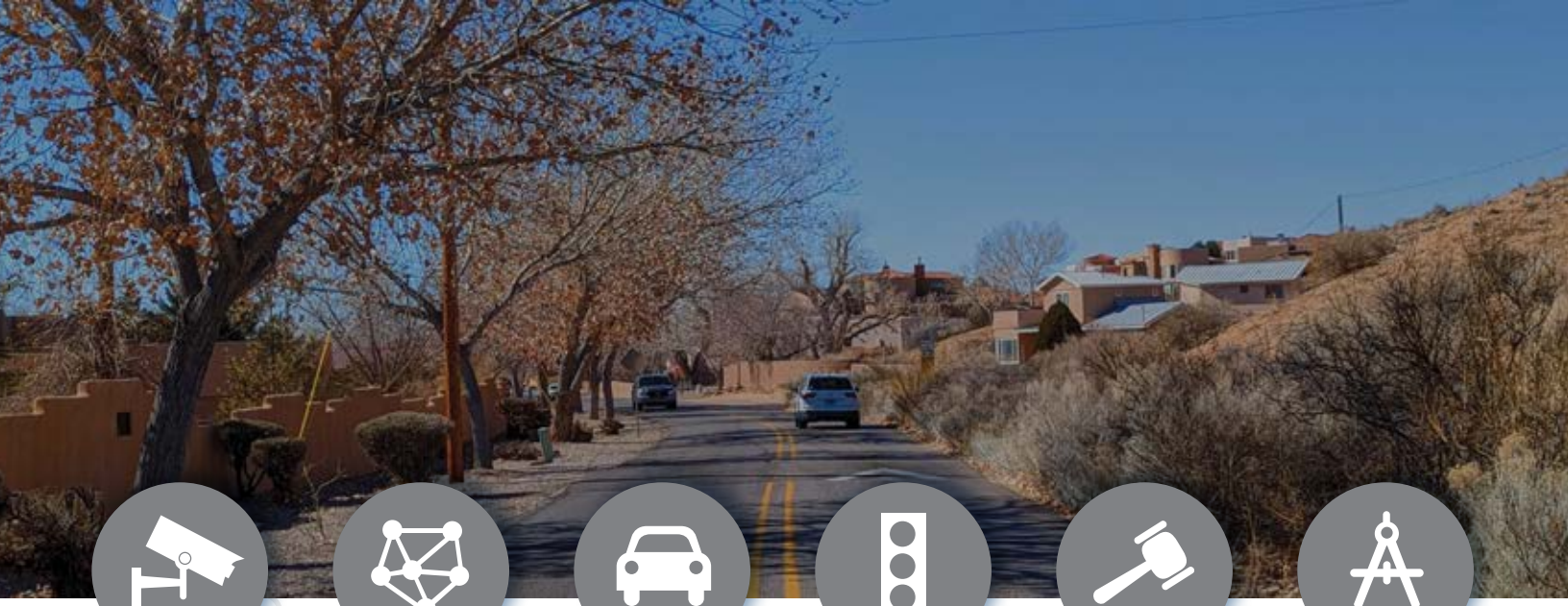


Sheriff's Posse Traffic Analysis

Final Report
February 2023

Prepared for the
Town of Bernalillo, NM

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Sheriff's Posse Traffic Analysis

February 2023

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Town of Bernalillo
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INTRODUCTION

The Town of Bernalillo asked Lee Engineering to complete an area-wide planning study to provide a corridor strategy for Venada Plaza Drive and Sheriff's Posse Road. The study corridor has experienced significant changes, including a partial signal at US Highway 550 (US 550), a mid-corridor stop-controlled intersection, and minor improvements to the Venada Plaza Drive and Sheriff's Posse Road connection. This corridor is also subject to cut-through traffic as it is the shortest path between Pat D'Arco Highway (NM 528) and US 550.

STUDY AREA

The study corridor, shown in Figure 1, comprises Sheriff's Posse Road and Venada Plaza Drive. Sheriff's Posse Road is bound by US 550 on the north and Venada Plaza Drive on the south. Sheriff's Posse Road binds Venada Plaza Drive on the east and NM 528 on the west.



Figure 1: Study Area

PREVIOUS STUDY EFFORTS

The study area and adjacent roadways have experienced significant growth since the early 2000s. This study reviewed three previous traffic impact studies for housing developments in the area. The three developments are Venada Plaza, Rio South, and Plaza at Enchanted Hills. These studies consider several significant residential developments in the immediate vicinity; none of the reviewed studies address approved developments or consider potential future developments accessible via Venada Plaza Drive and Sheriff's Posse Road. Several approved and potential developments will impact traffic in the study corridors. Figure 2 is a map of the developments in the vicinity of the study area.

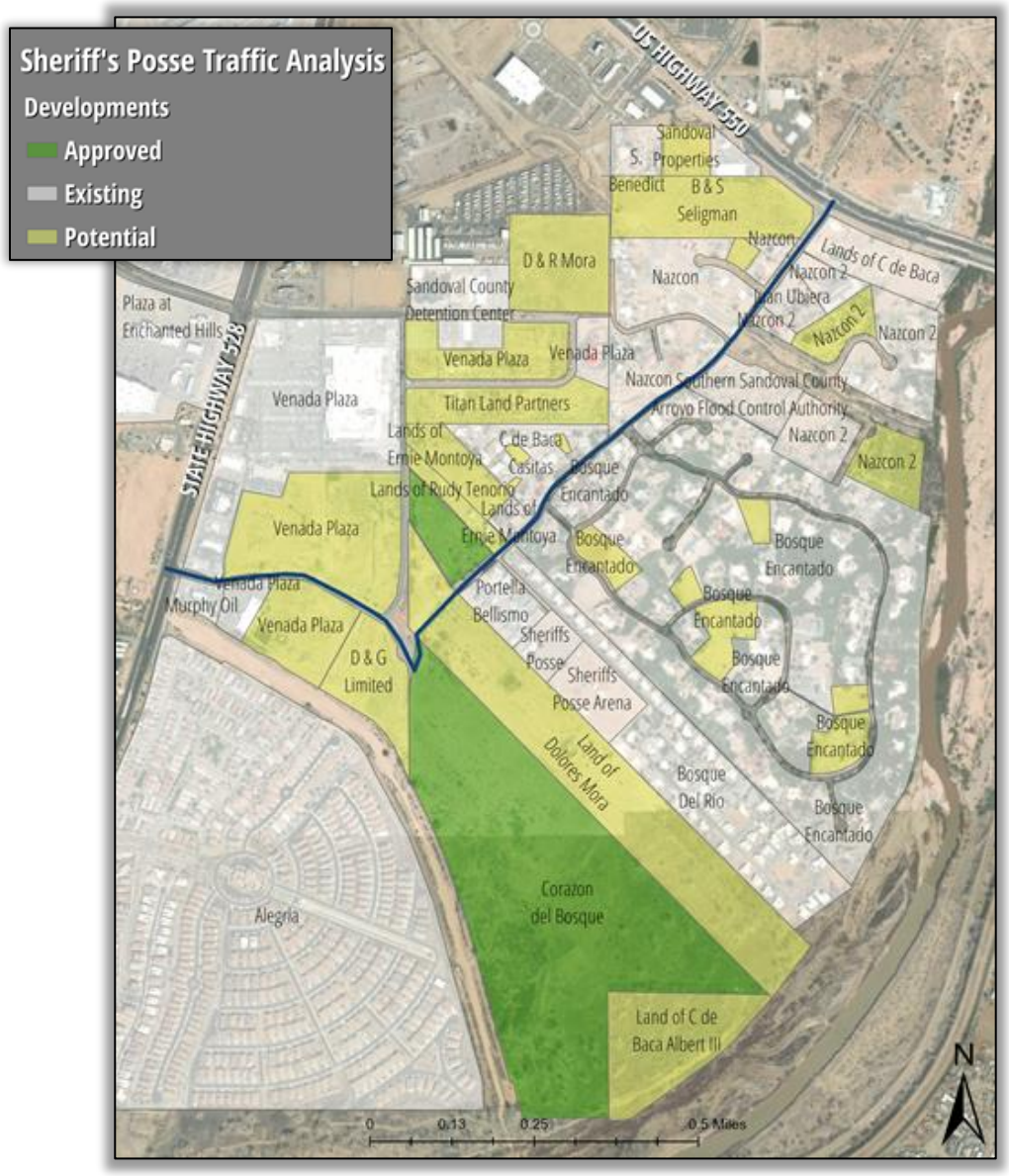


Figure 2: Existing Developments in Vicinity of Study Area

RESIDENT CONCERNS

The Residents adjacent to Sheriff's Posse Road have expressed concerns about traffic and accessibility of the study corridors. Residents believe traffic should be limited in some way to maintain the rural nature of Sheriff's Posse Road. A list of concerns and suggested mitigations were given to Lee Engineering to provide further insight into this area's challenges.

The north and south points of ingress and egress of this roadway are also two significant points of concern. The north ingress/egress point is at Sheriff's Posse Road and US 550. Residents perceive this intersection as challenging to navigate because the northbound approach requires northbound vehicles desiring to travel west on US 550 to make a right turn and then a U-turn to travel west on US 550 from Sheriff's Posse Road. Residents perceive the right turn as nerve-wracking as eastbound traffic rounds the curve at 45 MPH. Residents also feel it's complicated to go westbound because they must make a right turn and shift through three lanes to make a U-Turn on US 550.

The south ingress and egress point is at Sheriff's Posse Road and Venada Plaza Drive intersection. Residents perceive this intersection to be challenging to negotiate turns. Residents also perceive the turn radii as too sharp for medium-sized trucks and some passenger cars.

Residents also made suggestions for possible solutions. Their mitigation strategies are as follows:

- Sheriff's Posse Road should be closed off before Venada Plaza Drive. However, this solution would force residents to use the north ingress/egress point.
- Install concrete barriers at the south end of Sheriff's Posse Road up to the corner of Venada Plaza Drive.
- Extend Gabby Lane from behind the Big R store to Sheriff's Posse Road at the Beehive homes.
- Reconstruct the intersection of Sheriff's Posse Road and US 550.

EXISTING CONDITIONS

ROADWAY CHARACTERISTICS

Sherriff's Posse Road is a two-lane local street running northeast and southwest. It is narrow, with a rural environment; many roadside trees abut the roadway. The driving lanes are 12 feet wide, separated by a striped centerline. This segment is approximately three-quarters of a mile long, and the posted speed limit is 25 miles per hour (MPH). There are several speed humps and associated warning signs to calm traffic. The intersection with US 550 is signal-controlled. Various unsignalized intersections are minor street stop-controlled. The southern end of the road intersects with Venada Plaza Drive. The sole pedestrian facility is a continental crosswalk at the signalized intersection with US 550.

Venada Plaza Drive is a two-lane local street running east and west, approximately one-third of a mile long. Curb and gutter span the entire segment between NM 528 and Sheriff's Posse Road. The posted speed limit is 25 MPH. Commercial businesses lie on the west end of the road, with 6-foot-wide sidewalks on both sides. The Traveled way is 37 feet wide. The intersection at NM 528 is signal-controlled, while the intersection with Sheriff's Posse Road is stop-controlled.

SIGNALIZED INTERSECTIONS

Venada Plaza Drive & NM 528

This intersection is 3-legged and signal-controlled, with two exclusive left-turn and one exclusive right-turn lane from Venada Plaza Drive. The northbound lanes of NM 528 contain three through lanes and an exclusive right-turn lane. The southbound lanes consist of two through lanes and an exclusive left-turn lane. A 6-foot wide bicycle lane separates the exclusive right-turn lane. At the Venada Plaza Drive approach, a marked crosswalk is available. Additionally, the intersection is illuminated.

Sherriff's Posse Road & US 550

This intersection is signal-controlled, with Sheriff's Posse Road consisting of a single exclusive right-turn lane since left turns are not permitted. The eastbound lanes of US 550 comprise three through lanes and an exclusive right-turn lane. A 6-foot bicycle lane separates the exclusive right-turn lane. Traffic turning left onto Sheriff's Posse from the westbound lane of US 550 enters a left turn lane separated by raised medians on both sides. There are marked crosswalks at the south and east approaches. Additionally, the intersection is illuminated.

UNSIGNALIZED INTERSECTIONS

Nazcon Place & Sheriff's Posse Road

This intersection is three-legged and minor street stop controlled. There is a residential driveway located near the intersection.

Sandoval Lane & Sheriff's Posse Road

This intersection is three-legged and minor street stop controlled.

Nazcon Road & Sheriff's Posse Road

This intersection is three-legged and all-way stop controlled.

Unnamed private road (SSCAFCA Access) / @ Rio South

Offset 61ft to the south of Nazcon Road is a private road. The minor street is stop controlled. The road currently serves a resident and the SSCAFCA facilities. Additional residential development, @ Rio South, is in the planning stages.

Camino Vista Rio & Sheriff's Posse Road (main entrance to Bosque Encantado)

This intersection is unsignalized, uncontrolled, and is an entrance/ exit to a gated community. A 20-foot-wide building separates the entrance and exit lanes to the gated community.

C De Baca Ln & Sheriff's Posse Road

This intersection is unsignalized, uncontrolled, and is an ingress and egress to C de Baca Casitas. A 20-foot landscaped median separates the entrance and exit lanes.

Camino Vista Rio (Service Entrance) & Sheriff's Posse Road

This intersection is unsignalized, uncontrolled, and is a large vehicle entrance to Bosque Encantado. There is signage to indicate large vehicle use only.

Tata's Lane & Sheriff's Posse Road

This intersection is 3-legged and unsignalized with a stop sign on the east approach. Tata's Lane is a dirt road that intersects with the paved Sheriff's Posse Road.

Avenida Los Suenos & Sheriff's Posse Road

This intersection is unsignalized, uncontrolled, and is the ingress and egress point to Bosque del Rio Grande. An 8-foot concrete median separates the entrance and exit lanes.

Rodeo Lane & Sheriff's Posse Road

This intersection is 3-legged and all-way stop controlled. Rodeo Lane is an undeveloped road with a dirt surface.

Contabella Ln & Sheriff's Posse Road

This intersection is 3-legged and is minor street stop controlled. Access is gated and contains ten residential lots.

Venada Plaza Drive & Sheriff's Posse Road

This intersection is 3-legged and stop-controlled with a sharp "U" curve. There are stop signs on the west and south approaches. The south approach is blocked by a gate and does not appear open to the public.

Spanish Bluff Street & Venada Plaza Drive

This intersection is a three-legged with all-way street stop control.

ZONING

The vicinity of the study corridors is zoned for multiple activities and reflects the growth potential of the Town of Bernalillo. Figure 3 shows the study area's zoning. The zoning descriptions are as follows:

Commercial (C-1) – Commercial developments abut NM 550 on the south.

Light Industrial (M-1) – Light Industrial developments are located west of Sheriff's Posse Road just north of C De Baca Lane.

Single-Family Residential (R-1) – Single-family residential developments are located on the east and west sides of Sheriff's Posse Road and east of NM 528.

Multiple-Family Residential (R-2) – Multiple-family residential developments are east of Sheriff's Posse Road just south of C De Baca Lane and west of Sheriff's Posse Road just south of Sandoval Lane.

Rural Residential (R-R) – Rural residential developments are located on the east and west sides of Sheriff's Posse Road near Contabella Lane and just south of US 550.

Special Use (S-U) – Special-use developments are located east of NM 528.

Exempt (EXPT) – There is a small development west of Sheriff's Posse Road, on the north side of Montoya Road, which is exempt from zoning. Bernalillo Magistrate Court and the Sandoval County Jail occupy this plot of land.

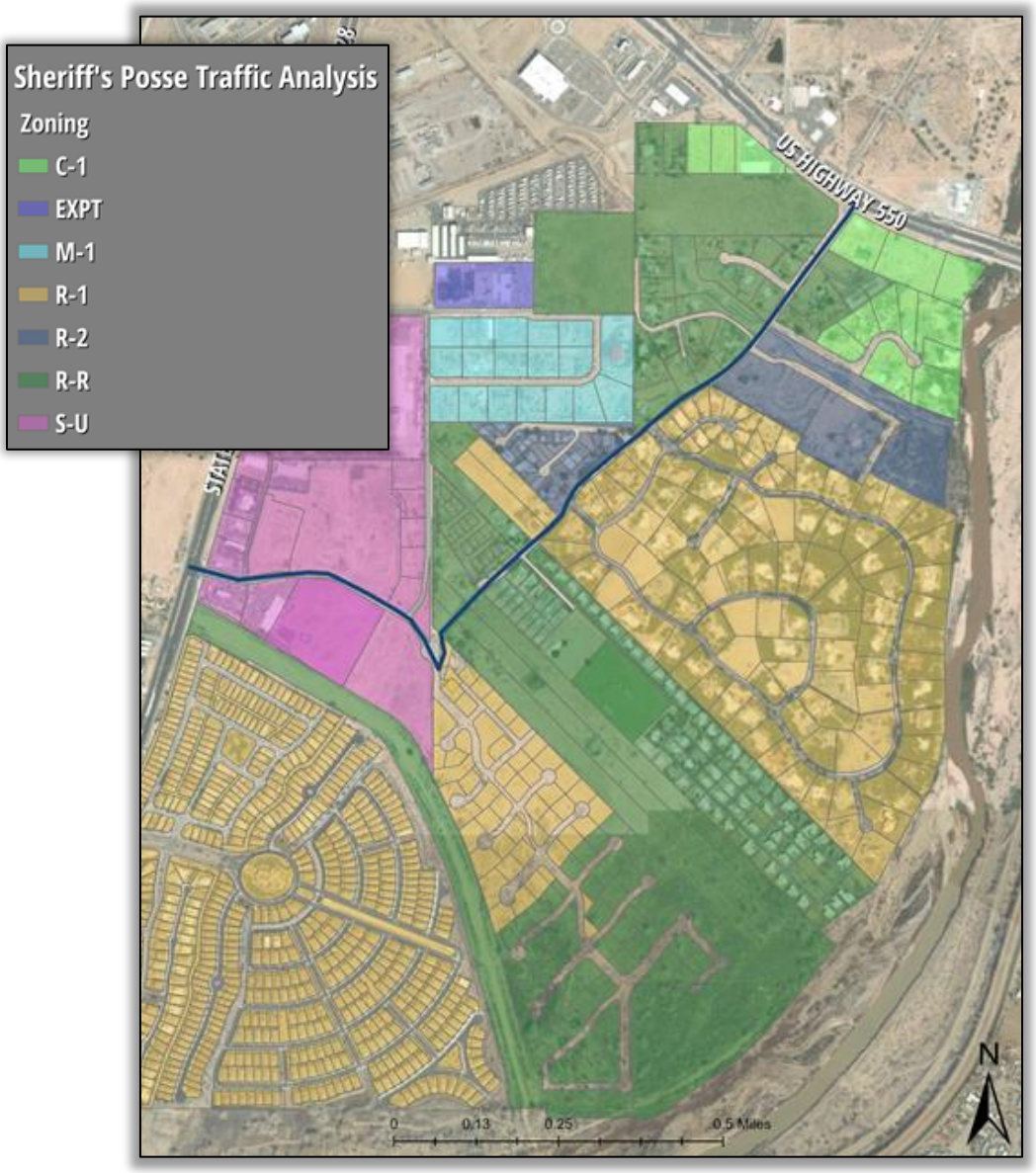


Figure 3: Study Area Zoning

TRAFFIC CONDITIONS

To understand the existing traffic conditions in the study corridor, the project team conducted pneumatic tube counts and collected video data to quantify the traffic activity on Sheriff's Posse Road and Venada Plaza Drive. The two pneumatic tube deployments provided motor vehicle volumes, speeds, and classification. Additionally, video data were collected at eleven locations, providing insight into vehicle turning movements and pedestrian and bicycle activity in the study corridor. The video cameras and pneumatic tube deployments occurred in April 2022 at the locations shown in Figure 4.

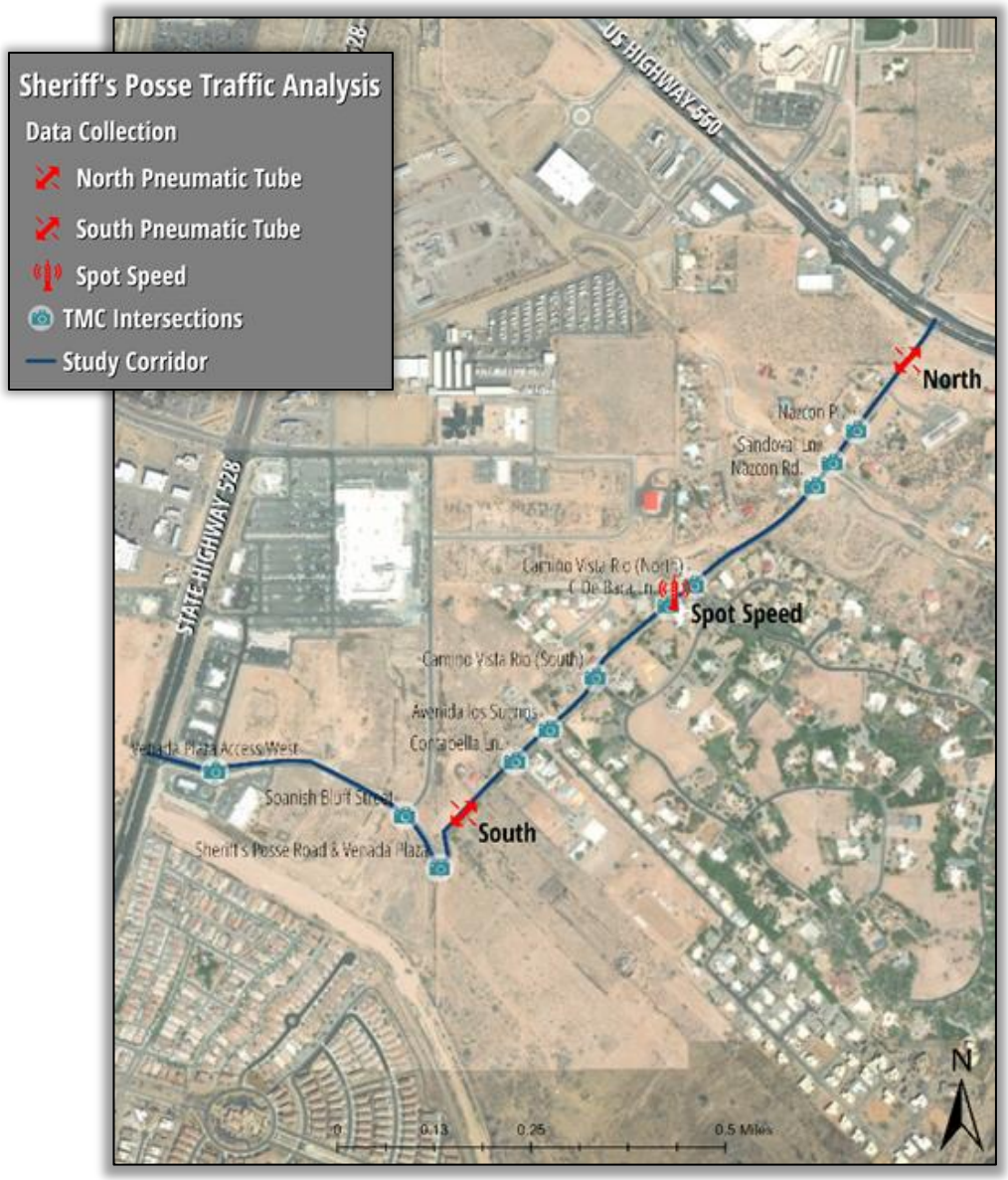


Figure 4: Data Collection

VEHICLE CLASSIFICATIONS

The pneumatic tube counters also provided insight into the types of vehicles traveling through the study corridors. Vehicle classifications are identified by vehicle axle spacing. Most of the vehicles were passenger vehicles; this class includes passenger cars and trucks. The next sizeable class was single-unit two-axle trucks. Vehicles in this class include delivery trucks, flatbeds, small public transit vans, recreational vehicles, and dual-rear-wheel passenger trucks (dually trucks). Larger trucks with three axles or more, such as semi-trucks and cement trucks, accounted for less than one percent of vehicular traffic. Table 1 summarizes the vehicle classifications revealed by the pneumatic tube counters.

Table 1: Vehicle classifications on Sheriff's Posse Rd.

Vehicle Classification	Northbound	Southbound
Motorcycles	0.4%	0.3%
Passenger Vehicles	86.6%	95.2%
Buses	0.6%	0.1%
2 Axle, 6 Tire, Single unit	11.7%	3.9%
Heavy Trucks	0.8%	0.5%

TRAFFIC VOLUMES

The project team collected vehicle volumes and speed profiles of vehicles traveling within the study corridor. Pneumatic tube counters were deployed between April 21 and 27, 2022. Average daily traffic at data collection site N is 3,031 vehicles per day (vpd) and 2,882 vpd at data collection site S. Figure 5 and Figure 6 show vehicle volumes per hour (vph). The daily traffic patterns resemble typical weekday commuter behavior, with the morning peak occurring from 7:00 to 8:00 AM and the evening peak occurring between 5:00 and 6:00 PM. Traffic volumes are slightly higher in the northern section of the corridor than in the south. This may be due to residents throughout the Sheriff's Posse corridor traveling north to access US 550.

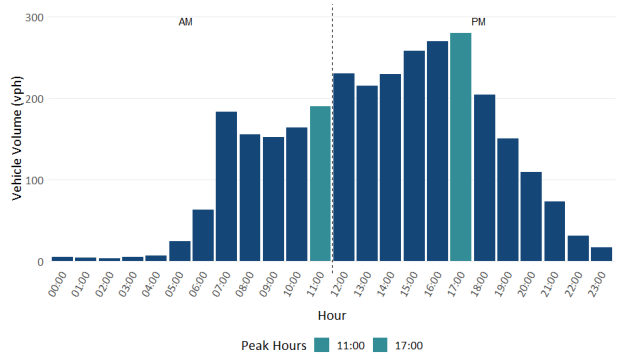


Figure 5: Vehicles per hour at the south data collection site

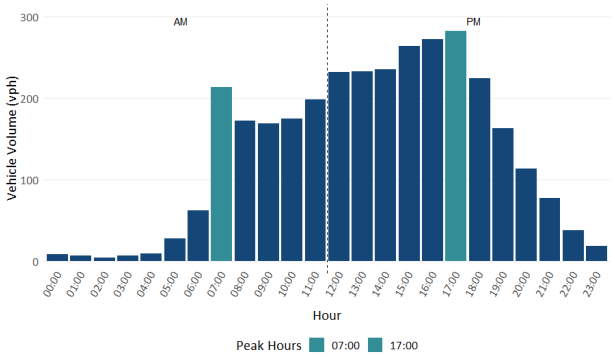


Figure 6: Vehicles per hour at the north data collection site

Figure 8 and Figure 7 show vehicles per hour on the study corridor on the weekend. These traffic distributions do not reflect commuter traffic behavior. Traffic volumes are noticeably lower than the weekday volumes and may suggest that cut-through traffic occurs during the work week when the intersection of NM 528 and US 550 is perceived as congested. This is evident from the lack of morning and afternoon peak hours. The peak hours are focused on midday, with the morning peak occurring from 11:00 AM to Noon and the evening peak occurring between 2:00 and 3:00 PM.

