | 1 | 94 | 40 | 0 | 135 | 1 | 1 | 0 | 0 | 2 | 332 |
| 07:15 AM | 27 | 54 | 0 | 0 | 81 | 34 | 1 | 41 | 1 | 77 | 0 | 72 | 35 | 0 | 107 | 0 | 1 | 0 | 0 | 1 | 266 |
| 07:30 AM | 45 | 71 | 0 | 1 | 117 | 31 | 1 | 38 | 2 | 72 | 0 | 79 | 39 | 0 | 118 | 1 | 0 | 0 | 0 | 1 | 308 |
| 07:45 AM | 37 | 51 | 2 | 0 | 90 | 23 | 3 | 46 | 1 | 73 | 0 | 64 | 40 | 1 | 105 | 0 | 1 | 0 | 0 | 1 | 269 |
| Total | 165 | 227 | 3 | 1 | 396 | 115 | 6 | 184 | 4 | 309 | 1 | 309 | 154 | 1 | 465 | 2 | 3 | 0 | 0 | 5 | 1175 |
| 08:00 AM | 25 | 41 | 1 | 0 | 67 | 25 | 0 | 38 | 0 | 63 | 0 | 73 | 29 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 232 |
| 08:15 AM | 23 | 57 | 0 | 0 | 80 | 17 | 2 | 31 | 0 | 50 | 0 | 74 | 37 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 241 |
| 08:30 AM | 31 | 74 | 0 | 0 | 105 | 24 | 2 | 25 | 0 | 51 | 1 | 72 | 32 | 0 | 105 | 1 | 1 | 0 | 0 | 2 | 263 |
| 08:45 AM | 22 | 62 | 1 | 0 | 85 | 18 | 0 | 35 | 0 | 53 | 1 | 77 | 30 | 0 | 108 | 1 | 0 | 0 | 0 | 1 | 247 |
| Total | 101 | 234 | 2 | 0 | 337 | 84 | 4 | 129 | 0 | 217 | 2 | 296 | 128 | 0 | 426 | 2 | 1 | 0 | 0 | 3 | 983 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 24 | 92 | 1 | 3 | 120 | 35 | 1 | 51 | 2 | 89 | 0 | 68 | 29 | 0 | 97 | 0 | 1 | 0 | 2 | 3 | 309 |
| 04:15 PM | 34 | 97 | 0 | 0 | 131 | 38 | 0 | 26 | 0 | 64 | 0 | 89 | 34 | 1 | 124 | 1 | 0 | 0 | 0 | 1 | 320 |
| 04:30 PM | 37 | 100 | 0 | 0 | 137 | 44 | 0 | 39 | 1 | 84 | 0 | 87 | 53 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 361 |
| 04:45 PM | 33 | 82 | 0 | 1 | 116 | 40 | 0 | 26 | 2 | 68 | 0 | 71 | 27 | 0 | 98 | 1 | 0 | 0 | 0 | 1 | 283 |
| Total | 128 | 371 | 1 | 4 | 504 | 157 | 1 | 142 | 5 | 305 | 0 | 315 | 143 | 1 | 459 | 2 | 1 | 0 | 2 | 5 | 1273 |
| 05:00 PM | 27 | 111 | 2 | 0 | 140 | 56 | 0 | 31 | 0 | 87 | 0 | 80 | 34 | 2 | 116 | 0 | 0 | 0 | 0 | 0 | 343 |
| 05:15 PM | 21 | 71 | 0 | 1 | 93 | 25 | 0 | 27 | 0 | 52 | 0 | 66 | 30 | 0 | 96 | 1 | 1 | 0 | 0 | 2 | 243 |
| 05:30 PM | 25 | 80 | 1 | 1 | 107 | 34 | 0 | 28 | 1 | 63 | 0 | 55 | 28 | 1 | 84 | 0 | 0 | 1 | 1 | 2 | 256 |
| 05:45 PM | 21 | 76 | 1 | 0 | 98 | 28 | 0 | 28 | 0 | 56 | 0 | 62 | 18 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 234 |
| Total | 94 | 338 | 4 | 2 | 438 | 143 | 0 | 114 | 1 | 258 | 0 | 263 | 110 | 3 | 376 | 1 | 1 | 1 | 1 | 4 | 1076 |
| Grand Total | 488 | 1170 | 10 | 7 | 1675 | 499 | 11 | 569 | 10 | 1089 | 3 | 1183 | 535 | 5 | 1726 | 7 | 6 | 1 | 3 | 17 | 4507 |
| Apprch % | 29.1 | 69.9 | 0.6 | 0.4 | | 45.8 | 1 | 52.2 | 0.9 | | 0.2 | 68.5 | 31 | 0.3 | | 41.2 | 35.3 | 5.9 | 17.6 | | |
| Total % | 10.8 | 26 | 0.2 | 0.2 | 37.2 | 11.1 | 0.2 | 12.6 | 0.2 | 24.2 | 0.1 | 26.2 | 11.9 | 0.1 | 38.3 | 0.2 | 0.1 | 0 | 0.1 | 0.4 | |

| | NM314 From North | | | | | COURTHOUSE From East | | | | | NM314 From South | | | | | COURTHOUSE From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **56** | 51 | 1 | 0 | 108 | 27 | 1 | **59** | 0 | **87** | **1** | **94** | **40** | 0 | **135** | **1** | **1** | 0 | 0 | **2** | **332** |
| 07:15 AM | 27 | 54 | 0 | 0 | 81 | **34** | 1 | 41 | 1 | 77 | 0 | 72 | 35 | 0 | 107 | 0 | 1 | 0 | 0 | 1 | 266 |
| 07:30 AM | 45 | **71** | 0 | **1** | **117** | 31 | 1 | 38 | **2** | 72 | 0 | 79 | 39 | 0 | 118 | 1 | 0 | 0 | 0 | 1 | 308 |
| 07:45 AM | 37 | 51 | **2** | 0 | 90 | 23 | **3** | 46 | 1 | 73 | 0 | 64 | 40 | **1** | 105 | 0 | 1 | 0 | 0 | 1 | 269 |
| Total Volume | 165 | 227 | 3 | 1 | 396 | 115 | 6 | 184 | 4 | 309 | 1 | 309 | 154 | 1 | 465 | 2 | 3 | 0 | 0 | 5 | 1175 |
| % App. Total | 41.7 | 57.3 | 0.8 | 0.3 | | 37.2 | 1.9 | 59.5 | 1.3 | | 0.2 | 66.5 | 33.1 | 0.2 | | 40 | 60 | 0 | 0 | | |
| PHF | .737 | .799 | .375 | .250 | .846 | .846 | .500 | .780 | .500 | .888 | .250 | .822 | .963 | .250 | .861 | .500 | .750 | .000 | .000 | .625 | .885 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 34 | 97 | 0 | 0 | 131 | 38 | 0 | 26 | 0 | 64 | 0 | 89 | | | | 1 | | | | 1 | |
| 04:30 PM | 37 | 100 | 0 | 0 | 137 | 44 | 0 | 39 | 1 | 84 | 0 | 87 | 53 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 361 |
| 04:45 PM | 33 | 82 | 0 | 1 | 116 | 40 | 0 | 26 | 2 | 68 | 0 | 71 | 27 | 0 | 98 | 1 | 0 | 0 | 0 | 1 | 283 |
| 05:00 PM | 27 | 111 | 2 | 0 | 140 | 56 | 0 | 31 | 0 | 87 | 0 | 80 | 34 | 2 | 116 | 0 | 0 | 0 | 0 | 0 | 343 |
| Total Volume | 131 | 390 | 2 | 1 | 524 | 178 | 0 | 122 | 3 | 303 | 0 | 327 | 148 | 3 | 478 | 2 | 0 | 0 | 0 | 2 | 1307 |
| % App. Total | 25 | 74.4 | 0.4 | 0.2 | | 58.7 | 0 | 40.3 | 1 | | 0 | 68.4 | 31 | 0.6 | | 100 | 0 | 0 | 0 | | |
| PHF | .885 | .878 | .250 | .250 | .936 | .795 | .000 | .782 | .375 | .871 | .000 | .919 | .698 | .375 | .854 | .500 | .000 | .000 | .000 | .500 | .905 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 21-Morris Shawn
Site Code : 21
Start Date : 2/7/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | SHAWN From North | | | | | MORRIS From East | | | | | SHAWN From South | | | | | MORRIS From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 7 | 0 | 0 | 0 | 7 | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 33 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 20 |
| 07:30 AM | 7 | 0 | 0 | 0 | 7 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 34 |
| 07:45 AM | 2 | 0 | 1 | 0 | 3 | 0 | 9 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 20 |
| Total | 17 | 0 | 1 | 0 | 18 | 0 | 69 | 6 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 107 |
| 08:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 8 |
| 08:15 AM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 14 |
| 08:30 AM | 5 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 14 |
| 08:45 AM | 3 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 19 |
| Total | 12 | 0 | 0 | 0 | 12 | 0 | 18 | 3 | 2 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 55 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 13 | 1 | 1 | 0 | 15 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 57 | 78 |
| 04:15 PM | 8 | 0 | 0 | 0 | 8 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 40 |
| 04:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 24 |
| 04:45 PM | 10 | 0 | 0 | 0 | 10 | 0 | 8 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 43 |
| Total | 34 | 1 | 1 | 0 | 36 | 0 | 16 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 185 |
| 05:00 PM | 4 | 0 | 1 | 0 | 5 | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 30 |
| 05:15 PM | 11 | 0 | 0 | 0 | 11 | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 31 |
| 05:30 PM | 7 | 0 | 0 | 0 | 7 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 19 | 34 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 16 |
| Total | 23 | 0 | 1 | 0 | 24 | 0 | 20 | 17 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 0 | 0 | 50 | 111 |
| Grand Total | 86 | 1 | 3 | 0 | 90 | 0 | 123 | 46 | 2 | 171 | 0 | 0 | 0 | 0 | 0 | 1 | 196 | 0 | 0 | 197 | 458 |
| Apprch % | 95.6 | 1.1 | 3.3 | 0 | | 0 | 71.9 | 26.9 | 1.2 | | 0 | 0 | 0 | 0 | | 0.5 | 99.5 | 0 | 0 | | |
| Total % | 18.8 | 0.2 | 0.7 | 0 | 19.7 | 0 | 26.9 | 10 | 0.4 | 37.3 | 0 | 0 | 0 | 0 | 0 | 0.2 | 42.8 | 0 | 0 | 43 | |
| Cars | 86 | 1 | 3 | 0 | 90 | 0 | 122 | 46 | 2 | 170 | 0 | 0 | 0 | 0 | 0 | 1 | 195 | 0 | 0 | 196 | 456 |
| % Cars | 100 | 100 | 100 | 0 | 100 | 0 | 99.2 | 100 | 100 | 99.4 | 0 | 0 | 0 | 0 | 0 | 100 | 99.5 | 0 | 0 | 99.5 | 99.6 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.5 | 0.4 |

| | SHAWN From North | | | | | MORRIS From East | | | | | SHAWN From South | | | | | MORRIS From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **7** | 0 | 0 | 0 | **7** | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | 0 | **5** | 33 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 20 |
| 07:30 AM | 7 | 0 | 0 | 0 | 7 | 0 | **25** | 0 | 0 | **25** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | **34** |
| 07:45 AM | 2 | 0 | **1** | 0 | 3 | 0 | 9 | **3** | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 20 |
| Total Volume | 17 | 0 | 1 | 0 | 18 | 0 | 69 | 6 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 107 |
| % App. Total | 94.4 | 0 | 5.6 | 0 | | 0 | 92 | 8 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .607 | .000 | .250 | .000 | .643 | .000 | .690 | .500 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .700 | .000 | .000 | .700 | .787 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 21-Morris Shawn
Site Code : 21
Start Date : 2/7/2019
Page No : 2

| | SHAWN From North | | | | | MORRIS From East | | | | | SHAWN From South | | | | | MORRIS From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | **13** | **1** | **1** | 0 | **15** | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | **57** | 0 | 0 | **57** | **78** |
| 04:15 PM | 8 | 0 | 0 | 0 | 8 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 40 |
| 04:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | **6** | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 24 |
| 04:45 PM | 10 | 0 | 0 | 0 | 10 | 0 | **8** | 4 | 0 | **12** | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 43 |
| Total Volume | 34 | 1 | 1 | 0 | 36 | 0 | 16 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 185 |
| % App. Total | 94.4 | 2.8 | 2.8 | 0 | | 0 | 44.4 | 55.6 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .654 | .250 | .250 | .000 | .600 | .000 | .500 | .833 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .496 | .000 | .000 | .496 | .593 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 21-Morris Shawn
Site Code : 21
Start Date : 2/7/2019


**Groups Printed- Cars**

| | SHAWN From North | | | | | MORRIS From East | | | | | SHAWN From South | | | | | MORRIS From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 7 | 0 | 0 | 0 | 7 | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 33 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 20 |
| 07:30 AM | 7 | 0 | 0 | 0 | 7 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 34 |
| 07:45 AM | 2 | 0 | 1 | 0 | 3 | 0 | 9 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 20 |
| Total | 17 | 0 | 1 | 0 | 18 | 0 | 69 | 6 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 107 |
| 08:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7 |
| 08:15 AM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 14 |
| 08:30 AM | 5 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 14 |
| 08:45 AM | 3 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 18 |
| Total | 12 | 0 | 0 | 0 | 12 | 0 | 17 | 3 | 2 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 53 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 13 | 1 | 1 | 0 | 15 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 57 | 78 |
| 04:15 PM | 8 | 0 | 0 | 0 | 8 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 40 |
| 04:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 24 |
| 04:45 PM | 10 | 0 | 0 | 0 | 10 | 0 | 8 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 43 |
| Total | 34 | 1 | 1 | 0 | 36 | 0 | 16 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 185 |
| 05:00 PM | 4 | 0 | 1 | 0 | 5 | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 30 |
| 05:15 PM | 11 | 0 | 0 | 0 | 11 | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 31 |
| 05:30 PM | 7 | 0 | 0 | 0 | 7 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 19 | 34 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 16 |
| Total | 23 | 0 | 1 | 0 | 24 | 0 | 20 | 17 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 0 | 0 | 50 | 111 |
| Grand Total | 86 | 1 | 3 | 0 | 90 | 0 | 122 | 46 | 2 | 170 | 0 | 0 | 0 | 0 | 0 | 1 | 195 | 0 | 0 | 196 | 456 |
| Apprch % | 95.6 | 1.1 | 3.3 | 0 | | 0 | 71.8 | 27.1 | 1.2 | | 0 | 0 | 0 | 0 | | 0.5 | 99.5 | 0 | 0 | | |
| Total % | 18.9 | 0.2 | 0.7 | 0 | 19.7 | 0 | 26.8 | 10.1 | 0.4 | 37.3 | 0 | 0 | 0 | 0 | 0 | 0.2 | 42.8 | 0 | 0 | 43 | |

| | SHAWN From North | | | | | MORRIS From East | | | | | SHAWN From South | | | | | MORRIS From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **7** | 0 | 0 | 0 | **7** | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | 0 | **5** | 33 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 20 |
| 07:30 AM | 7 | 0 | 0 | 0 | 7 | 0 | **25** | 0 | 0 | **25** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | **34** |
| 07:45 AM | 2 | 0 | **1** | 0 | 3 | 0 | 9 | **3** | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 20 |
| Total Volume | 17 | 0 | 1 | 0 | 18 | 0 | 69 | 6 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 107 |
| % App. Total | 94.4 | 0 | 5.6 | 0 | | 0 | 92 | 8 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .607 | .000 | .250 | .000 | .643 | .000 | .690 | .500 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .700 | .000 | .000 | .700 | .787 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 13 | 1 | 1 | | 15 | | | | | | | | | | | | 57 | | | 57 | 78 |
| 04:15 PM | 8 | 0 | 0 | 0 | 8 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 40 |
| 04:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 24 |
| 04:45 PM | 10 | 0 | 0 | 0 | 10 | 0 | 8 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 43 |
| Total Volume | 34 | 1 | 1 | 0 | 36 | 0 | 16 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 185 |
| % App. Total | 94.4 | 2.8 | 2.8 | 0 | | 0 | 44.4 | 55.6 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .654 | .250 | .250 | .000 | .600 | .000 | .500 | .833 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .496 | .000 | .000 | .496 | .593 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 21-Morris Shawn
Site Code : 21
Start Date : 2/7/2019


**Groups Printed- Trucks**

| | SHAWN From North | | | | | MORRIS From East | | | | | SHAWN From South | | | | | MORRIS From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | |

| | SHAWN From North | | | | | MORRIS From East | | | | | SHAWN From South | | | | | MORRIS From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .500 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 21-Morris Shawn
Site Code : 21
Start Date : 2/7/2019


**Groups Printed- Combined (Cars+Trucks)**

| | SHAWN From North | | | | | MORRIS From East | | | | | SHAWN From South | | | | | MORRIS From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 7 | 0 | 0 | 0 | 7 | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 33 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 20 |
| 07:30 AM | 7 | 0 | 0 | 0 | 7 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 34 |
| 07:45 AM | 2 | 0 | 1 | 0 | 3 | 0 | 9 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 20 |
| Total | 17 | 0 | 1 | 0 | 18 | 0 | 69 | 6 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 107 |
| 08:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 8 |
| 08:15 AM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 14 |
| 08:30 AM | 5 | 0 | 0 | 0 | 5 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 14 |
| 08:45 AM | 3 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 19 |
| Total | 12 | 0 | 0 | 0 | 12 | 0 | 18 | 3 | 2 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 55 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 13 | 1 | 1 | 0 | 15 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 57 | 78 |
| 04:15 PM | 8 | 0 | 0 | 0 | 8 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 40 |
| 04:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 24 |
| 04:45 PM | 10 | 0 | 0 | 0 | 10 | 0 | 8 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 43 |
| Total | 34 | 1 | 1 | 0 | 36 | 0 | 16 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 185 |
| 05:00 PM | 4 | 0 | 1 | 0 | 5 | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 30 |
| 05:15 PM | 11 | 0 | 0 | 0 | 11 | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 31 |
| 05:30 PM | 7 | 0 | 0 | 0 | 7 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 19 | 34 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 6 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 16 |
| Total | 23 | 0 | 1 | 0 | 24 | 0 | 20 | 17 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 0 | 0 | 50 | 111 |
| Grand Total | 86 | 1 | 3 | 0 | 90 | 0 | 123 | 46 | 2 | 171 | 0 | 0 | 0 | 0 | 0 | 1 | 196 | 0 | 0 | 197 | 458 |
| Apprch % | 95.6 | 1.1 | 3.3 | 0 | | 0 | 71.9 | 26.9 | 1.2 | | 0 | 0 | 0 | 0 | | 0.5 | 99.5 | 0 | 0 | | |
| Total % | 18.8 | 0.2 | 0.7 | 0 | 19.7 | 0 | 26.9 | 10 | 0.4 | 37.3 | 0 | 0 | 0 | 0 | 0 | 0.2 | 42.8 | 0 | 0 | 43 | |

| | SHAWN From North | | | | | MORRIS From East | | | | | SHAWN From South | | | | | MORRIS From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **7** | 0 | 0 | 0 | **7** | 0 | 19 | 2 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | 0 | **5** | 33 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 20 |
| 07:30 AM | 7 | 0 | 0 | 0 | 7 | 0 | **25** | 0 | 0 | **25** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | **34** |
| 07:45 AM | 2 | 0 | **1** | 0 | 3 | 0 | 9 | **3** | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 20 |
| Total Volume | 17 | 0 | 1 | 0 | 18 | 0 | 69 | 6 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 107 |
| % App. Total | 94.4 | 0 | 5.6 | 0 | | 0 | 92 | 8 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .607 | .000 | .250 | .000 | .643 | .000 | .690 | .500 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .700 | .000 | .000 | .700 | .787 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 13 | 1 | 1 | | 15 | | | | | | | | | | | | 57 | | | 57 | 78 |
| 04:15 PM | 8 | 0 | 0 | 0 | 8 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 40 |
| 04:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 24 |
| 04:45 PM | 10 | 0 | 0 | 0 | 10 | 0 | 8 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 43 |
| Total Volume | 34 | 1 | 1 | 0 | 36 | 0 | 16 | 20 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 185 |
| % App. Total | 94.4 | 2.8 | 2.8 | 0 | | 0 | 44.4 | 55.6 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .654 | .250 | .250 | .000 | .600 | .000 | .500 | .833 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .496 | .000 | .000 | .496 | .593 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 22-NM314 Morris
Site Code : 22
Start Date : 2/7/2019


**Groups Printed- Cars - Trucks**

| | NM314 From North | | | | | MORRIS RD From East | | | | | NM314 From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 56 | 12 | 0 | 73 | 8 | 2 | 13 | 0 | 23 | 8 | 77 | 4 | 0 | 89 | 3 | 1 | 2 | 0 | 6 | 191 |
| 07:15 AM | 3 | 42 | 12 | 0 | 57 | 15 | 2 | 1 | 0 | 18 | 12 | 92 | 0 | 0 | 104 | 7 | 0 | 6 | 0 | 13 | 192 |
| 07:30 AM | 3 | 56 | 23 | 0 | 82 | 23 | 5 | 6 | 0 | 34 | 6 | 109 | 0 | 0 | 115 | 2 | 3 | 0 | 0 | 5 | 236 |
| 07:45 AM | 1 | 51 | 45 | 0 | 97 | 17 | 12 | 1 | 0 | 30 | 10 | 88 | 0 | 0 | 98 | 7 | 1 | 2 | 0 | 10 | 235 |
| Total | 12 | 205 | 92 | 0 | 309 | 63 | 21 | 21 | 0 | 105 | 36 | 366 | 4 | 0 | 406 | 19 | 5 | 10 | 0 | 34 | 854 |
| 08:00 AM | 4 | 40 | 27 | 0 | 71 | 14 | 5 | 5 | 0 | 24 | 16 | 112 | 0 | 0 | 128 | 5 | 0 | 5 | 0 | 10 | 233 |
| 08:15 AM | 1 | 59 | 22 | 0 | 82 | 17 | 3 | 7 | 0 | 27 | 10 | 109 | 0 | 0 | 119 | 7 | 1 | 2 | 0 | 10 | 238 |
| 08:30 AM | 9 | 64 | 23 | 0 | 96 | 26 | 4 | 4 | 0 | 34 | 10 | 79 | 0 | 0 | 89 | 17 | 4 | 5 | 0 | 26 | 245 |
| 08:45 AM | 3 | 48 | 14 | 0 | 65 | 20 | 7 | 4 | 0 | 31 | 4 | 83 | 0 | 0 | 87 | 11 | 4 | 4 | 0 | 19 | 202 |
| Total | 17 | 211 | 86 | 0 | 314 | 77 | 19 | 20 | 0 | 116 | 40 | 383 | 0 | 0 | 423 | 40 | 9 | 16 | 0 | 65 | 918 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 4 | 101 | 8 | 0 | 113 | 30 | 3 | 2 | 0 | 35 | 5 | 75 | 28 | 0 | 108 | 13 | 4 | 8 | 0 | 25 | 281 |
| 04:15 PM | 3 | 108 | 8 | 0 | 119 | 26 | 4 | 6 | 2 | 38 | 1 | 67 | 20 | 1 | 89 | 40 | 15 | 20 | 0 | 75 | 321 |
| 04:30 PM | 7 | 107 | 9 | 0 | 123 | 39 | 4 | 1 | 0 | 44 | 6 | 78 | 29 | 0 | 113 | 24 | 9 | 17 | 0 | 50 | 330 |
| 04:45 PM | 9 | 109 | 5 | 0 | 123 | 34 | 7 | 1 | 0 | 42 | 4 | 53 | 36 | 0 | 93 | 24 | 14 | 5 | 0 | 43 | 301 |
| Total | 23 | 425 | 30 | 0 | 478 | 129 | 18 | 10 | 2 | 159 | 16 | 273 | 113 | 1 | 403 | 101 | 42 | 50 | 0 | 193 | 1233 |
| 05:00 PM | 6 | 116 | 6 | 0 | 128 | 34 | 4 | 1 | 0 | 39 | 7 | 69 | 29 | 0 | 105 | 33 | 9 | 13 | 0 | 55 | 327 |
| 05:15 PM | 4 | 90 | 7 | 0 | 101 | 31 | 2 | 1 | 0 | 34 | 4 | 66 | 36 | 0 | 106 | 19 | 0 | 6 | 0 | 25 | 266 |
| 05:30 PM | 5 | 105 | 10 | 1 | 121 | 26 | 2 | 1 | 0 | 29 | 2 | 70 | 23 | 0 | 95 | 24 | 7 | 8 | 1 | 40 | 285 |
| 05:45 PM | 1 | 112 | 9 | 0 | 122 | 17 | 3 | 3 | 0 | 23 | 1 | 54 | 24 | 0 | 79 | 10 | 7 | 7 | 0 | 24 | 248 |
| Total | 16 | 423 | 32 | 1 | 472 | 108 | 11 | 6 | 0 | 125 | 14 | 259 | 112 | 0 | 385 | 86 | 23 | 34 | 1 | 144 | 1126 |
| Grand Total | 68 | 1264 | 240 | 1 | 1573 | 377 | 69 | 57 | 2 | 505 | 106 | 1281 | 229 | 1 | 1617 | 246 | 79 | 110 | 1 | 436 | 4131 |
| Apprch % | 4.3 | 80.4 | 15.3 | 0.1 | | 74.7 | 13.7 | 11.3 | 0.4 | | 6.6 | 79.2 | 14.2 | 0.1 | | 56.4 | 18.1 | 25.2 | 0.2 | | |
| Total % | 1.6 | 30.6 | 5.8 | 0 | 38.1 | 9.1 | 1.7 | 1.4 | 0 | 12.2 | 2.6 | 31 | 5.5 | 0 | 39.1 | 6 | 1.9 | 2.7 | 0 | 10.6 | |
| Cars | 63 | 1257 | 236 | 1 | 1557 | 373 | 66 | 33 | 2 | 474 | 106 | 1271 | 229 | 1 | 1607 | 242 | 78 | 110 | 1 | 431 | 4069 |
| % Cars | 92.6 | 99.4 | 98.3 | 100 | 99 | 98.9 | 95.7 | 57.9 | 100 | 93.9 | 100 | 99.2 | 100 | 100 | 99.4 | 98.4 | 98.7 | 100 | 100 | 98.9 | 98.5 |
| Trucks | 5 | 7 | 4 | 0 | 16 | 4 | 3 | 24 | 0 | 31 | 0 | 10 | 0 | 0 | 10 | 4 | 1 | 0 | 0 | 5 | 62 |
| % Trucks | 7.4 | 0.6 | 1.7 | 0 | 1 | 1.1 | 4.3 | 42.1 | 0 | 6.1 | 0 | 0.8 | 0 | 0 | 0.6 | 1.6 | 1.3 | 0 | 0 | 1.1 | 1.5 |

| | NM314 From North | | | | | MORRIS RD From East | | | | | NM314 From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 1 | 51 | **45** | 0 | **97** | 17 | **12** | 1 | 0 | 30 | 10 | 88 | 0 | 0 | 98 | 7 | 1 | 2 | 0 | 10 | 235 |
| 08:00 AM | 4 | 40 | 27 | 0 | 71 | 14 | 5 | 5 | 0 | 24 | **16** | **112** | 0 | 0 | **128** | 5 | 0 | **5** | 0 | 10 | 233 |
| 08:15 AM | 1 | 59 | 22 | 0 | 82 | 17 | 3 | **7** | 0 | 27 | 10 | 109 | 0 | 0 | 119 | 7 | 1 | 2 | 0 | 10 | 238 |
| 08:30 AM | **9** | **64** | 23 | 0 | 96 | **26** | 4 | 4 | 0 | **34** | 10 | 79 | 0 | 0 | 89 | **17** | **4** | 5 | 0 | **26** | **245** |
| Total Volume | 15 | 214 | 117 | 0 | 346 | 74 | 24 | 17 | 0 | 115 | 46 | 388 | 0 | 0 | 434 | 36 | 6 | 14 | 0 | 56 | 951 |
| % App. Total | 4.3 | 61.8 | 33.8 | 0 | | 64.3 | 20.9 | 14.8 | 0 | | 10.6 | 89.4 | 0 | 0 | | 64.3 | 10.7 | 25 | 0 | | |
| PHF | .417 | .836 | .650 | .000 | .892 | .712 | .500 | .607 | .000 | .846 | .719 | .866 | .000 | .000 | .848 | .529 | .375 | .700 | .000 | .538 | .970 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 22-NM314 Morris
Site Code : 22
Start Date : 2/7/2019


| | NM314 From North | | | | | MORRIS RD From East | | | | | NM314 From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 3 | 108 | 8 | 0 | 119 | 26 | 4 | **6** | **2** | 38 | 1 | 67 | 20 | **1** | 89 | **40** | **15** | **20** | 0 | **75** | 321 |
| 04:30 PM | 7 | 107 | **9** | 0 | 123 | **39** | 4 | 1 | 0 | **44** | 6 | **78** | 29 | 0 | **113** | 24 | 9 | 17 | 0 | 50 | **330** |
| 04:45 PM | **9** | 109 | 5 | 0 | 123 | 34 | **7** | 1 | 0 | 42 | 4 | 53 | **36** | 0 | 93 | 24 | 14 | 5 | 0 | 43 | 301 |
| 05:00 PM | 6 | **116** | 6 | 0 | **128** | 34 | 4 | 1 | 0 | 39 | **7** | 69 | 29 | 0 | 105 | 33 | 9 | 13 | 0 | 55 | 327 |
| Total Volume | 25 | 440 | 28 | 0 | 493 | 133 | 19 | 9 | 2 | 163 | 18 | 267 | 114 | 1 | 400 | 121 | 47 | 55 | 0 | 223 | 1279 |
| % App. Total | 5.1 | 89.2 | 5.7 | 0 | | 81.6 | 11.7 | 5.5 | 1.2 | | 4.5 | 66.8 | 28.5 | 0.2 | | 54.3 | 21.1 | 24.7 | 0 | | |
| PHF | .694 | .948 | .778 | .000 | .963 | .853 | .679 | .375 | .250 | .926 | .643 | .856 | .792 | .250 | .885 | .756 | .783 | .688 | .000 | .743 | .969 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 22-NM314 Morris
Site Code : 22
Start Date : 2/7/2019


**Groups Printed- Cars**

| | NM314 From North | | | | | MORRIS RD From East | | | | | NM314 From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 2 | 56 | 12 | 0 | 70 | 8 | 2 | 5 | 0 | 15 | 8 | 76 | 4 | 0 | 88 | 2 | 1 | 2 | 0 | 5 | 178 |
| 07:15 AM | 3 | 41 | 12 | 0 | 56 | 15 | 2 | 1 | 0 | 18 | 12 | 91 | 0 | 0 | 103 | 7 | 0 | 6 | 0 | 13 | 190 |
| 07:30 AM | 2 | 54 | 23 | 0 | 79 | 23 | 4 | 5 | 0 | 32 | 6 | 109 | 0 | 0 | 115 | 2 | 3 | 0 | 0 | 5 | 231 |
| 07:45 AM | 1 | 51 | 45 | 0 | 97 | 16 | 10 | 1 | 0 | 27 | 10 | 84 | 0 | 0 | 94 | 7 | 0 | 2 | 0 | 9 | 227 |
| Total | 8 | 202 | 92 | 0 | 302 | 62 | 18 | 12 | 0 | 92 | 36 | 360 | 4 | 0 | 400 | 18 | 4 | 10 | 0 | 32 | 826 |
| 08:00 AM | 3 | 39 | 26 | 0 | 68 | 14 | 5 | 5 | 0 | 24 | 16 | 112 | 0 | 0 | 128 | 5 | 0 | 5 | 0 | 10 | 230 |
| 08:15 AM | 1 | 57 | 20 | 0 | 78 | 16 | 3 | 1 | 0 | 20 | 10 | 107 | 0 | 0 | 117 | 5 | 1 | 2 | 0 | 8 | 223 |
| 08:30 AM | 9 | 64 | 23 | 0 | 96 | 25 | 4 | 0 | 0 | 29 | 10 | 78 | 0 | 0 | 88 | 17 | 4 | 5 | 0 | 26 | 239 |
| 08:45 AM | 3 | 48 | 14 | 0 | 65 | 20 | 7 | 4 | 0 | 31 | 4 | 83 | 0 | 0 | 87 | 10 | 4 | 4 | 0 | 18 | 201 |
| Total | 16 | 208 | 83 | 0 | 307 | 75 | 19 | 10 | 0 | 104 | 40 | 380 | 0 | 0 | 420 | 37 | 9 | 16 | 0 | 62 | 893 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 4 | 100 | 8 | 0 | 112 | 30 | 3 | 1 | 0 | 34 | 5 | 75 | 28 | 0 | 108 | 13 | 4 | 8 | 0 | 25 | 279 |
| 04:15 PM | 3 | 108 | 8 | 0 | 119 | 26 | 4 | 3 | 2 | 35 | 1 | 66 | 20 | 1 | 88 | 40 | 15 | 20 | 0 | 75 | 317 |
| 04:30 PM | 7 | 107 | 9 | 0 | 123 | 39 | 4 | 1 | 0 | 44 | 6 | 78 | 29 | 0 | 113 | 24 | 9 | 17 | 0 | 50 | 330 |
| 04:45 PM | 9 | 109 | 5 | 0 | 123 | 34 | 7 | 1 | 0 | 42 | 4 | 53 | 36 | 0 | 93 | 24 | 14 | 5 | 0 | 43 | 301 |
| Total | 23 | 424 | 30 | 0 | 477 | 129 | 18 | 6 | 2 | 155 | 16 | 272 | 113 | 1 | 402 | 101 | 42 | 50 | 0 | 193 | 1227 |
| 05:00 PM | 6 | 116 | 6 | 0 | 128 | 33 | 4 | 1 | 0 | 38 | 7 | 69 | 29 | 0 | 105 | 33 | 9 | 13 | 0 | 55 | 326 |
| 05:15 PM | 4 | 90 | 6 | 0 | 100 | 31 | 2 | 1 | 0 | 34 | 4 | 66 | 36 | 0 | 106 | 19 | 0 | 6 | 0 | 25 | 265 |
| 05:30 PM | 5 | 105 | 10 | 1 | 121 | 26 | 2 | 0 | 0 | 28 | 2 | 70 | 23 | 0 | 95 | 24 | 7 | 8 | 1 | 40 | 284 |
| 05:45 PM | 1 | 112 | 9 | 0 | 122 | 17 | 3 | 3 | 0 | 23 | 1 | 54 | 24 | 0 | 79 | 10 | 7 | 7 | 0 | 24 | 248 |
| Total | 16 | 423 | 31 | 1 | 471 | 107 | 11 | 5 | 0 | 123 | 14 | 259 | 112 | 0 | 385 | 86 | 23 | 34 | 1 | 144 | 1123 |
| Grand Total | 63 | 1257 | 236 | 1 | 1557 | 373 | 66 | 33 | 2 | 474 | 106 | 1271 | 229 | 1 | 1607 | 242 | 78 | 110 | 1 | 431 | 4069 |
| Apprch % | 4 | 80.7 | 15.2 | 0.1 | | 78.7 | 13.9 | 7 | 0.4 | | 6.6 | 79.1 | 14.3 | 0.1 | | 56.1 | 18.1 | 25.5 | 0.2 | | |
| Total % | 1.5 | 30.9 | 5.8 | 0 | 38.3 | 9.2 | 1.6 | 0.8 | 0 | 11.6 | 2.6 | 31.2 | 5.6 | 0 | 39.5 | 5.9 | 1.9 | 2.7 | 0 | 10.6 | |

| | NM314 From North | | | | | MORRIS RD From East | | | | | NM314 From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 1 | 51 | **45** | 0 | **97** | 16 | **10** | 1 | 0 | 27 | 10 | 84 | 0 | 0 | 94 | 7 | 0 | 2 | 0 | 9 | 227 |
| 08:00 AM | 3 | 39 | 26 | 0 | 68 | 14 | 5 | **5** | 0 | 24 | **16** | **112** | 0 | 0 | **128** | 5 | 0 | **5** | 0 | 10 | 230 |
| 08:15 AM | 1 | 57 | 20 | 0 | 78 | 16 | 3 | 1 | 0 | 20 | 10 | 107 | 0 | 0 | 117 | 5 | 1 | 2 | 0 | 8 | 223 |
| 08:30 AM | **9** | **64** | 23 | 0 | 96 | **25** | 4 | 0 | 0 | **29** | 10 | 78 | 0 | 0 | 88 | **17** | **4** | 5 | 0 | **26** | **239** |
| Total Volume | 14 | 211 | 114 | 0 | 339 | 71 | 22 | 7 | 0 | 100 | 46 | 381 | 0 | 0 | 427 | 34 | 5 | 14 | 0 | 53 | 919 |
| % App. Total | 4.1 | 62.2 | 33.6 | 0 | | 71 | 22 | 7 | 0 | | 10.8 | 89.2 | 0 | 0 | | 64.2 | 9.4 | 26.4 | 0 | | |
| PHF | .389 | .824 | .633 | .000 | .874 | .710 | .550 | .350 | .000 | .862 | .719 | .850 | .000 | .000 | .834 | .500 | .313 | .700 | .000 | .510 | .961 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 3 | 108 | 8 | 0 | 119 | 26 | 4 | 3 | 2 | | | | | 1 | | 40 | 15 | 20 | | 75 | |
| 04:30 PM | 7 | 107 | 9 | 0 | 123 | 39 | 4 | 1 | 0 | 44 | 6 | 78 | 29 | 0 | 113 | 24 | 9 | 17 | 0 | 50 | 330 |
| 04:45 PM | 9 | 109 | 5 | 0 | 123 | 34 | 7 | 1 | 0 | 42 | 4 | 53 | 36 | 0 | 93 | 24 | 14 | 5 | 0 | 43 | 301 |
| 05:00 PM | 6 | 116 | 6 | 0 | 128 | 33 | 4 | 1 | 0 | 38 | 7 | 69 | 29 | 0 | 105 | 33 | 9 | 13 | 0 | 55 | 326 |
| Total Volume | 25 | 440 | 28 | 0 | 493 | 132 | 19 | 6 | 2 | 159 | 18 | 266 | 114 | 1 | 399 | 121 | 47 | 55 | 0 | 223 | 1274 |
| % App. Total | 5.1 | 89.2 | 5.7 | 0 | | 83 | 11.9 | 3.8 | 1.3 | | 4.5 | 66.7 | 28.6 | 0.3 | | 54.3 | 21.1 | 24.7 | 0 | | |
| PHF | .694 | .948 | .778 | .000 | .963 | .846 | .679 | .500 | .250 | .903 | .643 | .853 | .792 | .250 | .883 | .756 | .783 | .688 | .000 | .743 | .965 |

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 22-NM314 Morris
Site Code : 22
Start Date : 2/7/2019


**Groups Printed- Trucks**

| | NM314 From North | | | | | MORRIS RD From East | | | | | NM314 From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 8 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 13 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 8 |
| Total | 4 | 3 | 0 | 0 | 7 | 1 | 3 | 9 | 0 | 13 | 0 | 6 | 0 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 28 |
| 08:00 AM | 1 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 0 | 2 | 2 | 0 | 4 | 1 | 0 | 6 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 15 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| Total | 1 | 3 | 3 | 0 | 7 | 2 | 0 | 10 | 0 | 12 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 25 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Grand Total | 5 | 7 | 4 | 0 | 16 | 4 | 3 | 24 | 0 | 31 | 0 | 10 | 0 | 0 | 10 | 4 | 1 | 0 | 0 | 5 | 62 |
| Apprch % | 31.2 | 43.8 | 25 | 0 | | 12.9 | 9.7 | 77.4 | 0 | | 0 | 100 | 0 | 0 | | 80 | 20 | 0 | 0 | | |
| Total % | 8.1 | 11.3 | 6.5 | 0 | 25.8 | 6.5 | 4.8 | 38.7 | 0 | 50 | 0 | 16.1 | 0 | 0 | 16.1 | 6.5 | 1.6 | 0 | 0 | 8.1 | |

| | NM314 From North | | | | | MORRIS RD From East | | | | | NM314 From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | **1** | **2** | 0 | 0 | 3 | 0 | **4** | 0 | 0 | **4** | 0 | **1** | 0 | 0 | 1 | 8 |
| 08:00 AM | **1** | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 0 | **2** | **2** | 0 | **4** | 1 | 0 | **6** | 0 | **7** | 0 | 2 | 0 | 0 | 2 | **2** | 0 | 0 | 0 | **2** | **15** |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 1 | 3 | 3 | 0 | 7 | 3 | 2 | 10 | 0 | 15 | 0 | 7 | 0 | 0 | 7 | 2 | 1 | 0 | 0 | 3 | 32 |
| % App. Total | 14.3 | 42.9 | 42.9 | 0 | | 20 | 13.3 | 66.7 | 0 | | 0 | 100 | 0 | 0 | | 66.7 | 33.3 | 0 | 0 | | |
| PHF | .250 | .375 | .375 | .000 | .438 | .750 | .250 | .417 | .000 | .536 | .000 | .438 | .000 | .000 | .438 | .250 | .250 | .000 | .000 | .375 | .533 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | | | | | |
| **03:30 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **03:45 PM** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **04:00 PM** | **0** | 1 | | | 1 | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .333 | .000 | .333 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .375 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 22-NM314 Morris
Site Code : 22
Start Date : 2/7/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM314 From North | | | | | MORRIS RD From East | | | | | NM314 From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 56 | 12 | 0 | 73 | 8 | 2 | 13 | 0 | 23 | 8 | 77 | 4 | 0 | 89 | 3 | 1 | 2 | 0 | 6 | 191 |
| 07:15 AM | 3 | 42 | 12 | 0 | 57 | 15 | 2 | 1 | 0 | 18 | 12 | 92 | 0 | 0 | 104 | 7 | 0 | 6 | 0 | 13 | 192 |
| 07:30 AM | 3 | 56 | 23 | 0 | 82 | 23 | 5 | 6 | 0 | 34 | 6 | 109 | 0 | 0 | 115 | 2 | 3 | 0 | 0 | 5 | 236 |
| 07:45 AM | 1 | 51 | 45 | 0 | 97 | 17 | 12 | 1 | 0 | 30 | 10 | 88 | 0 | 0 | 98 | 7 | 1 | 2 | 0 | 10 | 235 |
| Total | 12 | 205 | 92 | 0 | 309 | 63 | 21 | 21 | 0 | 105 | 36 | 366 | 4 | 0 | 406 | 19 | 5 | 10 | 0 | 34 | 854 |
| 08:00 AM | 4 | 40 | 27 | 0 | 71 | 14 | 5 | 5 | 0 | 24 | 16 | 112 | 0 | 0 | 128 | 5 | 0 | 5 | 0 | 10 | 233 |
| 08:15 AM | 1 | 59 | 22 | 0 | 82 | 17 | 3 | 7 | 0 | 27 | 10 | 109 | 0 | 0 | 119 | 7 | 1 | 2 | 0 | 10 | 238 |
| 08:30 AM | 9 | 64 | 23 | 0 | 96 | 26 | 4 | 4 | 0 | 34 | 10 | 79 | 0 | 0 | 89 | 17 | 4 | 5 | 0 | 26 | 245 |
| 08:45 AM | 3 | 48 | 14 | 0 | 65 | 20 | 7 | 4 | 0 | 31 | 4 | 83 | 0 | 0 | 87 | 11 | 4 | 4 | 0 | 19 | 202 |
| Total | 17 | 211 | 86 | 0 | 314 | 77 | 19 | 20 | 0 | 116 | 40 | 383 | 0 | 0 | 423 | 40 | 9 | 16 | 0 | 65 | 918 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 4 | 101 | 8 | 0 | 113 | 30 | 3 | 2 | 0 | 35 | 5 | 75 | 28 | 0 | 108 | 13 | 4 | 8 | 0 | 25 | 281 |
| 04:15 PM | 3 | 108 | 8 | 0 | 119 | 26 | 4 | 6 | 2 | 38 | 1 | 67 | 20 | 1 | 89 | 40 | 15 | 20 | 0 | 75 | 321 |
| 04:30 PM | 7 | 107 | 9 | 0 | 123 | 39 | 4 | 1 | 0 | 44 | 6 | 78 | 29 | 0 | 113 | 24 | 9 | 17 | 0 | 50 | 330 |
| 04:45 PM | 9 | 109 | 5 | 0 | 123 | 34 | 7 | 1 | 0 | 42 | 4 | 53 | 36 | 0 | 93 | 24 | 14 | 5 | 0 | 43 | 301 |
| Total | 23 | 425 | 30 | 0 | 478 | 129 | 18 | 10 | 2 | 159 | 16 | 273 | 113 | 1 | 403 | 101 | 42 | 50 | 0 | 193 | 1233 |
| 05:00 PM | 6 | 116 | 6 | 0 | 128 | 34 | 4 | 1 | 0 | 39 | 7 | 69 | 29 | 0 | 105 | 33 | 9 | 13 | 0 | 55 | 327 |
| 05:15 PM | 4 | 90 | 7 | 0 | 101 | 31 | 2 | 1 | 0 | 34 | 4 | 66 | 36 | 0 | 106 | 19 | 0 | 6 | 0 | 25 | 266 |
| 05:30 PM | 5 | 105 | 10 | 1 | 121 | 26 | 2 | 1 | 0 | 29 | 2 | 70 | 23 | 0 | 95 | 24 | 7 | 8 | 1 | 40 | 285 |
| 05:45 PM | 1 | 112 | 9 | 0 | 122 | 17 | 3 | 3 | 0 | 23 | 1 | 54 | 24 | 0 | 79 | 10 | 7 | 7 | 0 | 24 | 248 |
| Total | 16 | 423 | 32 | 1 | 472 | 108 | 11 | 6 | 0 | 125 | 14 | 259 | 112 | 0 | 385 | 86 | 23 | 34 | 1 | 144 | 1126 |
| Grand Total | 68 | 1264 | 240 | 1 | 1573 | 377 | 69 | 57 | 2 | 505 | 106 | 1281 | 229 | 1 | 1617 | 246 | 79 | 110 | 1 | 436 | 4131 |
| Apprch % | 4.3 | 80.4 | 15.3 | 0.1 | | 74.7 | 13.7 | 11.3 | 0.4 | | 6.6 | 79.2 | 14.2 | 0.1 | | 56.4 | 18.1 | 25.2 | 0.2 | | |
| Total % | 1.6 | 30.6 | 5.8 | 0 | 38.1 | 9.1 | 1.7 | 1.4 | 0 | 12.2 | 2.6 | 31 | 5.5 | 0 | 39.1 | 6 | 1.9 | 2.7 | 0 | 10.6 | |

| | NM314 From North | | | | | MORRIS RD From East | | | | | NM314 From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 1 | 51 | **45** | 0 | **97** | 17 | **12** | 1 | 0 | 30 | 10 | 88 | 0 | 0 | 98 | 7 | 1 | 2 | 0 | 10 | 235 |
| 08:00 AM | 4 | 40 | 27 | 0 | 71 | 14 | 5 | 5 | 0 | 24 | **16** | **112** | 0 | 0 | **128** | 5 | 0 | **5** | 0 | 10 | 233 |
| 08:15 AM | 1 | 59 | 22 | 0 | 82 | 17 | 3 | **7** | 0 | 27 | 10 | 109 | 0 | 0 | 119 | 7 | 1 | 2 | 0 | 10 | 238 |
| 08:30 AM | **9** | **64** | 23 | 0 | 96 | **26** | 4 | 4 | 0 | **34** | 10 | 79 | 0 | 0 | 89 | **17** | **4** | 5 | 0 | **26** | **245** |
| Total Volume | 15 | 214 | 117 | 0 | 346 | 74 | 24 | 17 | 0 | 115 | 46 | 388 | 0 | 0 | 434 | 36 | 6 | 14 | 0 | 56 | 951 |
| % App. Total | 4.3 | 61.8 | 33.8 | 0 | | 64.3 | 20.9 | 14.8 | 0 | | 10.6 | 89.4 | 0 | 0 | | 64.3 | 10.7 | 25 | 0 | | |
| PHF | .417 | .836 | .650 | .000 | .892 | .712 | .500 | .607 | .000 | .846 | .719 | .866 | .000 | .000 | .848 | .529 | .375 | .700 | .000 | .538 | .970 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 3 | 108 | 8 | 0 | 119 | 26 | 4 | 6 | 2 | | | | | 1 | | 40 | 15 | 20 | | 75 | |
| 04:30 PM | 7 | 107 | 9 | 0 | 123 | 39 | 4 | 1 | 0 | 44 | 6 | 78 | 29 | 0 | 113 | 24 | 9 | 17 | 0 | 50 | 330 |
| 04:45 PM | 9 | 109 | 5 | 0 | 123 | 34 | 7 | 1 | 0 | 42 | 4 | 53 | 36 | 0 | 93 | 24 | 14 | 5 | 0 | 43 | 301 |
| 05:00 PM | 6 | 116 | 6 | 0 | 128 | 34 | 4 | 1 | 0 | 39 | 7 | 69 | 29 | 0 | 105 | 33 | 9 | 13 | 0 | 55 | 327 |
| Total Volume | 25 | 440 | 28 | 0 | 493 | 133 | 19 | 9 | 2 | 163 | 18 | 267 | 114 | 1 | 400 | 121 | 47 | 55 | 0 | 223 | 1279 |
| % App. Total | 5.1 | 89.2 | 5.7 | 0 | | 81.6 | 11.7 | 5.5 | 1.2 | | 4.5 | 66.8 | 28.5 | 0.2 | | 54.3 | 21.1 | 24.7 | 0 | | |
| PHF | .694 | .948 | .778 | .000 | .963 | .853 | .679 | .375 | .250 | .926 | .643 | .856 | .792 | .250 | .885 | .756 | .783 | .688 | .000 | .743 | .969 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 23-Morris Los Lentes
Site Code : 23
Start Date : 2/7/2019
Page No : 1

**Groups Printed- Cars - Trucks**

| | LOS LENTES From North | | | | | MORRIS RD From East | | | | | LOS LENTES From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 18 | 0 | 18 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 14 | 35 |
| 07:15 AM | 0 | 4 | 21 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 26 | 51 |
| 07:30 AM | 0 | 2 | 28 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 22 | 53 |
| 07:45 AM | 0 | 1 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 21 | 0 | 1 | 0 | 22 | 37 |
| Total | 0 | 7 | 79 | 0 | 86 | 0 | 0 | 2 | 0 | 2 | 3 | 1 | 0 | 0 | 4 | 83 | 0 | 1 | 0 | 84 | 176 |
| 08:00 AM | 0 | 3 | 17 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 30 | 0 | 0 | 0 | 30 | 52 |
| 08:15 AM | 0 | 2 | 33 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 22 | 58 |
| 08:30 AM | 0 | 1 | 36 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 67 |
| 08:45 AM | 0 | 3 | 25 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 18 | 47 |
| Total | 0 | 9 | 111 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 100 | 0 | 0 | 0 | 100 | 224 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 3 | 28 | 1 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 34 | 0 | 0 | 0 | 34 | 67 |
| 04:15 PM | 0 | 4 | 37 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 39 | 0 | 1 | 0 | 40 | 83 |
| 04:30 PM | 0 | 4 | 32 | 4 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 38 | 0 | 3 | 0 | 41 | 84 |
| 04:45 PM | 0 | 2 | 38 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 52 | 0 | 1 | 0 | 53 | 99 |
| Total | 0 | 13 | 135 | 5 | 153 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 163 | 0 | 5 | 0 | 168 | 333 |
| 05:00 PM | 0 | 3 | 35 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 36 | 0 | 1 | 0 | 37 | 76 |
| 05:15 PM | 0 | 3 | 21 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 36 | 0 | 1 | 0 | 37 | 65 |
| 05:30 PM | 0 | 0 | 27 | 1 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 33 | 0 | 0 | 0 | 33 | 62 |
| 05:45 PM | 0 | 3 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 23 | 0 | 2 | 0 | 25 | 51 |
| Total | 0 | 9 | 103 | 1 | 113 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 128 | 0 | 4 | 0 | 132 | 254 |
| Grand Total | 0 | 38 | 428 | 6 | 472 | 0 | 0 | 2 | 0 | 2 | 8 | 21 | 0 | 0 | 29 | 474 | 0 | 10 | 0 | 484 | 987 |
| Apprch % | 0 | 8.1 | 90.7 | 1.3 | | 0 | 0 | 100 | 0 | | 27.6 | 72.4 | 0 | 0 | | 97.9 | 0 | 2.1 | 0 | | |
| Total % | 0 | 3.9 | 43.4 | 0.6 | 47.8 | 0 | 0 | 0.2 | 0 | 0.2 | 0.8 | 2.1 | 0 | 0 | 2.9 | 48 | 0 | 1 | 0 | 49 | |
| Cars | 0 | 37 | 400 | 6 | 443 | 0 | 0 | 2 | 0 | 2 | 7 | 21 | 0 | 0 | 28 | 470 | 0 | 10 | 0 | 480 | 953 |
| % Cars | 0 | 97.4 | 93.5 | 100 | 93.9 | 0 | 0 | 100 | 0 | 100 | 87.5 | 100 | 0 | 0 | 96.6 | 99.2 | 0 | 100 | 0 | 99.2 | 96.6 |
| Trucks | 0 | 1 | 28 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 34 |
| % Trucks | 0 | 2.6 | 6.5 | 0 | 6.1 | 0 | 0 | 0 | 0 | 0 | 12.5 | 0 | 0 | 0 | 3.4 | 0.8 | 0 | 0 | 0 | 0.8 | 3.4 |

| | LOS LENTES From North | | | | | MORRIS RD From East | | | | | LOS LENTES From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | **3** | 17 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | **2** | **30** | 0 | 0 | 0 | **30** | 52 |
| 08:15 AM | 0 | 2 | 33 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 22 | 58 |
| 08:30 AM | 0 | 1 | **36** | 0 | **37** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | **67** |
| 08:45 AM | 0 | 3 | 25 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 18 | 47 |
| Total Volume | 0 | 9 | 111 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 100 | 0 | 0 | 0 | 100 | 224 |
| % App. Total | 0 | 7.5 | 92.5 | 0 | | 0 | 0 | 0 | 0 | | 50 | 50 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .771 | .000 | .811 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .833 | .000 | .000 | .000 | .833 | .836 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 23-Morris Los Lentes
Site Code : 23
Start Date : 2/7/2019
Page No : 2

| | LOS LENTES From North | | | | | MORRIS RD From East | | | | | LOS LENTES From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | **4** | 37 | 0 | **41** | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 2 | 39 | 0 | 1 | 0 | 40 | 83 |
| 04:30 PM | 0 | 4 | 32 | **4** | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 38 | 0 | **3** | 0 | 41 | 84 |
| 04:45 PM | 0 | 2 | **38** | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 1 | **5** | 0 | 0 | **6** | **52** | 0 | 1 | 0 | **53** | **99** |
| 05:00 PM | 0 | 3 | 35 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 36 | 0 | 1 | 0 | 37 | 76 |
| Total Volume | 0 | 13 | 142 | 4 | 159 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 165 | 0 | 6 | 0 | 171 | 342 |
| % App. Total | 0 | 8.2 | 89.3 | 2.5 | | 0 | 0 | 0 | 0 | | 16.7 | 83.3 | 0 | 0 | | 96.5 | 0 | 3.5 | 0 | | |
| PHF | .000 | .813 | .934 | .250 | .970 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .793 | .000 | .500 | .000 | .807 | .864 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 23-Morris Los Lentes
Site Code : 23
Start Date : 2/7/2019


**Groups Printed- Cars**

| | LOS LENTES From North | | | | | MORRIS RD From East | | | | | LOS LENTES From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 0 | 13 | 28 |
| 07:15 AM | 0 | 4 | 19 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 26 | 49 |
| 07:30 AM | 0 | 2 | 26 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 21 | 50 |
| 07:45 AM | 0 | 1 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 21 | 0 | 1 | 0 | 22 | 36 |
| Total | 0 | 7 | 69 | 0 | 76 | 0 | 0 | 2 | 0 | 2 | 2 | 1 | 0 | 0 | 3 | 81 | 0 | 1 | 0 | 82 | 163 |
| 08:00 AM | 0 | 3 | 16 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 29 | 0 | 0 | 0 | 29 | 50 |
| 08:15 AM | 0 | 2 | 25 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 22 | 50 |
| 08:30 AM | 0 | 1 | 34 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 65 |
| 08:45 AM | 0 | 3 | 24 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 18 | 46 |
| Total | 0 | 9 | 99 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 99 | 0 | 0 | 0 | 99 | 211 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 2 | 24 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 34 | 0 | 0 | 0 | 34 | 62 |
| 04:15 PM | 0 | 4 | 37 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 39 | 0 | 1 | 0 | 40 | 83 |
| 04:30 PM | 0 | 4 | 32 | 4 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 38 | 0 | 3 | 0 | 41 | 84 |
| 04:45 PM | 0 | 2 | 37 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 51 | 0 | 1 | 0 | 52 | 97 |
| Total | 0 | 12 | 130 | 5 | 147 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 162 | 0 | 5 | 0 | 167 | 326 |
| 05:00 PM | 0 | 3 | 35 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 36 | 0 | 1 | 0 | 37 | 76 |
| 05:15 PM | 0 | 3 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 36 | 0 | 1 | 0 | 37 | 64 |
| 05:30 PM | 0 | 0 | 27 | 1 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 33 | 0 | 0 | 0 | 33 | 62 |
| 05:45 PM | 0 | 3 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 23 | 0 | 2 | 0 | 25 | 51 |
| Total | 0 | 9 | 102 | 1 | 112 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 128 | 0 | 4 | 0 | 132 | 253 |
| Grand Total | 0 | 37 | 400 | 6 | 443 | 0 | 0 | 2 | 0 | 2 | 7 | 21 | 0 | 0 | 28 | 470 | 0 | 10 | 0 | 480 | 953 |
| Apprch % | 0 | 8.4 | 90.3 | 1.4 | | 0 | 0 | 100 | 0 | | 25 | 75 | 0 | 0 | | 97.9 | 0 | 2.1 | 0 | | |
| Total % | 0 | 3.9 | 42 | 0.6 | 46.5 | 0 | 0 | 0.2 | 0 | 0.2 | 0.7 | 2.2 | 0 | 0 | 2.9 | 49.3 | 0 | 1 | 0 | 50.4 | |

| | LOS LENTES From North | | | | | MORRIS RD From East | | | | | LOS LENTES From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | **3** | 16 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | **2** | 29 | 0 | 0 | 0 | 29 | 50 |
| 08:15 AM | 0 | 2 | 25 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 22 | 50 |
| 08:30 AM | 0 | 1 | **34** | 0 | **35** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **30** | 0 | 0 | 0 | **30** | **65** |
| 08:45 AM | 0 | 3 | 24 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 18 | 46 |
| Total Volume | 0 | 9 | 99 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 99 | 0 | 0 | 0 | 99 | 211 |
| % App. Total | 0 | 8.3 | 91.7 | 0 | | 0 | 0 | 0 | 0 | | 50 | 50 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .728 | .000 | .771 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .825 | .000 | .000 | .000 | .825 | .812 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 4 | 37 | | 41 | | | | | | 1 | | | | | | | | | | |
| 04:30 PM | 0 | 4 | 32 | 4 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 38 | 0 | 3 | 0 | 41 | 84 |
| 04:45 PM | 0 | 2 | 37 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 51 | 0 | 1 | 0 | 52 | 97 |
| 05:00 PM | 0 | 3 | 35 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 36 | 0 | 1 | 0 | 37 | 76 |
| Total Volume | 0 | 13 | 141 | 4 | 158 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 164 | 0 | 6 | 0 | 170 | 340 |
| % App. Total | 0 | 8.2 | 89.2 | 2.5 | | 0 | 0 | 0 | 0 | | 16.7 | 83.3 | 0 | 0 | | 96.5 | 0 | 3.5 | 0 | | |
| PHF | .000 | .813 | .953 | .250 | .963 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .804 | .000 | .500 | .000 | .817 | .876 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 23-Morris Los Lentes
Site Code : 23
Start Date : 2/7/2019


**Groups Printed- Trucks**

| | LOS LENTES From North | | | | | MORRIS RD From East | | | | | LOS LENTES From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 |
| 07:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 13 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 08:15 AM | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 13 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| Total | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 1 | 28 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 4 | 34 |
| Apprch % | 0 | 3.4 | 96.6 | 0 | | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| Total % | 0 | 2.9 | 82.4 | 0 | 85.3 | 0 | 0 | 0 | 0 | 0 | 2.9 | 0 | 0 | 0 | 2.9 | 11.8 | 0 | 0 | 0 | 11.8 | |

| | LOS LENTES From North | | | | | MORRIS RD From East | | | | | LOS LENTES From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | **1** | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 08:15 AM | 0 | 0 | **8** | 0 | **8** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** |
| Total Volume | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 14 |
| % App. Total | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .344 | .000 | .344 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .000 | .250 | .500 | .000 | .000 | .000 | .500 | .438 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 4 | | 5 | | | | | | | | | | | | | | | | 5 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| Total Volume | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 7 |
| % App. Total | 0 | 16.7 | 83.3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .313 | .000 | .300 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .000 | .250 | .350 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 23-Morris Los Lentes
Site Code : 23
Start Date : 2/7/2019


**Groups Printed- Combined (Cars+Trucks)**

| | LOS LENTES From North | | | | | MORRIS RD From East | | | | | LOS LENTES From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 18 | 0 | 18 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 14 | 35 |
| 07:15 AM | 0 | 4 | 21 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 26 | 51 |
| 07:30 AM | 0 | 2 | 28 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 22 | 53 |
| 07:45 AM | 0 | 1 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 21 | 0 | 1 | 0 | 22 | 37 |
| Total | 0 | 7 | 79 | 0 | 86 | 0 | 0 | 2 | 0 | 2 | 3 | 1 | 0 | 0 | 4 | 83 | 0 | 1 | 0 | 84 | 176 |
| 08:00 AM | 0 | 3 | 17 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 30 | 0 | 0 | 0 | 30 | 52 |
| 08:15 AM | 0 | 2 | 33 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 22 | 58 |
| 08:30 AM | 0 | 1 | 36 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 67 |
| 08:45 AM | 0 | 3 | 25 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 18 | 47 |
| Total | 0 | 9 | 111 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 100 | 0 | 0 | 0 | 100 | 224 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 3 | 28 | 1 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 34 | 0 | 0 | 0 | 34 | 67 |
| 04:15 PM | 0 | 4 | 37 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 39 | 0 | 1 | 0 | 40 | 83 |
| 04:30 PM | 0 | 4 | 32 | 4 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 38 | 0 | 3 | 0 | 41 | 84 |
| 04:45 PM | 0 | 2 | 38 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 52 | 0 | 1 | 0 | 53 | 99 |
| Total | 0 | 13 | 135 | 5 | 153 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 163 | 0 | 5 | 0 | 168 | 333 |
| 05:00 PM | 0 | 3 | 35 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 36 | 0 | 1 | 0 | 37 | 76 |
| 05:15 PM | 0 | 3 | 21 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 36 | 0 | 1 | 0 | 37 | 65 |
| 05:30 PM | 0 | 0 | 27 | 1 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 33 | 0 | 0 | 0 | 33 | 62 |
| 05:45 PM | 0 | 3 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 23 | 0 | 2 | 0 | 25 | 51 |
| Total | 0 | 9 | 103 | 1 | 113 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 128 | 0 | 4 | 0 | 132 | 254 |
| Grand Total | 0 | 38 | 428 | 6 | 472 | 0 | 0 | 2 | 0 | 2 | 8 | 21 | 0 | 0 | 29 | 474 | 0 | 10 | 0 | 484 | 987 |
| Apprch % | 0 | 8.1 | 90.7 | 1.3 | | 0 | 0 | 100 | 0 | | 27.6 | 72.4 | 0 | 0 | | 97.9 | 0 | 2.1 | 0 | | |
| Total % | 0 | 3.9 | 43.4 | 0.6 | 47.8 | 0 | 0 | 0.2 | 0 | 0.2 | 0.8 | 2.1 | 0 | 0 | 2.9 | 48 | 0 | 1 | 0 | 49 | |

| | LOS LENTES From North | | | | | MORRIS RD From East | | | | | LOS LENTES From South | | | | | MORRIS RD From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | **3** | 17 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | **2** | **30** | 0 | 0 | 0 | **30** | 52 |
| 08:15 AM | 0 | 2 | 33 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 22 | 58 |
| 08:30 AM | 0 | 1 | **36** | 0 | **37** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | **67** |
| 08:45 AM | 0 | 3 | 25 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 0 | 18 | 47 |
| Total Volume | 0 | 9 | 111 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 100 | 0 | 0 | 0 | 100 | 224 |
| % App. Total | 0 | 7.5 | 92.5 | 0 | | 0 | 0 | 0 | 0 | | 50 | 50 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .771 | .000 | .811 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .833 | .000 | .000 | .000 | .833 | .836 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 4 | | | 41 | | | | | | 1 | | | | | | | | | | |
| 04:30 PM | 0 | 4 | 32 | 4 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 38 | 0 | 3 | 0 | 41 | 84 |
| 04:45 PM | 0 | 2 | 38 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 52 | 0 | 1 | 0 | 53 | 99 |
| 05:00 PM | 0 | 3 | 35 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 36 | 0 | 1 | 0 | 37 | 76 |
| Total Volume | 0 | 13 | 142 | 4 | 159 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 165 | 0 | 6 | 0 | 171 | 342 |
| % App. Total | 0 | 8.2 | 89.3 | 2.5 | | 0 | 0 | 0 | 0 | | 16.7 | 83.3 | 0 | 0 | | 96.5 | 0 | 3.5 | 0 | | |
| PHF | .000 | .813 | .934 | .250 | .970 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .793 | .000 | .500 | .000 | .807 | .864 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 24-NM47 El Cerro
Site Code : 24
Start Date : 2/12/2019


**Groups Printed- Cars - Trucks**

| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 33 | 37 | 0 | 0 | 70 | 10 | 0 | 38 | 0 | 48 | 0 | 77 | 8 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 203 |
| 07:15 AM | 14 | 39 | 0 | 0 | 53 | 7 | 0 | 39 | 0 | 46 | 0 | 81 | 3 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 183 |
| 07:30 AM | 11 | 48 | 0 | 0 | 59 | 11 | 0 | 47 | 0 | 58 | 0 | 82 | 3 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 202 |
| 07:45 AM | 11 | 45 | 0 | 0 | 56 | 7 | 0 | 30 | 0 | 37 | 0 | 100 | 3 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 196 |
| Total | 69 | 169 | 0 | 0 | 238 | 35 | 0 | 154 | 0 | 189 | 0 | 340 | 17 | 0 | 357 | 0 | 0 | 0 | 0 | 0 | 784 |
| 08:00 AM | 8 | 49 | 0 | 0 | 57 | 2 | 0 | 28 | 0 | 30 | 0 | 85 | 2 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 174 |
| 08:15 AM | 9 | 69 | 0 | 0 | 78 | 2 | 0 | 39 | 0 | 41 | 0 | 67 | 2 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 188 |
| 08:30 AM | 15 | 70 | 0 | 0 | 85 | 3 | 0 | 34 | 0 | 37 | 0 | 81 | 1 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 204 |
| 08:45 AM | 16 | 45 | 0 | 0 | 61 | 3 | 0 | 23 | 0 | 26 | 0 | 71 | 4 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 162 |
| Total | 48 | 233 | 0 | 0 | 281 | 10 | 0 | 124 | 0 | 134 | 0 | 304 | 9 | 0 | 313 | 0 | 0 | 0 | 0 | 0 | 728 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 PM | 48 | 109 | 0 | 0 | 157 | 4 | 0 | 13 | 0 | 17 | 0 | 73 | 10 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 257 |
| 04:15 PM | 48 | 88 | 0 | 0 | 136 | 8 | 0 | 23 | 0 | 31 | 0 | 58 | 15 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 240 |
| 04:30 PM | 44 | 113 | 0 | 0 | 157 | 6 | 0 | 12 | 0 | 18 | 0 | 75 | 10 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 260 |
| 04:45 PM | 51 | 93 | 0 | 0 | 144 | 7 | 0 | 18 | 0 | 25 | 0 | 83 | 11 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 263 |
| Total | 191 | 403 | 0 | 0 | 594 | 25 | 0 | 66 | 0 | 91 | 0 | 289 | 46 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 1020 |
| 05:00 PM | 59 | 121 | 0 | 0 | 180 | 5 | 0 | 21 | 0 | 26 | 0 | 64 | 4 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 274 |
| 05:15 PM | 44 | 98 | 0 | 0 | 142 | 2 | 0 | 22 | 0 | 24 | 0 | 71 | 10 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 247 |
| 05:30 PM | 48 | 78 | 0 | 0 | 126 | 8 | 0 | 17 | 0 | 25 | 0 | 57 | 11 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 219 |
| 05:45 PM | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 153 | 302 | 0 | 0 | 455 | 15 | 0 | 60 | 0 | 75 | 0 | 194 | 25 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 749 |
| Grand Total | 461 | 1107 | 0 | 0 | 1568 | 85 | 0 | 404 | 0 | 489 | 1 | 1127 | 97 | 0 | 1225 | 0 | 0 | 0 | 0 | 0 | 3282 |
| Apprch % | 29.4 | 70.6 | 0 | 0 | | 17.4 | 0 | 82.6 | 0 | | 0.1 | 92 | 7.9 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 14 | 33.7 | 0 | 0 | 47.8 | 2.6 | 0 | 12.3 | 0 | 14.9 | 0 | 34.3 | 3 | 0 | 37.3 | 0 | 0 | 0 | 0 | 0 | |
| Cars | 459 | 1091 | 0 | 0 | 1550 | 80 | 0 | 401 | 0 | 481 | 1 | 1118 | 95 | 0 | 1214 | 0 | 0 | 0 | 0 | 0 | 3245 |
| % Cars | 99.6 | 98.6 | 0 | 0 | 98.9 | 94.1 | 0 | 99.3 | 0 | 98.4 | 100 | 99.2 | 97.9 | 0 | 99.1 | 0 | 0 | 0 | 0 | 0 | 98.9 |
| Trucks | 2 | 16 | 0 | 0 | 18 | 5 | 0 | 3 | 0 | 8 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 37 |
| % Trucks | 0.4 | 1.4 | 0 | 0 | 1.1 | 5.9 | 0 | 0.7 | 0 | 1.6 | 0 | 0.8 | 2.1 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 1.1 |

| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **33** | 37 | 0 | 0 | **70** | 10 | 0 | 38 | 0 | 48 | 0 | 77 | **8** | 0 | 85 | 0 | 0 | 0 | 0 | 0 | **203** |
| 07:15 AM | 14 | 39 | 0 | 0 | 53 | 7 | 0 | 39 | 0 | 46 | 0 | 81 | 3 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 183 |
| 07:30 AM | 11 | **48** | 0 | 0 | 59 | **11** | 0 | **47** | 0 | **58** | 0 | 82 | 3 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 202 |
| 07:45 AM | 11 | 45 | 0 | 0 | 56 | 7 | 0 | 30 | 0 | 37 | 0 | **100** | 3 | 0 | **103** | 0 | 0 | 0 | 0 | 0 | 196 |
| Total Volume | 69 | 169 | 0 | 0 | 238 | 35 | 0 | 154 | 0 | 189 | 0 | 340 | 17 | 0 | 357 | 0 | 0 | 0 | 0 | 0 | 784 |
| % App. Total | 29 | 71 | 0 | 0 | | 18.5 | 0 | 81.5 | 0 | | 0 | 95.2 | 4.8 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .523 | .880 | .000 | .000 | .850 | .795 | .000 | .819 | .000 | .815 | .000 | .850 | .531 | .000 | .867 | .000 | .000 | .000 | .000 | .000 | .966 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 24-NM47 El Cerro
Site Code : 24
Start Date : 2/12/2019


| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 44 | 113 | 0 | 0 | 157 | 6 | 0 | 12 | 0 | 18 | 0 | 75 | 10 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 260 |
| 04:45 PM | 51 | 93 | 0 | 0 | 144 | **7** | 0 | 18 | 0 | 25 | 0 | **83** | **11** | 0 | **94** | 0 | 0 | 0 | 0 | 0 | 263 |
| 05:00 PM | **59** | **121** | 0 | 0 | **180** | 5 | 0 | 21 | 0 | **26** | 0 | 64 | 4 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | **274** |
| 05:15 PM | 44 | 98 | 0 | 0 | 142 | 2 | 0 | **22** | 0 | 24 | 0 | 71 | 10 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 247 |
| Total Volume | 198 | 425 | 0 | 0 | 623 | 20 | 0 | 73 | 0 | 93 | 0 | 293 | 35 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 1044 |
| % App. Total | 31.8 | 68.2 | 0 | 0 | | 21.5 | 0 | 78.5 | 0 | | 0 | 89.3 | 10.7 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .839 | .878 | .000 | .000 | .865 | .714 | .000 | .830 | .000 | .894 | .000 | .883 | .795 | .000 | .872 | .000 | .000 | .000 | .000 | .000 | .953 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 24-NM47 El Cerro
Site Code : 24
Start Date : 2/12/2019


**Groups Printed- Cars**

| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 33 | 37 | 0 | 0 | 70 | 10 | 0 | 38 | 0 | 48 | 0 | 76 | 8 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 202 |
| 07:15 AM | 14 | 39 | 0 | 0 | 53 | 6 | 0 | 38 | 0 | 44 | 0 | 81 | 3 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 181 |
| 07:30 AM | 11 | 42 | 0 | 0 | 53 | 9 | 0 | 47 | 0 | 56 | 0 | 81 | 3 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 193 |
| 07:45 AM | 9 | 43 | 0 | 0 | 52 | 6 | 0 | 28 | 0 | 34 | 0 | 100 | 3 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 189 |
| Total | 67 | 161 | 0 | 0 | 228 | 31 | 0 | 151 | 0 | 182 | 0 | 338 | 17 | 0 | 355 | 0 | 0 | 0 | 0 | 0 | 765 |
| 08:00 AM | 8 | 48 | 0 | 0 | 56 | 2 | 0 | 28 | 0 | 30 | 0 | 84 | 1 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 171 |
| 08:15 AM | 9 | 68 | 0 | 0 | 77 | 2 | 0 | 39 | 0 | 41 | 0 | 67 | 2 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 187 |
| 08:30 AM | 15 | 68 | 0 | 0 | 83 | 3 | 0 | 34 | 0 | 37 | 0 | 80 | 1 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 201 |
| 08:45 AM | 16 | 44 | 0 | 0 | 60 | 3 | 0 | 23 | 0 | 26 | 0 | 70 | 4 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 160 |
| Total | 48 | 228 | 0 | 0 | 276 | 10 | 0 | 124 | 0 | 134 | 0 | 301 | 8 | 0 | 309 | 0 | 0 | 0 | 0 | 0 | 719 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 PM | 48 | 108 | 0 | 0 | 156 | 3 | 0 | 13 | 0 | 16 | 0 | 72 | 9 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 253 |
| 04:15 PM | 48 | 88 | 0 | 0 | 136 | 8 | 0 | 23 | 0 | 31 | 0 | 57 | 15 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 239 |
| 04:30 PM | 44 | 113 | 0 | 0 | 157 | 6 | 0 | 12 | 0 | 18 | 0 | 74 | 10 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 259 |
| 04:45 PM | 51 | 93 | 0 | 0 | 144 | 7 | 0 | 18 | 0 | 25 | 0 | 82 | 11 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 262 |
| Total | 191 | 402 | 0 | 0 | 593 | 24 | 0 | 66 | 0 | 90 | 0 | 285 | 45 | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 1013 |
| 05:00 PM | 59 | 120 | 0 | 0 | 179 | 5 | 0 | 21 | 0 | 26 | 0 | 64 | 4 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 273 |
| 05:15 PM | 44 | 98 | 0 | 0 | 142 | 2 | 0 | 22 | 0 | 24 | 0 | 71 | 10 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 247 |
| 05:30 PM | 48 | 77 | 0 | 0 | 125 | 8 | 0 | 17 | 0 | 25 | 0 | 57 | 11 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 218 |
| 05:45 PM | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 153 | 300 | 0 | 0 | 453 | 15 | 0 | 60 | 0 | 75 | 0 | 194 | 25 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 747 |
| Grand Total | 459 | 1091 | 0 | 0 | 1550 | 80 | 0 | 401 | 0 | 481 | 1 | 1118 | 95 | 0 | 1214 | 0 | 0 | 0 | 0 | 0 | 3245 |
| Apprch % | 29.6 | 70.4 | 0 | 0 | | 16.6 | 0 | 83.4 | 0 | | 0.1 | 92.1 | 7.8 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 14.1 | 33.6 | 0 | 0 | 47.8 | 2.5 | 0 | 12.4 | 0 | 14.8 | 0 | 34.5 | 2.9 | 0 | 37.4 | 0 | 0 | 0 | 0 | 0 | |

| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **33** | 37 | 0 | 0 | **70** | **10** | 0 | 38 | 0 | 48 | 0 | 76 | **8** | 0 | 84 | 0 | 0 | 0 | 0 | 0 | **202** |
| 07:15 AM | 14 | 39 | 0 | 0 | 53 | 6 | 0 | 38 | 0 | 44 | 0 | 81 | 3 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 181 |
| 07:30 AM | 11 | 42 | 0 | 0 | 53 | 9 | 0 | **47** | 0 | **56** | 0 | 81 | 3 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 193 |
| 07:45 AM | 9 | **43** | 0 | 0 | 52 | 6 | 0 | 28 | 0 | 34 | 0 | **100** | 3 | 0 | **103** | 0 | 0 | 0 | 0 | 0 | 189 |
| Total Volume | 67 | 161 | 0 | 0 | 228 | 31 | 0 | 151 | 0 | 182 | 0 | 338 | 17 | 0 | 355 | 0 | 0 | 0 | 0 | 0 | 765 |
| % App. Total | 29.4 | 70.6 | 0 | 0 | | 17 | 0 | 83 | 0 | | 0 | 95.2 | 4.8 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .508 | .936 | .000 | .000 | .814 | .775 | .000 | .803 | .000 | .813 | .000 | .845 | .531 | .000 | .862 | .000 | .000 | .000 | .000 | .000 | .947 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 24-NM47 El Cerro
Site Code : 24
Start Date : 2/12/2019


| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 44 | 113 | 0 | 0 | 157 | 6 | 0 | 12 | 0 | 18 | 0 | 74 | 10 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 259 |
| 04:45 PM | 51 | 93 | 0 | 0 | 144 | **7** | 0 | 18 | 0 | 25 | 0 | **82** | **11** | 0 | **93** | 0 | 0 | 0 | 0 | 0 | 262 |
| 05:00 PM | **59** | **120** | 0 | 0 | **179** | 5 | 0 | 21 | 0 | **26** | 0 | 64 | 4 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | **273** |
| 05:15 PM | 44 | 98 | 0 | 0 | 142 | 2 | 0 | **22** | 0 | 24 | 0 | 71 | 10 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 247 |
| Total Volume | 198 | 424 | 0 | 0 | 622 | 20 | 0 | 73 | 0 | 93 | 0 | 291 | 35 | 0 | 326 | 0 | 0 | 0 | 0 | 0 | 1041 |
| % App. Total | 31.8 | 68.2 | 0 | 0 | | 21.5 | 0 | 78.5 | 0 | | 0 | 89.3 | 10.7 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .839 | .883 | .000 | .000 | .869 | .714 | .000 | .830 | .000 | .894 | .000 | .887 | .795 | .000 | .876 | .000 | .000 | .000 | .000 | .000 | .953 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 24-NM47 El Cerro
Site Code : 24
Start Date : 2/12/2019


