

SHRP SITE 1112

INTRODUCTORY COMMENT

The traffic volume, classification and weight data for this road section are controlled by a Weigh-In-Motion station. The data were collected on the same road, but at a different milepoint, than the SHRP segment. The location of the data collection is provided on the historical data report sheets.

SHEET 1  
LTPP TRAFFIC DATA  
SUMMARY TRANSMITTAL FORM

JB  
8-15-95  
1108  
\*STATE ASSIGNED ID {6-0-0-9}  
\*STATE CODE {3 5}  
\*SHRP SECTION ID {1 1 1 2}

STATE OR PROVINCE NEW MEXICO COUNTY LEA  
HIGHWAY ROUTE NO. US 62/180 MILEPOST # 81.3  
NEAREST CITY/TOWN 21 MI. W OF HOBBS NEAREST INTERSECTION 9 MI. W. NM-529  
FUNCTIONAL CLASS 02 NO. LANES EACH DIRECTION 21 <sup>Aug 13, 1995</sup> TOTAL NO. LANES 42  
DIRECTION OF TRAVEL GPS LANE EAST DATE OPENED TO TRAFF. 06-22-84  
FIPS COUNTY CODE 25 FHWA STATION IDENTIFICATION NO. \_\_\_\_\_  
HPMS SAMPLE NO. \_\_\_\_\_ HPMS SUBDIVISION NO. \_\_\_\_\_  
TYPE OF PAVEMENT: AC X PCC \_\_\_\_\_ OTHER \_\_\_\_\_  
CONTROL OF ACCESS: YES \_\_\_\_\_ NO X MEDIAN: YES \_\_\_\_\_ NO X  
CURRENT SURROUNDING DEVELOPMENT:  
URBAN \_\_\_\_\_ SUBURBAN \_\_\_\_\_ RURAL X  
HAS INTENSITY OF ROADSIDE DEVELOPMENT INCREASED OVER PAST 10 YEARS?  
YES \_\_\_\_\_ NO X  
IF YES DESCRIBE CHANGES \_\_\_\_\_

NOTE: ATTACH ALL RELATED FORMS AND COUNT DATA AND SUBMIT TO THE  
SHRP REGIONAL OFFICE. ATTACH MAP INDICATING THE LOCATION OF  
EACH TRAFFIC COUNT, VEHICLE CLASSIFICATION COUNT, OR WEIGHT  
STATION RELATIVE TO THIS GPS TEST SECTION.

NAME OF PREPARER L. McQUARIE/F. CHAVEZ PHONE # (505) 827-5553  
DATE PREPARED FEB. 92

<p style="text-align: center;">SHEET 2 LTPP TRAFFIC DATA</p> <p style="text-align: center;">TRAFFIC VOLUMES AND LOAD ESTIMATES</p>	<p>*STATE ASSIGNED ID {6 0 0 9}</p> <p>*STATE CODE {3 5}</p> <p>*SHRP SECTION ID {1 1 1 2}</p>
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YEAR	1. ESTIMATED TOTAL VEHICLES AADT (TWO-WAY)	2. ESTIMATED TOTAL TRUCKS AADT (TWO-WAY)	3. ESTIMATED TOTAL VEHICLES AADT GPS LANE	4. ESTIMATED TOTAL TRUCKS AADT GPS LANE	5. ESTIMATED ESAL'S/YR  GPS LANE (1000'S)
1989					
1988	1617	437	809	218	25729
1987	1638	442	819	221	26083
1986	2069	559	1221	330	38948
1985	2028	507	1217	304	35879
1984	2135	619	1068	309	36469
1983					
1982					
1981					
1980					
1979					
1978					
1977					
1976					
1975					
1974					
1973					
1972					
1971					
1970					
1969					
1968					
1967					
1966					
1965					

NAME OF PREPARER	L.McQUARIE/F.CHAVEZ	PHONE #	(505) 827-5553
DATE PREPARED	FEB. 92		

SHEET 3	*STATE ASSIGNED ID {6 0 0 9}
LTPP TRAFFIC DATA	*STATE CODE {3 5}
PROCEDURES FOR ESTIMATING	
ANNUAL AVERAGE VOLUMES AND	*SHRP SECTION ID {1 1 1 2}
TOTAL ANNUAL ESALS	

1. Year(s) Applicable 1984 TO 1988

2. METHOD FOR ESTIMATING AADT

- ☐ Factored a single count taken this year at the GPS site.
- ☐ Averaged multiple counts taken this year at the GPS site.
- ☐ Averaged and factored multiple counts taken this year at the GPS site.
- ☐ Growth factored last year's estimate.
- ☒ Estimated based on volume counts at nearby locations.
- ☐ Used flow maps.
- ☐ Used computerized network analyses.
- Other: \_\_\_\_\_