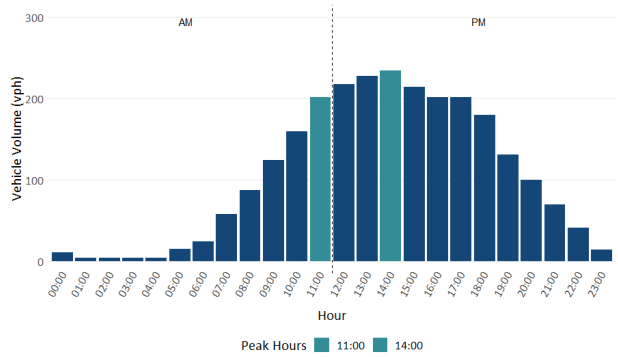


Figure 7: Vehicles per hour at the south data collection site

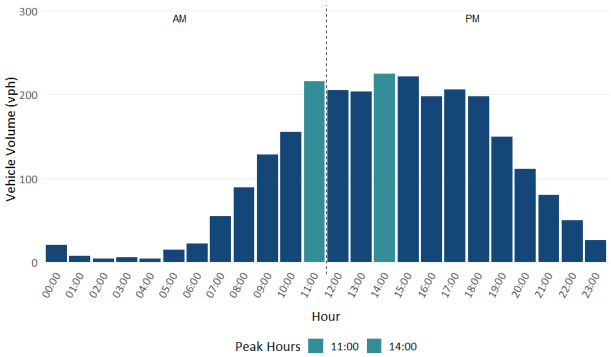


Figure 8: Vehicles per hour at the north data collection site

Traffic Speed Profile

The project team developed a speed profile of the traffic in the study corridor using data collected from the pneumatic tubes. Table 2 shows the speed profile at each data collection site. The 50th percentile speed at this location is 25 MPH, and the 85th percentile speed is 30 MPH. These observations indicate that half of the motor vehicle traffic complies with the posted speed limit of 25 MPH. Table 2 also shows that fifteen percent of traffic exceeded the speed limit by at least 5 MPH.

Table 2: Study corridor speed profile

Data Collection Site	Direction	Average Speed (MPH)	50th Percentile (MPH)	85th Percentile (MPH)
North	NB	23	24	28
	SB	26	26	32
	Bidirectional	25	25	30
South	NB	21	21	25
	SB	22	21	25
	Bidirectional	21	21	25

The 50th percentile speed at the South data collection site is 21 MPH, and the 85th percentile speed is 25 MPH. These observations indicate that half of the motor vehicle traffic travels under the posted speed limit of 25 MPH. Table 2 also shows that fifteen percent of traffic exceeded the speed limit. The speed profile indicates that vehicle speeds are generally higher at the North data collection site than at the South site. This may be due to the roadway geometry near each data collection site. The North data collection site is near the northern ingress/egress point at Sheriff's Posse Road and US 550. As a result, northbound traffic speeds were noticeably lower as vehicles approached US 550. However, southbound traffic speeds are slightly elevated as vehicles enter the study corridor on a straight road segment. On the other hand, the South data collection site is near the intersection of Sheriff's Posse Road and Venada Plaza Drive. This intersection is near a series of turns and curves that demand the driver's attention and ultimately act as a traffic-calming feature of the corridor.

Turning Movements Counts

13-hour turning movement counts were collected at 11 intersections in the study corridor on April 21, 2022, from 6:00 AM to 7:00 PM using video cameras. Figure 9 shows the AM and PM peak hour Turning movement volumes.

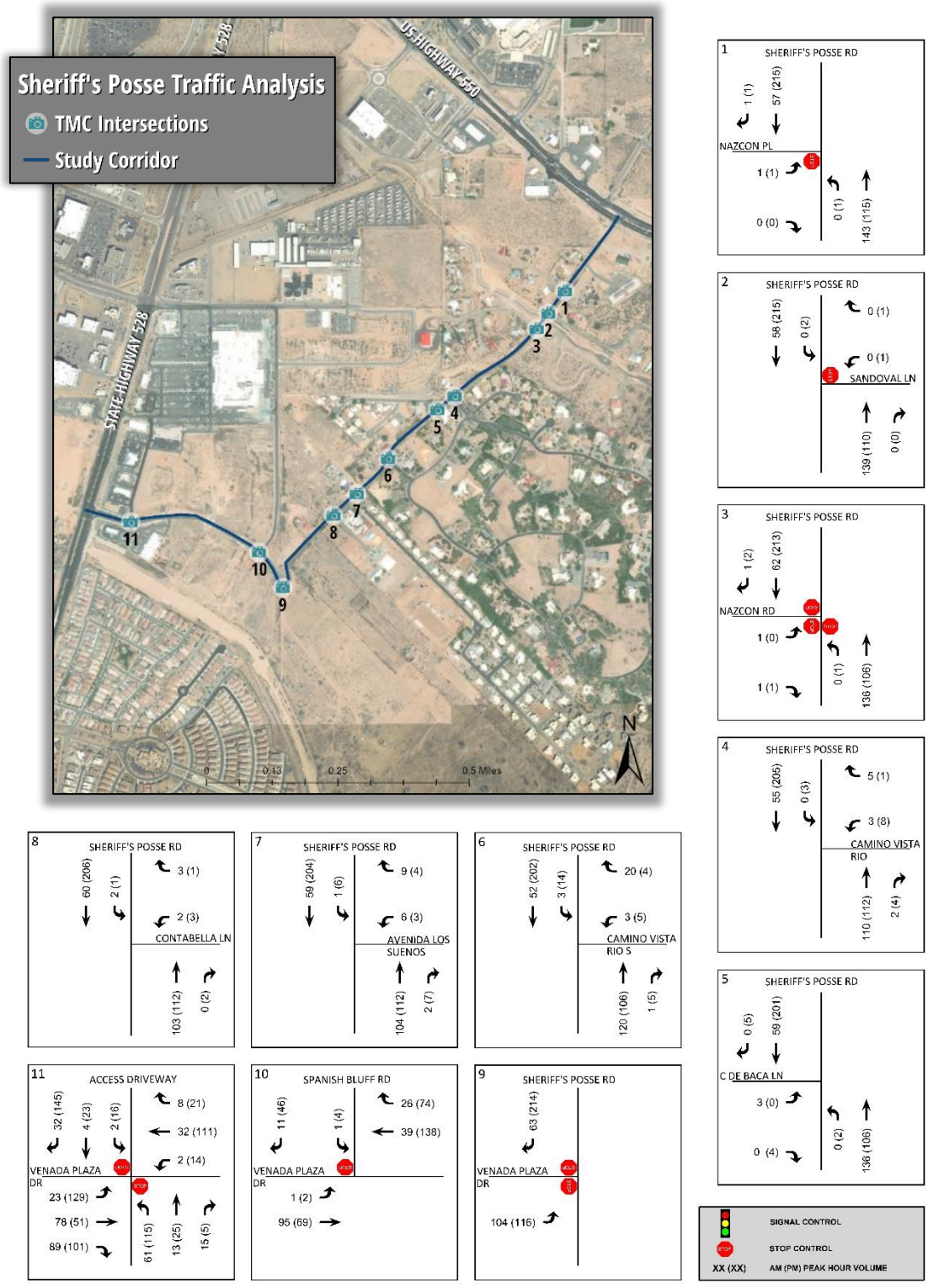


Figure 9: Existing Turning Movement Volumes

SITE VISITS

Upon review of the speed profile and learning about resident concerns about speeding near C de Baca Road, the project team visited the study area on June 8 and June 9, 2022. During these visits, the project team walked the corridor, observed traffic behavior, and performed a spot speed study near C de Baca Road. This study ensured a comprehensive understanding of the speed profile in the corridor. During the site visit, the project team saw pedestrians walking the corridor on the unpaved shoulders just out of the vehicle's traveled way. Additionally, a steady traffic flow was observed on Sheriff's Posse Road, suggesting drivers are using Sheriff's Posse Road to avoid traveling through the intersection of NM 528 and US 550.

Spot Speed Study

Free flow speeds are taken when a vehicle is unimpeded by traffic or traffic calming measures such as speed humps and stop signs. The project team conducted two free-flow speed studies near C de Baca Road. A velocity speed gun was used to capture a sample of 100 vehicles traveling north and south near C De Baca Lane at an inconspicuous location to drivers. This was done to prevent drivers from altering their behavior, i.e., slowing down because they were being observed and skewing the data. Figure 10 shows the data collection site. The travel speeds of vehicles turning in or out of the adjacent driveways were excluded. The northbound speeds were captured on June 8, 2022, during the 7:00 AM hour, and the southbound speeds were captured on June 9, 2022, during the 5:00 PM hour.

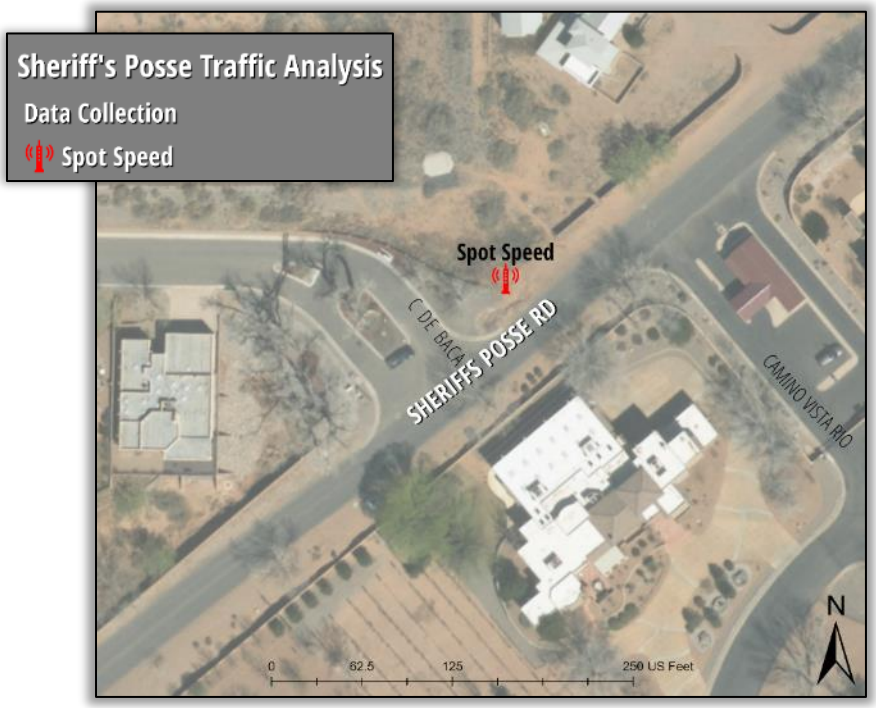


Figure 10: Spot Speed Study Data Collection Location

The speeds collected during the spot speed study near C de Baca Road indicate that the 50th percentile speed is 22 MPH, and the 85th percentile speed is 26 MPH. Table 3 summarizes the speeds collected at this collection site. These observations indicate that at least half of the motor vehicle traffic complies with the posted speed limit of 25 MPH and that fifteen percent of traffic exceeded the speed limit by at least 1 MPH. The collected speed data does not suggest that speeding is a challenge in this corridor at this time.

Table 3: Spot speed study observations

Data Collection Site	Direction	Average Speed (MPH)	50th Percentile Speed (MPH)	85th Percentile Speed (MPH)
Spot Speed	NB	23	22	27
	SB	22	22	25
	Bidirectional	22	22	26

CUT-THROUGH ANALYSIS

The project team investigated cut-through traffic by comparing the turning movement counts at each intersection. This method identifies the minimum number of vehicles traveling through the corridor's intersections and determines the volume of vehicles cutting through the corridor. This analysis disaggregates the corridor by eastbound/northbound and westbound/southbound movements. Then each intersection is divided into AM and PM peak hour volumes. From there, the eastbound or westbound approach volume is divided into either cut-through or non-cut-through volumes. The cut-through volumes start at the first intersection as the through volume. After the first intersection, the cut-through volume becomes the sum of the eastbound approach minus the volumes that were non-cut-through from the previous intersection. The non-cut-through volume is the sum of all left or right movements that travel eastbound after passing through the intersection, not including the eastbound through movements.

Table 4 provides the distribution of cut-through and non-cut-through traffic. For eastbound/northbound traffic, the number of vehicles cutting through generally stays consistent throughout all the intersections, while the number of vehicles not cutting through decreases dramatically after the second intersection. For the westbound/southbound approach, the number of vehicles cutting through stays consistent, while the number of vehicles not cutting through increases significantly near Venada Plaza. The cut-through volumes are higher than the non-cut-through volumes in both directions confirming that drivers are using this corridor to travel between NM 528 and NM 550.

Table 4: Cut-Through Confirmation using TMC's

Cut-Through Theory Confirmation using TMC's NM 330.01 Sheriff's Posse Study									
EB/NB					WB/SB				
Location	Time	EB	CT	Not CT	Location	Time	WB	CT	Not CT
Venada Plaza & Access Driveway	AM	190	78	17	Sheriff's Posse & Nazcon Pl	AM	58	57	0
	PM	281	51	21		PM	216	215	0
Venada Plaza & Spanish Bluff	AM	96	79	11	Sheriff's Posse & Sandoval Ln	AM	58	58	0
	PM	71	50	46		PM	217	217	1
Venada Plaza & Sheriff's Posse	AM	104	93	0	Sheriff's Posse & Nazcon Rd	AM	63	63	1
	PM	116	70	0		PM	215	214	1
Sheriff's Posse & Contabelle	AM	103	103	3	Sheriff's Posse & Camino Rio Vista North	AM	55	54	3
	PM	114	114	1		PM	208	207	8
Sheriff's Posse & Avenida Los Suenos	AM	106	103	9	Sheriff's Posse & C De Baca	AM	59	56	0
	PM	119	118	4		PM	206	198	4
Sheriff's Posse & Camino Rio Vista South	AM	121	112	20	Sheriff's Posse & Camino Rio Vista South	AM	55	55	3
	PM	111	107	4		PM	216	212	5
Sheriff's Posse & C De Baca	AM	116	96	3	Sheriff's Posse & Avenida Los Suenos	AM	60	57	6
	PM	111	107	0		PM	210	205	3
Sheriff's Posse & Camino Rio Vista North	AM	112	109	5	Sheriff's Posse & Contabelle	AM	62	56	2
	PM	116	116	1		PM	207	204	3
Sheriff's Posse & Nazcon Rd	AM	136	131	1	Venada Plaza & Sheriff's Posse	AM	63	61	0
	PM	107	106	0		PM	214	211	0
Sheriff's Posse & Sandoval Ln	AM	139	138	0	Venada Plaza & Spanish Bluff	AM	65	65	1
	PM	110	110	1		PM	212	212	2
Sheriff's Posse & Nazcon Pl	AM	143	143	1	Venada Plaza & Access Driveway	AM	42	41	93
	PM	116	115	1		PM	146	144	260

ANTICIPATED GROWTH

Traffic Projections

Forecasting existing traffic volumes to future conditions requires loading values from the 2016 and 2040 (updated) travel demand models provided by the Mid-Region Council of Governments (MRCOG). These values are then compared using AM and PM peak hour directional volumes (AMPH LOAD and PMPH LOAD) to calculate anticipated growth rates for individual roadways. Growth rates are converted to growth factors for the specific analysis scenarios. Growth factors are applied to the 2022 existing turning movement volumes to forecast future volumes. The estimated growth rate for this corridor is 1.77%. The growth rate used in the analysis and peak hour loads used is in Table 8.

Table 5: Growth Rate

	Peak Hour	MRCOG 2016 Model "Peak Hour Load"	MRCOG 2040 Model "Peak Hour Load"	Yearly Growth Rate	Growth Rate
North of C De Baca Ln	AM	226	214	-0.23%	1.77%
	PM	176	452	4.01%	
South of C De Baca Ln	AM	101	351	5.33%	
	PM	318	194	-2.04%	

Trip Generation

Trip generation for the approved and potential developments was performed using the procedures and methodologies provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition.* Several land use categories are used to generate trips for the study area. Trips were calculated using rates for AM and PM peak-hour generators. Table 6 shows the total trips generated by the approved and potential developments shown in Figure 2. Development site trips were generated using data and procedures according to the Institute of Transportation Engineers' Trip Generation Manual. The anticipated site trips are added to existing traffic volumes to create traffic volumes through 2040.

Table 6: Summary of Commercial Development (Venada Plaza) Trips

			AM Peak Hour		PM Peak Hour	
Land Use	**Land Use Code**	**Units (1000 Sq. Ft)**	**Trips In**	**Trips Out**	**Trips In**	**Trips Out**
Gasoline/Service w/Market	945	12	60	60	80	80
Specialty Retail Center	814	36	128	164	47	60
Shopping Center	820	130.2	112	72	359	389
Shopping Center	820	13.2	28	18	79	86
High Turnover Restaurant	932	12.8	77	71	85	55
Development Totals			405	385	650	670
Pass-by: 10%			41	39	65	67
Total Trips Generated			364	346	585	603

Table 7: Summary of Approved Residential Development Trips

			AM Peak Hour		PM Peak Hour	
Land Use	**Land Use Code**	**Units (Lots)**	**Trips In**	**Trips Out**	**Trips In**	**Trips Out**
Bosque Bluff	210	19	5	16	14	8
Bosque Encantado	210	104	21	60	69	39
Corazon Del Bosque	210	175	35	97	112	63
Rio South Residential	210	65	13	40	45	25
Development Totals			74	213	240	135

Table 8: Summary of Potential Development Trips

			AM Peak Hour		PM Peak Hour	
Land Use	**Land Use Code**	**Units**	**Trips In**	**Trips Out**	**Trips In**	**Trips Out**
Dolores Mora	210	4	3	7	3	2
Dolores Mora	210	13	4	12	10	6
Dolores Mora	210	13	4	12	10	6
Lands of C De Baca Albert III	210	5	3	8	4	2
Lands of Ernie Montoya	210	2	2	7	2	1
Rudy Tenorio	210	1	2	6	0	1
Nazcon Phase 2	210	14	4	13	11	6
Planned Apartments	215	192	24	73	67	41
Multifamily Housing (Low-Rise)	220	179	22	69	68	42
Development Totals			68	207	175	107

TRAFFIC VOLUME CALCULATIONS

Traffic volumes for the horizon year of 2040 are calculated using the growth rates and factors detailed in previous sections, plus site trips from the current traffic volumes. Site trips are added to study intersections with direct access to the proposed developments. The anticipated traffic volumes used are in Figure 11.

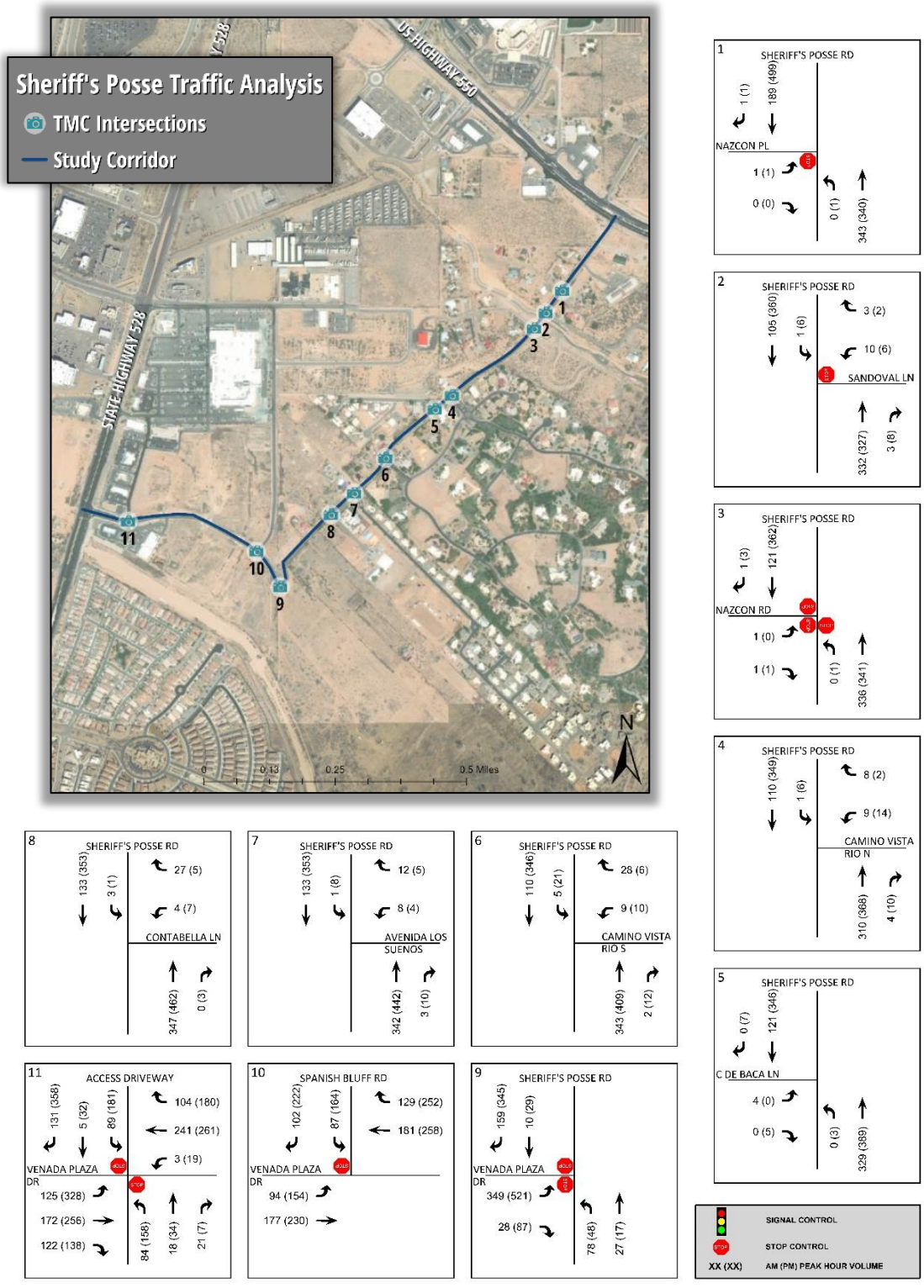


Figure 11: Horizon Year 2040 Turning Movement Volumes

RECOMMENDED MITIGATION STRATEGIES

SPEED COMPLIANCE

Residents' perception of excessive vehicle speed on Sheriff's Posse Road is one of the primary concerns specified by residents. Our speed studies revealed that compliance with the posted speed limit is not a severe challenge, as the 85th percentile speed falls within 5 MPH of the posted speed limit. This behavior may result from the narrow roadway environment, tree canopy, and existing traffic-calming features.

For context, the City of Albuquerque developed a Policy Manual to address speeding and cut-through traffic on local streets called the Neighborhood Traffic Management Program (NTMP). The NTMP defines several thresholds that, when met or exceeded, qualify a corridor for traffic calming treatments. NTMP thresholds regarding speed are 15% of vehicles exceeding the speed limit by more than 7 MPH in 24 hours or 15% exceeding the posted speed limit by 5 MPH and more than 800 in 24 hours traveling the corridor. The weighted average in vehicle speeds on Sheriff's Posse yields an 85th percentile speed of 27.6 MPH or 2.6 MPH over the speed limit. Sheriff's Posse would not meet the NTMP threshold for traffic calming.

Even though the recorded speed profiles are outside of a typical range involving mitigation, we recommend several roadway enhancements to create a lower-speed environment and strive for greater compliance with the posted speed limit.

Center Median Islands and Gateway Features

Median Islands create a horizontal deflection in the roadway. This horizontal shift requires drivers to reduce their speed to navigate the roadway feature safely and comfortably. Furthermore, the median islands can be one-sided to create a lane shift only for motorists entering the residential area from either end of Sheriff's Posse Road. This approach only requires improvements on one side of the road and aims to reduce the cost of implementation. Figure 12 shows an example of this strategy in Corrales, New Mexico, and Figure 13 shows potential locations for median islands on Sheriff's Posse Road.



Figure 12: Center Island Median on W Meadowlark Lane

Additionally, median islands provide a site for installing a community gateway feature. A gateway feature enhances the roadway's aesthetics and reinforces the street's residential nature to motorists who may use this as a cut-through route. Moreover, median islands and median islands with gateway features are effective countermeasures for reducing motor vehicle speeds[1]. This mitigation strategy

[1] Dixon et al., "Determining Effective Roadway Design Treatments for Transitioning from Rural Areas to Urban Areas on State Highways."

would require restriping the road and constructing the medians. Landscaping the medians can also enhance the rural characteristics of this roadway.

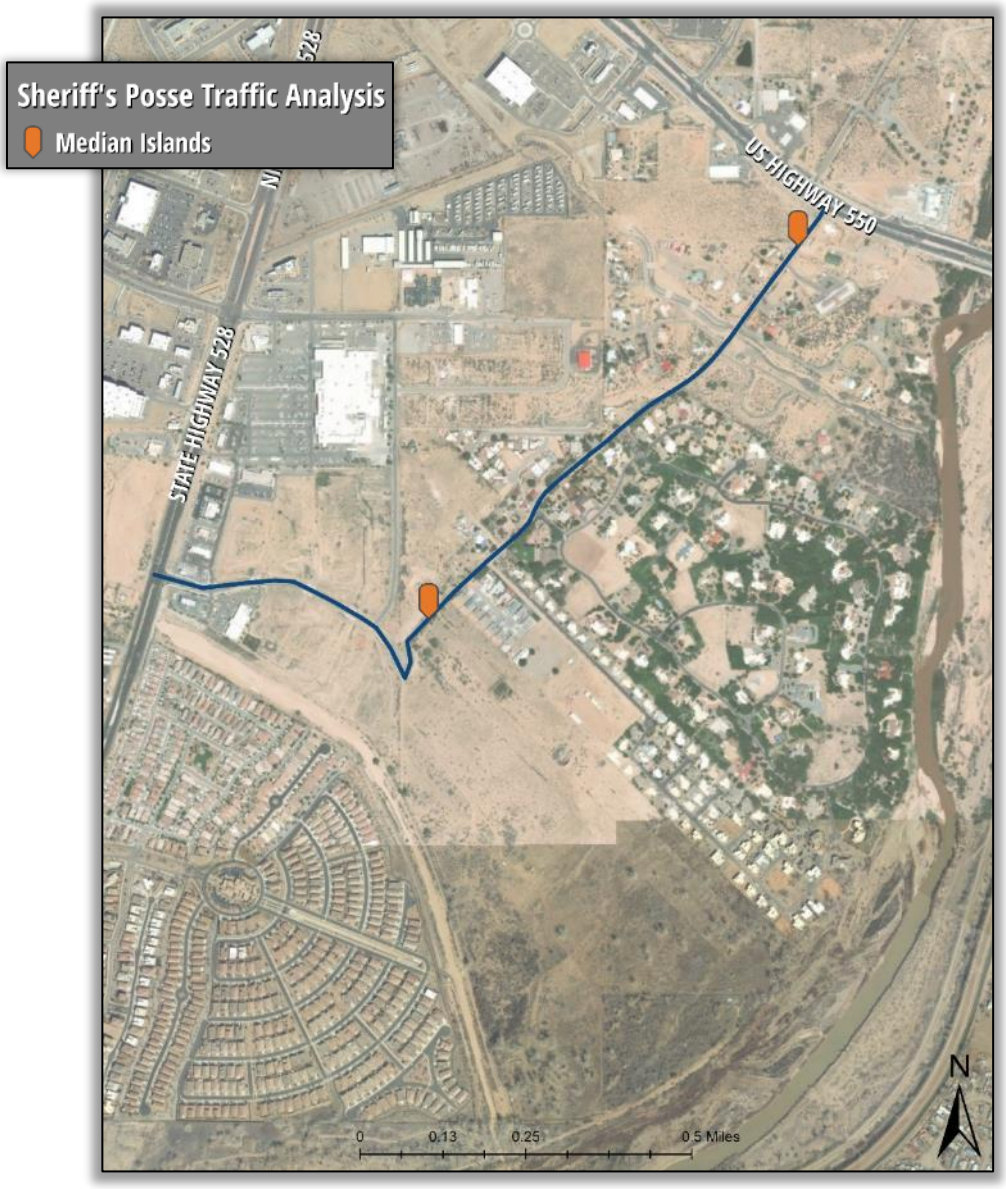


Figure 13: Potential locations for median islands

Edge Line Striping

This strategy uses 6-inch edge line striping to visually narrow the driving lanes without impacting the available asphalt. Making the roadway environment feel tighter discourages traveling through the corridor at high speeds. Edge line striping also enhances the visibility of the travel lane boundaries. Moreover, it can lower the risk of roadway departures, especially in low-light conditions and when pedestrians walk on the shoulders. Wide edge line striping is a Federal Highway Administration (FHWA) proven safety countermeasure with a crash reduction factor (CRF) of 37% for fatal and severe injury crashes on rural two-lane roads. This recommendation is a low-cost method to enhance safety in this corridor proactively.