**Groups Printed- Trucks**

| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 0 | 6 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:45 AM | 2 | 2 | 0 | 0 | 4 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 2 | 8 | 0 | 0 | 10 | 4 | 0 | 3 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 2 | 16 | 0 | 0 | 18 | 5 | 0 | 3 | 0 | 8 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 37 |
| Apprch % | 11.1 | 88.9 | 0 | 0 | | 62.5 | 0 | 37.5 | 0 | | 0 | 81.8 | 18.2 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 5.4 | 43.2 | 0 | 0 | 48.6 | 13.5 | 0 | 8.1 | 0 | 21.6 | 0 | 24.3 | 5.4 | 0 | 29.7 | 0 | 0 | 0 | 0 | 0 | |

| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 AM | 0 | **6** | 0 | 0 | **6** | **2** | 0 | 0 | 0 | 2 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **9** |
| 07:45 AM | **2** | 2 | 0 | 0 | 4 | 1 | 0 | **2** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **1** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 2 | 9 | 0 | 0 | 11 | 4 | 0 | 3 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| % App. Total | 18.2 | 81.8 | 0 | 0 | | 57.1 | 0 | 42.9 | 0 | | 0 | 66.7 | 33.3 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .375 | .000 | .000 | .458 | .500 | .000 | .375 | .000 | .583 | .000 | .500 | .250 | .000 | .375 | .000 | .000 | .000 | .000 | .000 | .583 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| **04:00 PM** | **0** | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| % App. Total | 0 | 100 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 80 | 20 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .250 | .000 | 1.00 | .250 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .438 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 24-NM47 El Cerro
Site Code : 24
Start Date : 2/12/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 33 | 37 | 0 | 0 | 70 | 10 | 0 | 38 | 0 | 48 | 0 | 77 | 8 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 203 |
| 07:15 AM | 14 | 39 | 0 | 0 | 53 | 7 | 0 | 39 | 0 | 46 | 0 | 81 | 3 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 183 |
| 07:30 AM | 11 | 48 | 0 | 0 | 59 | 11 | 0 | 47 | 0 | 58 | 0 | 82 | 3 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 202 |
| 07:45 AM | 11 | 45 | 0 | 0 | 56 | 7 | 0 | 30 | 0 | 37 | 0 | 100 | 3 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 196 |
| Total | 69 | 169 | 0 | 0 | 238 | 35 | 0 | 154 | 0 | 189 | 0 | 340 | 17 | 0 | 357 | 0 | 0 | 0 | 0 | 0 | 784 |
| 08:00 AM | 8 | 49 | 0 | 0 | 57 | 2 | 0 | 28 | 0 | 30 | 0 | 85 | 2 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 174 |
| 08:15 AM | 9 | 69 | 0 | 0 | 78 | 2 | 0 | 39 | 0 | 41 | 0 | 67 | 2 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 188 |
| 08:30 AM | 15 | 70 | 0 | 0 | 85 | 3 | 0 | 34 | 0 | 37 | 0 | 81 | 1 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 204 |
| 08:45 AM | 16 | 45 | 0 | 0 | 61 | 3 | 0 | 23 | 0 | 26 | 0 | 71 | 4 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 162 |
| Total | 48 | 233 | 0 | 0 | 281 | 10 | 0 | 124 | 0 | 134 | 0 | 304 | 9 | 0 | 313 | 0 | 0 | 0 | 0 | 0 | 728 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 PM | 48 | 109 | 0 | 0 | 157 | 4 | 0 | 13 | 0 | 17 | 0 | 73 | 10 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 257 |
| 04:15 PM | 48 | 88 | 0 | 0 | 136 | 8 | 0 | 23 | 0 | 31 | 0 | 58 | 15 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 240 |
| 04:30 PM | 44 | 113 | 0 | 0 | 157 | 6 | 0 | 12 | 0 | 18 | 0 | 75 | 10 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 260 |
| 04:45 PM | 51 | 93 | 0 | 0 | 144 | 7 | 0 | 18 | 0 | 25 | 0 | 83 | 11 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 263 |
| Total | 191 | 403 | 0 | 0 | 594 | 25 | 0 | 66 | 0 | 91 | 0 | 289 | 46 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 1020 |
| 05:00 PM | 59 | 121 | 0 | 0 | 180 | 5 | 0 | 21 | 0 | 26 | 0 | 64 | 4 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 274 |
| 05:15 PM | 44 | 98 | 0 | 0 | 142 | 2 | 0 | 22 | 0 | 24 | 0 | 71 | 10 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 247 |
| 05:30 PM | 48 | 78 | 0 | 0 | 126 | 8 | 0 | 17 | 0 | 25 | 0 | 57 | 11 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 219 |
| 05:45 PM | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total | 153 | 302 | 0 | 0 | 455 | 15 | 0 | 60 | 0 | 75 | 0 | 194 | 25 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 749 |
| Grand Total | 461 | 1107 | 0 | 0 | 1568 | 85 | 0 | 404 | 0 | 489 | 1 | 1127 | 97 | 0 | 1225 | 0 | 0 | 0 | 0 | 0 | 3282 |
| Apprch % | 29.4 | 70.6 | 0 | 0 | | 17.4 | 0 | 82.6 | 0 | | 0.1 | 92 | 7.9 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 14 | 33.7 | 0 | 0 | 47.8 | 2.6 | 0 | 12.3 | 0 | 14.9 | 0 | 34.3 | 3 | 0 | 37.3 | 0 | 0 | 0 | 0 | 0 | |

| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | **33** | 37 | 0 | 0 | **70** | 10 | 0 | 38 | 0 | 48 | 0 | 77 | **8** | 0 | 85 | 0 | 0 | 0 | 0 | 0 | **203** |
| 07:15 AM | 14 | 39 | 0 | 0 | 53 | 7 | 0 | 39 | 0 | 46 | 0 | 81 | 3 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 183 |
| 07:30 AM | 11 | **48** | 0 | 0 | 59 | **11** | 0 | **47** | 0 | **58** | 0 | 82 | 3 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 202 |
| 07:45 AM | 11 | 45 | 0 | 0 | 56 | 7 | 0 | 30 | 0 | 37 | 0 | **100** | 3 | 0 | **103** | 0 | 0 | 0 | 0 | 0 | 196 |
| Total Volume | 69 | 169 | 0 | 0 | 238 | 35 | 0 | 154 | 0 | 189 | 0 | 340 | 17 | 0 | 357 | 0 | 0 | 0 | 0 | 0 | 784 |
| % App. Total | 29 | 71 | 0 | 0 | | 18.5 | 0 | 81.5 | 0 | | 0 | 95.2 | 4.8 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .523 | .880 | .000 | .000 | .850 | .795 | .000 | .819 | .000 | .815 | .000 | .850 | .531 | .000 | .867 | .000 | .000 | .000 | .000 | .000 | .966 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 24-NM47 El Cerro
Site Code : 24
Start Date : 2/12/2019


| | NM47 From North | | | | | NM263 From East | | | | | NM47 From South | | | | | NM263 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 44 | 113 | 0 | 0 | 157 | 6 | 0 | 12 | 0 | 18 | 0 | 75 | 10 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 260 |
| 04:45 PM | 51 | 93 | 0 | 0 | 144 | **7** | 0 | 18 | 0 | 25 | 0 | **83** | **11** | 0 | **94** | 0 | 0 | 0 | 0 | 0 | 263 |
| 05:00 PM | **59** | **121** | 0 | 0 | **180** | 5 | 0 | 21 | 0 | **26** | 0 | 64 | 4 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | **274** |
| 05:15 PM | 44 | 98 | 0 | 0 | 142 | 2 | 0 | **22** | 0 | 24 | 0 | 71 | 10 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 247 |
| Total Volume | 198 | 425 | 0 | 0 | 623 | 20 | 0 | 73 | 0 | 93 | 0 | 293 | 35 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 1044 |
| % App. Total | 31.8 | 68.2 | 0 | 0 | | 21.5 | 0 | 78.5 | 0 | | 0 | 89.3 | 10.7 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .839 | .878 | .000 | .000 | .865 | .714 | .000 | .830 | .000 | .894 | .000 | .883 | .795 | .000 | .872 | .000 | .000 | .000 | .000 | .000 | .953 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 25-NM47 Edeal
Site Code : 25
Start Date : 2/12/2019


**Groups Printed- Cars - Trucks**

| | NM47 From North | | | | | EDEAL From East | | | | | NM47 From South | | | | | EDEAL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 12 | 78 | 0 | 0 | 90 | 2 | 0 | 8 | 0 | 10 | 140 |
| 07:15 AM | 0 | 53 | 2 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 17 | 80 | 0 | 0 | 97 | 2 | 0 | 14 | 0 | 16 | 168 |
| 07:30 AM | 0 | 45 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 11 | 92 | 0 | 0 | 103 | 4 | 0 | 12 | 0 | 16 | 165 |
| 07:45 AM | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 11 | 88 | 0 | 0 | 99 | 2 | 0 | 6 | 0 | 8 | 151 |
| Total | 0 | 182 | 3 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 51 | 338 | 0 | 0 | 389 | 10 | 0 | 40 | 0 | 50 | 624 |
| 08:00 AM | 0 | 63 | 2 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 12 | 68 | 0 | 0 | 80 | 1 | 0 | 6 | 0 | 7 | 152 |
| 08:15 AM | 0 | 77 | 4 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 16 | 71 | 0 | 0 | 87 | 3 | 0 | 19 | 0 | 22 | 190 |
| 08:30 AM | 0 | 52 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 14 | 97 | 0 | 0 | 111 | 1 | 0 | 8 | 0 | 9 | 173 |
| 08:45 AM | 0 | 42 | 4 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 10 | 50 | 0 | 0 | 60 | 0 | 0 | 6 | 0 | 6 | 112 |
| Total | 0 | 234 | 11 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 52 | 286 | 0 | 0 | 338 | 5 | 0 | 39 | 0 | 44 | 627 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 93 | 2 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 8 | 82 | 0 | 0 | 90 | 2 | 0 | 11 | 0 | 13 | 198 |
| 04:15 PM | 0 | 96 | 1 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 8 | 80 | 0 | 0 | 88 | 2 | 0 | 20 | 0 | 22 | 207 |
| 04:30 PM | 0 | 112 | 2 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 10 | 68 | 0 | 0 | 78 | 6 | 0 | 17 | 0 | 23 | 215 |
| 04:45 PM | 0 | 106 | 3 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 6 | 87 | 0 | 0 | 93 | 4 | 0 | 17 | 0 | 21 | 223 |
| Total | 0 | 407 | 8 | 0 | 415 | 0 | 0 | 0 | 0 | 0 | 32 | 317 | 0 | 0 | 349 | 14 | 0 | 65 | 0 | 79 | 843 |
| 05:00 PM | 0 | 118 | 1 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 8 | 72 | 0 | 0 | 80 | 2 | 0 | 17 | 0 | 19 | 218 |
| 05:15 PM | 0 | 97 | 3 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 71 | 0 | 0 | 83 | 2 | 0 | 10 | 0 | 12 | 195 |
| 05:30 PM | 0 | 85 | 3 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 11 | 56 | 0 | 0 | 67 | 2 | 0 | 11 | 0 | 13 | 168 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 300 | 7 | 0 | 307 | 0 | 0 | 0 | 0 | 0 | 31 | 199 | 0 | 0 | 230 | 6 | 0 | 38 | 0 | 44 | 581 |
| Grand Total | 0 | 1123 | 29 | 0 | 1152 | 0 | 0 | 0 | 0 | 0 | 166 | 1140 | 0 | 0 | 1306 | 35 | 0 | 182 | 0 | 217 | 2675 |
| Apprch % | 0 | 97.5 | 2.5 | 0 | | 0 | 0 | 0 | 0 | | 12.7 | 87.3 | 0 | 0 | | 16.1 | 0 | 83.9 | 0 | | |
| Total % | 0 | 42 | 1.1 | 0 | 43.1 | 0 | 0 | 0 | 0 | 0 | 6.2 | 42.6 | 0 | 0 | 48.8 | 1.3 | 0 | 6.8 | 0 | 8.1 | |
| Cars | 0 | 1106 | 29 | 0 | 1135 | 0 | 0 | 0 | 0 | 0 | 161 | 1130 | 0 | 0 | 1291 | 34 | 0 | 180 | 0 | 214 | 2640 |
| % Cars | 0 | 98.5 | 100 | 0 | 98.5 | 0 | 0 | 0 | 0 | 0 | 97 | 99.1 | 0 | 0 | 98.9 | 97.1 | 0 | 98.9 | 0 | 98.6 | 98.7 |
| Trucks | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 0 | 0 | 15 | 1 | 0 | 2 | 0 | 3 | 35 |
| % Trucks | 0 | 1.5 | 0 | 0 | 1.5 | 0 | 0 | 0 | 0 | 0 | 3 | 0.9 | 0 | 0 | 1.1 | 2.9 | 0 | 1.1 | 0 | 1.4 | 1.3 |

| | NM47 From North | | | | | EDEAL From East | | | | | NM47 From South | | | | | EDEAL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 11 | 88 | 0 | 0 | 99 | 2 | 0 | 6 | 0 | 8 | 151 |
| 08:00 AM | 0 | 63 | 2 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 12 | 68 | 0 | 0 | 80 | 1 | 0 | 6 | 0 | 7 | 152 |
| 08:15 AM | 0 | **77** | **4** | 0 | **81** | 0 | 0 | 0 | 0 | 0 | **16** | 71 | 0 | 0 | 87 | **3** | 0 | **19** | 0 | **22** | **190** |
| 08:30 AM | 0 | 52 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 14 | **97** | 0 | 0 | **111** | 1 | 0 | 8 | 0 | 9 | 173 |
| Total Volume | 0 | 236 | 7 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 53 | 324 | 0 | 0 | 377 | 7 | 0 | 39 | 0 | 46 | 666 |
| % App. Total | 0 | 97.1 | 2.9 | 0 | | 0 | 0 | 0 | 0 | | 14.1 | 85.9 | 0 | 0 | | 15.2 | 0 | 84.8 | 0 | | |
| PHF | .000 | .766 | .438 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .828 | .835 | .000 | .000 | .849 | .583 | .000 | .513 | .000 | .523 | .876 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 25-NM47 Edeal
Site Code : 25
Start Date : 2/12/2019


| | NM47 From North | | | | | EDEAL From East | | | | | NM47 From South | | | | | EDEAL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 96 | 1 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 8 | 80 | 0 | 0 | 88 | 2 | 0 | **20** | 0 | 22 | 207 |
| 04:30 PM | 0 | 112 | 2 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | **10** | 68 | 0 | 0 | 78 | **6** | 0 | 17 | 0 | **23** | 215 |
| 04:45 PM | 0 | 106 | **3** | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 6 | **87** | 0 | 0 | **93** | 4 | 0 | 17 | 0 | 21 | **223** |
| 05:00 PM | 0 | **118** | 1 | 0 | **119** | 0 | 0 | 0 | 0 | 0 | 8 | 72 | 0 | 0 | 80 | 2 | 0 | 17 | 0 | 19 | 218 |
| Total Volume | 0 | 432 | 7 | 0 | 439 | 0 | 0 | 0 | 0 | 0 | 32 | 307 | 0 | 0 | 339 | 14 | 0 | 71 | 0 | 85 | 863 |
| % App. Total | 0 | 98.4 | 1.6 | 0 | | 0 | 0 | 0 | 0 | | 9.4 | 90.6 | 0 | 0 | | 16.5 | 0 | 83.5 | 0 | | |
| PHF | .000 | .915 | .583 | .000 | .922 | .000 | .000 | .000 | .000 | .000 | .800 | .882 | .000 | .000 | .911 | .583 | .000 | .888 | .000 | .924 | .967 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 25-NM47 Edeal
Site Code : 25
Start Date : 2/12/2019


**Groups Printed- Cars**

| | NM47 From North | | | | | EDEAL From East | | | | | NM47 From South | | | | | EDEAL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 12 | 78 | 0 | 0 | 90 | 2 | 0 | 8 | 0 | 10 | 140 |
| 07:15 AM | 0 | 49 | 2 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 16 | 80 | 0 | 0 | 96 | 2 | 0 | 14 | 0 | 16 | 163 |
| 07:30 AM | 0 | 39 | 1 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 11 | 92 | 0 | 0 | 103 | 4 | 0 | 11 | 0 | 15 | 158 |
| 07:45 AM | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 11 | 87 | 0 | 0 | 98 | 1 | 0 | 6 | 0 | 7 | 148 |
| Total | 0 | 171 | 3 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 50 | 337 | 0 | 0 | 387 | 9 | 0 | 39 | 0 | 48 | 609 |
| 08:00 AM | 0 | 61 | 2 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 12 | 68 | 0 | 0 | 80 | 1 | 0 | 6 | 0 | 7 | 150 |
| 08:15 AM | 0 | 76 | 4 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 15 | 70 | 0 | 0 | 85 | 3 | 0 | 19 | 0 | 22 | 187 |
| 08:30 AM | 0 | 51 | 1 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 13 | 96 | 0 | 0 | 109 | 1 | 0 | 8 | 0 | 9 | 170 |
| 08:45 AM | 0 | 42 | 4 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 10 | 48 | 0 | 0 | 58 | 0 | 0 | 5 | 0 | 5 | 109 |
| Total | 0 | 230 | 11 | 0 | 241 | 0 | 0 | 0 | 0 | 0 | 50 | 282 | 0 | 0 | 332 | 5 | 0 | 38 | 0 | 43 | 616 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 92 | 2 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 8 | 81 | 0 | 0 | 89 | 2 | 0 | 11 | 0 | 13 | 196 |
| 04:15 PM | 0 | 96 | 1 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 7 | 79 | 0 | 0 | 86 | 2 | 0 | 20 | 0 | 22 | 205 |
| 04:30 PM | 0 | 112 | 2 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 9 | 66 | 0 | 0 | 75 | 6 | 0 | 17 | 0 | 23 | 212 |
| 04:45 PM | 0 | 106 | 3 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 6 | 86 | 0 | 0 | 92 | 4 | 0 | 17 | 0 | 21 | 222 |
| Total | 0 | 406 | 8 | 0 | 414 | 0 | 0 | 0 | 0 | 0 | 30 | 312 | 0 | 0 | 342 | 14 | 0 | 65 | 0 | 79 | 835 |
| 05:00 PM | 0 | 118 | 1 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 8 | 72 | 0 | 0 | 80 | 2 | 0 | 17 | 0 | 19 | 218 |
| 05:15 PM | 0 | 96 | 3 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 12 | 71 | 0 | 0 | 83 | 2 | 0 | 10 | 0 | 12 | 194 |
| 05:30 PM | 0 | 85 | 3 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 11 | 56 | 0 | 0 | 67 | 2 | 0 | 11 | 0 | 13 | 168 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 299 | 7 | 0 | 306 | 0 | 0 | 0 | 0 | 0 | 31 | 199 | 0 | 0 | 230 | 6 | 0 | 38 | 0 | 44 | 580 |
| Grand Total | 0 | 1106 | 29 | 0 | 1135 | 0 | 0 | 0 | 0 | 0 | 161 | 1130 | 0 | 0 | 1291 | 34 | 0 | 180 | 0 | 214 | 2640 |
| Apprch % | 0 | 97.4 | 2.6 | 0 | | 0 | 0 | 0 | 0 | | 12.5 | 87.5 | 0 | 0 | | 15.9 | 0 | 84.1 | 0 | | |
| Total % | 0 | 41.9 | 1.1 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 6.1 | 42.8 | 0 | 0 | 48.9 | 1.3 | 0 | 6.8 | 0 | 8.1 | |

| | NM47 From North | | | | | EDEAL From East | | | | | NM47 From South | | | | | EDEAL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 11 | 87 | 0 | 0 | 98 | 1 | 0 | 6 | 0 | 7 | 148 |
| 08:00 AM | 0 | 61 | 2 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 12 | 68 | 0 | 0 | 80 | 1 | 0 | 6 | 0 | 7 | 150 |
| 08:15 AM | 0 | **76** | **4** | 0 | **80** | 0 | 0 | 0 | 0 | 0 | **15** | 70 | 0 | 0 | 85 | **3** | 0 | **19** | 0 | **22** | **187** |
| 08:30 AM | 0 | 51 | 1 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 13 | **96** | 0 | 0 | **109** | 1 | 0 | 8 | 0 | 9 | 170 |
| Total Volume | 0 | 231 | 7 | 0 | 238 | 0 | 0 | 0 | 0 | 0 | 51 | 321 | 0 | 0 | 372 | 6 | 0 | 39 | 0 | 45 | 655 |
| % App. Total | 0 | 97.1 | 2.9 | 0 | | 0 | 0 | 0 | 0 | | 13.7 | 86.3 | 0 | 0 | | 13.3 | 0 | 86.7 | 0 | | |
| PHF | .000 | .760 | .438 | .000 | .744 | .000 | .000 | .000 | .000 | .000 | .850 | .836 | .000 | .000 | .853 | .500 | .000 | .513 | .000 | .511 | .876 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 96 | 1 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 7 | 79 | 0 | 0 | 86 | 2 | 0 | 20 | | | |
| 04:30 PM | 0 | 112 | 2 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 9 | 66 | 0 | 0 | 75 | 6 | 0 | 17 | 0 | 23 | 212 |
| 04:45 PM | 0 | 106 | 3 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 6 | 86 | 0 | 0 | 92 | 4 | 0 | 17 | 0 | 21 | 222 |
| 05:00 PM | 0 | 118 | 1 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 8 | 72 | 0 | 0 | 80 | 2 | 0 | 17 | 0 | 19 | 218 |
| Total Volume | 0 | 432 | 7 | 0 | 439 | 0 | 0 | 0 | 0 | 0 | 30 | 303 | 0 | 0 | 333 | 14 | 0 | 71 | 0 | 85 | 857 |
| % App. Total | 0 | 98.4 | 1.6 | 0 | | 0 | 0 | 0 | 0 | | 9 | 91 | 0 | 0 | | 16.5 | 0 | 83.5 | 0 | | |
| PHF | .000 | .915 | .583 | .000 | .922 | .000 | .000 | .000 | .000 | .000 | .833 | .881 | .000 | .000 | .905 | .583 | .000 | .888 | .000 | .924 | .965 |

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 25-NM47 Edeal
Site Code : 25
Start Date : 2/12/2019
Page No : 4

**Groups Printed- Trucks**

| | NM47 From North | | | | | EDEAL From East | | | | | NM47 From South | | | | | EDEAL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 AM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 3 |
| Total | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 15 |
| 08:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 11 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 8 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 0 | 0 | 15 | 1 | 0 | 2 | 0 | 3 | 35 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 33.3 | 66.7 | 0 | 0 | | 33.3 | 0 | 66.7 | 0 | | |
| Total % | 0 | 48.6 | 0 | 0 | 48.6 | 0 | 0 | 0 | 0 | 0 | 14.3 | 28.6 | 0 | 0 | 42.9 | 2.9 | 0 | 5.7 | 0 | 8.6 | |

| | NM47 From North | | | | | EDEAL From East | | | | | NM47 From South | | | | | EDEAL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 AM | 0 | **6** | 0 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **7** |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 1 | 3 |
| 08:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 17 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 50 | 50 | 0 | 0 | | 50 | 0 | 50 | 0 | | |
| PHF | .000 | .542 | .000 | .000 | .542 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .500 | .250 | .000 | .250 | .000 | .500 | .607 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | | | 1 | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 8 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 28.6 | 71.4 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .500 | .625 | .000 | .000 | .583 | .000 | .000 | .000 | .000 | .000 | .667 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 25-NM47 Edeal
Site Code : 25
Start Date : 2/12/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM47 From North | | | | | EDEAL From East | | | | | NM47 From South | | | | | EDEAL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 12 | 78 | 0 | 0 | 90 | 2 | 0 | 8 | 0 | 10 | 140 |
| 07:15 AM | 0 | 53 | 2 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 17 | 80 | 0 | 0 | 97 | 2 | 0 | 14 | 0 | 16 | 168 |
| 07:30 AM | 0 | 45 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 11 | 92 | 0 | 0 | 103 | 4 | 0 | 12 | 0 | 16 | 165 |
| 07:45 AM | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 11 | 88 | 0 | 0 | 99 | 2 | 0 | 6 | 0 | 8 | 151 |
| Total | 0 | 182 | 3 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 51 | 338 | 0 | 0 | 389 | 10 | 0 | 40 | 0 | 50 | 624 |
| 08:00 AM | 0 | 63 | 2 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 12 | 68 | 0 | 0 | 80 | 1 | 0 | 6 | 0 | 7 | 152 |
| 08:15 AM | 0 | 77 | 4 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 16 | 71 | 0 | 0 | 87 | 3 | 0 | 19 | 0 | 22 | 190 |
| 08:30 AM | 0 | 52 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 14 | 97 | 0 | 0 | 111 | 1 | 0 | 8 | 0 | 9 | 173 |
| 08:45 AM | 0 | 42 | 4 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 10 | 50 | 0 | 0 | 60 | 0 | 0 | 6 | 0 | 6 | 112 |
| Total | 0 | 234 | 11 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 52 | 286 | 0 | 0 | 338 | 5 | 0 | 39 | 0 | 44 | 627 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 93 | 2 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 8 | 82 | 0 | 0 | 90 | 2 | 0 | 11 | 0 | 13 | 198 |
| 04:15 PM | 0 | 96 | 1 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 8 | 80 | 0 | 0 | 88 | 2 | 0 | 20 | 0 | 22 | 207 |
| 04:30 PM | 0 | 112 | 2 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 10 | 68 | 0 | 0 | 78 | 6 | 0 | 17 | 0 | 23 | 215 |
| 04:45 PM | 0 | 106 | 3 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 6 | 87 | 0 | 0 | 93 | 4 | 0 | 17 | 0 | 21 | 223 |
| Total | 0 | 407 | 8 | 0 | 415 | 0 | 0 | 0 | 0 | 0 | 32 | 317 | 0 | 0 | 349 | 14 | 0 | 65 | 0 | 79 | 843 |
| 05:00 PM | 0 | 118 | 1 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 8 | 72 | 0 | 0 | 80 | 2 | 0 | 17 | 0 | 19 | 218 |
| 05:15 PM | 0 | 97 | 3 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 71 | 0 | 0 | 83 | 2 | 0 | 10 | 0 | 12 | 195 |
| 05:30 PM | 0 | 85 | 3 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 11 | 56 | 0 | 0 | 67 | 2 | 0 | 11 | 0 | 13 | 168 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 300 | 7 | 0 | 307 | 0 | 0 | 0 | 0 | 0 | 31 | 199 | 0 | 0 | 230 | 6 | 0 | 38 | 0 | 44 | 581 |
| Grand Total | 0 | 1123 | 29 | 0 | 1152 | 0 | 0 | 0 | 0 | 0 | 166 | 1140 | 0 | 0 | 1306 | 35 | 0 | 182 | 0 | 217 | 2675 |
| Apprch % | 0 | 97.5 | 2.5 | 0 | | 0 | 0 | 0 | 0 | | 12.7 | 87.3 | 0 | 0 | | 16.1 | 0 | 83.9 | 0 | | |
| Total % | 0 | 42 | 1.1 | 0 | 43.1 | 0 | 0 | 0 | 0 | 0 | 6.2 | 42.6 | 0 | 0 | 48.8 | 1.3 | 0 | 6.8 | 0 | 8.1 | |

| | NM47 From North | | | | | EDEAL From East | | | | | NM47 From South | | | | | EDEAL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 44 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 11 | 88 | 0 | 0 | 99 | 2 | 0 | 6 | 0 | 8 | 151 |
| 08:00 AM | 0 | 63 | 2 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 12 | 68 | 0 | 0 | 80 | 1 | 0 | 6 | 0 | 7 | 152 |
| 08:15 AM | 0 | **77** | **4** | 0 | **81** | 0 | 0 | 0 | 0 | 0 | **16** | 71 | 0 | 0 | 87 | **3** | 0 | **19** | 0 | **22** | **190** |
| 08:30 AM | 0 | 52 | 1 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 14 | **97** | 0 | 0 | **111** | 1 | 0 | 8 | 0 | 9 | 173 |
| Total Volume | 0 | 236 | 7 | 0 | 243 | 0 | 0 | 0 | 0 | 0 | 53 | 324 | 0 | 0 | 377 | 7 | 0 | 39 | 0 | 46 | 666 |
| % App. Total | 0 | 97.1 | 2.9 | 0 | | 0 | 0 | 0 | 0 | | 14.1 | 85.9 | 0 | 0 | | 15.2 | 0 | 84.8 | 0 | | |
| PHF | .000 | .766 | .438 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .828 | .835 | .000 | .000 | .849 | .583 | .000 | .513 | .000 | .523 | .876 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 96 | 1 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 8 | 80 | 0 | 0 | 88 | 2 | 0 | 20 | | | |
| 04:30 PM | 0 | 112 | 2 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 10 | 68 | 0 | 0 | 78 | 6 | 0 | 17 | 0 | 23 | 215 |
| 04:45 PM | 0 | 106 | 3 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 6 | 87 | 0 | 0 | 93 | 4 | 0 | 17 | 0 | 21 | 223 |
| 05:00 PM | 0 | 118 | 1 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 8 | 72 | 0 | 0 | 80 | 2 | 0 | 17 | 0 | 19 | 218 |
| Total Volume | 0 | 432 | 7 | 0 | 439 | 0 | 0 | 0 | 0 | 0 | 32 | 307 | 0 | 0 | 339 | 14 | 0 | 71 | 0 | 85 | 863 |
| % App. Total | 0 | 98.4 | 1.6 | 0 | | 0 | 0 | 0 | 0 | | 9.4 | 90.6 | 0 | 0 | | 16.5 | 0 | 83.5 | 0 | | |
| PHF | .000 | .915 | .583 | .000 | .922 | .000 | .000 | .000 | .000 | .000 | .800 | .882 | .000 | .000 | .911 | .583 | .000 | .888 | .000 | .924 | .967 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 26-27-I25 Exit195 North
Site Code : 2627
Start Date : 2/7/2019


**Groups Printed- Cars - Trucks**

| | I25 SB From North | | | | | EXIT195 From East | | | | | I25 SB From South | | | | | EXIT195 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 96 | 28 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 349 |
| 07:15 AM | 0 | 70 | 36 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 0 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 333 |
| 07:30 AM | 0 | 92 | 42 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 318 |
| 07:45 AM | 0 | 100 | 56 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 345 |
| Total | 0 | 358 | 162 | 0 | 520 | 0 | 0 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 825 | 0 | 0 | 0 | 0 | 0 | 1345 |
| | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 85 | 42 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 289 |
| 08:15 AM | 0 | 96 | 47 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 325 |
| 08:30 AM | 0 | 91 | 45 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 276 |
| 08:45 AM | 0 | 117 | 47 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 322 |
| Total | 0 | 389 | 181 | 0 | 570 | 0 | 0 | 0 | 0 | 0 | 0 | 642 | 0 | 0 | 642 | 0 | 0 | 0 | 0 | 0 | 1212 |
| | | | | | | | | | | | | | | | | | | | | | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 146 | 148 | 0 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 476 |
| 04:15 PM | 0 | 126 | 131 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 428 |
| 04:30 PM | 0 | 130 | 142 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 463 |
| 04:45 PM | 0 | 130 | 119 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 454 |
| Total | 0 | 532 | 540 | 0 | 1072 | 0 | 0 | 0 | 0 | 0 | 0 | 749 | 0 | 0 | 749 | 0 | 0 | 0 | 0 | 0 | 1821 |
| | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 148 | 118 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 442 |
| 05:15 PM | 0 | 135 | 113 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 432 |
| 05:30 PM | 0 | 107 | 120 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 390 |
| 05:45 PM | 0 | 123 | 111 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 386 |
| Total | 0 | 513 | 462 | 0 | 975 | 0 | 0 | 0 | 0 | 0 | 0 | 675 | 0 | 0 | 675 | 0 | 0 | 0 | 0 | 0 | 1650 |
| | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 1792 | 1345 | 0 | 3137 | 0 | 0 | 0 | 0 | 0 | 0 | 2891 | 0 | 0 | 2891 | 0 | 0 | 0 | 0 | 0 | 6028 |
| Apprch % | 0 | 57.1 | 42.9 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 29.7 | 22.3 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | |
| Cars | 0 | 1603 | 1305 | 0 | 2908 | 0 | 0 | 0 | 0 | 0 | 0 | 2678 | 0 | 0 | 2678 | 0 | 0 | 0 | 0 | 0 | 5586 |
| % Cars | 0 | 89.5 | 97 | 0 | 92.7 | 0 | 0 | 0 | 0 | 0 | 0 | 92.6 | 0 | 0 | 92.6 | 0 | 0 | 0 | 0 | 0 | 92.7 |
| Trucks | 0 | 189 | 40 | 0 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 442 |
| % Trucks | 0 | 10.5 | 3 | 0 | 7.3 | 0 | 0 | 0 | 0 | 0 | 0 | 7.4 | 0 | 0 | 7.4 | 0 | 0 | 0 | 0 | 0 | 7.3 |

| | I25 SB From North | | | | | EXIT195 From East | | | | | I25 SB From South | | | | | EXIT195 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 96 | 28 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | **349** |
| 07:15 AM | 0 | 70 | 36 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | **227** | 0 | 0 | **227** | 0 | 0 | 0 | 0 | 0 | 333 |
| 07:30 AM | 0 | 92 | 42 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 318 |
| 07:45 AM | 0 | **100** | **56** | 0 | **156** | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 345 |
| Total Volume | 0 | 358 | 162 | 0 | 520 | 0 | 0 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 825 | 0 | 0 | 0 | 0 | 0 | 1345 |
| % App. Total | 0 | 68.8 | 31.2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .895 | .723 | .000 | .833 | .000 | .000 | .000 | .000 | .000 | .000 | .909 | .000 | .000 | .909 | .000 | .000 | .000 | .000 | .000 | .963 |

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 26-27-I25 Exit195 North
Site Code : 2627
Start Date : 2/7/2019
Page No : 2

| | I25 SB From North | | | | | EXIT195 From East | | | | | I25 SB From South | | | | | EXIT195 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **146** | **148** | 0 | **294** | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | **476** |
| 04:15 PM | 0 | 126 | 131 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 428 |
| 04:30 PM | 0 | 130 | 142 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 463 |
| 04:45 PM | 0 | 130 | 119 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | **205** | 0 | 0 | **205** | 0 | 0 | 0 | 0 | 0 | 454 |
| Total Volume | 0 | 532 | 540 | 0 | 1072 | 0 | 0 | 0 | 0 | 0 | 0 | 749 | 0 | 0 | 749 | 0 | 0 | 0 | 0 | 0 | 1821 |
| % App. Total | 0 | 49.6 | 50.4 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .911 | .912 | .000 | .912 | .000 | .000 | .000 | .000 | .000 | .000 | .913 | .000 | .000 | .913 | .000 | .000 | .000 | .000 | .000 | .956 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 26-27-I25 Exit195 North
Site Code : 2627
Start Date : 2/7/2019


**Groups Printed- Cars**

| | I25 SB From North | | | | | EXIT195 From East | | | | | I25 SB From South | | | | | EXIT195 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 85 | 25 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 219 | 0 | 0 | 219 | 0 | 0 | 0 | 0 | 0 | 329 |
| 07:15 AM | 0 | 64 | 34 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 0 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 308 |
| 07:30 AM | 0 | 87 | 40 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 301 |
| 07:45 AM | 0 | 91 | 56 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 323 |
| Total | 0 | 327 | 155 | 0 | 482 | 0 | 0 | 0 | 0 | 0 | 0 | 779 | 0 | 0 | 779 | 0 | 0 | 0 | 0 | 0 | 1261 |
| 08:00 AM | 0 | 72 | 40 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 255 |
| 08:15 AM | 0 | 82 | 43 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 0 | 0 | 167 | 0 | 0 | 0 | 0 | 0 | 292 |
| 08:30 AM | 0 | 73 | 43 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 238 |
| 08:45 AM | 0 | 101 | 41 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 286 |
| Total | 0 | 328 | 167 | 0 | 495 | 0 | 0 | 0 | 0 | 0 | 0 | 576 | 0 | 0 | 576 | 0 | 0 | 0 | 0 | 0 | 1071 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 132 | 142 | 0 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 0 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 444 |
| 04:15 PM | 0 | 114 | 130 | 0 | 244 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 409 |
| 04:30 PM | 0 | 121 | 139 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 440 |
| 04:45 PM | 0 | 119 | 116 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 424 |
| Total | 0 | 486 | 527 | 0 | 1013 | 0 | 0 | 0 | 0 | 0 | 0 | 704 | 0 | 0 | 704 | 0 | 0 | 0 | 0 | 0 | 1717 |
| 05:00 PM | 0 | 134 | 117 | 0 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 415 |
| 05:15 PM | 0 | 128 | 112 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 0 | 0 | 169 | 0 | 0 | 0 | 0 | 0 | 409 |
| 05:30 PM | 0 | 94 | 117 | 0 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 147 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 358 |
| 05:45 PM | 0 | 106 | 110 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 355 |
| Total | 0 | 462 | 456 | 0 | 918 | 0 | 0 | 0 | 0 | 0 | 0 | 619 | 0 | 0 | 619 | 0 | 0 | 0 | 0 | 0 | 1537 |
| Grand Total | 0 | 1603 | 1305 | 0 | 2908 | 0 | 0 | 0 | 0 | 0 | 0 | 2678 | 0 | 0 | 2678 | 0 | 0 | 0 | 0 | 0 | 5586 |
| Apprch % | 0 | 55.1 | 44.9 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 28.7 | 23.4 | 0 | 52.1 | 0 | 0 | 0 | 0 | 0 | 0 | 47.9 | 0 | 0 | 47.9 | 0 | 0 | 0 | 0 | 0 | |

| | I25 SB From North | | | | | EXIT195 From East | | | | | I25 SB From South | | | | | EXIT195 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 85 | 25 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | **219** | 0 | 0 | **219** | 0 | 0 | 0 | 0 | 0 | **329** |
| 07:15 AM | 0 | 64 | 34 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 0 | 0 | 210 | 0 | 0 | 0 | 0 | 0 | 308 |
| 07:30 AM | 0 | 87 | 40 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 301 |
| 07:45 AM | 0 | **91** | **56** | 0 | **147** | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 323 |
| Total Volume | 0 | 327 | 155 | 0 | 482 | 0 | 0 | 0 | 0 | 0 | 0 | 779 | 0 | 0 | 779 | 0 | 0 | 0 | 0 | 0 | 1261 |
| % App. Total | 0 | 67.8 | 32.2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .898 | .692 | .000 | .820 | .000 | .000 | .000 | .000 | .000 | .000 | .889 | .000 | .000 | .889 | .000 | .000 | .000 | .000 | .000 | .958 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 132 | 142 | | 274 | | | | | | | | | | | | | | | | 444 |
| 04:15 PM | 0 | 114 | 130 | 0 | 244 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 409 |
| 04:30 PM | 0 | 121 | 139 | 0 | 260 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 440 |
| 04:45 PM | 0 | 119 | 116 | 0 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 424 |
| Total Volume | 0 | 486 | 527 | 0 | 1013 | 0 | 0 | 0 | 0 | 0 | 0 | 704 | 0 | 0 | 704 | 0 | 0 | 0 | 0 | 0 | 1717 |
| % App. Total | 0 | 48 | 52 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .920 | .928 | .000 | .924 | .000 | .000 | .000 | .000 | .000 | .000 | .931 | .000 | .000 | .931 | .000 | .000 | .000 | .000 | .000 | .967 |

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I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 26-27-I25 Exit195 North
Site Code : 2627
Start Date : 2/7/2019


**Groups Printed- Trucks**

| | I25 SB From North | | | | | EXIT195 From East | | | | | I25 SB From South | | | | | EXIT195 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 11 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:15 AM | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 25 |
| 07:30 AM | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:45 AM | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 22 |
| Total | 0 | 31 | 7 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 84 |
| 08:00 AM | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 34 |
| 08:15 AM | 0 | 14 | 4 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 33 |
| 08:30 AM | 0 | 18 | 2 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 38 |
| 08:45 AM | 0 | 16 | 6 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 36 |
| Total | 0 | 61 | 14 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 141 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 14 | 6 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 32 |
| 04:15 PM | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 19 |
| 04:30 PM | 0 | 9 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 23 |
| 04:45 PM | 0 | 11 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 30 |
| Total | 0 | 46 | 13 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 104 |
| 05:00 PM | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 27 |
| 05:15 PM | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:30 PM | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 32 |
| 05:45 PM | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 31 |
| Total | 0 | 51 | 6 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 113 |
| Grand Total | 0 | 189 | 40 | 0 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 0 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 442 |
| Apprch % | 0 | 82.5 | 17.5 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 42.8 | 9 | 0 | 51.8 | 0 | 0 | 0 | 0 | 0 | 0 | 48.2 | 0 | 0 | 48.2 | 0 | 0 | 0 | 0 | 0 | |

| | I25 SB From North | | | | | EXIT195 From East | | | | | I25 SB From South | | | | | EXIT195 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | **19** | 0 | 0 | **19** | 0 | 0 | 0 | 0 | 0 | 34 |
| 08:15 AM | 0 | 14 | 4 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 33 |
| 08:30 AM | 0 | **18** | 2 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | **38** |
| 08:45 AM | 0 | 16 | **6** | 0 | **22** | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 36 |
| Total Volume | 0 | 61 | 14 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 141 |
| % App. Total | 0 | 81.3 | 18.7 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .847 | .583 | .000 | .852 | .000 | .000 | .000 | .000 | .000 | .000 | .868 | .000 | .000 | .868 | .000 | .000 | .000 | .000 | .000 | .928 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 27 |
| 05:15 PM | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 23 |
| 05:30 PM | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 32 |
| 05:45 PM | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 31 |
| Total Volume | 0 | 51 | 6 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 113 |
| % App. Total | 0 | 89.5 | 10.5 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .500 | .000 | .792 | .000 | .000 | .000 | .000 | .000 | .000 | .875 | .000 | .000 | .875 | .000 | .000 | .000 | .000 | .000 | .883 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 26-27-I25 Exit195 North
Site Code : 2627
Start Date : 2/7/2019


**Groups Printed- Combined (Cars+Trucks**

| | I25 SB From North | | | | | EXIT195 From East | | | | | I25 SB From South | | | | | EXIT195 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 96 | 28 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | 349 |
| 07:15 AM | 0 | 70 | 36 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 0 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 333 |
| 07:30 AM | 0 | 92 | 42 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 318 |
| 07:45 AM | 0 | 100 | 56 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 345 |
| Total | 0 | 358 | 162 | 0 | 520 | 0 | 0 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 825 | 0 | 0 | 0 | 0 | 0 | 1345 |
| 08:00 AM | 0 | 85 | 42 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 289 |
| 08:15 AM | 0 | 96 | 47 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 325 |
| 08:30 AM | 0 | 91 | 45 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 276 |
| 08:45 AM | 0 | 117 | 47 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 322 |
| Total | 0 | 389 | 181 | 0 | 570 | 0 | 0 | 0 | 0 | 0 | 0 | 642 | 0 | 0 | 642 | 0 | 0 | 0 | 0 | 0 | 1212 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 146 | 148 | 0 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 476 |
| 04:15 PM | 0 | 126 | 131 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 428 |
| 04:30 PM | 0 | 130 | 142 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 463 |
| 04:45 PM | 0 | 130 | 119 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 454 |
| Total | 0 | 532 | 540 | 0 | 1072 | 0 | 0 | 0 | 0 | 0 | 0 | 749 | 0 | 0 | 749 | 0 | 0 | 0 | 0 | 0 | 1821 |
| 05:00 PM | 0 | 148 | 118 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | 0 | 0 | 176 | 0 | 0 | 0 | 0 | 0 | 442 |
| 05:15 PM | 0 | 135 | 113 | 0 | 248 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 432 |
| 05:30 PM | 0 | 107 | 120 | 0 | 227 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 390 |
| 05:45 PM | 0 | 123 | 111 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 386 |
| Total | 0 | 513 | 462 | 0 | 975 | 0 | 0 | 0 | 0 | 0 | 0 | 675 | 0 | 0 | 675 | 0 | 0 | 0 | 0 | 0 | 1650 |
| Grand Total | 0 | 1792 | 1345 | 0 | 3137 | 0 | 0 | 0 | 0 | 0 | 0 | 2891 | 0 | 0 | 2891 | 0 | 0 | 0 | 0 | 0 | 6028 |
| Apprch % | 0 | 57.1 | 42.9 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 29.7 | 22.3 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | |

| | I25 SB From North | | | | | EXIT195 From East | | | | | I25 SB From South | | | | | EXIT195 From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 96 | 28 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | 0 | 0 | 225 | 0 | 0 | 0 | 0 | 0 | **349** |
| 07:15 AM | 0 | 70 | 36 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | **227** | 0 | 0 | **227** | 0 | 0 | 0 | 0 | 0 | 333 |
| 07:30 AM | 0 | 92 | 42 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 318 |
| 07:45 AM | 0 | **100** | **56** | 0 | **156** | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 0 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 345 |
| Total Volume | 0 | 358 | 162 | 0 | 520 | 0 | 0 | 0 | 0 | 0 | 0 | 825 | 0 | 0 | 825 | 0 | 0 | 0 | 0 | 0 | 1345 |
| % App. Total | 0 | 68.8 | 31.2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .895 | .723 | .000 | .833 | .000 | .000 | .000 | .000 | .000 | .000 | .909 | .000 | .000 | .909 | .000 | .000 | .000 | .000 | .000 | .963 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 146 | 148 | | 294 | | | | | | | | | | | | | | | | 476 |
| 04:15 PM | 0 | 126 | 131 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 428 |
| 04:30 PM | 0 | 130 | 142 | 0 | 272 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 463 |
| 04:45 PM | 0 | 130 | 119 | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 454 |
| Total Volume | 0 | 532 | 540 | 0 | 1072 | 0 | 0 | 0 | 0 | 0 | 0 | 749 | 0 | 0 | 749 | 0 | 0 | 0 | 0 | 0 | 1821 |
| % App. Total | 0 | 49.6 | 50.4 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .911 | .912 | .000 | .912 | .000 | .000 | .000 | .000 | .000 | .000 | .913 | .000 | .000 | .913 | .000 | .000 | .000 | .000 | .000 | .956 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 28-I25 Exit195
Site Code : 28
Start Date : 2/7/2019


**Groups Printed- Cars - Trucks**

| | EXIT 195E From North | | | | | I25 BL From East | | | | | EXIT 195E From South | | | | | I25 BL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 123 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 0 | 36 | 164 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 110 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 52 | 166 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 95 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 2 | 0 | 41 | 138 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 3 | 0 | 69 | 148 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 403 | 0 | 418 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 6 | 0 | 198 | 616 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 79 | 1 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 1 | 0 | 42 | 123 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 1 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 51 | 129 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 56 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 3 | 0 | 53 | 110 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 65 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 2 | 0 | 53 | 119 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 275 | 2 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 6 | 0 | 199 | 481 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 67 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 4 | 0 | 131 | 222 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 70 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 3 | 0 | 145 | 224 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 65 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 1 | 0 | 136 | 210 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 73 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 6 | 0 | 143 | 221 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 275 | 0 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 541 | 14 | 0 | 555 | 877 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 71 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 4 | 0 | 142 | 225 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 74 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 8 | 0 | 131 | 218 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 48 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 7 | 0 | 127 | 189 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 52 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 12 | 0 | 116 | 175 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 245 | 0 | 291 | 0 | 0 | 0 | 0 | 0 | 0 | 485 | 31 | 0 | 516 | 807 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 1198 | 2 | 1313 | 0 | 0 | 0 | 0 | 0 | 0 | 1411 | 57 | 0 | 1468 | 2781 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 8.6 | 91.2 | 0.2 | | 0 | 0 | 0 | 0 | | 0 | 96.1 | 3.9 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 4.1 | 43.1 | 0.1 | 47.2 | 0 | 0 | 0 | 0 | 0 | 0 | 50.7 | 2 | 0 | 52.8 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 1172 | 2 | 1283 | 0 | 0 | 0 | 0 | 0 | 0 | 1381 | 54 | 0 | 1435 | 2718 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 96.5 | 97.8 | 100 | 97.7 | 0 | 0 | 0 | 0 | 0 | 0 | 97.9 | 94.7 | 0 | 97.8 | 97.7 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 26 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 0 | 33 | 63 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 3.5 | 2.2 | 0 | 2.3 | 0 | 0 | 0 | 0 | 0 | 0 | 2.1 | 5.3 | 0 | 2.2 | 2.3 |

| | EXIT 195E From North | | | | | I25 BL From East | | | | | EXIT 195E From South | | | | | I25 BL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **123** | 0 | **128** | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 0 | 36 | 164 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 110 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 52 | **166** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 95 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 2 | 0 | 41 | 138 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | **3** | 0 | **69** | 148 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 403 | 0 | 418 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 6 | 0 | 198 | 616 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 3.6 | 96.4 | 0 | | 0 | 0 | 0 | 0 | | 0 | 97 | 3 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .819 | .000 | .816 | .000 | .000 | .000 | .000 | .000 | .000 | .727 | .500 | .000 | .717 | .928 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 28-I25 Exit195
Site Code : 28
Start Date : 2/7/2019


**Groups Printed- Cars**

| | EXIT 195E From North | | | | | I25 BL From East | | | | | EXIT 195E From South | | | | | I25 BL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 122 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 158 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 109 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 163 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 0 | 40 | 133 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 74 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 3 | 0 | 68 | 146 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 397 | 0 | 411 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 5 | 0 | 189 | 600 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 78 | 1 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 0 | 41 | 121 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 73 | 1 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 49 | 125 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 54 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 3 | 0 | 51 | 106 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 62 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 1 | 0 | 48 | 111 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 267 | 2 | 274 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 5 | 0 | 189 | 463 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 65 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 3 | 0 | 128 | 216 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 67 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 3 | 0 | 143 | 218 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 63 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 1 | 0 | 132 | 204 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 70 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 6 | 0 | 141 | 216 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 265 | 0 | 310 | 0 | 0 | 0 | 0 | 0 | 0 | 531 | 13 | 0 | 544 | 854 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 69 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 4 | 0 | 141 | 221 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 74 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 8 | 0 | 131 | 218 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 48 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 7 | 0 | 127 | 189 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 52 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 12 | 0 | 114 | 173 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 243 | 0 | 288 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 31 | 0 | 513 | 801 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 1172 | 2 | 1283 | 0 | 0 | 0 | 0 | 0 | 0 | 1381 | 54 | 0 | 1435 | 2718 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 8.5 | 91.3 | 0.2 | | 0 | 0 | 0 | 0 | | 0 | 96.2 | 3.8 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 43.1 | 0.1 | 47.2 | 0 | 0 | 0 | 0 | 0 | 0 | 50.8 | 2 | 0 | 52.8 | |

| | EXIT 195E From North | | | | | I25 BL From East | | | | | EXIT 195E From South | | | | | I25 BL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **122** | 0 | **127** | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 158 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 109 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | **163** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 92 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 0 | 40 | 133 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 74 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | **65** | **3** | 0 | **68** | 146 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 397 | 0 | 411 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 5 | 0 | 189 | 600 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 3.4 | 96.6 | 0 | | 0 | 0 | 0 | 0 | | 0 | 97.4 | 2.6 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .700 | .814 | .000 | .809 | .000 | .000 | .000 | .000 | .000 | .000 | .708 | .417 | .000 | .695 | .920 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 28-I25 Exit195
Site Code : 28
Start Date : 2/7/2019


**Groups Printed- Trucks**

| | EXIT 195E From North | | | | | I25 BL From East | | | | | EXIT 195E From South | | | | | I25 BL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 6 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 16 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 18 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 6 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 6 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 23 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 26 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 3 | 0 | 33 | 63 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 13.3 | 86.7 | 0 | | 0 | 0 | 0 | 0 | | 0 | 90.9 | 9.1 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 6.3 | 41.3 | 0 | 47.6 | 0 | 0 | 0 | 0 | 0 | 0 | 47.6 | 4.8 | 0 | 52.4 | |

| | EXIT 195E From North | | | | | I25 BL From East | | | | | EXIT 195E From South | | | | | I25 BL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **1** | 0 | **5** | **8** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 18 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | | 0 | 90 | 10 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .667 | .000 | .667 | .000 | .000 | .000 | .000 | .000 | .000 | .563 | .250 | .000 | .500 | .563 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 28-I25 Exit195
Site Code : 28
Start Date : 2/7/2019


**Groups Printed- Combined (Cars+Trucks)**

| | EXIT 195E From North | | | | | I25 BL From East | | | | | EXIT 195E From South | | | | | I25 BL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 123 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 0 | 36 | 164 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 110 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 52 | 166 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 95 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 2 | 0 | 41 | 138 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 3 | 0 | 69 | 148 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 403 | 0 | 418 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 6 | 0 | 198 | 616 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 79 | 1 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 1 | 0 | 42 | 123 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 1 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 51 | 129 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 56 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 3 | 0 | 53 | 110 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 65 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 2 | 0 | 53 | 119 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 275 | 2 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 6 | 0 | 199 | 481 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 67 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 4 | 0 | 131 | 222 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 70 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 3 | 0 | 145 | 224 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 65 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 1 | 0 | 136 | 210 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 73 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 6 | 0 | 143 | 221 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 275 | 0 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 541 | 14 | 0 | 555 | 877 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 71 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 4 | 0 | 142 | 225 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 74 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 8 | 0 | 131 | 218 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 48 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 7 | 0 | 127 | 189 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 52 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 12 | 0 | 116 | 175 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 245 | 0 | 291 | 0 | 0 | 0 | 0 | 0 | 0 | 485 | 31 | 0 | 516 | 807 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 1198 | 2 | 1313 | 0 | 0 | 0 | 0 | 0 | 0 | 1411 | 57 | 0 | 1468 | 2781 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 8.6 | 91.2 | 0.2 | | 0 | 0 | 0 | 0 | | 0 | 96.1 | 3.9 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 4.1 | 43.1 | 0.1 | 47.2 | 0 | 0 | 0 | 0 | 0 | 0 | 50.7 | 2 | 0 | 52.8 | |

| | EXIT 195E From North | | | | | I25 BL From East | | | | | EXIT 195E From South | | | | | I25 BL From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **5** | **123** | 0 | **128** | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 0 | 36 | 164 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 110 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 52 | **166** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 95 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 2 | 0 | 41 | 138 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | **66** | **3** | 0 | **69** | 148 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 403 | 0 | 418 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 6 | 0 | 198 | 616 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 3.6 | 96.4 | 0 | | 0 | 0 | 0 | 0 | | 0 | 97 | 3 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .819 | .000 | .816 | .000 | .000 | .000 | .000 | .000 | .000 | .727 | .500 | .000 | .717 | .928 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 29-NM314 SB Diverge
Site Code : 29
Start Date : 2/5/2019


**Groups Printed- Cars - Trucks**

| | NM 314 SB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 SB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 48 | 25 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 07:15 AM | 0 | 47 | 17 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 07:30 AM | 0 | 54 | 12 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 07:45 AM | 0 | 38 | 20 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Total | 0 | 187 | 74 | 0 | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| 08:00 AM | 0 | 59 | 25 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 08:15 AM | 0 | 63 | 26 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 08:30 AM | 0 | 64 | 27 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 08:45 AM | 0 | 48 | 19 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| Total | 0 | 234 | 97 | 0 | 331 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 90 | 32 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 04:15 PM | 0 | 97 | 43 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 04:30 PM | 0 | 70 | 20 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 04:45 PM | 0 | 84 | 21 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| Total | 0 | 341 | 116 | 0 | 457 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 |
| 05:00 PM | 0 | 61 | 26 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 05:15 PM | 0 | 81 | 30 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 05:30 PM | 0 | 103 | 29 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 05:45 PM | 0 | 46 | 24 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| Total | 0 | 291 | 109 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| Grand Total | 0 | 1053 | 396 | 0 | 1449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1449 |
| Apprch % | 0 | 72.7 | 27.3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 72.7 | 27.3 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Cars | 0 | 1031 | 383 | 0 | 1414 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1414 |
| % Cars | 0 | 97.9 | 96.7 | 0 | 97.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97.6 |
| Trucks | 0 | 22 | 13 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| % Trucks | 0 | 2.1 | 3.3 | 0 | 2.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.4 |

| | NM 314 SB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 SB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 59 | 25 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 08:15 AM | 0 | 63 | 26 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 08:30 AM | 0 | **64** | **27** | 0 | **91** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **91** |
| 08:45 AM | 0 | 48 | 19 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| Total Volume | 0 | 234 | 97 | 0 | 331 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| % App. Total | 0 | 70.7 | 29.3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .914 | .898 | .000 | .909 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .909 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 29-NM314 SB Diverge
Site Code : 29
Start Date : 2/5/2019


| | NM 314 SB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 SB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 90 | 32 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 04:15 PM | 0 | **97** | **43** | 0 | **140** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **140** |
| 04:30 PM | 0 | 70 | 20 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 04:45 PM | 0 | 84 | 21 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| Total Volume | 0 | 341 | 116 | 0 | 457 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 |
| % App. Total | 0 | 74.6 | 25.4 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .879 | .674 | .000 | .816 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .816 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 29-NM314 SB Diverge
Site Code : 29
Start Date : 2/5/2019


**Groups Printed- Cars**

| | NM 314 SB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 SB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 48 | 25 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 07:15 AM | 0 | 47 | 17 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 07:30 AM | 0 | 52 | 12 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 07:45 AM | 0 | 37 | 20 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Total | 0 | 184 | 74 | 0 | 258 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| 08:00 AM | 0 | 57 | 25 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 08:15 AM | 0 | 60 | 24 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 08:30 AM | 0 | 61 | 27 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 08:45 AM | 0 | 45 | 16 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Total | 0 | 223 | 92 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 88 | 30 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 04:15 PM | 0 | 96 | 41 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 04:30 PM | 0 | 69 | 18 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 04:45 PM | 0 | 83 | 20 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| Total | 0 | 336 | 109 | 0 | 445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| 05:00 PM | 0 | 60 | 26 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 05:15 PM | 0 | 79 | 29 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 05:30 PM | 0 | 103 | 29 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 05:45 PM | 0 | 46 | 24 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| Total | 0 | 288 | 108 | 0 | 396 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 396 |
| Grand Total | 0 | 1031 | 383 | 0 | 1414 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1414 |
| Apprch % | 0 | 72.9 | 27.1 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 72.9 | 27.1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | NM 314 SB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 SB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 57 | 25 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 08:15 AM | 0 | 60 | 24 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 08:30 AM | 0 | **61** | **27** | 0 | **88** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **88** |
| 08:45 AM | 0 | 45 | 16 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Total Volume | 0 | 223 | 92 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| % App. Total | 0 | 70.8 | 29.2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .914 | .852 | .000 | .895 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .895 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 88 | 30 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 04:15 PM | 0 | 96 | 41 | 0 | 137 | | | | | | | | | | | | | | | | 137 |
| 04:30 PM | 0 | 69 | 18 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 04:45 PM | 0 | 83 | 20 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| Total Volume | 0 | 336 | 109 | 0 | 445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 445 |
| % App. Total | 0 | 75.5 | 24.5 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .875 | .665 | .000 | .812 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .812 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 29-NM314 SB Diverge
Site Code : 29
Start Date : 2/5/2019


**Groups Printed- Trucks**

| | NM 314 SB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 SB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 11 | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 5 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Grand Total | 0 | 22 | 13 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| Apprch % | 0 | 62.9 | 37.1 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 62.9 | 37.1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | NM 314 SB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 SB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 0 | **3** | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 3 | **3** | 0 | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| Total Volume | 0 | 11 | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| % App. Total | 0 | 68.8 | 31.2 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .917 | .417 | .000 | .667 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .667 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 2 | 2 | | 4 | | | | | | | | | | | | | | | | 4 |
| 04:15 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 5 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| % App. Total | 0 | 41.7 | 58.3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .625 | .875 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .750 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 29-NM314 SB Diverge
Site Code : 29
Start Date : 2/5/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM 314 SB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 SB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 48 | 25 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 07:15 AM | 0 | 47 | 17 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 07:30 AM | 0 | 54 | 12 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 07:45 AM | 0 | 38 | 20 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Total | 0 | 187 | 74 | 0 | 261 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 261 |
| 08:00 AM | 0 | 59 | 25 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 08:15 AM | 0 | 63 | 26 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 08:30 AM | 0 | 64 | 27 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 08:45 AM | 0 | 48 | 19 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| Total | 0 | 234 | 97 | 0 | 331 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 90 | 32 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 04:15 PM | 0 | 97 | 43 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 04:30 PM | 0 | 70 | 20 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 04:45 PM | 0 | 84 | 21 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| Total | 0 | 341 | 116 | 0 | 457 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 |
| 05:00 PM | 0 | 61 | 26 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 05:15 PM | 0 | 81 | 30 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 05:30 PM | 0 | 103 | 29 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 05:45 PM | 0 | 46 | 24 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| Total | 0 | 291 | 109 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 |
| Grand Total | 0 | 1053 | 396 | 0 | 1449 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1449 |
| Apprch % | 0 | 72.7 | 27.3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 72.7 | 27.3 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | NM 314 SB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 SB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 59 | 25 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 08:15 AM | 0 | 63 | 26 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 08:30 AM | 0 | **64** | **27** | 0 | **91** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **91** |
| 08:45 AM | 0 | 48 | 19 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| Total Volume | 0 | 234 | 97 | 0 | 331 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 |
| % App. Total | 0 | 70.7 | 29.3 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .914 | .898 | .000 | .909 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .909 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 90 | 32 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 04:15 PM | 0 | 97 | 43 | 0 | 140 | | | | | | | | | | | | | | | | 140 |
| 04:30 PM | 0 | 70 | 20 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 04:45 PM | 0 | 84 | 21 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| Total Volume | 0 | 341 | 116 | 0 | 457 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 |
| % App. Total | 0 | 74.6 | 25.4 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .879 | .674 | .000 | .816 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .816 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 30-NM314 I25BL
Site Code : 30
Start Date : 2/5/2019


**Groups Printed- Cars - Trucks**

| | NM 314 I25 BL From North | | | | | I-25 B.L. From East | | | | | NM 314 I25 BL From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 18 | 38 | 0 | 0 | 56 | 169 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 0 | 0 | 57 | 164 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 16 | 62 | 0 | 1 | 79 | 177 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 11 | 59 | 0 | 0 | 70 | 146 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 394 | 0 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 52 | 209 | 0 | 1 | 262 | 656 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 12 | 43 | 0 | 0 | 55 | 127 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 16 | 47 | 0 | 0 | 63 | 135 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 17 | 48 | 0 | 0 | 65 | 147 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 19 | 53 | 0 | 0 | 72 | 158 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 312 | 0 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 64 | 191 | 0 | 0 | 255 | 567 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 37 | 146 | 0 | 0 | 183 | 279 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 41 | 143 | 0 | 0 | 184 | 253 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 40 | 136 | 0 | 0 | 176 | 257 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 42 | 147 | 0 | 0 | 189 | 278 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 335 | 0 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 160 | 572 | 0 | 0 | 732 | 1067 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 61 | 131 | 0 | 0 | 192 | 288 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 3 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 41 | 122 | 0 | 0 | 163 | 245 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 1 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 46 | 142 | 0 | 0 | 188 | 261 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 4 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 33 | 117 | 0 | 0 | 150 | 214 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 307 | 8 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 181 | 512 | 0 | 0 | 693 | 1008 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1348 | 8 | 0 | 1356 | 0 | 0 | 0 | 0 | 0 | 457 | 1484 | 0 | 1 | 1942 | 3298 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 99.4 | 0.6 | 0 | | 0 | 0 | 0 | 0 | | 23.5 | 76.4 | 0 | 0.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 40.9 | 0.2 | 0 | 41.1 | 0 | 0 | 0 | 0 | 0 | 13.9 | 45 | 0 | 0 | 58.9 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 1313 | 8 | 0 | 1321 | 0 | 0 | 0 | 0 | 0 | 431 | 1446 | 0 | 1 | 1878 | 3199 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.4 | 100 | 0 | 97.4 | 0 | 0 | 0 | 0 | 0 | 94.3 | 97.4 | 0 | 100 | 96.7 | 97 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 26 | 38 | 0 | 0 | 64 | 99 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.6 | 0 | 0 | 2.6 | 0 | 0 | 0 | 0 | 0 | 5.7 | 2.6 | 0 | 0 | 3.3 | 3 |

| | NM 314 I25 BL From North | | | | | I-25 B.L. From East | | | | | NM 314 I25 BL From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **113** | 0 | 0 | **113** | 0 | 0 | 0 | 0 | 0 | **18** | 38 | 0 | 0 | 56 | 169 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 0 | 0 | 57 | 164 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 16 | **62** | 0 | **1** | **79** | **177** |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 11 | 59 | 0 | 0 | 70 | 146 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 394 | 0 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 52 | 209 | 0 | 1 | 262 | 656 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 19.8 | 79.8 | 0 | 0.4 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .872 | .000 | .000 | .872 | .000 | .000 | .000 | .000 | .000 | .722 | .843 | .000 | .250 | .829 | .927 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 30-NM314 I25BL
Site Code : 30
Start Date : 2/5/2019


| | NM 314 I25 BL From North | | | | | I-25 B.L. From East | | | | | NM 314 I25 BL From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 41 | 143 | 0 | 0 | 184 | 253 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 40 | 136 | 0 | 0 | 176 | 257 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 42 | **147** | 0 | 0 | 189 | 278 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **96** | 0 | 0 | **96** | 0 | 0 | 0 | 0 | 0 | **61** | 131 | 0 | 0 | **192** | **288** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 335 | 0 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 184 | 557 | 0 | 0 | 741 | 1076 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 24.8 | 75.2 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .872 | .000 | .000 | .872 | .000 | .000 | .000 | .000 | .000 | .754 | .947 | .000 | .000 | .965 | .934 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 30-NM314 I25BL
Site Code : 30
Start Date : 2/5/2019


**Groups Printed- Cars**

| | NM 314 I25 BL From North | | | | | I-25 B.L. From East | | | | | NM 314 I25 BL From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 16 | 36 | 0 | 0 | 52 | 162 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 7 | 49 | 0 | 0 | 56 | 159 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 15 | 59 | 0 | 1 | 75 | 171 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 11 | 55 | 0 | 0 | 66 | 137 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 380 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 49 | 199 | 0 | 1 | 249 | 629 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 10 | 41 | 0 | 0 | 51 | 119 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 15 | 43 | 0 | 0 | 58 | 129 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 15 | 45 | 0 | 0 | 60 | 141 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 16 | 50 | 0 | 0 | 66 | 149 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 303 | 0 | 0 | 303 | 0 | 0 | 0 | 0 | 0 | 56 | 179 | 0 | 0 | 235 | 538 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 35 | 145 | 0 | 0 | 180 | 275 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 40 | 140 | 0 | 0 | 180 | 248 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 39 | 134 | 0 | 0 | 173 | 253 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 39 | 144 | 0 | 0 | 183 | 269 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 329 | 0 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 153 | 563 | 0 | 0 | 716 | 1045 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 57 | 129 | 0 | 0 | 186 | 280 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 3 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 40 | 121 | 0 | 0 | 161 | 242 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 1 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 43 | 139 | 0 | 0 | 182 | 254 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 4 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 33 | 116 | 0 | 0 | 149 | 211 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 301 | 8 | 0 | 309 | 0 | 0 | 0 | 0 | 0 | 173 | 505 | 0 | 0 | 678 | 987 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1313 | 8 | 0 | 1321 | 0 | 0 | 0 | 0 | 0 | 431 | 1446 | 0 | 1 | 1878 | 3199 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 99.4 | 0.6 | 0 | | 0 | 0 | 0 | 0 | | 22.9 | 77 | 0 | 0.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0.3 | 0 | 41.3 | 0 | 0 | 0 | 0 | 0 | 13.5 | 45.2 | 0 | 0 | 58.7 | |

| | NM 314 I25 BL From North | | | | | I-25 B.L. From East | | | | | NM 314 I25 BL From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **110** | 0 | 0 | **110** | 0 | 0 | 0 | 0 | 0 | **16** | 36 | 0 | 0 | 52 | 162 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 7 | 49 | 0 | 0 | 56 | 159 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 15 | **59** | 0 | **1** | **75** | **171** |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 11 | 55 | 0 | 0 | 66 | 137 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 380 | 0 | 0 | 380 | 0 | 0 | 0 | 0 | 0 | 49 | 199 | 0 | 1 | 249 | 629 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 19.7 | 79.9 | 0 | 0.4 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .864 | .000 | .000 | .864 | .000 | .000 | .000 | .000 | .000 | .766 | .843 | .000 | .250 | .830 | .920 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 40 | 140 | 0 | 0 | 180 | 248 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 39 | 134 | 0 | 0 | 173 | 253 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 39 | 144 | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 57 | 129 | 0 | 0 | 186 | 280 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 328 | 0 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 175 | 547 | 0 | 0 | 722 | 1050 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 24.2 | 75.8 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .872 | .000 | .000 | .872 | .000 | .000 | .000 | .000 | .000 | .768 | .950 | .000 | .000 | .970 | .938 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 30-NM314 I25BL
Site Code : 30
Start Date : 2/5/2019


**Groups Printed- Trucks**

| | NM 314 I25 BL From North | | | | | I-25 B.L. From East | | | | | NM 314 I25 BL From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 7 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 6 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 0 | 0 | 13 | 27 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 8 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 6 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 5 | 6 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 0 | 0 | 20 | 29 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 5 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 7 | 9 | 0 | 0 | 16 | 22 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 8 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 0 | 15 | 21 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 26 | 38 | 0 | 0 | 64 | 99 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 40.6 | 59.4 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 35.4 | 0 | 0 | 35.4 | 0 | 0 | 0 | 0 | 0 | 26.3 | 38.4 | 0 | 0 | 64.6 | |

| | NM 314 I25 BL From North | | | | | I-25 B.L. From East | | | | | NM 314 I25 BL From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 6 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | 0 | 4 | **9** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | **2** | 2 | 0 | 0 | 4 | 8 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | **5** | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 17 | 29 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 23.5 | 76.5 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .600 | .000 | .000 | .600 | .000 | .000 | .000 | .000 | .000 | .500 | .813 | .000 | .000 | .850 | .806 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | | 3 | | | | | | | 3 | | | 6 | 9 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 8 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 7 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 9 | 0 | 0 | 20 | 27 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 55 | 45 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .583 | .000 | .000 | .583 | .000 | .000 | .000 | .000 | .000 | .688 | .750 | .000 | .000 | .833 | .750 |

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 30-NM314 I25BL
Site Code : 30
Start Date : 2/5/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM 314 I25 BL From North | | | | | I-25 B.L. From East | | | | | NM 314 I25 BL From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 18 | 38 | 0 | 0 | 56 | 169 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 0 | 0 | 57 | 164 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 16 | 62 | 0 | 1 | 79 | 177 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 11 | 59 | 0 | 0 | 70 | 146 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 394 | 0 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 52 | 209 | 0 | 1 | 262 | 656 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 12 | 43 | 0 | 0 | 55 | 127 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 16 | 47 | 0 | 0 | 63 | 135 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 17 | 48 | 0 | 0 | 65 | 147 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 0 | 0 | 19 | 53 | 0 | 0 | 72 | 158 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 312 | 0 | 0 | 312 | 0 | 0 | 0 | 0 | 0 | 64 | 191 | 0 | 0 | 255 | 567 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 37 | 146 | 0 | 0 | 183 | 279 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 41 | 143 | 0 | 0 | 184 | 253 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 40 | 136 | 0 | 0 | 176 | 257 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 42 | 147 | 0 | 0 | 189 | 278 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 335 | 0 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 160 | 572 | 0 | 0 | 732 | 1067 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 61 | 131 | 0 | 0 | 192 | 288 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 3 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 41 | 122 | 0 | 0 | 163 | 245 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 1 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 46 | 142 | 0 | 0 | 188 | 261 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 4 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 33 | 117 | 0 | 0 | 150 | 214 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 307 | 8 | 0 | 315 | 0 | 0 | 0 | 0 | 0 | 181 | 512 | 0 | 0 | 693 | 1008 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 1348 | 8 | 0 | 1356 | 0 | 0 | 0 | 0 | 0 | 457 | 1484 | 0 | 1 | 1942 | 3298 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 99.4 | 0.6 | 0 | | 0 | 0 | 0 | 0 | | 23.5 | 76.4 | 0 | 0.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 40.9 | 0.2 | 0 | 41.1 | 0 | 0 | 0 | 0 | 0 | 13.9 | 45 | 0 | 0 | 58.9 | |

| | NM 314 I25 BL From North | | | | | I-25 B.L. From East | | | | | NM 314 I25 BL From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **113** | 0 | 0 | **113** | 0 | 0 | 0 | 0 | 0 | **18** | 38 | 0 | 0 | 56 | 169 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 0 | 0 | 57 | 164 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 16 | **62** | 0 | **1** | **79** | **177** |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 11 | 59 | 0 | 0 | 70 | 146 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 394 | 0 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 52 | 209 | 0 | 1 | 262 | 656 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 19.8 | 79.8 | 0 | 0.4 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .872 | .000 | .000 | .872 | .000 | .000 | .000 | .000 | .000 | .722 | .843 | .000 | .250 | .829 | .927 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 41 | 143 | 0 | 0 | 184 | 253 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 40 | 136 | 0 | 0 | 176 | 257 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 42 | 147 | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 61 | 131 | 0 | 0 | 192 | 288 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 335 | 0 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 184 | 557 | 0 | 0 | 741 | 1076 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 24.8 | 75.2 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .872 | .000 | .000 | .872 | .000 | .000 | .000 | .000 | .000 | .754 | .947 | .000 | .000 | .965 | .934 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 31-NM314 NB Diverge
Site Code : 31
Start Date : 2/5/2019


**Groups Printed- Cars - Trucks**

| | NM 314 NB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 NB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 110 | 61 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 212 |
| 07:15 AM | 0 | 62 | 0 | 1 | 63 | 0 | 0 | 0 | 0 | 0 | 89 | 77 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 229 |
| 07:30 AM | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 94 | 93 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 256 |
| 07:45 AM | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 80 | 74 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 192 |
| Total | 0 | 210 | 0 | 1 | 211 | 0 | 0 | 0 | 0 | 0 | 373 | 305 | 0 | 0 | 678 | 0 | 0 | 0 | 0 | 0 | 889 |
| 08:00 AM | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 77 | 61 | 0 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 189 |
| 08:15 AM | 0 | 48 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 67 | 71 | 0 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 186 |
| 08:30 AM | 0 | 46 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 93 | 63 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 202 |
| 08:45 AM | 0 | 57 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 86 | 73 | 2 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 218 |
| Total | 0 | 202 | 0 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 323 | 268 | 2 | 0 | 593 | 0 | 0 | 0 | 0 | 0 | 795 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 147 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 96 | 65 | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 308 |
| 04:15 PM | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 67 | 64 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 273 |
| 04:30 PM | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 79 | 74 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 287 |
| 04:45 PM | 0 | 148 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 88 | 75 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 311 |
| Total | 0 | 571 | 0 | 0 | 571 | 0 | 0 | 0 | 0 | 0 | 330 | 278 | 0 | 0 | 608 | 0 | 0 | 0 | 0 | 0 | 1179 |
| 05:00 PM | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 98 | 84 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 312 |
| 05:15 PM | 0 | 118 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 83 | 46 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 247 |
| 05:30 PM | 0 | 145 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 71 | 52 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 268 |
| 05:45 PM | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 70 | 53 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 239 |
| Total | 0 | 509 | 0 | 0 | 509 | 0 | 0 | 0 | 0 | 0 | 322 | 235 | 0 | 0 | 557 | 0 | 0 | 0 | 0 | 0 | 1066 |
| Grand Total | 0 | 1492 | 0 | 1 | 1493 | 0 | 0 | 0 | 0 | 0 | 1348 | 1086 | 2 | 0 | 2436 | 0 | 0 | 0 | 0 | 0 | 3929 |
| Apprch % | 0 | 99.9 | 0 | 0.1 | | 0 | 0 | 0 | 0 | | 55.3 | 44.6 | 0.1 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 34.3 | 27.6 | 0.1 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | |
| Cars | 0 | 1449 | 0 | 1 | 1450 | 0 | 0 | 0 | 0 | 0 | 1307 | 1060 | 2 | 0 | 2369 | 0 | 0 | 0 | 0 | 0 | 3819 |
| % Cars | 0 | 97.1 | 0 | 100 | 97.1 | 0 | 0 | 0 | 0 | 0 | 97 | 97.6 | 100 | 0 | 97.2 | 0 | 0 | 0 | 0 | 0 | 97.2 |
| Trucks | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 41 | 26 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 110 |
| % Trucks | 0 | 2.9 | 0 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 3 | 2.4 | 0 | 0 | 2.8 | 0 | 0 | 0 | 0 | 0 | 2.8 |

| | NM 314 NB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 NB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | **110** | 61 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 212 |
| 07:15 AM | 0 | 62 | 0 | **1** | 63 | 0 | 0 | 0 | 0 | 0 | 89 | 77 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 229 |
| 07:30 AM | 0 | **69** | 0 | 0 | **69** | 0 | 0 | 0 | 0 | 0 | 94 | **93** | 0 | 0 | **187** | 0 | 0 | 0 | 0 | 0 | **256** |
| 07:45 AM | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 80 | 74 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 192 |
| Total Volume | 0 | 210 | 0 | 1 | 211 | 0 | 0 | 0 | 0 | 0 | 373 | 305 | 0 | 0 | 678 | 0 | 0 | 0 | 0 | 0 | 889 |
| % App. Total | 0 | 99.5 | 0 | 0.5 | | 0 | 0 | 0 | 0 | | 55 | 45 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .761 | .000 | .250 | .764 | .000 | .000 | .000 | .000 | .000 | .848 | .820 | .000 | .000 | .906 | .000 | .000 | .000 | .000 | .000 | .868 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 31-NM314 NB Diverge
Site Code : 31
Start Date : 2/5/2019


| | NM 314 NB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 NB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 67 | 64 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 273 |
| 04:30 PM | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 79 | 74 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 287 |
| 04:45 PM | 0 | **148** | 0 | 0 | **148** | 0 | 0 | 0 | 0 | 0 | 88 | 75 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 311 |
| 05:00 PM | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | **98** | **84** | 0 | 0 | **182** | 0 | 0 | 0 | 0 | 0 | **312** |
| Total Volume | 0 | 554 | 0 | 0 | 554 | 0 | 0 | 0 | 0 | 0 | 332 | 297 | 0 | 0 | 629 | 0 | 0 | 0 | 0 | 0 | 1183 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 52.8 | 47.2 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .936 | .000 | .000 | .936 | .000 | .000 | .000 | .000 | .000 | .847 | .884 | .000 | .000 | .864 | .000 | .000 | .000 | .000 | .000 | .948 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 31-NM314 NB Diverge
Site Code : 31
Start Date : 2/5/2019


**Groups Printed- Cars**

| | NM 314 NB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 NB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 106 | 59 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 205 |
| 07:15 AM | 0 | 59 | 0 | 1 | 60 | 0 | 0 | 0 | 0 | 0 | 86 | 74 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 220 |
| 07:30 AM | 0 | 65 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 93 | 93 | 0 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 251 |
| 07:45 AM | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 71 | 72 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 177 |
| Total | 0 | 198 | 0 | 1 | 199 | 0 | 0 | 0 | 0 | 0 | 356 | 298 | 0 | 0 | 654 | 0 | 0 | 0 | 0 | 0 | 853 |
| 08:00 AM | 0 | 49 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 76 | 58 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 183 |
| 08:15 AM | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 66 | 69 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 178 |
| 08:30 AM | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 90 | 59 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 192 |
| 08:45 AM | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 81 | 68 | 2 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 206 |
| Total | 0 | 190 | 0 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 313 | 254 | 2 | 0 | 569 | 0 | 0 | 0 | 0 | 0 | 759 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 146 | 0 | 0 | 146 | 0 | 0 | 0 | 0 | 0 | 95 | 64 | 0 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 305 |
| 04:15 PM | 0 | 139 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 65 | 63 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 267 |
| 04:30 PM | 0 | 132 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 77 | 74 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 283 |
| 04:45 PM | 0 | 144 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 85 | 74 | 0 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 303 |
| Total | 0 | 561 | 0 | 0 | 561 | 0 | 0 | 0 | 0 | 0 | 322 | 275 | 0 | 0 | 597 | 0 | 0 | 0 | 0 | 0 | 1158 |
| 05:00 PM | 0 | 127 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 96 | 83 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 306 |
| 05:15 PM | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 81 | 46 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 243 |
| 05:30 PM | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 70 | 52 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 264 |
| 05:45 PM | 0 | 115 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 69 | 52 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 236 |
| Total | 0 | 500 | 0 | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 316 | 233 | 0 | 0 | 549 | 0 | 0 | 0 | 0 | 0 | 1049 |
| Grand Total | 0 | 1449 | 0 | 1 | 1450 | 0 | 0 | 0 | 0 | 0 | 1307 | 1060 | 2 | 0 | 2369 | 0 | 0 | 0 | 0 | 0 | 3819 |
| Apprch % | 0 | 99.9 | 0 | 0.1 | | 0 | 0 | 0 | 0 | | 55.2 | 44.7 | 0.1 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 37.9 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 34.2 | 27.8 | 0.1 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | |

| | NM 314 NB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 NB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | **106** | 59 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 205 |
| 07:15 AM | 0 | 59 | 0 | **1** | 60 | 0 | 0 | 0 | 0 | 0 | 86 | 74 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 220 |
| 07:30 AM | 0 | **65** | 0 | 0 | **65** | 0 | 0 | 0 | 0 | 0 | 93 | **93** | 0 | 0 | **186** | 0 | 0 | 0 | 0 | 0 | **251** |
| 07:45 AM | 0 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 71 | 72 | 0 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 177 |
| Total Volume | 0 | 198 | 0 | 1 | 199 | 0 | 0 | 0 | 0 | 0 | 356 | 298 | 0 | 0 | 654 | 0 | 0 | 0 | 0 | 0 | 853 |
| % App. Total | 0 | 99.5 | 0 | 0.5 | | 0 | 0 | 0 | 0 | | 54.4 | 45.6 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .762 | .000 | .250 | .765 | .000 | .000 | .000 | .000 | .000 | .840 | .801 | .000 | .000 | .879 | .000 | .000 | .000 | .000 | .000 | .850 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 139 | 0 | 0 | 139 | 0 | 0 | 0 | 0 | 0 | 65 | 63 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 267 |
| 04:30 PM | 0 | 132 | 0 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 77 | 74 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 283 |
| 04:45 PM | 0 | 144 | | | 144 | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 127 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 96 | 83 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 306 |
| Total Volume | 0 | 542 | 0 | 0 | 542 | 0 | 0 | 0 | 0 | 0 | 323 | 294 | 0 | 0 | 617 | 0 | 0 | 0 | 0 | 0 | 1159 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 52.4 | 47.6 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .941 | .000 | .000 | .941 | .000 | .000 | .000 | .000 | .000 | .841 | .886 | .000 | .000 | .862 | .000 | .000 | .000 | .000 | .000 | .947 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