3. METHOD FOR ESTIMATING TRUCK VOLUMES OR PERCENTAGES

- ☐ Used a single count taken this year at the GPS site.
- ☐ Factored a single count taken this year at the GPS site.
- ☐ Averaged multiple counts taken this year at the GPS site.
- ☐ Used system averages from counts taken this year.
- ☒ Used count data from nearby sites.
- ☐ Used count data taken in earlier years at the GPS site.
- ☐ Used system averages taken in earlier years at the GPS site.
- ☐ Used computerized network analyses.
- Other: \_\_\_\_\_

4. METHOD FOR ESTIMATING AADT

BY GPS LANE

- ☐ Based on actual lane count data.
- ☐ System distribution factors.
- ☒ Other: LANE DATA NOT COLLECTED

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☐ Based on actual lane count data.
- ☐ System distribution factors.
- ☒ Other: LANE DATA NOT COLLECTED

6. METHOD FOR ESTIMATING ESAL/VEHICLE ESAL/Truck.

- ☒ ESAL/Vehicle class. (no. of classes) 13
- Other: \_\_\_\_\_

7. ESAL ESTIMATES

(A) Source of Data

- ☐ Weight data collected at GPS site this year.
- ☐ Weight data collected at GPS site prior years.
- ☐ Weight data from system averages this year.
- ☐ Weight data from system averages prior years.
- ☒ Weight data from historic W-4 Tables used.
- Other: \_\_\_\_\_

(B) Weight Scale Type

- ☒ WIM scale.
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- Other: \_\_\_\_\_

NAME OF PREPARER L. McQUARIE/F. CHAVEZ PHONE # (505) 827-5553

DATE PREPARED FEB 92

1 OF 2

SHEET 3	*STATE ASSIGNED ID (6 0 0 9)
LTPP TRAFFIC DATA	*STATE CODE (3 5)
PROCEDURES FOR ESTIMATING	
ANNUAL AVERAGE VOLUMES AND	*SHRP SECTION ID (1 1 1 2)
TOTAL ANNUAL ESALS	

1. Year(s) Applicable 1970 TO 1982

2. METHOD FOR ESTIMATING AADT

- ☐ Factored a single count taken this year at the GPS site.
- ☐ Averaged multiple counts taken this year at the GPS site.
- ☐ Averaged and factored multiple counts taken this year at the GPS site.
- ☒ Growth factored last year's estimate.
- ☐ Estimated based on volume counts at nearby locations.
- ☐ Used flow maps.
- ☐ Used computerized network analyses.
- ☐ Other: \_\_\_\_\_

3. METHOD FOR ESTIMATING TRUCK VOLUMES OR PERCENTAGES

- ☐ Used a single count taken this year at the GPS site.
- ☐ Factored a single count taken this year at the GPS site.
- ☐ Averaged multiple counts taken this year at the GPS site.
- ☐ Used system averages from counts taken this year.
- ☐ Used count data from nearby sites.
- ☐ Used count data taken in earlier years at the GPS site.
- ☐ Used system averages taken in earlier years at the GPS site.
- ☐ Used computerized network analyses.
- ☒ Other: NO % HC AVAILABLE

4. METHOD FOR ESTIMATING AADT

BY GPS LANE

- ☐ Based on actual lane count data.
- ☐ System distribution factors.
- ☒ Other: LANE DATA NOT COLLECTED

5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES

- ☐ Based on actual lane count data.
- ☐ System distribution factors.
- ☒ Other: LANE DATA NOT COLLECTED

6. METHOD FOR ESTIMATING ESAL/VEHICLE

- ☐ ESAL/Truck.
- ☐ ESAL/Vehicle class. (no. of classes) \_\_\_\_\_
- ☒ Other: N/A

7. ESAL ESTIMATES

(A) Source of Data

- ☐ Weight data collected at GPS site this year.
- ☐ Weight data collected at GPS site prior years.
- ☐ Weight data from system averages this year.
- ☐ Weight data from system averages prior years.
- ☐ Weight data from historic W-4 Tables used.
- ☒ Other: N/A

(B) Weight Scale Type

- ☐ WIM scale.
- ☐ Static scale used for enforcement.
- ☐ Static scale not used for enforcement.
- ☒ Other: N/A

NAME OF PREPARER L.McQUARIE/F.CHAVEZ PHONE # (505) 827-5553

DATE PREPARED FEB 92

2 OF 2

SHEET 4	* STATE ASSIGNED { 6 0 0 9 }
LTPP TRAFFIC DATA	*STATE CODE { 3 5 }
TRAFFIC VOLUME COUNTS	*SHRP SECTION ID { 1 1 1 2 }