Enhanced Multi-way Stop-Controlled Intersections

The existing multi-way stop-controlled intersections can be enhanced with stop bars, stop signs that comply with the Manual on Uniform Traffic Control Devices, rolled curb center island medians, and centerline striping. This low-cost intersection enhancement treatment has an 11% CRF and communicates to the driver where to stop. Figure 12 is a conceptual drawing of the Sheriff's Posse Road and Rodeo Arena intersection, including stop bars and small centerline medians on the northbound and southbound approaches. Additionally, the all-way stop at Sheriff's Posse and Nazcon Roads could benefit from this intersection enhancement.

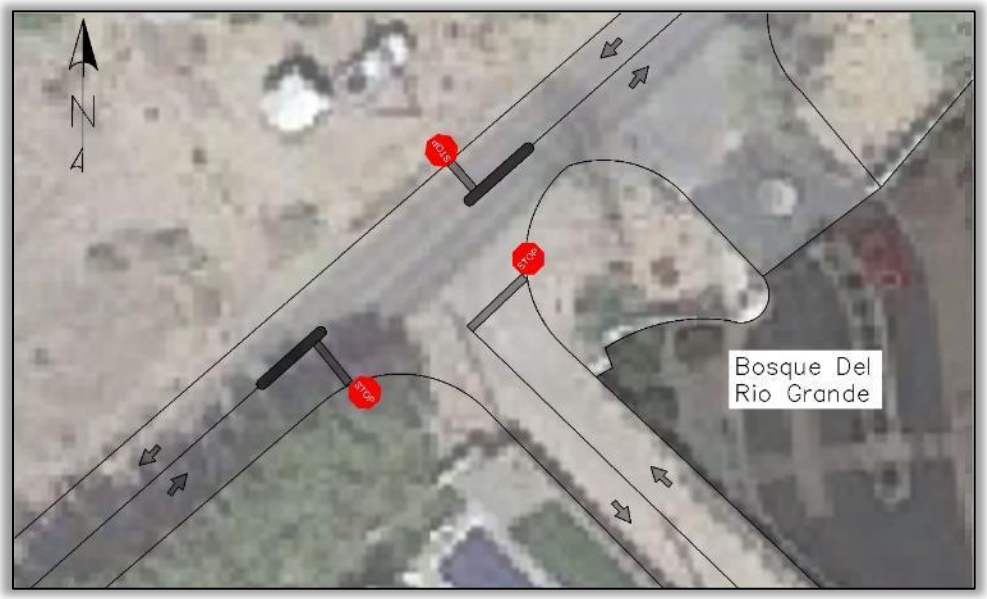


Figure 14: Stop Intersection with Medians at Sheriff's Posse Rodeo Arena

Sheriff's Posse Road and US 550 Intersection

This intersection connects a local street and a principal arterial. Access management prohibits left turns from Sheriff's Posse Road to US 550. Transportation facilities are developed and available for motor vehicles, bicycles, and pedestrians on US 550, including sidewalks and ADA-compliant curb ramps. Multimodal facilities are unavailable on Sheriff's Posse Road, possibly to maintain the road's rural atmosphere or due to limited right-of-way.

On the southwest quadrant of the intersection is a lift station, and it presents a challenge to implementing adequate pedestrian facilities and is not aesthetically pleasing to residents and commercial businesses alike. A long-term goal may be to improve the existing station's aesthetics and design atypical pedestrian facilities for the residents adjacent to Sheriff's Posse Road to access the current and future businesses on US 550 by foot instead of by motor vehicle. Another long-term and a more costly solution is to relocate the pump station, effectively removing impediments to future transportation infrastructure developments at the intersection.

SHERIFF'S POSSE ROAD AND VENADA PLAZA DRIVE INTERSECTION

The Sheriff's Posse Road and Venada Plaza Drive intersection, shown in Figure 15, was cited for its unconventional and ad hoc design. Additionally, residents perceive this intersection as complicated and too narrow to navigate. It is a two-way stop-controlled intersection. An undeveloped third leg will also serve as an ingress and egress point for the Corazon del Bosque subdivision.



Figure 15: Existing Configuration

Currently, this intersection functions well, especially during the busiest time of day, the PM Peak Hour. Despite this intersection's unconventional configuration, it would continue to function adequately for the foreseeable future, assuming the regionally projected 1.77% annual growth rate.

That said, in the immediate area of Sheriff's Posse Road and Venada Plaza are several areas of vacant land and entities within the development process. Some of these developments contribute to traffic using the third leg of this stop-controlled intersection. As such, additional traffic stemming from the completion of anticipated and potential developments in the vicinity reduces the level of service (LOS) for the intersection to a LOS of F or a breakdown of traffic flow with more demand than capacity during the PM Peak Hour.

This study recommends alternatives to improve the intersection's maneuverability and minimize congestion, given the anticipated traffic demand. These alternatives should be implemented concurrently with the developments on the south end of Sheriff's Posse Road and on Venada Plaza Drive. In many municipalities, the construction costs are proportionally shared amongst the incoming developments and their resulting contributions to the area's traffic.

Make No Changes to the Intersection

At this time, a viable alternative is to do nothing at this intersection. While residents find it challenging to navigate and unconventional in design, this intersection does not have a history of crashes or speed compliance challenges prompting urgent attention. However, the expected development of Corazon del Bosque, to the south of the intersection, will bring additional volumes in this corridor and drive the need for improvements to the intersection. The following recommendations should be considered when the Corazon del Bosque development begins.

Prohibit Through Traffic by Installing Road Barriers

Prohibiting traffic between Sheriff's Posse Road and Venada Plaza Drive is a potential alternative. Figure 16 shows one possible configuration of road barriers or bollards installed to prohibit traffic from Sheriff's Posse Road to access Venada Plaza Drive and vice versa. Additional barriers would likely be required to prohibit rouge access from being created; after all, the origin of the access point began with folks jumping the curb. Restricting this access point would limit residents to a single ingress and egress point at the intersection of US 550 and Sheriff's Posse Road. However, it would still be an access point for the Corazon del Bosque Development.



Figure 16: Road Barriers at Venada Plaza Drive Intersection

T- Intersection Configuration and Multi-way Stop Control

One alternative is to reconfigure the intersection to a T-intersection design. Figure 14 shows a concept of a T-intersection configuration at Venada Plaza Drive and Sheriff's Posse Road. This configuration would improve intersection sight distances and widen the intersection, making it easier and more comfortable to navigate. This configuration is more conventional than the existing configuration and removes the complexity and discomfort of the ad-hoc solution. However, this intersection configuration will require additional right-of-way, reconstruction, and restriping. Additionally, by maintaining the s-curve alignment of the roadway, this segment of Sheriff's Posse Road will continue to act as a traffic calming feature.



Figure 17: T- Intersection Reconfiguration at Venada Plaza Drive and Sheriff's Posse Road

Roundabout Configuration

Another alternative is a roundabout. A roundabout configuration encourages continuous traffic flow, minimizes sight distance challenges, and uses the circular shape of this intersection. This alternative will require acquiring additional right-of-way, reconstruction, and restriping to align Sheriff's Posse Road with the roundabout. Figure 18 is a conceptual drawing of a roundabout at this intersection.



Figure 18: Roundabout Configuration at Venada Plaza Drive Intersection

The section below highlights the pros and cons of the alternatives described above:

Alternative	Description	Pros	Cons
No Change	Intersection configuration remains as-is	• No cost • Operates adequately under current conditions	• Ad hoc solution • Unconventional design • Complicated to navigate • Breaks down with development traffic
Access Restriction	Prohibit access between Sheriff's Posse Road and Venada Plaza Drive	• Low cost • Prevents cut-through traffic	• Restricts access to Sheriff's Posse to US 550 only • Potential increase in emergency response times • Increased vehicle volumes on Sheriff's Posse once Corazon del Bosque is completed
T-intersection	Reconfigure the intersection to implement a t-intersection with multi-way stop control.	• Improved intersection sight distances • Easier to navigate • Conventional design	• More costly • Requires additional right of way
Roundabout	Reconfigure the intersection to a roundabout design.	• Improved intersection safety • Minimized intersection delay • Manages vehicle speeds	• High cost • Requires additional right of way • Initial driver unfamiliarity

CONCLUSION

This area-wide planning study for Venada Plaza Drive and Sheriff's Posse Road evaluated traffic behavior from multiple vantage points. Unexpectedly, recorded speeds on Sheriff's Posse were lower than the typical observations and one of the most compliant roadways in our experience. Statistically speaking, speeding on Sheriff's Posse is not a priority mitigation. The 85th percentile speeds were 5 MPH over the posted speed limit of 25 MPH for northbound traffic on Sheriff's Posse Road. However, we recommend several countermeasures to maintain compliance with the posted speed limit of 25 MPH when traffic volumes increase.

Additionally, this study evaluated cut-through traffic. Traffic using Sheriff's Posse to get from NM 528 to US 550, and vis versa, appears to contribute to additional traffic on Sheriff's Posse Road. This route may be more enjoyable than utilizing the signalized intersections of NM 528 and US 550. Our travel time estimates identify that the arterial route is generally faster, though it has some probability of congestion. That said, cut-through traffic is perceived by the community as a nuisance and continued enhancements to the stop-controlled intersections and construction of the recommended corridor gateways may minimize the attractiveness of Sheriff's Posse as an alternative route.

Given the pending developments in the study area's vicinity, it is recommended that the Town and associated developments continue to pursue opportunities to enhance the corridor by creating a roadway environment suitable for lower speeds and an increased community feel. The recommendations herein describe potential enhancements to stop-controlled intersections, as well as gateway treatments and intersection designs.

Appendix A:

Turning Movement Count Sheets

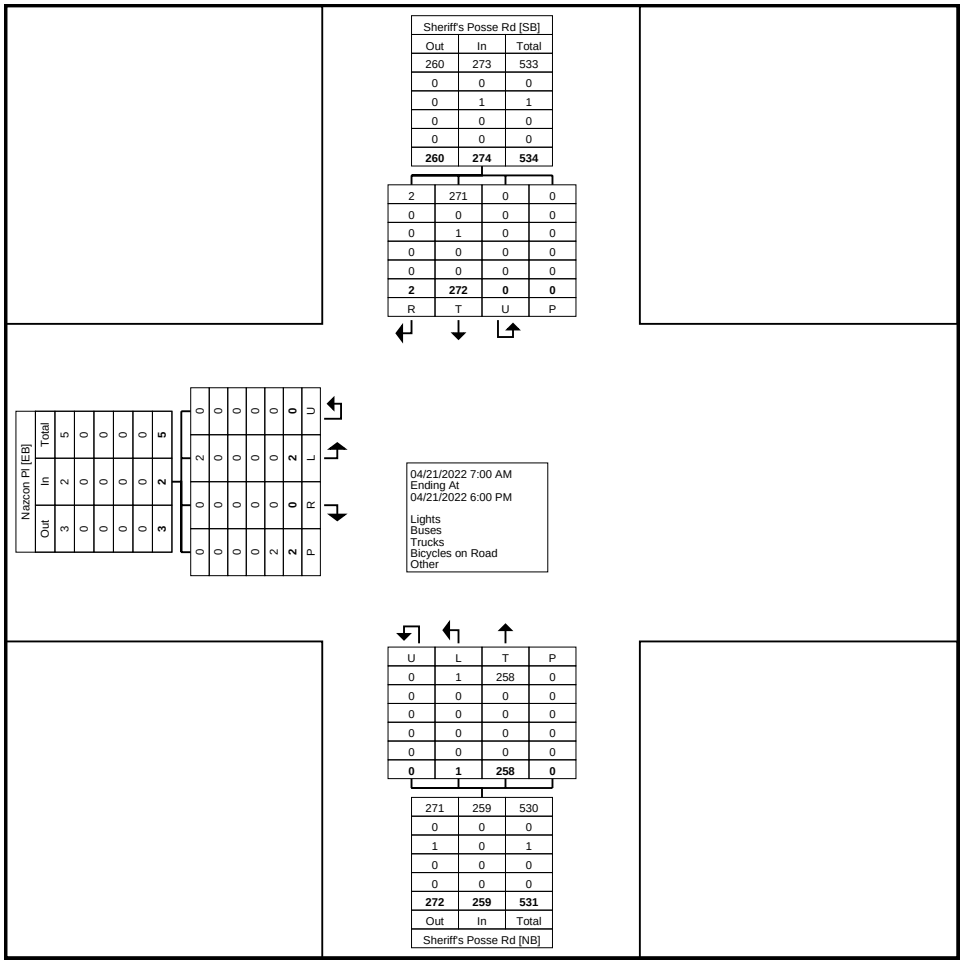
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Albuquerque, New Mexico, United States 87113
5053380988 jpham@lee-eng.com

Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Nazcon Pl Eastbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	38	0	38	0	10	0	0	10	48
7:15 AM	0	1	0	0	1	0	0	37	0	37	0	12	1	0	13	51
7:30 AM	0	0	0	0	0	0	0	38	0	38	0	16	0	0	16	54
7:45 AM	0	0	0	0	0	0	0	30	0	30	0	19	0	0	19	49
Hourly Total	0	1	0	0	1	0	0	143	0	143	0	57	1	0	58	202
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5:15 PM	0	0	0	0	0	0	0	29	0	29	0	65	0	0	65	94
5:30 PM	0	0	0	1	0	0	1	25	0	26	0	65	0	0	65	91
5:45 PM	0	0	0	1	0	0	0	22	0	22	0	39	1	0	40	62
Hourly Total	0	1	0	2	1	0	1	115	0	116	0	215	1	0	216	333
Grand Total	0	2	0	2	2	0	1	258	0	259	0	272	2	0	274	535
Approach %	0.0	100.0	0.0	-	-	0.0	0.4	99.6	-	-	0.0	99.3	0.7	-	-	-
Total %	0.0	0.4	0.0	-	0.4	0.0	0.2	48.2	-	48.4	0.0	50.8	0.4	-	51.2	-
Lights	0	2	0	-	2	0	1	258	-	259	0	271	2	-	273	534
% Lights	-	100.0	-	-	100.0	-	100.0	100.0	-	100.0	-	99.6	100.0	-	99.6	99.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Trucks	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.4	0.0	-	0.4	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Data Plot

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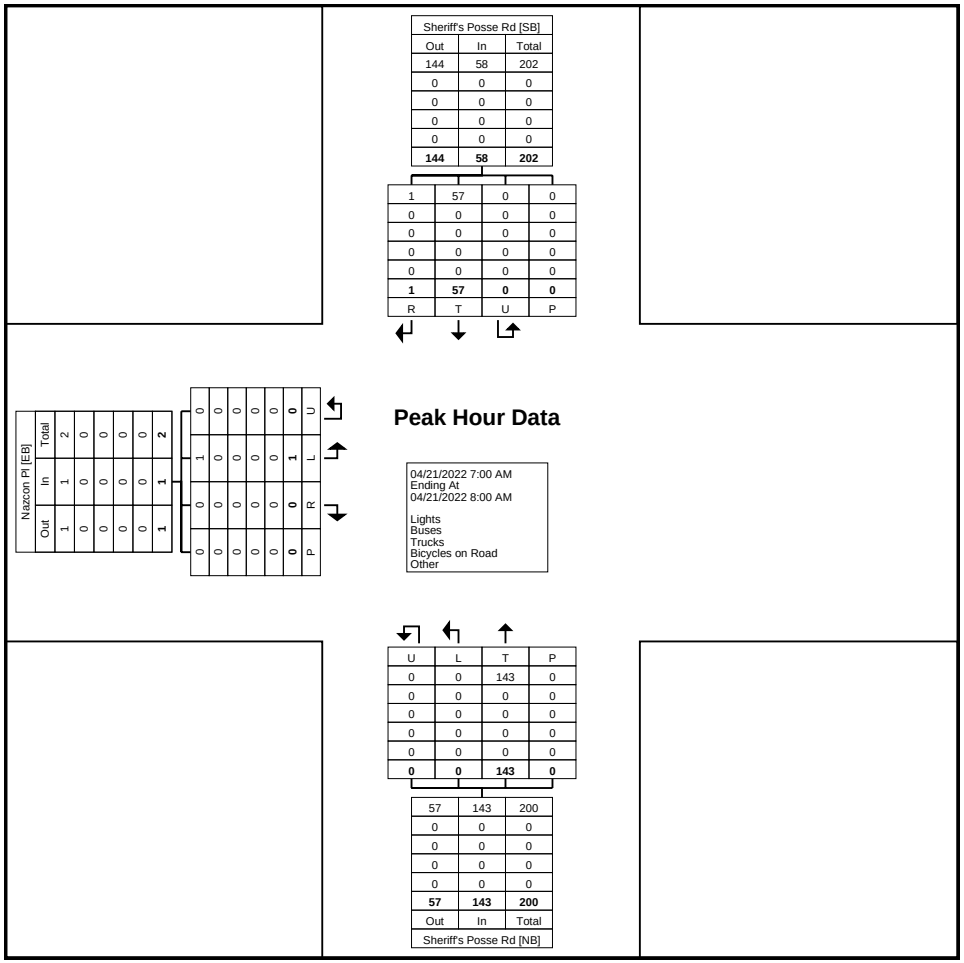
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Nazcon Pl Eastbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	38	0	38	0	10	0	0	10	48
7:15 AM	0	1	0	0	1	0	0	37	0	37	0	12	1	0	13	51
7:30 AM	0	0	0	0	0	0	0	38	0	38	0	16	0	0	16	54
7:45 AM	0	0	0	0	0	0	0	30	0	30	0	19	0	0	19	49
Total	0	1	0	0	1	0	0	143	0	143	0	57	1	0	58	202
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	98.3	1.7	-	-	-
Total %	0.0	0.5	0.0	-	0.5	0.0	0.0	70.8	-	70.8	0.0	28.2	0.5	-	28.7	-
PHF	0.000	0.250	0.000	-	0.250	0.000	0.000	0.941	-	0.941	0.000	0.750	0.250	-	0.763	0.935
Lights	0	1	0	-	1	0	0	143	-	143	0	57	1	-	58	202
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Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Peak Hour Data Plot (7:00 AM)

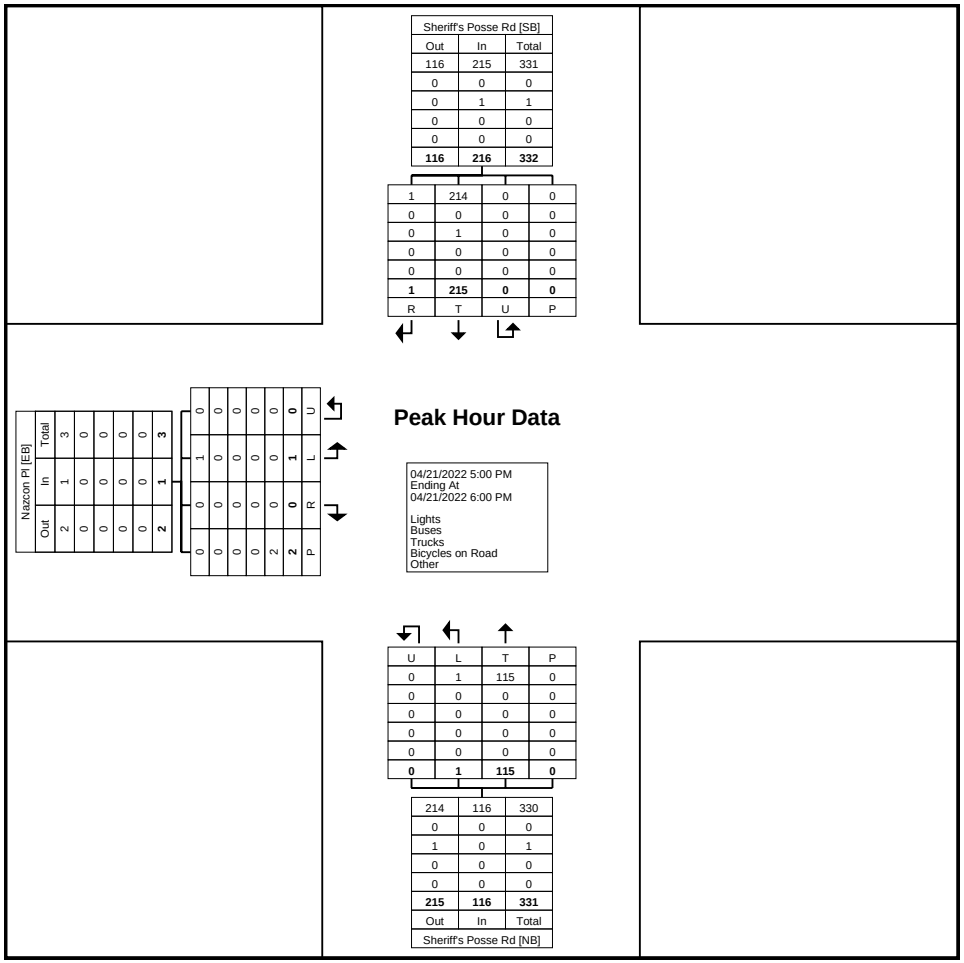
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Nazcon Pl Eastbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
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5:45 PM	0	0	0	1	0	0	0	22	0	22	0	39	1	0	40	62
Total	0	1	0	2	1	0	1	115	0	116	0	215	1	0	216	333
Approach %	0.0	100.0	0.0	-	-	0.0	0.9	99.1	-	-	0.0	99.5	0.5	-	-	-
Total %	0.0	0.3	0.0	-	0.3	0.0	0.3	34.5	-	34.8	0.0	64.6	0.3	-	64.9	-
PHF	0.000	0.250	0.000	-	0.250	0.000	0.250	0.737	-	0.744	0.000	0.827	0.250	-	0.831	0.886
Lights	0	1	0	-	1	0	1	115	-	116	0	214	1	-	215	332
% Lights	-	100.0	-	-	100.0	-	100.0	100.0	-	100.0	-	99.5	100.0	-	99.5	99.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Trucks	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.5	0.0	-	0.5	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

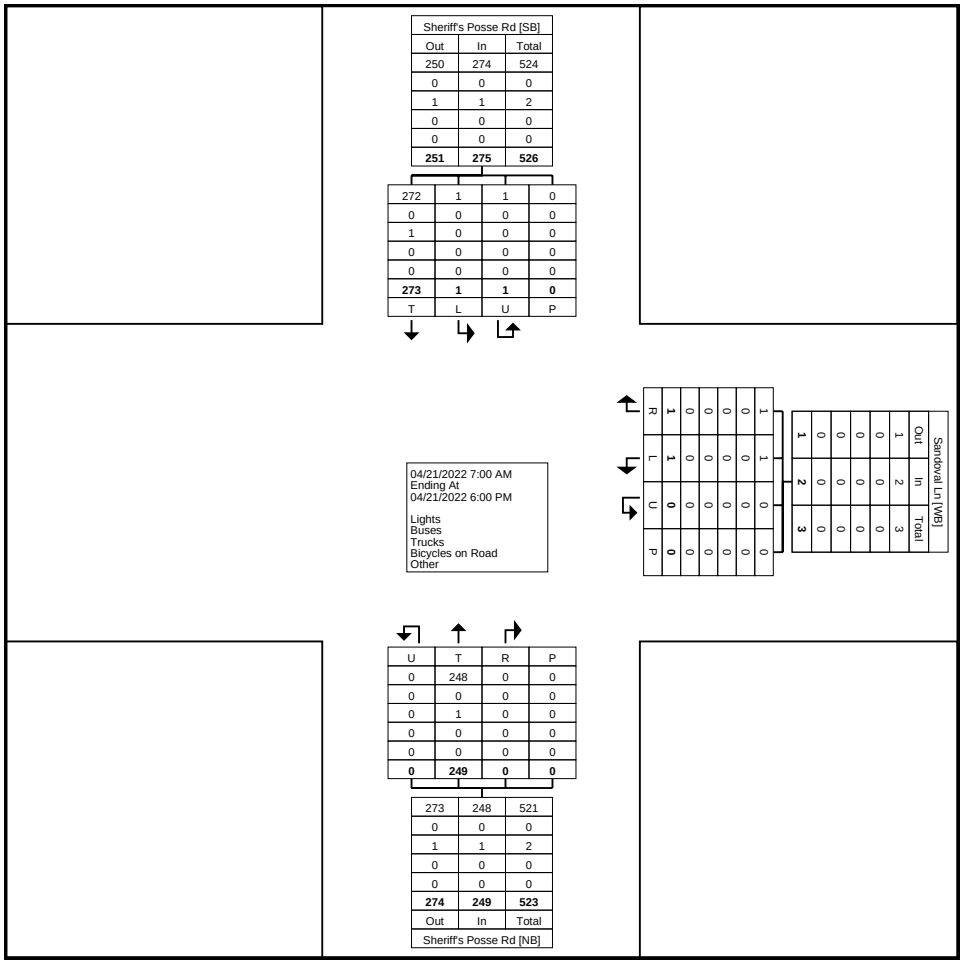
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Sandoval Ln Westbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
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7:15 AM	0	0	0	0	0	0	35	0	0	35	0	0	12	0	12	47
7:30 AM	0	0	0	0	0	0	41	0	0	41	0	0	16	0	16	57
7:45 AM	0	0	0	0	0	0	28	0	0	28	0	0	20	0	20	48
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5:30 PM	0	0	0	0	0	0	26	0	0	26	1	0	65	0	66	92
5:45 PM	0	0	0	0	0	0	21	0	0	21	0	0	40	0	40	61
Hourly Total	0	1	1	0	2	0	110	0	0	110	1	1	215	0	217	329
Grand Total	0	1	1	0	2	0	249	0	0	249	1	1	273	0	275	526
Approach %	0.0	50.0	50.0	-	-	0.0	100.0	0.0	-	-	0.4	0.4	99.3	-	-	-
Total %	0.0	0.2	0.2	-	0.4	0.0	47.3	0.0	-	47.3	0.2	0.2	51.9	-	52.3	-
Lights	0	1	1	-	2	0	248	0	-	248	1	1	272	-	274	524
% Lights	-	100.0	100.0	-	100.0	-	99.6	-	-	99.6	100.0	100.0	99.6	-	99.6	99.6
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Trucks	-	0.0	0.0	-	0.0	-	0.4	-	-	0.4	0.0	0.0	0.4	-	0.4	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Data Plot