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*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 31-NM314 NB Diverge
Site Code : 31
Start Date : 2/5/2019


**Groups Printed- Trucks**

| | NM 314 NB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 NB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:15 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:30 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 15 |
| Total | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 36 |
| 08:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:15 AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 10 | 14 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 36 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05:15 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 17 |
| Grand Total | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 41 | 26 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 110 |
| Apprch % | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 61.2 | 38.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 39.1 | 0 | 0 | 39.1 | 0 | 0 | 0 | 0 | 0 | 37.3 | 23.6 | 0 | 0 | 60.9 | 0 | 0 | 0 | 0 | 0 | |

| | NM 314 NB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 NB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | **9** | 2 | 0 | 0 | **11** | 0 | 0 | 0 | 0 | 0 | **15** |
| 08:00 AM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:15 AM | 0 | **5** | 0 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:30 AM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | **4** | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total Volume | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 11 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 39 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 56 | 44 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .700 | .000 | .000 | .700 | .000 | .000 | .000 | .000 | .000 | .389 | .688 | .000 | .000 | .568 | .000 | .000 | .000 | .000 | .000 | .650 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | | | | | | | | | |
| 04:30 PM | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:45 PM | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:00 PM | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 24 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 75 | 25 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .000 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .750 | .750 | .000 | .000 | .750 | .000 | .000 | .000 | .000 | .000 | .750 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**Civil Transformations Inc.**
2929 Coors Blvd. NW, Ste. 309A
Albuquerque, NM 87120 (505) 508-3374
*Transforming Infrastructure Needs into Sustainable Solutions*

I-25/Morris Road Interchange
Interchange Access Change Request (IACR)

File Name : 31-NM314 NB Diverge
Site Code : 31
Start Date : 2/5/2019


**Groups Printed- Combined (Cars+Trucks)**

| | NM 314 NB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 NB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 110 | 61 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 212 |
| 07:15 AM | 0 | 62 | 0 | 1 | 63 | 0 | 0 | 0 | 0 | 0 | 89 | 77 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 229 |
| 07:30 AM | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 94 | 93 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 256 |
| 07:45 AM | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 80 | 74 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 192 |
| Total | 0 | 210 | 0 | 1 | 211 | 0 | 0 | 0 | 0 | 0 | 373 | 305 | 0 | 0 | 678 | 0 | 0 | 0 | 0 | 0 | 889 |
| 08:00 AM | 0 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 77 | 61 | 0 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 189 |
| 08:15 AM | 0 | 48 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 67 | 71 | 0 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 186 |
| 08:30 AM | 0 | 46 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 93 | 63 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 202 |
| 08:45 AM | 0 | 57 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 86 | 73 | 2 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 218 |
| Total | 0 | 202 | 0 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 323 | 268 | 2 | 0 | 593 | 0 | 0 | 0 | 0 | 0 | 795 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 147 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 96 | 65 | 0 | 0 | 161 | 0 | 0 | 0 | 0 | 0 | 308 |
| 04:15 PM | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 67 | 64 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 273 |
| 04:30 PM | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 79 | 74 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 287 |
| 04:45 PM | 0 | 148 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 88 | 75 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 311 |
| Total | 0 | 571 | 0 | 0 | 571 | 0 | 0 | 0 | 0 | 0 | 330 | 278 | 0 | 0 | 608 | 0 | 0 | 0 | 0 | 0 | 1179 |
| 05:00 PM | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 98 | 84 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 312 |
| 05:15 PM | 0 | 118 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 83 | 46 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 247 |
| 05:30 PM | 0 | 145 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 71 | 52 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 268 |
| 05:45 PM | 0 | 116 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 70 | 53 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 239 |
| Total | 0 | 509 | 0 | 0 | 509 | 0 | 0 | 0 | 0 | 0 | 322 | 235 | 0 | 0 | 557 | 0 | 0 | 0 | 0 | 0 | 1066 |
| Grand Total | 0 | 1492 | 0 | 1 | 1493 | 0 | 0 | 0 | 0 | 0 | 1348 | 1086 | 2 | 0 | 2436 | 0 | 0 | 0 | 0 | 0 | 3929 |
| Apprch % | 0 | 99.9 | 0 | 0.1 | | 0 | 0 | 0 | 0 | | 55.3 | 44.6 | 0.1 | 0 | | 0 | 0 | 0 | 0 | | |
| Total % | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 34.3 | 27.6 | 0.1 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | |

| | NM 314 NB DIVERGE From North | | | | | I-25 B.L. From East | | | | | NM 314 NB DIVERGE From South | | | | | I-25 B.L. From West | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 41 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | **110** | 61 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 212 |
| 07:15 AM | 0 | 62 | 0 | **1** | 63 | 0 | 0 | 0 | 0 | 0 | 89 | 77 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 229 |
| 07:30 AM | 0 | **69** | 0 | 0 | **69** | 0 | 0 | 0 | 0 | 0 | 94 | **93** | 0 | 0 | **187** | 0 | 0 | 0 | 0 | 0 | **256** |
| 07:45 AM | 0 | 38 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 80 | 74 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 192 |
| Total Volume | 0 | 210 | 0 | 1 | 211 | 0 | 0 | 0 | 0 | 0 | 373 | 305 | 0 | 0 | 678 | 0 | 0 | 0 | 0 | 0 | 889 |
| % App. Total | 0 | 99.5 | 0 | 0.5 | | 0 | 0 | 0 | 0 | | 55 | 45 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .761 | .000 | .250 | .764 | .000 | .000 | .000 | .000 | .000 | .848 | .820 | .000 | .000 | .906 | .000 | .000 | .000 | .000 | .000 | .868 |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 67 | 64 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 273 |
| 04:30 PM | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 79 | 74 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 287 |
| 04:45 PM | 0 | 148 | | | 148 | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 98 | 84 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 312 |
| Total Volume | 0 | 554 | 0 | 0 | 554 | 0 | 0 | 0 | 0 | 0 | 332 | 297 | 0 | 0 | 629 | 0 | 0 | 0 | 0 | 0 | 1183 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 52.8 | 47.2 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .936 | .000 | .000 | .936 | .000 | .000 | .000 | .000 | .000 | .847 | .884 | .000 | .000 | .864 | .000 | .000 | .000 | .000 | .000 | .948 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



# APPENDIX B
# Crash Data Tabulation

| CRASH DATE | TIME OF CRASH | DAY OF WEEK | PRIMARY STREET | SECONDARY STREET | LANDMARK/LOCATION | CRASH DIRECTION | DIRECTION FROM INTERSECTION OR LANDMARK | DISTANCE FROM LANDMARK | CRASH SEVERITY | CRASH CLASSIFICATION | CRASH ANALYSIS | HIGHEST FACTOR CONTRIBUTING TO CRASH | WEATHER | LIGHTING | ALCOHOL INVOLVEMENT | DRUG INVOLVEMENT | ROAD CHARACTER | ROAD GRADE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/19/2013 | 23:22 | Monday | I-25 EXIT 195 | | | N | S | | Property Damage Only Crash | Overturn/Rollover | Overturn/Rollover - All Other/Not Stated | Speed Too Fast for Conditions | Raining | Dark-Lighted | Not Involved | Not Involved | Curve | Level |
| 7/15/2013 | 17:23 | Monday | I - 25 | | 195 SOUTHBOUND | N | S | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Following Too Closely | Clear | Daylight | Not Involved | Not Involved | Straight | Hillcrest |
| 3/23/2013 | 18:00 | Saturday | I - 25 | | SOUTHBOUND EXIT 195 | S | | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Alcohol/Drug Involved | Clear | Daylight | Involved | Not Involved | Curve | Level |
| 3/8/2013 | 14:00 | Friday | I - 25 /195 MM | | 195 mm | N | N | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Missing Data | Raining | Daylight | Not Involved | Not Involved | Straight | Level |
| 2/21/2013 | 7:40 | Thursday | I - 25 BYPASS ON RAMP / MM 195 | | | N | N | | Injury Crash | Other (Non-Collision) | Invalid Code | Other - No Driver Error | Snowing | Dawn | Not Involved | Not Involved | Curve | On Grade |
| 2/20/2013 | 23:30 | Wednesday | I-25 | | 196 | S | | | Property Damage Only Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Speed Too Fast for Conditions | Snowing | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 1/4/2013 | 21:50 | Friday | INTERSTATE 25 | MILE POST 197 | MILE POST 197 | N | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Drove Left Of Center | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 10/3/2013 | 13:50 | Thursday | INTERSTATE 25 | | milEPOST 201 | S | S | 1 | Property Damage Only Crash | Other (Object) | Invalid Code | None | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 9/16/2013 | 20:25 | Monday | INTERSTATE 25 | M.P. 202 | | S | | | Injury Crash | Overturn/Rollover | Overturn/Rollover - On The Road | Alcohol/Drug Involved | Clear | Dark-Not Lighted | Involved | Involved | Straight | Level |
| 6/4/2013 | 13:00 | Tuesday | I-25 202MM | HIGHWAY 6 | 202 NORTH BOUND I - 25 | N | | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Excessive Speed | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 4/5/2013 | 2:50 | Friday | I - 25 | | MILEPOST 202 | N | S | | Property Damage Only Crash | Other (Object) | Other Object - All Other | Avoid No Contact - Vehicle | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 2/19/2013 | 4:22 | Tuesday | INTERSTATE 25 | | MILEPOST 202 | N | N | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Driver Inattention | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 2/14/2013 | 1:00 | Thursday | I25 | | 202 MILEPOST | N | S | 0.25 | Injury Crash | Other (Non-Collision) | Non-Collision - Vehicle Ran Across Open Area | Driverless Moving Vehicle | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 12/31/2013 | 16:34 | Tuesday | I - 25 SOUTHBOUND | EXIT 203 | | N | S | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Drove Left Of Center | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 11/19/2013 | 18:06 | Tuesday | INTERSTATE 25 | | MILEPOST 203 | S | N | 0.1 | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Avoid No Contact - Vehicle | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 9/14/2013 | 11:35 | Saturday | I-25 | MILE POST 203 | 203 | N | | | Injury Crash | Vehicle on Other Road | Vehicle Crossed Median - Out Of Control | Other Improper Driving | Raining | Daylight | Not Involved | Not Involved | Straight | Level |
| 8/7/2013 | 15:20 | Wednesday | INTERSTATE 25 | | EXIT 203 | N | S | 1000 | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Avoid No Contact - Vehicle | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 7/21/2013 | 13:42 | Sunday | I - 25 EXIT 203 | MAIN ST. | | N | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Vehicle Backing | Improper Backing | Clear | Daylight | Not Involved | Not Involved | Straight | Hillcrest |
| 4/29/2013 | 17:24 | Monday | INTERSTATE 25 | NB 203 | EXIT 203 | N | | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Other - No Driver Error | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 3/17/2013 | 19:30 | Sunday | I-25 | EXIT 203 | | S | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Rear End Collision | Following Too Closely | Clear | Dusk | Not Involved | Not Involved | Straight | Level |
| 2/17/2013 | 17:21 | Sunday | I - 25 EXIT 203 SOUTHBOUND | MAIN ST. | | SW | SW | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Rear End Collision | Alcohol/Drug Involved | Clear | Daylight | Not Involved | Involved | Straight | Hillcrest |
| 1/6/2013 | 16:45 | Sunday | I - 25 SB | TURN AROUND | 203 | S | S | | Injury Crash | Other Vehicle | Other Vehicle - From Opposite Direction | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 5/10/2013 | 18:30 | Friday | INTERSTATE 25 | MILE MARKER 204 | | S | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Sideswipe Collision | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 1/5/2013 | 0:40 | Saturday | INTERSTATE 25 | MILE MARKER 204 | | S | | | Property Damage Only Crash | Animal | Animal - Coyote | Other - No Driver Error | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 12/19/2014 | 16:00 | Friday | I 25 | | | N | N | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Opposite Direction | Improper Overtaking | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 5/9/2014 | 21:35 | Friday | I 25 | | | N | N | | Fatal Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Alcohol/Drug Involved | Clear | Dark-Lighted | Involved | Not Involved | Straight | Level |
| 8/16/2014 | 19:50 | Saturday | I 25 | | I 25 | S | S | | Property Damage Only Crash | Other (Object) | Other Object - Object Dropped From Vehicle - Load From Large Truc | Other - No Driver Error | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 11/3/2014 | 17:45 | Monday | I 25 | | I 25 | S | | | Property Damage Only Crash | Left Blank | Invalid Code | Other - No Driver Error | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 7/26/2014 | 11:13 | Saturday | I 25 | | NM 201 | S | S | 1500 | Property Damage Only Crash | Other (Object) | Other Object - Unknown/Not Stated | None | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 7/4/2014 | 16:10 | Friday | I 25 SOUTH | NM 201 | | S | S | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Avoid No Contact - Vehicle | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 5/10/2014 | 9:06 | Saturday | I 25 | | | N | | 9999 | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Defective Tires | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 12/19/2014 | 12:45 | Friday | I 25 N | | | N | N | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Alcohol/Drug Involved | Clear | Daylight | Involved | Not Involved | Straight | Level |
| 11/25/2014 | 7:25 | Tuesday | I 25 | | | S | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Improper Overtaking | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 9/30/2014 | 10:35 | Tuesday | I 25 | NM 203 | | N | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 9/30/2014 | 10:17 | Tuesday | I 25 | | NM 203 | N | N | | Injury Crash | Fixed Object | Fixed Object - Fence (Wood, Brick, Stone) | Other Improper Driving | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 8/30/2014 | 6:00 | Saturday | I 25 | | | N | | | Property Damage Only Crash | Fixed Object | Fixed Object - Fence (Wood, Brick, Stone) | Driver Inattention | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 7/16/2014 | Invalid ( | Wednesday | I25 | | | S | S | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 5/9/2014 | 21:00 | Friday | I 25 | | NM 203 | S | S | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Failed to Yield Right of Way | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 5/8/2014 | 10:03 | Thursday | I 25 | | | S | S | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Improper Lane Change | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 4/1/2014 | 2:44 | Tuesday | I 25 | | | W | | | Injury Crash | Other Vehicle | Other Vehicle - From Opposite Direction/Sideswipe Collision | Alcohol/Drug Involved | Clear | Dark-Not Lighted | Involved | Not Involved | Straight | Level |
| 2/13/2014 | 16:57 | Thursday | I 25 | NM 203 | | N | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - Both Going Straight/Entering At Angle | Defective Tires | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 12/14/2014 | 13:35 | Sunday | I 25 | LB | | N | N | | Property Damage Only Crash | Overturn/Rollover | Overturn/Rollover - Left Side of Road | Avoid No Contact - Vehicle | Wind | Daylight | Not Involved | Not Involved | Straight | On Grade |
| 12/31/2015 | 22:20 | Thursday | I-25 OFF RAMP AT MP195 | | | E | E | | Injury Crash | Rollover | Rollover - Right Side of Road | Inadequate Brakes | Clear | Dark-Lighted | Not Involved | Not Involved | Curve | On Grade |
| 10/14/2015 | 15:03 | Wednesday | INTERSTATE 25 | | MILE POST 195 | N | S | 0.1 | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Improper Lane Change | Clear | Daylight | Not Involved | Not Involved | Straight | Hillcrest |
| 10/14/2015 | 15:30 | Wednesday | INTERSTATE 25 | | MILEPOST 195 | N | S | 0.1 | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Excessive Speed | Clear | Daylight | Not Involved | Not Involved | Straight | Hillcrest |
| 7/26/2015 | 18:20 | Sunday | INTERSTATE 25 | MILE MARKER 195 | | N | | | Property Damage Only Crash | Overturn/Rollover | Overturn/Rollover - Left Side of Road | Other - No Driver Error | Raining | Daylight | Not Involved | Not Involved | Straight | Level |
| 8/20/2015 | 9:15 | Thursday | I-25 MM 196 SB | | MM # 196 | S | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Rear End Collision | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 3/8/2015 | 8:03 | Sunday | I 25 OFF RAMP | | | SE | | | Injury Crash | Overturn/Rollover | Overturn/Rollover - All Other/Not Stated | Excessive Speed | Clear | Daylight | Not Involved | Not Involved | Curve | Level |
| 11/13/2015 | 8:30 | Friday | INTERSTATE 25 | | UNKNOWN | N | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Sideswipe Collision | Missing Data | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 2/7/2015 | 22:20 | Saturday | I-25 | N/A | | N | | | Property Damage Only Crash | Rollover | Rollover - Right Side of Road | Other Mechanical Defect | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 12/27/2015 | 18:00 | Sunday | INTERSTATE 25 | MP 202 | MM202 | S | S | | Injury Crash | Rollover | Rollover - Right Side of Road | Speed Too Fast for Conditions | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 12/11/2015 | 20:20 | Friday | I25 | | | N | | | Property Damage Only Crash | Rollover | Rollover - Left Side of Road | Alcohol/Drug Involved | Clear | Dark-Not Lighted | Involved | Not Involved | Straight | Level |
| 1/23/2015 | 6:30 | Friday | INTERSTATE 25 | MILE MARKER 202 | | N | N | | Property Damage Only Crash | Rollover | Rollover - Right Side of Road | Driver Inattention | Clear | Dawn | Not Involved | Not Involved | Straight | Level |
| 1/2/2015 | 22:05 | Friday | I 25 | MILE MARKER 202 | | S | S | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Left Side of Road | Alcohol/Drug Involved | Snowing | Dark-Not Lighted | Involved | Not Involved | Straight | Level |
| 9/28/2015 | 14:07 | Monday | I25 SOUTH | | | S | S | | Property Damage Only Crash | Rollover | Rollover - On The Road | Vehicle Skidded Before Brake | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 4/6/2015 | 19:00 | Monday | I25 | | MM 203 | S | | | Property Damage Only Crash | Other (Non-Collision) | Non-Collision - Object or Load Falling in or From Vehicle | Other - No Driver Error | Clear | Dusk | Not Involved | Not Involved | Straight | Level |
| 2/27/2015 | 7:30 | Friday | INTERSTATE 25 | MM 203 | MM203 | N | | | Property Damage Only Crash | Fixed Object | Fixed Object - Utility or Telephone Pole | None | Snowing | Dawn | Not Involved | Not Involved | Straight | Level |
| 2/27/2015 | 7:30 | Friday | INTERSTATE 25 | HIGHWAY 6 | MLLO MARKER 203 | N | | | Injury Crash | Rollover | Rollover - On The Road | Other - No Driver Error | Snowing | Dawn | Not Involved | Not Involved | Straight | Level |
| 2/27/2015 | 5:20 | Friday | I25 NARTH | MAIN STREET | | N | | | Injury Crash | Rollover | Rollover - Right Side of Road | Speed Too Fast for Conditions | Snowing | Dusk | Not Involved | Not Involved | Straight | Level |
| 11/17/2015 | 17:50 | Tuesday | I - 25 S / B EXIT | MAIN ST | | S | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - Both Going Straight/Entering At Angle | Driver Inattention | Clear | Dark-Lighted | Not Involved | Not Involved | Straight | On Grade |
| 10/11/2015 | 4:40 | Sunday | INTERSTATE 25 | MP 204 | | N | N | | Injury Crash | Other (Non-Collision) | Non-Collision - Vehicle Striking Holes or Bumps on Road Surface | Other Mechanical Defect | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 4/29/2015 | 9:58 | Wednesday | I-25 S OFF RAMP AT MM203 | LB | | S | S | | Injury Crash | Rollover | Rollover - On The Road | Speed Too Fast for Conditions | Clear | Daylight | Not Involved | Not Involved | Straight | On Grade |
| 4/9/2015 | 6:10 | Thursday | INTERSTATE 25 | | | S | | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Driver Inattention | Clear | Dawn | Not Involved | Not Involved | Straight | Level |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/26/2016 | 4:29 | Friday | I25 | | 195 | N | N | | Injury Crash | Fixed Object | Fixed Object - Guard Rail | Avoid No Contact - Other | Clear | Dark-Lighted | Not Involved | Not Involved | Straight | Level |
| 4/21/2016 | 8:56 | Thursday | 1.25 MM195 ON RAMP | | | N | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Rear End Collision | Defective Tires | Left Blank | Left Blank | Not Involved | Not Involved | Left Blank | Left Blank |
| 8/27/2016 | 6:41 | Saturday | I - 25 195 MM ON RAMP | | | S | | | Injury Crash | Fixed Object | Fixed Object - Median Raised Or Curb | Improper Overtaking | Clear | Daylight | Not Involved | Not Involved | Curve | On Grade |
| 6/20/2016 | 14:00 | Monday | INTERSTATE 25 | MARKER 196 | | S | | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Left Side of Road | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 4/12/2016 | 14:52 | Tuesday | I 25 | NORTH BOUND ON RAMP | 196 | N | N | 2000 | Property Damage Only Crash | Other (Non-Collision) | Left Blank | Other Improper Driving | Clear | Daylight | Not Involved | Not Involved | Curve | On Grade |
| 4/11/2016 | 0:32 | Monday | INTERSTATE 25 | | | S | S | 60 | Property Damage Only Crash | Animal | Animal - Dog | None | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 2/1/2016 | 12:57 | Monday | I25 | | 196 | N | N | 0.2 | Property Damage Only Crash | Fixed Object | Fixed Object - Guard or Reflector Posts | Avoid No Contact - Vehicle | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 12/15/2016 | 15:54 | Thursday | I-25 | MILE POST 197 | | N | SE | 1000 | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Alcohol/Drug Involved | Clear | Daylight | Involved | Not Involved | Straight | Level |
| 12/18/2016 | 19:51 | Sunday | INTERSTATE 25 | | 201 | N | S | 0.25 | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Driver Inattention | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 7/3/2016 | Left Bla | Sunday | I25 | | 201 | N | N | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Improper Overtaking | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 11/8/2016 | 17:45 | Tuesday | I-25 | MILE MARKER 202 | | S | S | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Excessive Speed | Fog | Dark-Lighted | Not Involved | Not Involved | Straight | Level |
| 9/19/2016 | 0:09 | Monday | INTERSTATE 25 | | MILE POST 202 | N | | | Property Damage Only Crash | Fixed Object | Fixed Object - Sign or Sign Post (Traffic) | Other Improper Driving | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 9/2/2016 | 10:50 | Friday | INTERSTATE 25 | MILE MARKER 202 | | N | N | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Rear End Collision | Following Too Closely | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 8/8/2016 | 11:28 | Monday | I-25 NORTHBOUND | SOUTH OF MP 203 | | N | | | Fatal Crash | Rollover | Rollover - Left Side of Road | Other - No Driver Error | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 6/26/2016 | 12:34 | Sunday | I-25 | | | N | | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Left Side of Road | Drove Left Of Center | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 3/17/2016 | 12:10 | Thursday | I-25 | MILE POST 202 | 202 | S | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Other Improper Driving | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 1/23/2016 | 8:57 | Saturday | I-25 | | 202 MILEPOST | S | S | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Left Side of Road | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 11/8/2016 | 15:50 | Tuesday | INTERSTATE 25 | 203 OFF RAMP | | S | S | | Property Damage Only Crash | Fixed Object | Fixed Object - Light Standard (Light Pole) | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 11/7/2016 | 12:10 | Monday | ON RAMP I-25 NORTHBOUND | | MM203 | N | | | Property Damage Only Crash | Fixed Object | Fixed Object - Guard Rail at Bridge or Culvert | Other - No Driver Error | Clear | Daylight | Not Involved | Not Involved | Straight | On Grade |
| 9/20/2016 | 13:00 | Tuesday | I-25 FREEWAY | | | N | | | Property Damage Only Crash | Left Blank | Left Blank | Excessive Speed | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 7/21/2016 | 19:27 | Thursday | INTERSTATE 25 | EXIT 203 | | S | S | | Property Damage Only Crash | Other (Object) | Other Object - Object Dropped From Vehicle - Vehicle Part | Other - No Driver Error | Raining | Daylight | Not Involved | Not Involved | Straight | Level |
| 7/18/2016 | 13:19 | Monday | I-25 | MILEPOST 203 SOUTH BOUND | | S | S | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Made Improper Turn | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 7/13/2016 | 8:16 | Wednesday | I-25 | | 203 | S | | | Injury Crash | Other (Non-Collision) | Non-Collision - Vehicle Downhill Into Canyon/Ravine | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 4/29/2016 | 20:40 | Friday | INTERSTATE 25 | | | S | S | | Injury Crash | Fixed Object | Fixed Object - Light Standard (Light Pole) | Other Improper Driving | Clear | Dark-Lighted | Not Involved | Not Involved | Straight | Level |
| 4/29/2016 | 21:50 | Friday | I-25 | | 203 | S | S | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Speed Too Fast for Conditions | Raining | Dark-Lighted | Not Involved | Not Involved | Straight | Level |
| 3/27/2016 | 14:27 | Sunday | I-25 NORTH BOUND | SOUTH OF EXIT 203 | | N | N | | Property Damage Only Crash | Other (Object) | Other Object - All Other | Other Improper Driving | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 11/22/2016 | 19:39 | Tuesday | I-25 NB | | | N | | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Left Side of Road | Driver Inattention | Clear | Dark-Lighted | Not Involved | Not Involved | Straight | Level |
| 9/19/2016 | 15:19 | Monday | I-25 | MILE POST 204 | | N | N | | Injury Crash | Other Vehicle | Other Vehicle - One Left Turn/Entering At Angle | Other Improper Driving | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 9/18/2016 | 2:21 | Sunday | I25 | | MILEPOST 204 | S | S | | Property Damage Only Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | None | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 7/25/2016 | 6:10 | Monday | I25 @ 204 N | | I25 MM 204 | NE | N | | Property Damage Only Crash | Other Vehicle | Other Vehicle - Both Going Straight/Entering At Angle | Failed to Yield Right of Way | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 10/29/2017 | 15:50 | Sunday | I 25 NORTH-BD FW | NONE | MILEPOST 195 | N | N | 0 | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Other - No Driver Error | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 10/17/2017 | 12:15 | Tuesday | I-25 | | | N | N | | Property Damage Only Crash | Other Vehicle | Other Vehicle - Both Going Straight/Entering At Angle | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 8/6/2017 | 15:00 | Sunday | I-25 | | | N | N | | Property Damage Only Crash | Other (Object) | Other Object - Object Dropped From Vehicle - Furniture | None | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 8/4/2017 | 16:00 | Friday | INTERSTATE 25 | | MILE POST 195 | S | S | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Other Improper Driving | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 4/12/2017 | 13:03 | Wednesday | I-25 | | I 25 MP 195 | N | | | Injury Crash | Fixed Object | Fixed Object - Barricade | Speed Too Fast for Conditions | Clear | Daylight | Not Involved | Not Involved | Straight | On Grade |
| 1/27/2017 | 21:24 | Friday | I-25 MP 195 | | MP 195 SB | N | | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Left Side of Road | Missing Data | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | On Grade |
| 11/24/2017 | 18:38 | Friday | I-25 BYPASS | | I-25 OVERPASS | E | | | Injury Crash | Fixed Object | Fixed Object - Guard Rail | Avoid No Contact - Vehicle | Clear | Daylight | Not Involved | Not Involved | Straight | On Grade |
| 10/15/2017 | 1:45 | Sunday | INTERSTATE 25 | | INTERSTATE 25 NORTH SIGN | N | S | 213.7 | Injury Crash | Fixed Object | Fixed Object - Guard Rail | Improper Lane Change | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 10/13/2017 | 18:10 | Friday | INTERSTATE 25 | | EXIT 195 | W | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - One Left Turn/Entering At Angle | Failed to Yield Right of Way | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 6/3/2017 | 16:00 | Saturday | INTERSTATE 25 | | 197 | S | N | 0.6 | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Defective Tires | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 9/10/2017 | 22:54 | Sunday | INTERSTATE 25 | | 201 | S | S | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Excessive Speed | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 8/8/2017 | 21:42 | Tuesday | I-25 | | 201 | N | | | Injury Crash | Other Vehicle | Other Vehicle - From Opposite Direction | Alcohol/Drug Involved | Clear | Dark-Not Lighted | Involved | Not Involved | Straight | Level |
| 8/16/2017 | 7:03 | Wednesday | I-25 | MILE POST 202 | | S | S | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Other Improper Driving | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 8/4/2017 | 20:50 | Friday | I-25 | MILEPOST 202 | | S | S | | Injury Crash | Other (Object) | Other Object - Object Dropped From Other Vehicle (Not Motion) | None | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 6/24/2017 | 17:15 | Saturday | I-25 | MILE POST 202 | | S | S | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Improper Overtaking | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 12/22/2017 | 18:01 | Friday | I-25 | MAIN ST | | E | E | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Driver Inattention | Clear | Dusk | Not Involved | Not Involved | Straight | Hillcrest |
| 11/17/2017 | 5:45 | Friday | I-25 | | | S | | | Property Damage Only Crash | Other Vehicle | Left Blank | Excessive Speed | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 11/12/2017 | 19:30 | Sunday | I-25 | | MM 203 | S | | | Injury Crash | Overturn/Rollover | Overturn/Rollover - Right Side of Road | Alcohol/Drug Involved | Clear | Dark-Lighted | Involved | Not Involved | Straight | Level |
| 9/12/2017 | 12:58 | Tuesday | I-25 | | | S | | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Other Improper Driving | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 8/3/2017 | 10:53 | Thursday | I-25 | MILE POST 203 | | S | S | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Other Improper Driving | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 7/21/2017 | 14:43 | Friday | I-25 | MAIN ST | | N | | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Rear End Collision | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 5/30/2017 | 19:25 | Tuesday | I-25 | MAIN ST | 203 | S | S | | Property Damage Only Crash | Fixed Object | Fixed Object - Sign or Sign Post (Traffic) | Alcohol/Drug Involved | Clear | Daylight | Not Involved | Involved | Curve | On Grade |
| 5/18/2017 | 16:35 | Thursday | I-25 | MAIN ST | | N | N | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Driver Inattention | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 5/14/2017 | 14:51 | Sunday | INTERSTATE 25 | | I-25 NORTHBOUND ON RAMP | N | | | Property Damage Only Crash | Fixed Object | Fixed Object - Sign or Sign Post (Traffic) | Defective Tires | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 4/9/2017 | 21:45 | Sunday | I25 NORTH BOUND AT 203 | | | N | | | Property Damage Only Crash | Other (Object) | Other Object - Object Dropped From Vehicle - Vehicle Part | None | Clear | Dark-Not Lighted | Not Involved | Not Involved | Straight | Level |
| 3/5/2017 | 1:15 | Sunday | INTERSTATE 25 | MP 203 | | S | S | | Property Damage Only Crash | Animal | Animal - Dog | None | Clear | Dark-Lighted | Not Involved | Not Involved | Straight | On Grade |
| 10/11/2017 | 9:25 | Wednesday | INTERSTATE 25 | MP 204 | | S | S | | Injury Crash | Other Vehicle | Other Vehicle - From Same Direction/Rear End Collision | Missing Data | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 5/27/2017 | 16:31 | Saturday | I-25 | MILEPOST 204 | | S | | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Excessive Speed | Clear | Daylight | Not Involved | Not Involved | Straight | Level |
| 1/8/2017 | 19:21 | Sunday | I-25 | | 203 | S | S | | Property Damage Only Crash | Other Vehicle | Other Vehicle - From Same Direction/Both Going Straight | Driver Inattention | Clear | Dark-Lighted | Not Involved | Not Involved | Straight | Level |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**ACCIDENT SUMMARY SHEET**

**INTERSECTION/SEGMENT: EXIT 195 (Belen North Interchange)**

| ROUTE **I-25** | **YEAR 2013** | | **YEAR 2014** | | **YEAR 2015** | | **YEAR 2016** | | **YEAR 2017** | | **TOTAL** | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MP **195** TO MP **197** | **No. 7** | **21%** | **No. 3** | **9%** | **No. 6** | **18%** | **No. 8** | **24%** | **No. 10** | **29%** | **No. 34** | **% 100** |
| **CRASH SEVERITY** | | | | | | | | | | | | |
| Property Damage Only (PDO) | 3 | 43 | 2 | 67 | 3 | 50 | 4 | 50 | 4 | 40 | 16 | 47 |
| Injury/Non-Fatal | 4 | 57 | | | 3 | 50 | 4 | 50 | 6 | 60 | 17 | 50 |
| Fatal | | | 1 | 33 | | | | | | | 1 | 3 |
| **CRASH CLASSIFICATION (ACCIDENT TYPE)** | | | | | | | | | | | | |
| Fixed Object | | | | | | | 3 | 38 | 4 | 40 | 7 | 21 |
| Right Angle | | | | | | | | | 2 | 20 | 2 | 6 |
| Rear End | | | | | 1 | 17 | 1 | 13 | | | 2 | 6 |
| Backing | | | | | | | | | | | 0 | 0 |
| Sideswipe: Same Direction | 3 | 43 | | | 2 | 33 | 1 | 13 | 1 | 10 | 7 | 21 |
| Sideswipe: Opposite Direction | | | 1 | 33 | | | | | | | 1 | 3 |
| Head On | | | | | | | | | | | 0 | 0 |
| Left Turn | | | | | | | | | | | 0 | 0 |
| Parked Vehicle/Parking Maneuver | | | | | | | | | | | 0 | 0 |
| Overturn | 3 | 43 | 1 | 33 | 3 | 50 | 1 | 13 | 2 | 20 | 10 | 29 |
| Driveway/Driveway Maneuver | | | | | | | | | | | 0 | 0 |
| Pedestrian/Bicyclist | | | | | | | | | | | 0 | 0 |
| Other | 1 | 14 | 1 | 33 | | | 2 | 25 | 1 | 10 | 5 | 15 |
| **PROBABLE CAUSE** | | | | | | | | | | | | |
| Following Too Close | 1 | 14 | | | | | | | | | 1 | 3 |
| Driver Inattention | | | | | 1 | 17 | 1 | 13 | 1 | 11 | 3 | 9 |
| Excess Speed/Too Fast For Conditions | 2 | 29 | | | 2 | 33 | | | 1 | 11 | 5 | 15 |
| Avoid Other Vehicle | | | | | | | 2 | 25 | 1 | 11 | 3 | 9 |
| Improper Driving | 1 | 14 | 1 | 33 | 1 | 17 | 2 | 25 | 2 | 22 | 7 | 21 |
| Failure to use Turn Signal | | | | | | | | | | | 0 | 0 |
| Failure to Yield R.O.W. | | | | | | | | | 1 | 11 | 1 | 3 |
| Disregard Traffic Control Device | | | | | | | | | | | 0 | 0 |
| Under Influence Alcohol | 1 | 14 | 1 | 33 | | | 1 | 13 | | | 3 | 9 |
| Mechanical Defect | | | 1 | 33 | 1 | 17 | 1 | 13 | 1 | 11 | 4 | 12 |
| Pedestrian Error | | | | | | | | | | | 0 | 0 |
| Road Defect/Construction Activity | | | | | | | | | | | 0 | 0 |
| Other | 2 | 29 | | | 1 | 17 | 1 | 13 | 2 | 22 | 6 | 18 |
| **ROAD CONDITIONS** | | | | | | | | | | | | |
| Dry/Clear | 3 | 43 | 3 | 100 | 5 | 83 | 7 | 88 | 10 | 100 | 28 | 82 |
| Wet | 2 | 29 | | | 1 | 17 | | | | | 3 | 9 |
| Snowy/Icy | 2 | 29 | | | | | | | | | 2 | 6 |
| Other | | | | | | | 1 | 13 | | | 1 | 3 |
| **LIGHTING** | | | | | | | | | | | | |
| Daylight | 3 | 43 | 3 | 100 | 5 | 83 | 5 | 71 | 8 | 80 | 24 | 73 |
| Darkness | 3 | 43 | | | 1 | 17 | 2 | 29 | 2 | 20 | 8 | 24 |
| Dawn or Dusk | 1 | 14 | | | | | | | | | 1 | 3 |
| **SOBRIETY** | | | | | | | | | | | | |
| Sobriety Unknown | | | | | | | | | | | 0 | 0 |
| Had Been Drinking/Drug | 1 | 14 | 1 | 33 | | | 1 | 13 | | | 3 | 9 |
| Had Not Been Drinking/Drug | 6 | 86 | 2 | 67 | 6 | 100 | 7 | 88 | 10 | 100 | 31 | 91 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**ACCIDENT SUMMARY SHEET**

**INTERSECTION/SEGMENT: Future Morris Road Interchange**

| ROUTE **I-25** MP **201** TO MP **202** | **YEAR 2013** | | **YEAR 2014** | | **YEAR 2015** | | **YEAR 2016** | | **YEAR 2017** | | **TOTAL** | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **No. 6** | **19%** | **No. 6** | **19%** | **No. 6** | **19%** | **No. 9** | **28%** | **No. 5** | **16%** | **No. 32** | **% 100** |
| **CRASH SEVERITY** | | | | | | | | | | | | |
| Property Damage Only (PDO) | 2 | 33 | 3 | 50 | 4 | 67 | 6 | 67 | | | 15 | 47 |
| Injury/Non-Fatal | 4 | 67 | 3 | 50 | 2 | 33 | 2 | 22 | 5 | 100 | 16 | 50 |
| Fatal | | | | | | | 1 | 11 | | | 1 | 3 |
| **CRASH CLASSIFICATION (ACCIDENT TYPE)** | | | | | | | | | | | | |
| Fixed Object | 2 | 33 | | | | | 1 | 11 | | | 3 | 9 |
| Right Angle | | | | | | | | | | | 0 | 0 |
| Rear End | | | | | | | 1 | 11 | | | 1 | 3 |
| Backing | | | | | | | | | | | 0 | 0 |
| Sideswipe: Same Direction | 1 | 17 | 2 | 33 | 1 | 17 | 4 | 44 | 2 | 40 | 10 | 31 |
| Sideswipe: Opposite Direction | | | | | | | | | 1 | 20 | 1 | 3 |
| Head On | | | | | | | | | | | 0 | 0 |
| Left Turn | | | | | | | | | | | 0 | 0 |
| Parked Vehicle/Parking Maneuver | | | | | | | | | | | 0 | 0 |
| Overturn | 2 | 33 | 2 | 33 | 5 | 83 | 3 | 33 | 1 | 20 | 13 | 41 |
| Driveway/Driveway Maneuver | | | | | | | | | | | 0 | 0 |
| Pedestrian/Bicyclist | | | | | | | | | | | 0 | 0 |
| Other | 1 | 17 | 2 | 33 | | | | | 1 | 20 | 4 | 13 |
| **PROBABLE CAUSE** | | | | | | | | | | | | |
| Following Too Close | | | | | | | 1 | 11 | | | 1 | 3 |
| Driver Inattention | 1 | 17 | | | 1 | 17 | 2 | 22 | | | 4 | 13 |
| Excess Speed/Too Fast For Conditions | 1 | 17 | | | 1 | 17 | 1 | 11 | 1 | 25 | 4 | 13 |
| Avoid Other Vehicle | 1 | 17 | 1 | 17 | | | | | | | 2 | 6 |
| Improper Driving | | | 1 | 17 | | | 4 | 44 | 2 | 50 | 7 | 23 |
| Failure to use Turn Signal | | | | | | | | | | | 0 | 0 |
| Failure to Yield R.O.W. | | | | | | | | | | | 0 | 0 |
| Disregard Traffic Control Device | | | | | | | | | | | 0 | 0 |
| Under Influence Alcohol | 1 | 17 | 1 | 17 | 2 | 33 | | | 1 | 25 | 5 | 16 |
| Mechanical Defect | | | 1 | 17 | 1 | 17 | | | | | 2 | 6 |
| Pedestrian Error | | | | | | | | | | | 0 | 0 |
| Road Defect/Construction Activity | | | | | | | | | | | 0 | 0 |
| Other | 2 | 33 | 2 | 33 | 1 | 17 | 1 | 11 | | | 6 | 19 |
| **ROAD CONDITIONS** | | | | | | | | | | | | |
| Dry/Clear | 6 | 100 | 6 | 100 | 5 | 83 | 8 | 89 | 5 | 100 | 30 | 94 |
| Wet | | | | | | | | | | | 0 | 0 |
| Snowy/Icy | | | | | 1 | 17 | | | | | 1 | 3 |
| Other | | | | | | | 1 | 11 | | | 1 | 3 |
| **LIGHTING** | | | | | | | | | | | | |
| Daylight | 3 | 50 | 6 | 100 | 1 | 17 | 6 | 67 | 3 | 60 | 19 | 59 |
| Darkness | 3 | 50 | | | 4 | 67 | 3 | 33 | 2 | 40 | 12 | 38 |
| Dawn or Dusk | | | | | 1 | 17 | | | | | 1 | 3 |
| **SOBRIETY** | | | | | | | | | | | | |
| Sobriety Unknown | | | | | | | | | | | 0 | 0 |
| Had Been Drinking/Drug | 1 | 17 | 1 | 17 | 2 | 33 | | | 1 | 20 | 5 | 16 |
| Had Not Been Drinking/Drug | 5 | 83 | 5 | 83 | 4 | 67 | 9 | 100 | 4 | 80 | 27 | 84 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**ACCIDENT SUMMARY SHEET**

**INTERSECTION/SEGMENT: EXIT 203 (Los Lunas NM6 Interchange)**

| ROUTE **I-25** | **YEAR 2013** | | **YEAR 2014** | | **YEAR 2015** | | **YEAR 2016** | | **YEAR 2017** | | **TOTAL** | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MP **203** TO MP **204** | **No. 11** | **20%** | **No. 9** | **16%** | **No. 9** | **16%** | **No. 13** | **23%** | **No. 14** | **25%** | **No. 56** | **% 100** |
| **CRASH SEVERITY** | | | | | | | | | | | | |
| Property Damage Only (PDO) | 6 | 55 | 6 | 67 | 4 | 44 | 9 | 69 | 9 | 64 | 34 | 61 |
| Injury/Non-Fatal | 5 | 45 | 3 | 33 | 5 | 56 | 4 | 31 | 5 | 36 | 22 | 39 |
| Fatal | | | | | | | | | | | 0 | 0 |
| **CRASH CLASSIFICATION (ACCIDENT TYPE)** | | | | | | | | | | | | |
| Fixed Object | | | 2 | 22 | 2 | 22 | 3 | 23 | 2 | 15 | 9 | 16 |
| Right Angle | | | 1 | 11 | 1 | 11 | 2 | 15 | | | 4 | 7 |
| Rear End | 3 | 27 | 3 | 33 | | | | | 2 | 15 | 8 | 15 |
| Backing | | | | | | | | | | | 0 | 0 |
| Sideswipe: Same Direction | 4 | 36 | | | 1 | 11 | 2 | 15 | 6 | 46 | 13 | 24 |
| Sideswipe: Opposite Direction | 1 | 9 | 1 | 11 | | | | | | | 2 | 4 |
| Head On | 1 | 9 | | | | | | | | | 1 | 2 |
| Left Turn | | | | | | | | | | | 0 | 0 |
| Parked Vehicle/Parking Maneuver | | | | | | | | | | | 0 | 0 |
| Overturn | 1 | 9 | 2 | 22 | 4 | 44 | 2 | 15 | 1 | 8 | 10 | 18 |
| Driveway/Driveway Maneuver | | | | | | | | | | | 0 | 0 |
| Pedestrian/Bicyclist | | | | | | | | | | | 0 | 0 |
| Other | 1 | 9 | | | 1 | 11 | 4 | 31 | 2 | 15 | 8 | 15 |
| **PROBABLE CAUSE** | | | | | | | | | | | | |
| Following Too Close | 1 | 9 | | | | | | | | | 1 | 2 |
| Driver Inattention | 2 | 18 | 3 | 33 | 2 | 22 | 3 | 27 | 4 | 36 | 14 | 27 |
| Excess Speed/Too Fast For Conditions | | | | | 2 | 22 | 2 | 18 | 2 | 18 | 6 | 12 |
| Avoid Other Vehicle | 2 | 18 | 1 | 11 | | | | | | | 3 | 6 |
| Improper Driving | 3 | 27 | 2 | 22 | | | 3 | 27 | 2 | 18 | 10 | 20 |
| Failure to use Turn Signal | | | | | | | | | | | 0 | 0 |
| Failure to Yield R.O.W. | | | 1 | 11 | | | 1 | 9 | | | 2 | 4 |
| Disregard Traffic Control Device | | | | | | | | | | | 0 | 0 |
| Under Influence Alcohol | 1 | 9 | 1 | 11 | | | | | 2 | 18 | 4 | 8 |
| Mechanical Defect | | | 1 | 11 | 1 | 11 | | | 1 | 9 | 3 | 6 |
| Pedestrian Error | | | | | | | | | | | 0 | 0 |
| Road Defect/Construction Activity | | | | | | | | | | | 0 | 0 |
| Other | 2 | 18 | | | 4 | 44 | 2 | 18 | | | 8 | 16 |
| **ROAD CONDITIONS** | | | | | | | | | | | | |
| Dry/Clear | 10 | 91 | 8 | 89 | 6 | 67 | 11 | 85 | 14 | 100 | 49 | 88 |
| Wet | 1 | 9 | | | | | 2 | 15 | | | 3 | 5 |
| Snowy/Icy | | | | | 3 | 33 | | | | | 3 | 5 |
| Other | | | 1 | 11 | | | | | | | 1 | 2 |
| **LIGHTING** | | | | | | | | | | | | |
| Daylight | 8 | 73 | 6 | 67 | 2 | 22 | 8 | 62 | 8 | 57 | 32 | 57 |
| Darkness | 2 | 18 | 3 | 33 | 2 | 22 | 5 | 38 | 5 | 36 | 17 | 30 |
| Dawn or Dusk | 1 | 9 | | | 5 | 56 | | | 1 | 7 | 7 | 13 |
| **SOBRIETY** | | | | | | | | | | | | |
| Sobriety Unknown | | | | | | | | | | | 0 | 0 |
| Had Been Drinking/Drug | 1 | 9 | 1 | 11 | | | | | 2 | 14 | 4 | 7 |
| Had Not Been Drinking/Drug | 10 | 91 | 8 | 89 | 9 | 100 | 13 | 100 | 12 | 86 | 52 | 93 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

**ACCIDENT SUMMARY SHEET**

**INTERSECTION/SEGMENT: Combined Corridor**

| ROUTE **I-25** MP **195** TO MP **204** | **YEAR 2013** | | **YEAR 2014** | | **YEAR 2015** | | **YEAR 2016** | | **YEAR 2017** | | **TOTAL** | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **No. 24** | **20%** | **No. 18** | **15%** | **No. 21** | **17%** | **No. 30** | **25%** | **No. 28** | **23%** | **No. ##** | **% 100** |
| **CRASH SEVERITY** | | | | | | | | | | | | |
| Property Damage Only (PDO) | 11 | 46 | 11 | 65 | 11 | 52 | 19 | 66 | 13 | 45 | 65 | 54 |
| Injury/Non-Fatal | 13 | 54 | 6 | 35 | 10 | 48 | 10 | 34 | 16 | 55 | 55 | 46 |
| Fatal | | | | | | | | | | | 0 | 0 |
| **CRASH CLASSIFICATION (ACCIDENT TYPE)** | | | | | | | | | | | | |
| Fixed Object | 2 | 8 | 2 | 11 | 2 | 10 | 7 | 23 | 6 | 21 | 19 | 16 |
| Right Angle | 0 | 0 | 1 | 6 | 1 | 5 | 2 | 7 | 2 | 7 | 6 | 5 |
| Rear End | 3 | 13 | 3 | 17 | 1 | 5 | 2 | 7 | 2 | 7 | 11 | 9 |
| Backing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe: Same Direction | 8 | 33 | 2 | 11 | 4 | 19 | 7 | 23 | 9 | 32 | 30 | 25 |
| Sideswipe: Opposite Direction | 1 | 4 | 2 | 11 | 0 | 0 | 0 | 0 | 1 | 4 | 4 | 3 |
| Head On | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Left Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parked Vehicle/Parking Maneuver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Overturn | 6 | 25 | 5 | 28 | 12 | 57 | 6 | 20 | 4 | 14 | 33 | 27 |
| Driveway/Driveway Maneuver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian/Bicyclist | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 3 | 13 | 3 | 17 | 1 | 5 | 6 | 20 | 4 | 14 | 17 | 14 |
| **PROBABLE CAUSE** | 0 | 0 | 0 | | 0 | | 0 | | 0 | | | |
| Following Too Close | 2 | 8 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 3 | 3 |
| Driver Inattention | 3 | 13 | 3 | 17 | 4 | 19 | 6 | 21 | 5 | 21 | 21 | 18 |
| Excess Speed/Too Fast For Conditions | 3 | 13 | 0 | 0 | 5 | 24 | 3 | 11 | 4 | 17 | 15 | 13 |
| Avoid Other Vehicle | 3 | 13 | 2 | 11 | 0 | 0 | 2 | 7 | 1 | 4 | 8 | 7 |
| Improper Driving | 4 | 17 | 4 | 22 | 1 | 5 | 9 | 32 | 6 | 25 | 24 | 21 |
| Failure to use Turn Signal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Failure to Yield R.O.W. | 0 | 0 | 1 | 6 | 0 | 0 | 1 | 4 | 1 | 4 | 3 | 3 |
| Disregard Traffic Control Device | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Under Influence Alcohol | 3 | 13 | 3 | 17 | 2 | 10 | 1 | 4 | 3 | 13 | 12 | 10 |
| Mechanical Defect | 0 | 0 | 3 | 17 | 3 | 14 | 1 | 4 | 2 | 8 | 9 | 8 |
| Pedestrian Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Road Defect/Construction Activity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 6 | 25 | 2 | 11 | 6 | 29 | 4 | 14 | 2 | 8 | 20 | 17 |
| **ROAD CONDITIONS** | | | | | | | | | | | | |
| Dry/Clear | 19 | 79 | 17 | 94 | 16 | 76 | 26 | 87 | 29 | 100 | 107 | 88 |
| Wet | 3 | 13 | 0 | 0 | 1 | 5 | 2 | 7 | 0 | 0 | 6 | 5 |
| Snowy/Icy | 2 | 8 | 0 | 0 | 4 | 19 | 0 | 0 | 0 | 0 | 6 | 5 |
| Other | 0 | 0 | 1 | 6 | 0 | 0 | 2 | 7 | 0 | 0 | 3 | 2 |
| **LIGHTING** | | | | | | | | | | | | |
| Daylight | 14 | 58 | 15 | 83 | 8 | 38 | 19 | 66 | 19 | 66 | 75 | 62 |
| Darkness | 8 | 33 | 3 | 17 | 7 | 33 | 10 | 34 | 9 | 31 | 37 | 31 |
| Dawn or Dusk | 2 | 8 | 0 | 0 | 6 | 29 | 0 | 0 | 1 | 3 | 9 | 7 |
| **SOBRIETY** | | | | | | | | | | | | |
| Sobriety Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Had Been Drinking/Drug | 3 | 13 | 3 | 17 | 2 | 10 | 1 | 3 | 3 | 10 | 12 | 10 |
| Had Not Been Drinking/Drug | 21 | 88 | 15 | 83 | 19 | 90 | 29 | 97 | 26 | 90 | 110 | 90 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



# APPENDIX C
# Travel Demand Forecast Model Output

## 2025 NO-Build

| VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|
| 1 | 7506 | Main (NM-6) & Huning Ranch Loop | 1 | EBR | 12 | 10 | 12 | 14 |
| 1 | 7519 | Main (NM-6) & Huning Ranch Loop | 2 | EBT | 12 | 155 | 21 | 251 |
| 1 | 7474 | Main (NM-6) & Huning Ranch Loop | 3 | NBL | 12 | 14 | 13 | 4 |
| 1 | 7519 | Main (NM-6) & Huning Ranch Loop | 1 | NBR | 1 | 179 | 1 | 91 |
| 1 | 7506 | Main (NM-6) & Huning Ranch Loop | 3 | WBL | 2 | 134 | 2 | 118 |
| 1 | 7474 | Main (NM-6) & Huning Ranch Loop | 2 | WBT | 30 | 194 | 19 | 181 |
| 2 | 7452 | Main (NM-6) & Los Morros Rd | 3 | EBL | 5 | 31 | 2 | 4 |
| 2 | 7460 | Main (NM-6) & Los Morros Rd | 1 | EBR | 7 | 13 | 7 | 8 |
| 2 | 5828 | Main (NM-6) & Los Morros Rd | 2 | EBT | 8 | 289 | 16 | 518 |
| 2 | 4705 | Main (NM-6) & Los Morros Rd | 3 | NBL | 12 | 8 | 9 | 3 |
| 2 | 5828 | Main (NM-6) & Los Morros Rd | 1 | NBR | 1 | 215 | 3 | 139 |
| 2 | 7452 | Main (NM-6) & Los Morros Rd | 2 | NBT | 1 | 8 | 1 | 2 |
| 2 | 5828 | Main (NM-6) & Los Morros Rd | 3 | SBL | 5 | 24 | 2 | 79 |
| 2 | 4705 | Main (NM-6) & Los Morros Rd | 1 | SBR | 26 | 4 | 9 | 15 |
| 2 | 7460 | Main (NM-6) & Los Morros Rd | 2 | SBT | 2 | 3 | 6 | 36 |
| 2 | 7460 | Main (NM-6) & Los Morros Rd | 3 | WBL | 2 | 85 | 3 | 183 |
| 2 | 7452 | Main (NM-6) & Los Morros Rd | 1 | WBR | 2 | 22 | 1 | 29 |
| 2 | 4705 | Main (NM-6) & Los Morros Rd | 2 | WBT | 24 | 338 | 13 | 275 |
| 3 | 7442 | Main (NM-6) & Desert Willow Rd | 3 | EBL | 3 | 11 | 2 | 37 |
| 3 | 4 | Main (NM-6) & Desert Willow Rd | 2 | EBT | 6 | 502 | 10 | 684 |
| 3 | 4 | Main (NM-6) & Desert Willow Rd | 3 | SBL | 5 | 136 | 5 | 496 |
| 3 | 5828 | Main (NM-6) & Desert Willow Rd | 1 | SBR | 13 | 19 | 0 | 50 |
| 3 | 7442 | Main (NM-6) & Desert Willow Rd | 1 | WBR | 1 | 79 | 1 | 109 |
| 3 | 5828 | Main (NM-6) & Desert Willow Rd | 2 | WBT | 15 | 437 | 9 | 427 |
| 4 | 214 | Main (NM-6) & Sun Ranch Village Rd | 1 | EBR | 2 | 12 | 6 | 58 |
| 4 | 211 | Main (NM-6) & Sun Ranch Village Rd | 2 | EBT | 6 | 621 | 7 | 1144 |
| 4 | 3 | Main (NM-6) & Sun Ranch Village Rd | 3 | NBL | 1 | 25 | 1 | 20 |
| 4 | 211 | Main (NM-6) & Sun Ranch Village Rd | 1 | NBR | 1 | 237 | 3 | 225 |
| 4 | 214 | Main (NM-6) & Sun Ranch Village Rd | 3 | WBL | 1 | 156 | 3 | 278 |
| 4 | 3 | Main (NM-6) & Sun Ranch Village Rd | 2 | WBT | 11 | 462 | 8 | 489 |
| 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 1 | EBR | 13 | 78 | 8 | 183 |
| 5 | 6 | I-25 & Main (NM-6) SB Ramps | 2 | EBT | 4 | 726 | 7 | 1136 |
| 5 | 6 | I-25 & Main (NM-6) SB Ramps | 3 | SBL | 2 | 263 | 1 | 720 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 NO-Build

| VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|
| 5 | 211 | I-25 & Main (NM-6) SB Ramps | 1 | SBR | 3 | 243 | 2 | 495 |
| 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 2 | SBT | 0 | 0 | 0 | 0 |
| 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 3 | WBL | 3 | 114 | 1 | 162 |
| 5 | 211 | I-25 & Main (NM-6) SB Ramps | 2 | WBT | 10 | 506 | 9 | 714 |
| 6 | 1884 | I-25 & Main (NM-6) NB Ramps | 3 | EBL | 2 | 324 | 4 | 443 |
| 6 | 1886 | I-25 & Main (NM-6) NB Ramps | 2 | EBT | 4 | 703 | 4 | 1418 |
| 6 | 5 | I-25 & Main (NM-6) NB Ramps | 3 | NBL | 15 | 73 | 15 | 103 |
| 6 | 1886 | I-25 & Main (NM-6) NB Ramps | 1 | NBR | 1 | 130 | 5 | 135 |
| 6 | 1884 | I-25 & Main (NM-6) NB Ramps | 2 | NBT | 0 | 0 | 0 | 0 |
| 6 | 5 | I-25 & Main (NM-6) NB Ramps | 2 | WBT | 7 | 615 | 6 | 794 |
| 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | EBL | 1 | 222 | 3 | 287 |
| 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | EBR | 4 | 72 | 5 | 181 |
| 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | EBT | 4 | 446 | 5 | 998 |
| 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | NBL | 3 | 259 | 4 | 157 |
| 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | NBR | 1 | 134 | 4 | 181 |
| 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | NBT | 0 | 77 | 3 | 53 |
| 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | SBL | 2 | 93 | 2 | 112 |
| 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | SBR | 2 | 217 | 2 | 166 |
| 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | SBT | 0 | 24 | 2 | 52 |
| 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | WBL | 1 | 141 | 3 | 229 |
| 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | WBR | 1 | 342 | 3 | 161 |
| 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | WBT | 4 | 929 | 6 | 704 |
| 8 | 7482 | Main (NM-6) & Grant Blvd | 3 | EBL | 1 | 7 | 3 | 16 |
| 8 | 1875 | Main (NM-6) & Grant Blvd | 1 | EBR | 2 | 20 | 4 | 97 |
| 8 | 7484 | Main (NM-6) & Grant Blvd | 2 | EBT | 4 | 676 | 4 | 1190 |
| 8 | 7 | Main (NM-6) & Grant Blvd | 3 | NBL | 2 | 52 | 3 | 16 |
| 8 | 7484 | Main (NM-6) & Grant Blvd | 1 | NBR | 1 | 21 | 3 | 32 |
| 8 | 7482 | Main (NM-6) & Grant Blvd | 2 | NBT | 0 | 7 | 2 | 6 |
| 8 | 7 | Main (NM-6) & Grant Blvd | 1 | SBR | 1 | 21 | 0 | 15 |
| 8 | 1875 | Main (NM-6) & Grant Blvd | 3 | WBL | 1 | 12 | 3 | 39 |
| 8 | 7482 | Main (NM-6) & Grant Blvd | 1 | WBR | 1 | 78 | 3 | 33 |
| 8 | 7 | Main (NM-6) & Grant Blvd | 2 | WBT | 3 | 1365 | 5 | 1056 |
| 9 | 7487 | Main (NM-6) & Los Cerritos | 3 | EBL | 1 | 38 | 3 | 240 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 NO-Build

| VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|
| 9 | 7488 | Main (NM-6) & Los Cerritos | 1 | EBR | 2 | 18 | 4 | 74 |
| 9 | 1797 | Main (NM-6) & Los Cerritos | 2 | EBT | 4 | 614 | 5 | 902 |
| 9 | 7484 | Main (NM-6) & Los Cerritos | 3 | NBL | 1 | 32 | 3 | 62 |
| 9 | 1797 | Main (NM-6) & Los Cerritos | 1 | NBR | 1 | 4 | 3 | 12 |
| 9 | 7487 | Main (NM-6) & Los Cerritos | 2 | NBT | 0 | 2 | 2 | 15 |
| 9 | 1797 | Main (NM-6) & Los Cerritos | 3 | SBL | 3 | 244 | 2 | 224 |
| 9 | 7484 | Main (NM-6) & Los Cerritos | 1 | SBR | 2 | 193 | 2 | 155 |
| 9 | 7488 | Main (NM-6) & Los Cerritos | 2 | SBT | 1 | 6 | 2 | 14 |
| 9 | 7488 | Main (NM-6) & Los Cerritos | 3 | WBL | 1 | 3 | 4 | 17 |
| 9 | 7487 | Main (NM-6) & Los Cerritos | 1 | WBR | 1 | 77 | 3 | 231 |
| 9 | 7484 | Main (NM-6) & Los Cerritos | 2 | WBT | 3 | 1234 | 6 | 928 |
| 10 | 2105 | Main (NM-6) & Canal Blvd | 1 | EBR | 2 | 6 | 3 | 24 |
| 10 | 1795 | Main (NM-6) & Canal Blvd | 2 | EBT | 4 | 893 | 4 | 1243 |
| 10 | 7489 | Main (NM-6) & Canal Blvd | 3 | NBL | 1 | 37 | 3 | 19 |
| 10 | 1795 | Main (NM-6) & Canal Blvd | 1 | NBR | 1 | 90 | 3 | 51 |
| 10 | 2105 | Main (NM-6) & Canal Blvd | 3 | WBL | 1 | 43 | 4 | 77 |
| 10 | 7489 | Main (NM-6) & Canal Blvd | 2 | WBT | 3 | 1270 | 5 | 1120 |
| 11 | 1794 | Main (NM-6) & Don Pasqual Rd | 3 | EBL | 2 | 201 | 5 | 86 |
| 11 | 1312 | Main (NM-6) & Don Pasqual Rd | 2 | EBT | 4 | 778 | 4 | 1195 |
| 11 | 1312 | Main (NM-6) & Don Pasqual Rd | 3 | SBL | 2 | 122 | 3 | 52 |
| 11 | 672 | Main (NM-6) & Don Pasqual Rd | 1 | SBR | 3 | 152 | 4 | 87 |
| 11 | 1794 | Main (NM-6) & Don Pasqual Rd | 1 | WBR | 1 | 203 | 4 | 53 |
| 11 | 672 | Main (NM-6) & Don Pasqual Rd | 2 | WBT | 3 | 938 | 5 | 1088 |
| 12 | 1290 | Main (NM-6) & NM-314 | 3 | EBL | 2 | 36 | 4 | 46 |
| 12 | 1344 | Main (NM-6) & NM-314 | 1 | EBR | 4 | 235 | 3 | 264 |
| 12 | 1965 | Main (NM-6) & NM-314 | 2 | EBT | 5 | 597 | 4 | 822 |
| 12 | 1309 | Main (NM-6) & NM-314 | 3 | NBL | 1 | 452 | 7 | 303 |
| 12 | 1965 | Main (NM-6) & NM-314 | 1 | NBR | 1 | 72 | 5 | 60 |
| 12 | 1290 | Main (NM-6) & NM-314 | 2 | NBT | 5 | 108 | 4 | 118 |
| 12 | 1965 | Main (NM-6) & NM-314 | 3 | SBL | 1 | 77 | 4 | 180 |
| 12 | 1309 | Main (NM-6) & NM-314 | 1 | SBR | 2 | 60 | 4 | 65 |
| 12 | 1344 | Main (NM-6) & NM-314 | 2 | SBT | 2 | 72 | 4 | 246 |
| 12 | 1344 | Main (NM-6) & NM-314 | 3 | WBL | 1 | 72 | 3 | 119 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 NO-Build

| VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|
| 12 | 1290 | Main (NM-6) & NM-314 | 1 | WBR | 2 | 124 | 2 | 102 |
| 12 | 1309 | Main (NM-6) & NM-314 | 2 | WBT | 4 | 769 | 5 | 811 |
| 13 | 1844 | Main (NM-6) & Luna Ave | 3 | EBL | 2 | 87 | 4 | 56 |
| 13 | 648 | Main (NM-6) & Luna Ave | 1 | EBR | 2 | 52 | 7 | 22 |
| 13 | 7491 | Main (NM-6) & Luna Ave | 2 | EBT | 4 | 382 | 4 | 1117 |
| 13 | 1332 | Main (NM-6) & Luna Ave | 3 | NBL | 2 | 53 | 5 | 37 |
| 13 | 7491 | Main (NM-6) & Luna Ave | 1 | NBR | 1 | 6 | 9 | 7 |
| 13 | 1844 | Main (NM-6) & Luna Ave | 2 | NBT | 1 | 13 | 4 | 11 |
| 13 | 7491 | Main (NM-6) & Luna Ave | 3 | SBL | 1 | 3 | 2 | 28 |
| 13 | 1332 | Main (NM-6) & Luna Ave | 1 | SBR | 2 | 134 | 4 | 56 |
| 13 | 648 | Main (NM-6) & Luna Ave | 2 | SBT | 2 | 15 | 4 | 9 |
| 13 | 648 | Main (NM-6) & Luna Ave | 3 | WBL | 8 | 0 | 4 | 2 |
| 13 | 1844 | Main (NM-6) & Luna Ave | 1 | WBR | 2 | 2 | 3 | 23 |
| 13 | 1332 | Main (NM-6) & Luna Ave | 2 | WBT | 4 | 836 | 4 | 769 |
| 14 | 1264 | Main (NM-6) & Los Lentes Rd | 3 | EBL | 2 | 53 | 6 | 33 |
| 14 | 7496 | Main (NM-6) & Los Lentes Rd | 1 | EBR | 1 | 14 | 3 | 52 |
| 14 | 7495 | Main (NM-6) & Los Lentes Rd | 2 | EBT | 4 | 526 | 4 | 809 |
| 14 | 1330 | Main (NM-6) & Los Lentes Rd | 3 | NBL | 1 | 56 | 3 | 98 |
| 14 | 7495 | Main (NM-6) & Los Lentes Rd | 1 | NBR | 2 | 190 | 0 | 236 |
| 14 | 1264 | Main (NM-6) & Los Lentes Rd | 2 | NBT | 1 | 103 | 4 | 47 |
| 14 | 7495 | Main (NM-6) & Los Lentes Rd | 3 | SBL | 2 | 128 | 3 | 123 |
| 14 | 1330 | Main (NM-6) & Los Lentes Rd | 1 | SBR | 2 | 39 | 5 | 36 |
| 14 | 7496 | Main (NM-6) & Los Lentes Rd | 2 | SBT | 1 | 111 | 3 | 59 |
| 14 | 7496 | Main (NM-6) & Los Lentes Rd | 3 | WBL | 1 | 186 | 1 | 223 |
| 14 | 1264 | Main (NM-6) & Los Lentes Rd | 1 | WBR | 1 | 74 | 4 | 101 |
| 14 | 1330 | Main (NM-6) & Los Lentes Rd | 2 | WBT | 3 | 638 | 4 | 789 |
| 15 | 7494 | Main (NM-6) & Carson Dr | 3 | EBL | 2 | 7 | 4 | 11 |
| 15 | 7497 | Main (NM-6) & Carson Dr | 1 | EBR | 1 | 47 | 4 | 74 |
| 15 | 1260 | Main (NM-6) & Carson Dr | 2 | EBT | 3 | 753 | 3 | 1177 |
| 15 | 7495 | Main (NM-6) & Carson Dr | 3 | NBL | 1 | 60 | 3 | 79 |
| 15 | 1260 | Main (NM-6) & Carson Dr | 1 | NBR | 2 | 139 | 10 | 149 |
| 15 | 7494 | Main (NM-6) & Carson Dr | 2 | NBT | 1 | 1 | 4 | 1 |
| 15 | 1260 | Main (NM-6) & Carson Dr | 3 | SBL | 3 | 3 | 3 | 5 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 NO-Build

| VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|
| 15 | 7495 | Main (NM-6) & Carson Dr | 1 | SBR | 3 | 5 | 4 | 9 |
| 15 | 7497 | Main (NM-6) & Carson Dr | 2 | SBT | 1 | 1 | 3 | 3 |
| 15 | 7497 | Main (NM-6) & Carson Dr | 3 | WBL | 0 | 75 | 6 | 145 |
| 15 | 7494 | Main (NM-6) & Carson Dr | 1 | WBR | 2 | 7 | 4 | 5 |
| 15 | 7495 | Main (NM-6) & Carson Dr | 2 | WBT | 3 | 878 | 4 | 1020 |
| 16 | 7499 | Main (NM-6) & Edeal Rd | 3 | EBL | 3 | 13 | 5 | 14 |
| 16 | 1416 | Main (NM-6) & Edeal Rd | 1 | EBR | 3 | 46 | 4 | 88 |
| 16 | 1789 | Main (NM-6) & Edeal Rd | 2 | EBT | 3 | 791 | 3 | 1235 |
| 16 | 1328 | Main (NM-6) & Edeal Rd | 3 | NBL | 2 | 68 | 6 | 53 |
| 16 | 1789 | Main (NM-6) & Edeal Rd | 1 | NBR | 1 | 14 | 2 | 12 |
| 16 | 7499 | Main (NM-6) & Edeal Rd | 2 | NBT | 1 | 2 | 2 | 1 |
| 16 | 1789 | Main (NM-6) & Edeal Rd | 3 | SBL | 4 | 13 | 2 | 7 |
| 16 | 1328 | Main (NM-6) & Edeal Rd | 1 | SBR | 6 | 24 | 3 | 22 |
| 16 | 1416 | Main (NM-6) & Edeal Rd | 2 | SBT | 2 | 1 | 1 | 8 |
| 16 | 1416 | Main (NM-6) & Edeal Rd | 3 | WBL | 2 | 12 | 2 | 19 |
| 16 | 7499 | Main (NM-6) & Edeal Rd | 1 | WBR | 2 | 12 | 3 | 8 |
| 16 | 1328 | Main (NM-6) & Edeal Rd | 2 | WBT | 3 | 881 | 4 | 1032 |
| 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | EBL | 2 | 5 | 5 | 10 |
| 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | EBR | 3 | 262 | 3 | 547 |
| 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | EBT | 4 | 589 | 3 | 715 |
| 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | NBL | 4 | 470 | 4 | 326 |
| 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | NBR | 2 | 19 | 4 | 56 |
| 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | NBT | 1 | 2 | 1 | 9 |
| 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | SBL | 4 | 13 | 2 | 19 |
| 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | SBR | 7 | 1 | 3 | 8 |
| 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | SBT | 3 | 0 | 1 | 6 |
| 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | WBL | 3 | 15 | 4 | 36 |
| 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | WBR | 2 | 1 | 4 | 24 |
| 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | WBT | 2 | 481 | 4 | 705 |
| 18 | 7500 | Main (NM-6) & NM-47 | 3 | EBL | 3 | 56 | 6 | 159 |
| 18 | 1336 | Main (NM-6) & NM-47 | 1 | EBR | 3 | 18 | 0 | 20 |
| 18 | 1325 | Main (NM-6) & NM-47 | 2 | EBT | 4 | 406 | 3 | 468 |
| 18 | 1245 | Main (NM-6) & NM-47 | 3 | NBL | 0 | 20 | 1 | 15 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 NO-Build

| VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|
| 18 | 7500 | Main (NM-6) & NM-47 | 2 | NBT | 1 | 30 | 2 | 88 |
| 18 | 1325 | Main (NM-6) & NM-47 | 3 | SBL | 3 | 19 | 1 | 74 |
| 18 | 1245 | Main (NM-6) & NM-47 | 1 | SBR | 7 | 13 | 4 | 66 |
| 18 | 1336 | Main (NM-6) & NM-47 | 2 | SBT | 4 | 27 | 2 | 130 |
| 18 | 1336 | Main (NM-6) & NM-47 | 3 | WBL | 2 | 236 | 2 | 1048 |
| 18 | 7500 | Main (NM-6) & NM-47 | 1 | WBR | 2 | 14 | 3 | 48 |
| 18 | 1245 | Main (NM-6) & NM-47 | 2 | WBT | 3 | 394 | 5 | 557 |
| 19 | 1297 | NM-314 & Courthouse Rd | 3 | EBL | 2 | 2 | 5 | 2 |
| 19 | 1975 | NM-314 & Courthouse Rd | 1 | EBR | 3 | 0 | 3 | 0 |
| 19 | 1296 | NM-314 & Courthouse Rd | 2 | EBT | 2 | 3 | 4 | 0 |
| 19 | 1974 | NM-314 & Courthouse Rd | 3 | NBL | 2 | 1 | 4 | 0 |
| 19 | 1296 | NM-314 & Courthouse Rd | 1 | NBR | 1 | 149 | 0 | 146 |
| 19 | 1297 | NM-314 & Courthouse Rd | 2 | NBT | 2 | 360 | 6 | 326 |
| 19 | 1296 | NM-314 & Courthouse Rd | 3 | SBL | 2 | 165 | 3 | 153 |
| 19 | 1974 | NM-314 & Courthouse Rd | 1 | SBR | 3 | 3 | 4 | 3 |
| 19 | 1975 | NM-314 & Courthouse Rd | 2 | SBT | 3 | 218 | 3 | 443 |
| 19 | 1975 | NM-314 & Courthouse Rd | 3 | WBL | 2 | 109 | 0 | 177 |
| 19 | 1297 | NM-314 & Courthouse Rd | 1 | WBR | 1 | 208 | 3 | 125 |
| 19 | 1974 | NM-314 & Courthouse Rd | 2 | WBT | 2 | 6 | 4 | 0 |
| 21 | 22 | I-25 & Morris Rd SB Ramps | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 21 | 7445 | I-25 & Morris Rd SB Ramps | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 21 | 7448 | I-25 & Morris Rd SB Ramps | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 21 | 7445 | I-25 & Morris Rd SB Ramps | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 21 | 7445 | I-25 & Morris Rd SB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 21 | 22 | I-25 & Morris Rd SB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 21 | 7448 | I-25 & Morris Rd SB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 21 | I-25 & Morris Rd NB Ramps | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 7462 | I-25 & Morris Rd NB Ramps | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 7463 | I-25 & Morris Rd NB Ramps | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 7462 | I-25 & Morris Rd NB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 7463 | I-25 & Morris Rd NB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 21 | I-25 & Morris Rd NB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 23 | 2702 | Morris Rd & Shawn Dr | 3 | EBL | 0 | 0 | 0 | 0 |



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## 2025 NO-Build

| VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|
| 23 | 1822 | Morris Rd & Shawn Dr | 2 | EBT | 3 | 18 | 2 | 102 |
| 23 | 1822 | Morris Rd & Shawn Dr | 3 | SBL | 3 | 17 | 3 | 35 |
| 23 | 6106 | Morris Rd & Shawn Dr | 1 | SBR | 0 | 1 | 0 | 1 |
| 23 | 2702 | Morris Rd & Shawn Dr | 1 | WBR | 2 | 6 | 4 | 21 |
| 23 | 6106 | Morris Rd & Shawn Dr | 2 | WBT | 1 | 57 | 5 | 20 |
| 24 | 1337 | NM-314 & Morris Rd | 3 | EBL | 1 | 46 | 2 | 132 |
| 24 | 1752 | NM-314 & Morris Rd | 1 | EBR | 2 | 19 | 2 | 51 |
| 24 | 1791 | NM-314 & Morris Rd | 2 | EBT | 2 | 7 | 3 | 34 |
| 24 | 1822 | NM-314 & Morris Rd | 3 | NBL | 1 | 40 | 5 | 23 |
| 24 | 1791 | NM-314 & Morris Rd | 1 | NBR | 3 | 8 | 8 | 123 |
| 24 | 1337 | NM-314 & Morris Rd | 2 | NBT | 2 | 417 | 4 | 252 |
| 24 | 1791 | NM-314 & Morris Rd | 3 | SBL | 4 | 15 | 3 | 26 |
| 24 | 1822 | NM-314 & Morris Rd | 1 | SBR | 1 | 110 | 3 | 34 |
| 24 | 1752 | NM-314 & Morris Rd | 2 | SBT | 3 | 207 | 2 | 482 |
| 24 | 1752 | NM-314 & Morris Rd | 3 | WBL | 1 | 67 | 8 | 134 |
| 24 | 1337 | NM-314 & Morris Rd | 1 | WBR | 2 | 22 | 6 | 9 |
| 24 | 1822 | NM-314 & Morris Rd | 2 | WBT | 1 | 28 | 4 | 21 |
| 25 | 1741 | Morris Rd & Los Lentes Rd | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 25 | 1369 | Morris Rd & Los Lentes Rd | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 25 | 1364 | Morris Rd & Los Lentes Rd | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 25 | 1369 | Morris Rd & Los Lentes Rd | 3 | EBL | 4 | 108 | 7 | 161 |
| 25 | 1741 | Morris Rd & Los Lentes Rd | 1 | EBR | 4 | 8 | 5 | 13 |
| 25 | 26 | Morris Rd & Los Lentes Rd | 2 | EBT | 0 | 0 | 0 | 0 |
| 25 | 1364 | Morris Rd & Los Lentes Rd | 3 | NBL | 3 | 2 | 9 | 2 |
| 25 | 26 | Morris Rd & Los Lentes Rd | 1 | NBR | 0 | 0 | 0 | 0 |
| 25 | 1369 | Morris Rd & Los Lentes Rd | 2 | NBT | 2 | 2 | 10 | 10 |
| 25 | 26 | Morris Rd & Los Lentes Rd | 3 | SBL | 0 | 0 | 0 | 0 |
| 25 | 1364 | Morris Rd & Los Lentes Rd | 1 | SBR | 1 | 112 | 7 | 147 |
| 25 | 1741 | Morris Rd & Los Lentes Rd | 2 | SBT | 3 | 8 | 5 | 13 |
| 26 | 703 | Morris Rd & Edeal Rd | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 26 | 704 | Morris Rd & Edeal Rd | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 26 | 704 | Morris Rd & Edeal Rd | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 26 | 703 | Morris Rd & Edeal Rd | 1 | #NAME? | 0 | 0 | 0 | 0 |