HIGHWAY ROUTE NO. (THIS COUNT) U S 62 / 180

MILEPOST# OR LOCATION (THIS COUNT) 81.3

BEGINNING DATE 10-01-87 ENDING DATE 09-30-88

BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_

COUNT DURATION \_\_\_\_\_ { } HOURS { } DAYS { } MONTHS

TYPE OF COUNTER \_\_\_\_\_ NAME/MODEL # \_\_\_\_\_

TYPE OF COUNT: TWO-WAY X ONE DIRECTION ONLY \_\_\_\_\_ GPS TEST LANE ONLY \_\_\_\_\_

<u>ITEM</u>	<u>ACTUAL COUNTS</u>	<u>UNITS</u>
1. TOTAL NO. OF VEHICLES (RAW COUNT)		_____
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		
B. AXLE CORRECTION FACTOR		<u>0.7353</u>
C. DAY OF WEEK FACTOR		<u>    </u>
D. MONTH FACTOR		<u>    </u>
E. OTHER FACTOR ( <u>SEASONAL</u> )		<u>1.028</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY)		<u>1618</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>0.50</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>    </u>
6. AADT GPS LANE		<u>809</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER <u>L.McQUARIE/F.CHAVEZ</u>	PHONE # <u>(505) 827-5553</u>
DATE PREPARED <u>FEB 92</u>	<u>1 OF 5</u>

SHEET 4	* STATE ASSIGNED { 6 0 0 9 }
LTPP TRAFFIC DATA	*STATE CODE { 3 5 }
TRAFFIC VOLUME COUNTS	*SHRP SECTION ID { 1 1 1 2 }

HIGHWAY ROUTE NO. (THIS COUNT) U S 62 / 180

MILEPOST# OR LOCATION (THIS COUNT) 81.3

BEGINNING DATE 10-01-86 ENDING DATE 09-30-87

BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_

COUNT DURATION \_\_\_\_\_ { } HOURS { } DAYS { } MONTHS

TYPE OF COUNTER \_\_\_\_\_ NAME/MODEL # \_\_\_\_\_

TYPE OF COUNT: TWO-WAY X ONE DIRECTION ONLY \_\_\_\_\_ GPS TEST LANE ONLY \_\_\_\_\_

<u>ITEM</u>	<u>ACTUAL COUNTS</u>	<u>UNITS</u>
1. TOTAL NO. OF VEHICLES (RAW COUNT)		_____
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		
B. AXLE CORRECTION FACTOR		<u>0.7373</u>
C. DAY OF WEEK FACTOR		<u>  </u>
D. MONTH FACTOR		<u>  </u>
E. OTHER FACTOR ( <u>SEASONAL</u> )		<u>0.7917</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY)		<u>1638</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>0.50</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>  </u>
6. AADT GPS LANE		<u>819</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER <u>L.McQUARIE/F.CHAVEZ</u>	PHONE # <u>(505) 827-5553</u>
DATE PREPARED <u>FEB 92</u>	<u>2 OF 5</u>

SHEET 4	* STATE ASSIGNED { 6 0 0 9 }
LTPP TRAFFIC DATA	*STATE CODE { 3 5 }
TRAFFIC VOLUME COUNTS	*SHRP SECTION ID { 1 1 1 2 }

HIGHWAY ROUTE NO. (THIS COUNT) U S 62 / 180

MILEPOST# OR LOCATION (THIS COUNT) 81.3

BEGINNING DATE 10-01-85 ENDING DATE 09-30-86

BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_

COUNT DURATION \_\_\_\_\_ { } HOURS { } DAYS { } MONTHS

TYPE OF COUNTER \_\_\_\_\_ NAME/MODEL # \_\_\_\_\_

TYPE OF COUNT: TWO-WAY X ONE DIRECTION ONLY \_\_\_\_\_ GPS TEST LANE ONLY \_\_\_\_\_

ITEM	ACTUAL COUNTS	UNITS
1. TOTAL NO. OF VEHICLES (RAW COUNT)		
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		
B. AXLE CORRECTION FACTOR		<u>0.7626</u>
C. DAY OF WEEK FACTOR		<u>1.020</u>
D. MONTH FACTOR		
E. OTHER FACTOR ( <u>SEASONAL</u> )		
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY)		<u>2069</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>0.59</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>1221</u>
6. AADT GPS LANE		

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER <u>L.McQUARIE/F.CHAVEZ</u>	PHONE # <u>(505) 827-5553</u>
DATE PREPARED <u>FEB 92</u>	<u>3 OF 5</u>



SHEET 4	* STATE ASSIGNED { 6 0 0 9 }
LTPP TRAFFIC DATA	*STATE CODE { 3 5 }
TRAFFIC VOLUME COUNTS	*SHRP SECTION ID { 1 1 1 2 }