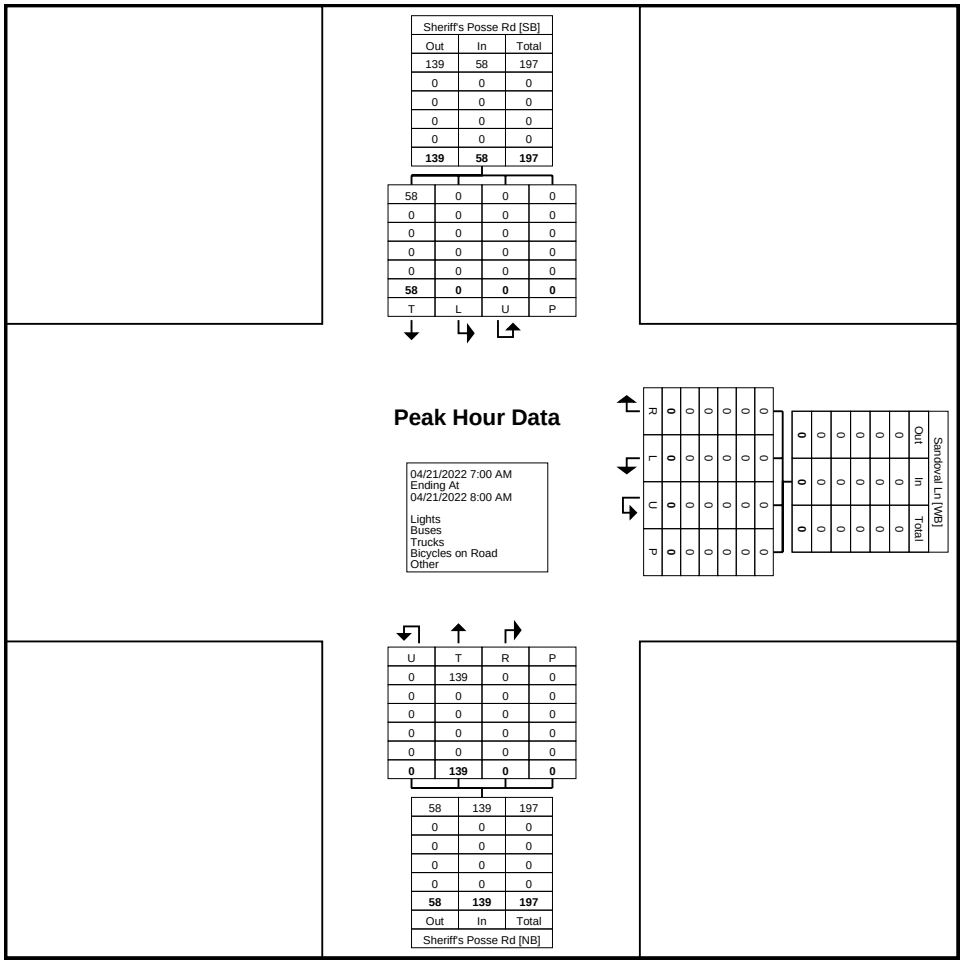
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Sandoval Ln Westbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	35	0	0	35	0	0	10	0	10	45
7:15 AM	0	0	0	0	0	0	35	0	0	35	0	0	12	0	12	47
7:30 AM	0	0	0	0	0	0	41	0	0	41	0	0	16	0	16	57
7:45 AM	0	0	0	0	0	0	28	0	0	28	0	0	20	0	20	48
Total	0	0	0	0	0	0	139	0	0	139	0	0	58	0	58	197
Approach %	0.0	0.0	0.0	-	-	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	70.6	0.0	-	70.6	0.0	0.0	29.4	-	29.4	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.848	0.000	-	0.848	0.000	0.000	0.725	-	0.725	0.864
Lights	0	0	0	-	0	0	139	0	-	139	0	0	58	-	58	197
% Lights	-	-	-	-	-	-	100.0	-	-	100.0	-	-	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	-	-	-	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:00 AM)

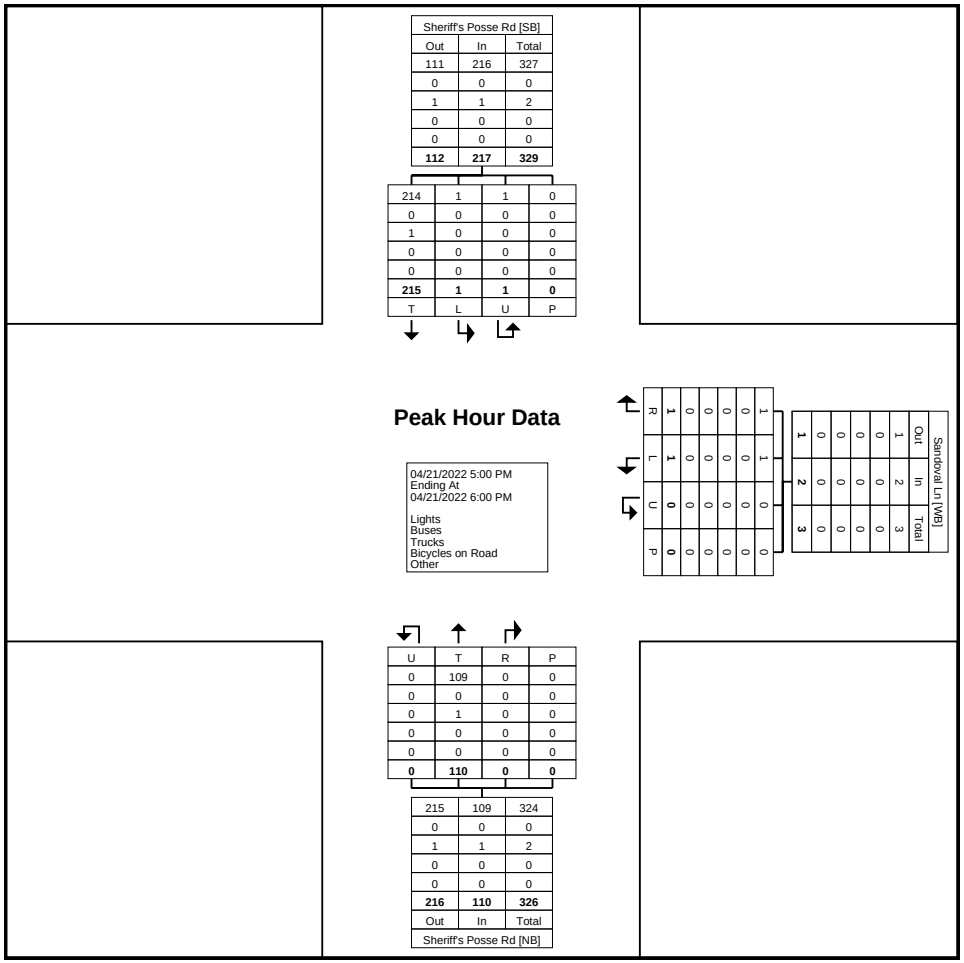
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sandoval Ln Westbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
5:00 PM	0	1	0	0	1	0	36	0	0	36	0	0	48	0	48	85
5:15 PM	0	0	1	0	1	0	27	0	0	27	0	1	62	0	63	91
5:30 PM	0	0	0	0	0	0	26	0	0	26	1	0	65	0	66	92
5:45 PM	0	0	0	0	0	0	21	0	0	21	0	0	40	0	40	61
Total	0	1	1	0	2	0	110	0	0	110	1	1	215	0	217	329
Approach %	0.0	50.0	50.0	-	-	0.0	100.0	0.0	-	-	0.5	0.5	99.1	-	-	-
Total %	0.0	0.3	0.3	-	0.6	0.0	33.4	0.0	-	33.4	0.3	0.3	65.3	-	66.0	-
PHF	0.000	0.250	0.250	-	0.500	0.000	0.764	0.000	-	0.764	0.250	0.250	0.827	-	0.822	0.894
Lights	0	1	1	-	2	0	109	0	-	109	1	1	214	-	216	327
% Lights	-	100.0	100.0	-	100.0	-	99.1	-	-	99.1	100.0	100.0	99.5	-	99.5	99.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	1	0	-	1	0	0	1	-	1	2
% Trucks	-	0.0	0.0	-	0.0	-	0.9	-	-	0.9	0.0	0.0	0.5	-	0.5	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

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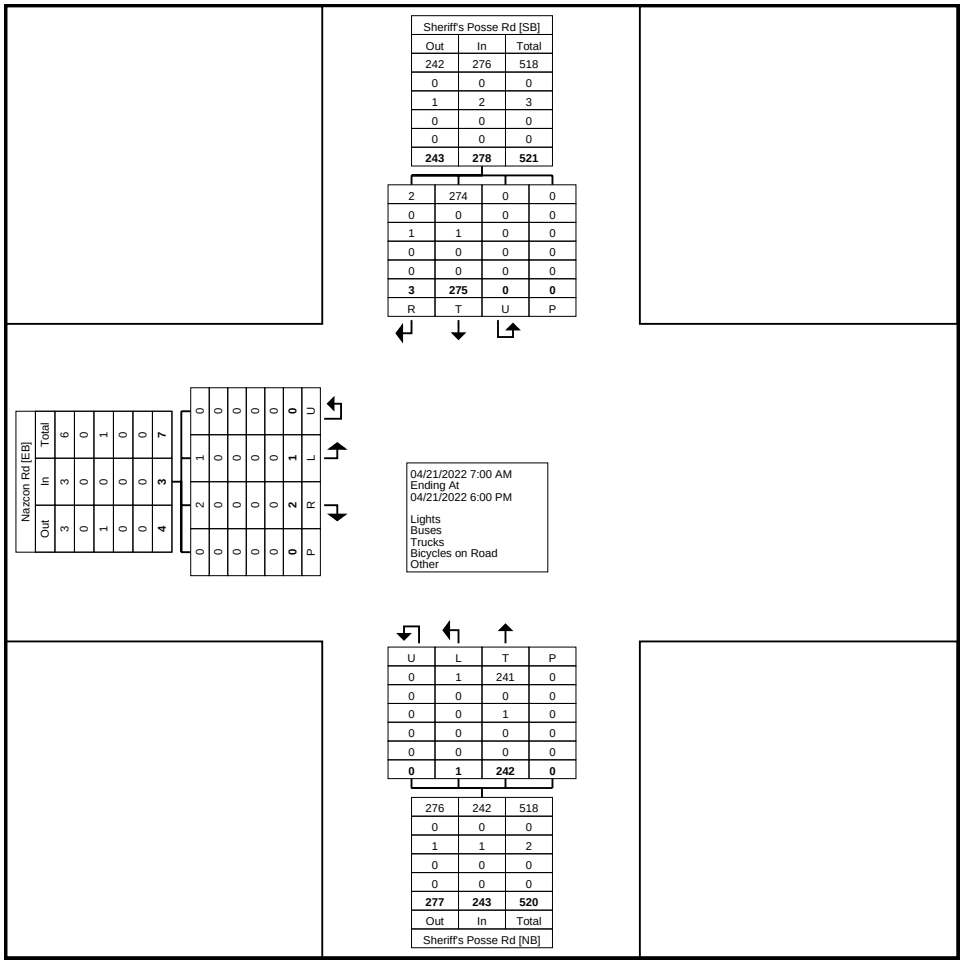
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Nazcon Rd Eastbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	0	0	1	0	0	30	0	30	0	12	0	0	12	43
7:15 AM	0	0	0	0	0	0	0	41	0	41	0	8	1	0	9	50
7:30 AM	0	0	0	0	0	0	0	37	0	37	0	17	0	0	17	54
7:45 AM	0	0	1	0	1	0	0	28	0	28	0	25	0	0	25	54
Hourly Total	0	1	1	0	2	0	0	136	0	136	0	62	1	0	63	201
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	0	0	0	0	0	0	38	0	38	0	49	0	0	49	87
5:15 PM	0	0	1	0	1	0	1	23	0	24	0	62	0	0	62	87
5:30 PM	0	0	0	0	0	0	0	24	0	24	0	63	2	0	65	89
5:45 PM	0	0	0	0	0	0	0	21	0	21	0	39	0	0	39	60
Hourly Total	0	0	1	0	1	0	1	106	0	107	0	213	2	0	215	323
Grand Total	0	1	2	0	3	0	1	242	0	243	0	275	3	0	278	524
Approach %	0.0	33.3	66.7	-	-	0.0	0.4	99.6	-	-	0.0	98.9	1.1	-	-	-
Total %	0.0	0.2	0.4	-	0.6	0.0	0.2	46.2	-	46.4	0.0	52.5	0.6	-	53.1	-
Lights	0	1	2	-	3	0	1	241	-	242	0	274	2	-	276	521
% Lights	-	100.0	100.0	-	100.0	-	100.0	99.6	-	99.6	-	99.6	66.7	-	99.3	99.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	1	-	1	0	1	1	-	2	3
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	-	0.4	33.3	-	0.7	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Data Plot

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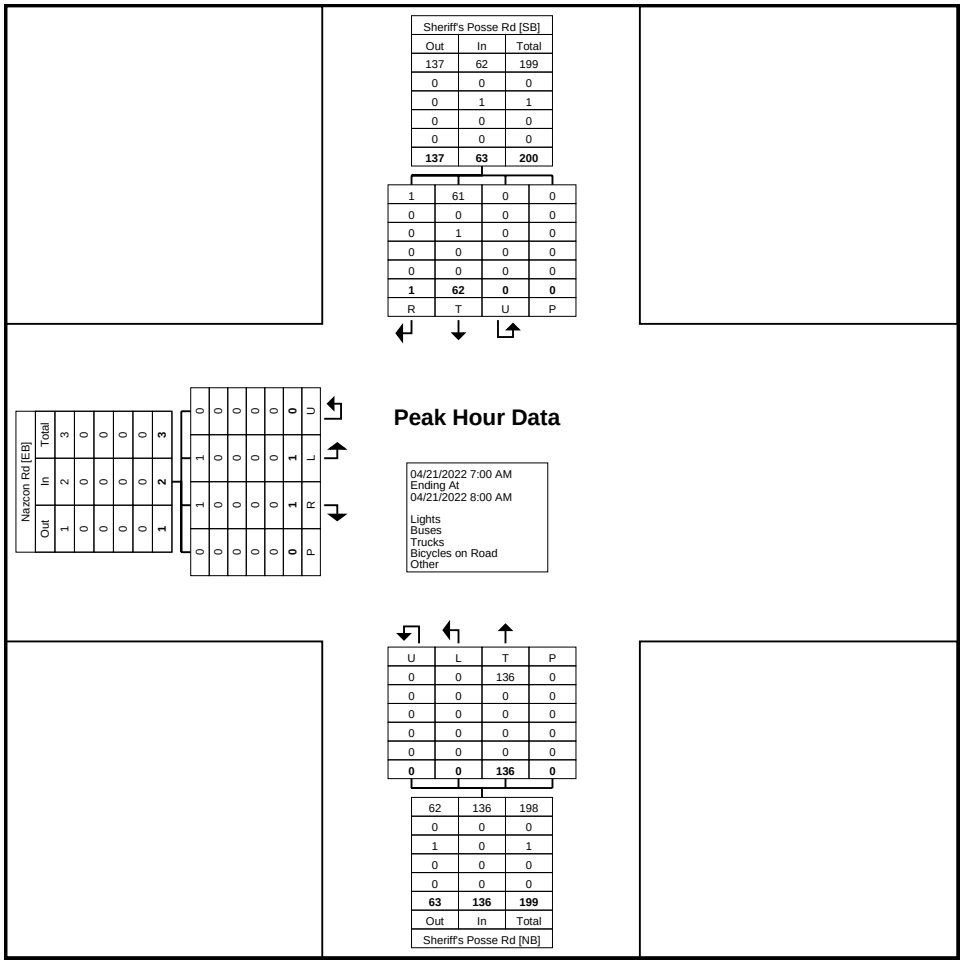
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Nazcon Rd Eastbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	0	0	1	0	0	30	0	30	0	12	0	0	12	43
7:15 AM	0	0	0	0	0	0	0	41	0	41	0	8	1	0	9	50
7:30 AM	0	0	0	0	0	0	0	37	0	37	0	17	0	0	17	54
7:45 AM	0	0	1	0	1	0	0	28	0	28	0	25	0	0	25	54
Total	0	1	1	0	2	0	0	136	0	136	0	62	1	0	63	201
Approach %	0.0	50.0	50.0	-	-	0.0	0.0	100.0	-	-	0.0	98.4	1.6	-	-	-
Total %	0.0	0.5	0.5	-	1.0	0.0	0.0	67.7	-	67.7	0.0	30.8	0.5	-	31.3	-
PHF	0.000	0.250	0.250	-	0.500	0.000	0.000	0.829	-	0.829	0.000	0.620	0.250	-	0.630	0.931
Lights	0	1	1	-	2	0	0	136	-	136	0	61	1	-	62	200
% Lights	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	-	98.4	100.0	-	98.4	99.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	1.6	0.0	-	1.6	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Peak Hour Data Plot (7:00 AM)

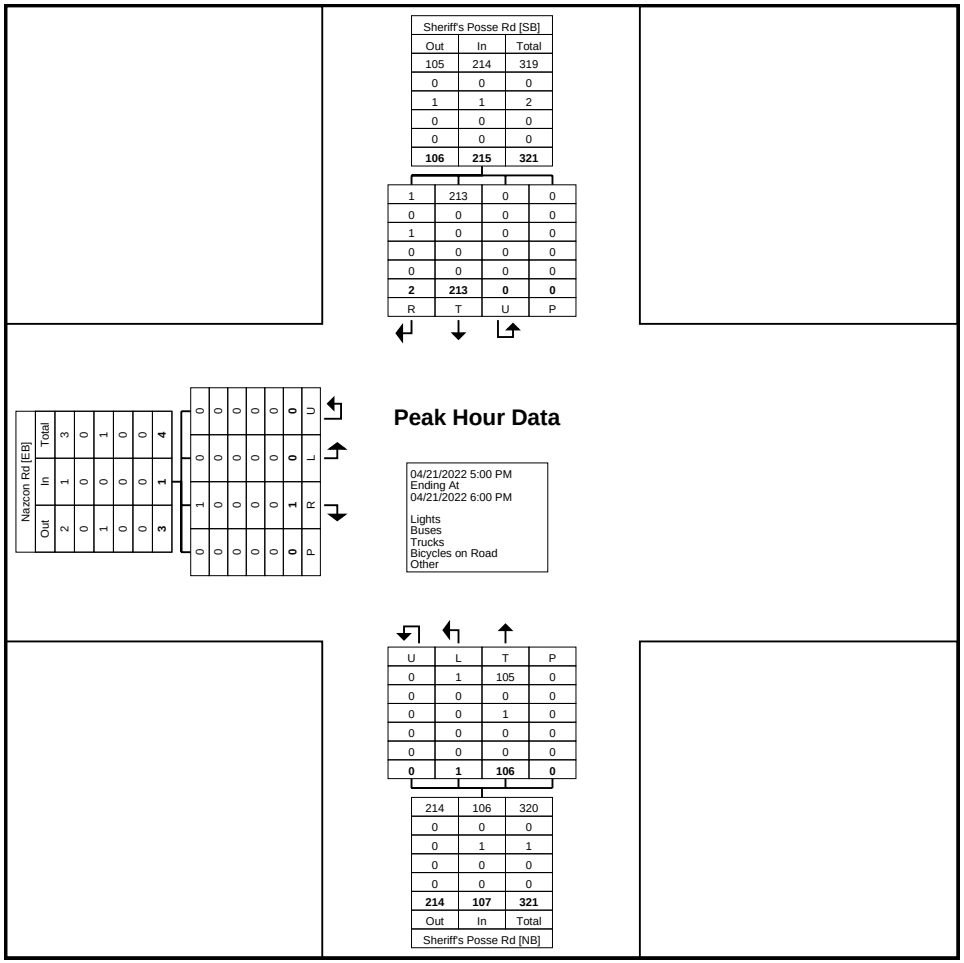
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Nazcon Rd Eastbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	0	0	0	0	0	0	38	0	38	0	49	0	0	49	87
5:15 PM	0	0	1	0	1	0	1	23	0	24	0	62	0	0	62	87
5:30 PM	0	0	0	0	0	0	0	24	0	24	0	63	2	0	65	89
5:45 PM	0	0	0	0	0	0	0	21	0	21	0	39	0	0	39	60
Total	0	0	1	0	1	0	1	106	0	107	0	213	2	0	215	323
Approach %	0.0	0.0	100.0	-	-	0.0	0.9	99.1	-	-	0.0	99.1	0.9	-	-	-
Total %	0.0	0.0	0.3	-	0.3	0.0	0.3	32.8	-	33.1	0.0	65.9	0.6	-	66.6	-
PHF	0.000	0.000	0.250	-	0.250	0.000	0.250	0.697	-	0.704	0.000	0.845	0.250	-	0.827	0.907
Lights	0	0	1	-	1	0	1	105	-	106	0	213	1	-	214	321
% Lights	-	-	100.0	-	100.0	-	100.0	99.1	-	99.1	-	100.0	50.0	-	99.5	99.4
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Trucks	-	-	0.0	-	0.0	-	0.0	0.9	-	0.9	-	0.0	50.0	-	0.5	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

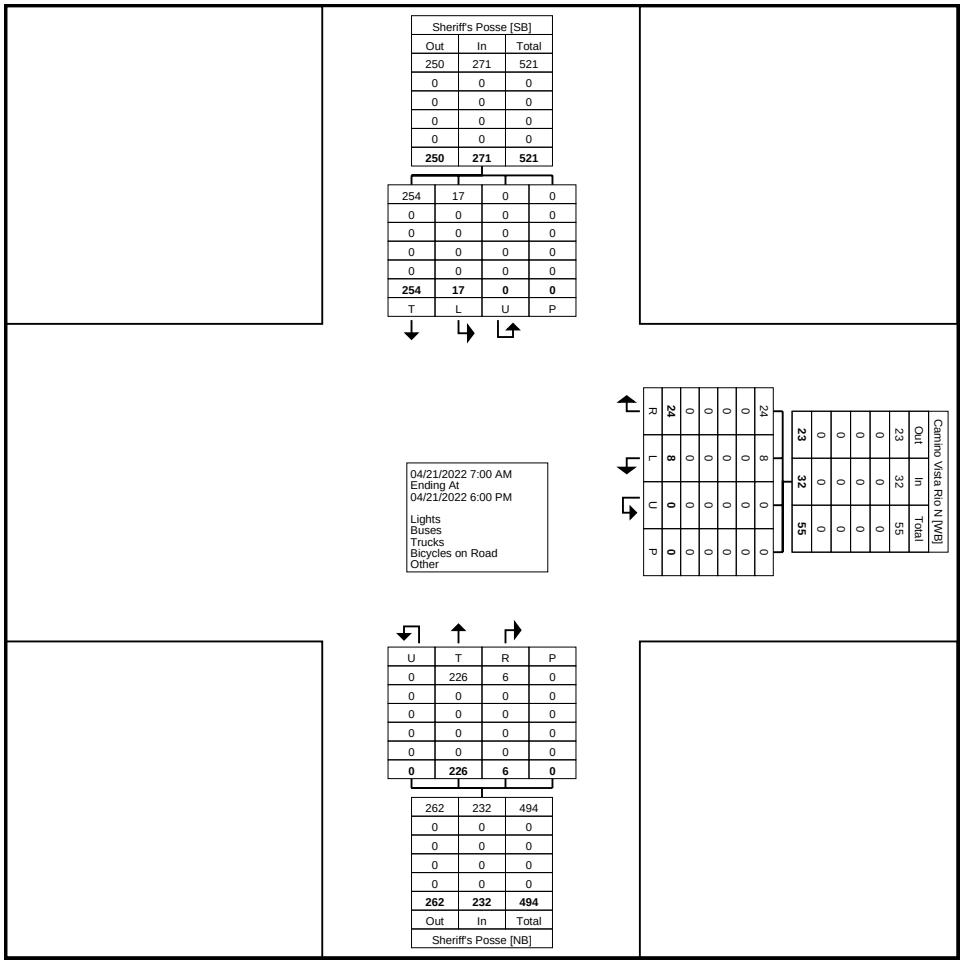
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Camino Vista Rio N Westbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	1	6	0	7	0	27	0	0	27	0	1	10	0	11	45
7:15 AM	0	0	5	0	5	0	33	1	0	34	0	1	11	0	12	51
7:30 AM	0	0	7	0	7	0	34	0	0	34	0	0	14	0	14	55
7:45 AM	0	2	2	0	4	0	26	0	0	26	0	1	17	0	18	48
Hourly Total	0	3	20	0	23	0	120	1	0	121	0	3	52	0	55	199
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	0	3	0	3	0	34	2	0	36	0	5	43	0	48	87
5:15 PM	0	2	0	0	2	0	26	3	0	29	0	5	54	0	59	90
5:30 PM	0	1	0	0	1	0	26	0	0	26	0	2	65	0	67	94
5:45 PM	0	2	1	0	3	0	20	0	0	20	0	2	40	0	42	65
Hourly Total	0	5	4	0	9	0	106	5	0	111	0	14	202	0	216	336
Grand Total	0	8	24	0	32	0	226	6	0	232	0	17	254	0	271	535
Approach %	0.0	25.0	75.0	-	-	0.0	97.4	2.6	-	-	0.0	6.3	93.7	-	-	-
Total %	0.0	1.5	4.5	-	6.0	0.0	42.2	1.1	-	43.4	0.0	3.2	47.5	-	50.7	-
Lights	0	8	24	-	32	0	226	6	-	232	0	17	254	-	271	535
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Data Plot

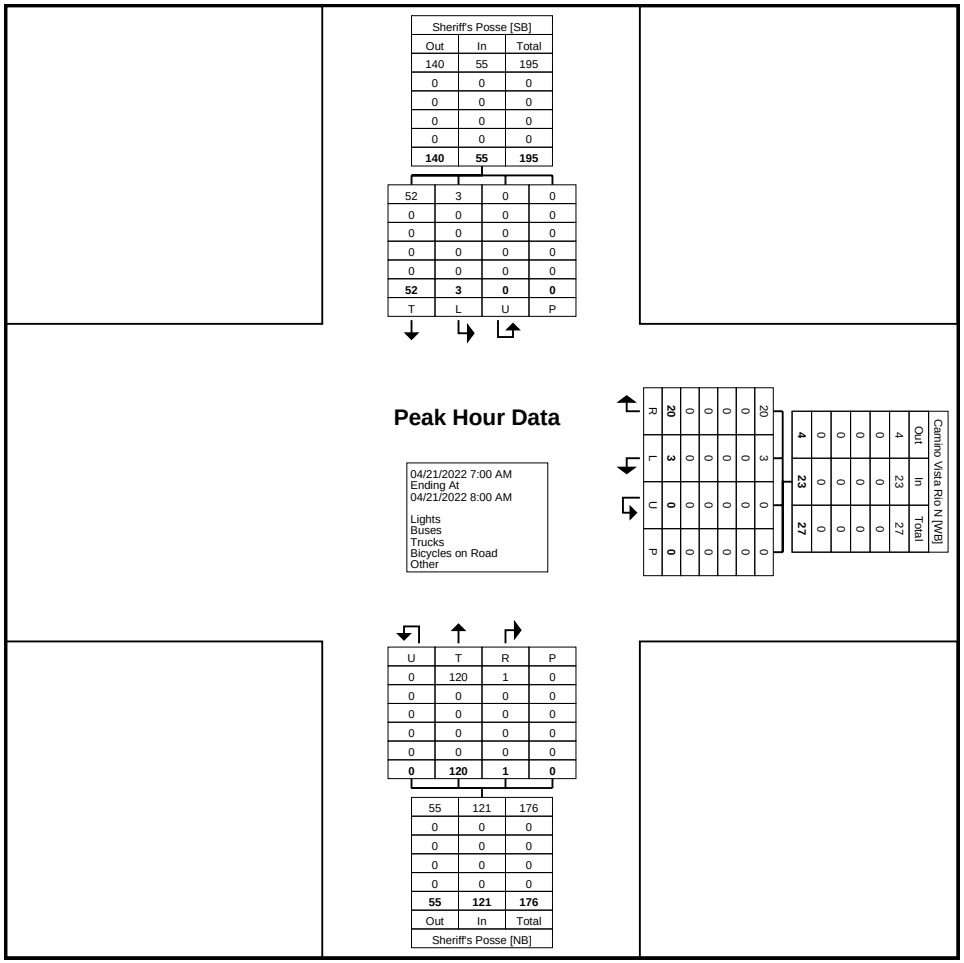
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Camino Vista Rio N Westbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	1	6	0	7	0	27	0	0	27	0	1	10	0	11	45
7:15 AM	0	0	5	0	5	0	33	1	0	34	0	1	11	0	12	51
7:30 AM	0	0	7	0	7	0	34	0	0	34	0	0	14	0	14	55
7:45 AM	0	2	2	0	4	0	26	0	0	26	0	1	17	0	18	48
Total	0	3	20	0	23	0	120	1	0	121	0	3	52	0	55	199
Approach %	0.0	13.0	87.0	-	-	0.0	99.2	0.8	-	-	0.0	5.5	94.5	-	-	-
Total %	0.0	1.5	10.1	-	11.6	0.0	60.3	0.5	-	60.8	0.0	1.5	26.1	-	27.6	-
PHF	0.000	0.375	0.714	-	0.821	0.000	0.882	0.250	-	0.890	0.000	0.750	0.765	-	0.764	0.905
Lights	0	3	20	-	23	0	120	1	-	121	0	3	52	-	55	199
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:00 AM)