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## 2025 NO-Build

| VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|
| 26 | 25 | Morris Rd & Edeal Rd | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 26 | 1427 | Morris Rd & Edeal Rd | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 26 | 25 | Morris Rd & Edeal Rd | 3 | NBL | 0 | 0 | 0 | 0 |
| 26 | 1427 | Morris Rd & Edeal Rd | 1 | NBR | 0 | 0 | 0 | 0 |
| 26 | 704 | Morris Rd & Edeal Rd | 2 | NBT | 2 | 16 | 4 | 10 |
| 26 | 1427 | Morris Rd & Edeal Rd | 3 | SBL | 0 | 0 | 0 | 0 |
| 26 | 25 | Morris Rd & Edeal Rd | 1 | SBR | 0 | 0 | 0 | 0 |
| 26 | 703 | Morris Rd & Edeal Rd | 2 | SBT | 2 | 6 | 4 | 215 |
| 27 | 1510 | NM-47 & Morris Rd (Hyde Ln ) | 3 | EBL | 3 | 11 | 10 | 12 |
| 27 | 28 | NM-47 & Morris Rd (Hyde Ln ) | 1 | EBR | 2 | 4 | 8 | 5 |
| 27 | 1427 | NM-47 & Morris Rd (Hyde Ln ) | 3 | NBL | 2 | 7 | 7 | 3 |
| 27 | 1510 | NM-47 & Morris Rd (Hyde Ln ) | 2 | NBT | 1 | 1261 | 2 | 713 |
| 27 | 1427 | NM-47 & Morris Rd (Hyde Ln ) | 1 | SBR | 4 | 12 | 4 | 11 |
| 27 | 28 | NM-47 & Morris Rd (Hyde Ln ) | 2 | SBT | 3 | 311 | 1 | 1159 |
| 28 | 861 | NM-47 & Otero Rd. | 1 | NBR | 4 | 10 | 7 | 14 |
| 28 | 27 | NM-47 & Otero Rd. | 2 | NBT | 1 | 902 | 3 | 472 |
| 28 | 861 | NM-47 & Otero Rd. | 3 | SBL | 4 | 18 | 0 | 300 |
| 28 | 690 | NM-47 & Otero Rd. | 2 | SBT | 3 | 296 | 2 | 864 |
| 28 | 690 | NM-47 & Otero Rd. | 3 | WBL | 3 | 13 | 10 | 13 |
| 28 | 27 | NM-47 & Otero Rd. | 1 | WBR | 0 | 365 | 1 | 243 |
| 29 | 1527 | NM-47 & S.El Cerro Loop (NM-263) | 1 | EBR | 2 | 8 | 6 | 31 |
| 29 | 1526 | NM-47 & S.El Cerro Loop (NM-263) | 2 | EBT | 1 | 467 | 3 | 278 |
| 29 | 688 | NM-47 & S.El Cerro Loop (NM-263) | 3 | NBL | 1 | 18 | 6 | 22 |
| 29 | 1526 | NM-47 & S.El Cerro Loop (NM-263) | 1 | NBR | 2 | 156 | 4 | 71 |
| 29 | 1527 | NM-47 & S.El Cerro Loop (NM-263) | 3 | WBL | 3 | 68 | 1 | 203 |
| 29 | 688 | NM-47 & S.El Cerro Loop (NM-263) | 2 | WBT | 3 | 159 | 2 | 473 |
| 30 | 1721 | NM-47 & Edeal Rd | 3 | NBL | 2 | 53 | 4 | 32 |
| 30 | 686 | NM-47 & Edeal Rd | 2 | NBT | 1 | 442 | 3 | 290 |
| 30 | 686 | NM-47 & Edeal Rd | 3 | SBL | 3 | 4 | 6 | 14 |
| 30 | 684 | NM-47 & Edeal Rd | 1 | SBR | 1 | 39 | 4 | 92 |
| 30 | 1721 | NM-47 & Edeal Rd | 1 | WBR | 4 | 7 | 5 | 6 |
| 30 | 684 | NM-47 & Edeal Rd | 2 | WBT | 2 | 211 | 2 | 481 |
| 31 | 2262 | BL 25 NB & NM 314 NB | 2 | EBT | 4 | 53 | 3 | 203 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 NO-Build

| VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|
| 31 | 2260 | BL 25 NB & NM 314 NB | 2 | NBT | 2 | 524 | 5 | 342 |
| 32 | 4429 | Morris Rd & Sichler Rd. | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 32 | 6125 | Morris Rd & Sichler Rd. | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 32 | 6125 | Morris Rd & Sichler Rd. | 3 | SBL | 3 | 71 | 4 | 46 |
| 32 | 7463 | Morris Rd & Sichler Rd. | 1 | SBR | 0 | 0 | 0 | 0 |
| 32 | 4429 | Morris Rd & Sichler Rd. | 1 | WBR | 3 | 33 | 4 | 95 |
| 32 | 7463 | Morris Rd & Sichler Rd. | 2 | WBT | 0 | 0 | 0 | 0 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7474 | 1 | 7506 | Main (NM-6) & Huning Ranch Loop | 1 | EBR | 12 | 9 | 13 | 10 |
| 7474 | 1 | 7519 | Main (NM-6) & Huning Ranch Loop | 2 | EBT | 12 | 156 | 21 | 255 |
| 7506 | 1 | 7474 | Main (NM-6) & Huning Ranch Loop | 3 | NBL | 12 | 12 | 12 | 1 |
| 7506 | 1 | 7519 | Main (NM-6) & Huning Ranch Loop | 1 | NBR | 1 | 163 | 1 | 83 |
| 7519 | 1 | 7506 | Main (NM-6) & Huning Ranch Loop | 3 | WBL | 2 | 125 | 2 | 94 |
| 7519 | 1 | 7474 | Main (NM-6) & Huning Ranch Loop | 2 | WBT | 30 | 195 | 19 | 184 |
| 4705 | 2 | 7452 | Main (NM-6) & Los Morros Rd | 3 | EBL | 5 | 30 | 2 | 3 |
| 4705 | 2 | 7460 | Main (NM-6) & Los Morros Rd | 1 | EBR | 7 | 12 | 8 | 10 |
| 4705 | 2 | 5828 | Main (NM-6) & Los Morros Rd | 2 | EBT | 8 | 277 | 16 | 515 |
| 7460 | 2 | 4705 | Main (NM-6) & Los Morros Rd | 3 | NBL | 51 | 26 | 30 | 13 |
| 7460 | 2 | 5828 | Main (NM-6) & Los Morros Rd | 1 | NBR | 1 | 194 | 3 | 107 |
| 7460 | 2 | 7452 | Main (NM-6) & Los Morros Rd | 2 | NBT | 1 | 18 | 2 | 3 |
| 7452 | 2 | 5828 | Main (NM-6) & Los Morros Rd | 3 | SBL | 5 | 25 | 2 | 93 |
| 7452 | 2 | 4705 | Main (NM-6) & Los Morros Rd | 1 | SBR | 26 | 4 | 9 | 12 |
| 7452 | 2 | 7460 | Main (NM-6) & Los Morros Rd | 2 | SBT | 2 | 1 | 6 | 11 |
| 5828 | 2 | 7460 | Main (NM-6) & Los Morros Rd | 3 | WBL | 2 | 69 | 3 | 166 |
| 5828 | 2 | 7452 | Main (NM-6) & Los Morros Rd | 1 | WBR | 2 | 11 | 1 | 28 |
| 5828 | 2 | 4705 | Main (NM-6) & Los Morros Rd | 2 | WBT | 20 | 312 | 12 | 249 |
| 5828 | 3 | 7442 | Main (NM-6) & Desert Willow Rd | 3 | EBL | 3 | 7 | 2 | 34 |
| 5828 | 3 | 4 | Main (NM-6) & Desert Willow Rd | 2 | EBT | 6 | 472 | 10 | 667 |
| 7442 | 3 | 4 | Main (NM-6) & Desert Willow Rd | 3 | SBL | 5 | 138 | 5 | 496 |
| 7442 | 3 | 5828 | Main (NM-6) & Desert Willow Rd | 1 | SBR | 14 | 17 | 0 | 50 |
| 4 | 3 | 7442 | Main (NM-6) & Desert Willow Rd | 1 | WBR | 1 | 81 | 1 | 111 |
| 4 | 3 | 5828 | Main (NM-6) & Desert Willow Rd | 2 | WBT | 12 | 387 | 9 | 371 |
| 3 | 4 | 214 | Main (NM-6) & Sun Ranch Village Rd | 1 | EBR | 3 | 11 | 6 | 57 |
| 3 | 4 | 211 | Main (NM-6) & Sun Ranch Village Rd | 2 | EBT | 6 | 595 | 8 | 1126 |
| 214 | 4 | 3 | Main (NM-6) & Sun Ranch Village Rd | 3 | NBL | 1 | 25 | 1 | 21 |
| 214 | 4 | 211 | Main (NM-6) & Sun Ranch Village Rd | 1 | NBR | 1 | 177 | 3 | 180 |
| 211 | 4 | 214 | Main (NM-6) & Sun Ranch Village Rd | 3 | WBL | 1 | 120 | 3 | 195 |
| 211 | 4 | 3 | Main (NM-6) & Sun Ranch Village Rd | 2 | WBT | 9 | 413 | 7 | 433 |
| 211 | 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 1 | EBR | 16 | 109 | 8 | 357 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 211 | 5 | 6 | I-25 & Main (NM-6) SB Ramps | 2 | EBT | 3 | 608 | 6 | 900 |
| 7450 | 5 | 6 | I-25 & Main (NM-6) SB Ramps | 3 | SBL | 1 | 190 | 2 | 527 |
| 7450 | 5 | 211 | I-25 & Main (NM-6) SB Ramps | 1 | SBR | 4 | 233 | 2 | 472 |
| 7450 | 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 2 | SBT | 0 | 0 | 0 | 0 |
| 6 | 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 3 | WBL | 2 | 82 | 1 | 204 |
| 6 | 5 | 211 | I-25 & Main (NM-6) SB Ramps | 2 | WBT | 8 | 436 | 9 | 603 |
| 5 | 6 | 1884 | I-25 & Main (NM-6) NB Ramps | 3 | EBL | 2 | 301 | 4 | 434 |
| 5 | 6 | 1886 | I-25 & Main (NM-6) NB Ramps | 2 | EBT | 3 | 535 | 5 | 997 |
| 1883 | 6 | 5 | I-25 & Main (NM-6) NB Ramps | 3 | NBL | 9 | 151 | 14 | 144 |
| 1883 | 6 | 1886 | I-25 & Main (NM-6) NB Ramps | 1 | NBR | 0 | 208 | 3 | 166 |
| 1883 | 6 | 1884 | I-25 & Main (NM-6) NB Ramps | 2 | NBT | 0 | 0 | 0 | 0 |
| 1886 | 6 | 5 | I-25 & Main (NM-6) NB Ramps | 2 | WBT | 7 | 436 | 4 | 683 |
| 1886 | 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | EBL | 1 | 295 | 3 | 228 |
| 1886 | 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | EBR | 4 | 60 | 4 | 148 |
| 1886 | 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | EBT | 4 | 296 | 5 | 699 |
| 1902 | 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | NBL | 3 | 235 | 4 | 145 |
| 1902 | 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | NBR | 1 | 83 | 4 | 124 |
| 1902 | 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | NBT | 0 | 72 | 2 | 45 |
| 7486 | 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | SBL | 2 | 92 | 3 | 70 |
| 7486 | 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | SBR | 1 | 194 | 1 | 112 |
| 7486 | 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | SBT | 0 | 19 | 2 | 34 |
| 8 | 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | WBL | 1 | 115 | 3 | 157 |
| 8 | 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | WBR | 1 | 278 | 4 | 125 |
| 8 | 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | WBT | 4 | 614 | 4 | 560 |
| 7 | 8 | 7482 | Main (NM-6) & Grant Blvd | 3 | EBL | 1 | 8 | 2 | 22 |
| 7 | 8 | 1875 | Main (NM-6) & Grant Blvd | 1 | EBR | 2 | 19 | 4 | 103 |
| 7 | 8 | 7484 | Main (NM-6) & Grant Blvd | 2 | EBT | 3 | 473 | 5 | 780 |
| 1875 | 8 | 7 | Main (NM-6) & Grant Blvd | 3 | NBL | 2 | 52 | 3 | 18 |
| 1875 | 8 | 7484 | Main (NM-6) & Grant Blvd | 1 | NBR | 1 | 16 | 3 | 26 |
| 1875 | 8 | 7482 | Main (NM-6) & Grant Blvd | 2 | NBT | 0 | 7 | 2 | 6 |
| 7482 | 8 | 7 | Main (NM-6) & Grant Blvd | 1 | SBR | 1 | 21 | 1 | 55 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7484 | 8 | 1875 | Main (NM-6) & Grant Blvd | 3 | WBL | 1 | 13 | 3 | 36 |
| 7484 | 8 | 7482 | Main (NM-6) & Grant Blvd | 1 | WBR | 1 | 77 | 5 | 34 |
| 7484 | 8 | 7 | Main (NM-6) & Grant Blvd | 2 | WBT | 3 | 959 | 4 | 762 |
| 7484 | 9 | 7487 | Main (NM-6) & Los Cerritos | 3 | EBL | 2 | 28 | 3 | 367 |
| 7484 | 9 | 7488 | Main (NM-6) & Los Cerritos | 1 | EBR | 2 | 18 | 4 | 74 |
| 7484 | 9 | 1797 | Main (NM-6) & Los Cerritos | 2 | EBT | 4 | 414 | 5 | 357 |
| 7488 | 9 | 7484 | Main (NM-6) & Los Cerritos | 3 | NBL | 1 | 32 | 3 | 62 |
| 7488 | 9 | 1797 | Main (NM-6) & Los Cerritos | 1 | NBR | 1 | 4 | 3 | 12 |
| 7488 | 9 | 7487 | Main (NM-6) & Los Cerritos | 2 | NBT | 0 | 2 | 2 | 15 |
| 7487 | 9 | 1797 | Main (NM-6) & Los Cerritos | 3 | SBL | 3 | 242 | 2 | 199 |
| 7487 | 9 | 7484 | Main (NM-6) & Los Cerritos | 1 | SBR | 3 | 228 | 2 | 269 |
| 7487 | 9 | 7488 | Main (NM-6) & Los Cerritos | 2 | SBT | 1 | 6 | 2 | 15 |
| 1797 | 9 | 7488 | Main (NM-6) & Los Cerritos | 3 | WBL | 1 | 3 | 4 | 16 |
| 1797 | 9 | 7487 | Main (NM-6) & Los Cerritos | 1 | WBR | 1 | 88 | 3 | 216 |
| 1797 | 9 | 7484 | Main (NM-6) & Los Cerritos | 2 | WBT | 3 | 792 | 5 | 514 |
| 7489 | 10 | 2105 | Main (NM-6) & Canal Blvd | 1 | EBR | 2 | 6 | 3 | 28 |
| 7489 | 10 | 1795 | Main (NM-6) & Canal Blvd | 2 | EBT | 4 | 691 | 4 | 660 |
| 2105 | 10 | 7489 | Main (NM-6) & Canal Blvd | 3 | NBL | 1 | 42 | 3 | 27 |
| 2105 | 10 | 1795 | Main (NM-6) & Canal Blvd | 1 | NBR | 1 | 91 | 3 | 47 |
| 1795 | 10 | 2105 | Main (NM-6) & Canal Blvd | 3 | WBL | 1 | 44 | 4 | 71 |
| 1795 | 10 | 7489 | Main (NM-6) & Canal Blvd | 2 | WBT | 3 | 834 | 5 | 673 |
| 672 | 11 | 1794 | Main (NM-6) & Don Pasqual Rd | 3 | EBL | 2 | 201 | 5 | 81 |
| 672 | 11 | 1312 | Main (NM-6) & Don Pasqual Rd | 2 | EBT | 4 | 576 | 4 | 612 |
| 1794 | 11 | 1312 | Main (NM-6) & Don Pasqual Rd | 3 | SBL | 2 | 125 | 3 | 43 |
| 1794 | 11 | 672 | Main (NM-6) & Don Pasqual Rd | 1 | SBR | 3 | 152 | 5 | 78 |
| 1312 | 11 | 1794 | Main (NM-6) & Don Pasqual Rd | 1 | WBR | 1 | 206 | 4 | 45 |
| 1312 | 11 | 672 | Main (NM-6) & Don Pasqual Rd | 2 | WBT | 3 | 502 | 5 | 643 |
| 1309 | 12 | 1290 | Main (NM-6) & NM-314 | 3 | EBL | 2 | 36 | 4 | 48 |
| 1309 | 12 | 1344 | Main (NM-6) & NM-314 | 1 | EBR | 2 | 184 | 2 | 219 |
| 1309 | 12 | 1965 | Main (NM-6) & NM-314 | 2 | EBT | 4 | 513 | 5 | 356 |
| 1344 | 12 | 1309 | Main (NM-6) & NM-314 | 3 | NBL | 1 | 310 | 3 | 258 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 1344 | 12 | 1965 | Main (NM-6) & NM-314 | 1 | NBR | 1 | 76 | 4 | 45 |
| 1344 | 12 | 1290 | Main (NM-6) & NM-314 | 2 | NBT | 2 | 152 | 4 | 154 |
| 1290 | 12 | 1965 | Main (NM-6) & NM-314 | 3 | SBL | 1 | 38 | 4 | 90 |
| 1290 | 12 | 1309 | Main (NM-6) & NM-314 | 1 | SBR | 2 | 64 | 5 | 66 |
| 1290 | 12 | 1344 | Main (NM-6) & NM-314 | 2 | SBT | 1 | 96 | 3 | 288 |
| 1965 | 12 | 1344 | Main (NM-6) & NM-314 | 3 | WBL | 1 | 68 | 2 | 115 |
| 1965 | 12 | 1290 | Main (NM-6) & NM-314 | 1 | WBR | 3 | 59 | 3 | 38 |
| 1965 | 12 | 1309 | Main (NM-6) & NM-314 | 2 | WBT | 4 | 522 | 6 | 512 |
| 1332 | 13 | 1844 | Main (NM-6) & Luna Ave | 3 | EBL | 2 | 87 | 6 | 79 |
| 1332 | 13 | 648 | Main (NM-6) & Luna Ave | 1 | EBR | 2 | 49 | 7 | 18 |
| 1332 | 13 | 7491 | Main (NM-6) & Luna Ave | 2 | EBT | 4 | 262 | 4 | 520 |
| 648 | 13 | 1332 | Main (NM-6) & Luna Ave | 3 | NBL | 2 | 50 | 5 | 31 |
| 648 | 13 | 7491 | Main (NM-6) & Luna Ave | 1 | NBR | 6 | 0 | 5 | 0 |
| 648 | 13 | 1844 | Main (NM-6) & Luna Ave | 2 | NBT | 1 | 13 | 5 | 7 |
| 1844 | 13 | 7491 | Main (NM-6) & Luna Ave | 3 | SBL | 1 | 3 | 4 | 1 |
| 1844 | 13 | 1332 | Main (NM-6) & Luna Ave | 1 | SBR | 2 | 135 | 4 | 78 |
| 1844 | 13 | 648 | Main (NM-6) & Luna Ave | 2 | SBT | 1 | 16 | 5 | 5 |
| 7491 | 13 | 648 | Main (NM-6) & Luna Ave | 3 | WBL | 3 | 0 | 8 | 0 |
| 7491 | 13 | 1844 | Main (NM-6) & Luna Ave | 1 | WBR | 2 | 2 | 6 | 1 |
| 7491 | 13 | 1332 | Main (NM-6) & Luna Ave | 2 | WBT | 4 | 517 | 5 | 380 |
| 1330 | 14 | 1264 | Main (NM-6) & Los Lentes Rd | 3 | EBL | 2 | 53 | 2 | 30 |
| 1330 | 14 | 7496 | Main (NM-6) & Los Lentes Rd | 1 | EBR | 1 | 13 | 3 | 51 |
| 1330 | 14 | 7495 | Main (NM-6) & Los Lentes Rd | 2 | EBT | 4 | 412 | 4 | 346 |
| 7496 | 14 | 1330 | Main (NM-6) & Los Lentes Rd | 3 | NBL | 1 | 56 | 3 | 97 |
| 7496 | 14 | 7495 | Main (NM-6) & Los Lentes Rd | 1 | NBR | 2 | 138 | 5 | 96 |
| 7496 | 14 | 1264 | Main (NM-6) & Los Lentes Rd | 2 | NBT | 1 | 110 | 4 | 47 |
| 1264 | 14 | 7495 | Main (NM-6) & Los Lentes Rd | 3 | SBL | 2 | 130 | 3 | 135 |
| 1264 | 14 | 1330 | Main (NM-6) & Los Lentes Rd | 1 | SBR | 1 | 52 | 3 | 15 |
| 1264 | 14 | 7496 | Main (NM-6) & Los Lentes Rd | 2 | SBT | 1 | 119 | 3 | 61 |
| 7495 | 14 | 7496 | Main (NM-6) & Los Lentes Rd | 3 | WBL | 3 | 22 | 4 | 214 |
| 7495 | 14 | 1264 | Main (NM-6) & Los Lentes Rd | 1 | WBR | 1 | 76 | 4 | 115 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7495 | 14 | 1330 | Main (NM-6) & Los Lentes Rd | 2 | WBT | 4 | 311 | 5 | 495 |
| 7495 | 15 | 7494 | Main (NM-6) & Carson Dr | 3 | EBL | 2 | 7 | 4 | 11 |
| 7495 | 15 | 7497 | Main (NM-6) & Carson Dr | 1 | EBR | 2 | 48 | 4 | 90 |
| 7495 | 15 | 1260 | Main (NM-6) & Carson Dr | 2 | EBT | 3 | 589 | 4 | 570 |
| 7497 | 15 | 7495 | Main (NM-6) & Carson Dr | 3 | NBL | 1 | 59 | 3 | 89 |
| 7497 | 15 | 1260 | Main (NM-6) & Carson Dr | 1 | NBR | 2 | 133 | 3 | 99 |
| 7497 | 15 | 7494 | Main (NM-6) & Carson Dr | 2 | NBT | 1 | 1 | 3 | 0 |
| 7494 | 15 | 1260 | Main (NM-6) & Carson Dr | 3 | SBL | 3 | 3 | 3 | 6 |
| 7494 | 15 | 7495 | Main (NM-6) & Carson Dr | 1 | SBR | 3 | 6 | 4 | 9 |
| 7494 | 15 | 7497 | Main (NM-6) & Carson Dr | 2 | SBT | 2 | 0 | 3 | 1 |
| 1260 | 15 | 7497 | Main (NM-6) & Carson Dr | 3 | WBL | 3 | 10 | 3 | 89 |
| 1260 | 15 | 7494 | Main (NM-6) & Carson Dr | 1 | WBR | 2 | 7 | 4 | 5 |
| 1260 | 15 | 7495 | Main (NM-6) & Carson Dr | 2 | WBT | 3 | 389 | 5 | 721 |
| 1328 | 16 | 7499 | Main (NM-6) & Edeal Rd | 3 | EBL | 3 | 13 | 5 | 12 |
| 1328 | 16 | 1416 | Main (NM-6) & Edeal Rd | 1 | EBR | 3 | 48 | 4 | 20 |
| 1328 | 16 | 1789 | Main (NM-6) & Edeal Rd | 2 | EBT | 3 | 622 | 4 | 792 |
| 1416 | 16 | 1328 | Main (NM-6) & Edeal Rd | 3 | NBL | 2 | 58 | 9 | 49 |
| 1416 | 16 | 1789 | Main (NM-6) & Edeal Rd | 1 | NBR | 2 | 19 | 6 | 23 |
| 1416 | 16 | 7499 | Main (NM-6) & Edeal Rd | 2 | NBT | 1 | 2 | 3 | 1 |
| 7499 | 16 | 1789 | Main (NM-6) & Edeal Rd | 3 | SBL | 3 | 15 | 2 | 15 |
| 7499 | 16 | 1328 | Main (NM-6) & Edeal Rd | 1 | SBR | 7 | 23 | 3 | 21 |
| 7499 | 16 | 1416 | Main (NM-6) & Edeal Rd | 2 | SBT | 3 | 1 | 1 | 2 |
| 1789 | 16 | 1416 | Main (NM-6) & Edeal Rd | 3 | WBL | 4 | 18 | 3 | 29 |
| 1789 | 16 | 7499 | Main (NM-6) & Edeal Rd | 1 | WBR | 2 | 12 | 3 | 11 |
| 1789 | 16 | 1328 | Main (NM-6) & Edeal Rd | 2 | WBT | 3 | 322 | 4 | 692 |
| 1420 | 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | EBL | 2 | 6 | 5 | 11 |
| 1420 | 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | EBR | 2 | 92 | 3 | 352 |
| 1420 | 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | EBT | 4 | 596 | 4 | 488 |
| 1788 | 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | NBL | 2 | 334 | 2 | 162 |
| 1788 | 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | NBR | 2 | 11 | 3 | 45 |
| 1788 | 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | NBT | 1 | 1 | 1 | 9 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 712 | 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | SBL | 4 | 13 | 3 | 16 |
| 712 | 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | SBR | 7 | 1 | 3 | 9 |
| 712 | 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | SBT | 3 | 0 | 1 | 8 |
| 1417 | 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | WBL | 3 | 13 | 2 | 52 |
| 1417 | 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | WBR | 2 | 1 | 4 | 24 |
| 1417 | 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | WBT | 4 | 265 | 5 | 543 |
| 1245 | 18 | 7500 | Main (NM-6) & NM-47 | 3 | EBL | 3 | 56 | 6 | 160 |
| 1245 | 18 | 1336 | Main (NM-6) & NM-47 | 1 | EBR | 1 | 8 | 2 | 20 |
| 1245 | 18 | 1325 | Main (NM-6) & NM-47 | 2 | EBT | 4 | 414 | 4 | 407 |
| 1336 | 18 | 1245 | Main (NM-6) & NM-47 | 3 | NBL | 10 | 20 | 5 | 20 |
| 1336 | 18 | 7500 | Main (NM-6) & NM-47 | 2 | NBT | 1 | 29 | 2 | 87 |
| 7500 | 18 | 1325 | Main (NM-6) & NM-47 | 3 | SBL | 3 | 18 | 1 | 74 |
| 7500 | 18 | 1245 | Main (NM-6) & NM-47 | 1 | SBR | 8 | 9 | 4 | 53 |
| 7500 | 18 | 1336 | Main (NM-6) & NM-47 | 2 | SBT | 3 | 30 | 2 | 143 |
| 1325 | 18 | 1336 | Main (NM-6) & NM-47 | 3 | WBL | 2 | 290 | 2 | 1031 |
| 1325 | 18 | 7500 | Main (NM-6) & NM-47 | 1 | WBR | 2 | 14 | 3 | 48 |
| 1325 | 18 | 1245 | Main (NM-6) & NM-47 | 2 | WBT | 4 | 309 | 5 | 557 |
| 1974 | 19 | 1297 | NM-314 & Courthouse Rd | 3 | EBL | 2 | 2 | 5 | 2 |
| 1974 | 19 | 1975 | NM-314 & Courthouse Rd | 1 | EBR | 3 | 0 | 3 | 0 |
| 1974 | 19 | 1296 | NM-314 & Courthouse Rd | 2 | EBT | 2 | 3 | 4 | 0 |
| 1975 | 19 | 1974 | NM-314 & Courthouse Rd | 3 | NBL | 1 | 1 | 5 | 0 |
| 1975 | 19 | 1296 | NM-314 & Courthouse Rd | 1 | NBR | 1 | 164 | 6 | 91 |
| 1975 | 19 | 1297 | NM-314 & Courthouse Rd | 2 | NBT | 1 | 276 | 3 | 294 |
| 1297 | 19 | 1296 | NM-314 & Courthouse Rd | 3 | SBL | 2 | 158 | 3 | 207 |
| 1297 | 19 | 1974 | NM-314 & Courthouse Rd | 1 | SBR | 3 | 3 | 4 | 3 |
| 1297 | 19 | 1975 | NM-314 & Courthouse Rd | 2 | SBT | 1 | 200 | 2 | 406 |
| 1296 | 19 | 1975 | NM-314 & Courthouse Rd | 3 | WBL | 4 | 36 | 2 | 177 |
| 1296 | 19 | 1297 | NM-314 & Courthouse Rd | 1 | WBR | 1 | 204 | 3 | 158 |
| 1296 | 19 | 1974 | NM-314 & Courthouse Rd | 2 | WBT | 2 | 6 | 4 | 0 |
| 7524 | 21 | 7445 | I-25 & Morris Rd SB Ramps | 1 | EBR | 2 | 20 | 5 | 21 |
| 7524 | 21 | 22 | I-25 & Morris Rd SB Ramps | 2 | EBT | 1 | 88 | 3 | 88 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7534 | 21 | 22 | I-25 & Morris Rd SB Ramps | 5 | S_? | 6 | 208 | 3 | 765 |
| 7534 | 21 | 7524 | I-25 & Morris Rd SB Ramps | 1 | SBR | 1 | 14 | 2 | 28 |
| 7534 | 21 | 7445 | I-25 & Morris Rd SB Ramps | 2 | SBT | 0 | 0 | 0 | 0 |
| 22 | 21 | 7445 | I-25 & Morris Rd SB Ramps | 3 | WBL | 2 | 118 | 3 | 65 |
| 22 | 21 | 7524 | I-25 & Morris Rd SB Ramps | 2 | WBT | 19 | 88 | 9 | 153 |
| 21 | 22 | 7462 | I-25 & Morris Rd NB Ramps | 3 | EBL | 0 | 35 | 2 | 19 |
| 21 | 22 | 7463 | I-25 & Morris Rd NB Ramps | 2 | EBT | 5 | 261 | 3 | 834 |
| 7526 | 22 | 21 | I-25 & Morris Rd NB Ramps | 3 | NBL | 2 | 21 | 5 | 49 |
| 7526 | 22 | 7463 | I-25 & Morris Rd NB Ramps | 1 | NBR | 2 | 58 | 6 | 97 |
| 7526 | 22 | 7462 | I-25 & Morris Rd NB Ramps | 2 | NBT | 0 | 0 | 0 | 0 |
| 7463 | 22 | 7462 | I-25 & Morris Rd NB Ramps | 1 | WBR | 1 | 655 | 3 | 433 |
| 7463 | 22 | 21 | I-25 & Morris Rd NB Ramps | 2 | WBT | 10 | 184 | 8 | 170 |
| 6106 | 23 | 2702 | Morris Rd & Shawn Dr | 3 | EBL | 4 | 2 | 4 | 7 |
| 6106 | 23 | 1822 | Morris Rd & Shawn Dr | 2 | EBT | 1 | 3 | 3 | 20 |
| 2702 | 23 | 1822 | Morris Rd & Shawn Dr | 3 | SBL | 3 | 18 | 3 | 41 |
| 2702 | 23 | 6106 | Morris Rd & Shawn Dr | 1 | SBR | 3 | 6 | 5 | 6 |
| 1822 | 23 | 2702 | Morris Rd & Shawn Dr | 1 | WBR | 2 | 9 | 4 | 24 |
| 1822 | 23 | 6106 | Morris Rd & Shawn Dr | 2 | WBT | 1 | 20 | 3 | 20 |
| 7529 | 24 | 1337 | NM-314 & Morris Rd | 3 | EBL | 1 | 53 | 7 | 54 |
| 7529 | 24 | 1752 | NM-314 & Morris Rd | 1 | EBR | 5 | 108 | 3 | 340 |
| 7529 | 24 | 1791 | NM-314 & Morris Rd | 2 | EBT | 5 | 129 | 2 | 632 |
| 1752 | 24 | 7529 | NM-314 & Morris Rd | 3 | NBL | 3 | 304 | 7 | 183 |
| 1752 | 24 | 1791 | NM-314 & Morris Rd | 1 | NBR | 2 | 82 | 3 | 260 |
| 1752 | 24 | 1337 | NM-314 & Morris Rd | 2 | NBT | 1 | 166 | 5 | 51 |
| 1337 | 24 | 1791 | NM-314 & Morris Rd | 3 | SBL | 1 | 98 | 2 | 266 |
| 1337 | 24 | 7529 | NM-314 & Morris Rd | 1 | SBR | 4 | 47 | 1 | 53 |
| 1337 | 24 | 1752 | NM-314 & Morris Rd | 2 | SBT | 3 | 36 | 3 | 197 |
| 1791 | 24 | 1752 | NM-314 & Morris Rd | 3 | WBL | 1 | 245 | 3 | 251 |
| 1791 | 24 | 1337 | NM-314 & Morris Rd | 1 | WBR | 1 | 198 | 2 | 145 |
| 1791 | 24 | 7529 | NM-314 & Morris Rd | 2 | WBT | 2 | 562 | 4 | 346 |
| 1364 | 25 | 1369 | Morris Rd & Los Lentes Rd | 3 | EBL | 3 | 87 | 4 | 52 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 1364 | 25 | 1741 | Morris Rd & Los Lentes Rd | 1 | EBR | 5 | 7 | 5 | 12 |
| 1364 | 25 | 7532 | Morris Rd & Los Lentes Rd | 2 | EBT | 3 | 309 | 2 | 1065 |
| 1741 | 25 | 1364 | Morris Rd & Los Lentes Rd | 3 | NBL | 3 | 2 | 9 | 1 |
| 1741 | 25 | 7532 | Morris Rd & Los Lentes Rd | 1 | NBR | 3 | 1 | 8 | 2 |
| 1741 | 25 | 1369 | Morris Rd & Los Lentes Rd | 2 | NBT | 2 | 1 | 12 | 9 |
| 1369 | 25 | 7532 | Morris Rd & Los Lentes Rd | 3 | SBL | 1 | 26 | 2 | 44 |
| 1369 | 25 | 1364 | Morris Rd & Los Lentes Rd | 1 | SBR | 1 | 20 | 6 | 95 |
| 1369 | 25 | 1741 | Morris Rd & Los Lentes Rd | 2 | SBT | 2 | 6 | 5 | 13 |
| 7532 | 25 | 1741 | Morris Rd & Los Lentes Rd | 3 | WBL | 3 | 2 | 6 | 1 |
| 7532 | 25 | 1369 | Morris Rd & Los Lentes Rd | 1 | WBR | 1 | 50 | 5 | 34 |
| 7532 | 25 | 1364 | Morris Rd & Los Lentes Rd | 2 | WBT | 1 | 961 | 3 | 647 |
| 7531 | 26 | 7544 | Morris Rd & Edeal Rd | 2 | NBT | 2 | 21 | 6 | 18 |
| 7544 | 26 | 7531 | Morris Rd & Edeal Rd | 2 | SBT | 3 | 19 | 8 | 23 |
| 7541 | 27 | 1510 | NM-47 & Morris Rd | 5 | E_? | 2 | 72 | 4 | 174 |
| 7541 | 27 | 7542 | NM-47 & Morris Rd | 1 | EBR | 3 | 258 | 1 | 653 |
| 7542 | 27 | 7541 | NM-47 & Morris Rd | 5 | N_? | 1 | 610 | 1 | 460 |
| 1510 | 27 | 7541 | NM-47 & Morris Rd | 1 | SBR | 1 | 203 | 3 | 140 |
| 1510 | 27 | 7542 | NM-47 & Morris Rd | 2 | SBT | 2 | 188 | 2 | 628 |
| 690 | 28 | 861 | NM-47 & Otero Rd. | 1 | NBR | 4 | 9 | 7 | 12 |
| 690 | 28 | 7542 | NM-47 & Otero Rd. | 2 | NBT | 1 | 853 | 2 | 500 |
| 7542 | 28 | 861 | NM-47 & Otero Rd. | 3 | SBL | 2 | 88 | 2 | 342 |
| 7542 | 28 | 690 | NM-47 & Otero Rd. | 2 | SBT | 3 | 358 | 2 | 939 |
| 861 | 28 | 690 | NM-47 & Otero Rd. | 3 | WBL | 3 | 10 | 9 | 10 |
| 861 | 28 | 7542 | NM-47 & Otero Rd. | 1 | WBR | 1 | 406 | 1 | 246 |
| 688 | 29 | 1527 | NM-47 & S.El Cerro Loop (NM-263) | 1 | EBR | 3 | 20 | 6 | 19 |
| 688 | 29 | 1526 | NM-47 & S.El Cerro Loop (NM-263) | 2 | EBT | 1 | 399 | 2 | 288 |
| 1527 | 29 | 688 | NM-47 & S.El Cerro Loop (NM-263) | 3 | NBL | 2 | 20 | 6 | 7 |
| 1527 | 29 | 1526 | NM-47 & S.El Cerro Loop (NM-263) | 1 | NBR | 2 | 166 | 4 | 77 |
| 1526 | 29 | 1527 | NM-47 & S.El Cerro Loop (NM-263) | 3 | WBL | 3 | 72 | 1 | 228 |
| 1526 | 29 | 688 | NM-47 & S.El Cerro Loop (NM-263) | 2 | WBT | 3 | 205 | 2 | 511 |
| 684 | 30 | 1721 | NM-47 & Edeal Rd | 3 | NBL | 4 | 226 | 11 | 94 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 684 | 30 | 686 | NM-47 & Edeal Rd | 2 | NBT | 0 | 343 | 2 | 283 |
| 1721 | 30 | 686 | NM-47 & Edeal Rd | 3 | SBL | 6 | 2 | 6 | 13 |
| 1721 | 30 | 684 | NM-47 & Edeal Rd | 1 | SBR | 1 | 36 | 4 | 153 |
| 686 | 30 | 1721 | NM-47 & Edeal Rd | 1 | WBR | 3 | 6 | 5 | 4 |
| 686 | 30 | 684 | NM-47 & Edeal Rd | 2 | WBT | 3 | 203 | 2 | 498 |
| 7517 | 32 | 7540 | Old Morris Rd & Sichler Rd. | 3 | EBL | 2 | 3 | 4 | 5 |
| 7517 | 32 | 7527 | Old Morris Rd & Sichler Rd. | 1 | EBR | 2 | 72 | 4 | 56 |
| 7517 | 32 | 6125 | Old Morris Rd & Sichler Rd. | 2 | EBT | 2 | 3 | 3 | 7 |
| 7527 | 32 | 7517 | Old Morris Rd & Sichler Rd. | 3 | NBL | 2 | 30 | 4 | 103 |
| 7527 | 32 | 6125 | Old Morris Rd & Sichler Rd. | 1 | NBR | 2 | 11 | 3 | 39 |
| 7527 | 32 | 7540 | Old Morris Rd & Sichler Rd. | 2 | NBT | 3 | 11 | 4 | 40 |
| 7540 | 32 | 6125 | Old Morris Rd & Sichler Rd. | 3 | SBL | 2 | 1 | 4 | 2 |
| 7540 | 32 | 7517 | Old Morris Rd & Sichler Rd. | 1 | SBR | 3 | 2 | 4 | 7 |
| 7540 | 32 | 7527 | Old Morris Rd & Sichler Rd. | 2 | SBT | 3 | 26 | 4 | 21 |
| 6125 | 32 | 7527 | Old Morris Rd & Sichler Rd. | 3 | WBL | 1 | 37 | 4 | 19 |
| 6125 | 32 | 7540 | Old Morris Rd & Sichler Rd. | 1 | WBR | 1 | 2 | 4 | 1 |
| 6125 | 32 | 7517 | Old Morris Rd & Sichler Rd. | 2 | WBT | 2 | 3 | 3 | 8 |
| 7531 | 1427 | 7535 | Morris New Intersection Rio Abajo | 3 | EBL | 4 | 3 | 5 | 3 |
| 7531 | 1427 | 7536 | Morris New Intersection Rio Abajo | 1 | EBR | 4 | 3 | 5 | 3 |
| 7531 | 1427 | 7541 | Morris New Intersection Rio Abajo | 2 | EBT | 3 | 322 | 2 | 816 |
| 7536 | 1427 | 7531 | Morris New Intersection Rio Abajo | 3 | NBL | 3 | 4 | 11 | 3 |
| 7536 | 1427 | 7541 | Morris New Intersection Rio Abajo | 1 | NBR | 3 | 4 | 9 | 5 |
| 7536 | 1427 | 7535 | Morris New Intersection Rio Abajo | 2 | NBT | 0 | 0 | 0 | 0 |
| 7535 | 1427 | 7541 | Morris New Intersection Rio Abajo | 3 | SBL | 3 | 4 | 9 | 5 |
| 7535 | 1427 | 7531 | Morris New Intersection Rio Abajo | 1 | SBR | 3 | 4 | 12 | 3 |
| 7535 | 1427 | 7536 | Morris New Intersection Rio Abajo | 2 | SBT | 0 | 0 | 0 | 0 |
| 7541 | 1427 | 7536 | Morris New Intersection Rio Abajo | 3 | WBL | 3 | 6 | 5 | 4 |
| 7541 | 1427 | 7535 | Morris New Intersection Rio Abajo | 1 | WBR | 3 | 6 | 5 | 4 |
| 7541 | 1427 | 7531 | Morris New Intersection Rio Abajo | 2 | WBT | 1 | 801 | 2 | 593 |
| 7541 | 1510 | 27 | NM47 North of Morris | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 7541 | 1510 | 1511 | NM47 North of Morris | 2 | #NAME? | 0 | 0 | 0 | 0 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 27 | 1510 | 1511 | NM47 North of Morris | 2 | EBT | 2 | 70 | 4 | 172 |
| 7542 | 1510 | 1511 | NM47 North of Morris | 2 | NBT | 1 | 648 | 3 | 284 |
| 1511 | 1510 | 7541 | NM47 North of Morris | 1 | SBR | 0 | 0 | 0 | 0 |
| 1511 | 1510 | 27 | NM47 North of Morris | 2 | SBT | 2 | 388 | 2 | 766 |
| 5 | 1863 | 1946 | SB NM6 Ramp Merge with SB I-25 | 1 | SBR | 11 | 207 | 5 | 556 |
| 1864 | 1863 | 1946 | SB NM6 Ramp Merge with SB I-25 | 2 | WBT | 5 | 549 | 3 | 1552 |
| 1869 | 1864 | 7450 | SB NM6 Ramp Diverge from SB I-25 | 1 | SBR | 2 | 419 | 2 | 982 |
| 1869 | 1864 | 1863 | SB NM6 Ramp Diverge from SB I-25 | 2 | SBT | 5 | 563 | 3 | 1534 |
| 1882 | 1880 | 1870 | NB NM6 Ramp Merge with NB I-25 | 2 | EBT | 2 | 1401 | 5 | 836 |
| 1884 | 1880 | 1870 | NB NM6 Ramp Merge with NB I-25 | 1 | NBR | 1 | 1139 | 3 | 683 |
| 1947 | 1882 | 1883 | NB NM6 Ramp Diverge from NB I-25 | 1 | NBR | 5 | 415 | 8 | 275 |
| 1947 | 1882 | 1880 | NB NM6 Ramp Diverge from NB I-25 | 2 | NBT | 2 | 1376 | 5 | 814 |
| 6 | 1886 | 7 | Main St & NB I-25 Ramp Diverge | 2 | NBT | 3 | 770 | 4 | 1154 |
| 7 | 1886 | 1884 | Main St & NB I-25 Ramp Diverge | 1 | WBR | 1 | 540 | 1 | 270 |
| 7 | 1886 | 6 | Main St & NB I-25 Ramp Diverge | 2 | WBT | 7 | 454 | 4 | 624 |
| 1863 | 1946 | 7534 | SB Morris Rd Ramp Diverge from SB I-25 | 1 | SBR | 6 | 222 | 3 | 793 |
| 1863 | 1946 | 7445 | SB Morris Rd Ramp Diverge from SB I-25 | 2 | SBT | 6 | 862 | 4 | 1642 |
| 7444 | 1948 | 1947 | NB Morris Rd Ramp Merge to I-25 | 2 | EBT | 3 | 1384 | 8 | 963 |
| 7462 | 1948 | 1947 | NB Morris Rd Ramp Merge to I-25 | 2 | NBT | 1 | 691 | 3 | 453 |
| 2256 | 2082 | 31 | BL 25 SB & NM 314 NB | 3 | EBL | 4 | 40 | 3 | 189 |
| 2256 | 2082 | 4455 | BL 25 SB & NM 314 NB | 2 | EBT | 5 | 204 | 3 | 621 |
| 5947 | 4436 | 4437 | NB BL25 Ramp Diverge from NB I-25 | 1 | NBR | 2 | 4 | 2 | 20 |
| 5947 | 4436 | 5942 | NB BL25 Ramp Diverge from NB I-25 | 2 | NBT | 3 | 910 | 7 | 919 |
| 4436 | 4437 | 5457 | NB BL25 Off Ramp Merge with SB BL25 Off Ramp | 1 | EBR | 2 | 5 | 2 | 28 |
| 5941 | 4437 | 5457 | NB BL25 Off Ramp Merge with SB BL25 Off Ramp | 2 | SBT | 7 | 146 | 3 | 627 |
| 5942 | 4632 | 4633 | NB BL25 On Ramp Merge with NB I-25 | 2 | EBT | 3 | 910 | 7 | 919 |
| 4723 | 4632 | 4633 | NB BL25 On Ramp Merge with NB I-25 | 2 | NBT | 3 | 554 | 11 | 190 |
| 5939 | 4723 | 4632 | NB BL25 On Ramp Diverge from NB BL25 | 1 | NBR | 3 | 519 | 11 | 108 |
| 5939 | 4723 | 4724 | NB BL25 On Ramp Diverge from NB BL25 | 2 | NBT | 3 | 15 | 8 | 36 |
| 4725 | 4726 | 5948 | SB BL25 On Ramp Merge to SB I-25 | 2 | SBT | 3 | 2 | 8 | 2 |
| 5940 | 4726 | 5948 | SB BL25 On Ramp Merge to SB I-25 | 2 | WBT | 5 | 864 | 4 | 1189 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7002 | 5941 | 4437 | SB BL25 Off Ramp Diverge from SB I-25 | 1 | SBR | 7 | 146 | 3 | 627 |
| 7002 | 5941 | 5940 | SB BL25 Off Ramp Diverge from SB I-25 | 2 | SBT | 5 | 453 | 4 | 751 |
| 7003 | 7444 | 1948 | NB Morris Rd Ramp Diverge from NB I-25 | 2 | NBT | 3 | 1384 | 8 | 963 |
| 7003 | 7444 | 7526 | NB Morris Rd Ramp Diverge from NB I-25 | 2 | NBT | 2 | 80 | 6 | 146 |
| 21 | 7445 | 7002 | SB Morris Rd Ramp Merge to SB-I-25 | 1 | SBR | 2 | 138 | 4 | 87 |
| 1946 | 7445 | 7002 | SB Morris Rd Ramp Merge to SB-I-25 | 2 | WBT | 6 | 862 | 4 | 1642 |
| 7458 | 7448 | 7437 | Morris & Huning | 3 | EBL | 3 | 3 | 3 | 4 |
| 7458 | 7448 | 7538 | Morris & Huning | 1 | EBR | 2 | 0 | 2 | 0 |
| 7458 | 7448 | 7524 | Morris & Huning | 2 | EBT | 0 | 27 | 2 | 14 |
| 7538 | 7448 | 7458 | Morris & Huning | 3 | NBL | 2 | 0 | 2 | 0 |
| 7538 | 7448 | 7524 | Morris & Huning | 1 | NBR | 0 | 10 | 2 | 5 |
| 7538 | 7448 | 7437 | Morris & Huning | 2 | NBT | 2 | 1 | 2 | 1 |
| 7437 | 7448 | 7524 | Morris & Huning | 3 | SBL | 2 | 71 | 3 | 89 |
| 7437 | 7448 | 7458 | Morris & Huning | 1 | SBR | 3 | 1 | 4 | 5 |
| 7437 | 7448 | 7538 | Morris & Huning | 2 | SBT | 2 | 0 | 3 | 2 |
| 7524 | 7448 | 7538 | Morris & Huning | 3 | WBL | 1 | 3 | 2 | 10 |
| 7524 | 7448 | 7437 | Morris & Huning | 1 | WBR | 19 | 88 | 9 | 144 |
| 7524 | 7448 | 7458 | Morris & Huning | 2 | WBT | 1 | 10 | 2 | 27 |
| 7526 | 7463 | 7527 | Morris Rd Ramp connection east of I-25 | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 7463 | 7527 | Morris Rd Ramp connection east of I-25 | 2 | EBT | 5 | 320 | 3 | 931 |
| 7527 | 7463 | 7462 | Morris Rd Ramp connection east of I-25 | 1 | WBR | 0 | 0 | 0 | 0 |
| 7527 | 7463 | 22 | Morris Rd Ramp connection east of I-25 | 2 | WBT | 3 | 840 | 4 | 604 |
| 7463 | 7527 | 32 | New Morris & Sichler | 3 | EBL | 3 | 25 | 4 | 82 |
| 7463 | 7527 | 6117 | New Morris & Sichler | 1 | EBR | 2 | 95 | 5 | 49 |
| 7463 | 7527 | 7529 | New Morris & Sichler | 2 | EBT | 6 | 199 | 3 | 799 |
| 6117 | 7527 | 7463 | New Morris & Sichler | 3 | NBL | 3 | 36 | 3 | 117 |
| 6117 | 7527 | 7529 | New Morris & Sichler | 1 | NBR | 3 | 17 | 2 | 146 |
| 6117 | 7527 | 32 | New Morris & Sichler | 2 | NBT | 3 | 4 | 3 | 44 |
| 32 | 7527 | 7529 | New Morris & Sichler | 3 | SBL | 2 | 32 | 3 | 43 |
| 32 | 7527 | 7463 | New Morris & Sichler | 1 | SBR | 2 | 66 | 4 | 45 |
| 32 | 7527 | 6117 | New Morris & Sichler | 2 | SBT | 1 | 37 | 5 | 8 |



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## 2025 BUILD

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|---|---|---|---|---|---|---|---|---|---|
| 7529 | 7527 | 6117 | New Morris & Sichler | 3 | WBL | 1 | 136 | 5 | 31 |
| 7529 | 7527 | 32 | New Morris & Sichler | 1 | WBR | 2 | 22 | 4 | 56 |
| 7529 | 7527 | 7463 | New Morris & Sichler | 2 | WBT | 3 | 737 | 5 | 441 |
| 7527 | 7529 | 7528 | New Morris & Old Morris & Courthouse | 3 | EBL | 0 | 0 | 0 | 0 |
| 7527 | 7529 | 7530 | New Morris & Old Morris & Courthouse | 1 | EBR | 1 | 3 | 3 | 11 |
| 7527 | 7529 | 24 | New Morris & Old Morris & Courthouse | 2 | EBT | 5 | 246 | 3 | 978 |
| 7530 | 7529 | 7527 | New Morris & Old Morris & Courthouse | 3 | NBL | 1 | 12 | 2 | 5 |
| 7530 | 7529 | 24 | New Morris & Old Morris & Courthouse | 1 | NBR | 1 | 17 | 2 | 13 |
| 7530 | 7529 | 7528 | New Morris & Old Morris & Courthouse | 2 | NBT | 2 | 0 | 2 | 0 |
| 7528 | 7529 | 24 | New Morris & Old Morris & Courthouse | 3 | SBL | 1 | 28 | 3 | 35 |
| 7528 | 7529 | 7527 | New Morris & Old Morris & Courthouse | 1 | SBR | 0 | 0 | 0 | 0 |
| 7528 | 7529 | 7530 | New Morris & Old Morris & Courthouse | 2 | SBT | 1 | 0 | 3 | 0 |
| 24 | 7529 | 7530 | New Morris & Old Morris & Courthouse | 3 | WBL | 1 | 9 | 3 | 20 |
| 24 | 7529 | 7528 | New Morris & Old Morris & Courthouse | 1 | WBR | 1 | 20 | 4 | 39 |
| 24 | 7529 | 7527 | New Morris & Old Morris & Courthouse | 2 | WBT | 2 | 884 | 5 | 523 |
| 7532 | 7531 | 26 | Morris & Edeal Rd | 3 | EBL | 3 | 10 | 5 | 13 |
| 7532 | 7531 | 703 | Morris & Edeal Rd | 1 | EBR | 4 | 4 | 4 | 268 |
| 7532 | 7531 | 1427 | Morris & Edeal Rd | 2 | EBT | 3 | 318 | 2 | 815 |
| 703 | 7531 | 7532 | Morris & Edeal Rd | 3 | NBL | 4 | 181 | 11 | 68 |
| 703 | 7531 | 1427 | Morris & Edeal Rd | 1 | NBR | 0 | 2 | 3 | 1 |
| 703 | 7531 | 26 | Morris & Edeal Rd | 2 | NBT | 2 | 4 | 5 | 3 |
| 26 | 7531 | 1427 | Morris & Edeal Rd | 3 | SBL | 2 | 8 | 6 | 7 |
| 26 | 7531 | 7532 | Morris & Edeal Rd | 1 | SBR | 3 | 14 | 9 | 13 |
| 26 | 7531 | 703 | Morris & Edeal Rd | 2 | SBT | 3 | 0 | 8 | 4 |
| 1427 | 7531 | 703 | Morris & Edeal Rd | 3 | WBL | 2 | 0 | 3 | 1 |
| 1427 | 7531 | 26 | Morris & Edeal Rd | 1 | WBR | 1 | 8 | 6 | 5 |
| 1427 | 7531 | 7532 | Morris & Edeal Rd | 2 | WBT | 1 | 801 | 2 | 594 |
| 7533 | 7532 | 25 | Morris & Chanisa Ave | 3 | EBL | 1 | 18 | 3 | 11 |
| 7533 | 7532 | 7531 | Morris & Chanisa Ave | 1 | EBR | 2 | 3 | 4 | 2 |
| 7531 | 7532 | 7533 | Morris & Chanisa Ave | 3 | NBL | 3 | 1 | 4 | 4 |
| 7531 | 7532 | 25 | Morris & Chanisa Ave | 2 | NBT | 1 | 995 | 3 | 672 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 25 | 7532 | 7533 | Morris & Chanisa Ave | 1 | SBR | 1 | 7 | 3 | 18 |
| 25 | 7532 | 7531 | Morris & Chanisa Ave | 2 | SBT | 3 | 330 | 2 | 1094 |
| 1510 | 7541 | 1427 | Morris Wo NM 47 | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 1427 | 7541 | 7542 | Morris Wo NM 47 | 1 | EBR | 0 | 0 | 0 | 0 |
| 1427 | 7541 | 27 | Morris Wo NM 47 | 2 | EBT | 3 | 330 | 2 | 827 |
| 1427 | 7541 | 1510 | Morris Wo NM 47 | 2 | EBT | 0 | 0 | 0 | 0 |
| 27 | 7541 | 1510 | Morris Wo NM 47 | 1 | WBR | 0 | 0 | 0 | 0 |
| 27 | 7541 | 1427 | Morris Wo NM 47 | 2 | WBT | 1 | 813 | 2 | 601 |
| 7541 | 7542 | 28 | NM47 So Morris | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 28 | 7542 | 27 | NM47 So Morris | 1 | NBR | 1 | 610 | 1 | 460 |
| 28 | 7542 | 1510 | NM47 So Morris | 2 | NBT | 1 | 649 | 3 | 286 |
| 27 | 7542 | 28 | NM47 So Morris | 2 | SBT | 3 | 446 | 2 | 1282 |



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## 2040 NO-Build

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7474 | 1 | 7506 | Main (NM-6) & Huning Ranch Loop | 1 | EBR | 11 | 16 | 10 | 33 |
| 7474 | 1 | 7519 | Main (NM-6) & Huning Ranch Loop | 2 | EBT | 11 | 309 | 22 | 348 |
| 7506 | 1 | 7474 | Main (NM-6) & Huning Ranch Loop | 3 | NBL | 8 | 37 | 12 | 11 |
| 7506 | 1 | 7519 | Main (NM-6) & Huning Ranch Loop | 1 | NBR | 0 | 259 | 1 | 94 |
| 7519 | 1 | 7506 | Main (NM-6) & Huning Ranch Loop | 3 | WBL | 2 | 156 | 2 | 175 |
| 7519 | 1 | 7474 | Main (NM-6) & Huning Ranch Loop | 2 | WBT | 28 | 304 | 19 | 328 |
| 4705 | 2 | 7452 | Main (NM-6) & Los Morros Rd | 3 | EBL | 9 | 26 | 3 | 6 |
| 4705 | 2 | 7460 | Main (NM-6) & Los Morros Rd | 1 | EBR | 6 | 24 | 9 | 18 |
| 4705 | 2 | 5828 | Main (NM-6) & Los Morros Rd | 2 | EBT | 7 | 527 | 17 | 638 |
| 7460 | 2 | 4705 | Main (NM-6) & Los Morros Rd | 3 | NBL | 7 | 36 | 10 | 9 |
| 7460 | 2 | 5828 | Main (NM-6) & Los Morros Rd | 1 | NBR | 1 | 267 | 3 | 143 |
| 7460 | 2 | 7452 | Main (NM-6) & Los Morros Rd | 2 | NBT | 1 | 35 | 1 | 12 |
| 7452 | 2 | 5828 | Main (NM-6) & Los Morros Rd | 3 | SBL | 3 | 30 | 2 | 92 |
| 7452 | 2 | 4705 | Main (NM-6) & Los Morros Rd | 1 | SBR | 36 | 5 | 9 | 27 |
| 7452 | 2 | 7460 | Main (NM-6) & Los Morros Rd | 2 | SBT | 2 | 6 | 4 | 78 |
| 5828 | 2 | 7460 | Main (NM-6) & Los Morros Rd | 3 | WBL | 2 | 84 | 3 | 201 |
| 5828 | 2 | 7452 | Main (NM-6) & Los Morros Rd | 1 | WBR | 2 | 27 | 1 | 38 |
| 5828 | 2 | 4705 | Main (NM-6) & Los Morros Rd | 2 | WBT | 22 | 476 | 13 | 473 |
| 5828 | 3 | 7442 | Main (NM-6) & Desert Willow Rd | 3 | EBL | 4 | 23 | 2 | 41 |
| 5828 | 3 | 4 | Main (NM-6) & Desert Willow Rd | 2 | EBT | 6 | 784 | 11 | 817 |
| 7442 | 3 | 4 | Main (NM-6) & Desert Willow Rd | 3 | SBL | 3 | 163 | 4 | 551 |
| 7442 | 3 | 5828 | Main (NM-6) & Desert Willow Rd | 1 | SBR | 17 | 20 | 0 | 50 |
| 4 | 3 | 7442 | Main (NM-6) & Desert Willow Rd | 1 | WBR | 1 | 98 | 1 | 129 |
| 4 | 3 | 5828 | Main (NM-6) & Desert Willow Rd | 2 | WBT | 15 | 584 | 9 | 709 |
| 3 | 4 | 214 | Main (NM-6) & Sun Ranch Village Rd | 1 | EBR | 2 | 14 | 5 | 69 |
| 3 | 4 | 211 | Main (NM-6) & Sun Ranch Village Rd | 2 | EBT | 6 | 929 | 8 | 1321 |
| 214 | 4 | 3 | Main (NM-6) & Sun Ranch Village Rd | 3 | NBL | 1 | 38 | 1 | 20 |
| 214 | 4 | 211 | Main (NM-6) & Sun Ranch Village Rd | 1 | NBR | 1 | 285 | 3 | 230 |
| 211 | 4 | 214 | Main (NM-6) & Sun Ranch Village Rd | 3 | WBL | 2 | 153 | 3 | 342 |
| 211 | 4 | 3 | Main (NM-6) & Sun Ranch Village Rd | 2 | WBT | 12 | 615 | 8 | 790 |
| 211 | 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 1 | EBR | 14 | 115 | 11 | 182 |
| 211 | 5 | 6 | I-25 & Main (NM-6) SB Ramps | 2 | EBT | 3 | 1045 | 7 | 1319 |



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|---|---|---|---|---|---|---|---|---|---|
| 7450 | 5 | 6 | I-25 & Main (NM-6) SB Ramps | 3 | SBL | 2 | 279 | 1 | 967 |
| 7450 | 5 | 211 | I-25 & Main (NM-6) SB Ramps | 1 | SBR | 4 | 277 | 2 | 841 |
| 7450 | 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 2 | SBT | 0 | 0 | 0 | 0 |
| 6 | 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 3 | WBL | 3 | 111 | 2 | 111 |
| 6 | 5 | 211 | I-25 & Main (NM-6) SB Ramps | 2 | WBT | 11 | 631 | 12 | 753 |
| 5 | 6 | 1884 | I-25 & Main (NM-6) NB Ramps | 3 | EBL | 1 | 549 | 4 | 523 |
| 5 | 6 | 1886 | I-25 & Main (NM-6) NB Ramps | 2 | EBT | 5 | 814 | 4 | 1768 |
| 1883 | 6 | 5 | I-25 & Main (NM-6) NB Ramps | 3 | NBL | 17 | 101 | 20 | 119 |
| 1883 | 6 | 1886 | I-25 & Main (NM-6) NB Ramps | 1 | NBR | 1 | 99 | 5 | 131 |
| 1883 | 6 | 1884 | I-25 & Main (NM-6) NB Ramps | 2 | NBT | 0 | 0 | 0 | 0 |
| 1886 | 6 | 5 | I-25 & Main (NM-6) NB Ramps | 2 | WBT | 9 | 710 | 8 | 765 |
| 1886 | 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | EBL | 2 | 183 | 3 | 334 |
| 1886 | 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | EBR | 4 | 79 | 4 | 231 |
| 1886 | 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | EBT | 5 | 558 | 5 | 1246 |
| 1902 | 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | NBL | 2 | 315 | 5 | 155 |
| 1902 | 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | NBR | 1 | 144 | 4 | 181 |
| 1902 | 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | NBT | 0 | 90 | 2 | 54 |
| 7486 | 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | SBL | 2 | 85 | 2 | 94 |
| 7486 | 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | SBR | 1 | 321 | 2 | 159 |
| 7486 | 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | SBT | 0 | 29 | 2 | 61 |
| 8 | 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | WBL | 2 | 133 | 3 | 249 |
| 8 | 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | WBR | 0 | 234 | 0 | 23 |
| 8 | 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | WBT | 4 | 1389 | 6 | 932 |
| 7 | 8 | 7482 | Main (NM-6) & Grant Blvd | 3 | EBL | 0 | 56 | 3 | 19 |
| 7 | 8 | 1875 | Main (NM-6) & Grant Blvd | 1 | EBR | 2 | 24 | 3 | 114 |
| 7 | 8 | 7484 | Main (NM-6) & Grant Blvd | 2 | EBT | 4 | 736 | 4 | 1399 |
| 1875 | 8 | 7 | Main (NM-6) & Grant Blvd | 3 | NBL | 2 | 46 | 4 | 9 |
| 1875 | 8 | 7484 | Main (NM-6) & Grant Blvd | 1 | NBR | 1 | 25 | 3 | 32 |
| 1875 | 8 | 7482 | Main (NM-6) & Grant Blvd | 2 | NBT | 0 | 32 | 3 | 16 |
| 7482 | 8 | 7 | Main (NM-6) & Grant Blvd | 1 | SBR | 0 | -7 | 0 | 15 |
| 7484 | 8 | 1875 | Main (NM-6) & Grant Blvd | 3 | WBL | 1 | 10 | 3 | 43 |
| 7484 | 8 | 7482 | Main (NM-6) & Grant Blvd | 1 | WBR | 1 | 114 | 4 | 143 |



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|---|---|---|---|---|---|---|---|---|---|
| 7484 | 8 | 7 | Main (NM-6) & Grant Blvd | 2 | WBT | 3 | 1744 | 5 | 1173 |
| 7484 | 9 | 7487 | Main (NM-6) & Los Cerritos | 3 | EBL | 1 | 8 | 3 | 257 |
| 7484 | 9 | 7488 | Main (NM-6) & Los Cerritos | 1 | EBR | 2 | 19 | 3 | 77 |
| 7484 | 9 | 1797 | Main (NM-6) & Los Cerritos | 2 | EBT | 5 | 716 | 5 | 1085 |
| 7488 | 9 | 7484 | Main (NM-6) & Los Cerritos | 3 | NBL | 1 | 35 | 3 | 63 |
| 7488 | 9 | 1797 | Main (NM-6) & Los Cerritos | 1 | NBR | 1 | 4 | 3 | 12 |
| 7488 | 9 | 7487 | Main (NM-6) & Los Cerritos | 2 | NBT | 0 | 2 | 2 | 15 |
| 7487 | 9 | 1797 | Main (NM-6) & Los Cerritos | 3 | SBL | 3 | 243 | 2 | 192 |
| 7487 | 9 | 7484 | Main (NM-6) & Los Cerritos | 1 | SBR | 2 | 167 | 2 | 155 |
| 7487 | 9 | 7488 | Main (NM-6) & Los Cerritos | 2 | SBT | 1 | 6 | 2 | 15 |
| 1797 | 9 | 7488 | Main (NM-6) & Los Cerritos | 3 | WBL | 1 | 3 | 3 | 18 |
| 1797 | 9 | 7487 | Main (NM-6) & Los Cerritos | 1 | WBR | 1 | 59 | 4 | 224 |
| 1797 | 9 | 7484 | Main (NM-6) & Los Cerritos | 2 | WBT | 3 | 1662 | 6 | 1159 |
| 7489 | 10 | 2105 | Main (NM-6) & Canal Blvd | 1 | EBR | 2 | 11 | 3 | 36 |
| 7489 | 10 | 1795 | Main (NM-6) & Canal Blvd | 2 | EBT | 5 | 988 | 4 | 1376 |
| 2105 | 10 | 7489 | Main (NM-6) & Canal Blvd | 3 | NBL | 1 | 48 | 3 | 21 |
| 2105 | 10 | 1795 | Main (NM-6) & Canal Blvd | 1 | NBR | 1 | 98 | 3 | 49 |
| 1795 | 10 | 2105 | Main (NM-6) & Canal Blvd | 3 | WBL | 1 | 43 | 4 | 86 |
| 1795 | 10 | 7489 | Main (NM-6) & Canal Blvd | 2 | WBT | 3 | 1666 | 5 | 1340 |
| 672 | 11 | 1794 | Main (NM-6) & Don Pasqual Rd | 3 | EBL | 3 | 197 | 5 | 104 |
| 672 | 11 | 1312 | Main (NM-6) & Don Pasqual Rd | 2 | EBT | 5 | 885 | 4 | 1307 |
| 1794 | 11 | 1312 | Main (NM-6) & Don Pasqual Rd | 3 | SBL | 2 | 121 | 3 | 45 |
| 1794 | 11 | 672 | Main (NM-6) & Don Pasqual Rd | 1 | SBR | 3 | 169 | 5 | 92 |
| 1312 | 11 | 1794 | Main (NM-6) & Don Pasqual Rd | 1 | WBR | 1 | 196 | 5 | 56 |
| 1312 | 11 | 672 | Main (NM-6) & Don Pasqual Rd | 2 | WBT | 3 | 1314 | 5 | 1312 |
| 1309 | 12 | 1290 | Main (NM-6) & NM-314 | 3 | EBL | 3 | 44 | 4 | 89 |
| 1309 | 12 | 1344 | Main (NM-6) & NM-314 | 1 | EBR | 4 | 245 | 4 | 246 |
| 1309 | 12 | 1965 | Main (NM-6) & NM-314 | 2 | EBT | 5 | 688 | 4 | 854 |
| 1344 | 12 | 1309 | Main (NM-6) & NM-314 | 3 | NBL | 2 | 467 | 5 | 362 |
| 1344 | 12 | 1965 | Main (NM-6) & NM-314 | 1 | NBR | 1 | 67 | 4 | 58 |
| 1344 | 12 | 1290 | Main (NM-6) & NM-314 | 2 | NBT | 2 | 245 | 6 | 149 |
| 1290 | 12 | 1965 | Main (NM-6) & NM-314 | 3 | SBL | 1 | 76 | 3 | 316 |



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|---|---|---|---|---|---|---|---|---|---|
| 1290 | 12 | 1309 | Main (NM-6) & NM-314 | 1 | SBR | 3 | 84 | 5 | 73 |
| 1290 | 12 | 1344 | Main (NM-6) & NM-314 | 2 | SBT | 2 | 88 | 2 | 390 |
| 1965 | 12 | 1344 | Main (NM-6) & NM-314 | 3 | WBL | 2 | 68 | 3 | 114 |
| 1965 | 12 | 1290 | Main (NM-6) & NM-314 | 1 | WBR | 2 | 313 | 3 | 175 |
| 1965 | 12 | 1309 | Main (NM-6) & NM-314 | 2 | WBT | 3 | 1052 | 5 | 974 |
| 1332 | 13 | 1844 | Main (NM-6) & Luna Ave | 3 | EBL | 3 | 66 | 7 | 74 |
| 1332 | 13 | 648 | Main (NM-6) & Luna Ave | 1 | EBR | 2 | 54 | 6 | 27 |
| 1332 | 13 | 7491 | Main (NM-6) & Luna Ave | 2 | EBT | 4 | 488 | 4 | 1258 |
| 648 | 13 | 1332 | Main (NM-6) & Luna Ave | 3 | NBL | 2 | 69 | 5 | 41 |
| 648 | 13 | 7491 | Main (NM-6) & Luna Ave | 1 | NBR | 1 | 8 | 3 | 6 |
| 648 | 13 | 1844 | Main (NM-6) & Luna Ave | 2 | NBT | 1 | 12 | 4 | 12 |
| 1844 | 13 | 7491 | Main (NM-6) & Luna Ave | 3 | SBL | 1 | 3 | 3 | 21 |
| 1844 | 13 | 1332 | Main (NM-6) & Luna Ave | 1 | SBR | 2 | 128 | 5 | 87 |
| 1844 | 13 | 648 | Main (NM-6) & Luna Ave | 2 | SBT | 1 | 16 | 4 | 9 |
| 7491 | 13 | 648 | Main (NM-6) & Luna Ave | 3 | WBL | 3 | 1 | 8 | 0 |
| 7491 | 13 | 1844 | Main (NM-6) & Luna Ave | 1 | WBR | 1 | 2 | 5 | 1 |
| 7491 | 13 | 1332 | Main (NM-6) & Luna Ave | 2 | WBT | 3 | 1292 | 5 | 965 |
| 1330 | 14 | 1264 | Main (NM-6) & Los Lentes Rd | 3 | EBL | 2 | 44 | 2 | 32 |
| 1330 | 14 | 7496 | Main (NM-6) & Los Lentes Rd | 1 | EBR | 2 | 14 | 3 | 52 |
| 1330 | 14 | 7495 | Main (NM-6) & Los Lentes Rd | 2 | EBT | 4 | 627 | 3 | 954 |
| 7496 | 14 | 1330 | Main (NM-6) & Los Lentes Rd | 3 | NBL | 1 | 57 | 3 | 98 |
| 7496 | 14 | 7495 | Main (NM-6) & Los Lentes Rd | 1 | NBR | 2 | 210 | 1 | 120 |
| 7496 | 14 | 1264 | Main (NM-6) & Los Lentes Rd | 2 | NBT | 1 | 110 | 4 | 56 |
| 1264 | 14 | 7495 | Main (NM-6) & Los Lentes Rd | 3 | SBL | 1 | 156 | 3 | 110 |
| 1264 | 14 | 1330 | Main (NM-6) & Los Lentes Rd | 1 | SBR | 2 | 36 | 5 | 6 |
| 1264 | 14 | 7496 | Main (NM-6) & Los Lentes Rd | 2 | SBT | 1 | 123 | 3 | 68 |
| 7495 | 14 | 7496 | Main (NM-6) & Los Lentes Rd | 3 | WBL | 0 | 118 | 1 | 228 |
| 7495 | 14 | 1264 | Main (NM-6) & Los Lentes Rd | 1 | WBR | 1 | 67 | 3 | 124 |
| 7495 | 14 | 1330 | Main (NM-6) & Los Lentes Rd | 2 | WBT | 3 | 1041 | 5 | 1062 |
| 7495 | 15 | 7494 | Main (NM-6) & Carson Dr | 3 | EBL | 2 | 12 | 4 | 12 |
| 7495 | 15 | 7497 | Main (NM-6) & Carson Dr | 1 | EBR | 2 | 39 | 4 | 74 |
| 7495 | 15 | 1260 | Main (NM-6) & Carson Dr | 2 | EBT | 3 | 905 | 3 | 1189 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2040 NO-Build

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7497 | 15 | 7495 | Main (NM-6) & Carson Dr | 3 | NBL | 2 | 44 | 4 | 79 |
| 7497 | 15 | 1260 | Main (NM-6) & Carson Dr | 1 | NBR | 1 | 172 | 7 | 173 |
| 7497 | 15 | 7494 | Main (NM-6) & Carson Dr | 2 | NBT | 1 | 2 | 4 | 2 |
| 7494 | 15 | 1260 | Main (NM-6) & Carson Dr | 3 | SBL | 1 | 8 | 3 | 4 |
| 7494 | 15 | 7495 | Main (NM-6) & Carson Dr | 1 | SBR | 2 | 9 | 4 | 10 |
| 7494 | 15 | 7497 | Main (NM-6) & Carson Dr | 2 | SBT | 1 | 3 | 3 | 4 |
| 1260 | 15 | 7497 | Main (NM-6) & Carson Dr | 3 | WBL | 4 | 74 | 5 | 215 |
| 1260 | 15 | 7494 | Main (NM-6) & Carson Dr | 1 | WBR | 2 | 8 | 3 | 7 |
| 1260 | 15 | 7495 | Main (NM-6) & Carson Dr | 2 | WBT | 3 | 1217 | 4 | 1320 |
| 1328 | 16 | 7499 | Main (NM-6) & Edeal Rd | 3 | EBL | 3 | 13 | 5 | 14 |
| 1328 | 16 | 1416 | Main (NM-6) & Edeal Rd | 1 | EBR | 3 | 52 | 3 | 233 |
| 1328 | 16 | 1789 | Main (NM-6) & Edeal Rd | 2 | EBT | 3 | 979 | 3 | 1120 |
| 1416 | 16 | 1328 | Main (NM-6) & Edeal Rd | 3 | NBL | 4 | 214 | 12 | 120 |
| 1416 | 16 | 1789 | Main (NM-6) & Edeal Rd | 1 | NBR | 1 | 24 | 2 | 12 |
| 1416 | 16 | 7499 | Main (NM-6) & Edeal Rd | 2 | NBT | 1 | 4 | 2 | 5 |
| 7499 | 16 | 1789 | Main (NM-6) & Edeal Rd | 3 | SBL | 3 | 14 | 2 | 3 |
| 7499 | 16 | 1328 | Main (NM-6) & Edeal Rd | 1 | SBR | 7 | 24 | 3 | 23 |
| 7499 | 16 | 1416 | Main (NM-6) & Edeal Rd | 2 | SBT | 3 | 1 | 1 | 7 |
| 1789 | 16 | 1416 | Main (NM-6) & Edeal Rd | 3 | WBL | 2 | 11 | 2 | 31 |
| 1789 | 16 | 7499 | Main (NM-6) & Edeal Rd | 1 | WBR | 2 | 6 | 3 | 7 |
| 1789 | 16 | 1328 | Main (NM-6) & Edeal Rd | 2 | WBT | 3 | 1065 | 4 | 1343 |
| 1420 | 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | EBL | 3 | 5 | 5 | 14 |
| 1420 | 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | EBR | 2 | 374 | 3 | 563 |
| 1420 | 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | EBT | 3 | 675 | 4 | 565 |
| 1788 | 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | NBL | 4 | 498 | 4 | 342 |
| 1788 | 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | NBR | 2 | 30 | 4 | 56 |
| 1788 | 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | NBT | 1 | 15 | 2 | 7 |
| 712 | 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | SBL | 3 | 13 | 3 | 15 |
| 712 | 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | SBR | 7 | 2 | 3 | 11 |
| 712 | 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | SBT | 4 | 0 | 1 | 2 |
| 1417 | 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | WBL | 3 | 25 | 3 | 45 |
| 1417 | 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | WBR | 2 | 1 | 3 | 26 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2040 NO-Build

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 1417 | 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | WBT | 2 | 622 | 3 | 1006 |
| 1245 | 18 | 7500 | Main (NM-6) & NM-47 | 3 | EBL | 3 | 56 | 6 | 159 |
| 1245 | 18 | 1336 | Main (NM-6) & NM-47 | 1 | EBR | 3 | 30 | 1 | 20 |
| 1245 | 18 | 1325 | Main (NM-6) & NM-47 | 2 | EBT | 3 | 517 | 3 | 439 |
| 1336 | 18 | 1245 | Main (NM-6) & NM-47 | 3 | NBL | 0 | 69 | 1 | 120 |
| 1336 | 18 | 7500 | Main (NM-6) & NM-47 | 2 | NBT | 2 | 16 | 3 | 79 |
| 7500 | 18 | 1325 | Main (NM-6) & NM-47 | 3 | SBL | 3 | 15 | 1 | 64 |
| 7500 | 18 | 1245 | Main (NM-6) & NM-47 | 1 | SBR | 6 | 19 | 3 | 84 |
| 7500 | 18 | 1336 | Main (NM-6) & NM-47 | 2 | SBT | 4 | 22 | 2 | 106 |
| 1325 | 18 | 1336 | Main (NM-6) & NM-47 | 3 | WBL | 2 | 144 | 2 | 1297 |
| 1325 | 18 | 7500 | Main (NM-6) & NM-47 | 1 | WBR | 2 | 13 | 2 | 68 |
| 1325 | 18 | 1245 | Main (NM-6) & NM-47 | 2 | WBT | 3 | 462 | 4 | 844 |
| 1974 | 19 | 1297 | NM-314 & Courthouse Rd | 3 | EBL | 2 | 3 | 5 | 2 |
| 1974 | 19 | 1975 | NM-314 & Courthouse Rd | 1 | EBR | 2 | 0 | 3 | 0 |
| 1974 | 19 | 1296 | NM-314 & Courthouse Rd | 2 | EBT | 2 | 3 | 4 | 0 |
| 1975 | 19 | 1974 | NM-314 & Courthouse Rd | 3 | NBL | 2 | 1 | 4 | 0 |
| 1975 | 19 | 1296 | NM-314 & Courthouse Rd | 1 | NBR | 0 | 136 | 1 | 135 |
| 1975 | 19 | 1297 | NM-314 & Courthouse Rd | 2 | NBT | 2 | 465 | 6 | 368 |
| 1297 | 19 | 1296 | NM-314 & Courthouse Rd | 3 | SBL | 2 | 172 | 3 | 183 |
| 1297 | 19 | 1974 | NM-314 & Courthouse Rd | 1 | SBR | 3 | 3 | 4 | 3 |
| 1297 | 19 | 1975 | NM-314 & Courthouse Rd | 2 | SBT | 4 | 234 | 3 | 533 |
| 1296 | 19 | 1975 | NM-314 & Courthouse Rd | 3 | WBL | 0 | 111 | 1 | 174 |
| 1296 | 19 | 1297 | NM-314 & Courthouse Rd | 1 | WBR | 1 | 247 | 2 | 173 |
| 1296 | 19 | 1974 | NM-314 & Courthouse Rd | 2 | WBT | 2 | 6 | 4 | 0 |
| 1946 | 21 | 22 | I-25 & Morris Rd SB Ramps | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 21 | 7445 | I-25 & Morris Rd SB Ramps | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 1946 | 21 | 7448 | I-25 & Morris Rd SB Ramps | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 7448 | 21 | 7445 | I-25 & Morris Rd SB Ramps | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 1946 | 21 | 7445 | I-25 & Morris Rd SB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 7448 | 21 | 22 | I-25 & Morris Rd SB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 21 | 7448 | I-25 & Morris Rd SB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 7444 | 22 | 21 | I-25 & Morris Rd NB Ramps | 3 | #NAME? | 0 | 0 | 0 | 0 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2040 NO-Build

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 21 | 22 | 7462 | I-25 & Morris Rd NB Ramps | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 7444 | 22 | 7463 | I-25 & Morris Rd NB Ramps | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 7444 | 22 | 7462 | I-25 & Morris Rd NB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 21 | 22 | 7463 | I-25 & Morris Rd NB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 7463 | 22 | 21 | I-25 & Morris Rd NB Ramps | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 6106 | 23 | 2702 | Morris Rd & Shawn Dr | 3 | EBL | 0 | 0 | 0 | 0 |
| 6106 | 23 | 1822 | Morris Rd & Shawn Dr | 2 | EBT | 2 | 36 | 2 | 79 |
| 2702 | 23 | 1822 | Morris Rd & Shawn Dr | 3 | SBL | 2 | 20 | 3 | 37 |
| 2702 | 23 | 6106 | Morris Rd & Shawn Dr | 1 | SBR | 0 | 1 | 0 | 1 |
| 1822 | 23 | 2702 | Morris Rd & Shawn Dr | 1 | WBR | 2 | 7 | 4 | 24 |
| 1822 | 23 | 6106 | Morris Rd & Shawn Dr | 2 | WBT | 1 | 36 | 4 | 39 |
| 1822 | 24 | 1337 | NM-314 & Morris Rd | 3 | EBL | 1 | 68 | 3 | 131 |
| 1822 | 24 | 1752 | NM-314 & Morris Rd | 1 | EBR | 1 | 38 | 2 | 41 |
| 1822 | 24 | 1791 | NM-314 & Morris Rd | 2 | EBT | 2 | 14 | 3 | 30 |
| 1752 | 24 | 1822 | NM-314 & Morris Rd | 3 | NBL | 1 | 33 | 4 | 43 |
| 1752 | 24 | 1791 | NM-314 & Morris Rd | 1 | NBR | 7 | 22 | 8 | 105 |
| 1752 | 24 | 1337 | NM-314 & Morris Rd | 2 | NBT | 2 | 476 | 5 | 280 |
| 1337 | 24 | 1791 | NM-314 & Morris Rd | 3 | SBL | 4 | 16 | 1 | 51 |
| 1337 | 24 | 1822 | NM-314 & Morris Rd | 1 | SBR | 1 | 115 | 3 | 54 |
| 1337 | 24 | 1752 | NM-314 & Morris Rd | 2 | SBT | 2 | 218 | 2 | 519 |
| 1791 | 24 | 1752 | NM-314 & Morris Rd | 3 | WBL | 4 | 76 | 7 | 151 |
| 1791 | 24 | 1337 | NM-314 & Morris Rd | 1 | WBR | 2 | 28 | 6 | 12 |
| 1791 | 24 | 1822 | NM-314 & Morris Rd | 2 | WBT | 1 | 15 | 4 | 32 |
| 26 | 25 | 1741 | Morris Rd & Los Lentes Rd | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 26 | 25 | 1369 | Morris Rd & Los Lentes Rd | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 26 | 25 | 1364 | Morris Rd & Los Lentes Rd | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 1364 | 25 | 1369 | Morris Rd & Los Lentes Rd | 3 | EBL | 7 | 125 | 6 | 160 |
| 1364 | 25 | 1741 | Morris Rd & Los Lentes Rd | 1 | EBR | 5 | 8 | 4 | 15 |
| 1364 | 25 | 26 | Morris Rd & Los Lentes Rd | 2 | EBT | 0 | 0 | 0 | 0 |
| 1741 | 25 | 1364 | Morris Rd & Los Lentes Rd | 3 | NBL | 3 | 5 | 9 | 3 |
| 1741 | 25 | 26 | Morris Rd & Los Lentes Rd | 1 | NBR | 0 | 0 | 0 | 0 |
| 1741 | 25 | 1369 | Morris Rd & Los Lentes Rd | 2 | NBT | 2 | 2 | 9 | 10 |



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## 2040 NO-Build

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 1369 | 25 | 26 | Morris Rd & Los Lentes Rd | 3 | SBL | 0 | 0 | 0 | 0 |
| 1369 | 25 | 1364 | Morris Rd & Los Lentes Rd | 1 | SBR | 2 | 110 | 7 | 176 |
| 1369 | 25 | 1741 | Morris Rd & Los Lentes Rd | 2 | SBT | 3 | 8 | 5 | 14 |
| 1427 | 26 | 703 | Morris Rd & Edeal Rd | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 25 | 26 | 704 | Morris Rd & Edeal Rd | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 1427 | 26 | 704 | Morris Rd & Edeal Rd | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 25 | 26 | 703 | Morris Rd & Edeal Rd | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 1427 | 26 | 25 | Morris Rd & Edeal Rd | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 25 | 26 | 1427 | Morris Rd & Edeal Rd | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 703 | 26 | 25 | Morris Rd & Edeal Rd | 3 | NBL | 0 | 0 | 0 | 0 |
| 703 | 26 | 1427 | Morris Rd & Edeal Rd | 1 | NBR | 0 | 0 | 0 | 0 |
| 703 | 26 | 704 | Morris Rd & Edeal Rd | 2 | NBT | 4 | 175 | 12 | 79 |
| 704 | 26 | 1427 | Morris Rd & Edeal Rd | 3 | SBL | 0 | 0 | 0 | 0 |
| 704 | 26 | 25 | Morris Rd & Edeal Rd | 1 | SBR | 0 | 0 | 0 | 0 |
| 704 | 26 | 703 | Morris Rd & Edeal Rd | 2 | SBT | 3 | 7 | 3 | 370 |
| 1427 | 27 | 1510 | NM-47 & Morris Rd (Hyde Ln ) | 3 | EBL | 2 | 19 | 10 | 14 |
| 1427 | 27 | 28 | NM-47 & Morris Rd (Hyde Ln ) | 1 | EBR | 1 | 9 | 7 | 5 |
| 28 | 27 | 1427 | NM-47 & Morris Rd (Hyde Ln ) | 3 | NBL | 1 | 8 | 6 | 4 |
| 28 | 27 | 1510 | NM-47 & Morris Rd (Hyde Ln ) | 2 | NBT | 0 | 1560 | 2 | 697 |
| 1510 | 27 | 1427 | NM-47 & Morris Rd (Hyde Ln ) | 1 | SBR | 3 | 19 | 4 | 13 |
| 1510 | 27 | 28 | NM-47 & Morris Rd (Hyde Ln ) | 2 | SBT | 3 | 341 | 1 | 1347 |
| 690 | 28 | 861 | NM-47 & Otero Rd. | 1 | NBR | 4 | 8 | 6 | 16 |
| 690 | 28 | 27 | NM-47 & Otero Rd. | 2 | NBT | 0 | 1124 | 2 | 401 |
| 27 | 28 | 861 | NM-47 & Otero Rd. | 3 | SBL | 3 | 22 | 0 | 335 |
| 27 | 28 | 690 | NM-47 & Otero Rd. | 2 | SBT | 3 | 329 | 1 | 1017 |
| 861 | 28 | 690 | NM-47 & Otero Rd. | 3 | WBL | 2 | 16 | 9 | 11 |
| 861 | 28 | 27 | NM-47 & Otero Rd. | 1 | WBR | 0 | 444 | 1 | 300 |
| 688 | 29 | 1527 | NM-47 & S.El Cerro Loop (NM-263) | 1 | EBR | 2 | 2 | 6 | 25 |
| 688 | 29 | 1526 | NM-47 & S.El Cerro Loop (NM-263) | 2 | EBT | 0 | 543 | 2 | 212 |
| 1527 | 29 | 688 | NM-47 & S.El Cerro Loop (NM-263) | 3 | NBL | 1 | 20 | 6 | 10 |
| 1527 | 29 | 1526 | NM-47 & S.El Cerro Loop (NM-263) | 1 | NBR | 0 | 294 | 5 | 69 |
| 1526 | 29 | 1527 | NM-47 & S.El Cerro Loop (NM-263) | 3 | WBL | 3 | 71 | 0 | 224 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2040 NO-Build

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 1526 | 29 | 688 | NM-47 & S.El Cerro Loop (NM-263) | 2 | WBT | 3 | 192 | 2 | 599 |
| 684 | 30 | 1721 | NM-47 & Edeal Rd | 3 | NBL | 4 | 209 | 12 | 101 |
| 684 | 30 | 686 | NM-47 & Edeal Rd | 2 | NBT | 0 | 506 | 2 | 225 |
| 1721 | 30 | 686 | NM-47 & Edeal Rd | 3 | SBL | 3 | 3 | 6 | 14 |
| 1721 | 30 | 684 | NM-47 & Edeal Rd | 1 | SBR | 1 | 41 | 3 | 241 |
| 686 | 30 | 1721 | NM-47 & Edeal Rd | 1 | WBR | 3 | 7 | 5 | 3 |
| 686 | 30 | 684 | NM-47 & Edeal Rd | 2 | WBT | 2 | 218 | 2 | 593 |
| 2082 | 31 | 2262 | BL 25 NB & NM 314 NB | 2 | EBT | 4 | 65 | 2 | 377 |
| 151 | 31 | 2260 | BL 25 NB & NM 314 NB | 2 | NBT | 2 | 874 | 5 | 391 |
| 7463 | 32 | 4429 | Morris Rd & Sichler Rd. | 3 | #NAME? | 0 | 0 | 0 | 0 |
| 7463 | 32 | 6125 | Morris Rd & Sichler Rd. | 2 | #NAME? | 0 | 0 | 0 | 0 |
| 4429 | 32 | 6125 | Morris Rd & Sichler Rd. | 3 | SBL | 3 | 72 | 4 | 69 |
| 4429 | 32 | 7463 | Morris Rd & Sichler Rd. | 1 | SBR | 0 | 0 | 0 | 0 |
| 6125 | 32 | 4429 | Morris Rd & Sichler Rd. | 1 | WBR | 2 | 56 | 4 | 100 |
| 6125 | 32 | 7463 | Morris Rd & Sichler Rd. | 2 | WBT | 0 | 0 | 0 | 0 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7474 | 1 | 7506 | Main (NM-6) & Huning Ranch Loop | 1 | EBR | 10 | 16 | 10 | 21 |
| 7474 | 1 | 7519 | Main (NM-6) & Huning Ranch Loop | 2 | EBT | 11 | 317 | 22 | 359 |
| 7506 | 1 | 7474 | Main (NM-6) & Huning Ranch Loop | 3 | NBL | 8 | 31 | 11 | 5 |
| 7506 | 1 | 7519 | Main (NM-6) & Huning Ranch Loop | 1 | NBR | 0 | 231 | 1 | 46 |
| 7519 | 1 | 7506 | Main (NM-6) & Huning Ranch Loop | 3 | WBL | 2 | 144 | 2 | 147 |
| 7519 | 1 | 7474 | Main (NM-6) & Huning Ranch Loop | 2 | WBT | 28 | 311 | 19 | 334 |
| 4705 | 2 | 7452 | Main (NM-6) & Los Morros Rd | 3 | EBL | 10 | 24 | 5 | 20 |
| 4705 | 2 | 7460 | Main (NM-6) & Los Morros Rd | 1 | EBR | 6 | 22 | 25 | 39 |
| 4705 | 2 | 5828 | Main (NM-6) & Los Morros Rd | 2 | EBT | 8 | 510 | 16 | 593 |
| 7460 | 2 | 4705 | Main (NM-6) & Los Morros Rd | 3 | NBL | 22 | 107 | 30 | 32 |
| 7460 | 2 | 5828 | Main (NM-6) & Los Morros Rd | 1 | NBR | 1 | 229 | 3 | 146 |
| 7460 | 2 | 7452 | Main (NM-6) & Los Morros Rd | 2 | NBT | 1 | 45 | 1 | 20 |
| 7452 | 2 | 5828 | Main (NM-6) & Los Morros Rd | 3 | SBL | 4 | 31 | 2 | 79 |
| 7452 | 2 | 4705 | Main (NM-6) & Los Morros Rd | 1 | SBR | 35 | 5 | 10 | 22 |
| 7452 | 2 | 7460 | Main (NM-6) & Los Morros Rd | 2 | SBT | 2 | 3 | 5 | 73 |
| 5828 | 2 | 7460 | Main (NM-6) & Los Morros Rd | 3 | WBL | 2 | 72 | 2 | 167 |
| 5828 | 2 | 7452 | Main (NM-6) & Los Morros Rd | 1 | WBR | 2 | 15 | 1 | 34 |
| 5828 | 2 | 4705 | Main (NM-6) & Los Morros Rd | 2 | WBT | 20 | 402 | 12 | 436 |
| 5828 | 3 | 7442 | Main (NM-6) & Desert Willow Rd | 3 | EBL | 4 | 20 | 3 | 38 |
| 5828 | 3 | 4 | Main (NM-6) & Desert Willow Rd | 2 | EBT | 6 | 733 | 11 | 766 |
| 7442 | 3 | 4 | Main (NM-6) & Desert Willow Rd | 3 | SBL | 4 | 166 | 4 | 526 |
| 7442 | 3 | 5828 | Main (NM-6) & Desert Willow Rd | 1 | SBR | 19 | 19 | 0 | 50 |
| 4 | 3 | 7442 | Main (NM-6) & Desert Willow Rd | 1 | WBR | 1 | 101 | 1 | 131 |
| 4 | 3 | 5828 | Main (NM-6) & Desert Willow Rd | 2 | WBT | 14 | 485 | 9 | 590 |
| 3 | 4 | 214 | Main (NM-6) & Sun Ranch Village Rd | 1 | EBR | 2 | 12 | 5 | 68 |
| 3 | 4 | 211 | Main (NM-6) & Sun Ranch Village Rd | 2 | EBT | 6 | 882 | 8 | 1244 |
| 214 | 4 | 3 | Main (NM-6) & Sun Ranch Village Rd | 3 | NBL | 1 | 36 | 1 | 24 |
| 214 | 4 | 211 | Main (NM-6) & Sun Ranch Village Rd | 1 | NBR | 1 | 205 | 4 | 166 |
| 211 | 4 | 214 | Main (NM-6) & Sun Ranch Village Rd | 3 | WBL | 2 | 119 | 2 | 236 |
| 211 | 4 | 3 | Main (NM-6) & Sun Ranch Village Rd | 2 | WBT | 11 | 522 | 8 | 670 |
| 211 | 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 1 | EBR | 21 | 121 | 9 | 326 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 211 | 5 | 6 | I-25 & Main (NM-6) SB Ramps | 2 | EBT | 3 | 912 | 7 | 1035 |
| 7450 | 5 | 6 | I-25 & Main (NM-6) SB Ramps | 3 | SBL | 3 | 159 | 1 | 602 |
| 7450 | 5 | 211 | I-25 & Main (NM-6) SB Ramps | 1 | SBR | 4 | 268 | 2 | 742 |
| 7450 | 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 2 | SBT | 0 | 0 | 0 | 0 |
| 6 | 5 | 1863 | I-25 & Main (NM-6) SB Ramps | 3 | WBL | 3 | 109 | 1 | 123 |
| 6 | 5 | 211 | I-25 & Main (NM-6) SB Ramps | 2 | WBT | 10 | 518 | 12 | 629 |
| 5 | 6 | 1884 | I-25 & Main (NM-6) NB Ramps | 3 | EBL | 1 | 506 | 4 | 519 |
| 5 | 6 | 1886 | I-25 & Main (NM-6) NB Ramps | 2 | EBT | 4 | 604 | 5 | 1123 |
| 1883 | 6 | 5 | I-25 & Main (NM-6) NB Ramps | 3 | NBL | 12 | 146 | 20 | 134 |
| 1883 | 6 | 1886 | I-25 & Main (NM-6) NB Ramps | 1 | NBR | 1 | 133 | 3 | 157 |
| 1883 | 6 | 1884 | I-25 & Main (NM-6) NB Ramps | 2 | NBT | 0 | 0 | 0 | 0 |
| 1886 | 6 | 5 | I-25 & Main (NM-6) NB Ramps | 2 | WBT | 7 | 548 | 7 | 638 |
| 1886 | 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | EBL | 1 | 198 | 3 | 249 |
| 1886 | 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | EBR | 4 | 67 | 4 | 193 |
| 1886 | 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | EBT | 4 | 379 | 5 | 750 |
| 1902 | 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | NBL | 2 | 287 | 5 | 145 |
| 1902 | 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | NBR | 1 | 94 | 4 | 128 |
| 1902 | 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | NBT | 0 | 74 | 2 | 45 |
| 7486 | 7 | 8 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | SBL | 2 | 89 | 2 | 91 |
| 7486 | 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | SBR | 2 | 271 | 2 | 69 |
| 7486 | 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | SBT | 0 | 18 | 2 | 44 |
| 8 | 7 | 1902 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 3 | WBL | 1 | 114 | 3 | 174 |
| 8 | 7 | 7486 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 1 | WBR | 1 | 307 | 4 | 114 |
| 8 | 7 | 1886 | Main (NM-6) & Emilio Lopez Rd & Camelot Blvd | 2 | WBT | 5 | 636 | 5 | 722 |
| 7 | 8 | 7482 | Main (NM-6) & Grant Blvd | 3 | EBL | 0 | 71 | 2 | 25 |
| 7 | 8 | 1875 | Main (NM-6) & Grant Blvd | 1 | EBR | 2 | 23 | 3 | 119 |
| 7 | 8 | 7484 | Main (NM-6) & Grant Blvd | 2 | EBT | 4 | 496 | 5 | 835 |
| 1875 | 8 | 7 | Main (NM-6) & Grant Blvd | 3 | NBL | 1 | 71 | 3 | 19 |
| 1875 | 8 | 7484 | Main (NM-6) & Grant Blvd | 1 | NBR | 1 | 19 | 3 | 27 |
| 1875 | 8 | 7482 | Main (NM-6) & Grant Blvd | 2 | NBT | 0 | 7 | 2 | 6 |
| 7482 | 8 | 7 | Main (NM-6) & Grant Blvd | 1 | SBR | 1 | 22 | 2 | 47 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7484 | 8 | 1875 | Main (NM-6) & Grant Blvd | 3 | WBL | 1 | 13 | 3 | 40 |
| 7484 | 8 | 7482 | Main (NM-6) & Grant Blvd | 1 | WBR | 1 | 74 | 6 | 33 |
| 7484 | 8 | 7 | Main (NM-6) & Grant Blvd | 2 | WBT | 4 | 990 | 4 | 938 |
| 7484 | 9 | 7487 | Main (NM-6) & Los Cerritos | 3 | EBL | 2 | 23 | 3 | 415 |
| 7484 | 9 | 7488 | Main (NM-6) & Los Cerritos | 1 | EBR | 2 | 19 | 3 | 77 |
| 7484 | 9 | 1797 | Main (NM-6) & Los Cerritos | 2 | EBT | 5 | 454 | 6 | 356 |
| 7488 | 9 | 7484 | Main (NM-6) & Los Cerritos | 3 | NBL | 1 | 35 | 3 | 62 |
| 7488 | 9 | 1797 | Main (NM-6) & Los Cerritos | 1 | NBR | 1 | 5 | 3 | 11 |
| 7488 | 9 | 7487 | Main (NM-6) & Los Cerritos | 2 | NBT | 0 | 2 | 2 | 16 |
| 7487 | 9 | 1797 | Main (NM-6) & Los Cerritos | 3 | SBL | 3 | 240 | 2 | 177 |
| 7487 | 9 | 7484 | Main (NM-6) & Los Cerritos | 1 | SBR | 2 | 243 | 2 | 274 |
| 7487 | 9 | 7488 | Main (NM-6) & Los Cerritos | 2 | SBT | 1 | 6 | 2 | 15 |
| 1797 | 9 | 7488 | Main (NM-6) & Los Cerritos | 3 | WBL | 1 | 3 | 4 | 17 |
| 1797 | 9 | 7487 | Main (NM-6) & Los Cerritos | 1 | WBR | 1 | 68 | 4 | 210 |
| 1797 | 9 | 7484 | Main (NM-6) & Los Cerritos | 2 | WBT | 4 | 794 | 5 | 688 |
| 7489 | 10 | 2105 | Main (NM-6) & Canal Blvd | 1 | EBR | 2 | 7 | 3 | 39 |
| 7489 | 10 | 1795 | Main (NM-6) & Canal Blvd | 2 | EBT | 5 | 728 | 5 | 623 |
| 2105 | 10 | 7489 | Main (NM-6) & Canal Blvd | 3 | NBL | 1 | 54 | 3 | 28 |
| 2105 | 10 | 1795 | Main (NM-6) & Canal Blvd | 1 | NBR | 1 | 100 | 3 | 47 |
| 1795 | 10 | 2105 | Main (NM-6) & Canal Blvd | 3 | WBL | 1 | 46 | 4 | 79 |
| 1795 | 10 | 7489 | Main (NM-6) & Canal Blvd | 2 | WBT | 4 | 801 | 5 | 842 |
| 672 | 11 | 1794 | Main (NM-6) & Don Pasqual Rd | 3 | EBL | 3 | 198 | 6 | 91 |
| 672 | 11 | 1312 | Main (NM-6) & Don Pasqual Rd | 2 | EBT | 5 | 625 | 5 | 564 |
| 1794 | 11 | 1312 | Main (NM-6) & Don Pasqual Rd | 3 | SBL | 3 | 124 | 3 | 36 |
| 1794 | 11 | 672 | Main (NM-6) & Don Pasqual Rd | 1 | SBR | 3 | 171 | 5 | 86 |
| 1312 | 11 | 1794 | Main (NM-6) & Don Pasqual Rd | 1 | WBR | 1 | 199 | 4 | 46 |
| 1312 | 11 | 672 | Main (NM-6) & Don Pasqual Rd | 2 | WBT | 4 | 451 | 5 | 813 |
| 1309 | 12 | 1290 | Main (NM-6) & NM-314 | 3 | EBL | 3 | 47 | 5 | 79 |
| 1309 | 12 | 1344 | Main (NM-6) & NM-314 | 1 | EBR | 3 | 173 | 2 | 217 |
| 1309 | 12 | 1965 | Main (NM-6) & NM-314 | 2 | EBT | 5 | 564 | 7 | 267 |
| 1344 | 12 | 1309 | Main (NM-6) & NM-314 | 3 | NBL | 1 | 290 | 4 | 268 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 1344 | 12 | 1965 | Main (NM-6) & NM-314 | 1 | NBR | 1 | 69 | 6 | 51 |
| 1344 | 12 | 1290 | Main (NM-6) & NM-314 | 2 | NBT | 1 | 252 | 4 | 170 |
| 1290 | 12 | 1965 | Main (NM-6) & NM-314 | 3 | SBL | 1 | 66 | 3 | 215 |
| 1290 | 12 | 1309 | Main (NM-6) & NM-314 | 1 | SBR | 2 | 82 | 5 | 92 |
| 1290 | 12 | 1344 | Main (NM-6) & NM-314 | 2 | SBT | 1 | 88 | 3 | 411 |
| 1965 | 12 | 1344 | Main (NM-6) & NM-314 | 3 | WBL | 2 | 65 | 2 | 115 |
| 1965 | 12 | 1290 | Main (NM-6) & NM-314 | 1 | WBR | 2 | 248 | 4 | 88 |
| 1965 | 12 | 1309 | Main (NM-6) & NM-314 | 2 | WBT | 6 | 445 | 5 | 666 |
| 1332 | 13 | 1844 | Main (NM-6) & Luna Ave | 3 | EBL | 3 | 68 | 5 | 104 |
| 1332 | 13 | 648 | Main (NM-6) & Luna Ave | 1 | EBR | 2 | 52 | 6 | 23 |
| 1332 | 13 | 7491 | Main (NM-6) & Luna Ave | 2 | EBT | 4 | 352 | 5 | 530 |
| 648 | 13 | 1332 | Main (NM-6) & Luna Ave | 3 | NBL | 2 | 67 | 5 | 34 |
| 648 | 13 | 7491 | Main (NM-6) & Luna Ave | 1 | NBR | 1 | 3 | 5 | 0 |
| 648 | 13 | 1844 | Main (NM-6) & Luna Ave | 2 | NBT | 1 | 12 | 4 | 10 |
| 1844 | 13 | 7491 | Main (NM-6) & Luna Ave | 3 | SBL | 1 | 3 | 4 | 1 |
| 1844 | 13 | 1332 | Main (NM-6) & Luna Ave | 1 | SBR | 2 | 129 | 5 | 79 |
| 1844 | 13 | 648 | Main (NM-6) & Luna Ave | 2 | SBT | 1 | 16 | 3 | 8 |
| 7491 | 13 | 648 | Main (NM-6) & Luna Ave | 3 | WBL | 3 | 1 | 8 | 0 |
| 7491 | 13 | 1844 | Main (NM-6) & Luna Ave | 1 | WBR | 1 | 2 | 5 | 1 |
| 7491 | 13 | 1332 | Main (NM-6) & Luna Ave | 2 | WBT | 4 | 613 | 5 | 579 |
| 1330 | 14 | 1264 | Main (NM-6) & Los Lentes Rd | 3 | EBL | 2 | 47 | 3 | 19 |
| 1330 | 14 | 7496 | Main (NM-6) & Los Lentes Rd | 1 | EBR | 2 | 13 | 3 | 52 |
| 1330 | 14 | 7495 | Main (NM-6) & Los Lentes Rd | 2 | EBT | 4 | 496 | 5 | 327 |
| 7496 | 14 | 1330 | Main (NM-6) & Los Lentes Rd | 3 | NBL | 1 | 57 | 3 | 98 |
| 7496 | 14 | 7495 | Main (NM-6) & Los Lentes Rd | 1 | NBR | 2 | 159 | 5 | 89 |
| 7496 | 14 | 1264 | Main (NM-6) & Los Lentes Rd | 2 | NBT | 1 | 114 | 4 | 56 |
| 1264 | 14 | 7495 | Main (NM-6) & Los Lentes Rd | 3 | SBL | 1 | 158 | 3 | 122 |
| 1264 | 14 | 1330 | Main (NM-6) & Los Lentes Rd | 1 | SBR | 2 | 37 | 3 | 13 |
| 1264 | 14 | 7496 | Main (NM-6) & Los Lentes Rd | 2 | SBT | 1 | 127 | 3 | 67 |
| 7495 | 14 | 7496 | Main (NM-6) & Los Lentes Rd | 3 | WBL | 3 | 19 | 4 | 257 |
| 7495 | 14 | 1264 | Main (NM-6) & Los Lentes Rd | 1 | WBR | 1 | 71 | 4 | 132 |



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Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7495 | 14 | 1330 | Main (NM-6) & Los Lentes Rd | 2 | WBT | 4 | 371 | 5 | 690 |
| 7495 | 15 | 7494 | Main (NM-6) & Carson Dr | 3 | EBL | 2 | 12 | 4 | 12 |
| 7495 | 15 | 7497 | Main (NM-6) & Carson Dr | 1 | EBR | 2 | 51 | 3 | 90 |
| 7495 | 15 | 1260 | Main (NM-6) & Carson Dr | 2 | EBT | 3 | 713 | 5 | 528 |
| 7497 | 15 | 7495 | Main (NM-6) & Carson Dr | 3 | NBL | 1 | 66 | 3 | 93 |
| 7497 | 15 | 1260 | Main (NM-6) & Carson Dr | 1 | NBR | 1 | 152 | 3 | 95 |
| 7497 | 15 | 7494 | Main (NM-6) & Carson Dr | 2 | NBT | 1 | 2 | 3 | 1 |
| 7494 | 15 | 1260 | Main (NM-6) & Carson Dr | 3 | SBL | 1 | 8 | 4 | 5 |
| 7494 | 15 | 7495 | Main (NM-6) & Carson Dr | 1 | SBR | 2 | 10 | 4 | 11 |
| 7494 | 15 | 7497 | Main (NM-6) & Carson Dr | 2 | SBT | 1 | 2 | 3 | 2 |
| 1260 | 15 | 7497 | Main (NM-6) & Carson Dr | 3 | WBL | 3 | 10 | 3 | 123 |
| 1260 | 15 | 7494 | Main (NM-6) & Carson Dr | 1 | WBR | 2 | 8 | 4 | 8 |
| 1260 | 15 | 7495 | Main (NM-6) & Carson Dr | 2 | WBT | 4 | 428 | 4 | 971 |
| 1328 | 16 | 7499 | Main (NM-6) & Edeal Rd | 3 | EBL | 3 | 13 | 5 | 16 |
| 1328 | 16 | 1416 | Main (NM-6) & Edeal Rd | 1 | EBR | 3 | 57 | 4 | 20 |
| 1328 | 16 | 1789 | Main (NM-6) & Edeal Rd | 2 | EBT | 3 | 763 | 5 | 721 |
| 1416 | 16 | 1328 | Main (NM-6) & Edeal Rd | 3 | NBL | 2 | 69 | 9 | 54 |
| 1416 | 16 | 1789 | Main (NM-6) & Edeal Rd | 1 | NBR | 1 | 30 | 5 | 23 |
| 1416 | 16 | 7499 | Main (NM-6) & Edeal Rd | 2 | NBT | 2 | 2 | 4 | 2 |
| 7499 | 16 | 1789 | Main (NM-6) & Edeal Rd | 3 | SBL | 3 | 13 | 2 | 7 |
| 7499 | 16 | 1328 | Main (NM-6) & Edeal Rd | 1 | SBR | 7 | 24 | 3 | 25 |
| 7499 | 16 | 1416 | Main (NM-6) & Edeal Rd | 2 | SBT | 4 | 1 | 1 | 2 |
| 1789 | 16 | 1416 | Main (NM-6) & Edeal Rd | 3 | WBL | 2 | 21 | 3 | 42 |
| 1789 | 16 | 7499 | Main (NM-6) & Edeal Rd | 1 | WBR | 2 | 8 | 3 | 9 |
| 1789 | 16 | 1328 | Main (NM-6) & Edeal Rd | 2 | WBT | 4 | 339 | 4 | 969 |
| 1420 | 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | EBL | 3 | 6 | 5 | 16 |
| 1420 | 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | EBR | 2 | 167 | 5 | 240 |
| 1420 | 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | EBT | 3 | 671 | 5 | 502 |
| 1788 | 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | NBL | 3 | 243 | 2 | 245 |
| 1788 | 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | NBR | 0 | 57 | 3 | 43 |
| 1788 | 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | NBT | 1 | 5 | 2 | 6 |

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 712 | 17 | 1417 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | SBL | 4 | 12 | 3 | 15 |
| 712 | 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | SBR | 7 | 2 | 3 | 13 |
| 712 | 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | SBT | 3 | 0 | 1 | 1 |
| 1417 | 17 | 1788 | Main (NM-6) & El Cerro Loop (NM-263) | 3 | WBL | 3 | 13 | 0 | 181 |
| 1417 | 17 | 712 | Main (NM-6) & El Cerro Loop (NM-263) | 1 | WBR | 2 | 0 | 3 | 25 |
| 1417 | 17 | 1420 | Main (NM-6) & El Cerro Loop (NM-263) | 2 | WBT | 4 | 362 | 5 | 741 |
| 1245 | 18 | 7500 | Main (NM-6) & NM-47 | 3 | EBL | 3 | 56 | 6 | 166 |
| 1245 | 18 | 1336 | Main (NM-6) & NM-47 | 1 | EBR | 4 | 17 | 6 | 20 |
| 1245 | 18 | 1325 | Main (NM-6) & NM-47 | 2 | EBT | 3 | 532 | 4 | 388 |
| 1336 | 18 | 1245 | Main (NM-6) & NM-47 | 3 | NBL | 8 | 20 | 4 | 20 |
| 1336 | 18 | 7500 | Main (NM-6) & NM-47 | 2 | NBT | 2 | 17 | 3 | 78 |
| 7500 | 18 | 1325 | Main (NM-6) & NM-47 | 3 | SBL | 3 | 14 | 1 | 63 |
| 7500 | 18 | 1245 | Main (NM-6) & NM-47 | 1 | SBR | 8 | 16 | 3 | 75 |
| 7500 | 18 | 1336 | Main (NM-6) & NM-47 | 2 | SBT | 3 | 27 | 2 | 118 |
| 1325 | 18 | 1336 | Main (NM-6) & NM-47 | 3 | WBL | 1 | 201 | 1 | 1282 |
| 1325 | 18 | 7500 | Main (NM-6) & NM-47 | 1 | WBR | 2 | 11 | 2 | 64 |
| 1325 | 18 | 1245 | Main (NM-6) & NM-47 | 2 | WBT | 4 | 369 | 4 | 938 |
| 1974 | 19 | 1297 | NM-314 & Courthouse Rd | 3 | EBL | 2 | 3 | 5 | 2 |
| 1974 | 19 | 1975 | NM-314 & Courthouse Rd | 1 | EBR | 2 | 0 | 3 | 0 |
| 1974 | 19 | 1296 | NM-314 & Courthouse Rd | 2 | EBT | 2 | 3 | 4 | 0 |
| 1975 | 19 | 1974 | NM-314 & Courthouse Rd | 3 | NBL | 1 | 1 | 4 | 0 |
| 1975 | 19 | 1296 | NM-314 & Courthouse Rd | 1 | NBR | 1 | 153 | 6 | 97 |
| 1975 | 19 | 1297 | NM-314 & Courthouse Rd | 2 | NBT | 1 | 289 | 4 | 306 |
| 1297 | 19 | 1296 | NM-314 & Courthouse Rd | 3 | SBL | 2 | 166 | 3 | 242 |
| 1297 | 19 | 1974 | NM-314 & Courthouse Rd | 1 | SBR | 3 | 3 | 4 | 3 |
| 1297 | 19 | 1975 | NM-314 & Courthouse Rd | 2 | SBT | 2 | 170 | 3 | 484 |
| 1296 | 19 | 1975 | NM-314 & Courthouse Rd | 3 | WBL | 3 | 38 | 3 | 181 |
| 1296 | 19 | 1297 | NM-314 & Courthouse Rd | 1 | WBR | 1 | 260 | 4 | 174 |
| 1296 | 19 | 1974 | NM-314 & Courthouse Rd | 2 | WBT | 2 | 6 | 4 | 0 |
| 7524 | 21 | 7445 | I-25 & Morris Rd SB Ramps | 1 | EBR | 1 | 42 | 3 | 37 |
| 7524 | 21 | 22 | I-25 & Morris Rd SB Ramps | 2 | EBT | 1 | 146 | 12 | 116 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7534 | 21 | 22 | I-25 & Morris Rd SB Ramps | 5 | S_? | 6 | 328 | 2 | 1048 |
| 7534 | 21 | 7524 | I-25 & Morris Rd SB Ramps | 1 | SBR | 1 | 19 | 1 | 38 |
| 7534 | 21 | 7445 | I-25 & Morris Rd SB Ramps | 2 | SBT | 0 | 0 | 0 | 0 |
| 22 | 21 | 7445 | I-25 & Morris Rd SB Ramps | 3 | WBL | 2 | 83 | 4 | 56 |
| 22 | 21 | 7524 | I-25 & Morris Rd SB Ramps | 2 | WBT | 15 | 160 | 10 | 199 |
| 21 | 22 | 7462 | I-25 & Morris Rd NB Ramps | 3 | EBL | 0 | 48 | 1 | 28 |
| 21 | 22 | 7463 | I-25 & Morris Rd NB Ramps | 2 | EBT | 5 | 426 | 3 | 1136 |
| 7526 | 22 | 21 | I-25 & Morris Rd NB Ramps | 3 | NBL | 2 | 25 | 5 | 58 |
| 7526 | 22 | 7463 | I-25 & Morris Rd NB Ramps | 1 | NBR | 2 | 54 | 6 | 96 |
| 7526 | 22 | 7462 | I-25 & Morris Rd NB Ramps | 2 | NBT | 0 | 0 | 0 | 0 |
| 7463 | 22 | 7462 | I-25 & Morris Rd NB Ramps | 1 | WBR | 1 | 1037 | 4 | 539 |
| 7463 | 22 | 21 | I-25 & Morris Rd NB Ramps | 2 | WBT | 11 | 218 | 10 | 197 |
| 6106 | 23 | 2702 | Morris Rd & Shawn Dr | 3 | EBL | 4 | 2 | 4 | 9 |
| 6106 | 23 | 1822 | Morris Rd & Shawn Dr | 2 | EBT | 1 | 5 | 3 | 20 |
| 2702 | 23 | 1822 | Morris Rd & Shawn Dr | 3 | SBL | 2 | 20 | 3 | 41 |
| 2702 | 23 | 6106 | Morris Rd & Shawn Dr | 1 | SBR | 3 | 7 | 5 | 6 |
| 1822 | 23 | 2702 | Morris Rd & Shawn Dr | 1 | WBR | 2 | 8 | 4 | 27 |
| 1822 | 23 | 6106 | Morris Rd & Shawn Dr | 2 | WBT | 1 | 20 | 3 | 15 |
| 7529 | 24 | 1337 | NM-314 & Morris Rd | 3 | EBL | 1 | 64 | 6 | 65 |
| 7529 | 24 | 1752 | NM-314 & Morris Rd | 1 | EBR | 6 | 130 | 2 | 457 |
| 7529 | 24 | 1791 | NM-314 & Morris Rd | 2 | EBT | 4 | 287 | 3 | 736 |
| 1752 | 24 | 7529 | NM-314 & Morris Rd | 3 | NBL | 2 | 388 | 8 | 215 |
| 1752 | 24 | 1791 | NM-314 & Morris Rd | 1 | NBR | 2 | 96 | 3 | 213 |
| 1752 | 24 | 1337 | NM-314 & Morris Rd | 2 | NBT | 2 | 168 | 6 | 59 |
| 1337 | 24 | 1791 | NM-314 & Morris Rd | 3 | SBL | 2 | 65 | 2 | 254 |
| 1337 | 24 | 7529 | NM-314 & Morris Rd | 1 | SBR | 1 | 47 | 2 | 51 |
| 1337 | 24 | 1752 | NM-314 & Morris Rd | 2 | SBT | 3 | 43 | 4 | 287 |
| 1791 | 24 | 1752 | NM-314 & Morris Rd | 3 | WBL | 1 | 208 | 3 | 252 |
| 1791 | 24 | 1337 | NM-314 & Morris Rd | 1 | WBR | 1 | 184 | 3 | 143 |
| 1791 | 24 | 7529 | NM-314 & Morris Rd | 2 | WBT | 2 | 818 | 5 | 480 |
| 1364 | 25 | 1369 | Morris Rd & Los Lentes Rd | 3 | EBL | 3 | 90 | 3 | 65 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 1364 | 25 | 1741 | Morris Rd & Los Lentes Rd | 1 | EBR | 5 | 7 | 4 | 14 |
| 1364 | 25 | 7532 | Morris Rd & Los Lentes Rd | 2 | EBT | 3 | 444 | 3 | 1096 |
| 1741 | 25 | 1364 | Morris Rd & Los Lentes Rd | 3 | NBL | 3 | 4 | 9 | 2 |
| 1741 | 25 | 7532 | Morris Rd & Los Lentes Rd | 1 | NBR | 2 | 1 | 7 | 2 |
| 1741 | 25 | 1369 | Morris Rd & Los Lentes Rd | 2 | NBT | 2 | 1 | 11 | 9 |
| 1369 | 25 | 7532 | Morris Rd & Los Lentes Rd | 3 | SBL | 1 | 37 | 2 | 36 |
| 1369 | 25 | 1364 | Morris Rd & Los Lentes Rd | 1 | SBR | 1 | 5 | 5 | 119 |
| 1369 | 25 | 1741 | Morris Rd & Los Lentes Rd | 2 | SBT | 2 | 7 | 5 | 13 |
| 7532 | 25 | 1741 | Morris Rd & Los Lentes Rd | 3 | WBL | 3 | 2 | 6 | 2 |
| 7532 | 25 | 1369 | Morris Rd & Los Lentes Rd | 1 | WBR | 1 | 47 | 5 | 45 |
| 7532 | 25 | 1364 | Morris Rd & Los Lentes Rd | 2 | WBT | 2 | 1150 | 4 | 755 |
| 7531 | 26 | 7544 | Morris Rd & Edeal Rd | 2 | NBT | 2 | 32 | 5 | 22 |
| 7544 | 26 | 7531 | Morris Rd & Edeal Rd | 2 | SBT | 2 | 31 | 6 | 33 |
| 7541 | 27 | 1510 | NM-47 & Morris Rd | 5 | E_? | 2 | 91 | 3 | 171 |
| 7541 | 27 | 7542 | NM-47 & Morris Rd | 1 | EBR | 3 | 392 | 2 | 552 |
| 7542 | 27 | 7541 | NM-47 & Morris Rd | 5 | N_? | 1 | 695 | 2 | 539 |
| 1510 | 27 | 7541 | NM-47 & Morris Rd | 1 | SBR | 1 | 192 | 3 | 163 |
| 1510 | 27 | 7542 | NM-47 & Morris Rd | 2 | SBT | 2 | 164 | 1 | 913 |
| 690 | 28 | 861 | NM-47 & Otero Rd. | 1 | NBR | 4 | 7 | 7 | 13 |
| 690 | 28 | 7542 | NM-47 & Otero Rd. | 2 | NBT | 0 | 1147 | 2 | 507 |
| 7542 | 28 | 861 | NM-47 & Otero Rd. | 3 | SBL | 3 | 129 | 2 | 384 |
| 7542 | 28 | 690 | NM-47 & Otero Rd. | 2 | SBT | 3 | 427 | 1 | 1081 |
| 861 | 28 | 690 | NM-47 & Otero Rd. | 3 | WBL | 3 | 11 | 9 | 8 |
| 861 | 28 | 7542 | NM-47 & Otero Rd. | 1 | WBR | 2 | 486 | 2 | 277 |
| 688 | 29 | 1527 | NM-47 & S.El Cerro Loop (NM-263) | 1 | EBR | 2 | 20 | 6 | 17 |
| 688 | 29 | 1526 | NM-47 & S.El Cerro Loop (NM-263) | 2 | EBT | 0 | 478 | 2 | 297 |
| 1527 | 29 | 688 | NM-47 & S.El Cerro Loop (NM-263) | 3 | NBL | 2 | 20 | 6 | 4 |
| 1527 | 29 | 1526 | NM-47 & S.El Cerro Loop (NM-263) | 1 | NBR | 0 | 371 | 5 | 76 |
| 1526 | 29 | 1527 | NM-47 & S.El Cerro Loop (NM-263) | 3 | WBL | 3 | 75 | 0 | 240 |
| 1526 | 29 | 688 | NM-47 & S.El Cerro Loop (NM-263) | 2 | WBT | 2 | 271 | 1 | 632 |
| 684 | 30 | 1721 | NM-47 & Edeal Rd | 3 | NBL | 4 | 315 | 15 | 111 |



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## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 684 | 30 | 686 | NM-47 & Edeal Rd | 2 | NBT | 0 | 443 | 1 | 296 |
| 1721 | 30 | 686 | NM-47 & Edeal Rd | 3 | SBL | 4 | 1 | 6 | 9 |
| 1721 | 30 | 684 | NM-47 & Edeal Rd | 1 | SBR | 1 | 38 | 3 | 275 |
| 686 | 30 | 1721 | NM-47 & Edeal Rd | 1 | WBR | 5 | 21 | 5 | 0 |
| 686 | 30 | 684 | NM-47 & Edeal Rd | 2 | WBT | 2 | 265 | 1 | 612 |
| 7517 | 32 | 7540 | Old Morris Rd & Sichler Rd. | 3 | EBL | 2 | 4 | 4 | 6 |
| 7517 | 32 | 7527 | Old Morris Rd & Sichler Rd. | 1 | EBR | 1 | 86 | 4 | 47 |
| 7517 | 32 | 6125 | Old Morris Rd & Sichler Rd. | 2 | EBT | 2 | 3 | 2 | 17 |
| 7527 | 32 | 7517 | Old Morris Rd & Sichler Rd. | 3 | NBL | 2 | 29 | 4 | 116 |
| 7527 | 32 | 6125 | Old Morris Rd & Sichler Rd. | 1 | NBR | 3 | 12 | 3 | 39 |
| 7527 | 32 | 7540 | Old Morris Rd & Sichler Rd. | 2 | NBT | 3 | 12 | 3 | 50 |
| 7540 | 32 | 6125 | Old Morris Rd & Sichler Rd. | 3 | SBL | 2 | 1 | 4 | 3 |
| 7540 | 32 | 7517 | Old Morris Rd & Sichler Rd. | 1 | SBR | 3 | 2 | 4 | 9 |
| 7540 | 32 | 7527 | Old Morris Rd & Sichler Rd. | 2 | SBT | 3 | 30 | 5 | 25 |
| 6125 | 32 | 7527 | Old Morris Rd & Sichler Rd. | 3 | WBL | 1 | 44 | 4 | 20 |
| 6125 | 32 | 7540 | Old Morris Rd & Sichler Rd. | 1 | WBR | 1 | 2 | 5 | 2 |
| 6125 | 32 | 7517 | Old Morris Rd & Sichler Rd. | 2 | WBT | 2 | 3 | 3 | 10 |
| 7531 | 1427 | 7535 | Morris New Intersection Rio Abajo | 3 | EBL | 3 | 5 | 6 | 3 |
| 7531 | 1427 | 7536 | Morris New Intersection Rio Abajo | 1 | EBR | 3 | 5 | 6 | 3 |
| 7531 | 1427 | 7541 | Morris New Intersection Rio Abajo | 2 | EBT | 3 | 463 | 2 | 713 |
| 7536 | 1427 | 7531 | Morris New Intersection Rio Abajo | 3 | NBL | 3 | 5 | 11 | 4 |
| 7536 | 1427 | 7541 | Morris New Intersection Rio Abajo | 1 | NBR | 1 | 9 | 8 | 5 |
| 7536 | 1427 | 7535 | Morris New Intersection Rio Abajo | 2 | NBT | 0 | 0 | 0 | 0 |
| 7535 | 1427 | 7541 | Morris New Intersection Rio Abajo | 3 | SBL | 1 | 9 | 8 | 5 |
| 7535 | 1427 | 7531 | Morris New Intersection Rio Abajo | 1 | SBR | 3 | 5 | 11 | 4 |
| 7535 | 1427 | 7536 | Morris New Intersection Rio Abajo | 2 | SBT | 0 | 0 | 0 | 0 |
| 7541 | 1427 | 7536 | Morris New Intersection Rio Abajo | 3 | WBL | 2 | 8 | 4 | 5 |
| 7541 | 1427 | 7535 | Morris New Intersection Rio Abajo | 1 | WBR | 2 | 8 | 4 | 5 |
| 7541 | 1427 | 7531 | Morris New Intersection Rio Abajo | 2 | WBT | 1 | 870 | 2 | 692 |
| 7541 | 1510 | 27 | NM47 North of Morris | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 7541 | 1510 | 1511 | NM47 North of Morris | 2 | #NAME? | 0 | 0 | 0 | 0 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 27 | 1510 | 1511 | NM47 North of Morris | 2 | EBT | 2 | 89 | 3 | 168 |
| 7542 | 1510 | 1511 | NM47 North of Morris | 2 | NBT | 0 | 936 | 3 | 244 |
| 1511 | 1510 | 7541 | NM47 North of Morris | 1 | SBR | 0 | 0 | 0 | 0 |
| 1511 | 1510 | 27 | NM47 North of Morris | 2 | SBT | 1 | 352 | 1 | 1073 |
| 5 | 1863 | 1946 | SB NM6 Ramp Merge with SB I-25 | 1 | SBR | 13 | 245 | 7 | 444 |
| 1864 | 1863 | 1946 | SB NM6 Ramp Merge with SB I-25 | 2 | WBT | 4 | 821 | 2 | 2573 |
| 1869 | 1864 | 7450 | SB NM6 Ramp Diverge from SB I-25 | 1 | SBR | 3 | 423 | 1 | 1328 |
| 1869 | 1864 | 1863 | SB NM6 Ramp Diverge from SB I-25 | 2 | SBT | 4 | 835 | 2 | 2555 |
| 1882 | 1880 | 1870 | NB NM6 Ramp Merge with NB I-25 | 2 | EBT | 1 | 2596 | 5 | 1158 |
| 1884 | 1880 | 1870 | NB NM6 Ramp Merge with NB I-25 | 1 | NBR | 1 | 1382 | 2 | 933 |
| 1947 | 1882 | 1883 | NB NM6 Ramp Diverge from NB I-25 | 1 | NBR | 8 | 335 | 11 | 256 |
| 1947 | 1882 | 1880 | NB NM6 Ramp Diverge from NB I-25 | 2 | NBT | 1 | 2571 | 5 | 1136 |
| 6 | 1886 | 7 | Main St & NB I-25 Ramp Diverge | 2 | NBT | 4 | 763 | 5 | 1270 |
| 7 | 1886 | 1884 | Main St & NB I-25 Ramp Diverge | 1 | WBR | 0 | 579 | 1 | 434 |
| 7 | 1886 | 6 | Main St & NB I-25 Ramp Diverge | 2 | WBT | 7 | 566 | 7 | 579 |
| 1863 | 1946 | 7534 | SB Morris Rd Ramp Diverge from SB I-25 | 1 | SBR | 6 | 348 | 2 | 1086 |
| 1863 | 1946 | 7445 | SB Morris Rd Ramp Diverge from SB I-25 | 2 | SBT | 6 | 1046 | 3 | 2258 |
| 7444 | 1948 | 1947 | NB Morris Rd Ramp Merge to I-25 | 2 | EBT | 3 | 2105 | 8 | 1151 |
| 7462 | 1948 | 1947 | NB Morris Rd Ramp Merge to I-25 | 2 | NBT | 1 | 1086 | 4 | 567 |
| 2256 | 2082 | 31 | BL 25 SB & NM 314 NB | 3 | EBL | 4 | 50 | 3 | 213 |
| 2256 | 2082 | 4455 | BL 25 SB & NM 314 NB | 2 | EBT | 7 | 208 | 3 | 781 |
| 5947 | 4436 | 4437 | NB BL25 Ramp Diverge from NB I-25 | 1 | NBR | 3 | 4 | 3 | 23 |
| 5947 | 4436 | 5942 | NB BL25 Ramp Diverge from NB I-25 | 2 | NBT | 3 | 1236 | 7 | 1024 |
| 4436 | 4437 | 5457 | NB BL25 Off Ramp Merge with SB BL25 Off Ramp | 1 | EBR | 3 | 5 | 3 | 31 |
| 5941 | 4437 | 5457 | NB BL25 Off Ramp Merge with SB BL25 Off Ramp | 2 | SBT | 10 | 149 | 3 | 865 |
| 5942 | 4632 | 4633 | NB BL25 On Ramp Merge with NB I-25 | 2 | EBT | 3 | 1236 | 7 | 1024 |
| 4723 | 4632 | 4633 | NB BL25 On Ramp Merge with NB I-25 | 2 | NBT | 2 | 949 | 10 | 281 |
| 5939 | 4723 | 4632 | NB BL25 On Ramp Diverge from NB BL25 | 1 | NBR | 2 | 914 | 10 | 199 |
| 5939 | 4723 | 4724 | NB BL25 On Ramp Diverge from NB BL25 | 2 | NBT | 3 | 16 | 8 | 37 |
| 4725 | 4726 | 5948 | SB BL25 On Ramp Merge to SB I-25 | 2 | SBT | 3 | 3 | 8 | 3 |
| 5940 | 4726 | 5948 | SB BL25 On Ramp Merge to SB I-25 | 2 | WBT | 5 | 1031 | 4 | 1573 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODE NO | TONODE NO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7002 | 5941 | 4437 | SB BL25 Off Ramp Diverge from SB I-25 | 1 | SBR | 10 | 149 | 3 | 865 |
| 7002 | 5941 | 5940 | SB BL25 Off Ramp Diverge from SB I-25 | 2 | SBT | 5 | 620 | 4 | 1135 |
| 7003 | 7444 | 1948 | NB Morris Rd Ramp Diverge from NB I-25 | 2 | NBT | 3 | 2105 | 8 | 1151 |
| 7003 | 7444 | 7526 | NB Morris Rd Ramp Diverge from NB I-25 | 2 | NBT | 2 | 80 | 6 | 154 |
| 21 | 7445 | 7002 | SB Morris Rd Ramp Merge to SB-I-25 | 1 | SBR | 2 | 125 | 4 | 93 |
| 1946 | 7445 | 7002 | SB Morris Rd Ramp Merge to SB-I-25 | 2 | WBT | 6 | 1046 | 3 | 2258 |
| 7458 | 7448 | 7437 | Morris & Huning | 3 | EBL | 2 | 12 | 3 | 8 |
| 7458 | 7448 | 7538 | Morris & Huning | 1 | EBR | 0 | 0 | 2 | 0 |
| 7458 | 7448 | 7524 | Morris & Huning | 2 | EBT | 0 | 47 | 2 | 24 |
| 7538 | 7448 | 7458 | Morris & Huning | 3 | NBL | 0 | 0 | 2 | 0 |
| 7538 | 7448 | 7524 | Morris & Huning | 1 | NBR | 1 | 22 | 2 | 12 |
| 7538 | 7448 | 7437 | Morris & Huning | 2 | NBT | 2 | 6 | 3 | 4 |
| 7437 | 7448 | 7524 | Morris & Huning | 3 | SBL | 1 | 118 | 12 | 116 |
| 7437 | 7448 | 7458 | Morris & Huning | 1 | SBR | 2 | 4 | 3 | 16 |
| 7437 | 7448 | 7538 | Morris & Huning | 2 | SBT | 2 | 2 | 3 | 8 |
| 7524 | 7448 | 7538 | Morris & Huning | 3 | WBL | 1 | 9 | 2 | 23 |
| 7524 | 7448 | 7437 | Morris & Huning | 1 | WBR | 15 | 155 | 11 | 166 |
| 7524 | 7448 | 7458 | Morris & Huning | 2 | WBT | 1 | 15 | 2 | 47 |
| 7526 | 7463 | 7527 | Morris Rd Ramp connection east of I-25 | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 22 | 7463 | 7527 | Morris Rd Ramp connection east of I-25 | 2 | EBT | 5 | 481 | 3 | 1232 |
| 7527 | 7463 | 7462 | Morris Rd Ramp connection east of I-25 | 1 | WBR | 0 | 0 | 0 | 0 |
| 7527 | 7463 | 22 | Morris Rd Ramp connection east of I-25 | 2 | WBT | 2 | 1256 | 5 | 737 |
| 7463 | 7527 | 32 | New Morris & Sichler | 3 | EBL | 3 | 28 | 4 | 95 |
| 7463 | 7527 | 6117 | New Morris & Sichler | 1 | EBR | 2 | 100 | 4 | 77 |
| 7463 | 7527 | 7529 | New Morris & Sichler | 2 | EBT | 5 | 353 | 3 | 1059 |
| 6117 | 7527 | 7463 | New Morris & Sichler | 3 | NBL | 2 | 67 | 4 | 120 |
| 6117 | 7527 | 7529 | New Morris & Sichler | 1 | NBR | 2 | 28 | 2 | 129 |
| 6117 | 7527 | 32 | New Morris & Sichler | 2 | NBT | 2 | 7 | 3 | 49 |
| 32 | 7527 | 7529 | New Morris & Sichler | 3 | SBL | 1 | 40 | 4 | 34 |
| 32 | 7527 | 7463 | New Morris & Sichler | 1 | SBR | 2 | 81 | 4 | 49 |
| 32 | 7527 | 6117 | New Morris & Sichler | 2 | SBT | 1 | 40 | 5 | 12 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 7529 | 7527 | 6117 | New Morris & Sichler | 3 | WBL | 1 | 115 | 5 | 41 |
| 7529 | 7527 | 32 | New Morris & Sichler | 1 | WBR | 2 | 19 | 4 | 63 |
| 7529 | 7527 | 7463 | New Morris & Sichler | 2 | WBT | 3 | 1107 | 6 | 568 |
| 7527 | 7529 | 7528 | New Morris & Old Morris & Courthouse | 3 | EBL | 0 | 0 | 0 | 0 |
| 7527 | 7529 | 7530 | New Morris & Old Morris & Courthouse | 1 | EBR | 2 | 5 | 2 | 21 |
| 7527 | 7529 | 24 | New Morris & Old Morris & Courthouse | 2 | EBT | 5 | 417 | 3 | 1201 |
| 7530 | 7529 | 7527 | New Morris & Old Morris & Courthouse | 3 | NBL | 1 | 23 | 3 | 8 |
| 7530 | 7529 | 24 | New Morris & Old Morris & Courthouse | 1 | NBR | 0 | 31 | 2 | 22 |
| 7530 | 7529 | 7528 | New Morris & Old Morris & Courthouse | 2 | NBT | 1 | 0 | 2 | 0 |
| 7528 | 7529 | 24 | New Morris & Old Morris & Courthouse | 3 | SBL | 1 | 32 | 3 | 35 |
| 7528 | 7529 | 7527 | New Morris & Old Morris & Courthouse | 1 | SBR | 0 | 0 | 0 | 0 |
| 7528 | 7529 | 7530 | New Morris & Old Morris & Courthouse | 2 | SBT | 2 | 0 | 2 | 0 |
| 24 | 7529 | 7530 | New Morris & Old Morris & Courthouse | 3 | WBL | 1 | 14 | 3 | 36 |
| 24 | 7529 | 7528 | New Morris & Old Morris & Courthouse | 1 | WBR | 1 | 20 | 4 | 45 |
| 24 | 7529 | 7527 | New Morris & Old Morris & Courthouse | 2 | WBT | 2 | 1219 | 6 | 665 |
| 7532 | 7531 | 26 | Morris & Edeal Rd | 3 | EBL | 3 | 16 | 5 | 14 |
| 7532 | 7531 | 703 | Morris & Edeal Rd | 1 | EBR | 4 | 4 | 3 | 390 |
| 7532 | 7531 | 1427 | Morris & Edeal Rd | 2 | EBT | 3 | 457 | 2 | 709 |
| 703 | 7531 | 7532 | Morris & Edeal Rd | 3 | NBL | 4 | 285 | 15 | 84 |
| 703 | 7531 | 1427 | Morris & Edeal Rd | 1 | NBR | 2 | 2 | 5 | 4 |
| 703 | 7531 | 26 | Morris & Edeal Rd | 2 | NBT | 2 | 8 | 4 | 4 |
| 26 | 7531 | 1427 | Morris & Edeal Rd | 3 | SBL | 1 | 16 | 6 | 6 |
| 26 | 7531 | 7532 | Morris & Edeal Rd | 1 | SBR | 2 | 19 | 8 | 19 |
| 26 | 7531 | 703 | Morris & Edeal Rd | 2 | SBT | 2 | 0 | 4 | 10 |
| 1427 | 7531 | 703 | Morris & Edeal Rd | 3 | WBL | 2 | 0 | 3 | 2 |
| 1427 | 7531 | 26 | Morris & Edeal Rd | 1 | WBR | 1 | 9 | 6 | 7 |
| 1427 | 7531 | 7532 | Morris & Edeal Rd | 2 | WBT | 1 | 872 | 2 | 691 |
| 7533 | 7532 | 25 | Morris & Chanisa Ave | 3 | EBL | 1 | 24 | 3 | 12 |
| 7533 | 7532 | 7531 | Morris & Chanisa Ave | 1 | EBR | 1 | 3 | 4 | 2 |
| 7531 | 7532 | 7533 | Morris & Chanisa Ave | 3 | NBL | 3 | 1 | 3 | 5 |
| 7531 | 7532 | 25 | Morris & Chanisa Ave | 2 | NBT | 2 | 1175 | 4 | 789 |



Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

## 2025 BUILD

| $TURN: FROMNODENO | VIANODENO | TONODENO | VIANODE\NAME | TYPENO | ORIENTATION | MODEL_AM_HGV | ADJUSTED_AM | MODEL_PM_HGV | ADJUSTED_PM |
|---|---|---|---|---|---|---|---|---|---|
| 25 | 7532 | 7533 | Morris & Chanisa Ave | 1 | SBR | 1 | 8 | 2 | 22 |
| 25 | 7532 | 7531 | Morris & Chanisa Ave | 2 | SBT | 3 | 475 | 3 | 1111 |
| 1510 | 7541 | 1427 | Morris Wo NM 47 | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 1427 | 7541 | 7542 | Morris Wo NM 47 | 1 | EBR | 0 | 0 | 0 | 0 |
| 1427 | 7541 | 27 | Morris Wo NM 47 | 2 | EBT | 3 | 483 | 2 | 724 |
| 1427 | 7541 | 1510 | Morris Wo NM 47 | 2 | EBT | 0 | 0 | 0 | 0 |
| 27 | 7541 | 1510 | Morris Wo NM 47 | 1 | WBR | 0 | 0 | 0 | 0 |
| 27 | 7541 | 1427 | Morris Wo NM 47 | 2 | WBT | 1 | 888 | 2 | 702 |
| 7541 | 7542 | 28 | NM47 So Morris | 1 | #NAME? | 0 | 0 | 0 | 0 |
| 28 | 7542 | 27 | NM47 So Morris | 1 | NBR | 1 | 695 | 2 | 539 |
| 28 | 7542 | 1510 | NM47 So Morris | 2 | NBT | 0 | 938 | 3 | 245 |
| 27 | 7542 | 28 | NM47 So Morris | 2 | SBT | 3 | 556 | 1 | 1466 |



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Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

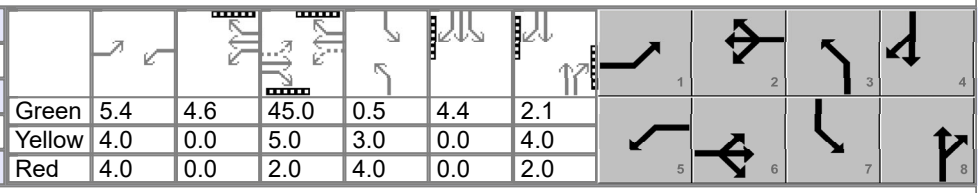


# APPENDIX D
# Intersection Level of Service Worksheets

# HCS7 Intersection Summary — *2019 Baseline AM*

## #1 2: Huning Ranch Lp E

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 158.5 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

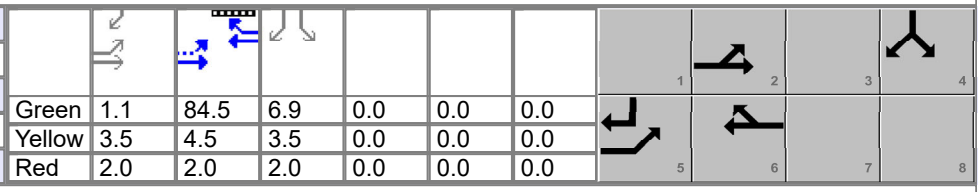


| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 5.4 | 4.6 | 45.0 | 0.5 | 4.4 | 2.1 |
| Yellow | 4.0 | 0.0 | 5.0 | 3.0 | 0.0 | 4.0 |
| Red | 4.0 | 0.0 | 2.0 | 4.0 | 0.0 | 2.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 30 | 231 | 0 | 88 | 306 | 0 | 2 | 4 | 0 | 22 | 3 | 0 |
| Phase Split, s | 18.0 | 45.0 | | 20.0 | 47.0 | | 17.0 | 46.0 | | 19.0 | 48.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.078 | 0.141 | 0.000 | 0.309 | 0.527 | 0.000 | 0.233 | 0.095 | 0.000 | 0.140 | 0.023 | 0.000 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.16 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 10.0 | 12.2 | 0.0 | 8.0 | 13.9 | 0.0 | 49.3 | 43.3 | 0.0 | 41.1 | 38.8 | 0.0 |
| Level of Service (LOS) | B | B | | A | B | | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 12.0 | B | | 12.6 | B | | 45.3 | D | | 40.9 | D | |
| Intersection Delay, s/veh / LOS | 13.1 | | | | | | B | | | | | |

## #2 3: Desert Willow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | Off |

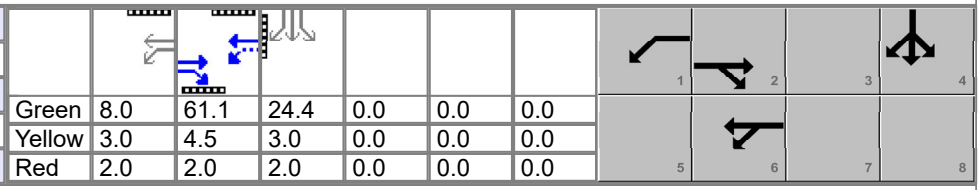


| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 1.1 | 84.5 | 6.9 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 9 | 429 | | | 401 | 69 | | | | 120 | | 20 |
| Phase Split, s | 29.0 | 70.0 | | | 41.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.013 | 0.063 | | | 0.440 | 0.155 | | | | 0.632 | | 0.206 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.64 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 3.6 | 1.8 | | | 5.6 | 3.0 | | | | 51.4 | | 48.3 |
| Level of Service (LOS) | A | A | | | A | A | | | | D | | D |
| Approach Delay, s/veh / LOS | 1.8 | A | | 5.2 | A | | 0.0 | | | 51.0 | D | |
| Intersection Delay, s/veh / LOS | 8.9 | | | | | | A | | | | | |

## #3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.0 | 61.1 | 24.4 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

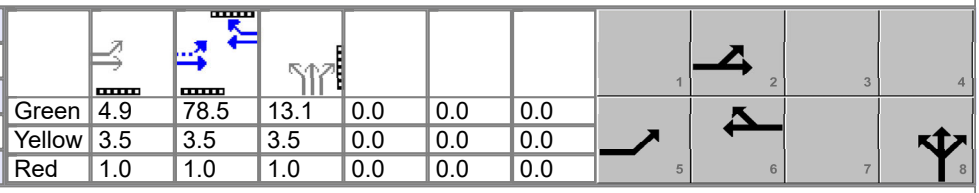
| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 616 | 73 | 125 | 470 | | | | | 279 | 0 | 227 |
| Phase Split, s | | 32.0 | | 13.0 | 45.0 | | | | | | 65.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.197 | 0.055 | 0.383 | 0.454 | | | | | 0.606 | 0.000 | 0.864 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.03 | 0.85 | 0.00 | | | | | 0.55 | 0.00 | 0.74 |
| Control Delay ( *d* ) , s/veh | | 7.7 | 9.0 | 8.6 | 11.8 | | | | | 39.9 | 0.0 | 47.5 |
| Level of Service (LOS) | | A | A | A | B | | | | | D | | D |
| Approach Delay, s/veh / LOS | 7.8 | A | | 11.1 | B | | 0.0 | | | 44.2 | D | |
| Intersection Delay, s/veh / LOS | 18.5 | | | | | | B | | | | | |

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# HCS7 Intersection Summary — 2019 Baseline AM

## #4 6: I25 NB On

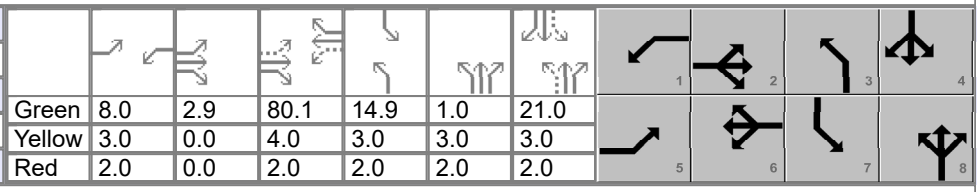
| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |  |
|---|---|---|---|---|---|---|---|
| Green | 4.9 | 78.5 | 13.1 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 202 | 731 | | | 603 | 0 | 60 | 0 | 141 | | | |
| Phase Split, s | 36.0 | 86.0 | | | 50.0 | | | 24.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.366 | 0.185 | | | 0.511 | 0.000 | | 0.293 | 0.837 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.12 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.51 | | | |
| Control Delay ( *d* ) , s/veh | 6.5 | 1.5 | | | 7.7 | 0.0 | | 45.0 | 60.8 | | | |
| Level of Service (LOS) | A | A | | | A | | | D | E | | | |
| Approach Delay, s/veh / LOS | 2.6 | A | | 7.7 | A | | 56.1 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 11.1 | | | | | | B | | | | | |

## #5 7: Camelot/Emilio Lopez

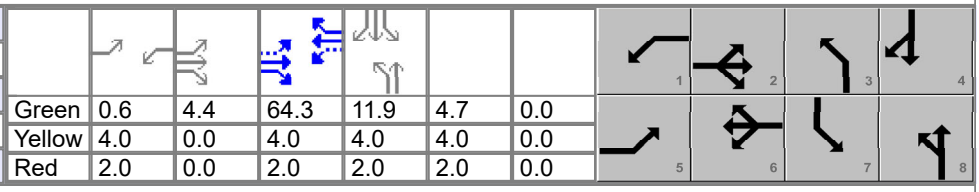
| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |  |
|---|---|---|---|---|---|---|---|
| Green | 8.0 | 2.9 | 80.1 | 14.9 | 1.0 | 21.0 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 3.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 244 | 466 | 69 | 142 | 791 | 352 | 232 | 76 | 130 | 101 | 25 | 176 |
| Phase Split, s | 33.0 | 83.0 | | 14.0 | 64.0 | | 28.0 | 33.0 | | 20.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.486 | 0.209 | 0.069 | 0.241 | 0.449 | 0.435 | 0.552 | 0.248 | 0.500 | 0.348 | 0.105 | 0.883 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.77 | 0.00 | 0.48 | 0.38 | 0.00 | 0.00 | 1.11 | 0.00 | 0.00 | 0.54 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 17.7 | 18.7 | 17.1 | 15.7 | 23.6 | 24.0 | 47.0 | 55.1 | 58.7 | 49.1 | 58.4 | 90.5 |
| Level of Service (LOS) | B | B | B | B | C | C | D | E | E | D | E | F |
| Approach Delay, s/veh / LOS | 18.2 | B | | 22.8 | C | | 51.9 | D | | 74.0 | E | |
| Intersection Delay, s/veh / LOS | 32.7 | | | | | | C | | | | | |

## #6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 108 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | |  |
|---|---|---|---|---|---|---|---|
| Green | 0.6 | 4.4 | 64.3 | 11.9 | 4.7 | 0.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 44 | 624 | 18 | 3 | 1115 | 84 | 30 | 2 | | 251 | 6 | 204 |
| Phase Split, s | 27.0 | 62.0 | | 15.0 | 50.0 | | 13.0 | 13.0 | | 20.0 | 20.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.116 | 0.264 | 0.265 | 0.006 | 0.544 | 0.090 | 0.447 | 0.028 | | 0.775 | 0.714 | 0.681 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.08 | 0.00 | 0.00 | 0.01 | 0.00 | 0.17 | 0.51 | 0.00 | | 1.03 | 0.00 | 1.07 |
| Control Delay ( *d* ) , s/veh | 9.5 | 9.8 | 9.8 | 9.5 | 11.9 | 4.6 | 52.9 | 50.5 | | 55.9 | 58.3 | 56.1 |
| Level of Service (LOS) | A | A | A | A | B | A | D | D | | E | E | E |
| Approach Delay, s/veh / LOS | 9.8 | A | | 11.4 | B | | 52.7 | D | | 56.5 | E | |
| Intersection Delay, s/veh / LOS | 21.5 | | | | | | C | | | | | |

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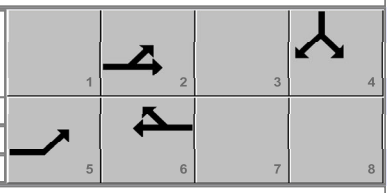
Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



#7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 7.0 | 72.3 | 13.2 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

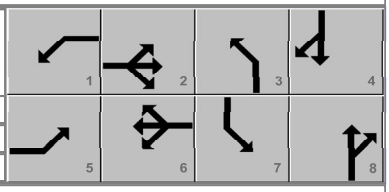



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 204 | 790 | | | 844 | 207 | | | | 127 | | 141 |
| Phase Split, s | 30.0 | 77.0 | | | 47.0 | | | | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.545 | 0.258 | | | 0.550 | 0.554 | | | | 0.659 | | 0.829 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.53 | 0.00 | | | 0.00 | 0.00 | | | | 1.13 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 12.5 | 2.5 | | | 15.6 | 18.2 | | | | 47.5 | | 50.8 |
| Level of Service (LOS) | B | A | | | B | B | | | | D | | D |
| Approach Delay, s/veh / LOS | 4.6 | A | | 16.9 | B | | 0.0 | | | 49.3 | D | |
| Intersection Delay, s/veh / LOS | 16.4 | | | | | | B | | | | | |

#8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 4.5 | 1.0 | 55.7 | 5.6 | 3.2 | 10.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |

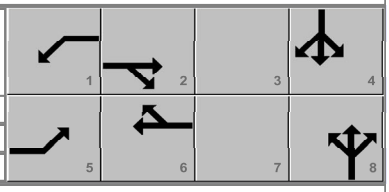



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 35 | 609 | 240 | 73 | 772 | 99 | 384 | 96 | 75 | 82 | 73 | 58 |
| Phase Split, s | 13.0 | 45.0 | | 12.0 | 44.0 | | 21.0 | 41.0 | | 12.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.091 | 0.325 | 0.286 | 0.157 | 0.451 | 0.127 | 0.878 | 0.170 | 0.295 | 0.491 | 0.246 | 0.442 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.19 | 0.00 | 1.53 | 0.11 | 0.00 | 0.38 | 1.39 | 0.00 | 0.89 | 0.32 | 0.00 | 0.45 |
| Control Delay ( *d* ) , s/veh | 13.2 | 19.0 | 17.0 | 12.2 | 20.3 | 16.7 | 63.2 | 38.7 | 40.1 | 52.8 | 46.9 | 49.5 |
| Level of Service (LOS) | B | B | B | B | C | B | E | D | D | D | D | D |
| Approach Delay, s/veh / LOS | 18.3 | B | | 19.2 | B | | 55.8 | E | | 49.9 | D | |
| Intersection Delay, s/veh / LOS | 29.9 | | | | | | C | | | | | |

#9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.9 | 2.1 | 74.4 | 12.6 | 0.0 | 0.0 | |
| Yellow | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 54 | 642 | 71 | 28 | 775 | 1 | 65 | 11 | 20 | 15 | 21 | 116 |
| Phase Split, s | 20.0 | 45.0 | | 20.0 | 45.0 | | | 45.0 | | | 45.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.407 | 0.277 | 0.278 | 0.302 | 0.320 | 0.320 | | 0.549 | | | 0.693 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.90 | 0.00 | 0.00 | 0.70 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 34.7 | 10.2 | 10.8 | 50.4 | 6.3 | 6.3 | | 48.2 | | | 48.9 | |
| Level of Service (LOS) | C | B | B | D | A | A | | D | | | D | |
| Approach Delay, s/veh / LOS | 12.2 | B | | 7.9 | A | | 48.2 | D | | 48.9 | D | |
| Intersection Delay, s/veh / LOS | 15.6 | | | | | | B | | | | | |

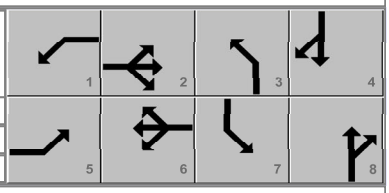
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# HCS7 Intersection Summary — *2019 Baseline AM*

## #10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 105 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 6.0 | 2.5 | 53.6 | 5.9 | 4.2 | 16.8 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

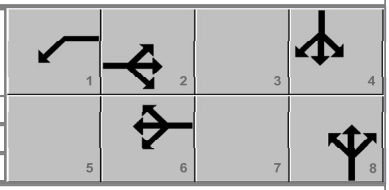



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 57 | 538 | 14 | 188 | 645 | 75 | 56 | 102 | 179 | 123 | 109 | 55 |
| Phase Split, s | 12.0 | 43.0 | | 16.0 | 47.0 | | 20.0 | 31.0 | | 20.0 | 31.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.161 | 0.335 | 0.335 | 0.419 | 0.426 | 0.426 | 0.631 | 0.385 | 0.804 | 0.816 | 0.329 | 0.197 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.03 | 0.00 | 0.00 | 0.86 | 0.00 | 0.00 | 0.76 | 0.00 | 2.20 | 1.93 | 0.00 | 0.63 |
| Control Delay ( *d* ) , s/veh | 13.8 | 27.6 | 27.6 | 13.6 | 24.3 | 24.4 | 58.9 | 43.0 | 53.1 | 63.0 | 39.0 | 37.8 |
| Level of Service (LOS) | B | C | C | B | C | C | E | D | D | E | D | D |
| Approach Delay, s/veh / LOS | 26.3 | C | | 22.1 | C | | 51.0 | D | | 49.1 | D | |
| Intersection Delay, s/veh / LOS | 31.4 | | | | | | C | | | | | |

## #11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.3 | 54.2 | 30.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

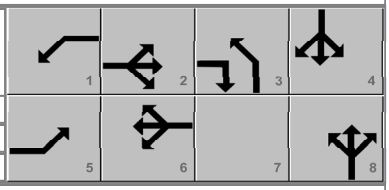



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 752 | 47 | 85 | 897 | 6 | 54 | 1 | 136 | 5 | 2 | 3 |
| Phase Split, s | | 55.0 | | 19.0 | 74.0 | | | 36.0 | | | 36.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.016 | 0.503 | 0.503 | 0.217 | 0.401 | 0.401 | 0.208 | 0.396 | | | 0.037 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.05 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 0.69 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 22.2 | 24.4 | 25.5 | 12.4 | 11.2 | 11.2 | 38.8 | 33.2 | | | 29.6 | |
| Level of Service (LOS) | C | C | C | B | B | B | D | C | | | C | |
| Approach Delay, s/veh / LOS | 24.9 | C | | 11.3 | B | | 34.8 | C | | 29.6 | C | |
| Intersection Delay, s/veh / LOS | 19.7 | | | | | | B | | | | | |

## #12 17: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 15 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.8 | 1.0 | 22.1 | 22.5 | 3.6 | 0.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 581 | 269 | 16 | 528 | 2 | 474 | 3 | 13 | 13 | 1 | 1 |
| Phase Split, s | 15.0 | 40.0 | | 15.0 | 40.0 | | 30.0 | 41.0 | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.022 | 0.666 | 0.340 | 0.063 | 0.438 | 0.004 | 0.773 | 0.025 | | | 0.104 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.03 | 0.00 | 1.15 | 0.08 | 0.00 | 0.02 | 7.06 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 18.3 | 23.4 | 7.5 | 18.3 | 20.6 | 17.5 | 23.0 | 12.0 | | | 34.1 | |
| Level of Service (LOS) | B | C | A | B | C | B | C | B | | | C | |
| Approach Delay, s/veh / LOS | 18.4 | B | | 20.5 | C | | 22.7 | C | | 34.1 | C | |
| Intersection Delay, s/veh / LOS | 20.1 | | | | | | C | | | | | |

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# HCS7 Intersection Summary — *2019 Baseline AM*

#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 152.5 | Reference Phase | 2 |
| Offset, s | 40 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 6.2 | 3.8 | 55.0 | 6.8 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 0.0 | | | | | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | | | | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 56 | 392 | 16 | 251 | 395 | 15 | 31 | 36 | 0 | 16 | 30 | 13 |
| Phase Split, s | 40.0 | 55.0 | | 25.0 | 55.0 | | | 15.0 | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.717 | 0.286 | 0.026 | 0.724 | 0.192 | 0.193 | 0.239 | 0.288 | 0.000 | 0.118 | 0.368 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.62 | 0.00 | 0.07 | 0.56 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.25 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 46.2 | 8.2 | 6.7 | 40.8 | 6.3 | 6.3 | 42.2 | 40.0 | 0.0 | 40.7 | 40.9 | |
| Level of Service (LOS) | D | A | A | D | A | A | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 12.8 | B | | 19.4 | B | | 41.0 | D | | 40.8 | D | |
| Intersection Delay, s/veh / LOS | 18.4 | | | | | | B | | | | | |

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# HCS7 Intersection Summary — *2019 Baseline PM*

## #1 2: Huning Ranch Lp E/Los Morros

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 185.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 1.1 | 9.2 | 21.4 | 0.3 | 1.6 | 2.9 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 5.0 | 3.0 | 3.0 | 4.0 | | | | |
| Red | 4.0 | 4.0 | 2.0 | 4.0 | 4.5 | 2.0 | | | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 4 | 477 | 0 | 184 | 208 | 0 | 1 | 1 | 0 | 76 | 10 | 0 |
| Phase Split, s | 22.0 | 63.0 | | 22.0 | 63.0 | | 23.0 | 49.0 | | 22.5 | 49.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.015 | 0.714 | 0.000 | 0.904 | 0.371 | 0.000 | 0.213 | 0.019 | 0.000 | 0.251 | 0.047 | 0.000 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.01 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 20.7 | 27.6 | 0.0 | 28.3 | 13.2 | 0.0 | 46.2 | 37.2 | 0.0 | 32.7 | 29.2 | 0.0 |
| Level of Service (LOS) | C | C | | C | B | | D | D | | C | C | |
| Approach Delay, s/veh / LOS | 27.6 | C | | 20.3 | C | | 41.7 | D | | 32.3 | C | |
| Intersection Delay, s/veh / LOS | 23.5 | | | | | | C | | | | | |

## #2 3: Desert Willow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 120 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 5.2 | 84.4 | 22.8 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 36 | 640 | | | 341 | 99 | | | | 486 | | 50 |
| Phase Split, s | 15.0 | 90.0 | | | 75.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.101 | 0.255 | | | 0.478 | 0.292 | | | | 0.876 | | 0.160 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.05 | 0.00 | | | 0.00 | 0.00 | | | | 2.65 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 7.9 | 5.9 | | | 11.7 | 4.8 | | | | 56.6 | | 41.5 |
| Level of Service (LOS) | A | A | | | B | A | | | | E | | D |
| Approach Delay, s/veh / LOS | 6.0 | A | | 10.2 | B | | 0.0 | | | 55.2 | E | |
| Intersection Delay, s/veh / LOS | 19.2 | | | | | | B | | | | | |

## #3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 128 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 10.1 | 69.4 | 34.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 1083 | 180 | 180 | 729 | | | | | 562 | 0 | 345 |
| Phase Split, s | | 70.0 | | 21.0 | 91.0 | | | | | | 39.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.550 | 0.136 | 0.661 | 0.440 | | | | | 0.633 | 0.000 | 1.056 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.13 | 1.01 | 0.00 | | | | | 0.75 | 0.00 | 1.68 |
| Control Delay ( *d* ) , s/veh | | 26.1 | 14.5 | 18.2 | 6.7 | | | | | 45.3 | 0.0 | 106.2 |
| Level of Service (LOS) | | C | B | B | A | | | | | D | | F |
| Approach Delay, s/veh / LOS | 25.0 | C | | 8.9 | A | | 0.0 | | | 82.8 | F | |
| Intersection Delay, s/veh / LOS | 32.8 | | | | | | C | | | | | |