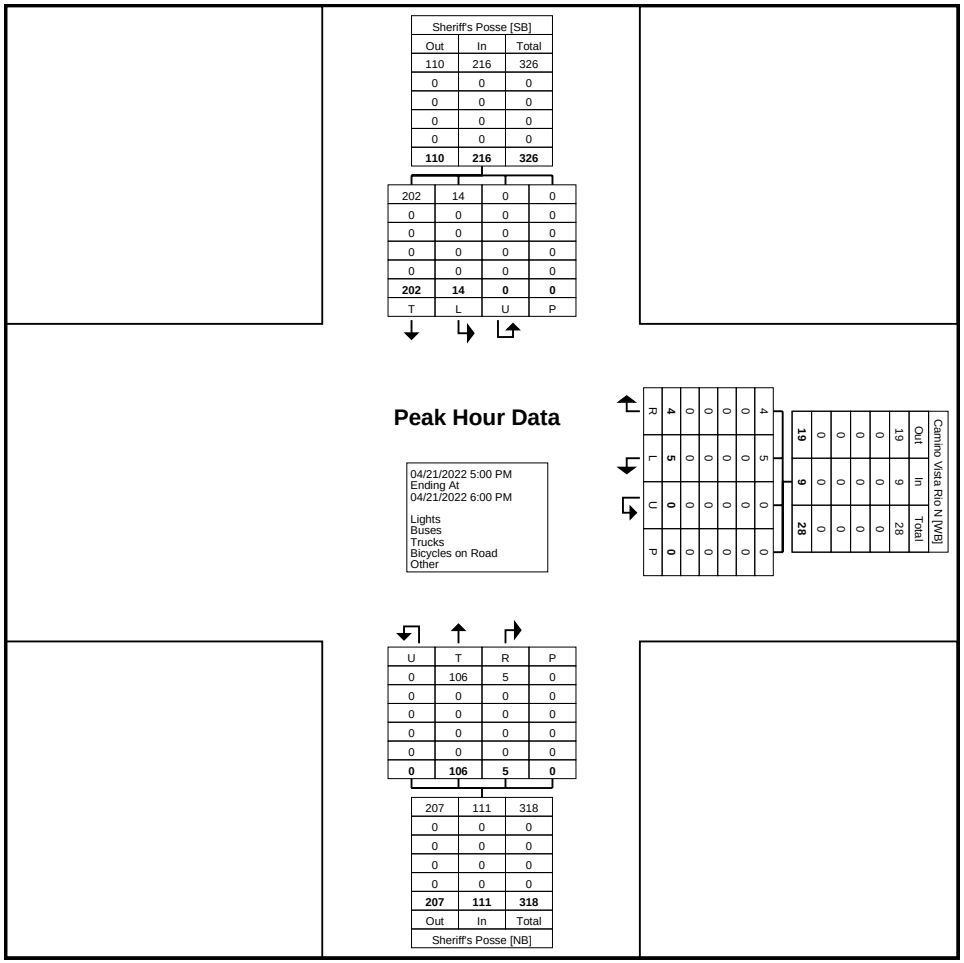
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Camino Vista Rio N Westbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
5:00 PM	0	0	3	0	3	0	34	2	0	36	0	5	43	0	48	87
5:15 PM	0	2	0	0	2	0	26	3	0	29	0	5	54	0	59	90
5:30 PM	0	1	0	0	1	0	26	0	0	26	0	2	65	0	67	94
5:45 PM	0	2	1	0	3	0	20	0	0	20	0	2	40	0	42	65
Total	0	5	4	0	9	0	106	5	0	111	0	14	202	0	216	336
Approach %	0.0	55.6	44.4	-	-	0.0	95.5	4.5	-	-	0.0	6.5	93.5	-	-	-
Total %	0.0	1.5	1.2	-	2.7	0.0	31.5	1.5	-	33.0	0.0	4.2	60.1	-	64.3	-
PHF	0.000	0.625	0.333	-	0.750	0.000	0.779	0.417	-	0.771	0.000	0.700	0.777	-	0.806	0.894
Lights	0	5	4	-	9	0	106	5	-	111	0	14	202	-	216	336
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

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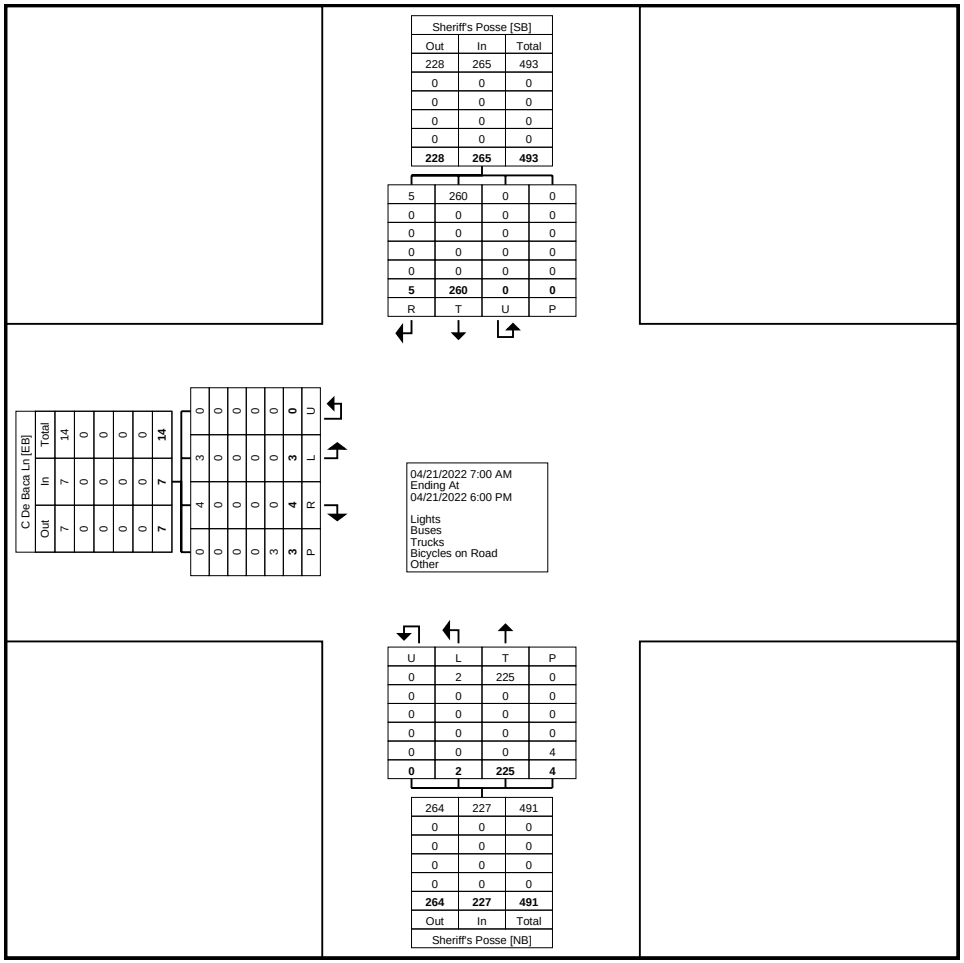
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	C De Baca Ln Eastbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	3	0	0	3	0	0	23	0	23	0	11	0	0	11	37
7:15 AM	0	0	0	0	0	0	0	36	0	36	0	10	0	0	10	46
7:30 AM	0	0	0	0	0	0	0	31	0	31	0	16	0	0	16	47
7:45 AM	0	0	0	2	0	0	0	26	0	26	0	22	0	0	22	48
Hourly Total	0	3	0	2	3	0	0	116	0	116	0	59	0	0	59	178
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	0	2	0	2	0	0	37	0	37	0	41	2	0	43	82
5:15 PM	0	0	0	0	0	0	1	29	0	30	0	60	0	0	60	90
5:30 PM	0	0	1	1	1	0	1	24	4	25	0	60	2	0	62	88
5:45 PM	0	0	1	0	1	0	0	19	0	19	0	40	1	0	41	61
Hourly Total	0	0	4	1	4	0	2	109	4	111	0	201	5	0	206	321
Grand Total	0	3	4	3	7	0	2	225	4	227	0	260	5	0	265	499
Approach %	0.0	42.9	57.1	-	-	0.0	0.9	99.1	-	-	0.0	98.1	1.9	-	-	-
Total %	0.0	0.6	0.8	-	1.4	0.0	0.4	45.1	-	45.5	0.0	52.1	1.0	-	53.1	-
Lights	0	3	4	-	7	0	2	225	-	227	0	260	5	-	265	499
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	3	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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5053380988 ebarricklow@lee-eng.com

Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Data Plot

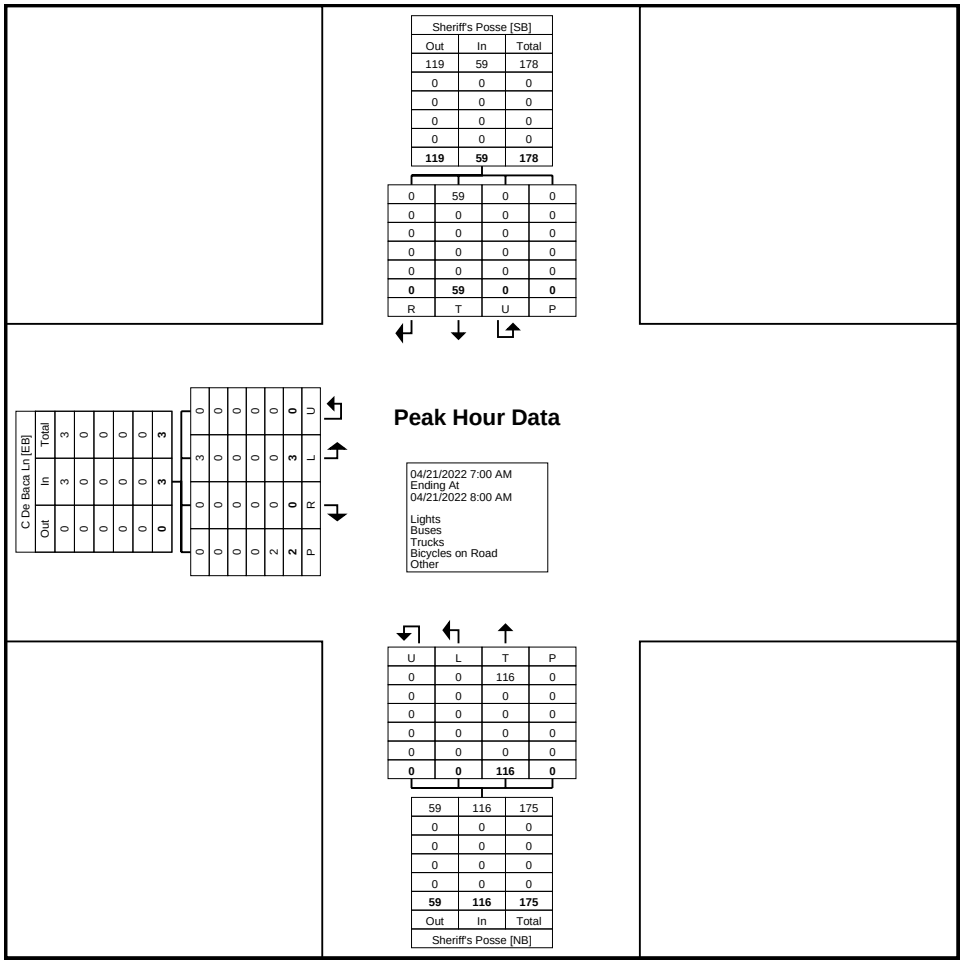
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	C De Baca Ln Eastbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	3	0	0	3	0	0	23	0	23	0	11	0	0	11	37
7:15 AM	0	0	0	0	0	0	0	36	0	36	0	10	0	0	10	46
7:30 AM	0	0	0	0	0	0	0	31	0	31	0	16	0	0	16	47
7:45 AM	0	0	0	2	0	0	0	26	0	26	0	22	0	0	22	48
Total	0	3	0	2	3	0	0	116	0	116	0	59	0	0	59	178
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	1.7	0.0	-	1.7	0.0	0.0	65.2	-	65.2	0.0	33.1	0.0	-	33.1	-
PHF	0.000	0.250	0.000	-	0.250	0.000	0.000	0.806	-	0.806	0.000	0.670	0.000	-	0.670	0.927
Lights	0	3	0	-	3	0	0	116	-	116	0	59	0	-	59	178
% Lights	-	100.0	-	-	100.0	-	-	100.0	-	100.0	-	100.0	-	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:00 AM)

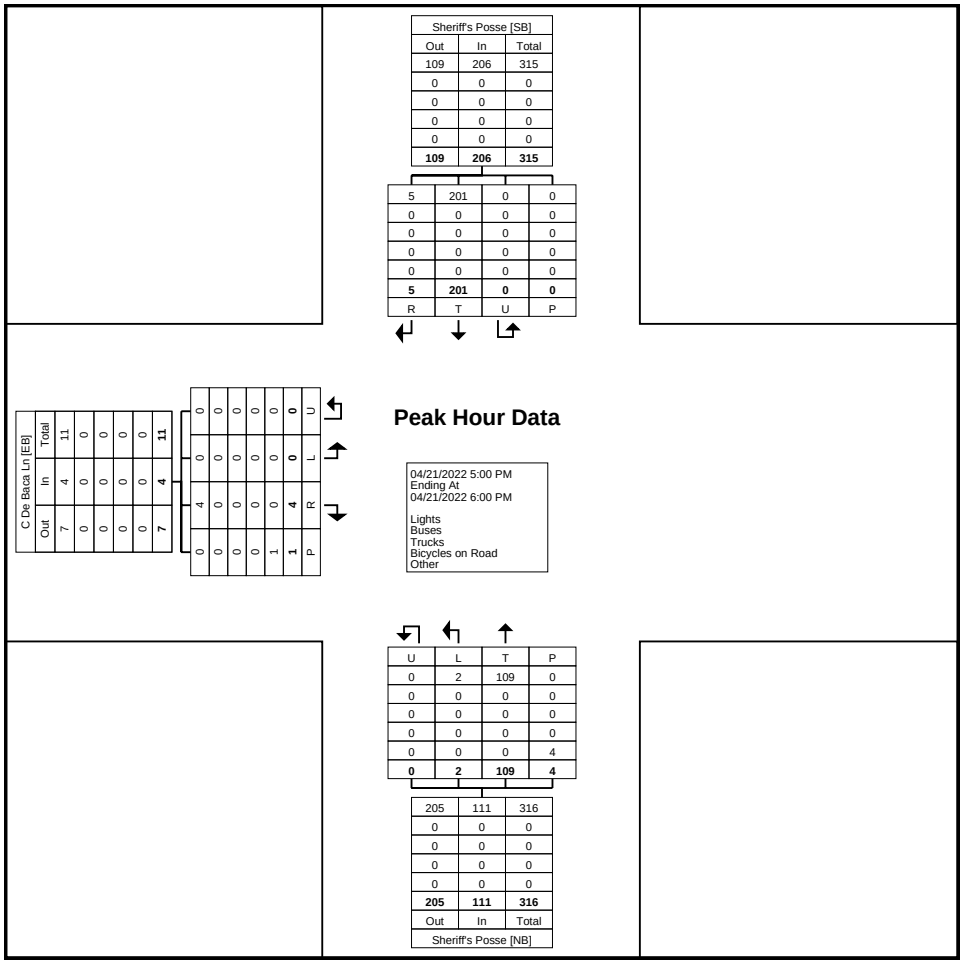
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	C De Baca Ln Eastbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	0	2	0	2	0	0	37	0	37	0	41	2	0	43	82
5:15 PM	0	0	0	0	0	0	1	29	0	30	0	60	0	0	60	90
5:30 PM	0	0	1	1	1	0	1	24	4	25	0	60	2	0	62	88
5:45 PM	0	0	1	0	1	0	0	19	0	19	0	40	1	0	41	61
Total	0	0	4	1	4	0	2	109	4	111	0	201	5	0	206	321
Approach %	0.0	0.0	100.0	-	-	0.0	1.8	98.2	-	-	0.0	97.6	2.4	-	-	-
Total %	0.0	0.0	1.2	-	1.2	0.0	0.6	34.0	-	34.6	0.0	62.6	1.6	-	64.2	-
PHF	0.000	0.000	0.500	-	0.500	0.000	0.500	0.736	-	0.750	0.000	0.838	0.625	-	0.831	0.892
Lights	0	0	4	-	4	0	2	109	-	111	0	201	5	-	206	321
% Lights	-	-	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	4	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

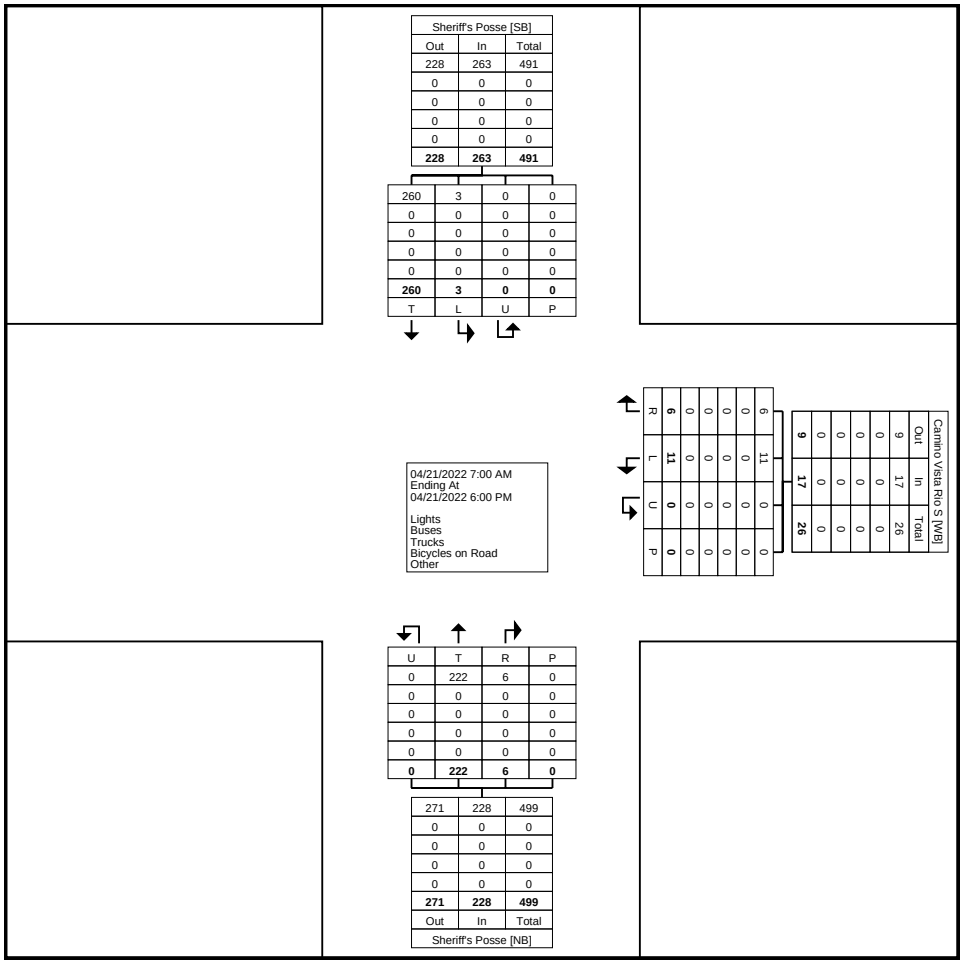
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Camino Vista Rio S Westbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	1	2	0	3	0	20	1	0	21	0	0	10	0	10	34
7:15 AM	0	0	1	0	1	0	36	0	0	36	0	0	12	0	12	49
7:30 AM	0	0	1	0	1	0	29	0	0	29	0	0	12	0	12	42
7:45 AM	0	2	1	0	3	0	25	1	0	26	0	0	21	0	21	50
Hourly Total	0	3	5	0	8	0	110	2	0	112	0	0	55	0	55	175
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	0	0	0	0	0	36	0	0	36	0	1	43	0	44	80
5:15 PM	0	5	1	0	6	0	29	1	0	30	0	1	56	0	57	93
5:30 PM	0	2	0	0	2	0	27	1	0	28	0	1	64	0	65	95
5:45 PM	0	1	0	0	1	0	20	2	0	22	0	0	42	0	42	65
Hourly Total	0	8	1	0	9	0	112	4	0	116	0	3	205	0	208	333
Grand Total	0	11	6	0	17	0	222	6	0	228	0	3	260	0	263	508
Approach %	0.0	64.7	35.3	-	-	0.0	97.4	2.6	-	-	0.0	1.1	98.9	-	-	-
Total %	0.0	2.2	1.2	-	3.3	0.0	43.7	1.2	-	44.9	0.0	0.6	51.2	-	51.8	-
Lights	0	11	6	-	17	0	222	6	-	228	0	3	260	-	263	508
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Data Plot

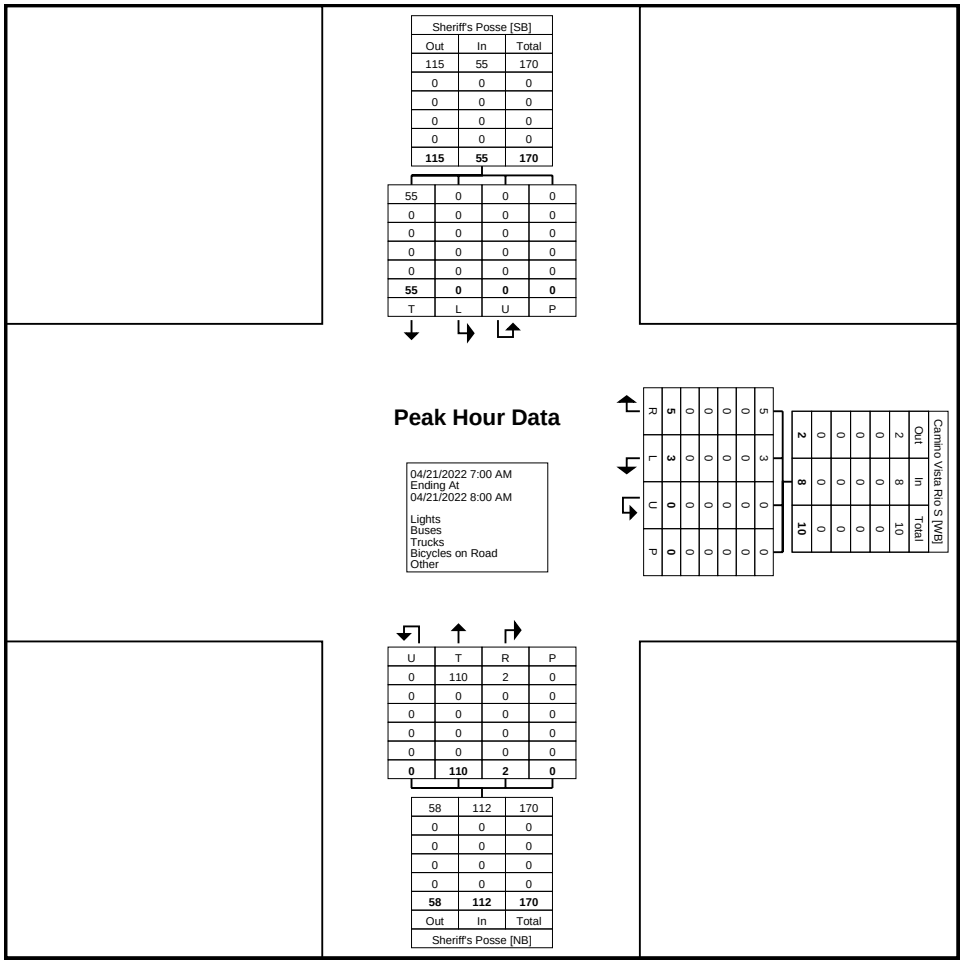
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Camino Vista Rio S Westbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	1	2	0	3	0	20	1	0	21	0	0	10	0	10	34
7:15 AM	0	0	1	0	1	0	36	0	0	36	0	0	12	0	12	49
7:30 AM	0	0	1	0	1	0	29	0	0	29	0	0	12	0	12	42
7:45 AM	0	2	1	0	3	0	25	1	0	26	0	0	21	0	21	50
Total	0	3	5	0	8	0	110	2	0	112	0	0	55	0	55	175
Approach %	0.0	37.5	62.5	-	-	0.0	98.2	1.8	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	1.7	2.9	-	4.6	0.0	62.9	1.1	-	64.0	0.0	0.0	31.4	-	31.4	-
PHF	0.000	0.375	0.625	-	0.667	0.000	0.764	0.500	-	0.778	0.000	0.000	0.655	-	0.655	0.875
Lights	0	3	5	-	8	0	110	2	-	112	0	0	55	-	55	175
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:00 AM)

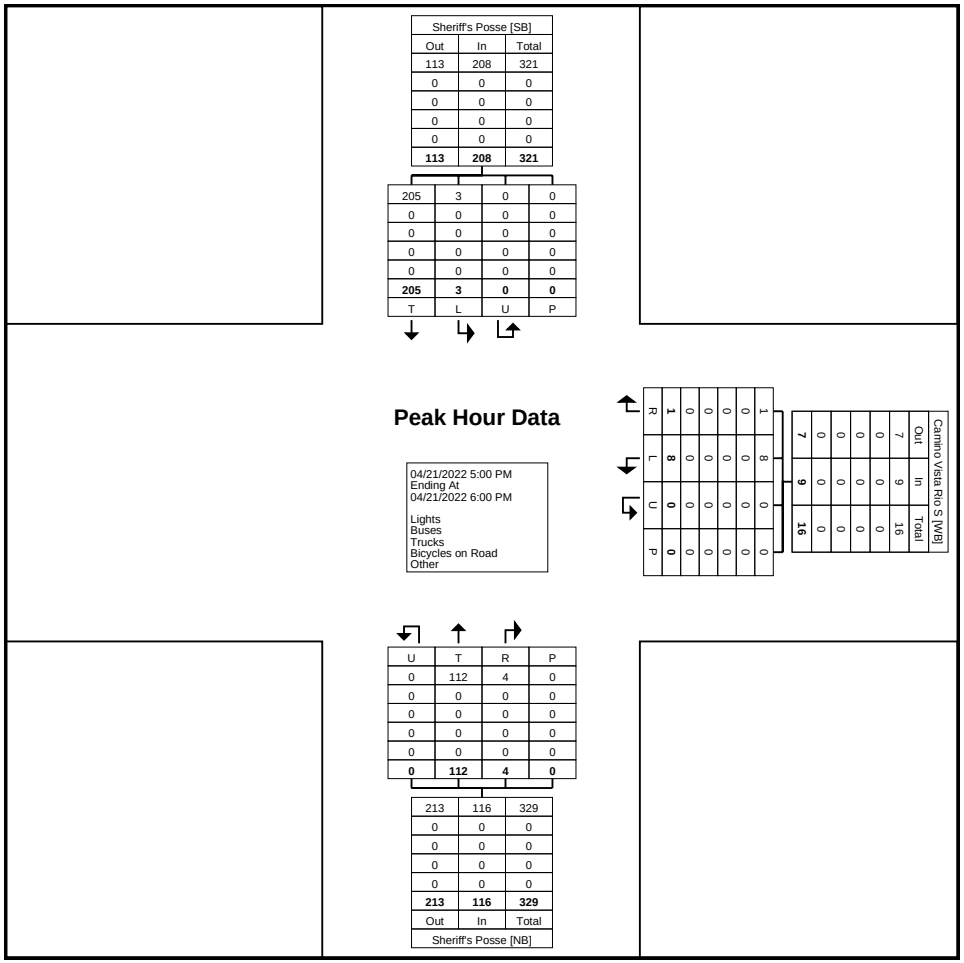
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Camino Vista Rio S Westbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
5:00 PM	0	0	0	0	0	0	36	0	0	36	0	1	43	0	44	80
5:15 PM	0	5	1	0	6	0	29	1	0	30	0	1	56	0	57	93
5:30 PM	0	2	0	0	2	0	27	1	0	28	0	1	64	0	65	95
5:45 PM	0	1	0	0	1	0	20	2	0	22	0	0	42	0	42	65
Total	0	8	1	0	9	0	112	4	0	116	0	3	205	0	208	333
Approach %	0.0	88.9	11.1	-	-	0.0	96.6	3.4	-	-	0.0	1.4	98.6	-	-	-
Total %	0.0	2.4	0.3	-	2.7	0.0	33.6	1.2	-	34.8	0.0	0.9	61.6	-	62.5	-
PHF	0.000	0.400	0.250	-	0.375	0.000	0.778	0.500	-	0.806	0.000	0.750	0.801	-	0.800	0.876
Lights	0	8	1	-	9	0	112	4	-	116	0	3	205	-	208	333
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