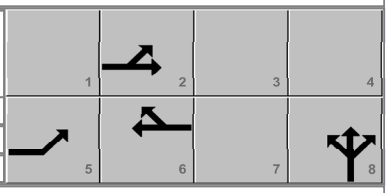
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# HCS7 Intersection Summary — 2019 Baseline PM

## #4 6: I25 NB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 80 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 10.4 | 90.0 | 16.1 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

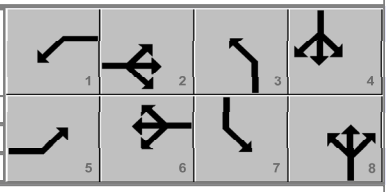



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 411 | 1239 | | | 821 | 0 | 109 | 0 | 157 | | | |
| Phase Split, s | 58.0 | 108.0 | | | 50.0 | | | 22.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.796 | 0.400 | | | 0.463 | 0.000 | | 0.510 | 0.880 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.70 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.73 | | | |
| Control Delay ( *d* ) , s/veh | 12.8 | 2.9 | | | 9.6 | 0.0 | | 55.0 | 86.8 | | | |
| Level of Service (LOS) | B | A | | | A | | | E | F | | | |
| Approach Delay, s/veh / LOS | 5.4 | A | | 9.6 | A | | 73.8 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 13.8 | | | | | | B | | | | | |

## #5 7: Camelot/Emilio Lopez

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 34 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 11.7 | 0.5 | 68.5 | 15.0 | 20.1 | 0.0 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 3.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | |

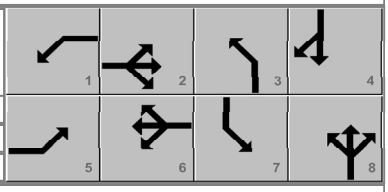



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 255 | 900 | 154 | 226 | 719 | 170 | 158 | 53 | 182 | 120 | 51 | 159 |
| Phase Split, s | 34.0 | 69.0 | | 32.0 | 67.0 | | 24.0 | 26.0 | | 23.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.547 | 0.506 | 0.195 | 0.598 | 0.439 | 0.230 | 0.429 | 0.213 | 0.862 | 0.514 | 0.204 | 0.744 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.85 | 0.00 | 1.27 | 0.57 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 16.4 | 23.5 | 19.1 | 18.4 | 22.5 | 19.8 | 42.7 | 51.7 | 75.0 | 43.9 | 51.7 | 63.6 |
| Level of Service (LOS) | B | C | B | B | C | B | D | D | E | D | D | E |
| Approach Delay, s/veh / LOS | 21.6 | C | | 21.3 | C | | 58.9 | E | | 54.6 | D | |
| Intersection Delay, s/veh / LOS | 30.0 | | | | | | C | | | | | |

## #6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 113 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 3.2 | 0.6 | 73.5 | 6.4 | 4.9 | 11.4 | |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 226 | 841 | 73 | 17 | 943 | 241 | 62 | 15 | 12 | 232 | 14 | 157 |
| Phase Split, s | 32.0 | 70.0 | | 15.0 | 53.0 | | 15.0 | 15.0 | | 30.0 | 30.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.579 | 0.441 | 0.441 | 0.048 | 0.483 | 0.273 | 0.256 | 0.194 | | 0.804 | 0.065 | 0.860 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.67 | 0.00 | 0.00 | 0.06 | 0.00 | 1.56 | 1.08 | 0.00 | | 1.00 | 0.00 | 1.81 |
| Control Delay ( *d* ) , s/veh | 13.8 | 14.2 | 14.2 | 11.9 | 19.1 | 14.9 | 50.6 | 55.3 | | 59.8 | 50.3 | 74.0 |
| Level of Service (LOS) | B | B | B | B | B | B | D | E | | E | D | E |
| Approach Delay, s/veh / LOS | 14.1 | B | | 18.2 | B | | 52.0 | D | | 65.0 | E | |
| Intersection Delay, s/veh / LOS | 24.5 | | | | | | C | | | | | |

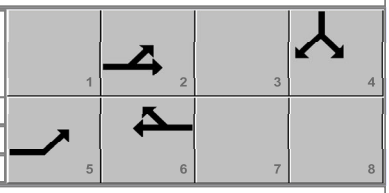
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# HCS7 Intersection Summary — 2019 Baseline PM

## #7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 83 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 6.5 | 96.1 | 9.9 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

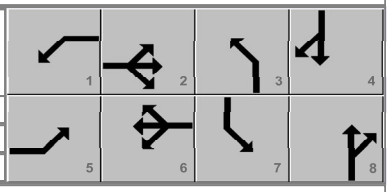



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 77 | 1159 | | | 1110 | 54 | | | | 54 | | 86 |
| Phase Split, s | 30.0 | 88.0 | | | 58.0 | | | | | | 42.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.216 | 0.375 | | | 0.437 | 0.437 | | | | 0.436 | | 0.787 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.75 | 0.00 | | | 0.00 | 0.00 | | | | 0.57 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 11.7 | 3.4 | | | 4.9 | 5.1 | | | | 58.2 | | 63.3 |
| Level of Service (LOS) | B | A | | | A | A | | | | E | | E |
| Approach Delay, s/veh / LOS | 3.9 | A | | 5.0 | A | | 0.0 | | | 61.3 | E | |
| Intersection Delay, s/veh / LOS | 7.9 | | | | | | A | | | | | |

## #8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 127 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.5 | 0.4 | 76.0 | 10.0 | 4.0 | 10.1 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

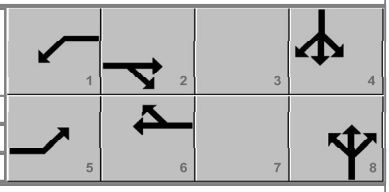



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 41 | 825 | 256 | 121 | 831 | 100 | 311 | 105 | 60 | 165 | 175 | 63 |
| Phase Split, s | 15.0 | 58.0 | | 20.0 | 63.0 | | 20.0 | 36.0 | | 16.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.096 | 0.413 | 0.288 | 0.265 | 0.377 | 0.100 | 0.881 | 0.290 | 0.376 | 1.278 | 0.670 | 0.546 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.23 | 0.00 | 1.59 | 0.16 | 0.00 | 0.27 | 1.37 | 0.00 | 0.93 | 2.58 | 0.00 | 0.59 |
| Control Delay ( *d* ) , s/veh | 10.1 | 15.7 | 13.8 | 11.1 | 15.1 | 11.4 | 78.2 | 53.7 | 55.2 | 229.8 | 61.1 | 61.5 |
| Level of Service (LOS) | B | B | B | B | B | B | E | D | E | F | E | E |
| Approach Delay, s/veh / LOS | 15.1 | B | | 14.3 | B | | 69.9 | E | | 130.2 | F | |
| Intersection Delay, s/veh / LOS | 39.8 | | | | | | D | | | | | |

## #9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.6 | 94.6 | 10.8 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 88 | 935 | 27 | 0 | 1037 | 1 | 48 | 17 | 19 | 5 | 9 | 82 |
| Phase Split, s | 20.0 | 72.0 | | 25.0 | 77.0 | | | 33.0 | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.684 | 0.311 | 0.311 | 0.000 | 0.314 | 0.314 | | 0.570 | | | 0.610 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 2.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 61.3 | 2.1 | 2.2 | 0.0 | 4.2 | 4.2 | | 59.6 | | | 59.6 | |
| Level of Service (LOS) | E | A | A | | A | A | | E | | | E | |
| Approach Delay, s/veh / LOS | 7.1 | A | | 4.2 | A | | 59.6 | E | | 59.6 | E | |
| Intersection Delay, s/veh / LOS | 10.9 | | | | | | B | | | | | |

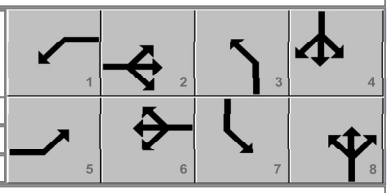
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# HCS7 Intersection Summary — *2019 Baseline PM*

## #10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 73 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 4.8 | 3.9 | 66.3 | 8.4 | 1.9 | 23.7 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

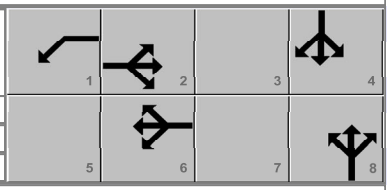



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 30 | 820 | 51 | 220 | 809 | 97 | 98 | 45 | 237 | 126 | 56 | 35 |
| Phase Split, s | 12.0 | 58.0 | | 20.0 | 66.0 | | 20.0 | 32.0 | | 20.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.080 | 0.494 | 0.494 | 0.497 | 0.399 | 0.399 | 0.288 | 0.147 | 0.902 | 0.338 | 0.168 | 0.126 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.97 | 0.00 | 0.00 | 1.19 | 0.00 | 3.60 | 1.68 | 0.00 | 0.49 |
| Control Delay ( *d* ) , s/veh | 14.2 | 22.5 | 22.5 | 16.8 | 14.6 | 15.0 | 39.9 | 44.9 | 77.2 | 39.1 | 43.6 | 43.2 |
| Level of Service (LOS) | B | C | C | B | B | B | D | D | E | D | D | D |
| Approach Delay, s/veh / LOS | 22.2 | C | | 15.2 | B | | 63.8 | E | | 40.9 | D | |
| Intersection Delay, s/veh / LOS | 28.0 | | | | | | C | | | | | |

## #11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.8 | 73.7 | 30.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

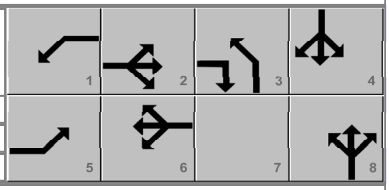



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 9 | 1198 | 70 | 138 | 1036 | 5 | 78 | 1 | 163 | 5 | 3 | 8 |
| Phase Split, s | | 70.0 | | 25.0 | 95.0 | | | 35.0 | | | 35.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.022 | 0.605 | 0.606 | 0.328 | 0.347 | 0.347 | 0.418 | 0.542 | | | 0.070 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | 1.30 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 4.5 | 16.0 | 14.9 | 12.5 | 9.3 | 9.3 | 55.2 | 45.6 | | | 39.4 | |
| Level of Service (LOS) | A | B | B | B | A | A | E | D | | | D | |
| Approach Delay, s/veh / LOS | 15.4 | B | | 9.7 | A | | 48.7 | D | | 39.4 | D | |
| Intersection Delay, s/veh / LOS | 17.1 | | | | | | B | | | | | |

## #12 17: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 125.0 | Reference Phase | 2 |
| Offset, s | 13 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.3 | 1.3 | 29.3 | 15.5 | 6.0 | 0.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 9 | 799 | 551 | 24 | 724 | 23 | 329 | 10 | 50 | 21 | 5 | 7 |
| Phase Split, s | 9.0 | 39.0 | | 14.0 | 39.0 | | 24.0 | 24.0 | | | 24.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.030 | 0.611 | 0.614 | 0.075 | 0.457 | 0.032 | 0.657 | 0.109 | | | 0.180 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.04 | 0.00 | 2.67 | 0.10 | 0.00 | 0.18 | 5.07 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 15.0 | 19.8 | 11.2 | 15.0 | 17.5 | 14.4 | 23.9 | 16.8 | | | 33.9 | |
| Level of Service (LOS) | B | B | B | B | B | B | C | B | | | C | |
| Approach Delay, s/veh / LOS | 16.3 | B | | 17.3 | B | | 22.8 | C | | 33.9 | C | |
| Intersection Delay, s/veh / LOS | 17.9 | | | | | | B | | | | | |

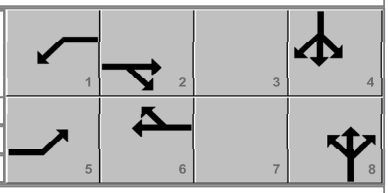
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# HCS7 Intersection Summary — *2019 Baseline PM*

#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 135.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| Green | 12.1 | 12.8 | 20.9 | 15.9 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 157 | 483 | 54 | 887 | 542 | 41 | 50 | 91 | 0 | 76 | 138 | 63 |
| Phase Split, s | 25.5 | 36.5 | | 52.5 | 63.5 | | | 28.5 | | | 28.5 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.818 | 0.714 | 0.177 | 0.852 | 0.356 | 0.357 | 0.281 | 0.264 | 0.000 | 0.280 | 0.615 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.26 | 0.00 | 0.44 | 1.29 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.90 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 40.6 | 30.2 | 25.4 | 27.2 | 14.9 | 15.0 | 38.2 | 29.8 | 0.0 | 33.4 | 33.5 | |
| Level of Service (LOS) | D | C | C | C | B | B | D | C | | C | C | |
| Approach Delay, s/veh / LOS | 32.2 | C | | 22.3 | C | | 32.8 | C | | 33.5 | C | |
| Intersection Delay, s/veh / LOS | 27.1 | | | | | | C | | | | | |

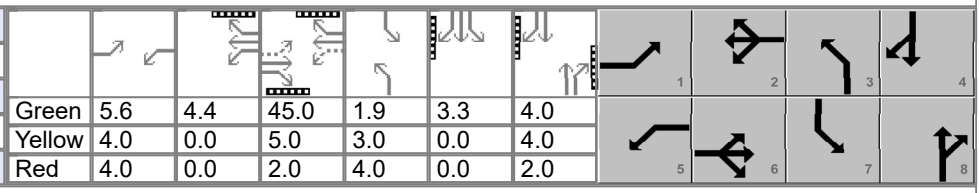
Copyright © 2022 University of Florida, All Rights Reserved. HCS™ Streets Version 7.9.5 Generated: 6/13/2022 11:48:49 PM

# HCS7 Intersection Summary

*2025 NO-Build AM*

#1 2: Huning Ranch Lp E

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 158.5 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

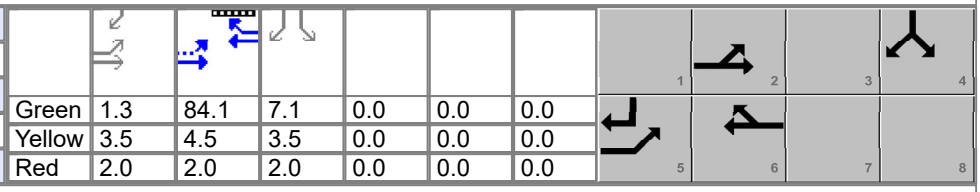


| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 5.6 | 4.4 | 45.0 | 1.9 | 3.3 | 4.0 |
| Yellow | 4.0 | 0.0 | 5.0 | 3.0 | 0.0 | 4.0 |
| Red | 4.0 | 0.0 | 2.0 | 4.0 | 0.0 | 2.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 31 | 289 | 0 | 85 | 338 | 0 | 8 | 8 | 0 | 24 | 3 | 0 |
| Phase Split, s | 18.0 | 45.0 | | 20.0 | 47.0 | | 17.0 | 46.0 | | 19.0 | 48.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.092 | 0.182 | 0.000 | 0.324 | 0.609 | 0.000 | 0.243 | 0.102 | 0.000 | 0.144 | 0.021 | 0.000 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 11.5 | 13.5 | 0.0 | 8.9 | 16.3 | 0.0 | 45.8 | 42.6 | 0.0 | 41.9 | 39.2 | 0.0 |
| Level of Service (LOS) | B | B | | A | B | | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 13.3 | B | | 14.8 | B | | 44.2 | D | | 41.6 | D | |
| Intersection Delay, s/veh / LOS | 15.3 | | | | | | B | | | | | |

#2 3: Desert Willow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

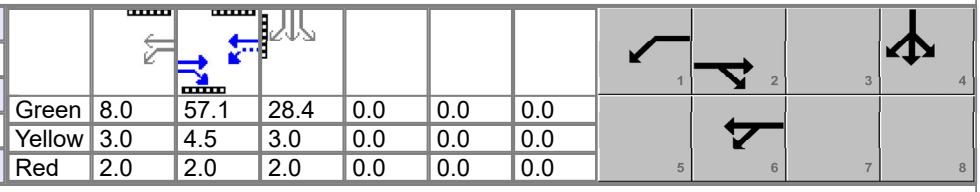


| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 1.3 | 84.1 | 7.1 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 11 | 502 | | | 437 | 79 | | | | 136 | | 19 |
| Phase Split, s | 29.0 | 70.0 | | | 41.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.018 | 0.112 | | | 0.483 | 0.174 | | | | 0.682 | | 0.192 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.73 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 3.5 | 1.9 | | | 4.8 | 1.6 | | | | 51.7 | | 47.9 |
| Level of Service (LOS) | A | A | | | A | A | | | | D | | D |
| Approach Delay, s/veh / LOS | 1.9 | A | | 4.3 | A | | 0.0 | | | 51.3 | D | |
| Intersection Delay, s/veh / LOS | 8.2 | | | | | | A | | | | | |

#3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.0 | 57.1 | 28.4 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

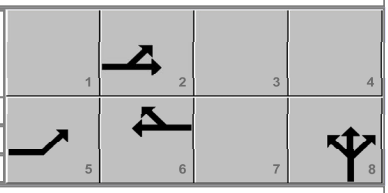
| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 726 | 78 | 114 | 506 | | | | | 263 | 0 | 243 |
| Phase Split, s | | 32.0 | | 13.0 | 45.0 | | | | | | 65.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.234 | 0.061 | 0.393 | 0.531 | | | | | 0.369 | 0.000 | 0.887 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.04 | 0.92 | 0.00 | | | | | 0.37 | 0.00 | 0.87 |
| Control Delay ( *d* ) , s/veh | | 9.1 | 10.5 | 10.6 | 15.2 | | | | | 34.0 | 0.0 | 45.7 |
| Level of Service (LOS) | | A | B | B | B | | | | | C | | D |
| Approach Delay, s/veh / LOS | 9.2 | A | | 14.3 | B | | 0.0 | | | 42.0 | D | |
| Intersection Delay, s/veh / LOS | 19.6 | | | | | | B | | | | | |

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#4 6: I25 NB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.8 | 78.8 | 11.8 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

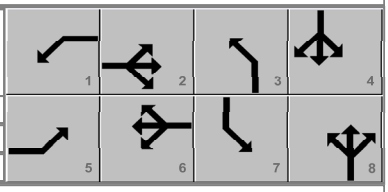



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 324 | 703 | | | 615 | 0 | 73 | 0 | 130 | | | |
| Phase Split, s | 36.0 | 86.0 | | | 50.0 | | | 24.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.576 | 0.171 | | | 0.533 | 0.000 | | 0.394 | 0.813 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.28 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.46 | | | |
| Control Delay ( *d* ) , s/veh | 9.2 | 1.4 | | | 7.8 | 0.0 | | 47.0 | 56.9 | | | |
| Level of Service (LOS) | A | A | | | A | | | D | E | | | |
| Approach Delay, s/veh / LOS | 3.9 | A | | 7.8 | A | | 53.3 | D | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 11.0 | | | | | | B | | | | | |

#5 7: Camelot/Emilio Lopez

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 7.3 | 3.3 | 79.7 | 14.8 | 3.4 | 25.0 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 3.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |

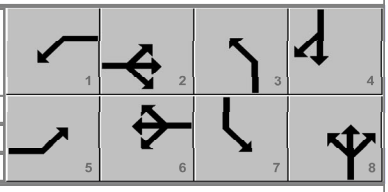



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 222 | 446 | 72 | 141 | 929 | 342 | 259 | 77 | 134 | 93 | 24 | 217 |
| Phase Split, s | 33.0 | 83.0 | | 14.0 | 64.0 | | 28.0 | 33.0 | | 20.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.457 | 0.207 | 0.075 | 0.205 | 0.450 | 0.364 | 0.562 | 0.211 | 0.432 | 0.292 | 0.088 | 0.949 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.77 | 0.00 | 0.54 | 0.35 | 0.00 | 0.00 | 1.22 | 0.00 | 0.00 | 0.50 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 19.8 | 20.8 | 19.3 | 18.0 | 26.4 | 25.4 | 45.7 | 52.4 | 55.7 | 48.2 | 57.6 | 109.8 |
| Level of Service (LOS) | B | C | B | B | C | C | D | D | E | D | E | F |
| Approach Delay, s/veh / LOS | 20.3 | C | | 25.3 | C | | 49.6 | D | | 88.9 | F | |
| Intersection Delay, s/veh / LOS | 37.3 | | | | | | D | | | | | |

#6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 108 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.5 | 4.1 | 62.6 | 4.7 | 1.9 | 6.6 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 3.5 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |



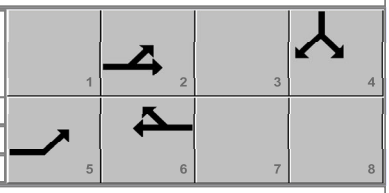

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 38 | 614 | 18 | 3 | 1234 | 77 | 32 | 2 | 4 | 244 | 6 | 193 |
| Phase Split, s | 27.0 | 62.0 | | 15.0 | 50.0 | | 13.0 | 13.0 | | 20.0 | 20.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.093 | 0.264 | 0.265 | 0.005 | 0.477 | 0.066 | 0.185 | 0.068 | | 0.847 | 0.577 | 0.549 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.08 | 0.00 | 0.00 | 0.01 | 0.00 | 0.14 | 0.50 | 0.00 | | 1.05 | 0.00 | 0.93 |
| Control Delay ( *d* ) , s/veh | 10.1 | 10.7 | 10.7 | 10.2 | 15.1 | 5.4 | 45.4 | 48.9 | | 60.9 | 50.1 | 49.0 |
| Level of Service (LOS) | B | B | B | B | B | A | D | D | | E | D | D |
| Approach Delay, s/veh / LOS | 10.6 | B | | 14.5 | B | | 46.0 | D | | 55.8 | E | |
| Intersection Delay, s/veh / LOS | 23.6 | | | | | | C | | | | | |

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#7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 7.0 | 71.5 | 14.1 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

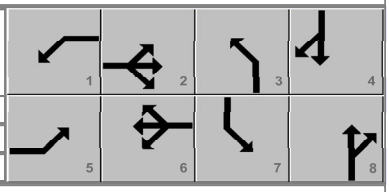



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 201 | 778 | | | 938 | 203 | | | | 122 | | 152 |
| Phase Split, s | 30.0 | 77.0 | | | 47.0 | | | | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.505 | 0.254 | | | 0.444 | 0.444 | | | | 0.595 | | 0.840 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.53 | 0.00 | | | 0.00 | 0.00 | | | | 1.07 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 13.1 | 2.8 | | | 18.9 | 20.5 | | | | 46.2 | | 50.5 |
| Level of Service (LOS) | B | A | | | B | C | | | | D | | D |
| Approach Delay, s/veh / LOS | 4.9 | A | | 19.7 | B | | 0.0 | | | 48.6 | D | |
| Intersection Delay, s/veh / LOS | 17.9 | | | | | | B | | | | | |

#8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 4.5 | 0.9 | 55.6 | 5.5 | 3.5 | 10.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |

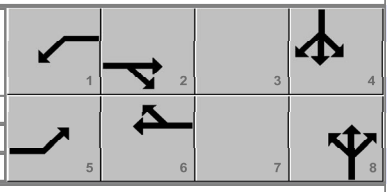



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 36 | 597 | 235 | 72 | 769 | 124 | 152 | 108 | 72 | 77 | 72 | 60 |
| Phase Split, s | 13.0 | 45.0 | | 12.0 | 44.0 | | 21.0 | 41.0 | | 12.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.093 | 0.319 | 0.280 | 0.152 | 0.447 | 0.159 | 0.898 | 0.193 | 0.280 | 0.467 | 0.244 | 0.458 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.19 | 0.00 | 1.49 | 0.11 | 0.00 | 0.75 | 0.73 | 0.00 | 0.85 | 0.30 | 0.00 | 0.47 |
| Control Delay ( *d* ) , s/veh | 13.1 | 19.1 | 17.0 | 12.3 | 20.7 | 19.7 | 85.5 | 38.7 | 39.7 | 52.7 | 46.9 | 49.7 |
| Level of Service (LOS) | B | B | B | B | C | B | F | D | D | D | D | D |
| Approach Delay, s/veh / LOS | 18.3 | B | | 19.9 | B | | 60.3 | E | | 49.8 | D | |
| Intersection Delay, s/veh / LOS | 28.3 | | | | | | C | | | | | |

#9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.8 | 72.0 | 13.3 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 87 | 382 | 52 | 0 | 836 | 2 | 53 | 13 | 6 | 3 | 15 | 134 |
| Phase Split, s | 20.0 | 45.0 | | 20.0 | 45.0 | | | 45.0 | | | 45.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.767 | 0.212 | 0.213 | 0.000 | 0.335 | 0.335 | | 0.439 | | | 0.710 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.89 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 32.7 | 1.1 | 1.1 | 0.0 | 10.1 | 10.1 | | 46.7 | | | 48.7 | |
| Level of Service (LOS) | C | A | A | | B | B | | D | | | D | |
| Approach Delay, s/veh / LOS | 6.4 | A | | 10.1 | B | | 46.7 | D | | 48.7 | D | |
| Intersection Delay, s/veh / LOS | 13.8 | | | | | | B | | | | | |

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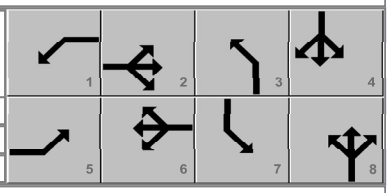
Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



#10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 105 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.4 | 2.9 | 54.0 | 5.9 | 3.2 | 17.5 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

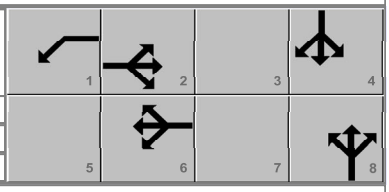



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 53 | 526 | 14 | 186 | 638 | 74 | 56 | 103 | 190 | 128 | 111 | 39 |
| Phase Split, s | 12.0 | 43.0 | | 16.0 | 47.0 | | 20.0 | 31.0 | | 20.0 | 31.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.124 | 0.274 | 0.275 | 0.363 | 0.416 | 0.416 | 0.197 | 0.372 | 0.817 | 0.398 | 0.339 | 0.142 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.03 | 0.00 | 0.00 | 0.85 | 0.00 | 0.00 | 0.56 | 0.00 | 2.34 | 1.43 | 0.00 | 0.45 |
| Control Delay ( *d* ) , s/veh | 13.4 | 20.8 | 20.8 | 12.6 | 22.3 | 22.6 | 35.7 | 42.2 | 54.3 | 35.1 | 39.3 | 37.4 |
| Level of Service (LOS) | B | C | C | B | C | C | D | D | D | D | D | D |
| Approach Delay, s/veh / LOS | 20.2 | C | | 20.4 | C | | 47.7 | D | | 37.1 | D | |
| Intersection Delay, s/veh / LOS | 27.3 | | | | | | C | | | | | |

#11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.1 | 54.4 | 30.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

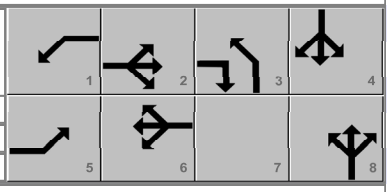



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 7 | 753 | 47 | 75 | 878 | 7 | 60 | 1 | 139 | 3 | 1 | 5 |
| Phase Split, s | | 55.0 | | 19.0 | 74.0 | | | 36.0 | | | 36.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.020 | 0.450 | 0.451 | 0.175 | 0.401 | 0.401 | 0.190 | 0.349 | | | 0.025 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.05 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 | 0.65 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 20.0 | 19.6 | 20.7 | 11.3 | 11.2 | 11.2 | 37.6 | 32.7 | | | 29.4 | |
| Level of Service (LOS) | B | B | C | B | B | B | D | C | | | C | |
| Approach Delay, s/veh / LOS | 20.2 | C | | 11.2 | B | | 34.1 | C | | 29.4 | C | |
| Intersection Delay, s/veh / LOS | 17.3 | | | | | | B | | | | | |

#12 17: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 15 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.7 | 1.1 | 18.8 | 21.0 | 3.7 | 0.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 589 | 262 | 15 | 481 | 1 | 470 | 2 | 19 | 13 | 0 | 1 |
| Phase Split, s | 15.0 | 40.0 | | 15.0 | 40.0 | | 30.0 | 41.0 | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.021 | 0.663 | 0.157 | 0.063 | 0.465 | 0.002 | 0.757 | 0.033 | | | 0.089 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.44 | 0.08 | 0.00 | 0.01 | 6.44 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 18.5 | 23.2 | 7.0 | 18.3 | 20.7 | 17.7 | 20.5 | 10.9 | | | 31.6 | |
| Level of Service (LOS) | B | C | A | B | C | B | C | B | | | C | |
| Approach Delay, s/veh / LOS | 20.2 | C | | 20.6 | C | | 20.1 | C | | 31.6 | C | |
| Intersection Delay, s/veh / LOS | 20.4 | | | | | | C | | | | | |

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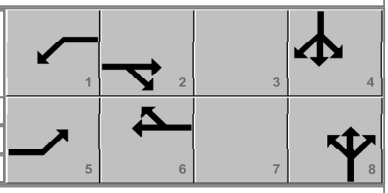
Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 152.5 | Reference Phase | 2 |
| Offset, s | 40 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 6.0 | 3.5 | 55.0 | 6.7 | 0.0 | 0.0 | |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 56 | 406 | 18 | 236 | 394 | 14 | 20 | 30 | 0 | 19 | 27 | 13 |
| Phase Split, s | 40.0 | 55.0 | | 25.0 | 55.0 | | | 15.0 | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.654 | 0.260 | 0.026 | 0.714 | 0.192 | 0.193 | 0.153 | 0.243 | 0.000 | 0.136 | 0.351 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.54 | 0.00 | 0.07 | 0.52 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.29 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 44.7 | 7.8 | 6.5 | 40.8 | 6.2 | 6.2 | 41.1 | 39.5 | 0.0 | 40.3 | 40.5 | |
| Level of Service (LOS) | D | A | A | D | A | A | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 12.1 | B | | 18.9 | B | | 40.1 | D | | 40.4 | D | |
| Intersection Delay, s/veh / LOS | 17.7 | | | | | | B | | | | | |

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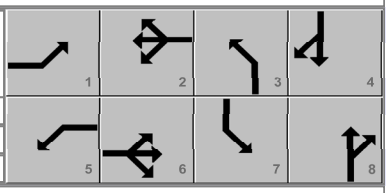
# HCS7 Intersection Summary

**2025 NO-Build PM**

#1 2: Huning Ranch Lp E

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 185.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.2 | 11.6 | 26.4 | 0.9 | 1.3 | 7.4 | |
| Yellow | 4.0 | 4.0 | 5.0 | 3.0 | 3.0 | 4.0 | |
| Red | 4.0 | 4.0 | 2.0 | 4.0 | 4.5 | 2.0 | |

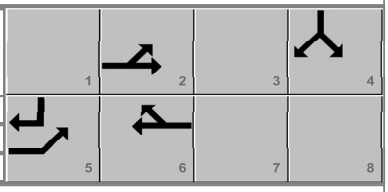



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 4 | 518 | 0 | 183 | 275 | 0 | 3 | 2 | 0 | 79 | 36 | 0 |
| Phase Split, s | 22.0 | 63.0 | | 22.0 | 63.0 | | 23.0 | 49.0 | | 22.5 | 49.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.017 | 0.723 | 0.000 | 0.947 | 0.486 | 0.000 | 0.224 | 0.017 | 0.000 | 0.289 | 0.144 | 0.000 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.01 | 0.00 | 0.00 | 0.73 | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 22.7 | 30.8 | 0.0 | 39.6 | 15.5 | 0.0 | 47.8 | 39.2 | 0.0 | 38.7 | 32.3 | 0.0 |
| Level of Service (LOS) | C | C | | D | B | | D | D | | D | C | |
| Approach Delay, s/veh / LOS | 30.7 | C | | 25.1 | C | | 44.4 | D | | 36.7 | D | |
| Intersection Delay, s/veh / LOS | 27.7 | | | | | | C | | | | | |

#2 3: Desert Willow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 120 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.3 | 83.8 | 23.4 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

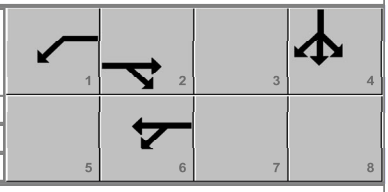



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 37 | 684 | | | 427 | 109 | | | | 496 | | 50 |
| Phase Split, s | 15.0 | 90.0 | | | 75.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.120 | 0.295 | | | 0.580 | 0.312 | | | | 0.880 | | 0.156 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.05 | 0.00 | | | 0.00 | 0.00 | | | | 2.73 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 9.4 | 6.4 | | | 12.7 | 4.7 | | | | 56.9 | | 41.0 |
| Level of Service (LOS) | A | A | | | B | A | | | | E | | D |
| Approach Delay, s/veh / LOS | 6.5 | A | | 11.1 | B | | 0.0 | | | 55.4 | E | |
| Intersection Delay, s/veh / LOS | 19.1 | | | | | | B | | | | | |

#3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 128 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 10.0 | 69.5 | 34.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 1136 | 183 | 162 | 714 | | | | | 720 | 0 | 495 |
| Phase Split, s | | 70.0 | | 21.0 | 91.0 | | | | | | 39.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.597 | 0.218 | 0.697 | 0.486 | | | | | 0.799 | 0.000 | 1.534 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.22 | 1.02 | 0.00 | | | | | 1.04 | 0.00 | 3.88 |
| Control Delay ( *d* ) , s/veh | | 26.7 | 15.1 | 20.5 | 8.1 | | | | | 58.1 | 0.0 | 299.4 |
| Level of Service (LOS) | | C | B | C | A | | | | | E | | F |
| Approach Delay, s/veh / LOS | 25.1 | C | | 10.4 | B | | 0.0 | | | 213.8 | F | |
| Intersection Delay, s/veh / LOS | 74.8 | | | | | | E | | | | | |

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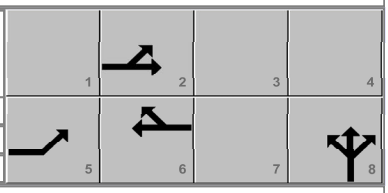
# HCS7 Intersection Summary

*2025 NO-Build PM*

## #4 6: I25 NB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 80 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 8.8 | 96.9 | 10.8 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

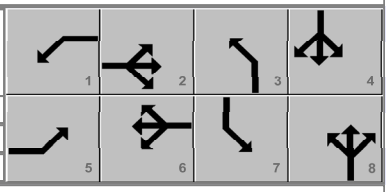



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 443 | 1418 | | | 794 | 0 | 103 | 0 | 135 | | | |
| Phase Split, s | 58.0 | 108.0 | | | 50.0 | | | 22.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.816 | 0.401 | | | 0.464 | 0.000 | | 0.800 | 0.626 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.64 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.31 | | | |
| Control Delay ( *d* ) , s/veh | 12.0 | 1.9 | | | 7.0 | 0.0 | | 68.7 | 62.5 | | | |
| Level of Service (LOS) | B | A | | | A | | | E | E | | | |
| Approach Delay, s/veh / LOS | 4.3 | A | | 7.0 | A | | 66.1 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 9.4 | | | | | | A | | | | | |

## #5 7: Camelot/Emilio Lopez

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 34 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 12.5 | 0.6 | 69.0 | 14.9 | 0.1 | 19.7 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

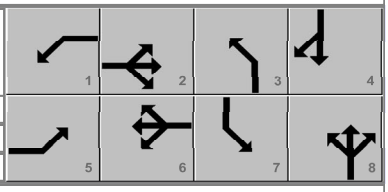



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 287 | 998 | 181 | 229 | 704 | 0 | 157 | 53 | 181 | 112 | 52 | 166 |
| Phase Split, s | 34.0 | 69.0 | | 32.0 | 67.0 | | 24.0 | 26.0 | | 23.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.608 | 0.517 | 0.129 | 0.653 | 0.485 | 0.000 | 0.425 | 0.216 | 0.869 | 0.477 | 0.209 | 0.456 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.89 | 0.00 | 0.82 | 0.65 | 0.00 | 0.00 | 0.73 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 18.1 | 24.2 | 18.7 | 18.6 | 23.2 | 0.0 | 43.5 | 52.5 | 76.6 | 44.3 | 52.6 | 55.6 |
| Level of Service (LOS) | B | C | B | B | C | | D | D | E | D | D | E |
| Approach Delay, s/veh / LOS | 22.5 | C | | 22.0 | C | | 60.0 | E | | 50.1 | D | |
| Intersection Delay, s/veh / LOS | 30.0 | | | | | | C | | | | | |

## #6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 113 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 3.1 | 0.6 | 73.8 | 6.4 | 4.3 | 11.8 | |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 240 | 902 | 74 | 17 | 928 | 231 | 62 | 15 | 12 | 224 | 14 | 155 |
| Phase Split, s | 32.0 | 70.0 | | 15.0 | 53.0 | | 15.0 | 15.0 | | 30.0 | 30.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.542 | 0.438 | 0.438 | 0.045 | 0.452 | 0.247 | 0.251 | 0.187 | | 0.794 | 0.066 | 0.858 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.64 | 0.00 | 0.00 | 0.06 | 0.00 | 1.40 | 1.08 | 0.00 | | 0.97 | 0.00 | 1.78 |
| Control Delay ( *d* ) , s/veh | 12.8 | 14.0 | 14.0 | 11.7 | 18.6 | 14.5 | 50.2 | 54.9 | | 60.0 | 50.5 | 73.7 |
| Level of Service (LOS) | B | B | B | B | B | B | D | D | | E | D | E |
| Approach Delay, s/veh / LOS | 13.7 | B | | 17.7 | B | | 51.6 | D | | 65.1 | E | |
| Intersection Delay, s/veh / LOS | 24.2 | | | | | | C | | | | | |

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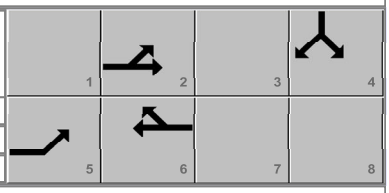
# HCS7 Intersection Summary

**2025 NO-Build PM**

## #7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 83 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 6.6 | 95.9 | 10.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

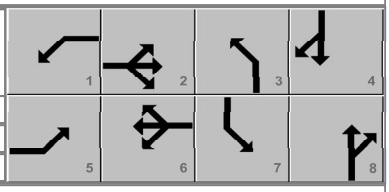



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 86 | 1195 | | | 1088 | 53 | | | | 52 | | 87 |
| Phase Split, s | 30.0 | 88.0 | | | 58.0 | | | | | | 42.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.215 | 0.371 | | | 0.402 | 0.403 | | | | 0.416 | | 0.789 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.75 | 0.00 | | | 0.00 | 0.00 | | | | 0.55 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 11.1 | 3.2 | | | 5.0 | 5.1 | | | | 58.0 | | 63.3 |
| Level of Service (LOS) | B | A | | | A | A | | | | E | | E |
| Approach Delay, s/veh / LOS | 3.8 | A | | 5.1 | A | | 0.0 | | | 61.3 | E | |
| Intersection Delay, s/veh / LOS | 8.0 | | | | | | A | | | | | |

## #8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 127 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.7 | 0.2 | 73.2 | 9.0 | 5.0 | 13.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

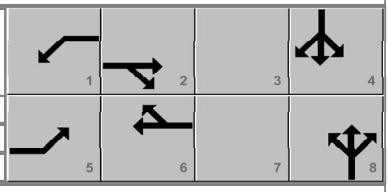



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 46 | 822 | 264 | 119 | 811 | 102 | 303 | 118 | 60 | 180 | 246 | 65 |
| Phase Split, s | 15.0 | 58.0 | | 20.0 | 63.0 | | 20.0 | 36.0 | | 16.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.100 | 0.417 | 0.185 | 0.243 | 0.351 | 0.049 | 0.869 | 0.256 | 0.295 | 0.782 | 0.737 | 0.269 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.26 | 0.00 | 1.04 | 0.15 | 0.00 | 0.14 | 1.34 | 0.00 | 0.88 | 0.92 | 0.00 | 0.35 |
| Control Delay ( *d* ) , s/veh | 10.6 | 17.7 | 14.3 | 12.3 | 15.9 | 12.7 | 76.5 | 50.3 | 51.1 | 72.2 | 59.9 | 55.0 |
| Level of Service (LOS) | B | B | B | B | B | B | E | D | D | E | E | E |
| Approach Delay, s/veh / LOS | 16.8 | B | | 15.3 | B | | 66.9 | E | | 64.2 | E | |
| Intersection Delay, s/veh / LOS | 33.4 | | | | | | C | | | | | |

## #9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.7 | 2.7 | 96.7 | 10.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 56 | 1117 | 22 | 2 | 769 | 23 | 37 | 11 | 7 | 28 | 9 | 56 |
| Phase Split, s | 20.0 | 72.0 | | 25.0 | 77.0 | | | 33.0 | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.446 | 0.348 | 0.348 | 0.213 | 0.297 | 0.297 | | 0.383 | | | 0.619 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.53 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 60.1 | 3.0 | 3.0 | 68.3 | 4.3 | 4.2 | | 58.2 | | | 60.3 | |
| Level of Service (LOS) | E | A | A | E | A | A | | E | | | E | |
| Approach Delay, s/veh / LOS | 5.7 | A | | 4.4 | A | | 58.2 | E | | 60.3 | E | |
| Intersection Delay, s/veh / LOS | 9.4 | | | | | | A | | | | | |

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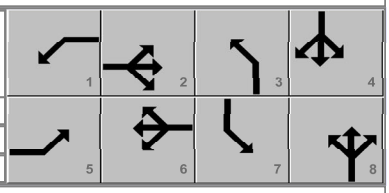
# HCS7 Intersection Summary

*2025 NO-Build PM*

## #10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 73 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.3 | 3.3 | 67.0 | 8.4 | 1.7 | 23.3 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

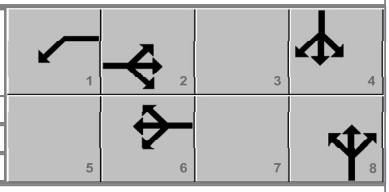



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 33 | 809 | 52 | 223 | 789 | 101 | 98 | 47 | 236 | 123 | 59 | 36 |
| Phase Split, s | 12.0 | 58.0 | | 20.0 | 66.0 | | 20.0 | 32.0 | | 20.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.092 | 0.535 | 0.535 | 0.523 | 0.383 | 0.384 | 0.294 | 0.156 | 0.897 | 0.336 | 0.181 | 0.133 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.95 | 0.00 | 0.00 | 1.19 | 0.00 | 3.50 | 1.64 | 0.00 | 0.51 |
| Control Delay ( *d* ) , s/veh | 13.7 | 23.8 | 23.9 | 17.6 | 14.3 | 14.7 | 40.2 | 45.3 | 76.1 | 39.5 | 44.2 | 43.7 |
| Level of Service (LOS) | B | C | C | B | B | B | D | D | E | D | D | D |
| Approach Delay, s/veh / LOS | 23.5 | C | | 15.1 | B | | 63.1 | E | | 41.4 | D | |
| Intersection Delay, s/veh / LOS | 28.4 | | | | | | C | | | | | |

## #11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 9.9 | 73.6 | 30.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

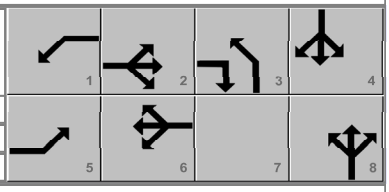



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 11 | 1177 | 79 | 145 | 1020 | 5 | 79 | 1 | 149 | 5 | 3 | 9 |
| Phase Split, s | | 70.0 | | 25.0 | 95.0 | | | 35.0 | | | 35.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.028 | 0.637 | 0.639 | 0.357 | 0.334 | 0.334 | 0.397 | 0.496 | | | 0.069 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 1.29 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 4.2 | 15.8 | 14.6 | 13.2 | 9.2 | 9.2 | 53.8 | 44.5 | | | 39.3 | |
| Level of Service (LOS) | A | B | B | B | A | A | D | D | | | D | |
| Approach Delay, s/veh / LOS | 15.1 | B | | 9.7 | A | | 47.7 | D | | 39.3 | D | |
| Intersection Delay, s/veh / LOS | 16.7 | | | | | | B | | | | | |

## #12 15: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 13 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 1.5 | 1.8 | 25.1 | 14.8 | 6.2 | 0.0 |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 10 | 715 | 547 | 36 | 705 | 24 | 326 | 9 | 56 | 19 | 6 | 8 |
| Phase Split, s | 13.0 | 45.0 | | 13.0 | 45.0 | | 27.0 | 68.0 | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.038 | 0.673 | 0.328 | 0.112 | 0.465 | 0.021 | 0.638 | 0.115 | | | 0.169 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.05 | 0.00 | 1.19 | 0.15 | 0.00 | 0.11 | 4.79 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 15.7 | 21.1 | 9.4 | 15.6 | 18.0 | 14.8 | 22.1 | 15.4 | | | 31.7 | |
| Level of Service (LOS) | B | C | A | B | B | B | C | B | | | C | |
| Approach Delay, s/veh / LOS | 18.1 | B | | 17.8 | B | | 21.0 | C | | 31.7 | C | |
| Intersection Delay, s/veh / LOS | 18.8 | | | | | | B | | | | | |

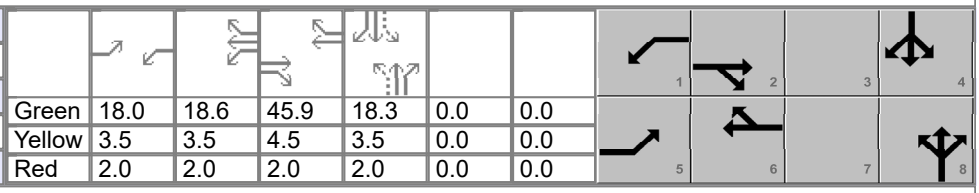
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#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 152.5 | Reference Phase | 2 |
| Offset, s | 58 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 18.0 | 18.6 | 45.9 | 18.3 | 0.0 | 0.0 |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 159 | 468 | 20 | 1048 | 557 | 48 | 15 | 88 | 0 | 74 | 130 | 66 |
| Phase Split, s | 31.0 | 43.0 | | 58.0 | 70.0 | | | 34.0 | | | 34.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.876 | 0.494 | 0.046 | 0.882 | 0.303 | 0.304 | 0.146 | 0.321 | 0.000 | 0.383 | 0.765 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.90 | 0.00 | 0.22 | 2.24 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 1.40 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 59.5 | 31.1 | 25.1 | 43.0 | 14.9 | 14.9 | 58.6 | 47.8 | 0.0 | 53.8 | 55.3 | |
| Level of Service (LOS) | E | C | C | D | B | B | E | D | | D | E | |
| Approach Delay, s/veh / LOS | 37.9 | D | | 32.7 | C | | 49.4 | D | | 54.9 | D | |
| Intersection Delay, s/veh / LOS | 36.9 | | | | | | D | | | | | |

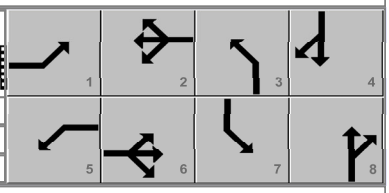
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# HCS Intersection Summary — *2025 BUILD AM - Main St.*

## #1 2: Huning Ranch Lp E

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 158.5 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.6 | 4.3 | 45.0 | 5.1 | 0.4 | 7.1 | |
| Yellow | 4.0 | 0.0 | 5.0 | 3.0 | 0.0 | 4.0 | |
| Red | 4.0 | 0.0 | 2.0 | 4.0 | 0.0 | 2.0 | |

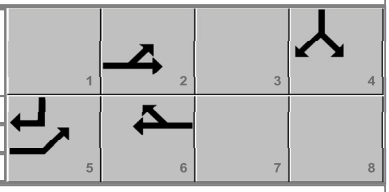



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 30 | 277 | 0 | 69 | 312 | 11 | 26 | 18 | 0 | 25 | 1 | 0 |
| Phase Split, s | 18.0 | 45.0 | | 20.0 | 47.0 | | 17.0 | 46.0 | | 19.0 | 48.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.088 | 0.181 | 0.000 | 0.274 | 0.567 | 0.039 | 0.463 | 0.133 | 0.000 | 0.148 | 0.007 | 0.000 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.16 | 0.00 | 0.04 | 0.21 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 12.4 | 14.9 | 0.0 | 9.9 | 17.2 | 11.5 | 46.0 | 41.5 | 0.0 | 43.4 | 40.6 | 0.0 |
| Level of Service (LOS) | B | B | | A | B | B | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 14.6 | B | | 15.7 | B | | 44.2 | D | | 43.3 | D | |
| Intersection Delay, s/veh / LOS | 16.9 | | | | | | B | | | | | |

## #2 3: Desert Willlow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.9 | 84.6 | 7.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

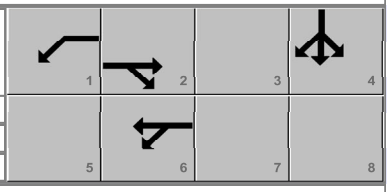



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 7 | 472 | | | 387 | 81 | | | | 138 | | 17 |
| Phase Split, s | 29.0 | 70.0 | | | 41.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.011 | 0.109 | | | 0.438 | 0.188 | | | | 0.679 | | 0.179 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | | | 0.00 | 0.00 | | | | 0.71 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 3.4 | 1.9 | | | 5.1 | 2.4 | | | | 51.8 | | 48.3 |
| Level of Service (LOS) | A | A | | | A | A | | | | D | | D |
| Approach Delay, s/veh / LOS | 1.9 | A | | 4.6 | A | | 0.0 | | | 51.4 | D | |
| Intersection Delay, s/veh / LOS | 8.5 | | | | | | A | | | | | |

## #3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 7.2 | 60.5 | 25.9 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 608 | 109 | 82 | 436 | | | | | 190 | 0 | 233 |
| Phase Split, s | | 32.0 | | 13.0 | 45.0 | | | | | | 65.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.201 | 0.090 | 0.294 | 0.483 | | | | | 0.294 | 0.000 | 0.883 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.06 | 0.63 | 0.00 | | | | | 0.27 | 0.00 | 0.81 |
| Control Delay ( *d* ) , s/veh | | 7.6 | 9.2 | 8.8 | 11.3 | | | | | 35.0 | 0.0 | 47.5 |
| Level of Service (LOS) | | A | A | A | B | | | | | C | | D |
| Approach Delay, s/veh / LOS | 7.9 | A | | 10.9 | B | | 0.0 | | | 44.1 | D | |
| Intersection Delay, s/veh / LOS | 17.2 | | | | | | B | | | | | |

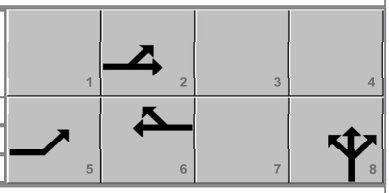
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# HCS Intersection Summary — *2025 BUILD AM - Main St.*

## #4 6: I25 NB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.8 | 78.1 | 12.6 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

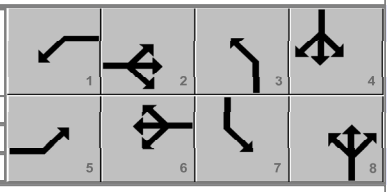



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 301 | 535 | | | 436 | 0 | 151 | 0 | 208 | | | |
| Phase Split, s | 36.0 | 86.0 | | | 50.0 | | | 24.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.483 | 0.135 | | | 0.462 | 0.000 | | 0.816 | 0.644 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.18 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.36 | | | |
| Control Delay ( *d* ) , s/veh | 6.6 | 1.1 | | | 7.4 | 0.0 | | 56.9 | 50.3 | | | |
| Level of Service (LOS) | A | A | | | A | | | E | D | | | |
| Approach Delay, s/veh / LOS | 3.1 | A | | 7.4 | A | | 54.1 | D | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 12.7 | | | | | | B | | | | | |

## #5 7: Camelot/Emilio Lopez

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 7.4 | 1.9 | 76.1 | 14.8 | 1.2 | 22.6 | |
| Yellow | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |

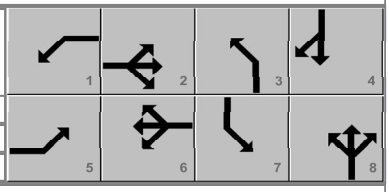



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 295 | 296 | 60 | 115 | 614 | 278 | 235 | 72 | 83 | 92 | 19 | 194 |
| Phase Split, s | 33.0 | 83.0 | | 14.0 | 64.0 | | 28.0 | 33.0 | | 20.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.546 | 0.147 | 0.067 | 0.183 | 0.380 | 0.378 | 0.538 | 0.221 | 0.301 | 0.271 | 0.075 | 0.905 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.04 | 0.00 | 0.47 | 0.35 | 0.00 | 0.00 | 1.11 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 17.9 | 18.3 | 17.5 | 17.8 | 25.2 | 25.7 | 46.1 | 53.9 | 55.0 | 47.7 | 57.3 | 95.8 |
| Level of Service (LOS) | B | B | B | B | C | C | D | D | D | D | E | F |
| Approach Delay, s/veh / LOS | 18.0 | B | | 24.5 | C | | 49.4 | D | | 78.9 | E | |
| Intersection Delay, s/veh / LOS | 34.6 | | | | | | C | | | | | |

## #6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 108 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.7 | 3.4 | 64.9 | 4.6 | 5.4 | 7.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 28 | 414 | 18 | 3 | 792 | 88 | 32 | 2 | 2 | 242 | 6 | 228 |
| Phase Split, s | 27.0 | 62.0 | | 15.0 | 50.0 | | 13.0 | 13.0 | | 20.0 | 20.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.066 | 0.193 | 0.194 | 0.005 | 0.413 | 0.102 | 0.214 | 0.039 | | 0.802 | 0.727 | 0.697 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.06 | 0.00 | 0.00 | 0.01 | 0.00 | 0.20 | 0.47 | 0.00 | | 0.91 | 0.00 | 1.16 |
| Control Delay ( *d* ) , s/veh | 8.7 | 9.3 | 9.4 | 9.1 | 11.8 | 4.6 | 45.3 | 48.4 | | 53.6 | 59.5 | 57.2 |
| Level of Service (LOS) | A | A | A | A | B | A | D | D | | D | E | E |
| Approach Delay, s/veh / LOS | 9.3 | A | | 11.0 | B | | 45.6 | D | | 55.9 | E | |
| Intersection Delay, s/veh / LOS | 23.0 | | | | | | C | | | | | |

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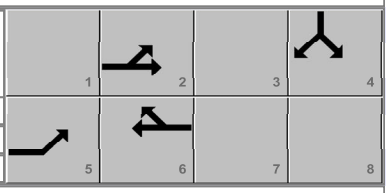
Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



#7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 7.0 | 71.7 | 13.8 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

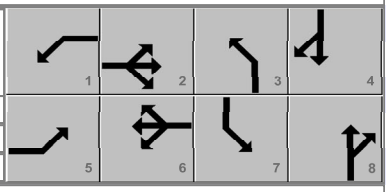



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 201 | 576 | | | 502 | 206 | | | | 125 | | 152 |
| Phase Split, s | 30.0 | 77.0 | | | 47.0 | | | | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.449 | 0.189 | | | 0.487 | 0.488 | | | | 0.608 | | 0.837 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.91 | 0.00 | | | 0.00 | 0.00 | | | | 1.08 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 8.8 | 2.8 | | | 14.5 | 18.2 | | | | 46.5 | | 50.6 |
| Level of Service (LOS) | A | A | | | B | B | | | | D | | D |
| Approach Delay, s/veh / LOS | 4.3 | A | | 16.2 | B | | 0.0 | | | 48.7 | D | |
| Intersection Delay, s/veh / LOS | 17.0 | | | | | | B | | | | | |

#8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 4.3 | 1.4 | 57.8 | 4.3 | 2.2 | 10.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |

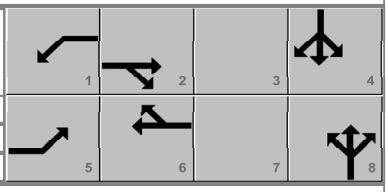



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 36 | 513 | 184 | 68 | 522 | 59 | 310 | 152 | 76 | 38 | 96 | 64 |
| Phase Split, s | 13.0 | 45.0 | | 12.0 | 44.0 | | 21.0 | 41.0 | | 12.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.073 | 0.239 | 0.128 | 0.159 | 0.379 | 0.095 | 0.826 | 0.280 | 0.313 | 0.464 | 0.320 | 0.483 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.17 | 0.00 | 0.61 | 0.13 | 0.00 | 0.43 | 1.09 | 0.00 | 0.90 | 0.16 | 0.00 | 0.49 |
| Control Delay ( *d* ) , s/veh | 11.6 | 17.5 | 14.2 | 11.1 | 17.2 | 16.5 | 57.2 | 40.4 | 41.1 | 55.5 | 47.4 | 50.0 |
| Level of Service (LOS) | B | B | B | B | B | B | E | D | D | E | D | D |
| Approach Delay, s/veh / LOS | 16.6 | B | | 16.5 | B | | 50.2 | D | | 49.8 | D | |
| Intersection Delay, s/veh / LOS | 28.4 | | | | | | C | | | | | |

#9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.8 | 71.6 | 13.6 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |



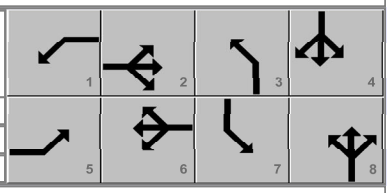

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 87 | 262 | 49 | 0 | 517 | 2 | 50 | 13 | 0 | 3 | 16 | 135 |
| Phase Split, s | 20.0 | 45.0 | | 20.0 | 45.0 | | | 45.0 | | | 45.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.780 | 0.156 | 0.158 | 0.000 | 0.288 | 0.288 | | 0.401 | | | 0.715 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 2.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 38.8 | 2.9 | 3.1 | 0.0 | 13.2 | 13.2 | | 46.3 | | | 48.6 | |
| Level of Service (LOS) | D | A | A | | B | B | | D | | | D | |
| Approach Delay, s/veh / LOS | 10.8 | B | | 13.2 | B | | 46.3 | D | | 48.6 | D | |
| Intersection Delay, s/veh / LOS | 17.8 | | | | | | B | | | | | |

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#10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 105 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.0 | 60.6 | 5.9 | 3.6 | 13.9 | 0.0 | |
| Yellow | 3.0 | 4.0 | 3.0 | 0.0 | 3.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | |

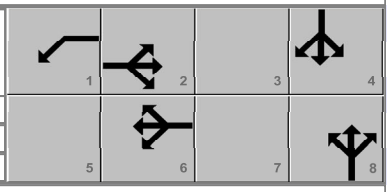


| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 53 | 412 | 13 | 22 | 311 | 76 | 56 | 110 | 138 | 130 | 119 | 52 |
| Phase Split, s | 12.0 | 43.0 | | 16.0 | 47.0 | | 20.0 | 31.0 | | 20.0 | 31.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.092 | 0.165 | 0.166 | 0.063 | 0.363 | 0.365 | 0.232 | 0.503 | 0.751 | 0.464 | 0.432 | 0.223 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.59 | 0.00 | 1.78 | 1.52 | 0.00 | 0.62 |
| Control Delay ( *d* ) , s/veh | 10.3 | 16.1 | 16.1 | 9.4 | 19.0 | 19.6 | 39.0 | 46.8 | 53.1 | 38.1 | 43.0 | 40.9 |
| Level of Service (LOS) | B | B | B | A | B | B | D | D | D | D | D | D |
| Approach Delay, s/veh / LOS | 15.5 | B | | 18.7 | B | | 48.2 | D | | 40.5 | D | |
| Intersection Delay, s/veh / LOS | 27.5 | | | | | | C | | | | | |

#11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 4.2 | 59.4 | 30.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

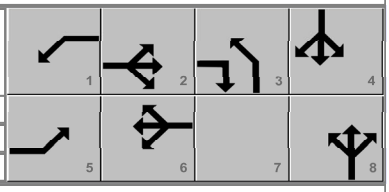


| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 7 | 589 | 48 | 10 | 389 | 7 | 59 | 1 | 133 | 3 | 0 | 6 |
| Phase Split, s | | 55.0 | | 19.0 | 74.0 | | | 36.0 | | | 36.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.014 | 0.307 | 0.308 | 0.036 | 0.302 | 0.302 | 0.184 | 0.334 | | | 0.025 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.04 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.64 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 17.0 | 13.9 | 15.1 | 9.8 | 10.1 | 10.2 | 37.2 | 32.5 | | | 29.4 | |
| Level of Service (LOS) | B | B | B | A | B | B | D | C | | | C | |
| Approach Delay, s/veh / LOS | 14.5 | B | | 10.1 | B | | 33.9 | C | | 29.4 | C | |
| Intersection Delay, s/veh / LOS | 15.2 | | | | | | B | | | | | |

#12 17: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 15 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.6 | 1.0 | 15.0 | 1.5 | 13.8 | 0.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | |



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 6 | 596 | 92 | 13 | 265 | 1 | 334 | 1 | 11 | 13 | 0 | 1 |
| Phase Split, s | 15.0 | 40.0 | | 15.0 | 40.0 | | 30.0 | 41.0 | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.019 | 0.644 | 0.052 | 0.062 | 0.347 | 0.003 | 0.820 | 0.034 | | | 0.323 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.11 | 0.07 | 0.00 | 0.01 | 4.29 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 14.8 | 18.8 | 6.8 | 14.6 | 16.0 | 14.3 | 22.8 | 16.1 | | | 29.7 | |
| Level of Service (LOS) | B | B | A | B | B | B | C | B | | | C | |
| Approach Delay, s/veh / LOS | 18.0 | B | | 15.9 | B | | 22.6 | C | | 29.7 | C | |
| Intersection Delay, s/veh / LOS | 18.8 | | | | | | B | | | | | |

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#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 152.5 | Reference Phase | 2 |
| Offset, s | 40 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 5.8 | 4.5 | 50.5 | 6.5 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 0.0 | | | | | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | | | | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 56 | 414 | 8 | 290 | 309 | 14 | 20 | 29 | 0 | 18 | 30 | 9 |
| Phase Split, s | 40.0 | 55.0 | | 25.0 | 55.0 | | | 15.0 | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.615 | 0.263 | 0.011 | 0.726 | 0.148 | 0.149 | 0.141 | 0.217 | 0.000 | 0.116 | 0.309 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.48 | 0.00 | 0.03 | 0.57 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.25 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 42.2 | 8.3 | 7.0 | 38.2 | 6.1 | 6.1 | 39.0 | 37.5 | 0.0 | 38.2 | 38.3 | |
| Level of Service (LOS) | D | A | A | D | A | A | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 12.3 | B | | 21.3 | C | | 38.1 | D | | 38.2 | D | |
| Intersection Delay, s/veh / LOS | 18.6 | | | | | | B | | | | | |

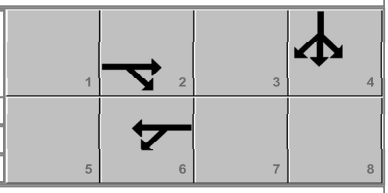
Copyright © 2022 University of Florida, All Rights Reserved. HCS™ Streets Version 2022 Generated: 8/16/2022 9:28:08 PM

# HCS7 Intersection Summary *2025 BUILD AM - Morris Rd.*

#1 I-25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 75.0 | Reference Phase | 2 |
| Offset, s | 26 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | Off |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 28.5 | 35.5 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Red | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | |

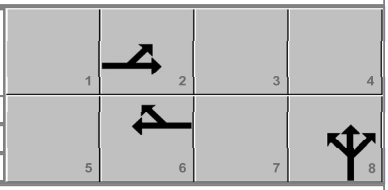



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 88 | 20 | 118 | 88 | | | | | 208 | 0 | 14 |
| Phase Split, s | | 34.0 | | | 34.0 | | | | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.091 | 0.095 | 0.220 | 0.082 | | | | | 0.138 | 0.000 | 0.159 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.31 | 0.00 | | | | | 0.15 | 0.00 | 0.17 |
| Control Delay ( *d* ) , s/veh | | 15.2 | 15.3 | 12.6 | 11.9 | | | | | 11.5 | 0.0 | 11.7 |
| Level of Service (LOS) | | B | B | B | B | | | | | B | | B |
| Approach Delay, s/veh / LOS | 15.2 | B | | 12.3 | B | | 0.0 | | | 11.6 | B | |
| Intersection Delay, s/veh / LOS | 12.6 | | | | | | B | | | | | |

#2 I-25 NB OFF

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 75.0 | Reference Phase | 2 |
| Offset, s | 74 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 39.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Red | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | |

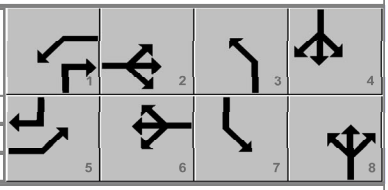



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 35 | 261 | | | 184 | 655 | 21 | 0 | 58 | | | |
| Phase Split, s | | 44.5 | | | 44.5 | | | 30.5 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.055 | 0.166 | | | 0.125 | 0.514 | | 0.038 | 0.127 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.12 | 0.00 | | | 0.00 | 0.61 | | 0.00 | 0.11 | | | |
| Control Delay ( *d* ) , s/veh | 14.0 | 8.8 | | | 9.4 | 13.9 | | 17.0 | 17.9 | | | |
| Level of Service (LOS) | B | A | | | A | B | | B | B | | | |
| Approach Delay, s/veh / LOS | 9.4 | A | | 12.5 | B | | 17.7 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 11.9 | | | | | | B | | | | | |

#3 NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 100.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.0 | 34.0 | 5.0 | 34.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | |
| Red | 1.5 | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 53 | 129 | 108 | 245 | 562 | 198 | 304 | 166 | 82 | 98 | 36 | 47 |
| Phase Split, s | 5.0 | 34.0 | | 5.0 | 34.0 | | 5.0 | 34.0 | | 5.0 | 34.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.178 | 0.130 | 0.245 | 0.413 | 0.408 | 0.321 | 0.565 | 0.148 | 0.144 | 0.210 | 0.033 | 0.084 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.18 | 0.00 | 0.43 | 0.30 | 0.00 | 0.58 | 0.26 | 0.00 | 0.10 | 0.30 | 0.00 | 0.05 |
| Control Delay ( *d* ) , s/veh | 21.2 | 23.0 | 24.9 | 25.3 | 26.3 | 25.9 | 29.0 | 23.2 | 20.2 | 20.9 | 22.1 | 19.5 |
| Level of Service (LOS) | C | C | C | C | C | C | C | C | C | C | C | B |
| Approach Delay, s/veh / LOS | 23.4 | C | | 26.0 | C | | 25.9 | C | | 20.8 | C | |
| Intersection Delay, s/veh / LOS | 25.0 | | | | | | C | | | | | |

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Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø7 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 72 | 258 | 610 | 610 | 188 | 203 | |
| Future Volume (vph) | 72 | 258 | 610 | 610 | 188 | 203 | |
| Satd. Flow (prot) | 1770 | 1568 | 3467 | 1900 | 3539 | 1599 | |
| Flt Permitted | 0.950 | | 0.950 | | | | |
| Satd. Flow (perm) | 1770 | 1568 | 3467 | 1900 | 3539 | 1599 | |
| Satd. Flow (RTOR) | | 280 | | | | 221 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 2% | 3% | 1% | 0% | 2% | 1% | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 78 | 280 | 663 | 663 | 204 | 221 | |
| Turn Type | Prot | pm+ov | Prot | NA | NA | Perm | |
| Protected Phases | 2 | 3 | 3 | 8 | 4 | | 7 |
| Permitted Phases | | 2 | | | | 4 | |
| Total Split (s) | 22.5 | 26.5 | 26.5 | 25.0 | 31.0 | 31.0 | 32.5 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | |
| Act Effct Green (s) | 8.4 | 28.6 | 17.6 | 45.2 | 26.2 | 26.2 | |
| Actuated g/C Ratio | 0.13 | 0.43 | 0.27 | 0.68 | 0.40 | 0.40 | |
| v/c Ratio | 0.35 | 0.33 | 0.72 | 0.51 | 0.15 | 0.29 | |
| Control Delay | 32.8 | 2.6 | 27.7 | 15.6 | 15.7 | 4.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 32.8 | 2.6 | 27.7 | 15.6 | 15.7 | 4.0 | |
| LOS | C | A | C | B | B | A | |
| Approach Delay | 9.2 | | | 21.6 | 9.6 | | |
| Approach LOS | A | | | C | A | | |
| Queue Length 50th (ft) | 31 | 0 | 130 | 96 | 30 | 0 | |
| Queue Length 95th (ft) | 70 | 34 | 195 | #602 | 57 | 43 | |
| Internal Link Dist (ft) | 1730 | | | 830 | 881 | | |
| Turn Bay Length (ft) | | | 330 | | | 300 | |
| Base Capacity (vph) | 467 | 915 | 1131 | 1299 | 1402 | 767 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.17 | 0.31 | 0.59 | 0.51 | 0.15 | 0.29 | |

**Intersection Summary**

Cycle Length: 80
Actuated Cycle Length: 66.1
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 17.1 — Intersection LOS: B
Intersection Capacity Utilization 45.4% — ICU Level of Service A
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: NM47 & Morris



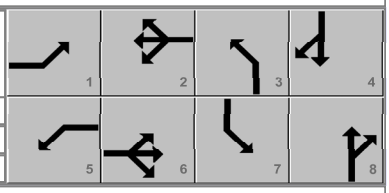
Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



#1 2: Huning Ranch Lp E

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 185.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.9 | 6.9 | 24.9 | 3.3 | 6.6 | 9.9 |
| Yellow | 4.0 | 4.0 | 5.0 | 3.0 | 0.0 | 4.0 |
| Red | 4.0 | 4.0 | 2.0 | 4.0 | 0.0 | 2.0 |

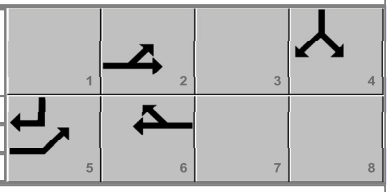



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 3 | 515 | 10 | 166 | 249 | 28 | 13 | 3 | 107 | 93 | 11 | 12 |
| Phase Split, s | 22.0 | 63.0 | | 22.0 | 63.0 | | 23.0 | 49.0 | | 22.5 | 49.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.011 | 0.733 | 0.030 | 0.845 | 0.405 | 0.093 | 0.314 | 0.018 | 0.770 | 0.319 | 0.041 | 0.054 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.00 | 0.00 | 0.04 | 0.47 | 0.00 | 0.08 | 0.10 | 0.00 | 0.00 | 0.25 | 0.00 | 0.09 |
| Control Delay ( *d* ) , s/veh | 22.3 | 30.0 | 23.1 | 25.3 | 16.6 | 14.1 | 42.8 | 35.0 | 40.9 | 36.8 | 29.6 | 29.6 |
| Level of Service (LOS) | C | C | C | C | B | B | D | D | D | D | C | C |
| Approach Delay, s/veh / LOS | 29.8 | C | | 19.7 | B | | 41.0 | D | | 35.3 | D | |
| Intersection Delay, s/veh / LOS | 25.8 | | | | | | C | | | | | |

#2 3: Desert Willow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 120 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 5.6 | 84.0 | 23.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

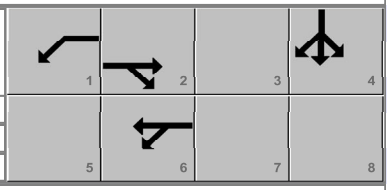



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 34 | 667 | | | 371 | 111 | | | | 496 | | 50 |
| Phase Split, s | 15.0 | 90.0 | | | 75.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.108 | 0.353 | | | 0.463 | 0.292 | | | | 0.878 | | 0.154 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.06 | 0.00 | | | 0.00 | 0.00 | | | | 2.67 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 7.9 | 6.6 | | | 12.5 | 5.0 | | | | 56.7 | | 41.1 |
| Level of Service (LOS) | A | A | | | B | A | | | | E | | D |
| Approach Delay, s/veh / LOS | 6.7 | A | | 10.8 | B | | 0.0 | | | 55.3 | E | |
| Intersection Delay, s/veh / LOS | 18.9 | | | | | | B | | | | | |

#3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 128 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 11.1 | 68.4 | 34.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 900 | 357 | 204 | 603 | | | | | 527 | 0 | 472 |
| Phase Split, s | | 70.0 | | 21.0 | 91.0 | | | | | | 39.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.552 | 0.501 | 0.696 | 0.364 | | | | | 0.615 | 0.000 | 1.323 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.51 | 1.17 | 0.00 | | | | | 0.73 | 0.00 | 2.81 |
| Control Delay ( *d* ) , s/veh | | 25.5 | 19.1 | 19.5 | 9.4 | | | | | 44.6 | 0.0 | 208.7 |
| Level of Service (LOS) | | C | B | B | A | | | | | D | | F |
| Approach Delay, s/veh / LOS | 23.7 | C | | 12.0 | B | | 0.0 | | | 154.6 | F | |
| Intersection Delay, s/veh / LOS | 54.1 | | | | | | D | | | | | |

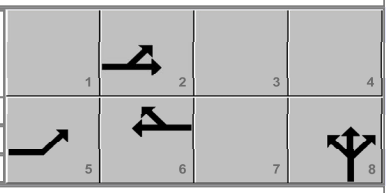
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# HCS Intersection Summary — *2025 BUILD PM - Main St.*

## #4 6: I25 NB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 80 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 11.3 | 92.0 | 13.1 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

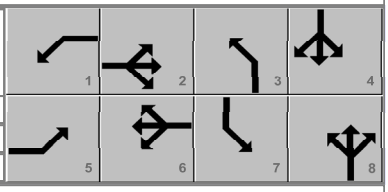



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 434 | 997 | | | 683 | 0 | 144 | 0 | 166 | | | |
| Phase Split, s | 58.0 | 108.0 | | | 50.0 | | | 22.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.775 | 0.355 | | | 0.366 | 0.000 | | 0.836 | 0.588 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.44 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.35 | | | |
| Control Delay ( *d* ) , s/veh | 8.3 | 2.3 | | | 7.9 | 0.0 | | 74.1 | 59.3 | | | |
| Level of Service (LOS) | A | A | | | A | | | E | E | | | |
| Approach Delay, s/veh / LOS | 4.1 | A | | 7.9 | A | | 68.5 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 11.6 | | | | | | B | | | | | |

## #5 7: Camelot/Emilio Lopez

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 34 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 8.2 | 2.8 | 67.0 | 14.0 | 1.0 | 12.3 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

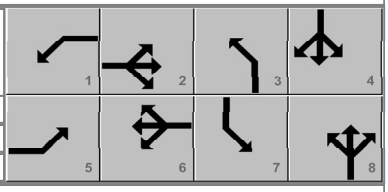



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 228 | 699 | 148 | 157 | 560 | 125 | 145 | 45 | 124 | 70 | 34 | 112 |
| Phase Split, s | 34.0 | 69.0 | | 32.0 | 67.0 | | 24.0 | 26.0 | | 23.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.464 | 0.407 | 0.192 | 0.391 | 0.338 | 0.169 | 0.424 | 0.248 | 0.807 | 0.293 | 0.202 | 0.293 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.71 | 0.00 | 1.11 | 0.35 | 0.00 | 0.00 | 0.67 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 12.3 | 16.9 | 14.6 | 13.2 | 17.3 | 15.6 | 43.4 | 52.5 | 64.1 | 42.5 | 53.0 | 54.0 |
| Level of Service (LOS) | B | B | B | B | B | B | D | D | E | D | D | D |
| Approach Delay, s/veh / LOS | 15.6 | B | | 16.3 | B | | 52.9 | D | | 48.3 | D | |
| Intersection Delay, s/veh / LOS | 22.6 | | | | | | C | | | | | |

## #6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 113 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 3.6 | 10.1 | 60.7 | 6.4 | 2.3 | 16.9 | |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | |



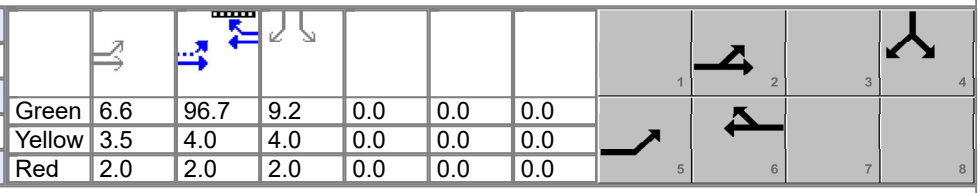

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 367 | 357 | 74 | 16 | 514 | 216 | 62 | 15 | 12 | 199 | 15 | 269 |
| Phase Split, s | 32.0 | 70.0 | | 15.0 | 53.0 | | 15.0 | 15.0 | | 30.0 | 30.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.764 | 0.255 | 0.258 | 0.040 | 0.396 | 0.368 | 0.275 | 0.130 | | 0.319 | 0.432 | 0.874 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.49 | 0.00 | 0.00 | 0.10 | 0.00 | 1.39 | 1.02 | 0.00 | | 0.72 | 0.00 | 2.14 |
| Control Delay ( *d* ) , s/veh | 18.4 | 13.3 | 13.4 | 16.9 | 21.5 | 18.9 | 46.0 | 50.1 | | 44.3 | 52.2 | 76.5 |
| Level of Service (LOS) | B | B | B | B | C | B | D | D | | D | D | E |
| Approach Delay, s/veh / LOS | 15.7 | B | | 20.7 | C | | 47.2 | D | | 58.4 | E | |
| Intersection Delay, s/veh / LOS | 27.5 | | | | | | C | | | | | |

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# HCS Intersection Summary — *2025 BUILD PM - Main St.*

## #7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 83 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

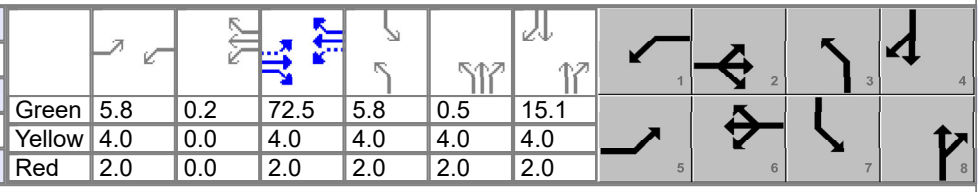


| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 6.6 | 96.7 | 9.2 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 81 | 612 | | | 643 | 45 | | | | 43 | | 78 |
| Phase Split, s | 30.0 | 88.0 | | | 58.0 | | | | | | 42.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.159 | 0.203 | | | 0.338 | 0.338 | | | | 0.375 | | 0.777 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.29 | 0.00 | | | 0.00 | 0.00 | | | | 0.46 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 4.8 | 1.8 | | | 4.3 | 4.4 | | | | 58.4 | | 63.8 |
| Level of Service (LOS) | A | A | | | A | A | | | | E | | E |
| Approach Delay, s/veh / LOS | 2.1 | A | | 4.4 | A | | 0.0 | | | 61.9 | E | |
| Intersection Delay, s/veh / LOS | 7.9 | | | | | | A | | | | | |

## #8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 127 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

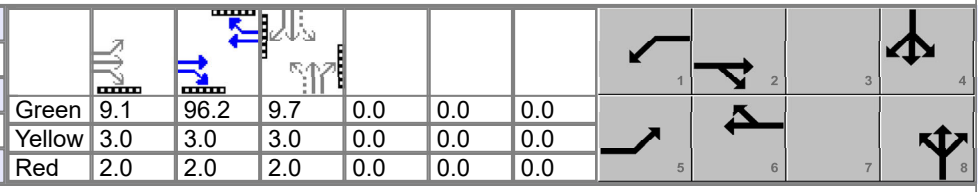


| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.8 | 0.2 | 72.5 | 5.8 | 0.5 | 15.1 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 48 | 356 | 219 | 115 | 512 | 38 | 258 | 154 | 45 | 90 | 288 | 66 |
| Phase Split, s | 15.0 | 58.0 | | 20.0 | 63.0 | | 20.0 | 36.0 | | 16.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.094 | 0.188 | 0.161 | 0.192 | 0.288 | 0.047 | 0.835 | 0.287 | 0.188 | 0.623 | 0.763 | 0.248 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.29 | 0.00 | 0.89 | 0.19 | 0.00 | 0.13 | 1.13 | 0.00 | 0.64 | 0.44 | 0.00 | 0.36 |
| Control Delay ( *d* ) , s/veh | 10.9 | 15.5 | 14.5 | 11.3 | 14.7 | 12.8 | 71.3 | 47.7 | 47.0 | 65.0 | 58.7 | 53.0 |
| Level of Service (LOS) | B | B | B | B | B | B | E | D | D | E | E | D |
| Approach Delay, s/veh / LOS | 14.8 | B | | 14.0 | B | | 61.0 | E | | 59.5 | E | |
| Intersection Delay, s/veh / LOS | 34.0 | | | | | | C | | | | | |

## #9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.1 | 96.2 | 9.7 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 79 | 520 | 18 | 0 | 380 | 1 | 31 | 7 | 0 | 1 | 5 | 78 |
| Phase Split, s | 20.0 | 72.0 | | 25.0 | 77.0 | | | 33.0 | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.544 | 0.143 | 0.144 | 0.000 | 0.223 | 0.224 | | 0.264 | | | 0.402 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 2.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 60.8 | 1.2 | 1.2 | 0.0 | 4.5 | 4.5 | | 57.5 | | | 58.5 | |
| Level of Service (LOS) | E | A | A | | A | A | | E | | | E | |
| Approach Delay, s/veh / LOS | 8.8 | A | | 4.5 | A | | 57.5 | E | | 58.5 | E | |
| Intersection Delay, s/veh / LOS | 10.7 | | | | | | B | | | | | |

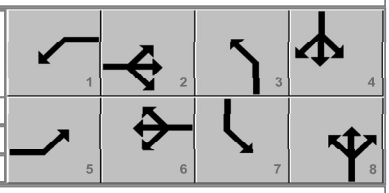
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# HCS Intersection Summary — *2025 BUILD PM - Main St.*

## #10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 73 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 4.7 | 3.5 | 77.5 | 8.9 | 2.9 | 11.5 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

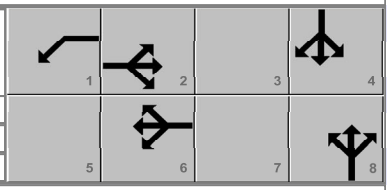



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 30 | 346 | 51 | 214 | 495 | 115 | 97 | 47 | 96 | 135 | 61 | 15 |
| Phase Split, s | 12.0 | 58.0 | | 20.0 | 66.0 | | 20.0 | 32.0 | | 20.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.054 | 0.185 | 0.188 | 0.300 | 0.266 | 0.269 | 0.408 | 0.314 | 0.763 | 0.491 | 0.324 | 0.094 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.01 | 0.00 | 0.00 | 0.79 | 0.00 | 0.00 | 1.33 | 0.00 | 1.59 | 2.01 | 0.00 | 0.23 |
| Control Delay ( *d* ) , s/veh | 9.1 | 13.6 | 13.7 | 8.9 | 9.2 | 9.8 | 50.4 | 56.9 | 68.0 | 49.3 | 54.4 | 52.3 |
| Level of Service (LOS) | A | B | B | A | A | A | D | E | E | D | D | D |
| Approach Delay, s/veh / LOS | 13.4 | B | | 9.3 | A | | 58.7 | E | | 51.0 | D | |
| Intersection Delay, s/veh / LOS | 23.4 | | | | | | C | | | | | |

## #11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.6 | 74.0 | 29.9 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

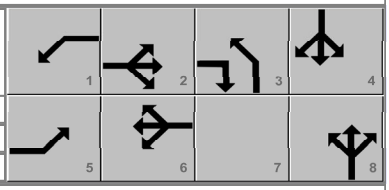



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 11 | 570 | 90 | 89 | 721 | 5 | 89 | 0 | 99 | 6 | 1 | 9 |
| Phase Split, s | | 70.0 | | 25.0 | 95.0 | | | 35.0 | | | 35.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.021 | 0.288 | 0.290 | 0.153 | 0.282 | 0.282 | 0.286 | 0.147 | | | 0.045 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.05 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 | 1.20 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 11.2 | 21.3 | 19.4 | 9.3 | 8.6 | 8.6 | 44.8 | 40.1 | | | 39.0 | |
| Level of Service (LOS) | B | C | B | A | A | A | D | D | | | D | |
| Approach Delay, s/veh / LOS | 20.2 | C | | 8.7 | A | | 43.1 | D | | 39.0 | D | |
| Intersection Delay, s/veh / LOS | 16.8 | | | | | | B | | | | | |

## #12 17: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 13 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.8 | 3.2 | 15.0 | 2.9 | 7.5 | 0.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 11 | 488 | 352 | 52 | 543 | 24 | 162 | 9 | 45 | 16 | 8 | 9 |
| Phase Split, s | 13.0 | 45.0 | | 13.0 | 45.0 | | 27.0 | 68.0 | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.027 | 0.364 | 0.390 | 0.122 | 0.506 | 0.050 | 0.707 | 0.256 | | | 0.376 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.97 | 0.19 | 0.00 | 0.17 | 2.11 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 13.7 | 15.6 | 11.1 | 11.7 | 14.3 | 11.8 | 24.7 | 20.9 | | | 26.2 | |
| Level of Service (LOS) | B | B | B | B | B | B | C | C | | | C | |
| Approach Delay, s/veh / LOS | 13.7 | B | | 14.0 | B | | 23.7 | C | | 26.2 | C | |
| Intersection Delay, s/veh / LOS | 15.6 | | | | | | B | | | | | |

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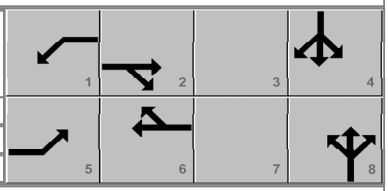
Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 152.5 | Reference Phase | 2 |
| Offset, s | 58 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 10.4 | 28.3 | 43.0 | 19.9 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 160 | 404 | 20 | 1031 | 557 | 48 | 20 | 87 | 0 | 74 | 143 | 53 |
| Phase Split, s | 31.0 | 43.0 | | 58.0 | 70.0 | | | 34.0 | | | 34.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.809 | 0.239 | 0.027 | 0.887 | 0.296 | 0.297 | 0.198 | 0.317 | 0.000 | 0.386 | 0.748 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.23 | 0.00 | 0.12 | 2.34 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 1.49 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 65.8 | 29.5 | 27.0 | 42.9 | 11.9 | 11.9 | 58.7 | 46.9 | 0.0 | 53.1 | 53.9 | |
| Level of Service (LOS) | E | C | C | D | B | B | E | D | | D | D | |
| Approach Delay, s/veh / LOS | 39.4 | D | | 31.4 | C | | 49.1 | D | | 53.7 | D | |
| Intersection Delay, s/veh / LOS | 36.0 | | | | | | D | | | | | |

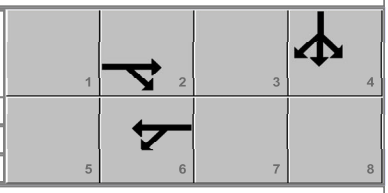
Copyright © 2022 University of Florida, All Rights Reserved. HCS™ Streets Version 2022 Generated: 8/13/2022 6:48:49 PM

# HCS7 Intersection Summary *2025 BUILD PM - Morris Rd.*

#1 I-25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 75.0 | Reference Phase | 2 |
| Offset, s | 37 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 20.5 | 43.5 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Red | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | |

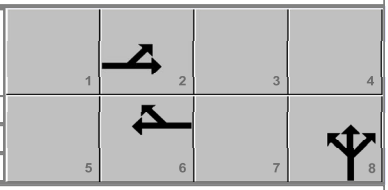



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 88 | 21 | 65 | 153 | | | | | 765 | 0 | 28 |
| Phase Split, s | | 26.0 | | | 26.0 | | | | | | 49.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.126 | 0.132 | 0.145 | 0.161 | | | | | 0.446 | 0.000 | 0.399 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.23 | 0.00 | | | | | 0.55 | 0.00 | 0.47 |
| Control Delay ( *d* ) , s/veh | | 21.1 | 21.2 | 20.7 | 17.1 | | | | | 10.3 | 0.0 | 9.8 |
| Level of Service (LOS) | | C | C | C | B | | | | | B | | A |
| Approach Delay, s/veh / LOS | 21.1 | C | | 18.2 | B | | 0.0 | | | 10.1 | B | |
| Intersection Delay, s/veh / LOS | 12.5 | | | | | | B | | | | | |

#2 I-25 NB OFF

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 75.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 39.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Red | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | |

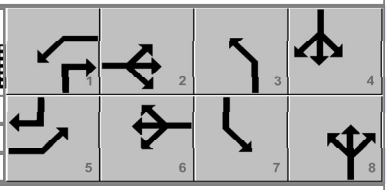



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 19 | 834 | | | 170 | 433 | 49 | 0 | 97 | | | |
| Phase Split, s | | 44.5 | | | 44.5 | | | 30.5 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.029 | 0.505 | | | 0.093 | 0.281 | | 0.088 | 0.129 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.03 | 0.00 | | | 0.00 | 0.28 | | 0.00 | 0.12 | | | |
| Control Delay ( *d* ) , s/veh | 6.0 | 4.0 | | | 9.2 | 11.0 | | 17.5 | 18.0 | | | |
| Level of Service (LOS) | A | A | | | A | B | | B | B | | | |
| Approach Delay, s/veh / LOS | 4.1 | A | | 10.3 | B | | 17.7 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 6.8 | | | | | | A | | | | | |

#3 NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 100.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | Off |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.5 | 2.0 | 34.0 | 5.0 | 0.5 | 31.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 1.5 | 0.0 | 1.5 | 1.5 | 0.0 | 1.5 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 54 | 632 | 340 | 251 | 346 | 145 | 183 | 51 | 260 | 266 | 197 | 53 |
| Phase Split, s | 5.5 | 34.0 | | 7.5 | 35.5 | | 5.5 | 31.5 | | 5.0 | 31.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.115 | 0.507 | 0.363 | 0.588 | 0.236 | 0.128 | 0.429 | 0.051 | 0.284 | 0.532 | 0.196 | 0.062 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.15 | 0.00 | 0.67 | 0.64 | 0.00 | 0.21 | 0.08 | 0.00 | 0.22 | 0.63 | 0.00 | 0.04 |
| Control Delay ( *d* ) , s/veh | 19.5 | 27.6 | 26.5 | 26.3 | 22.7 | 21.8 | 27.2 | 23.9 | 22.1 | 30.0 | 25.7 | 20.8 |
| Level of Service (LOS) | B | C | C | C | C | C | C | C | C | C | C | C |
| Approach Delay, s/veh / LOS | 26.9 | C | | 23.9 | C | | 24.7 | C | | 27.7 | C | |
| Intersection Delay, s/veh / LOS | 26.0 | | | | | | C | | | | | |

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Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø7 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 174 | 653 | 460 | 460 | 628 | 140 | |
| Future Volume (vph) | 174 | 653 | 460 | 460 | 628 | 140 | |
| Satd. Flow (prot) | 1736 | 1599 | 3467 | 1845 | 3505 | 1568 | |
| Flt Permitted | 0.950 | | 0.950 | | | | |
| Satd. Flow (perm) | 1736 | 1599 | 3467 | 1845 | 3505 | 1568 | |
| Satd. Flow (RTOR) | | 70 | | | | 152 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 4% | 1% | 1% | 3% | 3% | 3% | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 189 | 710 | 500 | 500 | 683 | 152 | |
| Turn Type | Prot | pm+ov | Prot | NA | NA | Perm | |
| Protected Phases | 2 | 3 | 3 | 8 | 4 | | 7 |
| Permitted Phases | | 2 | | | | 4 | |
| Total Split (s) | 24.0 | 24.0 | 24.0 | 23.5 | 32.0 | 32.0 | 32.5 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | |
| Act Effct Green (s) | 13.1 | 36.7 | 18.1 | 44.1 | 26.6 | 26.6 | |
| Actuated g/C Ratio | 0.18 | 0.49 | 0.24 | 0.59 | 0.36 | 0.36 | |
| v/c Ratio | 0.62 | 0.86 | 0.59 | 0.46 | 0.55 | 0.23 | |
| Control Delay | 37.5 | 27.2 | 28.8 | 17.0 | 21.8 | 4.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 37.5 | 27.2 | 28.8 | 17.0 | 21.8 | 4.6 | |
| LOS | D | C | C | B | C | A | |
| Approach Delay | 29.3 | | | 22.9 | 18.7 | | |
| Approach LOS | C | | | C | B | | |
| Queue Length 50th (ft) | 82 | 247 | 105 | 87 | 131 | 0 | |
| Queue Length 95th (ft) | 144 | #442 | 165 | #491 | 202 | 38 | |
| Internal Link Dist (ft) | 1730 | | | 830 | 881 | | |
| Turn Bay Length (ft) | | | 330 | | | 300 | |
| Base Capacity (vph) | 433 | 834 | 865 | 1096 | 1253 | 658 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.44 | 0.85 | 0.58 | 0.46 | 0.55 | 0.23 | |

| Intersection Summary | |
|---|---|
| Cycle Length: 80 | |
| Actuated Cycle Length: 74.3 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.86 | |
| Intersection Signal Delay: 23.7 | Intersection LOS: C |
| Intersection Capacity Utilization 67.0% | ICU Level of Service C |
| Analysis Period (min) 15 | |

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

Splits and Phases: 11: NM47 & Morris

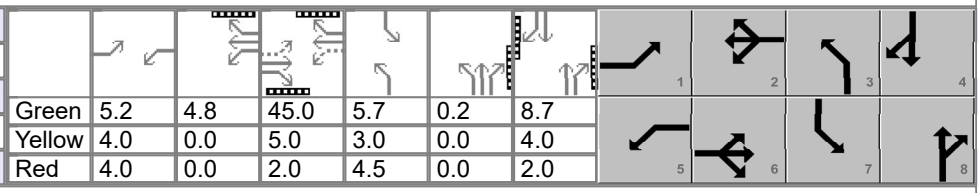


# HCS7 Intersection Summary

*2040 NO-Build AM*

#1 2: Huning Ranch Lp E

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 158.5 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

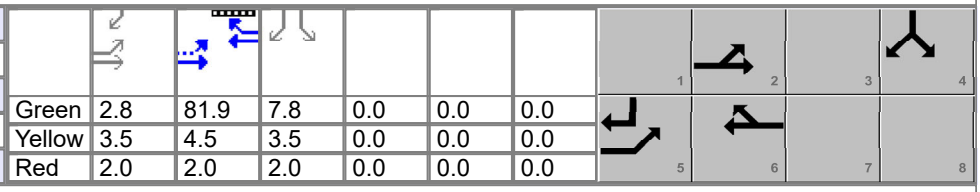


| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 5.2 | 4.8 | 45.0 | 5.7 | 0.2 | 8.7 |
| Yellow | 4.0 | 0.0 | 5.0 | 3.0 | 0.0 | 4.0 |
| Red | 4.0 | 0.0 | 2.0 | 4.5 | 0.0 | 2.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 26 | 527 | 0 | 84 | 476 | 0 | 36 | 34 | 0 | 30 | 6 | 0 |
| Phase Split, s | 18.0 | 45.0 | | 20.0 | 47.0 | | 17.0 | 46.0 | | 19.0 | 48.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.163 | 0.350 | 0.000 | 0.465 | 0.970 | 0.000 | 0.336 | 0.208 | 0.000 | 0.156 | 0.038 | 0.000 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 22.3 | 17.7 | 0.0 | 12.0 | 36.1 | 0.0 | 44.5 | 41.6 | 0.0 | 44.0 | 40.9 | 0.0 |
| Level of Service (LOS) | C | B | | B | D | | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 17.9 | B | | 32.4 | C | | 43.1 | D | | 43.5 | D | |
| Intersection Delay, s/veh / LOS | 29.5 | | | | | | C | | | | | |

#2 3: Desert Willow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

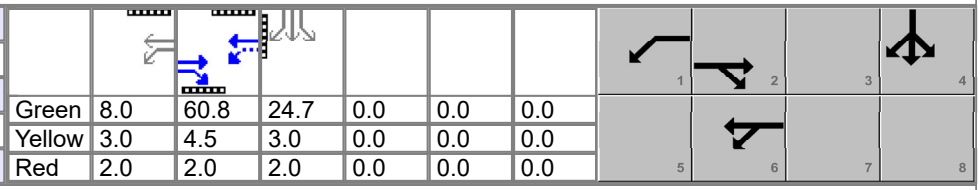


| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 2.8 | 81.9 | 7.8 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 23 | 784 | | | 584 | 98 | | | | 163 | | 20 |
| Phase Split, s | 29.0 | 70.0 | | | 41.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.067 | 0.199 | | | 0.721 | 0.242 | | | | 0.704 | | 0.161 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | | | 0.00 | 0.00 | | | | 0.83 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 7.1 | 2.3 | | | 6.8 | 2.7 | | | | 51.3 | | 45.8 |
| Level of Service (LOS) | A | A | | | A | A | | | | D | | D |
| Approach Delay, s/veh / LOS | 2.4 | A | | 6.2 | A | | 0.0 | | | 50.7 | D | |
| Intersection Delay, s/veh / LOS | 8.6 | | | | | | A | | | | | |

#3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.0 | 60.8 | 24.7 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 1045 | 115 | 111 | 631 | | | | | 279 | 0 | 277 |
| Phase Split, s | | 32.0 | | 13.0 | 45.0 | | | | | | 65.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.342 | 0.093 | 0.541 | 0.767 | | | | | 0.757 | 0.000 | 0.858 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.07 | 0.77 | 0.00 | | | | | 0.69 | 0.00 | 0.73 |
| Control Delay ( *d* ) , s/veh | | 10.2 | 10.2 | 9.6 | 20.8 | | | | | 42.8 | 0.0 | 47.0 |
| Level of Service (LOS) | | B | B | A | C | | | | | D | | D |
| Approach Delay, s/veh / LOS | 10.2 | B | | 19.1 | B | | 0.0 | | | 44.9 | D | |
| Intersection Delay, s/veh / LOS | 21.8 | | | | | | C | | | | | |

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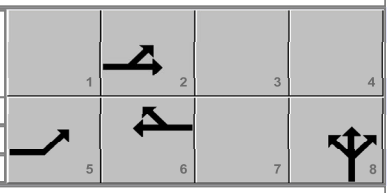
# HCS7 Intersection Summary

## 2040 NO-Build AM

### #4 6: I25 NB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 21.8 | 65.1 | 9.6 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

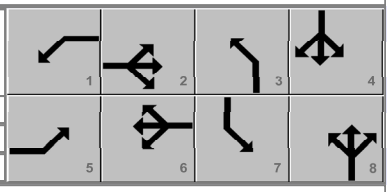



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 549 | 814 | | | 710 | 0 | 101 | 0 | 97 | | | |
| Phase Split, s | 36.0 | 86.0 | | | 50.0 | | | 24.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.893 | 0.201 | | | 0.949 | 0.000 | | 0.681 | 0.758 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.83 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.35 | | | |
| Control Delay ( *d* ) , s/veh | 46.6 | 2.2 | | | 26.4 | 0.0 | | 53.7 | 57.2 | | | |
| Level of Service (LOS) | D | A | | | C | | | D | E | | | |
| Approach Delay, s/veh / LOS | 20.1 | C | | 26.4 | C | | 55.4 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 26.4 | | | | | | C | | | | | |

### #5 7: Camelot/Emilio Lopez

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 7.8 | 1.6 | 81.4 | 14.8 | 8.2 | 25.0 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 3.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |

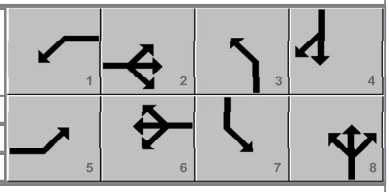



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 183 | 558 | 79 | 133 | 1389 | 234 | 315 | 90 | 144 | 85 | 29 | 321 |
| Phase Split, s | 33.0 | 83.0 | | 14.0 | 64.0 | | 28.0 | 33.0 | | 20.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.674 | 0.266 | 0.084 | 0.244 | 0.754 | 0.277 | 0.639 | 0.222 | 0.419 | 0.258 | 0.109 | 1.440 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.71 | 0.00 | 0.64 | 0.38 | 0.00 | 0.00 | 1.51 | 0.00 | 0.00 | 0.48 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 33.3 | 23.8 | 21.4 | 19.4 | 35.7 | 25.0 | 47.9 | 51.5 | 54.6 | 50.4 | 60.5 | 289.8 |
| Level of Service (LOS) | C | C | C | B | D | C | D | D | D | D | E | F |
| Approach Delay, s/veh / LOS | 25.7 | C | | 33.0 | C | | 50.3 | D | | 227.8 | F | |
| Intersection Delay, s/veh / LOS | 61.6 | | | | | | E | | | | | |

### #6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 108 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.5 | 0.9 | 65.9 | 4.8 | 1.3 | 7.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 3.5 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 8 | 716 | 19 | 3 | 1662 | 59 | 35 | 2 | 4 | 243 | 6 | 167 |
| Phase Split, s | 27.0 | 62.0 | | 15.0 | 50.0 | | 13.0 | 13.0 | | 20.0 | 20.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.034 | 0.320 | 0.320 | 0.006 | 0.676 | 0.053 | 0.176 | 0.060 | | 0.838 | 0.483 | 0.456 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.01 | 0.00 | 0.09 | 0.51 | 0.00 | | 0.98 | 0.00 | 0.04 |
| Control Delay ( *d* ) , s/veh | 11.5 | 11.2 | 11.2 | 9.3 | 12.2 | 3.7 | 44.9 | 48.5 | | 59.4 | 47.3 | 46.9 |
| Level of Service (LOS) | B | B | B | A | B | A | D | D | | E | D | D |
| Approach Delay, s/veh / LOS | 11.2 | B | | 11.9 | B | | 45.5 | D | | 54.3 | D | |
| Intersection Delay, s/veh / LOS | 19.4 | | | | | | B | | | | | |

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# HCS7 Intersection Summary

*2040 NO-Build AM*

## #7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 7.0 | 70.4 | 15.1 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | | | | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | | | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 197 | 885 | | | 1314 | 196 | | | | 121 | | 169 |
| Phase Split, s | 30.0 | 77.0 | | | 47.0 | | | | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.789 | 0.299 | | | 0.640 | 0.648 | | | | 0.538 | | 0.852 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 2.63 | 0.00 | | | 0.00 | 0.00 | | | | 1.02 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 28.4 | 2.5 | | | 18.2 | 20.4 | | | | 44.9 | | 50.0 |
| Level of Service (LOS) | C | A | | | B | C | | | | D | | D |
| Approach Delay, s/veh / LOS | 7.2 | A | | 19.3 | B | | 0.0 | | | 47.9 | D | |
| Intersection Delay, s/veh / LOS | 18.4 | | | | | | B | | | | | |

## #8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 5.0 | 55.9 | 6.0 | 3.0 | 10.1 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | | | | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | | | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 44 | 688 | 245 | 68 | 1052 | 313 | 467 | 245 | 67 | 76 | 88 | 84 |
| Phase Split, s | 13.0 | 45.0 | | 12.0 | 44.0 | | 21.0 | 41.0 | | 12.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.127 | 0.365 | 0.290 | 0.131 | 0.512 | 0.339 | 1.045 | 0.430 | 0.262 | 0.844 | 0.292 | 0.632 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.24 | 0.00 | 1.34 | 0.08 | 0.00 | 1.24 | 1.99 | 0.00 | 0.78 | 0.90 | 0.00 | 0.68 |
| Control Delay ( *d* ) , s/veh | 13.9 | 18.3 | 15.9 | 12.2 | 23.2 | 23.9 | 100.5 | 41.1 | 39.8 | 97.0 | 47.1 | 52.6 |
| Level of Service (LOS) | B | B | B | B | C | C | F | D | D | F | D | D |
| Approach Delay, s/veh / LOS | 17.5 | B | | 22.8 | C | | 76.6 | E | | 64.3 | E | |
| Intersection Delay, s/veh / LOS | 38.6 | | | | | | D | | | | | |

## #9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| Green | 0.2 | 4.1 | 71.8 | 13.9 | 0.0 | 0.0 | 5 | 6 | 7 | 8 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | | | | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | | | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 66 | 488 | 54 | 1 | 1292 | 2 | 69 | 12 | 8 | 3 | 16 | 128 |
| Phase Split, s | 20.0 | 45.0 | | 20.0 | 45.0 | | | 45.0 | | | 45.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.581 | 0.268 | 0.268 | 0.202 | 0.429 | 0.429 | | 0.525 | | | 0.656 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.46 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 34.0 | 5.0 | 5.2 | 62.6 | 6.4 | 6.4 | | 47.7 | | | 47.7 | |
| Level of Service (LOS) | C | A | A | E | A | A | | D | | | D | |
| Approach Delay, s/veh / LOS | 8.3 | A | | 6.5 | A | | 47.7 | D | | 47.7 | D | |
| Intersection Delay, s/veh / LOS | 12.2 | | | | | | B | | | | | |

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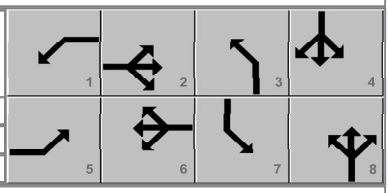
# HCS7 Intersection Summary

*2040 NO-Build AM*

## #10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 105 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.1 | 1.7 | 52.8 | 5.9 | 4.5 | 19.0 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

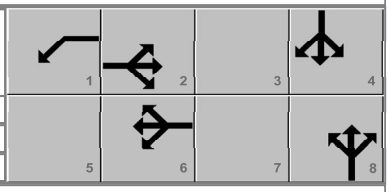



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 44 | 627 | 14 | 118 | 1041 | 67 | 57 | 110 | 210 | 156 | 123 | 36 |
| Phase Split, s | 12.0 | 43.0 | | 16.0 | 47.0 | | 20.0 | 31.0 | | 20.0 | 31.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.144 | 0.347 | 0.348 | 0.230 | 0.549 | 0.549 | 0.186 | 0.367 | 0.834 | 0.440 | 0.332 | 0.116 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.56 | 0.00 | 2.58 | 1.66 | 0.00 | 0.39 |
| Control Delay ( *d* ) , s/veh | 15.7 | 26.8 | 26.8 | 13.4 | 28.3 | 28.3 | 34.5 | 41.0 | 56.0 | 32.6 | 37.2 | 35.0 |
| Level of Service (LOS) | B | C | C | B | C | C | C | D | E | C | D | D |
| Approach Delay, s/veh / LOS | 26.1 | C | | 26.9 | C | | 48.4 | D | | 34.7 | C | |
| Intersection Delay, s/veh / LOS | 31.2 | | | | | | C | | | | | |

## #11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 110.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.6 | 54.9 | 30.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

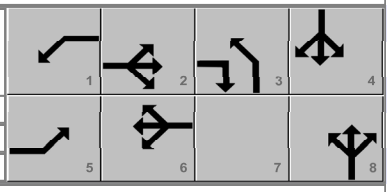



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 905 | 39 | 74 | 1217 | 8 | 44 | 2 | 172 | 8 | 3 | 9 |
| Phase Split, s | | 55.0 | | 19.0 | 74.0 | | | 36.0 | | | 36.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.039 | 0.535 | 0.535 | 0.172 | 0.456 | 0.456 | 0.155 | 0.433 | | | 0.063 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.11 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.49 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 24.1 | 23.8 | 24.6 | 12.5 | 11.9 | 11.9 | 39.1 | 33.7 | | | 29.8 | |
| Level of Service (LOS) | C | C | C | B | B | B | D | C | | | C | |
| Approach Delay, s/veh / LOS | 24.2 | C | | 11.9 | B | | 34.8 | C | | 29.8 | C | |
| Intersection Delay, s/veh / LOS | 19.5 | | | | | | B | | | | | |

## #12 17: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 15 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.8 | 2.1 | 25.1 | 24.9 | 5.4 | 0.0 |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 5 | 675 | 374 | 25 | 622 | 1 | 498 | 15 | 30 | 13 | 0 | 2 |
| Phase Split, s | 15.0 | 40.0 | | 15.0 | 40.0 | | 30.0 | 41.0 | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.021 | 0.677 | 0.420 | 0.097 | 0.488 | 0.002 | 0.778 | 0.066 | | | 0.094 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.03 | 0.00 | 1.79 | 0.14 | 0.00 | 0.01 | 8.04 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 20.1 | 25.7 | 8.8 | 19.6 | 22.4 | 18.5 | 25.5 | 13.3 | | | 36.5 | |
| Level of Service (LOS) | C | C | A | B | C | B | C | B | | | D | |
| Approach Delay, s/veh / LOS | 19.7 | B | | 22.2 | C | | 24.5 | C | | 36.5 | D | |
| Intersection Delay, s/veh / LOS | 21.7 | | | | | | C | | | | | |

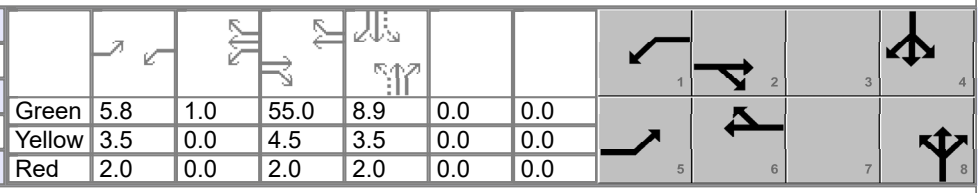
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#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 152.5 | Reference Phase | 2 |
| Offset, s | 40 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 5.8 | 1.0 | 55.0 | 8.9 | 0.0 | 0.0 |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 0.0 |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 56 | 517 | 30 | 144 | 462 | 13 | 69 | 16 | 0 | 15 | 22 | 19 |
| Phase Split, s | 40.0 | 55.0 | | 25.0 | 55.0 | | | 15.0 | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.620 | 0.302 | 0.039 | 0.566 | 0.220 | 0.220 | 0.402 | 0.093 | 0.000 | 0.078 | 0.261 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.49 | 0.00 | 0.10 | 0.30 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.20 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 44.0 | 8.0 | 6.5 | 41.1 | 7.2 | 7.3 | 41.2 | 36.2 | 0.0 | 37.0 | 37.5 | |
| Level of Service (LOS) | D | A | A | D | A | A | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 11.2 | B | | 15.1 | B | | 40.3 | D | | 37.3 | D | |
| Intersection Delay, s/veh / LOS | 15.5 | | | | | | B | | | | | |

Copyright © 2022 University of Florida, All Rights Reserved. HCS™ Streets Version 7.9.5 Generated: 7/9/2022 5:34:52 PM

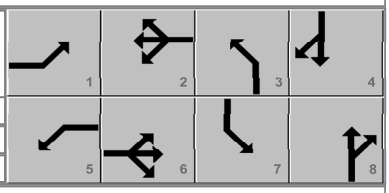
# HCS7 Intersection Summary

## 2040 NO-Build PM

#1 2: Huning Ranch Lp E

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 185.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 1.7 | 12.3 | 33.3 | 2.4 | 7.5 | 9.5 |
| Yellow | 4.0 | 4.0 | 5.0 | 3.0 | 0.0 | 4.0 |
| Red | 4.0 | 4.0 | 2.0 | 4.0 | 0.0 | 2.0 |

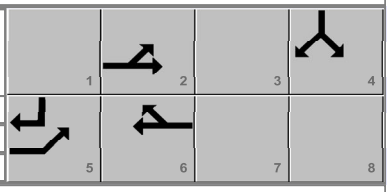


| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 6 | 638 | 0 | 201 | 473 | 0 | 9 | 12 | 0 | 92 | 78 | 0 |
| Phase Split, s | 22.0 | 63.0 | | 22.0 | 63.0 | | 23.0 | 49.0 | | 22.5 | 49.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.035 | 0.681 | 0.000 | 0.971 | 0.737 | 0.000 | 0.247 | 0.075 | 0.000 | 0.315 | 0.278 | 0.000 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.01 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 23.2 | 30.9 | 0.0 | 41.4 | 19.7 | 0.0 | 50.5 | 42.7 | 0.0 | 43.9 | 37.7 | 0.0 |
| Level of Service (LOS) | C | C | | D | B | | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 30.9 | C | | 26.2 | C | | 46.0 | D | | 41.1 | D | |
| Intersection Delay, s/veh / LOS | 28.6 | | | | | | C | | | | | |

#2 3: Desert Willow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 120 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 5.2 | 81.6 | 25.6 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

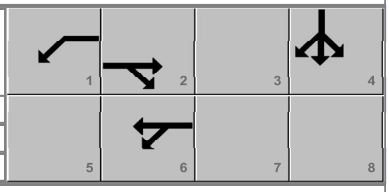


| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 41 | 817 | | | 709 | 129 | | | | 551 | | 50 |
| Phase Split, s | 15.0 | 90.0 | | | 75.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.189 | 0.322 | | | 0.818 | 0.313 | | | | 0.892 | | 0.142 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.08 | 0.00 | | | 0.00 | 0.00 | | | | 2.94 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 17.8 | 7.3 | | | 15.4 | 4.1 | | | | 58.1 | | 39.2 |
| Level of Service (LOS) | B | A | | | B | A | | | | E | | D |
| Approach Delay, s/veh / LOS | 7.8 | A | | 13.6 | B | | 0.0 | | | 56.5 | E | |
| Intersection Delay, s/veh / LOS | 20.3 | | | | | | C | | | | | |

#3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 128 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 8.7 | 70.8 | 34.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 1319 | 182 | 111 | 753 | | | | | 967 | 0 | 847 |
| Phase Split, s | | 70.0 | | 21.0 | 91.0 | | | | | | 39.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.639 | 0.205 | 0.665 | 0.651 | | | | | 1.119 | 0.000 | 2.805 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.20 | 0.82 | 0.00 | | | | | 1.98 | 0.00 | 10.08 |
| Control Delay ( *d* ) , s/veh | | 25.8 | 14.2 | 19.8 | 7.4 | | | | | 126.3 | 0.0 | 866.6 |
| Level of Service (LOS) | | C | B | B | A | | | | | F | | F |
| Approach Delay, s/veh / LOS | 24.4 | C | | 9.0 | A | | 0.0 | | | 644.8 | F | |
| Intersection Delay, s/veh / LOS | 250.8 | | | | | | F | | | | | |

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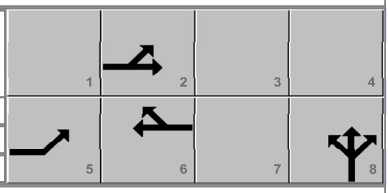
# HCS7 Intersection Summary

## 2040 NO-Build PM

### #4 6: I25 NB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 80 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 15.0 | 90.2 | 11.3 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

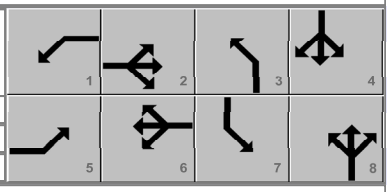



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 523 | 1768 | | | 765 | 0 | 119 | 0 | 131 | | | |
| Phase Split, s | 58.0 | 108.0 | | | 50.0 | | | 22.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.896 | 0.433 | | | 0.622 | 0.000 | | 0.807 | 0.576 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.62 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.30 | | | |
| Control Delay ( *d* ) , s/veh | 31.3 | 2.0 | | | 11.7 | 0.0 | | 68.6 | 61.0 | | | |
| Level of Service (LOS) | C | A | | | B | | | E | E | | | |
| Approach Delay, s/veh / LOS | 8.7 | A | | 11.7 | B | | 65.7 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 13.6 | | | | | | B | | | | | |

### #5 7: Camelot/Emilio Lopez

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 34 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 12.8 | 1.5 | 69.0 | 14.7 | 0.3 | 19.6 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

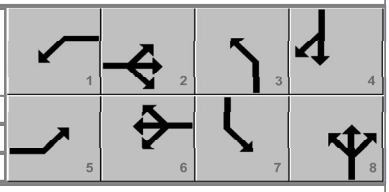



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 334 | 1246 | 231 | 249 | 932 | 23 | 155 | 54 | 181 | 94 | 61 | 159 |
| Phase Split, s | 34.0 | 69.0 | | 32.0 | 67.0 | | 24.0 | 26.0 | | 23.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.766 | 0.567 | 0.234 | 0.740 | 0.640 | 0.034 | 0.441 | 0.220 | 0.868 | 0.411 | 0.251 | 0.433 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.94 | 0.00 | 1.60 | 0.68 | 0.00 | 0.00 | 0.74 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 25.5 | 25.7 | 20.5 | 21.1 | 26.3 | 17.2 | 44.3 | 53.1 | 77.0 | 44.2 | 53.6 | 55.9 |
| Level of Service (LOS) | C | C | C | C | C | B | D | D | E | D | D | E |
| Approach Delay, s/veh / LOS | 25.0 | C | | 25.0 | C | | 60.7 | E | | 50.8 | D | |
| Intersection Delay, s/veh / LOS | 31.2 | | | | | | C | | | | | |

### #6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 113 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 3.4 | 6.0 | 74.1 | 6.4 | 3.2 | 12.9 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 257 | 1085 | 77 | 18 | 1159 | 224 | 63 | 15 | 12 | 192 | 15 | 155 |
| Phase Split, s | 32.0 | 70.0 | | 15.0 | 53.0 | | 15.0 | 15.0 | | 30.0 | 30.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.696 | 0.471 | 0.471 | 0.055 | 0.616 | 0.263 | 0.244 | 0.171 | | 0.776 | 0.070 | 0.858 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.74 | 0.00 | 0.00 | 0.07 | 0.00 | 1.55 | 1.08 | 0.00 | | 0.83 | 0.00 | 1.78 |
| Control Delay ( *d* ) , s/veh | 19.6 | 14.6 | 14.6 | 11.9 | 21.5 | 14.8 | 49.2 | 53.8 | | 60.7 | 50.5 | 73.7 |
| Level of Service (LOS) | B | B | B | B | C | B | D | D | | E | D | E |
| Approach Delay, s/veh / LOS | 15.5 | B | | 20.3 | C | | 50.6 | D | | 65.8 | E | |
| Intersection Delay, s/veh / LOS | 24.9 | | | | | | C | | | | | |

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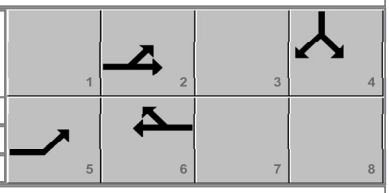
# HCS7 Intersection Summary

*2040 NO-Build PM*

## #7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 83 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 6.7 | 95.3 | 10.5 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

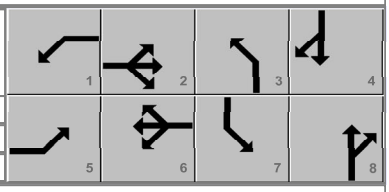



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 104 | 1307 | | | 1312 | 56 | | | | 45 | | 92 |
| Phase Split, s | 30.0 | 88.0 | | | 58.0 | | | | | | 42.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.338 | 0.383 | | | 0.534 | 0.536 | | | | 0.343 | | 0.801 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.37 | 0.00 | | | 0.00 | 0.00 | | | | 0.47 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 19.3 | 3.8 | | | 10.1 | 10.4 | | | | 57.0 | | 63.2 |
| Level of Service (LOS) | B | A | | | B | B | | | | E | | E |
| Approach Delay, s/veh / LOS | 4.9 | A | | 10.3 | B | | 0.0 | | | 61.2 | E | |
| Intersection Delay, s/veh / LOS | 10.7 | | | | | | B | | | | | |

## #8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 127 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 6.0 | 0.6 | 66.2 | 10.0 | 4.0 | 19.1 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

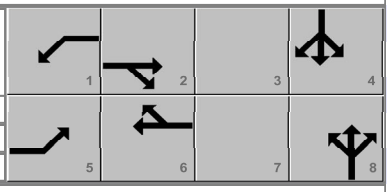



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 89 | 854 | 246 | 114 | 974 | 175 | 362 | 149 | 58 | 316 | 390 | 73 |
| Phase Split, s | 15.0 | 58.0 | | 20.0 | 63.0 | | 20.0 | 36.0 | | 16.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.258 | 0.462 | 0.299 | 0.315 | 0.547 | 0.217 | 1.051 | 0.264 | 0.227 | 2.527 | 0.810 | 0.349 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.59 | 0.00 | 1.92 | 0.20 | 0.00 | 0.59 | 1.89 | 0.00 | 0.82 | 7.16 | 0.00 | 0.63 |
| Control Delay ( *d* ) , s/veh | 14.9 | 22.5 | 19.9 | 16.2 | 19.8 | 15.7 | 118.4 | 46.3 | 46.2 | 768.3 | 58.7 | 50.8 |
| Level of Service (LOS) | B | C | B | B | B | B | F | D | D | F | E | D |
| Approach Delay, s/veh / LOS | 21.4 | C | | 18.9 | B | | 92.2 | F | | 345.8 | F | |
| Intersection Delay, s/veh / LOS | 102.7 | | | | | | F | | | | | |

## #9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 8.7 | 94.1 | 12.2 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |



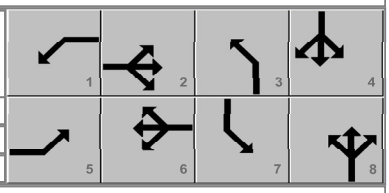

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 74 | 1258 | 27 | 0 | 965 | 1 | 41 | 12 | 6 | 21 | 9 | 87 |
| Phase Split, s | 20.0 | 72.0 | | 25.0 | 77.0 | | | 33.0 | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.492 | 0.321 | 0.321 | 0.000 | 0.423 | 0.423 | | 0.415 | | | 0.686 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 59.1 | 1.9 | 1.9 | 0.0 | 3.3 | 3.3 | | 57.0 | | | 59.5 | |
| Level of Service (LOS) | E | A | A | | A | A | | E | | | E | |
| Approach Delay, s/veh / LOS | 5.0 | A | | 3.3 | A | | 57.0 | E | | 59.5 | E | |
| Intersection Delay, s/veh / LOS | 8.6 | | | | | | A | | | | | |

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#10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 73 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 4.7 | 3.7 | 77.5 | 8.9 | 0.9 | 13.4 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

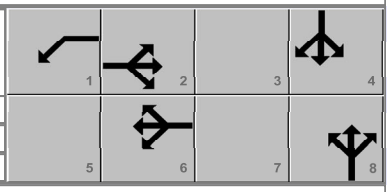



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 32 | 954 | 52 | 228 | 1062 | 124 | 98 | 56 | 120 | 110 | 68 | 6 |
| Phase Split, s | 12.0 | 58.0 | | 20.0 | 66.0 | | 20.0 | 32.0 | | 20.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.088 | 0.436 | 0.436 | 0.493 | 0.501 | 0.501 | 0.423 | 0.321 | 0.792 | 0.420 | 0.362 | 0.038 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.81 | 0.00 | 0.00 | 1.32 | 0.00 | 1.87 | 1.62 | 0.00 | 0.09 |
| Control Delay ( *d* ) , s/veh | 10.5 | 16.4 | 16.5 | 11.4 | 13.0 | 13.3 | 49.0 | 55.2 | 66.8 | 48.3 | 54.9 | 51.8 |
| Level of Service (LOS) | B | B | B | B | B | B | D | E | E | D | D | D |
| Approach Delay, s/veh / LOS | 16.3 | B | | 12.9 | B | | 58.1 | E | | 50.9 | D | |
| Intersection Delay, s/veh / LOS | 21.5 | | | | | | C | | | | | |

#11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 10.0 | 73.5 | 30.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

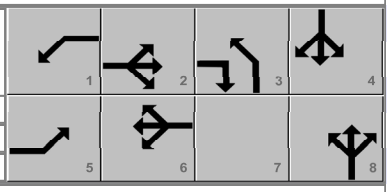



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 1189 | 74 | 215 | 1320 | 7 | 79 | 2 | 173 | 4 | 4 | 10 |
| Phase Split, s | | 70.0 | | 25.0 | 95.0 | | | 35.0 | | | 35.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.038 | 0.551 | 0.551 | 0.526 | 0.498 | 0.498 | 0.381 | 0.527 | | | 0.063 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.03 | 0.00 | 0.00 | 0.70 | 0.00 | 0.00 | 1.19 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 7.3 | 14.2 | 13.6 | 12.8 | 10.9 | 10.9 | 54.3 | 45.2 | | | 39.2 | |
| Level of Service (LOS) | A | B | B | B | B | B | D | D | | | D | |
| Approach Delay, s/veh / LOS | 13.8 | B | | 11.2 | B | | 48.1 | D | | 39.2 | D | |
| Intersection Delay, s/veh / LOS | 15.9 | | | | | | B | | | | | |

#12 17: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 13 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 2.3 | 2.6 | 36.6 | 19.5 | 6.4 | 0.0 |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 14 | 565 | 563 | 45 | 1006 | 26 | 342 | 7 | 56 | 15 | 2 | 11 |
| Phase Split, s | 13.0 | 45.0 | | 13.0 | 45.0 | | 27.0 | 68.0 | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.076 | 0.447 | 0.649 | 0.123 | 0.702 | 0.041 | 0.706 | 0.122 | | | 0.180 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.07 | 0.00 | 3.49 | 0.27 | 0.00 | 0.29 | 6.55 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 18.0 | 20.2 | 12.2 | 14.9 | 22.2 | 15.2 | 29.6 | 20.3 | | | 40.6 | |
| Level of Service (LOS) | B | C | B | B | C | B | C | C | | | D | |
| Approach Delay, s/veh / LOS | 16.3 | B | | 21.8 | C | | 28.1 | C | | 40.6 | D | |
| Intersection Delay, s/veh / LOS | 20.5 | | | | | | C | | | | | |

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Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 152.5 | Reference Phase | 2 |
| Offset, s | 58 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 18.2 | 34.3 | 43.0 | 34.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | | | | | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | | | | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 159 | 439 | 20 | 1297 | 844 | 68 | 120 | 79 | 0 | 64 | 106 | 84 |
| Phase Split, s | 31.0 | 43.0 | | 58.0 | 70.0 | | | 34.0 | | | 34.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.880 | 0.503 | 0.051 | 1.040 | 0.503 | 0.503 | 0.698 | 0.208 | 0.000 | 0.238 | 0.535 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 2.07 | 0.00 | 0.27 | 4.29 | 0.00 | 0.00 | 0.56 | 0.00 | 0.00 | 1.43 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 77.8 | 47.5 | 40.1 | 82.9 | 23.7 | 23.8 | 77.6 | 48.5 | 0.0 | 53.8 | 53.7 | |
| Level of Service (LOS) | E | D | D | F | C | C | E | D | | D | D | |
| Approach Delay, s/veh / LOS | 55.0 | E | | 58.5 | E | | 66.0 | E | | 53.7 | D | |
| Intersection Delay, s/veh / LOS | 57.9 | | | | | | E | | | | | |

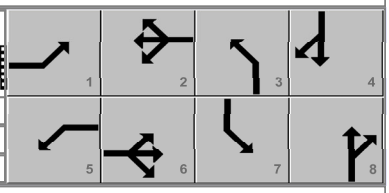
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# HCS Intersection Summary *2040 BUILD AM - Main St.*

#1 2: Huning Ranch Lp E

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 158.5 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 5.2 | 4.7 | 45.0 | 6.1 | 3.0 | 9.1 |
| Yellow | 4.0 | 0.0 | 5.0 | 3.0 | 0.0 | 4.0 |
| Red | 4.0 | 0.0 | 2.0 | 4.5 | 0.0 | 2.0 |

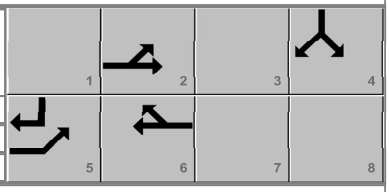



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 24 | 510 | 0 | 72 | 402 | 0 | 107 | 45 | 0 | 31 | 3 | 0 |
| Phase Split, s | 18.0 | 45.0 | | 20.0 | 47.0 | | 17.0 | 46.0 | | 19.0 | 48.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.097 | 0.369 | 0.000 | 0.342 | 0.678 | 0.000 | 0.819 | 0.218 | 0.000 | 0.164 | 0.019 | 0.000 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.03 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.80 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 16.1 | 19.6 | 0.0 | 12.9 | 22.0 | 0.0 | 49.6 | 40.7 | 0.0 | 45.5 | 42.2 | 0.0 |
| Level of Service (LOS) | B | B | | B | C | | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 19.4 | B | | 20.6 | C | | 46.9 | D | | 45.2 | D | |
| Intersection Delay, s/veh / LOS | 22.9 | | | | | | C | | | | | |

#2 3: Desert Willow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 87.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 2.2 | 60.4 | 6.9 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

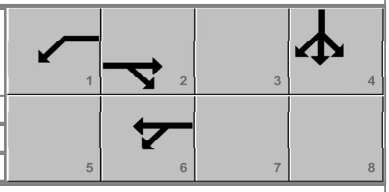



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 20 | 733 | | | 485 | 101 | | | | 166 | | 19 |
| Phase Split, s | 29.0 | 70.0 | | | 41.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.044 | 0.212 | | | 0.525 | 0.220 | | | | 0.664 | | 0.143 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.01 | 0.00 | | | 0.00 | 0.00 | | | | 0.65 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 5.4 | 2.6 | | | 9.6 | 6.8 | | | | 39.9 | | 35.5 |
| Level of Service (LOS) | A | A | | | A | A | | | | D | | D |
| Approach Delay, s/veh / LOS | 2.7 | A | | 9.1 | A | | 0.0 | | | 39.5 | D | |
| Intersection Delay, s/veh / LOS | 10.2 | | | | | | B | | | | | |

#3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 87.0 | Reference Phase | 2 |
| Offset, s | 59 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 7.5 | 43.7 | 19.3 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 912 | 121 | 109 | 518 | | | | | 159 | 0 | 268 |
| Phase Split, s | | 32.0 | | 13.0 | 45.0 | | | | | | 65.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.375 | 0.130 | 0.432 | 0.523 | | | | | 0.440 | 0.000 | 0.840 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.07 | 0.54 | 0.00 | | | | | 0.31 | 0.00 | 0.57 |
| Control Delay ( *d* ) , s/veh | | 10.2 | 10.3 | 8.3 | 11.5 | | | | | 29.9 | 0.0 | 37.8 |
| Level of Service (LOS) | | B | B | A | B | | | | | C | | D |
| Approach Delay, s/veh / LOS | 10.2 | B | | 10.9 | B | | 0.0 | | | 34.9 | C | |
| Intersection Delay, s/veh / LOS | 15.0 | | | | | | B | | | | | |

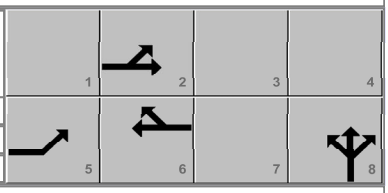
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# HCS Intersection Summary — *2040 BUILD AM - Main St.*

## #4 6: I25 NB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 87.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 8.5 | 54.6 | 10.4 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

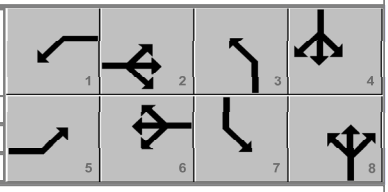



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 506 | 604 | | | 548 | 0 | 149 | 0 | 133 | | | |
| Phase Split, s | 36.0 | 86.0 | | | 50.0 | | | 24.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.833 | 0.167 | | | 0.559 | 0.000 | | 0.733 | 0.759 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.03 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.36 | | | |
| Control Delay ( *d* ) , s/veh | 19.3 | 0.5 | | | 10.1 | 0.0 | | 41.6 | 43.2 | | | |
| Level of Service (LOS) | B | A | | | B | | | D | D | | | |
| Approach Delay, s/veh / LOS | 9.1 | A | | 10.1 | B | | 42.4 | D | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 13.9 | | | | | | B | | | | | |

## #5 7: Camelot/Emilio Lopez

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 33 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 7.3 | 3.4 | 79.6 | 14.8 | 5.7 | 25.0 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 3.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 | |

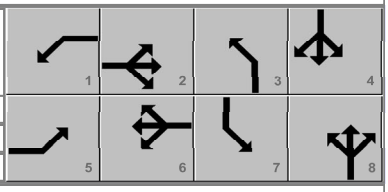



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 198 | 379 | 69 | 114 | 636 | 307 | 287 | 74 | 94 | 89 | 18 | 271 |
| Phase Split, s | 33.0 | 83.0 | | 14.0 | 64.0 | | 28.0 | 33.0 | | 20.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.399 | 0.196 | 0.080 | 0.197 | 0.377 | 0.396 | 0.590 | 0.192 | 0.287 | 0.246 | 0.067 | 1.203 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.78 | 0.00 | 0.60 | 0.35 | 0.00 | 0.00 | 1.35 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 19.4 | 21.6 | 20.2 | 18.9 | 26.2 | 27.2 | 46.3 | 51.5 | 52.9 | 49.0 | 58.5 | 191.9 |
| Level of Service (LOS) | B | C | C | B | C | C | D | D | D | D | E | F |
| Approach Delay, s/veh / LOS | 20.8 | C | | 25.7 | C | | 48.5 | D | | 151.9 | F | |
| Intersection Delay, s/veh / LOS | 49.0 | | | | | | D | | | | | |

## #6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 87.0 | Reference Phase | 2 |
| Offset, s | 108 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.5 | 2.8 | 45.2 | 4.2 | 3.4 | 7.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |



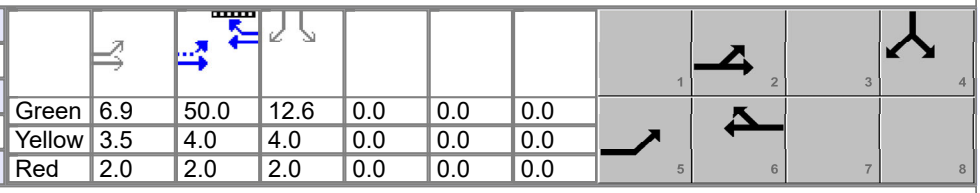

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 23 | 454 | 19 | 3 | 794 | 68 | 35 | 2 | 5 | 240 | 6 | 243 |
| Phase Split, s | 27.0 | 62.0 | | 15.0 | 50.0 | | 13.0 | 13.0 | | 20.0 | 20.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.061 | 0.262 | 0.263 | 0.006 | 0.422 | 0.079 | 0.164 | 0.056 | | 0.370 | 0.470 | 0.442 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.05 | 0.00 | 0.00 | 0.01 | 0.00 | 0.14 | 0.38 | 0.00 | | 0.59 | 0.00 | 0.53 |
| Control Delay ( *d* ) , s/veh | 9.5 | 10.9 | 10.9 | 10.1 | 13.4 | 5.4 | 33.9 | 37.0 | | 32.3 | 38.3 | 38.0 |
| Level of Service (LOS) | A | B | B | B | B | A | C | D | | C | D | D |
| Approach Delay, s/veh / LOS | 10.8 | B | | 12.8 | B | | 34.5 | C | | 34.6 | C | |
| Intersection Delay, s/veh / LOS | 17.8 | | | | | | B | | | | | |

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# HCS Intersection Summary *2040 BUILD AM - Main St.*

## #7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 87.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

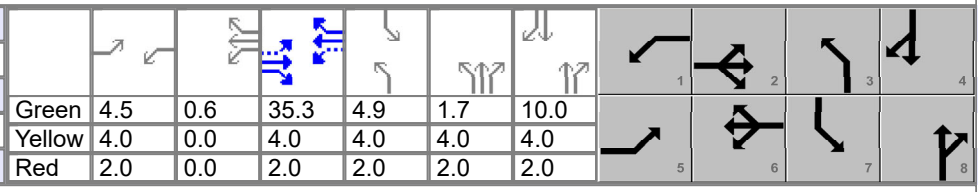


| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 6.9 | 50.0 | 12.6 | 0.0 | 0.0 | 0.0 |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 198 | 625 | | | 451 | 199 | | | | 124 | | 171 |
| Phase Split, s | 30.0 | 77.0 | | | 47.0 | | | | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.419 | 0.235 | | | 0.468 | 0.468 | | | | 0.529 | | 0.819 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.98 | 0.00 | | | 0.00 | 0.00 | | | | 0.80 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 9.6 | 6.2 | | | 13.9 | 18.5 | | | | 35.1 | | 38.9 |
| Level of Service (LOS) | A | A | | | B | B | | | | D | | D |
| Approach Delay, s/veh / LOS | 7.0 | A | | 16.1 | B | | 0.0 | | | 37.3 | D | |
| Intersection Delay, s/veh / LOS | 16.0 | | | | | | B | | | | | |

## #8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 87.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

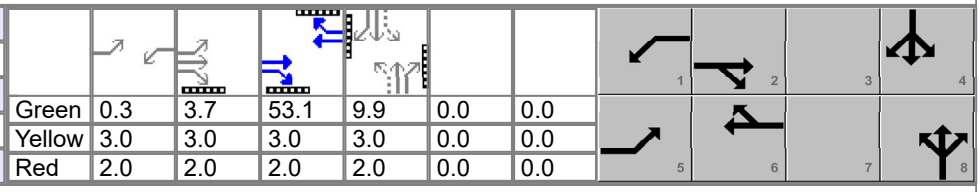


| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 4.5 | 0.6 | 35.3 | 4.9 | 1.7 | 10.0 |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 2.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 47 | 564 | 173 | 65 | 445 | 248 | 290 | 252 | 69 | 66 | 88 | 82 |
| Phase Split, s | 13.0 | 45.0 | | 12.0 | 44.0 | | 21.0 | 41.0 | | 12.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.107 | 0.367 | 0.249 | 0.168 | 0.377 | 0.457 | 0.836 | 0.376 | 0.231 | 0.704 | 0.232 | 0.489 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.25 | 0.00 | 0.63 | 0.10 | 0.00 | 1.24 | 0.85 | 0.00 | 0.59 | 0.48 | 0.00 | 0.48 |
| Control Delay ( *d* ) , s/veh | 14.8 | 15.4 | 12.8 | 13.3 | 22.6 | 26.0 | 47.5 | 30.2 | 29.4 | 53.3 | 35.3 | 38.1 |
| Level of Service (LOS) | B | B | B | B | C | C | D | C | C | D | D | D |
| Approach Delay, s/veh / LOS | 14.8 | B | | 22.9 | C | | 38.3 | D | | 41.3 | D | |
| Intersection Delay, s/veh / LOS | 26.5 | | | | | | C | | | | | |

## #9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 87.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |



| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 0.3 | 3.7 | 53.1 | 9.9 | 0.0 | 0.0 |
| Yellow | 3.0 | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 68 | 352 | 52 | 1 | 613 | 2 | 67 | 12 | 3 | 3 | 16 | 129 |
| Phase Split, s | 20.0 | 45.0 | | 20.0 | 45.0 | | | 45.0 | | | 45.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.523 | 0.222 | 0.223 | 0.206 | 0.312 | 0.312 | | 0.380 | | | 0.464 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.07 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 22.8 | 4.4 | 4.7 | 49.5 | 3.4 | 3.4 | | 36.7 | | | 37.1 | |
| Level of Service (LOS) | C | A | A | D | A | A | | D | | | D | |
| Approach Delay, s/veh / LOS | 7.2 | A | | 3.4 | A | | 36.7 | D | | 37.1 | D | |
| Intersection Delay, s/veh / LOS | 9.2 | | | | | | A | | | | | |

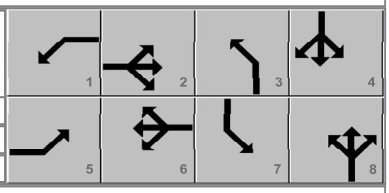
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# HCS Intersection Summary *2040 BUILD AM - Main St.*

## #10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 87.0 | Reference Phase | 2 |
| Offset, s | 105 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 3.7 | 0.8 | 39.5 | 5.4 | 3.6 | 13.0 | |
| Yellow | 3.0 | 0.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

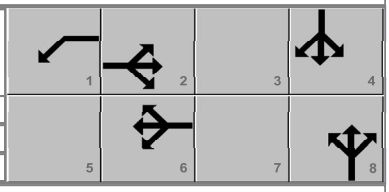



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 47 | 496 | 13 | 19 | 371 | 71 | 57 | 114 | 159 | 158 | 127 | 37 |
| Phase Split, s | 12.0 | 43.0 | | 16.0 | 47.0 | | 20.0 | 31.0 | | 20.0 | 31.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.109 | 0.270 | 0.271 | 0.065 | 0.440 | 0.441 | 0.190 | 0.439 | 0.729 | 0.448 | 0.384 | 0.133 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.44 | 0.00 | 1.56 | 1.34 | 0.00 | 0.32 |
| Control Delay ( *d* ) , s/veh | 12.2 | 22.0 | 22.0 | 11.7 | 23.2 | 23.6 | 28.4 | 35.0 | 40.4 | 27.6 | 31.6 | 29.5 |
| Level of Service (LOS) | B | C | C | B | C | C | C | C | D | C | C | C |
| Approach Delay, s/veh / LOS | 21.2 | C | | 22.9 | C | | 36.5 | D | | 29.4 | C | |
| Intersection Delay, s/veh / LOS | 26.1 | | | | | | C | | | | | |

## #11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 87.0 | Reference Phase | 2 |
| Offset, s | 48 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 3.1 | 37.4 | 29.9 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

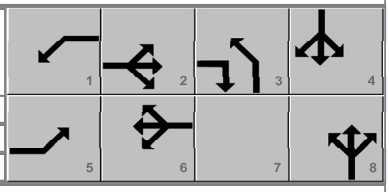



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 713 | 51 | 10 | 428 | 8 | 66 | 2 | 152 | 8 | 2 | 10 |
| Phase Split, s | | 55.0 | | 19.0 | 74.0 | | | 36.0 | | | 36.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.031 | 0.494 | 0.495 | 0.049 | 0.352 | 0.352 | 0.156 | 0.304 | | | 0.043 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.08 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.49 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 22.1 | 26.4 | 26.6 | 13.4 | 13.0 | 13.0 | 24.8 | 21.2 | | | 19.1 | |
| Level of Service (LOS) | C | C | C | B | B | B | C | C | | | B | |
| Approach Delay, s/veh / LOS | 26.4 | C | | 13.0 | B | | 22.3 | C | | 19.1 | B | |
| Intersection Delay, s/veh / LOS | 20.5 | | | | | | C | | | | | |

## #12 17: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 15 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 0.7 | 0.9 | 18.4 | 9.6 | 5.2 | 0.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 6 | 671 | 167 | 13 | 362 | 0 | 243 | 5 | 57 | 12 | 0 | 2 |
| Phase Split, s | 15.0 | 40.0 | | 15.0 | 40.0 | | 30.0 | 41.0 | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.019 | 0.647 | 0.236 | 0.056 | 0.369 | 0.000 | 0.504 | 0.118 | | | 0.065 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.61 | 0.06 | 0.00 | 0.00 | 2.75 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 13.8 | 18.0 | 9.2 | 13.9 | 15.3 | 0.0 | 18.0 | 12.9 | | | 24.8 | |
| Level of Service (LOS) | B | B | A | B | B | | B | B | | | C | |
| Approach Delay, s/veh / LOS | 16.2 | B | | 15.3 | B | | 17.0 | B | | 24.8 | C | |
| Intersection Delay, s/veh / LOS | 16.2 | | | | | | B | | | | | |

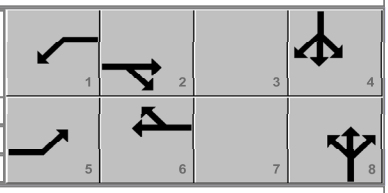
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# HCS Intersection Summary *2040 BUILD AM - Main St.*

#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 152.5 | Reference Phase | 2 |
| Offset, s | 40 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.8 | 2.0 | 55.0 | 6.4 | 0.0 | 0.0 | |
| Yellow | 3.5 | 0.0 | 4.5 | 3.5 | 0.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 56 | 532 | 17 | 201 | 369 | 11 | 20 | 17 | 0 | 14 | 27 | 16 |
| Phase Split, s | 40.0 | 55.0 | | 25.0 | 55.0 | | | 15.0 | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.620 | 0.311 | 0.023 | 0.675 | 0.171 | 0.172 | 0.149 | 0.135 | 0.000 | 0.088 | 0.364 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.49 | 0.00 | 0.06 | 0.41 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 | 0.19 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 43.4 | 7.5 | 5.9 | 40.7 | 6.0 | 6.0 | 40.4 | 38.0 | 0.0 | 38.6 | 39.9 | |
| Level of Service (LOS) | D | A | A | D | A | A | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 10.8 | B | | 18.0 | B | | 39.3 | D | | 39.6 | D | |
| Intersection Delay, s/veh / LOS | 15.7 | | | | | | B | | | | | |

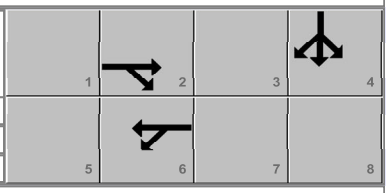
Copyright © 2022 University of Florida, All Rights Reserved. HCS™ Streets Version 2022 Generated: 8/15/2022 10:22:26 PM

# HCS7 Intersection Summary *2040 BUILD AM - Morris Rd.*

## #1 I-25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 75.0 | Reference Phase | 2 |
| Offset, s | 26 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 28.5 | 35.5 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Red | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | |

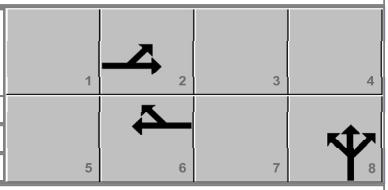



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 146 | 42 | 83 | 160 | | | | | 328 | 0 | 19 |
| Phase Split, s | | 34.0 | | | 34.0 | | | | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.155 | 0.163 | 0.140 | 0.117 | | | | | 0.218 | 0.000 | 0.247 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.18 | 0.00 | | | | | 0.25 | 0.00 | 0.28 |
| Control Delay ( *d* ) , s/veh | | 15.8 | 15.9 | 12.6 | 11.9 | | | | | 12.2 | 0.0 | 12.5 |
| Level of Service (LOS) | | B | B | B | B | | | | | B | | B |
| Approach Delay, s/veh / LOS | 15.9 | B | | 12.1 | B | | 0.0 | | | 12.4 | B | |
| Intersection Delay, s/veh / LOS | 13.2 | | | | | | B | | | | | |

## #2 I-25 NB OFF

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 75.0 | Reference Phase | 2 |
| Offset, s | 74 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 39.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Red | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | |

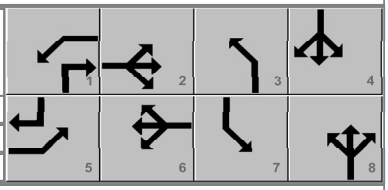



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 48 | 426 | | | 218 | 1037 | 25 | 0 | 54 | | | |
| Phase Split, s | | 44.5 | | | 44.5 | | | 30.5 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.075 | 0.268 | | | 0.123 | 0.630 | | 0.045 | 0.118 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.17 | 0.00 | | | 0.00 | 0.75 | | 0.00 | 0.11 | | | |
| Control Delay ( *d* ) , s/veh | 14.0 | 8.6 | | | 9.4 | 15.7 | | 17.1 | 17.8 | | | |
| Level of Service (LOS) | B | A | | | A | B | | B | B | | | |
| Approach Delay, s/veh / LOS | 9.1 | A | | 14.1 | B | | 17.6 | B | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 12.4 | | | | | | B | | | | | |

## #3 NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 100.0 | Reference Phase | 2 |
| Offset, s | 11 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.0 | 34.0 | 5.0 | 34.0 | 0.0 | 0.0 | |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | 0.0 | |
| Red | 1.5 | 1.5 | 1.5 | 1.5 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 64 | 287 | 130 | 208 | 818 | 184 | 388 | 168 | 96 | 65 | 43 | 47 |
| Phase Split, s | 5.0 | 34.0 | | 5.0 | 34.0 | | 5.0 | 34.0 | | 5.0 | 34.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.234 | 0.261 | 0.270 | 0.379 | 0.538 | 0.270 | 0.722 | 0.151 | 0.169 | 0.141 | 0.039 | 0.082 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.21 | 0.00 | 0.48 | 0.14 | 0.00 | 0.48 | 0.39 | 0.00 | 0.12 | 0.19 | 0.00 | 0.05 |
| Control Delay ( *d* ) , s/veh | 22.7 | 24.4 | 25.2 | 24.4 | 28.2 | 25.1 | 35.3 | 23.2 | 20.5 | 20.1 | 22.1 | 19.5 |
| Level of Service (LOS) | C | C | C | C | C | C | D | C | C | C | C | B |
| Approach Delay, s/veh / LOS | 24.4 | C | | 27.1 | C | | 30.0 | C | | 20.5 | C | |
| Intersection Delay, s/veh / LOS | 26.9 | | | | | | C | | | | | |

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Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø7 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 91 | 392 | 695 | 695 | 164 | 192 | |
| Future Volume (vph) | 91 | 392 | 695 | 695 | 164 | 192 | |
| Satd. Flow (prot) | 1770 | 1568 | 3467 | 1900 | 3539 | 1599 | |
| Flt Permitted | 0.950 | | 0.950 | | | | |
| Satd. Flow (perm) | 1770 | 1568 | 3467 | 1900 | 3539 | 1599 | |
| Satd. Flow (RTOR) | | 426 | | | | 209 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 2% | 3% | 1% | 0% | 2% | 1% | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 99 | 426 | 755 | 755 | 178 | 209 | |
| Turn Type | Prot | pm+ov | Prot | NA | NA | Perm | |
| Protected Phases | 2 | 3 | 3 | 8 | 4 | | 7 |
| Permitted Phases | | 2 | | | | 4 | |
| Total Split (s) | 22.5 | 26.5 | 26.5 | 25.0 | 31.0 | 31.0 | 32.5 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | |
| Act Effct Green (s) | 9.3 | 31.0 | 19.2 | 46.6 | 26.1 | 26.1 | |
| Actuated g/C Ratio | 0.14 | 0.45 | 0.28 | 0.68 | 0.38 | 0.38 | |
| v/c Ratio | 0.41 | 0.45 | 0.78 | 0.58 | 0.13 | 0.28 | |
| Control Delay | 34.2 | 2.8 | 30.0 | 16.9 | 16.6 | 4.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 34.2 | 2.8 | 30.0 | 16.9 | 16.6 | 4.1 | |
| LOS | C | A | C | B | B | A | |
| Approach Delay | 8.7 | | | 23.4 | 9.9 | | |
| Approach LOS | A | | | C | A | | |
| Queue Length 50th (ft) | 42 | 0 | 156 | 125 | 27 | 0 | |
| Queue Length 95th (ft) | 85 | 40 | #234 | #717 | 52 | 43 | |
| Internal Link Dist (ft) | 1730 | | | 830 | 881 | | |
| Turn Bay Length (ft) | | | 330 | | | 300 | |
| Base Capacity (vph) | 450 | 982 | 1089 | 1294 | 1350 | 739 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.22 | 0.43 | 0.69 | 0.58 | 0.13 | 0.28 | |

| Intersection Summary | |
|---|---|
| Cycle Length: 80 | |
| Actuated Cycle Length: 68.4 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.78 | |
| Intersection Signal Delay: 18.1 | Intersection LOS: B |
| Intersection Capacity Utilization 50.8% | ICU Level of Service A |
| Analysis Period (min) 15 | |

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

Splits and Phases: 11: NM47 & Morris

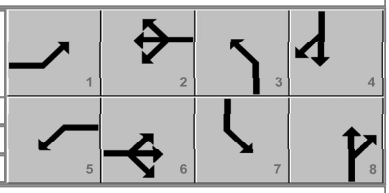


# HCS Intersection Summary — *2040 BUILD PM - Main St.*

## #1 2: Huning Ranch Lp E

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 185.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 4.3 | 4.3 | 28.1 | 5.9 | 3.5 | 9.7 | |
| Yellow | 4.0 | 4.0 | 5.0 | 3.0 | 0.0 | 4.0 | |
| Red | 4.0 | 4.0 | 2.0 | 4.0 | 0.0 | 2.0 | |

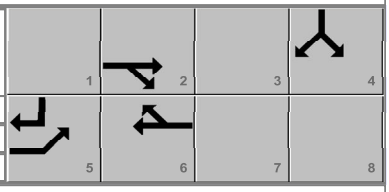



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 20 | 593 | 0 | 167 | 436 | 0 | 32 | 20 | 0 | 79 | 73 | 0 |
| Phase Split, s | 22.0 | 63.0 | | 22.0 | 63.0 | | 23.0 | 49.0 | | 22.5 | 49.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.096 | 0.664 | 0.000 | 0.844 | 0.766 | 0.000 | 0.391 | 0.109 | 0.000 | 0.256 | 0.303 | 0.000 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.02 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.19 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 20.9 | 28.5 | 0.0 | 23.6 | 22.3 | 0.0 | 42.3 | 37.2 | 0.0 | 38.6 | 35.4 | 0.0 |
| Level of Service (LOS) | C | C | | C | C | | D | D | | D | D | |
| Approach Delay, s/veh / LOS | 28.2 | C | | 22.7 | C | | 40.3 | D | | 37.1 | D | |
| Intersection Delay, s/veh / LOS | 25.6 | | | | | | C | | | | | |

## #2 3: Desert Willow

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 120 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 5.0 | 83.5 | 24.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

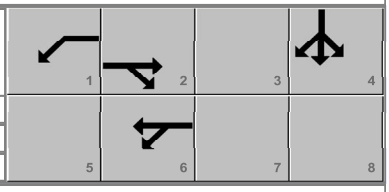



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 38 | 766 | 0 | | 590 | 131 | | | | 526 | | 50 |
| Phase Split, s | 15.0 | 90.0 | | | 75.0 | | | | | | 40.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.509 | 0.185 | 0.000 | | 0.683 | 0.319 | | | | 0.882 | | 0.151 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.22 | 0.00 | 0.00 | | 0.00 | 0.00 | | | | 2.80 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 65.7 | 5.8 | | | 13.5 | 4.4 | | | | 57.1 | | 40.7 |
| Level of Service (LOS) | E | A | | | B | A | | | | E | | D |
| Approach Delay, s/veh / LOS | 8.7 | A | | 11.8 | B | | 0.0 | | | 55.7 | E | |
| Intersection Delay, s/veh / LOS | 19.8 | | | | | | B | | | | | |

## #3 5: I25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 128 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.3 | 70.2 | 34.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 1035 | 326 | 123 | 629 | | | | | 602 | 0 | 742 |
| Phase Split, s | | 70.0 | | 21.0 | 91.0 | | | | | | 39.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.522 | 0.376 | 0.593 | 0.540 | | | | | 0.697 | 0.000 | 2.110 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.42 | 0.91 | 0.00 | | | | | 0.84 | 0.00 | 6.65 |
| Control Delay ( *d* ) , s/veh | | 25.7 | 18.1 | 16.2 | 7.4 | | | | | 47.8 | 0.0 | 555.4 |
| Level of Service (LOS) | | C | B | B | A | | | | | D | | F |
| Approach Delay, s/veh / LOS | 23.9 | C | | 8.8 | A | | 0.0 | | | 421.9 | F | |
| Intersection Delay, s/veh / LOS | 145.8 | | | | | | F | | | | | |

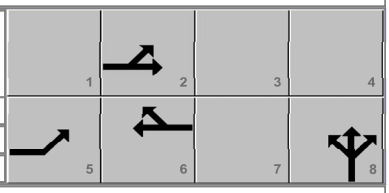
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# HCS Intersection Summary — *2040 BUILD PM - Main St.*

## #4 6: I25 NB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 80 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 16.6 | 87.6 | 12.3 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 3.5 | 3.5 | 0.0 | 0.0 | 0.0 | |
| Red | 1.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | |

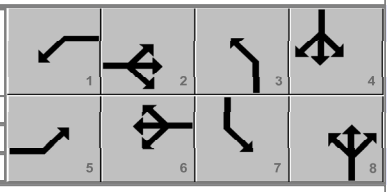



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 519 | 1123 | | | 638 | 0 | 134 | 0 | 157 | | | |
| Phase Split, s | 58.0 | 108.0 | | | 50.0 | | | 22.0 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.912 | 0.337 | | | 0.535 | 0.000 | | 0.820 | 0.710 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 2.11 | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.41 | | | |
| Control Delay ( *d* ) , s/veh | 27.2 | 1.8 | | | 11.6 | 0.0 | | 71.0 | 63.3 | | | |
| Level of Service (LOS) | C | A | | | B | | | E | E | | | |
| Approach Delay, s/veh / LOS | 9.8 | A | | 11.6 | B | | 67.7 | E | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 15.6 | | | | | | B | | | | | |

## #5 7: Camelot/Emilio Lopez

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 171.0 | Reference Phase | 2 |
| Offset, s | 34 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 10.6 | 69.0 | 14.6 | 0.4 | 13.5 | 0.0 | |
| Yellow | 3.0 | 4.0 | 3.0 | 0.0 | 3.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | |

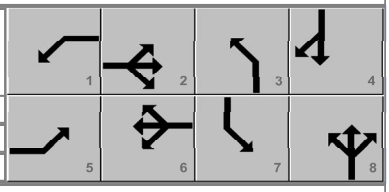



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 249 | 750 | 193 | 174 | 722 | 0 | 145 | 45 | 128 | 91 | 44 | 69 |
| Phase Split, s | 34.0 | 69.0 | | 32.0 | 67.0 | | 24.0 | 26.0 | | 23.0 | 25.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.609 | 0.390 | 0.223 | 0.493 | 0.537 | 0.000 | 0.432 | 0.243 | 0.815 | 0.374 | 0.244 | 0.255 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.70 | 0.00 | 1.38 | 0.48 | 0.00 | 0.00 | 0.68 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 |
| Control Delay ( *d* ) , s/veh | 16.4 | 18.2 | 16.5 | 13.4 | 20.5 | 0.0 | 43.9 | 53.4 | 65.3 | 43.4 | 53.7 | 53.9 |
| Level of Service (LOS) | B | B | B | B | C | | D | D | E | D | D | D |
| Approach Delay, s/veh / LOS | 17.6 | B | | 19.1 | B | | 53.9 | D | | 48.3 | D | |
| Intersection Delay, s/veh / LOS | 24.5 | | | | | | C | | | | | |

## #6 9: Los Cerritos

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 113 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 3.8 | 8.2 | 69.4 | 11.8 | 6.8 | 0.0 | |
| Yellow | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 415 | 356 | 77 | 17 | 688 | 210 | 62 | 16 | 11 | 177 | 15 | 274 |
| Phase Split, s | 32.0 | 70.0 | | 15.0 | 53.0 | | 15.0 | 15.0 | | 30.0 | 30.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.881 | 0.216 | 0.219 | 0.037 | 0.472 | 0.321 | 0.730 | 0.323 | | 0.607 | 0.703 | 0.406 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.59 | 0.00 | 0.00 | 0.09 | 0.00 | 1.67 | 1.31 | 0.00 | | 0.76 | 0.00 | 0.58 |
| Control Delay ( *d* ) , s/veh | 26.9 | 10.0 | 10.0 | 12.7 | 20.4 | 16.5 | 69.3 | 60.1 | | 59.5 | 65.8 | 58.4 |
| Level of Service (LOS) | C | A | B | B | C | B | E | E | | E | E | E |
| Approach Delay, s/veh / LOS | 18.3 | B | | 19.3 | B | | 66.5 | E | | 61.2 | E | |
| Intersection Delay, s/veh / LOS | 26.5 | | | | | | C | | | | | |

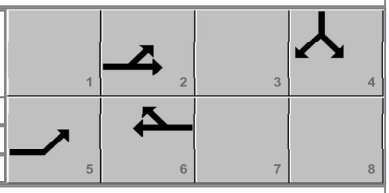
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# HCS Intersection Summary — *2040 BUILD PM - Main St.*

## #7 11: Don Pasqual

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 83 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 6.5 | 96.1 | 9.9 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.5 | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

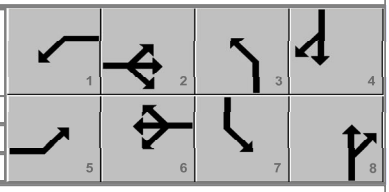



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 91 | 654 | | | 813 | 46 | | | | 36 | | 86 |
| Phase Split, s | 30.0 | 88.0 | | | 58.0 | | | | | | 42.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.187 | 0.185 | | | 0.424 | 0.424 | | | | 0.291 | | 0.794 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.42 | 0.00 | | | 0.00 | 0.00 | | | | 0.38 | | 0.00 |
| Control Delay ( *d* ) , s/veh | 6.7 | 1.5 | | | 5.9 | 6.2 | | | | 57.2 | | 63.6 |
| Level of Service (LOS) | A | A | | | A | A | | | | E | | E |
| Approach Delay, s/veh / LOS | 2.2 | A | | 6.0 | A | | 0.0 | | | 61.7 | E | |
| Intersection Delay, s/veh / LOS | 8.7 | | | | | | A | | | | | |