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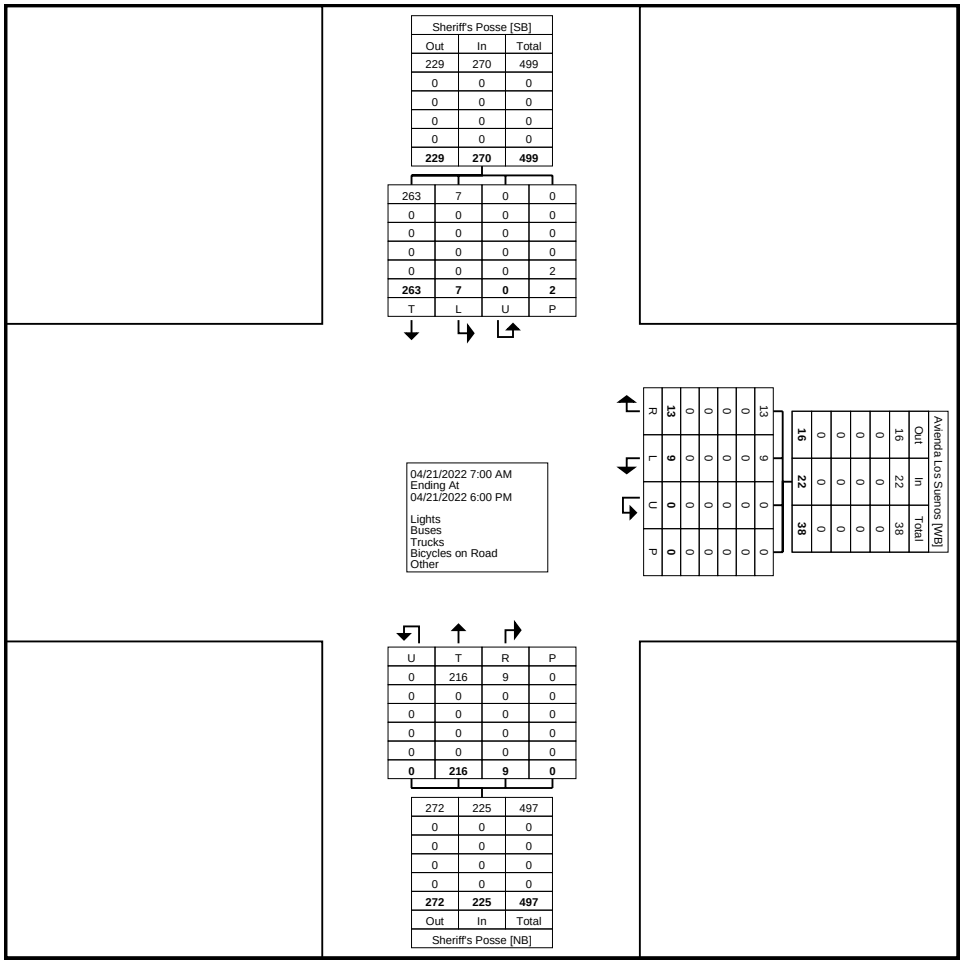
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Avenida Los Suenos Westbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	2	0	0	2	0	21	0	0	21	0	0	12	0	12	35
7:15 AM	0	1	2	0	3	0	35	1	0	36	0	0	9	0	9	48
7:30 AM	0	2	3	0	5	0	30	0	0	30	0	1	15	0	16	51
7:45 AM	0	1	4	0	5	0	18	1	0	19	0	0	23	2	23	47
Hourly Total	0	6	9	0	15	0	104	2	0	106	0	1	59	2	60	181
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	1	1	0	2	0	37	2	0	39	0	1	41	0	42	83
5:15 PM	0	2	1	0	3	0	25	2	0	27	0	1	61	0	62	92
5:30 PM	0	0	0	0	0	0	28	0	0	28	0	2	63	0	65	93
5:45 PM	0	0	2	0	2	0	22	3	0	25	0	2	39	0	41	68
Hourly Total	0	3	4	0	7	0	112	7	0	119	0	6	204	0	210	336
Grand Total	0	9	13	0	22	0	216	9	0	225	0	7	263	2	270	517
Approach %	0.0	40.9	59.1	-	-	0.0	96.0	4.0	-	-	0.0	2.6	97.4	-	-	-
Total %	0.0	1.7	2.5	-	4.3	0.0	41.8	1.7	-	43.5	0.0	1.4	50.9	-	52.2	-
Lights	0	9	13	-	22	0	216	9	-	225	0	7	263	-	270	517
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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5053380988 ebarricklow@lee-eng.com

Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Data Plot

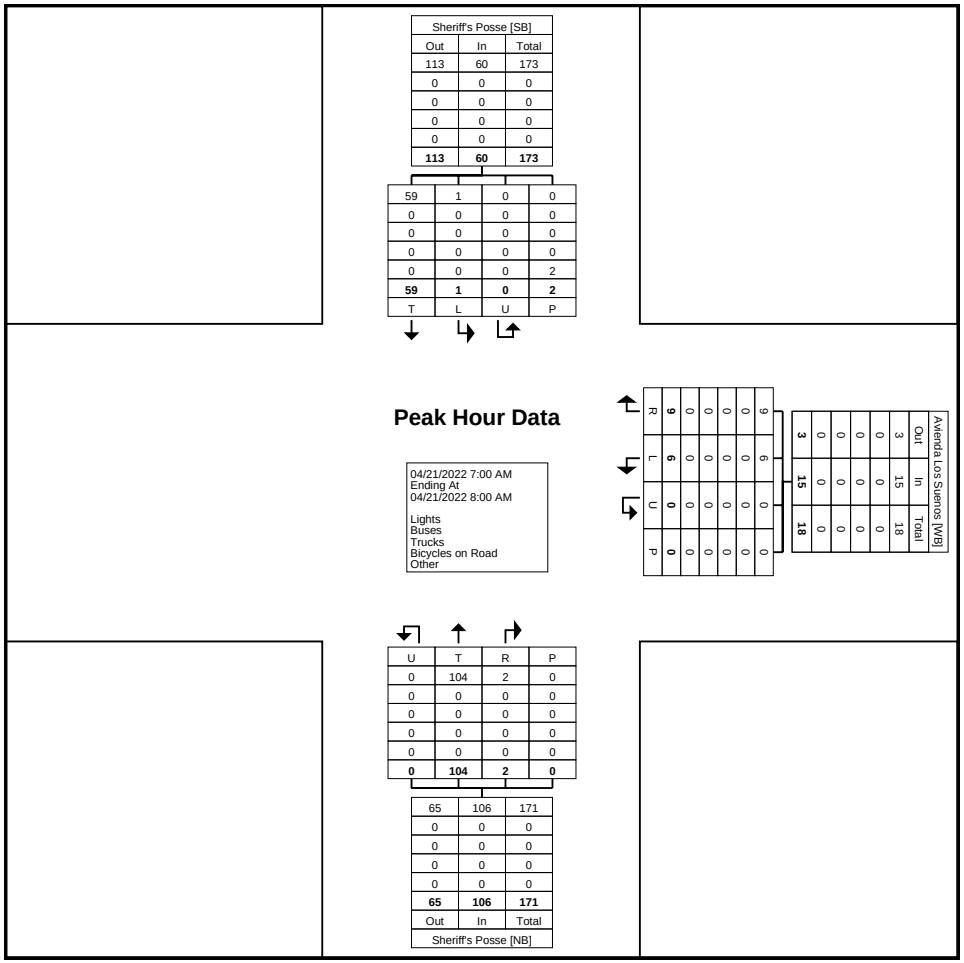
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Avenida Los Suenos Westbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	2	0	0	2	0	21	0	0	21	0	0	12	0	12	35
7:15 AM	0	1	2	0	3	0	35	1	0	36	0	0	9	0	9	48
7:30 AM	0	2	3	0	5	0	30	0	0	30	0	1	15	0	16	51
7:45 AM	0	1	4	0	5	0	18	1	0	19	0	0	23	2	23	47
Total	0	6	9	0	15	0	104	2	0	106	0	1	59	2	60	181
Approach %	0.0	40.0	60.0	-	-	0.0	98.1	1.9	-	-	0.0	1.7	98.3	-	-	-
Total %	0.0	3.3	5.0	-	8.3	0.0	57.5	1.1	-	58.6	0.0	0.6	32.6	-	33.1	-
PHF	0.000	0.750	0.563	-	0.750	0.000	0.743	0.500	-	0.736	0.000	0.250	0.641	-	0.652	0.887
Lights	0	6	9	-	15	0	104	2	-	106	0	1	59	-	60	181
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Turning Movement Peak Hour Data Plot (7:00 AM)

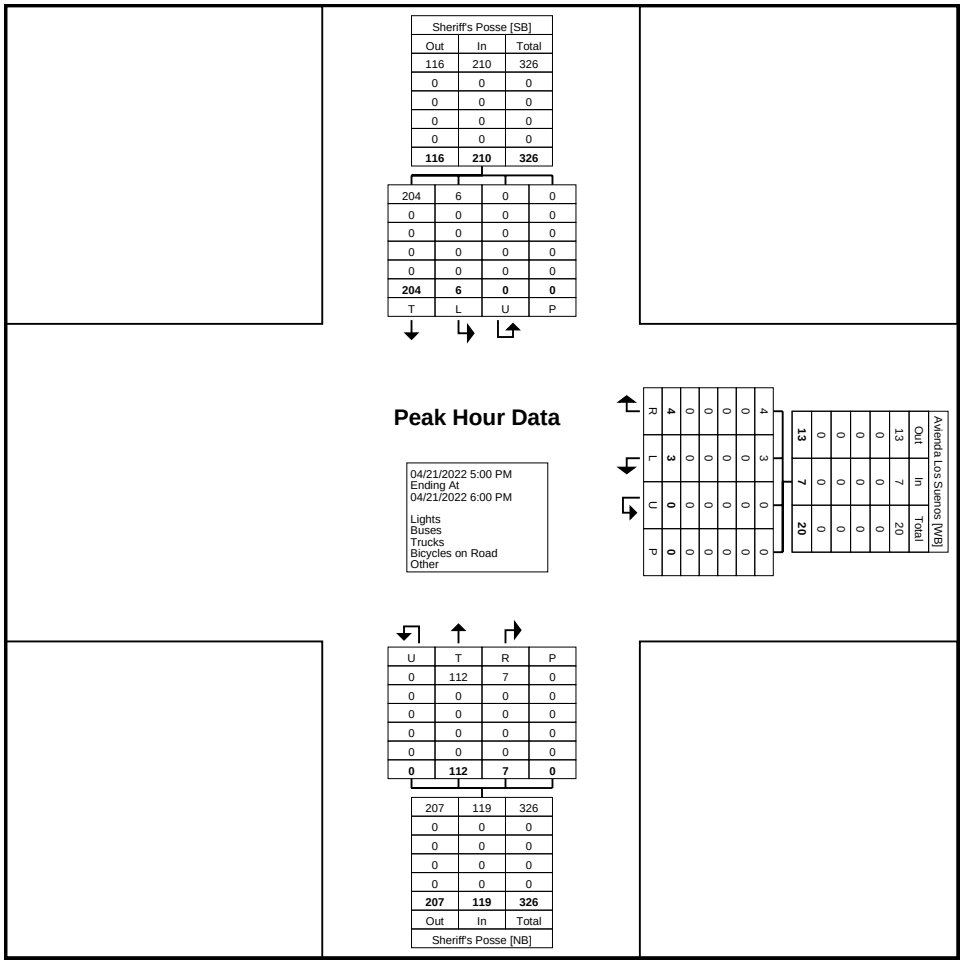
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Avenida Los Suenos Westbound					Sheriff's Posse Northbound					Sheriff's Posse Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
5:00 PM	0	1	1	0	2	0	37	2	0	39	0	1	41	0	42	83
5:15 PM	0	2	1	0	3	0	25	2	0	27	0	1	61	0	62	92
5:30 PM	0	0	0	0	0	0	28	0	0	28	0	2	63	0	65	93
5:45 PM	0	0	2	0	2	0	22	3	0	25	0	2	39	0	41	68
Total	0	3	4	0	7	0	112	7	0	119	0	6	204	0	210	336
Approach %	0.0	42.9	57.1	-	-	0.0	94.1	5.9	-	-	0.0	2.9	97.1	-	-	-
Total %	0.0	0.9	1.2	-	2.1	0.0	33.3	2.1	-	35.4	0.0	1.8	60.7	-	62.5	-
PHF	0.000	0.375	0.500	-	0.583	0.000	0.757	0.583	-	0.763	0.000	0.750	0.810	-	0.808	0.903
Lights	0	3	4	-	7	0	112	7	-	119	0	6	204	-	210	336
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

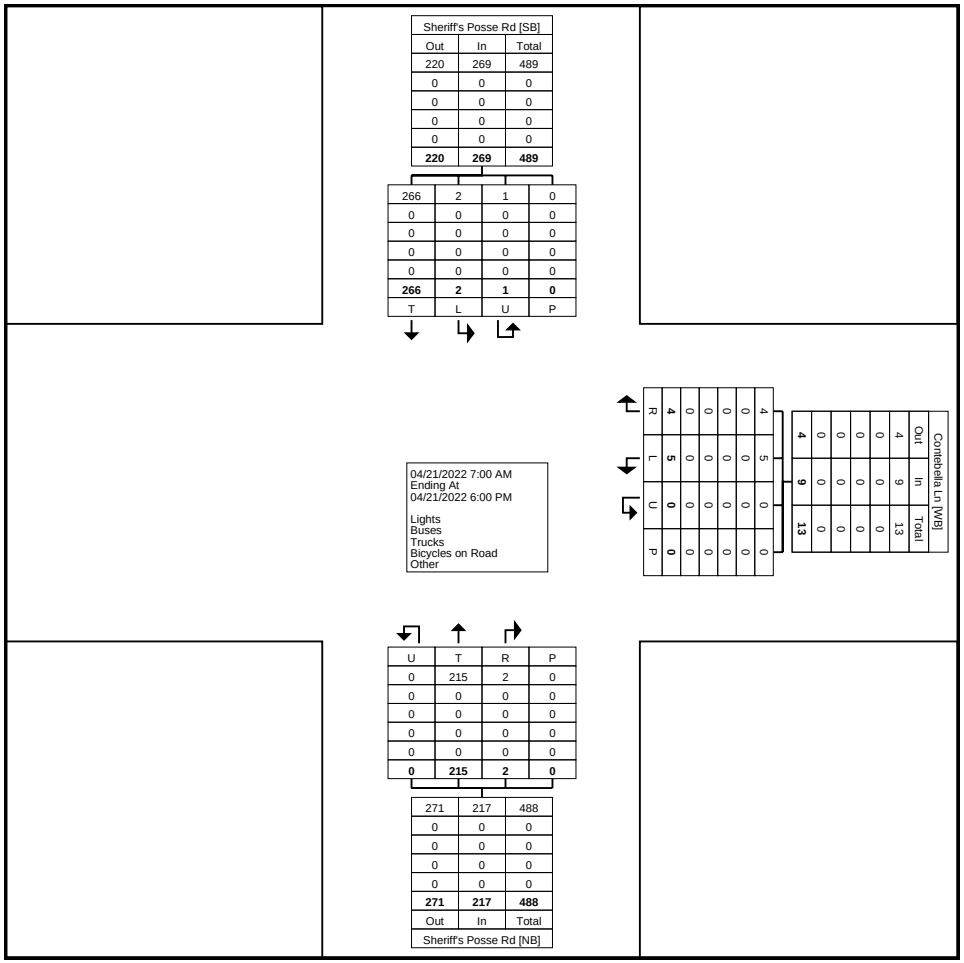
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Contebella Ln Westbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	1	0	1	0	21	0	0	21	0	0	14	0	14	36
7:15 AM	0	1	0	0	1	0	35	0	0	35	0	0	11	0	11	47
7:30 AM	0	0	1	0	1	0	29	0	0	29	0	1	13	0	14	44
7:45 AM	0	1	1	0	2	0	18	0	0	18	0	1	22	0	23	43
Hourly Total	0	2	3	0	5	0	103	0	0	103	0	2	60	0	62	170
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	2	0	0	2	0	34	0	0	34	0	0	43	0	43	79
5:15 PM	0	0	1	0	1	0	28	0	0	28	1	0	58	0	59	88
5:30 PM	0	0	0	0	0	0	26	1	0	27	0	0	65	0	65	92
5:45 PM	0	1	0	0	1	0	24	1	0	25	0	0	40	0	40	66
Hourly Total	0	3	1	0	4	0	112	2	0	114	1	0	206	0	207	325
Grand Total	0	5	4	0	9	0	215	2	0	217	1	2	266	0	269	495
Approach %	0.0	55.6	44.4	-	-	0.0	99.1	0.9	-	-	0.4	0.7	98.9	-	-	-
Total %	0.0	1.0	0.8	-	1.8	0.0	43.4	0.4	-	43.8	0.2	0.4	53.7	-	54.3	-
Lights	0	5	4	-	9	0	215	2	-	217	1	2	266	-	269	495
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Data Plot

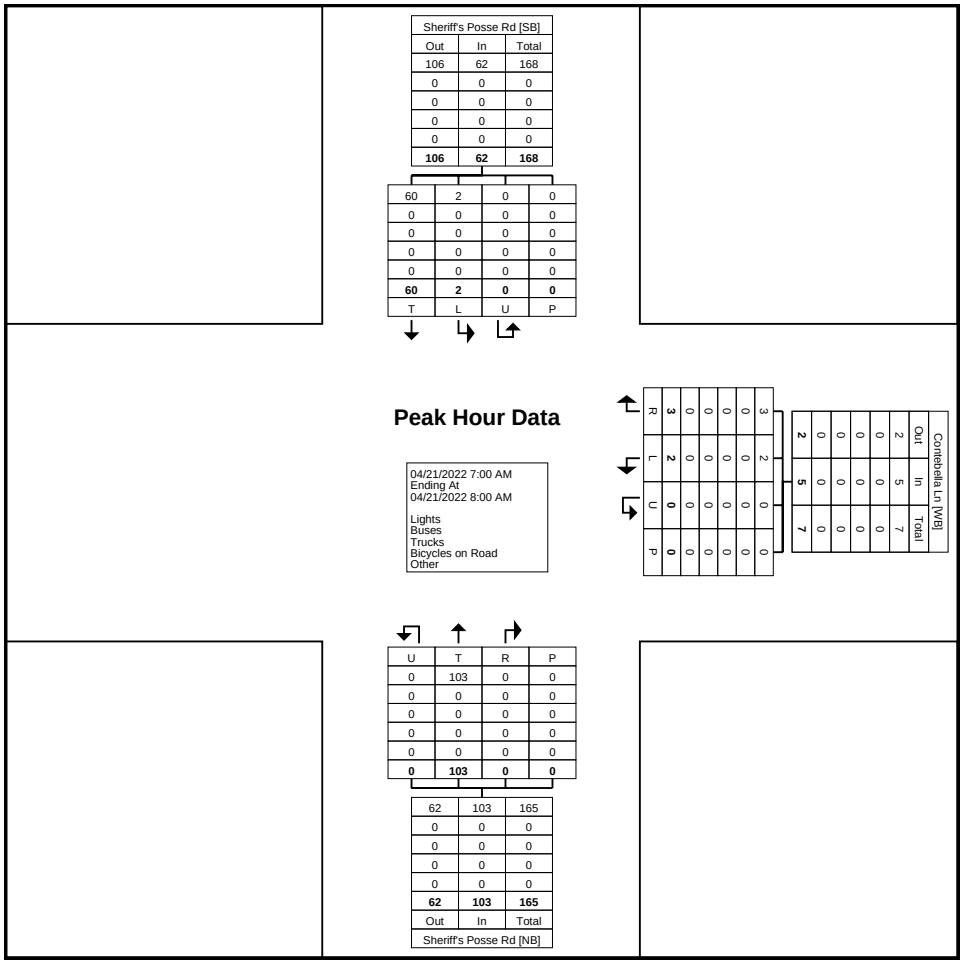
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Contebella Ln Westbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	1	0	1	0	21	0	0	21	0	0	14	0	14	36
7:15 AM	0	1	0	0	1	0	35	0	0	35	0	0	11	0	11	47
7:30 AM	0	0	1	0	1	0	29	0	0	29	0	1	13	0	14	44
7:45 AM	0	1	1	0	2	0	18	0	0	18	0	1	22	0	23	43
Total	0	2	3	0	5	0	103	0	0	103	0	2	60	0	62	170
Approach %	0.0	40.0	60.0	-	-	0.0	100.0	0.0	-	-	0.0	3.2	96.8	-	-	-
Total %	0.0	1.2	1.8	-	2.9	0.0	60.6	0.0	-	60.6	0.0	1.2	35.3	-	36.5	-
PHF	0.000	0.500	0.750	-	0.625	0.000	0.736	0.000	-	0.736	0.000	0.500	0.682	-	0.674	0.904
Lights	0	2	3	-	5	0	103	0	-	103	0	2	60	-	62	170
% Lights	-	100.0	100.0	-	100.0	-	100.0	-	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:00 AM)

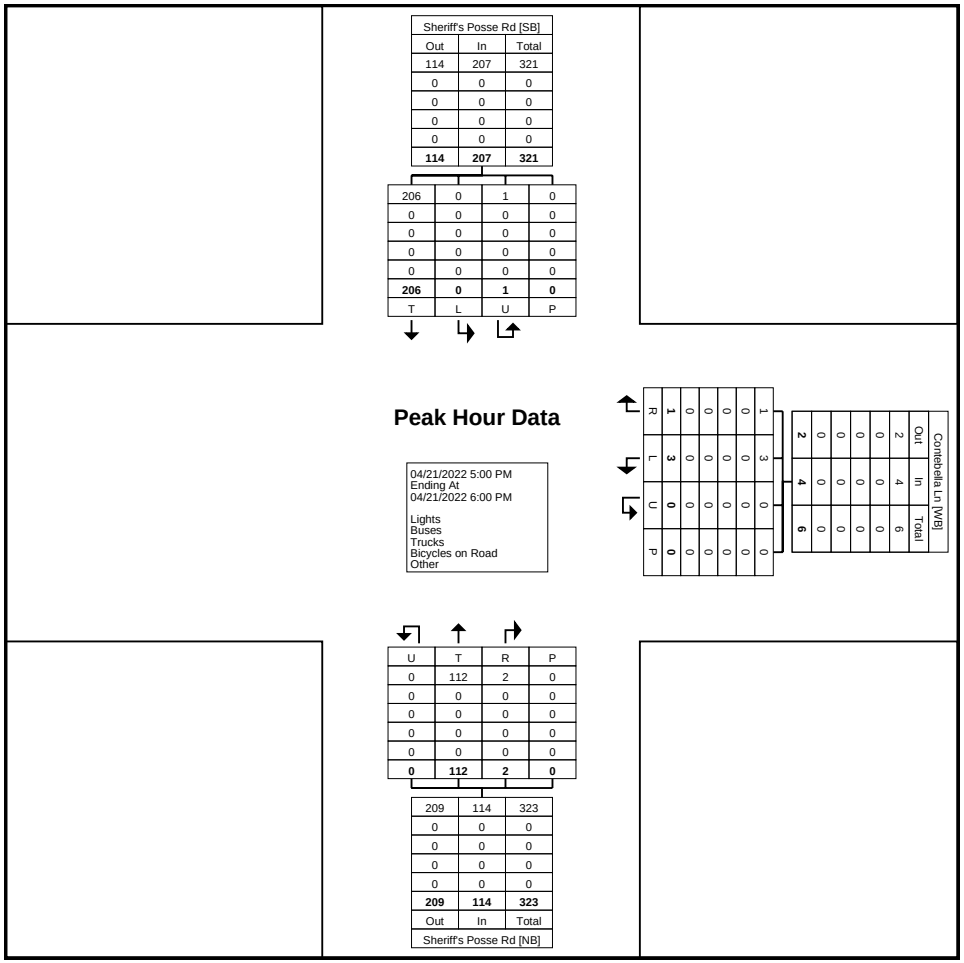
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Contebella Ln Westbound					Sheriff's Posse Rd Northbound					Sheriff's Posse Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
5:00 PM	0	2	0	0	2	0	34	0	0	34	0	0	43	0	43	79
5:15 PM	0	0	1	0	1	0	28	0	0	28	1	0	58	0	59	88
5:30 PM	0	0	0	0	0	0	26	1	0	27	0	0	65	0	65	92
5:45 PM	0	1	0	0	1	0	24	1	0	25	0	0	40	0	40	66
Total	0	3	1	0	4	0	112	2	0	114	1	0	206	0	207	325
Approach %	0.0	75.0	25.0	-	-	0.0	98.2	1.8	-	-	0.5	0.0	99.5	-	-	-
Total %	0.0	0.9	0.3	-	1.2	0.0	34.5	0.6	-	35.1	0.3	0.0	63.4	-	63.7	-
PHF	0.000	0.375	0.250	-	0.500	0.000	0.824	0.500	-	0.838	0.250	0.000	0.792	-	0.796	0.883
Lights	0	3	1	-	4	0	112	2	-	114	1	0	206	-	207	325
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