## #8 12: NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 127 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 6.5 | 66.6 | 10.0 | 2.8 | 20.1 | 0.0 | |
| Yellow | 4.0 | 4.0 | 4.0 | 0.0 | 4.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | 0.0 | |

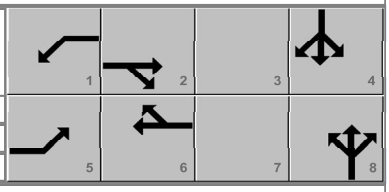



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 79 | 267 | 271 | 115 | 666 | 88 | 268 | 170 | 51 | 215 | 411 | 92 |
| Phase Split, s | 15.0 | 58.0 | | 20.0 | 63.0 | | 20.0 | 36.0 | | 16.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.185 | 0.142 | 0.310 | 0.189 | 0.416 | 0.123 | 0.844 | 0.300 | 0.205 | 0.860 | 0.818 | 0.418 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.52 | 0.00 | 1.86 | 0.22 | 0.00 | 0.36 | 1.19 | 0.00 | 0.73 | 1.20 | 0.00 | 0.80 |
| Control Delay ( *d* ) , s/veh | 14.8 | 17.9 | 19.2 | 13.6 | 20.8 | 16.1 | 72.6 | 46.9 | 46.2 | 82.4 | 59.1 | 50.8 |
| Level of Service (LOS) | B | B | B | B | C | B | E | D | D | F | E | D |
| Approach Delay, s/veh / LOS | 18.1 | B | | 19.4 | B | | 60.9 | E | | 65.0 | E | |
| Intersection Delay, s/veh / LOS | 39.3 | | | | | | D | | | | | |

## #9 13: Luna

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.5 | 94.6 | 10.8 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 3.0 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 104 | 530 | 23 | 0 | 579 | 1 | 34 | 10 | 0 | 1 | 8 | 79 |
| Phase Split, s | 20.0 | 72.0 | | 25.0 | 77.0 | | | 33.0 | | | 33.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.667 | 0.148 | 0.149 | 0.000 | 0.318 | 0.318 | | 0.344 | | | 0.654 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 2.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 62.4 | 0.8 | 0.9 | 0.0 | 3.7 | 3.7 | | 57.6 | | | 60.4 | |
| Level of Service (LOS) | E | A | A | | A | A | | E | | | E | |
| Approach Delay, s/veh / LOS | 10.6 | B | | 3.7 | A | | 57.6 | E | | 60.4 | E | |
| Intersection Delay, s/veh / LOS | 11.4 | | | | | | B | | | | | |

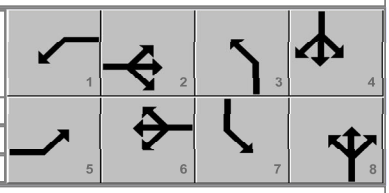
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# HCS Intersection Summary — *2040 BUILD PM - Main St.*

## #10 14: Los Lentes

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 73 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 3.4 | 1.4 | 77.4 | 9.0 | 1.8 | 10.9 | |
| Yellow | 3.0 | 3.0 | 4.0 | 3.0 | 0.0 | 3.0 | |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 2.0 | |

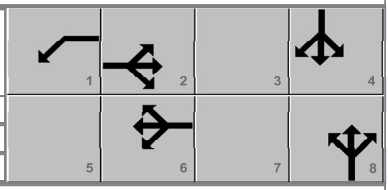



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 19 | 372 | 52 | 257 | 690 | 132 | 98 | 56 | 89 | 122 | 67 | 13 |
| Phase Split, s | 12.0 | 58.0 | | 20.0 | 66.0 | | 20.0 | 32.0 | | 20.0 | 32.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.043 | 0.194 | 0.197 | 0.386 | 0.378 | 0.378 | 0.447 | 0.394 | 0.745 | 0.486 | 0.401 | 0.092 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.01 | 0.00 | 0.00 | 0.98 | 0.00 | 0.00 | 1.36 | 0.00 | 1.47 | 1.85 | 0.00 | 0.20 |
| Control Delay ( *d* ) , s/veh | 9.8 | 14.3 | 14.3 | 8.4 | 9.6 | 10.1 | 51.3 | 58.4 | 68.0 | 50.4 | 56.8 | 53.7 |
| Level of Service (LOS) | A | B | B | A | A | B | D | E | E | D | E | D |
| Approach Delay, s/veh / LOS | 14.1 | B | | 9.5 | A | | 59.0 | E | | 52.7 | D | |
| Intersection Delay, s/veh / LOS | 21.5 | | | | | | C | | | | | |

## #11 15: Carson

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 130.0 | Reference Phase | 2 |
| Offset, s | 89 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Float | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 9.9 | 73.6 | 30.0 | 0.0 | 0.0 | 0.0 | |
| Yellow | 3.0 | 4.5 | 3.0 | 0.0 | 0.0 | 0.0 | |
| Red | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | |

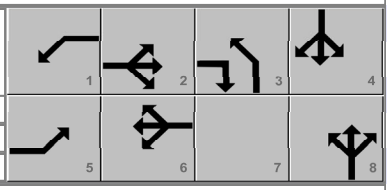



| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 12 | 528 | 90 | 123 | 971 | 8 | 93 | 1 | 95 | 5 | 2 | 11 |
| Phase Split, s | | 70.0 | | 25.0 | 95.0 | | | 35.0 | | | 35.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.032 | 0.288 | 0.290 | 0.228 | 0.411 | 0.411 | 0.337 | 0.287 | | | 0.053 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.06 | 0.00 | 0.00 | 0.41 | 0.00 | 0.00 | 1.31 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 12.3 | 21.5 | 19.5 | 9.5 | 9.8 | 9.8 | 48.3 | 41.6 | | | 39.0 | |
| Level of Service (LOS) | B | C | B | A | A | A | D | D | | | D | |
| Approach Delay, s/veh / LOS | 20.4 | C | | 9.8 | A | | 44.9 | D | | 39.0 | D | |
| Intersection Delay, s/veh / LOS | 16.9 | | | | | | B | | | | | |

## #12 17: El Cerro

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 13 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Green | 1.4 | 5.6 | 17.5 | 3.0 | 12.0 | 0.0 | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 4.0 | 0.0 | |
| Red | 2.0 | 0.0 | 2.0 | 2.0 | 2.0 | 0.0 | |




| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 16 | 502 | 240 | 181 | 741 | 25 | 245 | 6 | 43 | 15 | 1 | 13 |
| Phase Split, s | 13.0 | 45.0 | | 13.0 | 45.0 | | 27.0 | 68.0 | | | 41.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.057 | 0.419 | 0.267 | 0.433 | 0.694 | 0.052 | 0.792 | 0.175 | | | 0.390 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.05 | 0.00 | 0.81 | 0.87 | 0.00 | 0.22 | 3.88 | 0.00 | | | 0.00 | |
| Control Delay ( *d* ) , s/veh | 16.6 | 19.2 | 10.6 | 13.2 | 17.8 | 13.1 | 27.8 | 21.9 | | | 31.7 | |
| Level of Service (LOS) | B | B | B | B | B | B | C | C | | | C | |
| Approach Delay, s/veh / LOS | 16.4 | B | | 16.8 | B | | 26.8 | C | | 31.7 | C | |
| Intersection Delay, s/veh / LOS | 18.5 | | | | | | B | | | | | |

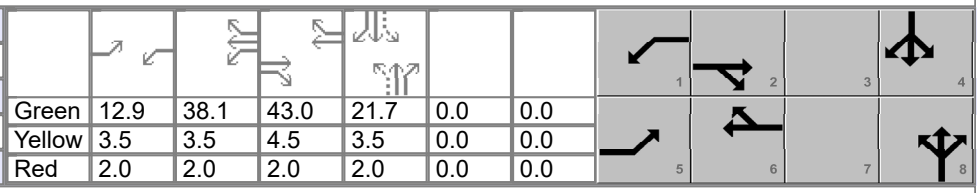
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#13 18: NM47S

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 152.5 | Reference Phase | 2 |
| Offset, s | 58 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |




| | | | | | | |
|---|---|---|---|---|---|---|
| Green | 12.9 | 38.1 | 43.0 | 21.7 | 0.0 | 0.0 |
| Yellow | 3.5 | 3.5 | 4.5 | 3.5 | 0.0 | 0.0 |
| Red | 2.0 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 166 | 388 | 20 | 1282 | 938 | 64 | 20 | 78 | 0 | 63 | 118 | 75 |
| Phase Split, s | 31.0 | 43.0 | | 58.0 | 70.0 | | | 34.0 | | | 34.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.837 | 0.289 | 0.034 | 0.952 | 0.479 | 0.480 | 0.217 | 0.292 | 0.000 | 0.332 | 0.766 | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 1.50 | 0.00 | 0.17 | 3.34 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 1.40 | 0.00 | |
| Control Delay ( *d* ) , s/veh | 72.0 | 36.9 | 33.5 | 53.3 | 15.4 | 15.5 | 66.0 | 52.3 | 0.0 | 58.1 | 60.5 | |
| Level of Service (LOS) | E | D | C | D | B | B | E | D | | E | E | |
| Approach Delay, s/veh / LOS | 47.0 | D | | 36.7 | D | | 55.1 | E | | 59.9 | E | |
| Intersection Delay, s/veh / LOS | 40.6 | | | | | | D | | | | | |

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# HCS Intersection Summary *2040 BUILD PM - Morris Rd.*

#1 I-25 SB On

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 85.0 | Reference Phase | 2 |
| Offset, s | 37 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 30.5 | 43.5 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | | 116 | 37 | 56 | 199 | | | | | 1048 | 0 | 38 |
| Phase Split, s | | 36.0 | | | 36.0 | | | | | | 49.0 | |
| Volume-to-Capacity Ratio ( *X* ) | | 0.666 | 0.156 | 0.385 | 0.170 | | | | | 0.625 | 0.000 | 0.675 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | | 0.00 | 0.00 | 0.43 | 0.00 | | | | | 1.01 | 0.00 | 1.11 |
| Control Delay ( *d* ) , s/veh | | 52.0 | 33.1 | 49.7 | 14.5 | | | | | 18.1 | 0.0 | 19.5 |
| Level of Service (LOS) | | D | C | D | B | | | | | B | | B |
| Approach Delay, s/veh / LOS | 42.5 | D | | 22.2 | C | | 0.0 | | | 18.8 | B | |
| Intersection Delay, s/veh / LOS | 21.8 | | | | | | C | | | | | |

#2 I-25 NB OFF

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 85.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | No | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 49.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Yellow | 4.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | |
| Red | 1.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 5 | 6 | 7 | 8 | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 28 | 1136 | | | 197 | 539 | 58 | 0 | 96 | | | |
| Phase Split, s | | 44.5 | | | 44.5 | | | 30.5 | | | | |
| Volume-to-Capacity Ratio ( *X* ) | 0.033 | 0.503 | | | 0.110 | 0.341 | | 0.118 | 0.143 | | | |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.01 | 0.00 | | | 0.00 | 0.40 | | 0.00 | 0.14 | | | |
| Control Delay ( *d* ) , s/veh | 1.8 | 0.7 | | | 8.3 | 10.5 | | 22.4 | 22.8 | | | |
| Level of Service (LOS) | A | A | | | A | B | | C | C | | | |
| Approach Delay, s/veh / LOS | 0.7 | A | | 9.6 | A | | 22.6 | C | | 0.0 | | |
| Intersection Delay, s/veh / LOS | 5.0 | | | | | | A | | | | | |

#3 NM314

| Signal Information | | | |
|---|---|---|---|
| Cycle, s | 100.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | Begin |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1 | 2 | 3 | 4 | |
| Green | 5.5 | 2.0 | 34.0 | 5.0 | 0.5 | 31.0 | | | | | | |
| Yellow | 4.0 | 0.0 | 4.0 | 4.0 | 0.0 | 4.0 | | | | | | |
| Red | 1.5 | 0.0 | 1.5 | 1.5 | 0.0 | 1.5 | 5 | 6 | 7 | 8 | | |

| Signal Phase Splits And Results | EB | | | WB | | | NB | | | SB | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Demand ( *v* ), veh/h | 65 | 736 | 457 | 209 | 480 | 152 | 215 | 59 | 213 | 254 | 287 | 51 |
| Phase Split, s | 5.5 | 34.0 | | 7.5 | 35.5 | | 5.5 | 31.5 | | 5.0 | 31.0 | |
| Volume-to-Capacity Ratio ( *X* ) | 0.139 | 0.524 | 0.439 | 0.518 | 0.343 | 0.145 | 0.567 | 0.059 | 0.227 | 0.513 | 0.287 | 0.058 |
| Queue Storage Ratio ( *RQ* ) ( 95 th percentile) | 0.16 | 0.00 | 0.80 | 0.58 | 0.00 | 0.25 | 0.16 | 0.00 | 0.17 | 0.57 | 0.00 | 0.04 |
| Control Delay ( *d* ) , s/veh | 20.0 | 27.9 | 27.9 | 24.9 | 24.0 | 22.1 | 32.4 | 24.0 | 21.3 | 29.6 | 26.8 | 20.8 |
| Level of Service (LOS) | B | C | C | C | C | C | C | C | C | C | C | C |
| Approach Delay, s/veh / LOS | 27.4 | C | | 24.0 | C | | 27.6 | C | | 27.7 | C | |
| Intersection Delay, s/veh / LOS | 26.6 | | | | | | C | | | | | |

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| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø7 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 171 | 552 | 539 | 539 | 913 | 163 | |
| Future Volume (vph) | 171 | 552 | 539 | 539 | 913 | 163 | |
| Satd. Flow (prot) | 1752 | 1583 | 3433 | 1845 | 3574 | 1568 | |
| Flt Permitted | 0.950 | | 0.950 | | | | |
| Satd. Flow (perm) | 1752 | 1583 | 3433 | 1845 | 3574 | 1568 | |
| Satd. Flow (RTOR) | | 18 | | | | 177 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 3% | 2% | 2% | 3% | 1% | 3% | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 186 | 600 | 586 | 586 | 992 | 177 | |
| Turn Type | Prot | pm+ov | Prot | NA | NA | Perm | |
| Protected Phases | 2 | 3 | 3 | 8 | 4 | | 7 |
| Permitted Phases | | 2 | | | | 4 | |
| Total Split (s) | 24.0 | 24.0 | 24.0 | 23.5 | 32.0 | 32.0 | 32.5 |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | |
| Act Effct Green (s) | 12.9 | 35.5 | 17.0 | 43.3 | 26.7 | 26.7 | |
| Actuated g/C Ratio | 0.18 | 0.48 | 0.23 | 0.59 | 0.36 | 0.36 | |
| v/c Ratio | 0.60 | 0.77 | 0.73 | 0.54 | 0.76 | 0.26 | |
| Control Delay | 36.5 | 22.7 | 32.7 | 18.2 | 26.5 | 4.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 36.5 | 22.7 | 32.7 | 18.2 | 26.5 | 4.4 | |
| LOS | D | C | C | B | C | A | |
| Approach Delay | 26.0 | | | 25.4 | 23.1 | | |
| Approach LOS | C | | | C | C | | |
| Queue Length 50th (ft) | 80 | 204 | 126 | 108 | 211 | 0 | |
| Queue Length 95th (ft) | 141 | 330 | 196 | #592 | #325 | 41 | |
| Internal Link Dist (ft) | 1730 | | | 830 | 881 | | |
| Turn Bay Length (ft) | | | 330 | | | 300 | |
| Base Capacity (vph) | 445 | 810 | 872 | 1090 | 1301 | 683 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.42 | 0.74 | 0.67 | 0.54 | 0.76 | 0.26 | |

| Intersection Summary | |
|---|---|
| Cycle Length: 80 | |
| Actuated Cycle Length: 73.2 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.77 | |
| Intersection Signal Delay: 24.7 | Intersection LOS: C |
| Intersection Capacity Utilization 68.6% | ICU Level of Service C |
| Analysis Period (min) 15 | |

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

Splits and Phases: 11: NM47 & Morris



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# APPENDIX E
# Freeway Facilities Worksheets

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2019 Baseline |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 740 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 409 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.18 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 5.7 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 740 | 10 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 1.000 |
| Flow Rate (vi),pc/h | 818 | 11 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.18 | 0.01 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.567 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 818 | Ramp Junction Speed (S), mi/h | 54.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 7.5 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 7.1 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 730 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 404 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.17 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 5.6 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 730 | 440 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.943 |
| Flow Rate (vi),pc/h | 807 | 496 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.28 | 0.27 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.304 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 807 | Ramp Junction Speed (S), mi/h | 62.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1303 | Average Density (D), pc/mi/ln | 10.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1170 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 647 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.28 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 9.0 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1170 | 270 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 7.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.935 |
| Flow Rate (vi),pc/h | 1294 | 307 |
| Capacity (c), pc/h | 4800 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.27 | 0.16 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.467 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1294 | Ramp Junction Speed (S), mi/h | 58.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 11.0 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 9.1 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 900 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 493 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.21 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 6.9 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 900 | 800 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.980 |
| Flow Rate (vi),pc/h | 986 | 868 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.40 | 0.45 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.291 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 63.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 986 | Ramp Junction Speed (S), mi/h | 63.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1854 | Average Density (D), pc/mi/ln | 14.7 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 14.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1700 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 922 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.40 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 72.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.8 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2019 Baseline |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1190 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 658 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.28 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 9.2 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 850 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1190 | 510 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.980 |
| Flow Rate (vi),pc/h | 1316 | 554 |
| Capacity (c), pc/h | 4646 | 2033 |
| Volume-to-Capacity Ratio (v/c) | 0.28 | 0.27 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.362 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 60.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1316 | Ramp Junction Speed (S), mi/h | 60.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 10.8 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 7.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 680 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 380 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.16 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 5.3 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 680 | 240 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 7.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.935 |
| Flow Rate (vi),pc/h | 760 | 273 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.22 | 0.14 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.277 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 63.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 760 | Ramp Junction Speed (S), mi/h | 63.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1033 | Average Density (D), pc/mi/ln | 8.1 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 519 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.22 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.1 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 920 | 150 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 7.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.935 |
| Flow Rate (vi),pc/h | 1038 | 171 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.22 | 0.09 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.391 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 60.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1038 | Ramp Junction Speed (S), mi/h | 60.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 8.6 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 9.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 770 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 434 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.19 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 6.0 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.3 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 770 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 1.000 |
| Flow Rate (vi),pc/h | 869 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.19 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.297 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 869 | Ramp Junction Speed (S), mi/h | 62.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 869 | Average Density (D), pc/mi/ln | 6.9 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.1 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 770 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 434 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.19 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 6.1 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2019 Baseline |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 700 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 406 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.17 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 5.7 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 700 | 10 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 1.000 |
| Flow Rate (vi),pc/h | 812 | 11 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.17 | 0.01 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.567 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 812 | Ramp Junction Speed (S), mi/h | 54.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 7.4 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 7.1 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 690 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 400 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.17 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 5.6 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 690 | 360 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.893 |
| Flow Rate (vi),pc/h | 800 | 429 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.26 | 0.23 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.303 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 800 | Ramp Junction Speed (S), mi/h | 62.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1229 | Average Density (D), pc/mi/ln | 9.8 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1050 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 603 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.26 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.4 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1050 | 370 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.926 | 0.917 |
| Flow Rate (vi),pc/h | 1206 | 429 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.26 | 0.22 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.478 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1206 | Ramp Junction Speed (S), mi/h | 57.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 10.5 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.3 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 680 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 387 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.17 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 5.4 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 680 | 610 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 0.971 |
| Flow Rate (vi),pc/h | 774 | 668 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.31 | 0.35 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.283 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 63.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 774 | Ramp Junction Speed (S), mi/h | 63.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1442 | Average Density (D), pc/mi/ln | 11.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1290 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 721 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.31 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 72.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 10.0 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2019 Baseline |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1950 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1078 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.46 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 15.1 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 850 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1950 | 930 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.971 |
| Flow Rate (vi),pc/h | 2179 | 1019 |
| Capacity (c), pc/h | 4646 | 2033 |
| Volume-to-Capacity Ratio (v/c) | 0.47 | 0.50 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.404 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 59.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2179 | Ramp Junction Speed (S), mi/h | 59.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 18.3 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 15.3 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1020 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 570 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.25 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.0 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1020 | 400 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.952 |
| Flow Rate (vi),pc/h | 1140 | 447 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.34 | 0.23 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.286 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 63.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1140 | Ramp Junction Speed (S), mi/h | 63.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1587 | Average Density (D), pc/mi/ln | 12.6 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 12.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1420 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 794 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.34 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 10.8 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1420 | 450 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 4.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.962 |
| Flow Rate (vi),pc/h | 1587 | 498 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.34 | 0.26 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.421 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 59.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1587 | Ramp Junction Speed (S), mi/h | 59.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 13.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 14.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 970 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 542 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.23 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.5 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.3 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 970 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 1.000 |
| Flow Rate (vi),pc/h | 1084 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.23 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.300 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1084 | Ramp Junction Speed (S), mi/h | 62.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1084 | Average Density (D), pc/mi/ln | 8.6 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 9.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 970 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 542 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.23 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.6 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2025 NO-Build |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 900 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 498 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.21 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 6.8 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 900 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 1.000 |
| Flow Rate (vi),pc/h | 995 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.21 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.566 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 995 | Ramp Junction Speed (S), mi/h | 54.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 9.1 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.6 |

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# HCS7 Basic Freeway Report

| | | | |
|---|---|---|---|
| **Project Information** | | | |
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |
| **Geometric Data** | | | |
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |
| **Adjustment Factors** | | | |
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |
| **Demand and Capacity** | | | |
| Demand Volume veh/h | 900 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 498 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.21 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |
| **Speed and Density** | | | |
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.0 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 900 | 600 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.943 |
| Flow Rate (vi),pc/h | 995 | 677 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.36 | 0.37 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.311 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 995 | Ramp Junction Speed (S), mi/h | 62.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1672 | Average Density (D), pc/mi/ln | 13.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 14.3 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1500 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 830 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.36 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 11.3 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1500 | 270 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 8.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.926 |
| Flow Rate (vi),pc/h | 1659 | 310 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.36 | 0.16 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.468 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1659 | Ramp Junction Speed (S), mi/h | 58.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 14.1 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 12.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1230 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 668 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.29 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 9.3 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1230 | 1120 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 2.00 | 1.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.980 | 0.990 |
| Flow Rate (vi),pc/h | 1335 | 1204 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.55 | 0.62 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.316 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1335 | Ramp Junction Speed (S), mi/h | 62.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2539 | Average Density (D), pc/mi/ln | 20.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 19.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2350 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1276 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.55 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 18.0 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2025 NO-Build |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1240 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 686 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.30 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 9.3 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 850 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1240 | 510 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.971 |
| Flow Rate (vi),pc/h | 1371 | 559 |
| Capacity (c), pc/h | 4646 | 2033 |
| Volume-to-Capacity Ratio (v/c) | 0.30 | 0.27 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.363 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 62.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1371 | Ramp Junction Speed (S), mi/h | 62.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 11.0 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 730 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 408 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.18 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 5.6 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 730 | 240 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 8.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.926 |
| Flow Rate (vi),pc/h | 816 | 276 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.24 | 0.14 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.278 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 63.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 816 | Ramp Junction Speed (S), mi/h | 63.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1092 | Average Density (D), pc/mi/ln | 8.6 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 970 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 547 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.24 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 7.4 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 970 | 150 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 7.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.935 |
| Flow Rate (vi),pc/h | 1094 | 171 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.24 | 0.09 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.391 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 61.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1094 | Ramp Junction Speed (S), mi/h | 61.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 8.9 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 820 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 462 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.20 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 72.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 6.3 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 820 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 1.000 |
| Flow Rate (vi),pc/h | 925 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.20 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.298 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 64.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 925 | Ramp Junction Speed (S), mi/h | 64.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 925 | Average Density (D), pc/mi/ln | 7.2 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 820 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 462 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.20 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 6.5 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2025 NO-Build |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 740 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 429 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.18 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 6.0 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 740 | 10 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 1.000 |
| Flow Rate (vi),pc/h | 858 | 11 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.18 | 0.01 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.567 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 858 | Ramp Junction Speed (S), mi/h | 54.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 7.8 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 7.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 730 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 424 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.18 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 5.9 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 730 | 370 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.893 |
| Flow Rate (vi),pc/h | 847 | 441 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.28 | 0.24 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.304 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 847 | Ramp Junction Speed (S), mi/h | 62.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1288 | Average Density (D), pc/mi/ln | 10.3 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1100 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 632 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.27 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.8 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1100 | 340 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 10.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.926 | 0.909 |
| Flow Rate (vi),pc/h | 1264 | 398 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.27 | 0.21 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.476 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1264 | Ramp Junction Speed (S), mi/h | 57.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 11.0 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 760 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 432 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.19 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 6.0 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 760 | 660 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 0.971 |
| Flow Rate (vi),pc/h | 865 | 723 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.34 | 0.37 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.286 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 63.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 865 | Ramp Junction Speed (S), mi/h | 63.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1588 | Average Density (D), pc/mi/ln | 12.6 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 12.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1420 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 794 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.34 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 72.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 11.0 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2025 NO-Build |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2600 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1424 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.61 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 20.3 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 850 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2600 | 1230 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.980 |
| Flow Rate (vi),pc/h | 2849 | 1335 |
| Capacity (c), pc/h | 4646 | 2033 |
| Volume-to-Capacity Ratio (v/c) | 0.61 | 0.66 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.432 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2849 | Ramp Junction Speed (S), mi/h | 58.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 24.2 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 21.1 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1370 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 758 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.33 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 10.6 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1370 | 380 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.952 |
| Flow Rate (vi),pc/h | 1515 | 425 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.42 | 0.22 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.294 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1515 | Ramp Junction Speed (S), mi/h | 62.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1940 | Average Density (D), pc/mi/ln | 15.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 15.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1750 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 968 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.42 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 13.2 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1750 | 620 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.971 |
| Flow Rate (vi),pc/h | 1935 | 679 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.42 | 0.35 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.437 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1935 | Ramp Junction Speed (S), mi/h | 58.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 16.5 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 17.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1130 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 632 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.27 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.7 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.3 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1130 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 1.000 |
| Flow Rate (vi),pc/h | 1263 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.27 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.302 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1263 | Ramp Junction Speed (S), mi/h | 62.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1263 | Average Density (D), pc/mi/ln | 10.1 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1130 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 632 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.27 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.8 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2025 BUILD |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 508 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.22 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 6.9 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 71.6 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 920 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 1.000 |
| Flow Rate (vi),pc/h | 1017 | 0 |
| Capacity (c), pc/h | 4550 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.22 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.566 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 76.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1017 | Ramp Junction Speed (S), mi/h | 54.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 9.4 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 508 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.22 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.8 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.2 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 71.6 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 920 | 550 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.943 |
| Flow Rate (vi),pc/h | 1017 | 620 |
| Capacity (c), pc/h | 4550 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.36 | 0.34 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.310 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 69.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1017 | Ramp Junction Speed (S), mi/h | 61.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1637 | Average Density (D), pc/mi/ln | 13.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 14.0 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Morris Rd. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 25220 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1470 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 813 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.35 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 11.1 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB I-25 Morris OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1470 | 80 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 1.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.990 |
| Flow Rate (vi),pc/h | 1626 | 86 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.35 | 0.04 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.436 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 59.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1626 | Ramp Junction Speed (S), mi/h | 59.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 13.6 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Morris |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2800 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1390 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 768 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.33 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 10.4 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB I-25 Morris ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1390 | 690 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 1.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.990 |
| Flow Rate (vi),pc/h | 1537 | 741 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.49 | 0.37 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.303 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 64.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1537 | Ramp Junction Speed (S), mi/h | 64.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2278 | Average Density (D), pc/mi/ln | 17.8 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 18.0 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 Morris to Main |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2770 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2080 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1140 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.49 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 15.6 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 10 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2080 | 430 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.952 |
| Flow Rate (vi),pc/h | 2279 | 481 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.49 | 0.25 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.483 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2279 | Ramp Junction Speed (S), mi/h | 58.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 19.5 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 17.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 11 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1650 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 896 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.39 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.6 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 12 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1650 | 910 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 2.00 | 1.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.980 | 0.990 |
| Flow Rate (vi),pc/h | 1791 | 978 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.60 | 0.51 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.329 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1791 | Ramp Junction Speed (S), mi/h | 61.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2769 | Average Density (D), pc/mi/ln | 22.5 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 21.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 13 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2560 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1390 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.60 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.8 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 19.9 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2025 BUILD |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1270 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 702 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.30 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 9.6 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1270 | 430 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 5.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.952 |
| Flow Rate (vi),pc/h | 1404 | 481 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.30 | 0.25 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.483 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 56.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 77.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1404 | Ramp Junction Speed (S), mi/h | 56.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 12.3 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 10.0 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 470 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.20 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 6.6 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 840 | 240 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 11.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.901 |
| Flow Rate (vi),pc/h | 939 | 283 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.26 | 0.15 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.295 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 939 | Ramp Junction Speed (S), mi/h | 62.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1222 | Average Density (D), pc/mi/ln | 9.8 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 9.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Morris Rd. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2770 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1080 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 609 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.26 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 8.3 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB I-25 Morris OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1080 | 220 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.980 |
| Flow Rate (vi),pc/h | 1218 | 239 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.26 | 0.12 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.450 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 59.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1218 | Ramp Junction Speed (S), mi/h | 59.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 10.3 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | SB I-25 Over Morris |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2800 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 860 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 485 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.21 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 6.6 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB I-25 Morris ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 860 | 140 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.980 |
| Flow Rate (vi),pc/h | 970 | 152 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.24 | 0.08 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.277 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 64.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 970 | Ramp Junction Speed (S), mi/h | 64.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1122 | Average Density (D), pc/mi/ln | 8.7 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 9.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 Morris to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 25220 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1000 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 564 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.24 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 7.7 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 10 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1000 | 140 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 7.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.935 |
| Flow Rate (vi),pc/h | 1128 | 159 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.24 | 0.08 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.390 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 61.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1128 | Ramp Junction Speed (S), mi/h | 61.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 9.2 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 11 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 860 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 476 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.20 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 6.7 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 12 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 860 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 1.000 |
| Flow Rate (vi),pc/h | 951 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.20 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.298 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 951 | Ramp Junction Speed (S), mi/h | 62.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 951 | Average Density (D), pc/mi/ln | 7.6 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 13 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 860 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 476 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.20 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 6.7 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2025 BUILD |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 940 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 535 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.23 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 7.3 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 940 | 20 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 1.000 |
| Flow Rate (vi),pc/h | 1070 | 21 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.23 | 0.01 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.568 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 77.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1070 | Ramp Junction Speed (S), mi/h | 54.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 9.8 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 9.3 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 920 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 524 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.23 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.4 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 920 | 190 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 11.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 0.820 |
| Flow Rate (vi),pc/h | 1047 | 246 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.28 | 0.13 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.304 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1047 | Ramp Junction Speed (S), mi/h | 62.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1293 | Average Density (D), pc/mi/ln | 10.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Morris Rd. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 25220 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1110 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 638 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.27 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 8.7 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB I-25 Morris OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1110 | 150 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.926 | 0.943 |
| Flow Rate (vi),pc/h | 1275 | 169 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.27 | 0.09 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.455 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 59.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1275 | Ramp Junction Speed (S), mi/h | 59.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 10.8 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 8.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Morris |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2800 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 960 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 552 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.24 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 7.5 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB I-25 Morris ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 960 | 450 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.926 | 0.971 |
| Flow Rate (vi),pc/h | 1103 | 493 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.34 | 0.25 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.284 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 64.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1103 | Ramp Junction Speed (S), mi/h | 64.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1596 | Average Density (D), pc/mi/ln | 12.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 12.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 Morris to Main |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2770 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1410 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 802 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.35 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 10.9 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 10 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1410 | 410 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 9.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 0.917 |
| Flow Rate (vi),pc/h | 1604 | 476 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.35 | 0.25 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.483 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1604 | Ramp Junction Speed (S), mi/h | 58.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 13.8 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 11 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1000 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 564 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.24 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.0 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 12 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1000 | 560 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.971 |
| Flow Rate (vi),pc/h | 1128 | 614 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.37 | 0.32 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.289 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1128 | Ramp Junction Speed (S), mi/h | 62.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1742 | Average Density (D), pc/mi/ln | 13.9 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 13.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 13 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1560 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 872 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.3 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2025 BUILD |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2860 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1566 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.67 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 69.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 22.6 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2860 | 1020 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.980 |
| Flow Rate (vi),pc/h | 3133 | 1107 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.67 | 0.57 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.539 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 55.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 77.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3133 | Ramp Junction Speed (S), mi/h | 55.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 28.3 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 24.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1840 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1008 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.43 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 14.2 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1840 | 600 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.943 |
| Flow Rate (vi),pc/h | 2016 | 677 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.58 | 0.35 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.324 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2016 | Ramp Junction Speed (S), mi/h | 61.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2693 | Average Density (D), pc/mi/ln | 21.9 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 21.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Morris Rd. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2770 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2440 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1349 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.58 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 71.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 18.8 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB I-25 Morris OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2440 | 790 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.971 |
| Flow Rate (vi),pc/h | 2698 | 866 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.58 | 0.43 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.506 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2698 | Ramp Junction Speed (S), mi/h | 57.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 23.4 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 21.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | SB I-25 Over Morris |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2800 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1650 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 912 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.39 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 12.4 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB I-25 Morris ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1650 | 90 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.971 |
| Flow Rate (vi),pc/h | 1825 | 99 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.41 | 0.05 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.292 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 64.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1825 | Ramp Junction Speed (S), mi/h | 64.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1924 | Average Density (D), pc/mi/ln | 15.0 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 15.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 Morris to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 25220 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1740 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 972 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.42 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 13.2 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 10 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1740 | 540 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 4.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.962 |
| Flow Rate (vi),pc/h | 1944 | 597 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.42 | 0.31 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.430 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 60.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1944 | Ramp Junction Speed (S), mi/h | 60.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 16.2 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 17.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 11 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1200 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 664 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.29 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 9.4 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 12 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1200 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 1.000 |
| Flow Rate (vi),pc/h | 1341 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.29 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.303 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1341 | Ramp Junction Speed (S), mi/h | 62.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1341 | Average Density (D), pc/mi/ln | 10.8 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 13 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1200 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 670 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.29 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 9.4 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2040 NO-Build |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1240 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 680 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.29 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 9.3 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1240 | 10 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 1.000 |
| Flow Rate (vi),pc/h | 1371 | 11 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.30 | 0.01 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.567 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1371 | Ramp Junction Speed (S), mi/h | 54.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 12.5 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1230 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 674 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.29 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 9.4 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1230 | 1040 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.943 |
| Flow Rate (vi),pc/h | 1360 | 1173 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.55 | 0.64 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.339 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.6 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1360 | Ramp Junction Speed (S), mi/h | 61.6 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2533 | Average Density (D), pc/mi/ln | 20.6 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 20.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2270 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1244 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.54 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 72.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 17.1 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2270 | 270 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 11.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.901 |
| Flow Rate (vi),pc/h | 2487 | 319 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.54 | 0.16 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.468 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2487 | Ramp Junction Speed (S), mi/h | 58.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 21.1 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 19.3 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2000 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1086 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.47 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 15.2 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2000 | 1870 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 2.00 | 1.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.980 | 0.990 |
| Flow Rate (vi),pc/h | 2171 | 1936 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.88 | 1.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.503 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 56.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2171 | Ramp Junction Speed (S), mi/h | 56.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4107 | Average Density (D), pc/mi/ln | 36.2 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 31.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3802 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.990 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2043 |
| Total Trucks, % | 1.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.88 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 59.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 34.3 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2040 NO-Build |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1450 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 802 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.35 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 10.9 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 850 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1450 | 560 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.971 |
| Flow Rate (vi),pc/h | 1603 | 614 |
| Capacity (c), pc/h | 4646 | 2033 |
| Volume-to-Capacity Ratio (v/c) | 0.34 | 0.30 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.368 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 61.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1603 | Ramp Junction Speed (S), mi/h | 61.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 12.9 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 890 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 498 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.21 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 6.8 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 890 | 270 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 10.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.909 |
| Flow Rate (vi),pc/h | 995 | 316 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.28 | 0.16 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.281 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 63.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 995 | Ramp Junction Speed (S), mi/h | 63.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1311 | Average Density (D), pc/mi/ln | 10.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1160 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 654 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.28 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 8.9 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1160 | 150 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 11.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.901 |
| Flow Rate (vi),pc/h | 1309 | 177 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.28 | 0.09 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.392 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 61.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1309 | Ramp Junction Speed (S), mi/h | 61.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 10.7 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 12.3 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1010 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 570 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.25 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 72.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 7.8 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1010 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 1.000 |
| Flow Rate (vi),pc/h | 1139 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.25 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.300 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 64.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1139 | Ramp Junction Speed (S), mi/h | 64.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1139 | Average Density (D), pc/mi/ln | 8.9 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1010 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 564 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.24 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.9 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2040 NO-Build |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 891 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 517 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.22 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.2 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 891 | 10 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 1.000 |
| Flow Rate (vi),pc/h | 1034 | 11 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.22 | 0.01 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.567 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1034 | Ramp Junction Speed (S), mi/h | 54.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 9.4 |
| Level of Service (LOS) | A | Density in Ramp Influence Area (DR), pc/mi/ln | 9.0 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 881 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.917 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 511 |
| Total Trucks, % | 9.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.22 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.1 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 881 | 440 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 9.00 | 7.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.917 | 0.877 |
| Flow Rate (vi),pc/h | 1022 | 534 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.33 | 0.29 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.308 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1022 | Ramp Junction Speed (S), mi/h | 62.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1556 | Average Density (D), pc/mi/ln | 12.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 13.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1321 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 759 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.33 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 10.6 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1321 | 350 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 13.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.926 | 0.885 |
| Flow Rate (vi),pc/h | 1518 | 421 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.33 | 0.22 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.478 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1518 | Ramp Junction Speed (S), mi/h | 57.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 13.2 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.0 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 971 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 548 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.24 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 7.7 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 971 | 990 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.971 |
| Flow Rate (vi),pc/h | 1095 | 1085 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.47 | 0.56 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.301 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1095 | Ramp Junction Speed (S), mi/h | 62.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2180 | Average Density (D), pc/mi/ln | 17.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 17.0 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 04:00-04:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1961 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1084 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.47 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 72.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 15.0 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.3 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2040 NO-Build |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4090 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2220 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.96 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 54.8 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 40.5 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 45.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 850 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 4090 | 1830 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 2.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.980 | 0.980 |
| Flow Rate (vi),pc/h | 4440 | 1987 |
| Capacity (c), pc/h | 4646 | 2033 |
| Volume-to-Capacity Ratio (v/c) | 0.96 | 0.98 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.491 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.1 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 4440 | Ramp Junction Speed (S), mi/h | 57.1 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 38.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 34.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2260 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1238 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.53 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 17.4 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2260 | 330 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 8.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.926 |
| Flow Rate (vi),pc/h | 2476 | 379 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.61 | 0.20 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.334 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2476 | Ramp Junction Speed (S), mi/h | 61.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2855 | Average Density (D), pc/mi/ln | 23.1 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 22.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 33790 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.00 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2590 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1432 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.62 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 20.1 |
| Total Ramp Density Adjustment | 0.0 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2590 | 1010 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.971 |
| Flow Rate (vi),pc/h | 2864 | 1107 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.62 | 0.57 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.476 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 57.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 78.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2864 | Ramp Junction Speed (S), mi/h | 57.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 24.9 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 25.6 |

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# HCS7 Basic Freeway Report

| | | | |
|---|---|---|---|
| **Project Information** | | | |
| Segment Number | 7 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |
| **Geometric Data** | | | |
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.33 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 74.1 |
| Right-Side Lateral Clearance, ft | 10 | | |
| **Adjustment Factors** | | | |
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |
| **Demand and Capacity** | | | |
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 874 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |
| **Speed and Density** | | | |
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.1 |
| Total Ramp Density Adjustment | 1.3 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 72.3 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 73.5 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1580 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 1.000 |
| Flow Rate (vi),pc/h | 1747 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.38 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.310 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.4 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 71.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1747 | Ramp Junction Speed (S), mi/h | 62.4 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1747 | Average Density (D), pc/mi/ln | 14.0 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 14.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.54 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 73.5 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1580 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 874 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.38 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 71.6 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.2 |
| Total Ramp Density Adjustment | 1.9 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 71.6 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2040 BUILD |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1240 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 680 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.29 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 9.3 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1240 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 1.000 |
| Flow Rate (vi),pc/h | 1359 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.29 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.566 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 77.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1359 | Ramp Junction Speed (S), mi/h | 54.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 12.5 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1240 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 680 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.29 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 9.6 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1240 | 950 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.943 |
| Flow Rate (vi),pc/h | 1359 | 1072 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.52 | 0.58 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.334 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1359 | Ramp Junction Speed (S), mi/h | 61.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2431 | Average Density (D), pc/mi/ln | 19.9 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 20.0 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Morris Rd. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 25220 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2190 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1200 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.52 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 16.4 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB I-25 Morris OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2190 | 80 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 1.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.990 |
| Flow Rate (vi),pc/h | 2399 | 86 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.52 | 0.04 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.436 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 59.8 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2399 | Ramp Junction Speed (S), mi/h | 59.8 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 20.1 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 18.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Morris |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2800 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2110 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1156 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.50 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 15.8 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB I-25 Morris ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2110 | 1090 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 1.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.990 |
| Flow Rate (vi),pc/h | 2312 | 1171 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.75 | 0.59 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.392 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2312 | Ramp Junction Speed (S), mi/h | 61.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3483 | Average Density (D), pc/mi/ln | 28.5 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 27.2 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 Morris to Main |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2770 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3200 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1737 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.75 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 66.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 26.0 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 10 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3200 | 350 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 2.00 | 8.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.980 | 0.926 |
| Flow Rate (vi),pc/h | 3474 | 402 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.75 | 0.21 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.476 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3474 | Ramp Junction Speed (S), mi/h | 58.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 29.7 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 27.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 11 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2850 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1547 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.67 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 68.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 22.7 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 12 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2850 | 1160 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 2.00 | 1.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.980 | 0.990 |
| Flow Rate (vi),pc/h | 3094 | 1247 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.93 | 0.64 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.566 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 54.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3094 | Ramp Junction Speed (S), mi/h | 54.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 4341 | Average Density (D), pc/mi/ln | 39.8 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 33.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 13 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4010 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2176 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.94 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 56.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 38.9 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2040 BUILD |
| Jurisdiction | NMDOT | Time Analyzed | AM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1550 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 866 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.37 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 11.8 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1550 | 430 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 4.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.962 |
| Flow Rate (vi),pc/h | 1732 | 476 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.37 | 0.25 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.483 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 56.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 77.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1732 | Ramp Junction Speed (S), mi/h | 56.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 15.2 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 12.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1120 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 626 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.27 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.8 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1120 | 280 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 13.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.885 |
| Flow Rate (vi),pc/h | 1252 | 337 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.34 | 0.18 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.301 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1252 | Ramp Junction Speed (S), mi/h | 62.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1589 | Average Density (D), pc/mi/ln | 12.8 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 12.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Morris Rd. |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2770 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1400 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 790 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.34 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 10.7 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB I-25 Morris OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1400 | 350 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.943 |
| Flow Rate (vi),pc/h | 1579 | 395 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.34 | 0.20 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.464 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1579 | Ramp Junction Speed (S), mi/h | 58.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 13.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 11.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | SB I-25 Over Morris |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2800 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1050 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 592 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.26 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 8.1 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB I-25 Morris ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1050 | 130 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.980 |
| Flow Rate (vi),pc/h | 1185 | 141 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.29 | 0.07 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.280 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 64.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1185 | Ramp Junction Speed (S), mi/h | 64.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1326 | Average Density (D), pc/mi/ln | 10.2 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 Morris to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 25220 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1180 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 666 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.29 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 9.1 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 10 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1180 | 140 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 6.00 | 10.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.943 | 0.909 |
| Flow Rate (vi),pc/h | 1331 | 164 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.29 | 0.08 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.391 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 61.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1331 | Ramp Junction Speed (S), mi/h | 61.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 10.9 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 12.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 11 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1040 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.943 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 586 |
| Total Trucks, % | 6.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.25 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.3 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 12 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1040 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 1.000 |
| Flow Rate (vi),pc/h | 1162 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.25 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.301 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1162 | Ramp Junction Speed (S), mi/h | 62.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1162 | Average Density (D), pc/mi/ln | 9.3 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 13 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 07:00-07:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1040 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 581 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.25 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.2 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2040 BUILD |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Northbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | NB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1050 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 603 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.26 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 8.2 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | NB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 465 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1050 | 20 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.926 | 1.000 |
| Flow Rate (vi),pc/h | 1206 | 21 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.26 | 0.01 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.568 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 77.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1206 | Ramp Junction Speed (S), mi/h | 54.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 11.1 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | NB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1030 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 592 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.25 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 69.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 8.3 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | NB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 640 |
| Terrain Type | Level | Rolling |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1030 | 280 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 10.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.926 | 0.833 |
| Flow Rate (vi),pc/h | 1183 | 358 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.33 | 0.19 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.308 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1183 | Ramp Junction Speed (S), mi/h | 62.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1541 | Average Density (D), pc/mi/ln | 12.4 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 13.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | NB I-25 Bus. 25 to Morris Rd. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 25220 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1310 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 752 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.32 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.5 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 10.2 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | NB I-25 Morris OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1310 | 150 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 6.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.926 | 0.943 |
| Flow Rate (vi),pc/h | 1505 | 169 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.32 | 0.09 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.455 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 59.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1505 | Ramp Junction Speed (S), mi/h | 59.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 12.7 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 10.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | NB I-25 Over Morris |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2800 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1160 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.926 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 666 |
| Total Trucks, % | 8.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.29 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.1 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 9.1 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | NB I-25 Morris ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1160 | 570 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 8.00 | 4.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.926 | 0.962 |
| Flow Rate (vi),pc/h | 1333 | 630 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.42 | 0.32 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.293 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 64.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1333 | Ramp Junction Speed (S), mi/h | 64.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1963 | Average Density (D), pc/mi/ln | 15.3 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 15.6 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | NB I-25 Morris to Main |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2770 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1730 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.935 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 984 |
| Total Trucks, % | 7.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.42 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 73.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 13.4 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 10 | Segment Name | NB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1730 | 390 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 7.00 | 12.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.935 | 0.893 |
| Flow Rate (vi),pc/h | 1968 | 465 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.42 | 0.24 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.482 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 58.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1968 | Ramp Junction Speed (S), mi/h | 58.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 16.9 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 14.9 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 11 | Segment Name | NB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1340 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.952 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 748 |
| Total Trucks, % | 5.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.32 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.4 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 10.6 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | A |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 12 | Segment Name | NB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1340 | 810 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 5.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.952 | 0.980 |
| Flow Rate (vi),pc/h | 1497 | 879 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.51 | 0.45 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.308 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 62.0 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1497 | Ramp Junction Speed (S), mi/h | 62.0 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2376 | Average Density (D), pc/mi/ln | 19.2 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 18.7 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 13 | Segment Name | NB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2150 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1189 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.51 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.8 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 16.8 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | CTI | Date | 2/25/2019 |
| Agency | Civil Transformations Inc. | Analysis Year | 2040 BUILD |
| Jurisdiction | NMDOT | Time Analyzed | PM Peak - Southbound |
| Project Description | I-25/Morris Rd. IACR | Units | U.S. Customary |
| Segment Number | 1 | Segment Name | SB I-25 North of Main St. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 4220 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.980 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 2290 |
| Total Trucks, % | 2.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.99 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 52.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 43.5 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | E |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 2 | Segment Name | SB Main St. (NM6) OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 4220 | 1360 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 2.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.980 | 0.980 |
| Flow Rate (vi),pc/h | 4581 | 1476 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.99 | 0.76 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.573 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 54.3 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 77.8 |
| Flow in Lanes 1 and 2 (v12), pc/h | 4581 | Ramp Junction Speed (S), mi/h | 54.3 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 42.2 |
| Level of Service (LOS) | E | Density in Ramp Influence Area (DR), pc/mi/ln | 37.3 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 3 | Segment Name | SB I-25 Over Main St. (NM6) |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2400 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2860 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1566 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.67 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 68.0 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 23.0 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | C |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 4 | Segment Name | SB Main St. (NM6) ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | All Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 1.000 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 1.000 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2860 | 490 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 7.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.935 |
| Flow Rate (vi),pc/h | 3133 | 558 |
| Capacity (c), pc/h | 4800 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.77 | 0.29 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.423 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 59.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 72.7 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3133 | Ramp Junction Speed (S), mi/h | 59.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 3691 | Average Density (D), pc/mi/ln | 30.9 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 29.1 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 5 | Segment Name | SB I-25 Main St. to Morris Rd. |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2770 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 3350 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.971 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1835 |
| Total Trucks, % | 3.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.79 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 64.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 28.4 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | D |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 6 | Segment Name | SB I-25 Morris OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 700 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 3350 | 1090 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 3.00 | 2.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.971 | 0.980 |
| Flow Rate (vi),pc/h | 3670 | 1183 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.79 | 0.59 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.534 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 56.7 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 3670 | Ramp Junction Speed (S), mi/h | 56.7 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 32.4 |
| Level of Service (LOS) | D | Density in Ramp Influence Area (DR), pc/mi/ln | 29.5 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 7 | Segment Name | SB I-25 Over Morris |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 2800 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2260 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1250 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.54 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 72.7 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 17.2 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 8 | Segment Name | SB I-25 Morris ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 35.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 800 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | All Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 1.000 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 1.000 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2260 | 90 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.971 |
| Flow Rate (vi),pc/h | 2499 | 99 |
| Capacity (c), pc/h | 4646 | 2000 |
| Volume-to-Capacity Ratio (v/c) | 0.56 | 0.05 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.317 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 63.5 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 73.5 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2499 | Ramp Junction Speed (S), mi/h | 63.5 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 2598 | Average Density (D), pc/mi/ln | 20.5 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 20.8 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 9 | Segment Name | SB I-25 Morris to Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 25220 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Measured | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | - | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | - | Free-Flow Speed (FFS), mi/h | 75.4 |
| Right-Side Lateral Clearance, ft | - | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 2350 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 1300 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.56 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | - | Average Speed (S), mi/h | 72.3 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | - | Density (D), pc/mi/ln | 18.0 |
| Total Ramp Density Adjustment | - | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 73.5 | | |

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# HCS7 Freeway Diverge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 10 | Segment Name | SB Bus. 25 OFF |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 75.4 | 40.0 |
| Segment Length (L) / Deceleration Length (LA),ft | 1500 | 360 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 2350 | 780 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 3.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 0.971 |
| Flow Rate (vi),pc/h | 2599 | 855 |
| Capacity (c), pc/h | 4646 | 1936 |
| Volume-to-Capacity Ratio (v/c) | 0.56 | 0.44 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (DS) | 0.453 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | Off-Ramp Influence Area Speed (SR), mi/h | 59.2 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFD) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 80.6 |
| Flow in Lanes 1 and 2 (v12), pc/h | 2599 | Ramp Junction Speed (S), mi/h | 59.2 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | - | Average Density (D), pc/mi/ln | 22.0 |
| Level of Service (LOS) | C | Density in Ramp Influence Area (DR), pc/mi/ln | 23.4 |

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# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 11 | Segment Name | SB I-25 Over Exit 195 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 1900 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1570 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 868 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.37 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.2 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.2 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# HCS7 Freeway Merge Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 12 | Segment Name | SB Bus. 25 ON |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | Freeway | Ramp |
|---|---|---|
| Number of Lanes (N), ln | 2 | 1 |
| Free-Flow Speed (FFS), mi/h | 72.7 | 25.0 |
| Segment Length (L) / Acceleration Length (LA),ft | 1500 | 675 |
| Terrain Type | Level | Level |
| Percent Grade, % | - | - |
| Segment Type / Ramp Type | Freeway | Right-Sided One-Lane |

## Adjustment Factors

| | | |
|---|---|---|
| Driver Population | Mostly Familiar | Mostly Familiar |
| Weather Type | Non-Severe Weather | Non-Severe Weather |
| Incident Type | No Incident | - |
| Final Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Final Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |
| Demand Adjustment Factor (DAF) | 1.000 | 1.000 |

## Demand and Capacity

| | | |
|---|---|---|
| Demand Volume (Vi) | 1570 | 0 |
| Peak Hour Factor (PHF) | 0.94 | 0.94 |
| Total Trucks, % | 4.00 | 0.00 |
| Single-Unit Trucks (SUT), % | - | - |
| Tractor-Trailers (TT), % | - | - |
| Heavy Vehicle Adjustment Factor (fHV) | 0.962 | 1.000 |
| Flow Rate (vi),pc/h | 1736 | 0 |
| Capacity (c), pc/h | 4646 | 1839 |
| Volume-to-Capacity Ratio (v/c) | 0.37 | 0.00 |

## Speed and Density

| | | | |
|---|---|---|---|
| Upstream Equilibrium Distance (LEQ), ft | - | Number of Outer Lanes on Freeway (NO) | 0 |
| Distance to Upstream Ramp (LUP), ft | - | Speed Index (MS) | 0.310 |
| Downstream Equilibrium Distance (LEQ), ft | - | Flow Outer Lanes (vOA), pc/h/ln | - |
| Distance to Downstream Ramp (LDOWN), ft | - | On-Ramp Influence Area Speed (SR), mi/h | 61.9 |
| Prop. Freeway Vehicles in Lane 1 and 2 (PFM) | 1.000 | Outer Lanes Freeway Speed (SO), mi/h | 70.9 |
| Flow in Lanes 1 and 2 (v12), pc/h | 1736 | Ramp Junction Speed (S), mi/h | 61.9 |
| Flow Entering Ramp-Infl. Area (vR12), pc/h | 1736 | Average Density (D), pc/mi/ln | 14.0 |
| Level of Service (LOS) | B | Density in Ramp Influence Area (DR), pc/mi/ln | 14.9 |

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

# HCS7 Basic Freeway Report

## Project Information

| | | | |
|---|---|---|---|
| Segment Number | 13 | Segment Name | SB I-25 South of Bus. 25 |
| Analysis Period Number | 1 | Segment Analysis Period | 16:00-16:15 |

## Geometric Data

| | | | |
|---|---|---|---|
| Number of Lanes, ln | 2 | Terrain Type | Level |
| Segment Length (L), ft | 5280 | Percent Grade, % | - |
| Measured or Base Free-Flow Speed | Base | Grade Length, mi | - |
| Base Free-Flow Speed (BFFS), mi/h | 75.4 | Total Ramp Density (TRD), ramps/mi | 0.81 |
| Lane Width, ft | 12 | Free-Flow Speed (FFS), mi/h | 72.7 |
| Right-Side Lateral Clearance, ft | 10 | | |

## Adjustment Factors

| | | | |
|---|---|---|---|
| Driver Population | Mostly Familiar | Final Speed Adjustment Factor (SAF) | 0.975 |
| Weather Type | Non-Severe Weather | Final Capacity Adjustment Factor (CAF) | 0.968 |
| Incident Type | No Incident | Demand Adjustment Factor (DAF) | 1.000 |

## Demand and Capacity

| | | | |
|---|---|---|---|
| Demand Volume veh/h | 1570 | Heavy Vehicle Adjustment Factor ($f_{HV}$) | 0.962 |
| Peak Hour Factor | 0.94 | Flow Rate ($V_p$), pc/h/ln | 868 |
| Total Trucks, % | 4.00 | Capacity (c), pc/h/ln | 2400 |
| Single-Unit Trucks (SUT), % | - | Adjusted Capacity ($c_{adj}$), pc/h/ln | 2323 |
| Tractor-Trailers (TT), % | - | Volume-to-Capacity Ratio (v/c) | 0.37 |
| Passenger Car Equivalent ($E_T$) | 2.00 | | |

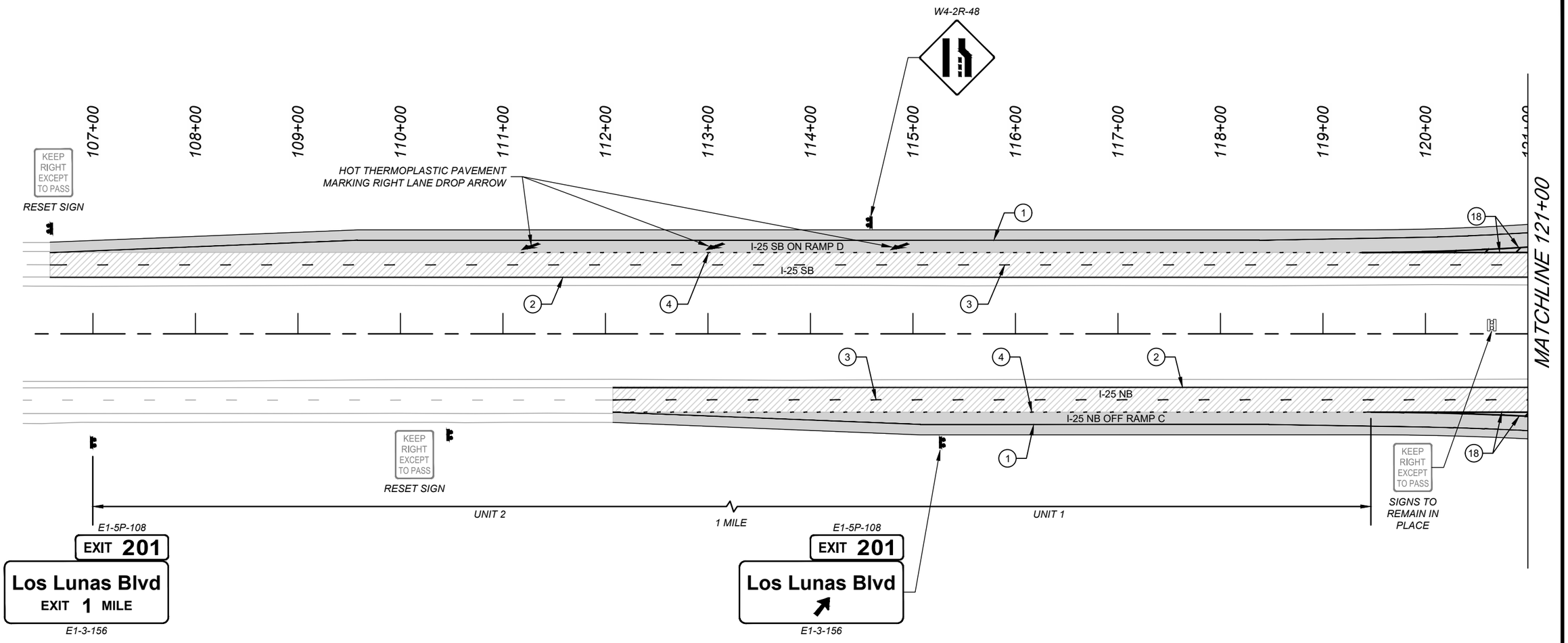
## Speed and Density

| | | | |
|---|---|---|---|
| Lane Width Adjustment ($f_{LW}$) | 0.0 | Average Speed (S), mi/h | 70.9 |
| Right-Side Lateral Clearance Adj. ($f_{RLC}$) | 0.0 | Density (D), pc/mi/ln | 12.2 |
| Total Ramp Density Adjustment | 2.7 | Level of Service (LOS) | B |
| Adjusted Free-Flow Speed ($FFS_{adj}$), mi/h | 70.9 | | |

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# APPENDIX B – INTERCHANGE SIGNING AND STRIPING LAYOUT

PROJECT CONTROL NUMBER: A300962




KEYED NOTES:

1. 6" SOLID WHITE HOT THERMOPLASTIC PAVEMENT MARKING
2. 6" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT MARKING
3. 6" BROKEN WHITE HOT THERMOPLASTIC PAVEMENT MARKING (10' STRIPE, 30' GAP)
4. 6" DOTTED WHITE HOT THERMOPLASTIC PAVEMENT MARKING (3' STRIPE, 9' GAP)
5. 4" SOLID WHITE HOT THERMOPLASTIC PAVEMENT MARKING
6. 4" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT MARKING
7. 4" BROKEN WHITE HOT THERMOPLASTIC PAVEMENT MARKING (10' STRIPE, 30' GAP)
8. 4" SOLID WHITE RETROREFLECTORIZED PAINTED MARKING
9. 4" SOLID YELLOW RETROREFLECTORIZED PAINTED MARKING
10. 4" SOLID DOUBLE YELLOW RETROREFLECTORIZED PAINTED MARKING
11. 4" BROKEN WHITE RETROREFLECTORIZED PAINTED MARKING (10' STRIPE, 30' GAP)
12. 4" DOTTED WHITE RETROREFLECTORIZED PAINTED MARKING (3' STRIPE, 9' GAP)
13. HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW
14. HOT THERMOPLASTIC PAVEMENT MARKING RIGHT ARROW
15. HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)
16. HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND LEFT) ARROW
17. HOT THERMOPLASTIC PAVEMENT MARKING 24"
18. HOT THERMOPLASTIC PAVEMENT MARKING 12"
19. HOT THERMOPLASTIC PAVEMENT RAILROAD CROSSING
20. YELLOW PAINTED MEDIAN NOSE WITH RAISED PAVEMENT MARKERS

PS&E REVIEW

PRELIMINARY
NOT FOR CONSTRUCTION

| NO. | DESCRIPTION | DATE | BY |
|---|---|---|---|
| 4 | | | |
| 3 | | | |
| 2 | | | |
| 1 | | | |

REVISIONS (OR CHANGE NOTICES)

VILLAGE OF LOS LUNAS
LOS LUNAS BLVD

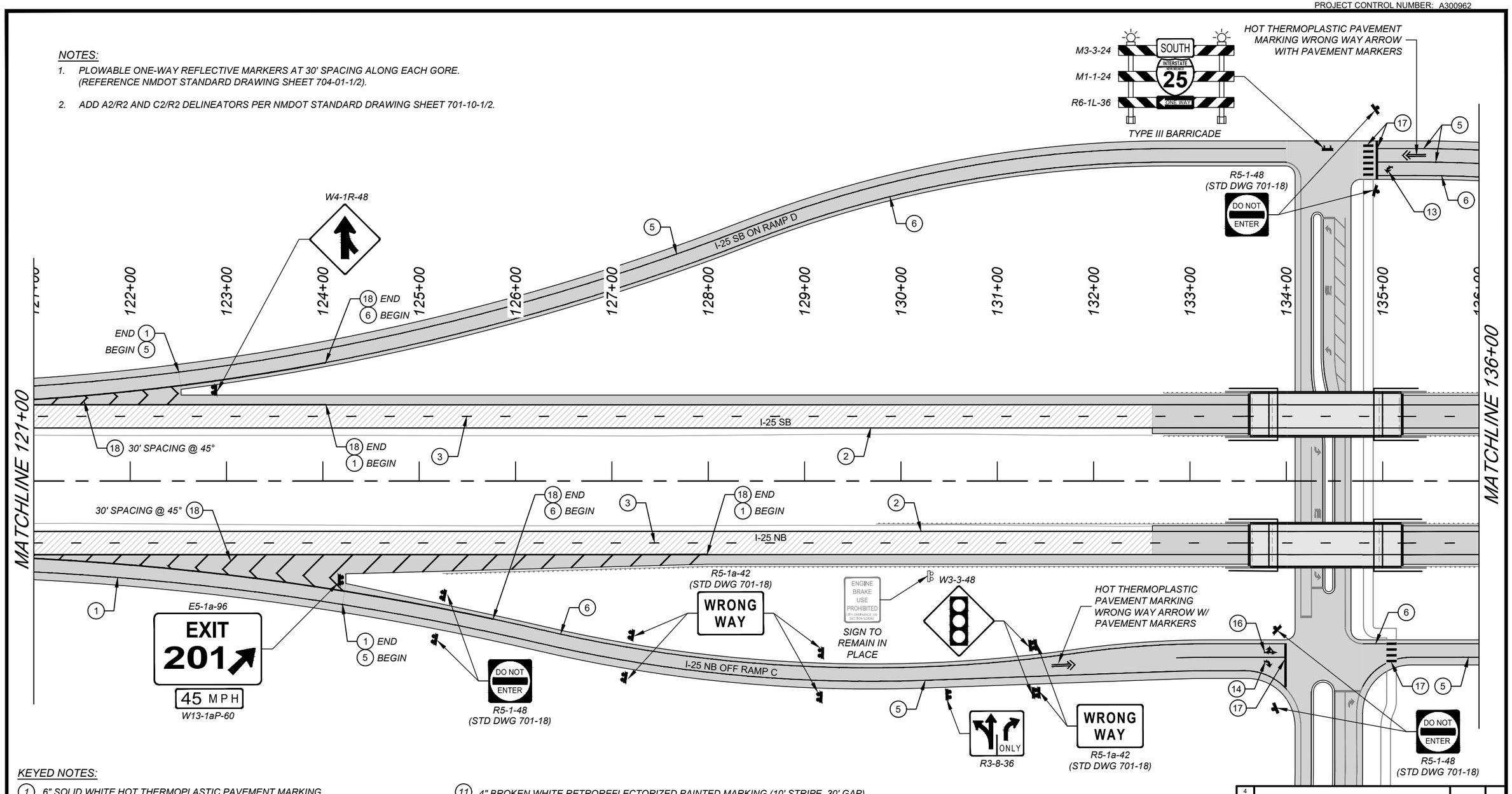
PERMANENT SIGNING AND STRIPING
INTERSTATE 25

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8



NOTES:

1. PLOWABLE ONE-WAY REFLECTIVE MARKERS AT 30' SPACING ALONG EACH GORE. (REFERENCE NMDOT STANDARD DRAWING SHEET 704-01-1/2).
2. ADD A2/R2 AND C2/R2 DELINEATORS PER NMDOT STANDARD DRAWING SHEET 701-10-1/2.




KEYED NOTES:

1. 6" SOLID WHITE HOT THERMOPLASTIC PAVEMENT MARKING
2. 6" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT MARKING
3. 6" BROKEN WHITE HOT THERMOPLASTIC PAVEMENT MARKING (10' STRIPE, 30' GAP)
4. 6" DOTTED WHITE HOT THERMOPLASTIC PAVEMENT MARKING (3' STRIPE, 9' GAP)
5. 4" SOLID WHITE HOT THERMOPLASTIC PAVEMENT MARKING
6. 4" SOLID YELLOW HOT THERMOPLASTIC PAVEMENT MARKING
7. 4" BROKEN WHITE HOT THERMOPLASTIC PAVEMENT MARKING (10' STRIPE, 30' GAP)
8. 4" SOLID WHITE RETROREFLECTORIZED PAINTED MARKING
9. 4" SOLID YELLOW RETROREFLECTORIZED PAINTED MARKING
10. 4" SOLID DOUBLE YELLOW RETROREFLECTORIZED PAINTED MARKING
11. 4" BROKEN WHITE RETROREFLECTORIZED PAINTED MARKING (10' STRIPE, 30' GAP)
12. 4" DOTTED WHITE RETROREFLECTORIZED PAINTED MARKING (3' STRIPE, 9' GAP)
13. HOT THERMOPLASTIC PAVEMENT MARKING LEFT ARROW
14. HOT THERMOPLASTIC PAVEMENT MARKING RIGHT ARROW
15. HOT THERMOPLASTIC PAVEMENT MARKING WORD (ONLY)
16. HOT THERMOPLASTIC PAVEMENT MARKING COMBINATION (THRU AND LEFT) ARROW
17. HOT THERMOPLASTIC PAVEMENT MARKING 24"
18. HOT THERMOPLASTIC PAVEMENT MARKING 12"
19. HOT THERMOPLASTIC PAVEMENT RAILROAD CROSSING
20. YELLOW PAINTED MEDIAN NOSE WITH RAISED PAVEMENT MARKERS

PS&E REVIEW

PRELIMINARY
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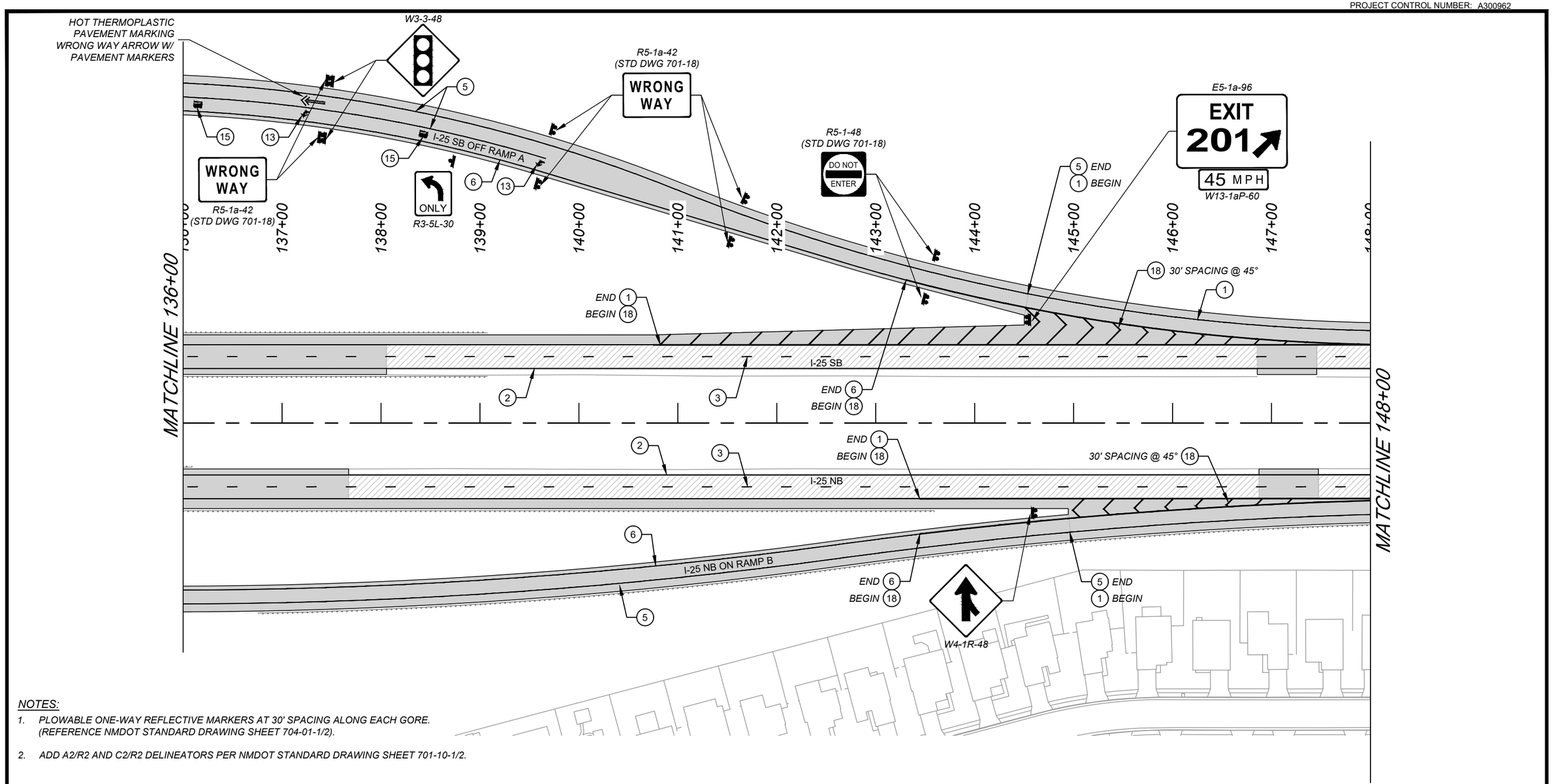
REVISIONS (OR CHANGE NOTICES)

VILLAGE OF LOS LUNAS
LOS LUNAS BLVD

PERMANENT SIGNING AND STRIPING
INTERSTATE 25

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8






*NOTES:*

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19. *HOT THERMOPLASTIC PAVEMENT RAILROAD CROSSING*
20. *YELLOW PAINTED MEDIAN NOSE WITH RAISED PAVEMENT MARKERS*

PS&E REVIEW

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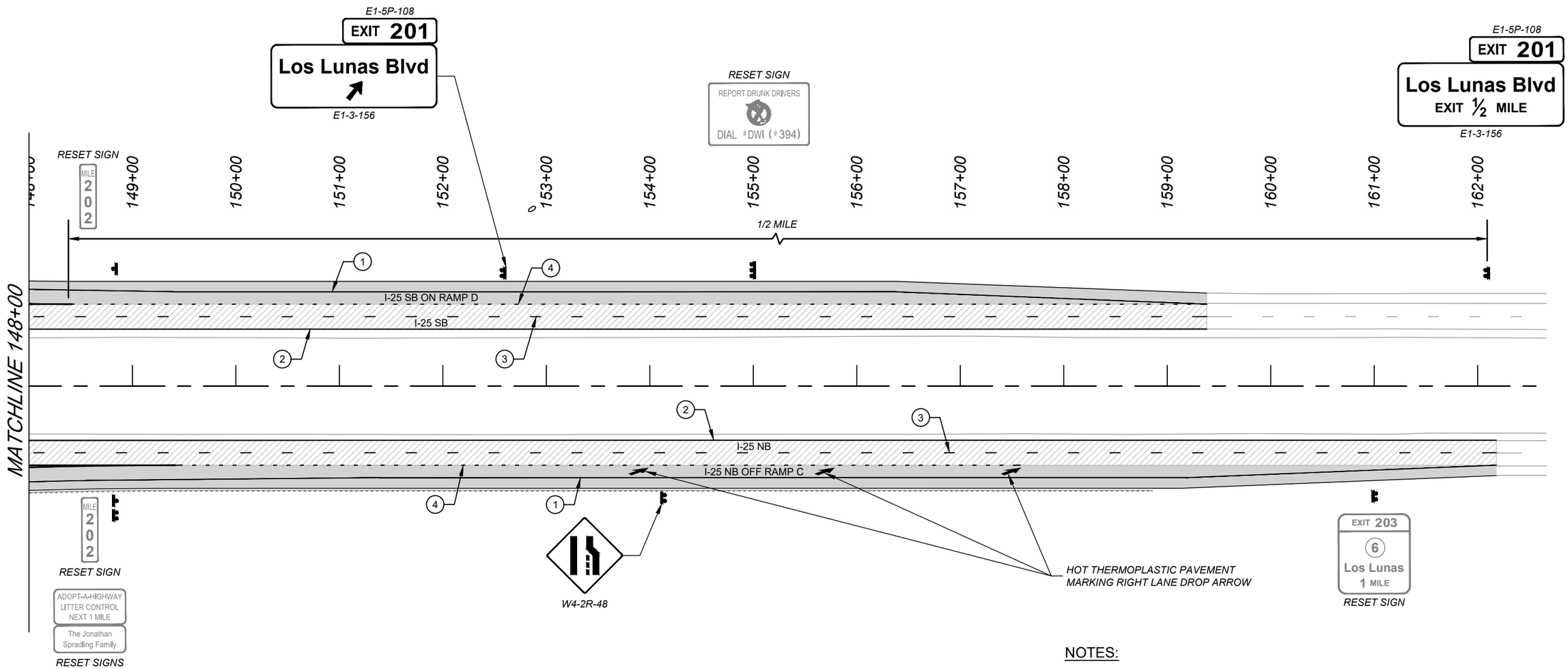
REVISIONS (OR CHANGE NOTICES)

VILLAGE OF LOS LUNAS
LOS LUNAS BLVD

PERMANENT SIGNING AND STRIPING
INTERSTATE 25

Docusign Envelope ID: C970BFB2-AAC7-41E3-A3E6-B2427FF9D1F8

PROJECT CONTROL NUMBER: A300962




NOTES:

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REVISIONS (OR CHANGE NOTICES)

VILLAGE OF LOS LUNAS
LOS LUNAS BLVD

PERMANENT SIGNING AND STRIPING
INTERSTATE 25

DocuSign

## Certificate Of Completion

Envelope Id: C970BFB2AAC741E3A3E6B2427FF9D1F8
Status: Completed
Subject: Complete with Docusign: A300962 Los Lunas IACR.pdf
Source Envelope:
Document Pages: 600
Signatures: 3
Certificate Pages: 5
Initials: 0
AutoNav: Enabled
EnvelopeId Stamping: Enabled
Time Zone: (UTC-07:00) Mountain Time (US & Canada)

Envelope Originator:
Luke Smith
1120 Cerrillos Rd.
Santa Fe, NM 87505
Luke.Smith@dot.nm.gov
IP Address: 164.64.74.23

## Record Tracking

Status: Original
8/1/2024 3:44:16 PM
Holder: Luke Smith
Luke.Smith@dot.nm.gov
Location: DocuSign

Security Appliance Status: Connected
Pool: StateLocal

Storage Appliance Status: Connected
Pool: Department of Transportation
Location: DocuSign

| Signer Events | Signature | Timestamp |
|---|---|---|
| Paul Brasher<br>Paul.Brasher@dot.nm.gov<br>Dist. Engineer<br>Security Level: Email, Account Authentication (None) | DocuSigned by:<br>Paul Brasher<br>C7D204672C5143A...<br>Signature Adoption: Pre-selected Style<br>Using IP Address: 73.26.94.71 | Sent: 8/1/2024 3:51:50 PM<br>Viewed: 8/1/2024 4:00:49 PM<br>Signed: 8/14/2024 2:49:43 PM |
| **Electronic Record and Signature Disclosure:**<br>Accepted: 7/31/2024 9:07:15 AM<br>ID: 533184c5-e6f6-42a3-9165-c90d46fd202e | | |
| David Quintana<br>David.Quintana@dot.nm.gov<br>Chief Engineer<br>NMDOT<br>Security Level: Email, Account Authentication (None) | DocuSigned by:<br>David Quintana<br>C83920AB3826474...<br>Signature Adoption: Pre-selected Style<br>Using IP Address: 164.64.74.20 | Sent: 8/14/2024 2:49:49 PM<br>Viewed: 8/15/2024 12:16:18 PM<br>Signed: 8/15/2024 12:19:39 PM |
| **Electronic Record and Signature Disclosure:**<br>Not Offered via DocuSign | | |
| Cynthia Vigue<br>marilyn.ochoa@dot.nm.gov<br>Security Level: Email, Account Authentication (None) | Signed by:<br>Cynthia Vigue<br>7798A43A3CEF49D...<br>Signature Adoption: Drawn on Device<br>Using IP Address: 152.119.7.30 | Sent: 8/15/2024 12:19:45 PM<br>Viewed: 8/16/2024 9:07:05 AM<br>Signed: 8/16/2024 9:09:32 AM |
| **Electronic Record and Signature Disclosure:**<br>Accepted: 8/16/2024 9:07:05 AM<br>ID: 358686fa-bde3-40fd-8755-567650064245 | | |

| In Person Signer Events | Signature | Timestamp |
|---|---|---|

| Editor Delivery Events | Status | Timestamp |
|---|---|---|

| Agent Delivery Events | Status | Timestamp |
|---|---|---|

| Intermediary Delivery Events | Status | Timestamp |
|---|---|---|

| Certified Delivery Events | Status | Timestamp |
|---|---|---|

| Carbon Copy Events | Status | Timestamp |
|---|---|---|

| Witness Events | Signature | Timestamp |
|---|---|---|

| Notary Events | Signature | Timestamp |
|---|---|---|

| Envelope Summary Events | Status | Timestamps |
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| Envelope Sent | Hashed/Encrypted | 8/1/2024 3:51:51 PM |
| Certified Delivered | Security Checked | 8/16/2024 9:07:05 AM |
| Signing Complete | Security Checked | 8/16/2024 9:09:32 AM |
| Completed | Security Checked | 8/16/2024 9:09:32 AM |

| Payment Events | Status | Timestamps |
|---|---|---|

| Electronic Record and Signature Disclosure |
|---|

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### Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

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You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:
To contact us by email send messages to: Daniel.Garcia@doit.nm.gov

**To advise New Mexico Department of Transportation of your new email address**

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at Daniel.Garcia@doit.nm.gov and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

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i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;

ii. send us an email to Daniel.Garcia@doit.nm.gov and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

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