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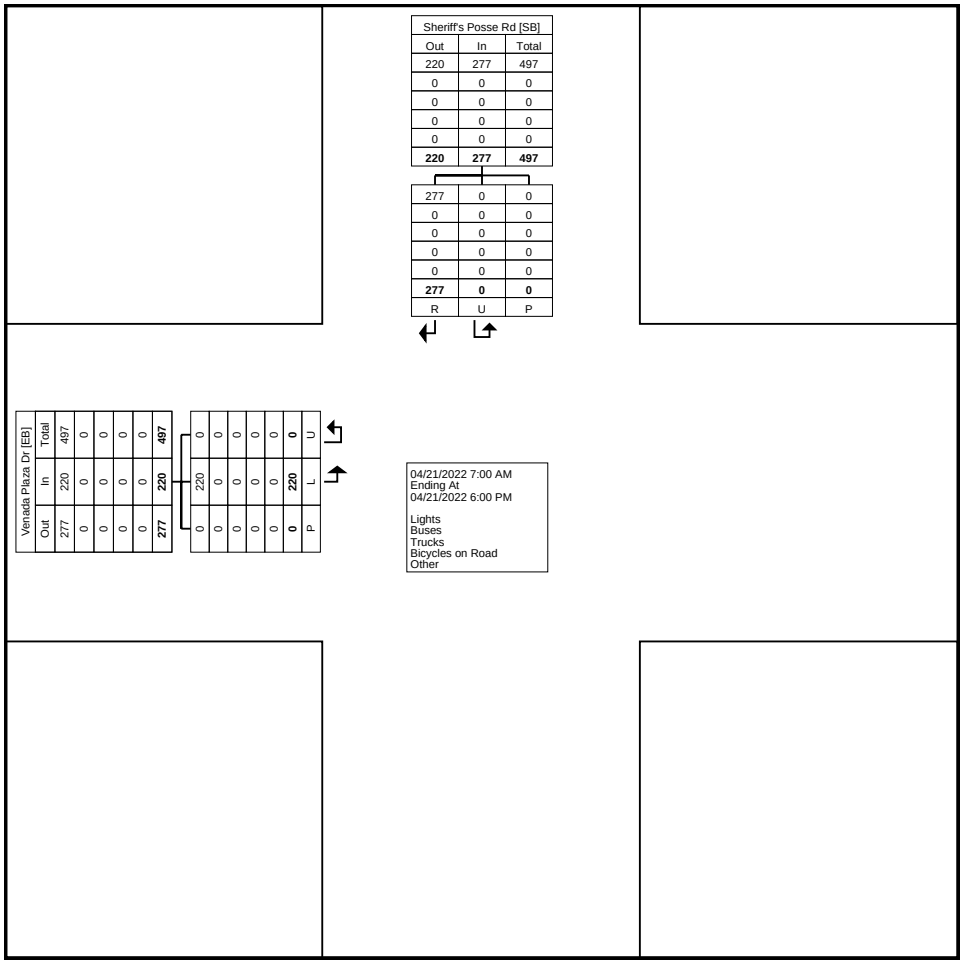
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Venada Plaza Dr Eastbound				Sheriff's Posse Rd Southbound				Int. Total
	U-Turn	Left	Peds	App. Total	U-Turn	Right	Peds	App. Total	
7:00 AM	0	22	0	22	0	14	0	14	36
7:15 AM	0	35	0	35	0	13	0	13	48
7:30 AM	0	28	0	28	0	10	0	10	38
7:45 AM	0	19	0	19	0	26	0	26	45
Hourly Total	0	104	0	104	0	63	0	63	167
*** BREAK ***	-	-	-	-	-	-	-	-	-
5:00 PM	0	35	0	35	0	47	0	47	82
5:15 PM	0	27	0	27	0	55	0	55	82
5:30 PM	0	28	0	28	0	68	0	68	96
5:45 PM	0	26	0	26	0	44	0	44	70
Hourly Total	0	116	0	116	0	214	0	214	330
Grand Total	0	220	0	220	0	277	0	277	497
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	44.3	-	44.3	0.0	55.7	-	55.7	-
Lights	0	220	-	220	0	277	-	277	497
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	100.0
Buses	0	0	-	0	0	0	-	0	0
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Trucks	0	0	-	0	0	0	-	0	0
% Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-

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Count Name: NM330.01 Sheriffs Posse Study
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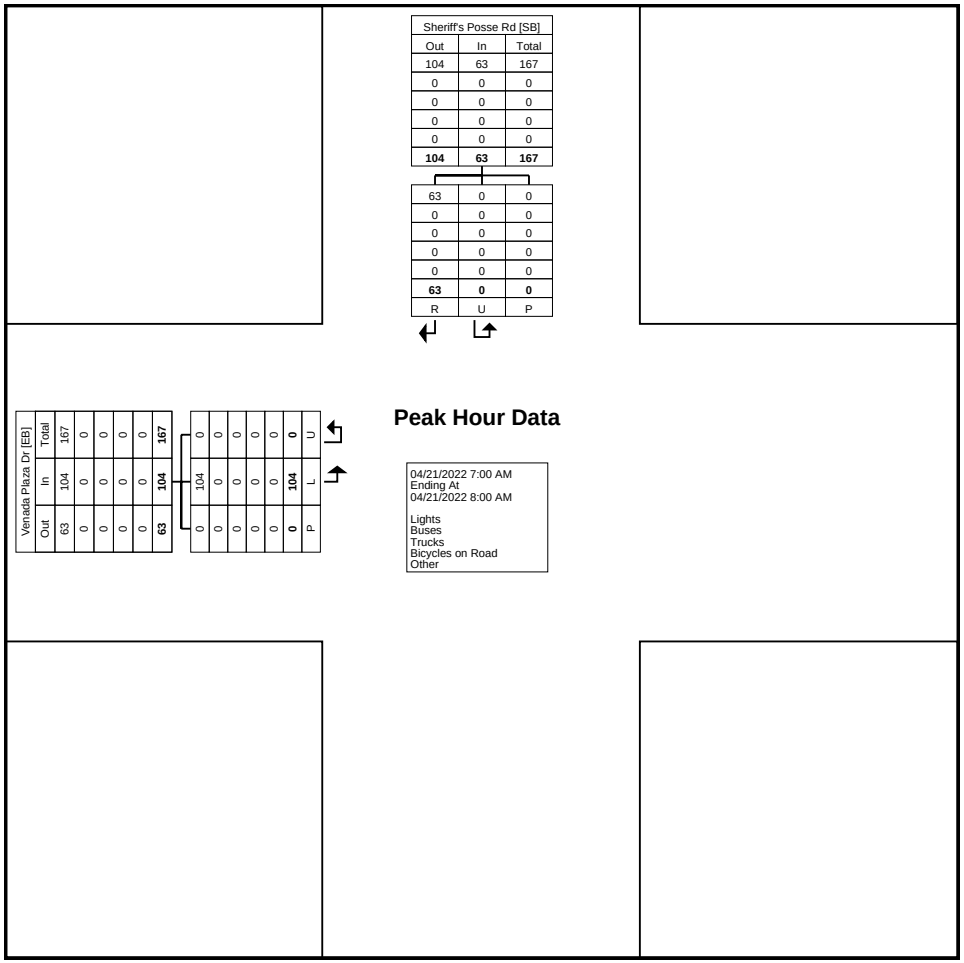
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Venada Plaza Dr Eastbound				Sheriff's Posse Rd Southbound				Int. Total
	U-Turn	Left	Peds	App. Total	U-Turn	Right	Peds	App. Total	
7:00 AM	0	22	0	22	0	14	0	14	36
7:15 AM	0	35	0	35	0	13	0	13	48
7:30 AM	0	28	0	28	0	10	0	10	38
7:45 AM	0	19	0	19	0	26	0	26	45
Total	0	104	0	104	0	63	0	63	167
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	62.3	-	62.3	0.0	37.7	-	37.7	-
PHF	0.000	0.743	-	0.743	0.000	0.606	-	0.606	0.870
Lights	0	104	-	104	0	63	-	63	167
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	100.0
Buses	0	0	-	0	0	0	-	0	0
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Trucks	0	0	-	0	0	0	-	0	0
% Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-

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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Peak Hour Data Plot (7:00 AM)

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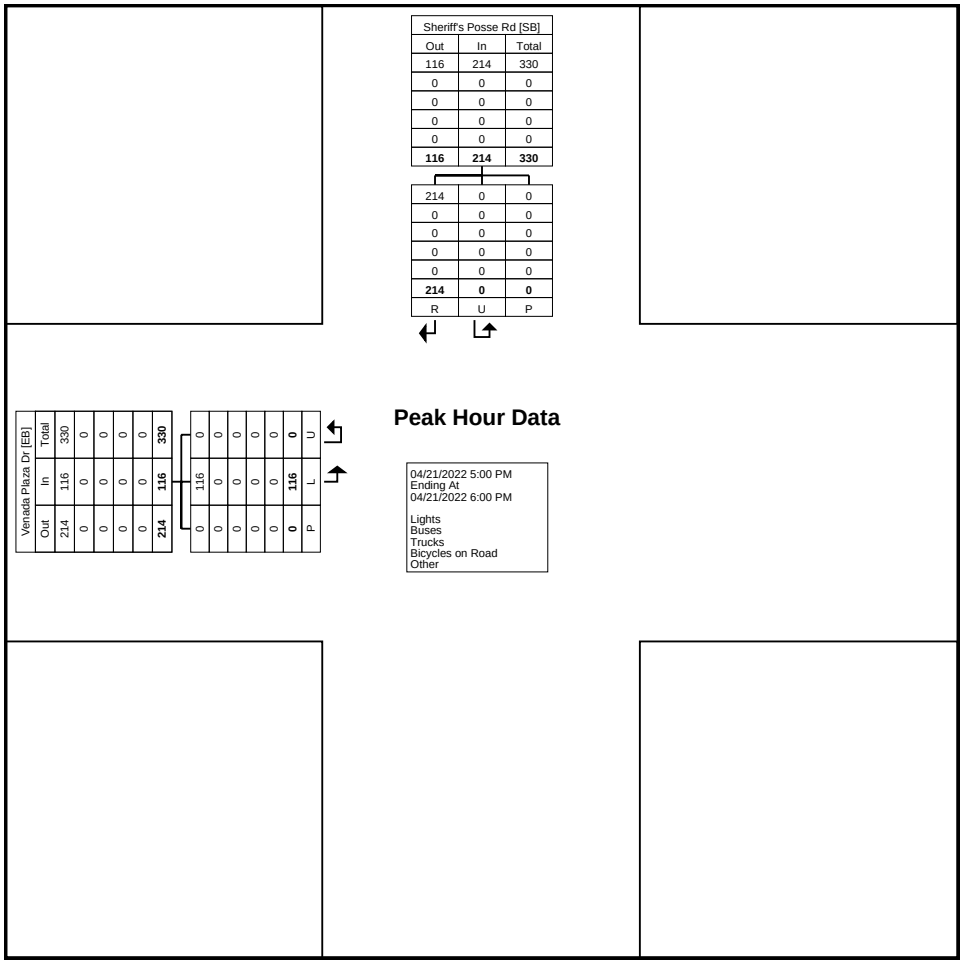
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Venada Plaza Dr Eastbound				Sheriff's Posse Rd Southbound				
	U-Turn	Left	Peds	App. Total	U-Turn	Right	Peds	App. Total	Int. Total
5:00 PM	0	35	0	35	0	47	0	47	82
5:15 PM	0	27	0	27	0	55	0	55	82
5:30 PM	0	28	0	28	0	68	0	68	96
5:45 PM	0	26	0	26	0	44	0	44	70
Total	0	116	0	116	0	214	0	214	330
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	-
Total %	0.0	35.2	-	35.2	0.0	64.8	-	64.8	-
PHF	0.000	0.829	-	0.829	0.000	0.787	-	0.787	0.859
Lights	0	116	-	116	0	214	-	214	330
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	100.0
Buses	0	0	-	0	0	0	-	0	0
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Trucks	0	0	-	0	0	0	-	0	0
% Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-

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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Peak Hour Data Plot (5:00 PM)

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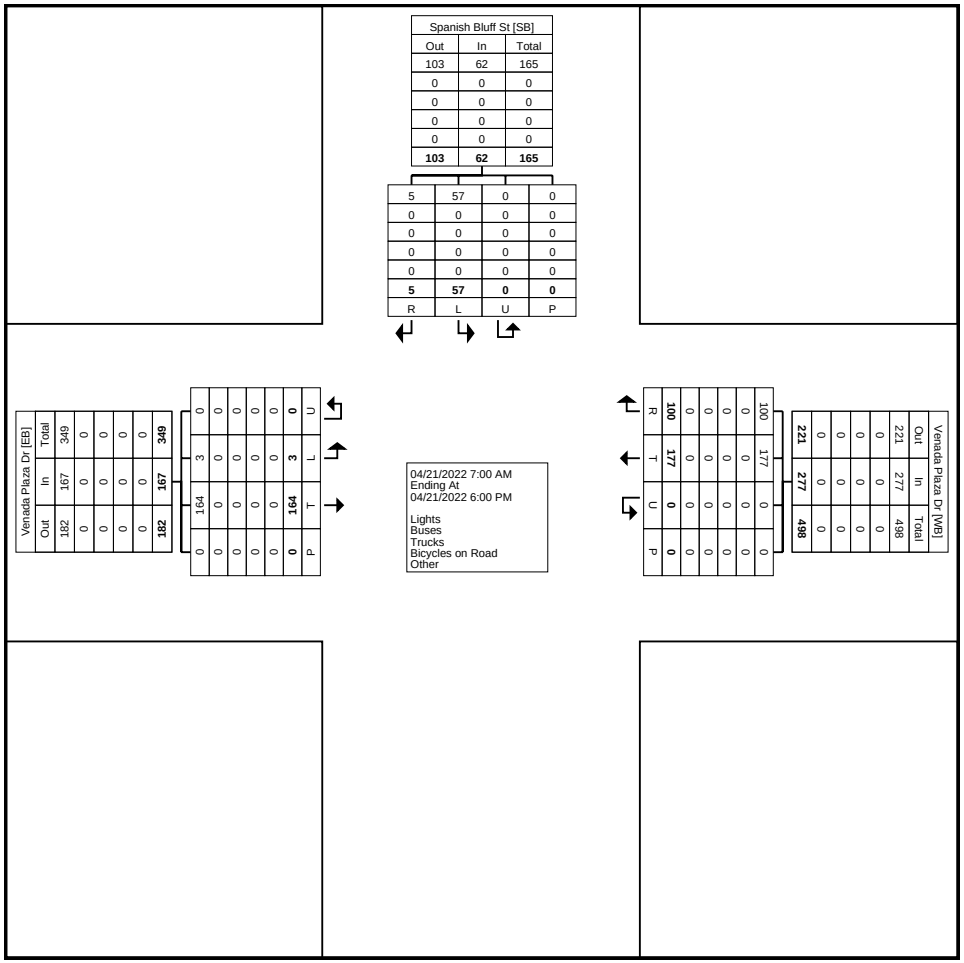
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Venada Plaza Dr Eastbound					Venada Plaza Dr Westbound					Spanish Bluff St Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	20	0	21	0	10	4	0	14	0	4	0	0	4	39
7:15 AM	0	0	31	0	31	0	6	7	0	13	0	4	1	0	5	49
7:30 AM	0	0	27	0	27	0	7	3	0	10	0	1	0	0	1	38
7:45 AM	0	0	17	0	17	0	16	12	0	28	0	2	0	0	2	47
Hourly Total	0	1	95	0	96	0	39	26	0	65	0	11	1	0	12	173
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	0	24	0	24	0	25	22	0	47	0	12	1	0	13	84
5:15 PM	0	1	18	0	19	0	34	19	0	53	0	9	1	0	10	82
5:30 PM	0	1	16	0	17	0	47	20	0	67	0	10	1	0	11	95
5:45 PM	0	0	11	0	11	0	32	13	0	45	0	15	1	0	16	72
Hourly Total	0	2	69	0	71	0	138	74	0	212	0	46	4	0	50	333
Grand Total	0	3	164	0	167	0	177	100	0	277	0	57	5	0	62	506
Approach %	0.0	1.8	98.2	-	-	0.0	63.9	36.1	-	-	0.0	91.9	8.1	-	-	-
Total %	0.0	0.6	32.4	-	33.0	0.0	35.0	19.8	-	54.7	0.0	11.3	1.0	-	12.3	-
Lights	0	3	164	-	167	0	177	100	-	277	0	57	5	-	62	506
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Data Plot

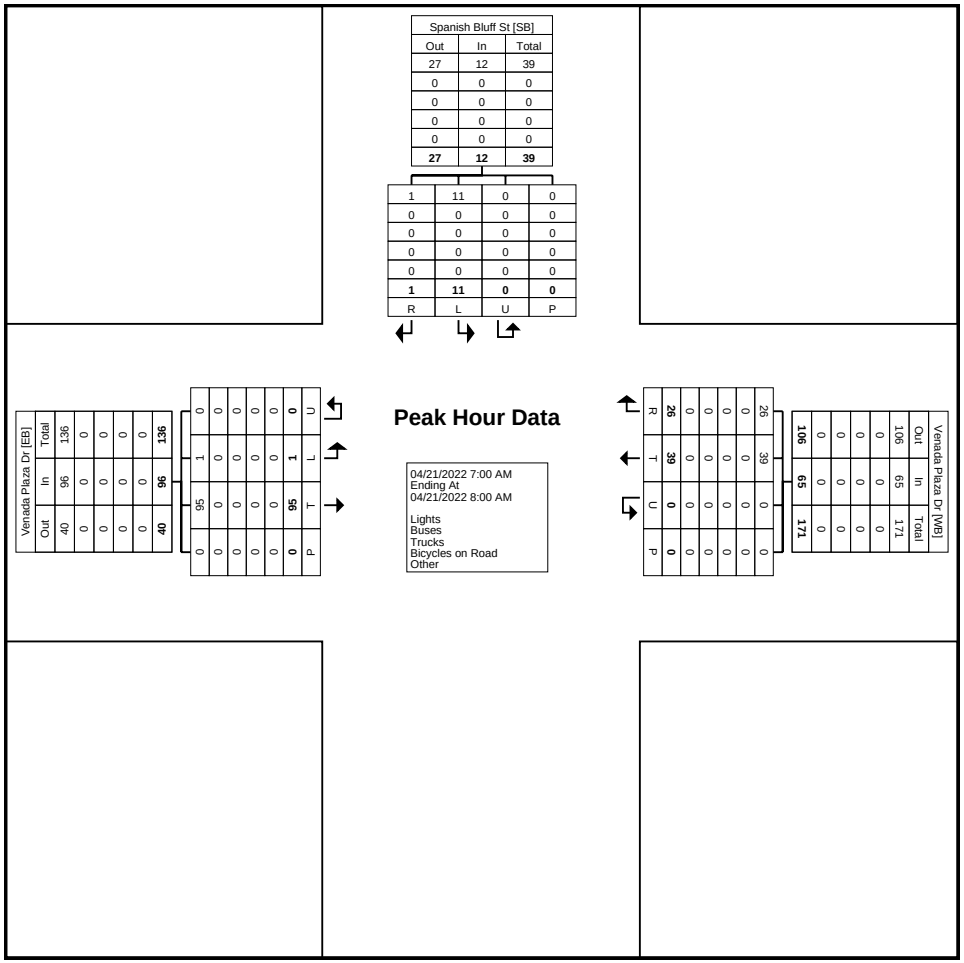
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Venada Plaza Dr Eastbound					Venada Plaza Dr Westbound					Spanish Bluff St Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	1	20	0	21	0	10	4	0	14	0	4	0	0	4	39
7:15 AM	0	0	31	0	31	0	6	7	0	13	0	4	1	0	5	49
7:30 AM	0	0	27	0	27	0	7	3	0	10	0	1	0	0	1	38
7:45 AM	0	0	17	0	17	0	16	12	0	28	0	2	0	0	2	47
Total	0	1	95	0	96	0	39	26	0	65	0	11	1	0	12	173
Approach %	0.0	1.0	99.0	-	-	0.0	60.0	40.0	-	-	0.0	91.7	8.3	-	-	-
Total %	0.0	0.6	54.9	-	55.5	0.0	22.5	15.0	-	37.6	0.0	6.4	0.6	-	6.9	-
PHF	0.000	0.250	0.766	-	0.774	0.000	0.609	0.542	-	0.580	0.000	0.688	0.250	-	0.600	0.883
Lights	0	1	95	-	96	0	39	26	-	65	0	11	1	-	12	173
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (7:00 AM)

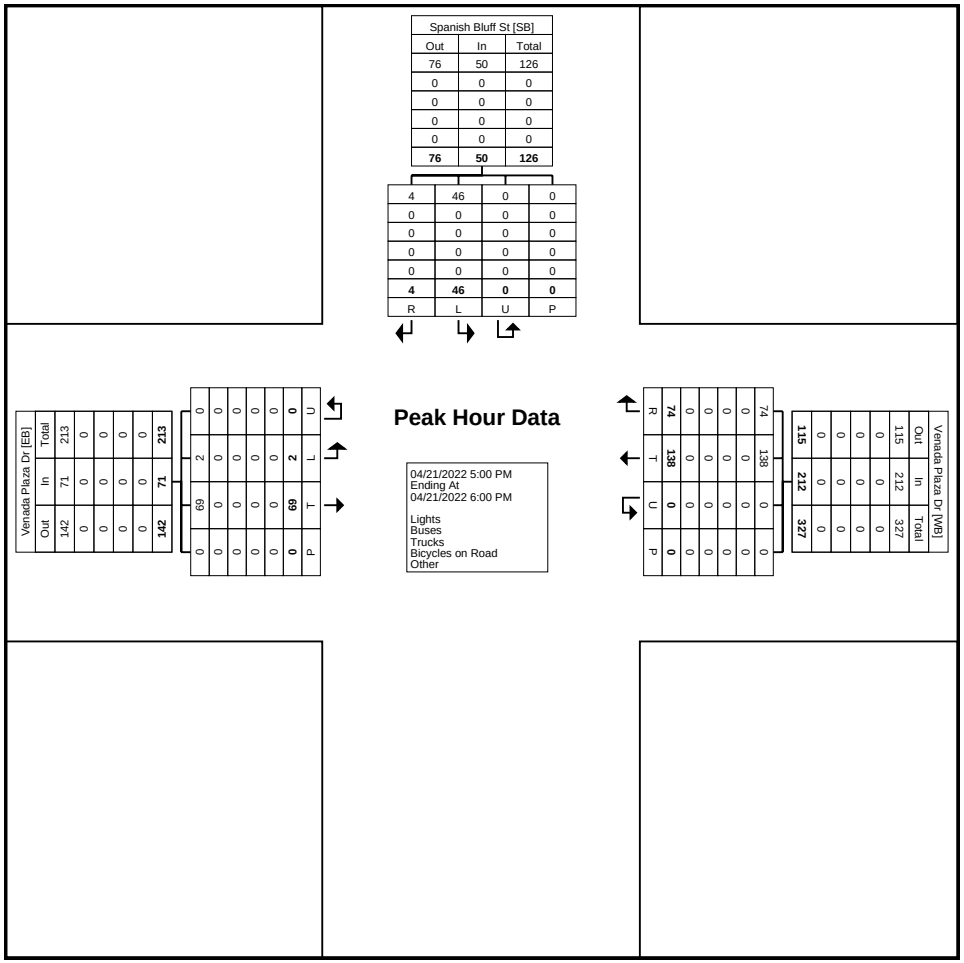
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Venada Plaza Dr Eastbound					Venada Plaza Dr Westbound					Spanish Bluff St Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
5:00 PM	0	0	24	0	24	0	25	22	0	47	0	12	1	0	13	84
5:15 PM	0	1	18	0	19	0	34	19	0	53	0	9	1	0	10	82
5:30 PM	0	1	16	0	17	0	47	20	0	67	0	10	1	0	11	95
5:45 PM	0	0	11	0	11	0	32	13	0	45	0	15	1	0	16	72
Total	0	2	69	0	71	0	138	74	0	212	0	46	4	0	50	333
Approach %	0.0	2.8	97.2	-	-	0.0	65.1	34.9	-	-	0.0	92.0	8.0	-	-	-
Total %	0.0	0.6	20.7	-	21.3	0.0	41.4	22.2	-	63.7	0.0	13.8	1.2	-	15.0	-
PHF	0.000	0.500	0.719	-	0.740	0.000	0.734	0.841	-	0.791	0.000	0.767	1.000	-	0.781	0.876
Lights	0	2	69	-	71	0	138	74	-	212	0	46	4	-	50	333
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

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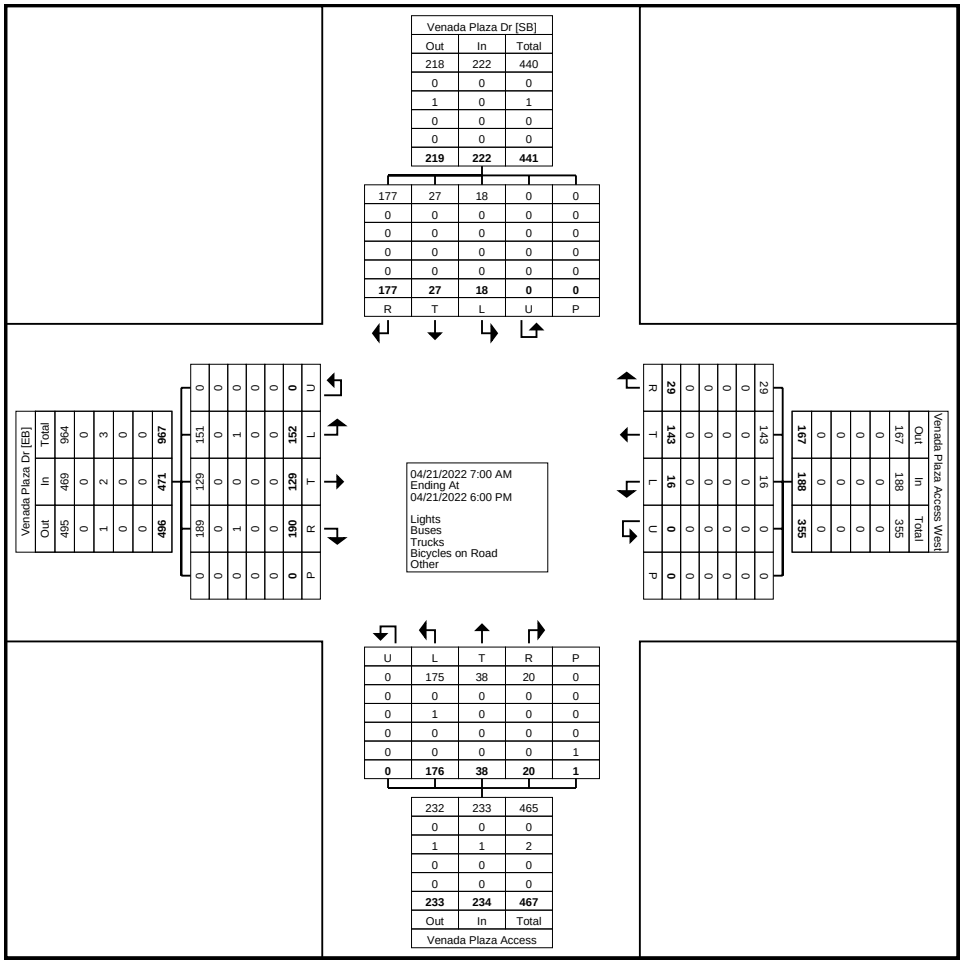
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Data

Start Time	Venada Plaza Dr Eastbound						Venada Plaza Access West Westbound						Venada Plaza Access West Northbound						Venada Plaza Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	21	15	0	38	0	0	8	3	0	11	0	13	3	2	1	18	0	1	0	8	0	9	76
7:15 AM	0	6	25	21	0	52	0	1	5	2	0	8	0	14	3	4	0	21	0	0	1	8	0	9	90
7:30 AM	0	6	18	25	0	49	0	0	6	1	0	7	0	16	1	6	0	23	0	1	1	10	0	12	91
7:45 AM	0	9	14	28	0	51	0	1	13	2	0	16	0	18	6	3	0	27	0	0	2	6	0	8	102
Hourly Total	0	23	78	89	0	190	0	2	32	8	0	42	0	61	13	15	1	89	0	2	4	32	0	38	359
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	0	30	17	22	0	69	0	4	22	3	0	29	0	27	5	2	0	34	0	3	6	42	0	51	183
5:15 PM	0	36	10	30	0	76	0	6	28	4	0	38	0	30	6	3	0	39	0	7	5	35	0	47	200
5:30 PM	0	30	15	27	0	72	0	2	37	9	0	48	0	25	9	0	0	34	0	4	6	30	0	40	194
5:45 PM	0	33	9	22	0	64	0	2	24	5	0	31	0	33	5	0	0	38	0	2	6	38	0	46	179
Hourly Total	0	129	51	101	0	281	0	14	111	21	0	146	0	115	25	5	0	145	0	16	23	145	0	184	756
Grand Total	0	152	129	190	0	471	0	16	143	29	0	188	0	176	38	20	1	234	0	18	27	177	0	222	1115
Approach %	0.0	32.3	27.4	40.3	-	-	0.0	8.5	76.1	15.4	-	-	0.0	75.2	16.2	8.5	-	-	0.0	8.1	12.2	79.7	-	-	-
Total %	0.0	13.6	11.6	17.0	-	42.2	0.0	1.4	12.8	2.6	-	16.9	0.0	15.8	3.4	1.8	-	21.0	0.0	1.6	2.4	15.9	-	19.9	-
Lights	0	151	129	189	-	469	0	16	143	29	-	188	0	175	38	20	-	233	0	18	27	177	-	222	1112
% Lights	-	99.3	100.0	99.5	-	99.6	-	100.0	100.0	100.0	-	100.0	-	99.4	100.0	100.0	-	99.6	-	100.0	100.0	100.0	-	100.0	99.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	1	0	1	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	3
% Trucks	-	0.7	0.0	0.5	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.6	0.0	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Data Plot

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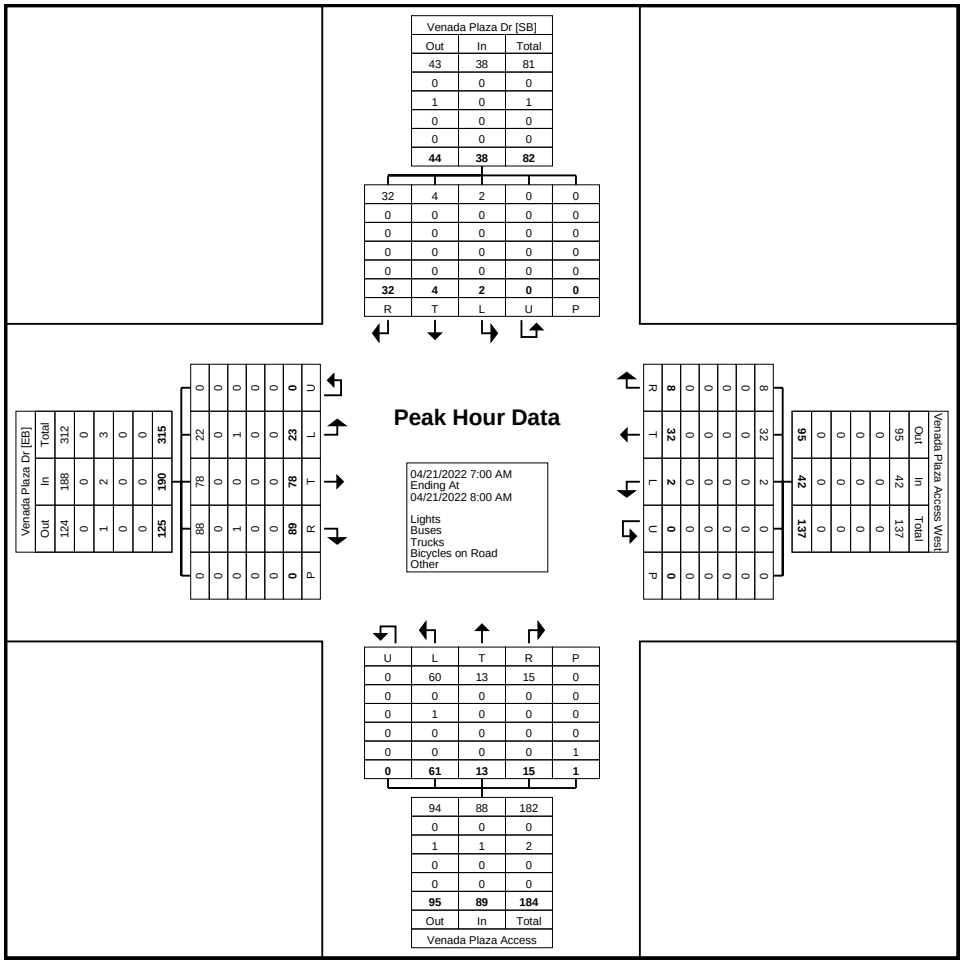
Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Venada Plaza Dr Eastbound						Venada Plaza Access West Westbound						Venada Plaza Access West Northbound						Venada Plaza Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	21	15	0	38	0	0	8	3	0	11	0	13	3	2	1	18	0	1	0	8	0	9	76
7:15 AM	0	6	25	21	0	52	0	1	5	2	0	8	0	14	3	4	0	21	0	0	1	8	0	9	90
7:30 AM	0	6	18	25	0	49	0	0	6	1	0	7	0	16	1	6	0	23	0	1	1	10	0	12	91
7:45 AM	0	9	14	28	0	51	0	1	13	2	0	16	0	18	6	3	0	27	0	0	2	6	0	8	102
Total	0	23	78	89	0	190	0	2	32	8	0	42	0	61	13	15	1	89	0	2	4	32	0	38	359
Approach %	0.0	12.1	41.1	46.8	-	-	0.0	4.8	76.2	19.0	-	-	0.0	68.5	14.6	16.9	-	-	0.0	5.3	10.5	84.2	-	-	-
Total %	0.0	6.4	21.7	24.8	-	52.9	0.0	0.6	8.9	2.2	-	11.7	0.0	17.0	3.6	4.2	-	24.8	0.0	0.6	1.1	8.9	-	10.6	-
PHF	0.000	0.639	0.780	0.795	-	0.913	0.000	0.500	0.615	0.667	-	0.656	0.000	0.847	0.542	0.625	-	0.824	0.000	0.500	0.500	0.800	-	0.792	0.880
Lights	0	22	78	88	-	188	0	2	32	8	-	42	0	60	13	15	-	88	0	2	4	32	-	38	356
% Lights	-	95.7	100.0	98.9	-	98.9	-	100.0	100.0	100.0	-	100.0	-	98.4	100.0	100.0	-	98.9	-	100.0	100.0	100.0	-	100.0	99.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	1	0	1	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	3
% Trucks	-	4.3	0.0	1.1	-	1.1	-	0.0	0.0	0.0	-	0.0	-	1.6	0.0	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022



Turning Movement Peak Hour Data Plot (7:00 AM)

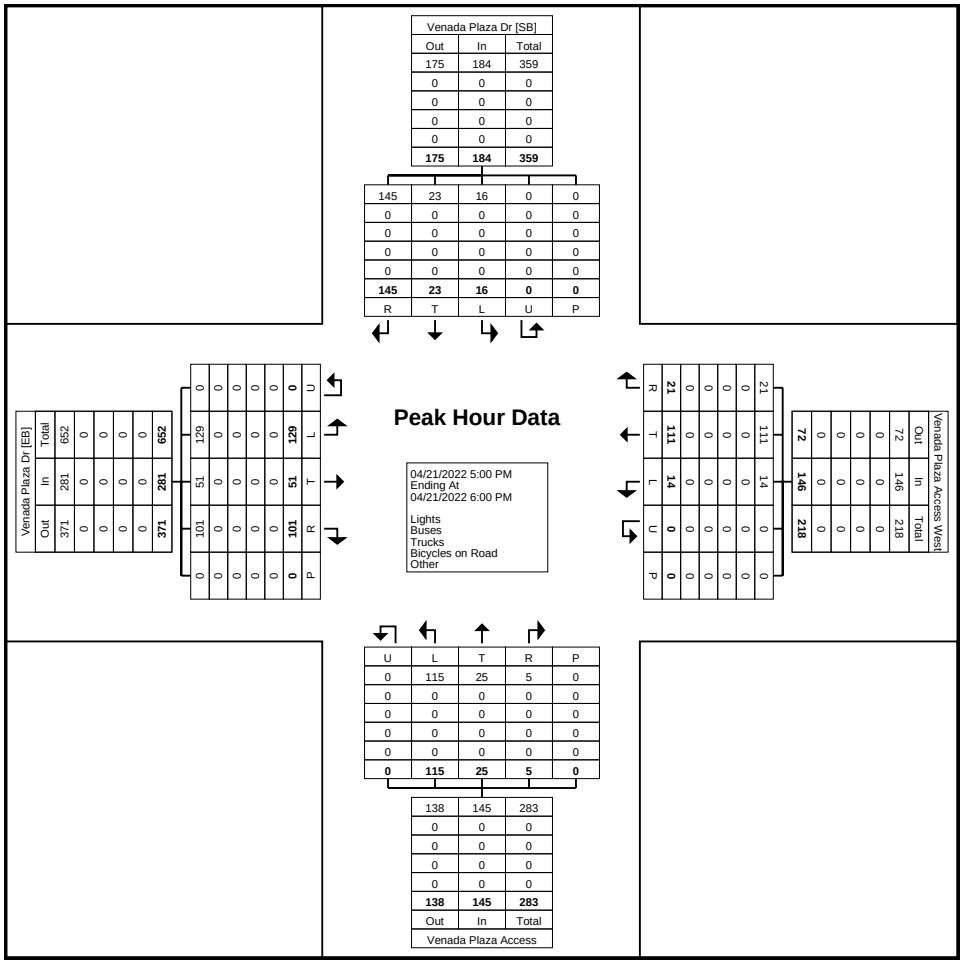
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Count Name: NM330.01 Sheriffs Posse Study
Site Code:
Start Date: 04/21/2022

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Venada Plaza Dr Eastbound						Venada Plaza Access West Westbound						Venada Plaza Access West Northbound						Venada Plaza Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	30	17	22	0	69	0	4	22	3	0	29	0	27	5	2	0	34	0	3	6	42	0	51	183
5:15 PM	0	36	10	30	0	76	0	6	28	4	0	38	0	30	6	3	0	39	0	7	5	35	0	47	200
5:30 PM	0	30	15	27	0	72	0	2	37	9	0	48	0	25	9	0	0	34	0	4	6	30	0	40	194
5:45 PM	0	33	9	22	0	64	0	2	24	5	0	31	0	33	5	0	0	38	0	2	6	38	0	46	179
Total	0	129	51	101	0	281	0	14	111	21	0	146	0	115	25	5	0	145	0	16	23	145	0	184	756
Approach %	0.0	45.9	18.1	35.9	-	-	0.0	9.6	76.0	14.4	-	-	0.0	79.3	17.2	3.4	-	-	0.0	8.7	12.5	78.8	-	-	-
Total %	0.0	17.1	6.7	13.4	-	37.2	0.0	1.9	14.7	2.8	-	19.3	0.0	15.2	3.3	0.7	-	19.2	0.0	2.1	3.0	19.2	-	24.3	-
PHF	0.000	0.896	0.750	0.842	-	0.924	0.000	0.583	0.750	0.583	-	0.760	0.000	0.871	0.694	0.417	-	0.929	0.000	0.571	0.958	0.863	-	0.902	0.945
Lights	0	129	51	101	-	281	0	14	111	21	-	146	0	115	25	5	-	145	0	16	23	145	-	184	756
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Turning Movement Peak Hour Data Plot (5:00 PM)

Appendix B:

Select Trip Generation Reports

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

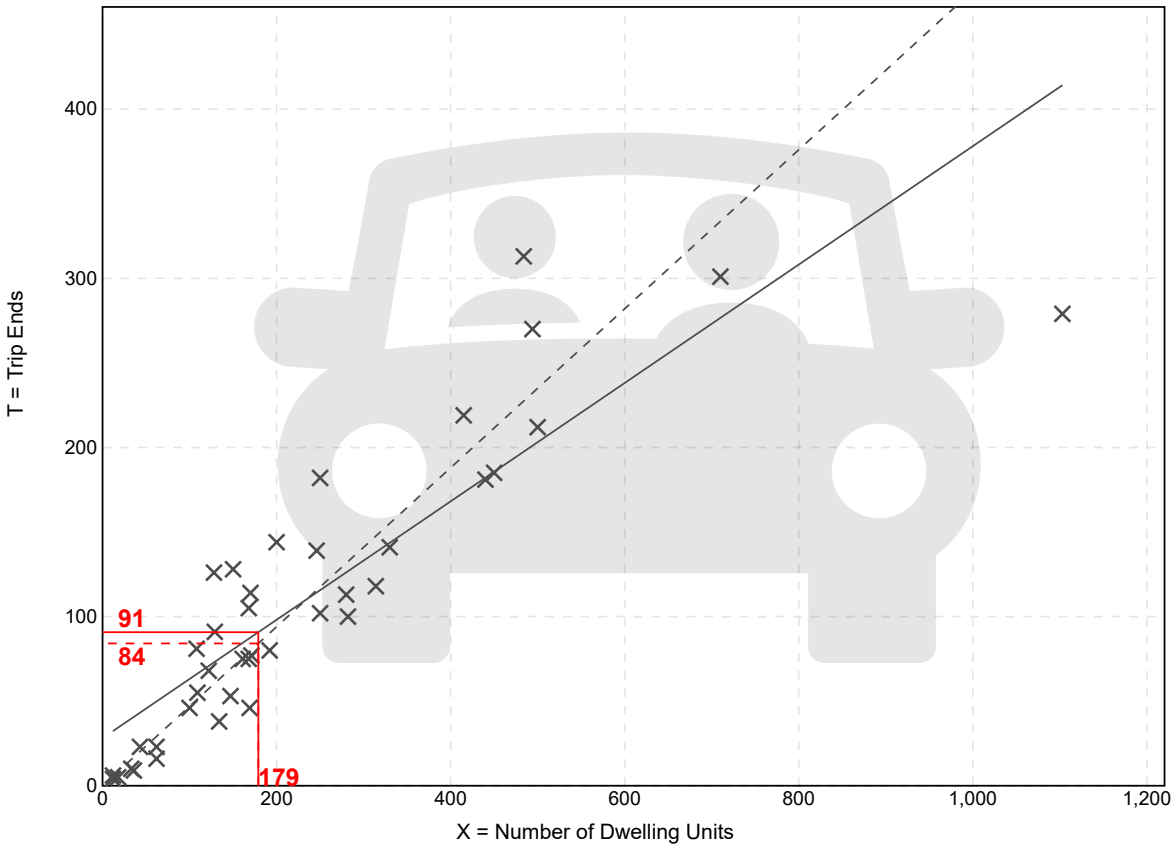
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 40
Avg. Num. of Dwelling Units: 234
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.25 - 0.98	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.35(X) + 28.13

R^2= 0.76

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

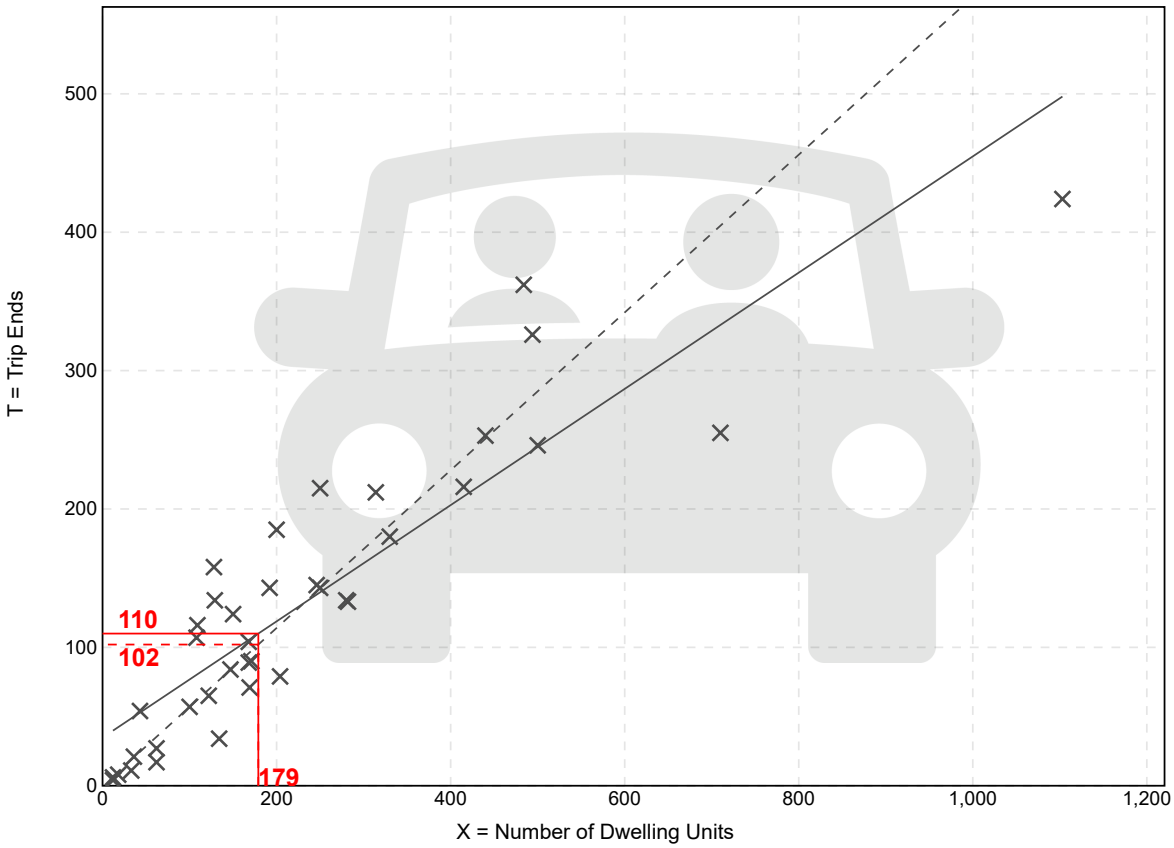
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 38
Avg. Num. of Dwelling Units: 231
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.25 - 1.26	0.20

Data Plot and Equation



Fitted Curve Equation: T = 0.42(X) + 34.78

R^2= 0.80

Single-Family Attached Housing
(215)

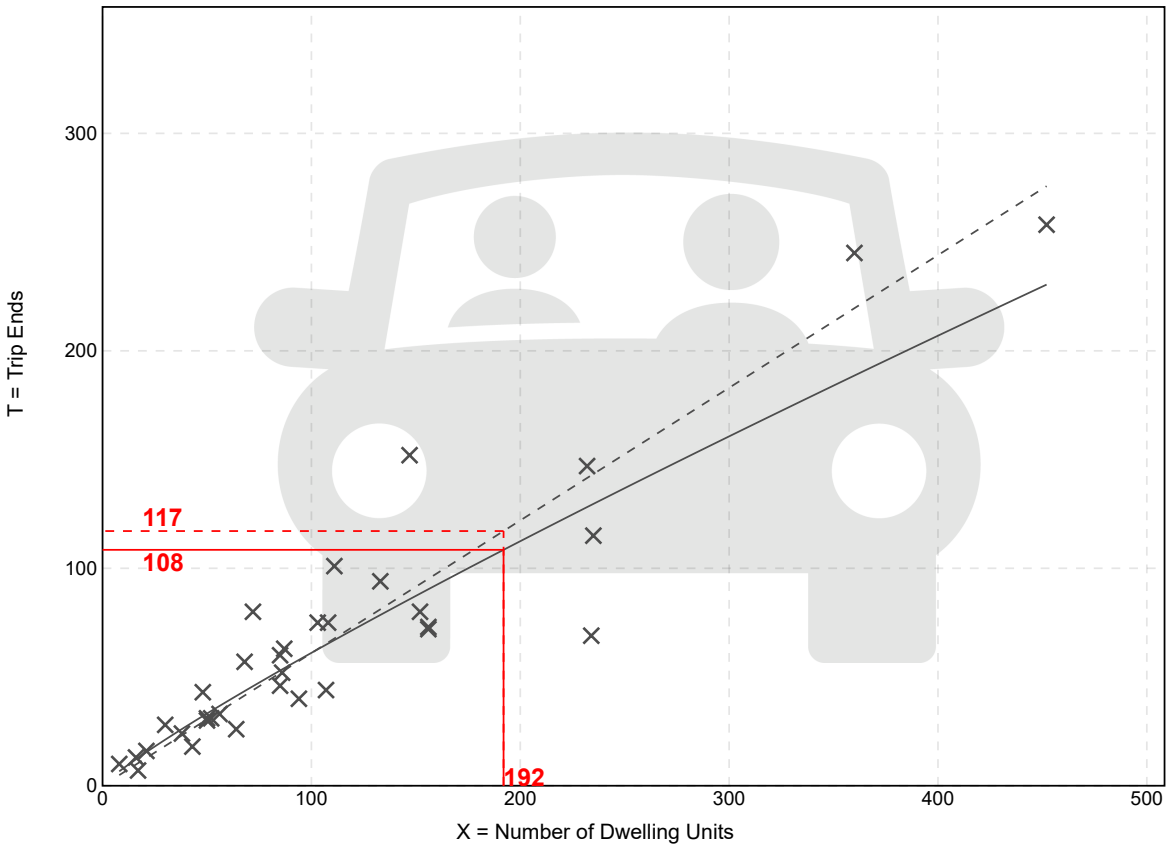
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 34
Avg. Num. of Dwelling Units: 110
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.29 - 1.25	0.18

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.88 Ln(X) + 0.06

R^2= 0.87

Single-Family Attached Housing
(215)

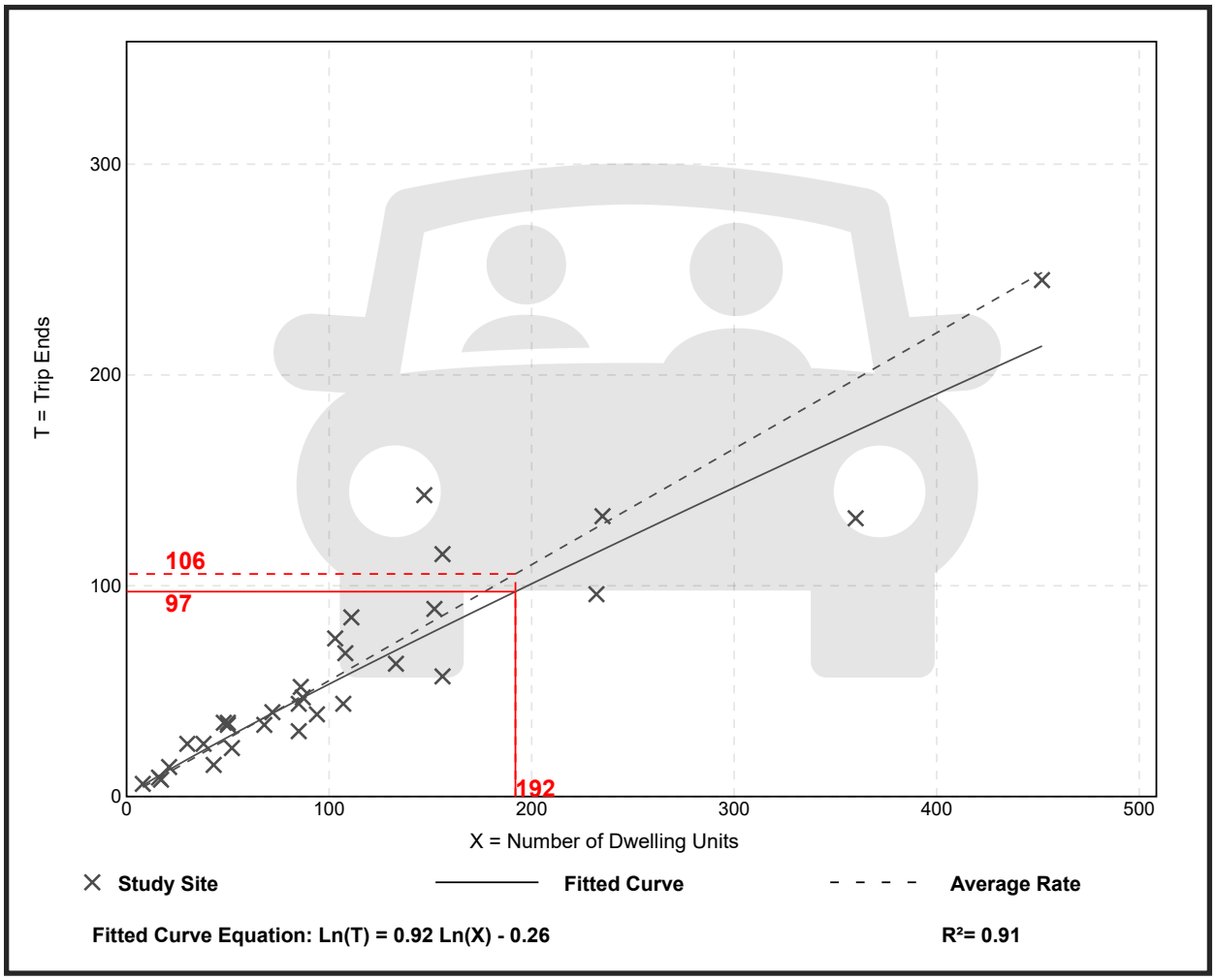
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. Num. of Dwelling Units: 110
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.55	0.35 - 0.97	0.16

Data Plot and Equation



Appendix C:

Speed Data

Location: Sheriff's Posse Rd Date/Time: 6/8/2022 7:00AM Speed Limit: 25 mph

	NB	SB
1	27	
2	26	
3	28	
4	16	
5	21	
6	29	
7	24	
8	23	
9	24	
10	21	
11	29	
12	20	
13	25	
14	26	
15	27	
16	24	
17	17	
18	25	
19	21	
20	20	
21	25	
22	20	
23	24	
24	31	
25	20	
26	23	
27	22	
28	27	
29	25	
30	22	
31	23	
32	21	
33	27	

	NB	SB
34	22	
35	19	
36	24	
37	17	
38	20	
39	23	
40	24	
41	22	
42	26	
43	27	
44	22	
45	21	
46	18	
47	23	
48	26	
49	20	
50	26	
51	26	
52	34	
53	21	
54	23	
55	20	
56	16	
57	27	
58	19	
59	18	
60	21	
61	21	
62	27	
63	17	
64	18	
65	22	
66	22	

	NB	SB
67	36	
68	23	
69	30	
70	23	
71	28	
72	21	
73	24	
74	22	
75	24	
76	21	
77	21	
78	17	
79	19	
80	21	
81	28	
82	19	
83	20	
84	21	
85	24	
86	20	
87	20	
88	21	
89	13	
90	18	
91	18	
92	16	
93	25	
94	20	
95	25	
96	23	
97	18	
98	26	
99	26	
100	29	

Location: Sheriff's Posse Rd Date/Time: 6/9/2022 5:00PM Speed Limit: 25 mph

	NB	SB
1		25
2		23
3		30
4		17
5		17
6		20
7		23
8		22
9		24
10		20
11		24
12		25
13		26
14		28
15		27
16		29
17		24
18		22
19		24
20		25
21		19
22		23
23		18
24		23
25		20
26		17
27		18
28		19
29		21
30		22
31		24
32		20
33		29
34		17
35		23
36		21
37		15
38		18
39		18
40		18
41		23
42		28
43		19
44		22
45		20
46		19
47		24
48		21
49		22
50		21
51		18
52		22
53		24
54		24
55		21
56		20
57		17
58		23
59		19
60		18
61		20
62		21
63		22
64		16
65		32
66		23
67		20
68		22
69		19
70		23
71		19
72		21
73		16
74		13
75		20
76		23
77		21
78		24
79		20
80		39
81		18
82		17
83		21
84		23
85		25
86		26
87		23
88		26
89		27
90		27
91		24
92		19
93		21
94		23
95		21
96		21
97		25
98		20
99		25
100		23