HIGHWAY ROUTE NO.(THIS COUNT) U S 62 / 180

MILEPOST# OR LOCATION (THIS COUNT) 81.3

BEGINNING DATE 10-01-84 ENDING DATE 09-30-85

BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_

COUNT DURATION \_\_\_\_\_ { } HOURS { } DAYS { } MONTHS

TYPE OF COUNTER \_\_\_\_\_ NAME/MODEL # \_\_\_\_\_

TYPE OF COUNT: TWO-WAY X ONE DIRECTION ONLY \_\_\_\_\_ GPS TEST LANE ONLY \_\_\_\_\_

<u>ITEM</u>	<u>ACTUAL COUNTS</u>	<u>UNITS</u>
1. TOTAL NO. OF VEHICLES (RAW COUNT)		_____
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		_____
B. AXLE CORRECTION FACTOR		<u>0.7534</u>
C. DAY OF WEEK FACTOR		_____
D. MONTH FACTOR		_____
E. OTHER FACTOR ( <u>SEASONAL</u> )		<u>0.949</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY)		<u>2028</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>0.60</u>
5. GPS LANE DISTRIBUTION FACTOR		_____
6. AADT GPS LANE		<u>1217</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER <u>L.McQUARIE/F.CHAVEZ</u>	PHONE # <u>(505) 827-5553</u>
DATE PREPARED <u>FEB 92</u>	<u>4 OF 5</u>

SHEET 4	* STATE ASSIGNED { 6 0 0 9 }
LTPP TRAFFIC DATA	*STATE CODE { 3 5 }
TRAFFIC VOLUME COUNTS	*SHRP SECTION ID { 1 1 1 2 }

HIGHWAY ROUTE NO. (THIS COUNT) U S 62 / 180

MILEPOST# OR LOCATION (THIS COUNT) 81.3

BEGINNING DATE 10-01-83 ENDING DATE 09-30-84

BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_

COUNT DURATION \_\_\_\_\_ { } HOURS { } DAYS { } MONTHS

TYPE OF COUNTER \_\_\_\_\_ NAME/MODEL # \_\_\_\_\_

TYPE OF COUNT: TWO-WAY X ONE DIRECTION ONLY \_\_\_\_\_ GPS TEST LANE ONLY \_\_\_\_\_

ITEM	ACTUAL COUNTS	UNITS
1. TOTAL NO. OF VEHICLES (RAW COUNT)		
2. ADJUSTMENT FACTORS (FILL IN AS APPLICABLE):		
A. ADJUSTMENT TO 24-HOUR COUNT		<u>0.7350</u>
B. AXLE CORRECTION FACTOR		<u>—</u>
C. DAY OF WEEK FACTOR		<u>—</u>
D. MONTH FACTOR		<u>1.070</u>
E. OTHER FACTOR ( <u>SEASONAL</u> )		<u>—</u>
3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY)		<u>2135</u>
4. DIRECTIONAL DISTRIBUTION FACTOR		<u>0.50</u>
5. GPS LANE DISTRIBUTION FACTOR		<u>—</u>
6. AADT GPS LANE		<u>1068</u>

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

NAME OF PREPARER <u>L.McQUARIE/F.CHAVEZ</u>	PHONE # <u>(505) 827-5553</u>
DATE PREPARED <u>FEB 92</u>	<u>5 OF 5</u>

SHEET 5	
LTPP TRAFFIC DATA	*STATE ASSIGNED ID {6 0 0 9}
VEHICLE CLASSIFICATION DATA	*STATE CODE {3 5}
FHWA 13-CLASS SYSTEM	*SHRP SECTION ID {1 1 1 2}

HIGHWAY RT. # (THIS COUNT) US 62/180 MILEPOST # (THIS COUNT) 82.2  
LOCATION (THIS COUNT) 7.4 MI E OF NM-529 FUNCTIONAL CLASS 02  
BEGINNING DATE \_\_\_\_\_ ENDING DATE 1988  
BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_ DURATION (HRS) 24  
TYPE OF COUNT: MANUAL X AUTOMATED \_\_\_\_\_ NO. OF LANES COUNTED \_\_\_\_\_  
TYPE OF EQUIP: AVC PERM. \_\_\_\_\_ AVC PORT. \_\_\_\_\_ WIM PERM. \_\_\_\_\_ WIM PORT. \_\_\_\_\_  
EQUIPMENT NAME/MODEL# \_\_\_\_\_  
TOTAL NO. OF VEHICLES CLASSIFIED 1678 #TRUCKS 454 %TRUCKS 27.0  
NO. OF TRUCKS IN GPS LANE \_\_\_\_\_ % OF TRUCKS IN GPS LANE \_\_\_\_\_  
VEHICLE CLASSIFICATION METHOD: FHWA X OTHER \_\_\_\_\_ # BINS \_\_\_\_\_

NOTE: IF THIS COUNT DOES NOT USE THE FHWA 13-BIN CLASSIFICATION SYSTEM  
USE SHEET 6. PLEASE DESCRIBE ON AN ATTACHED PAGE THE VEHICLE  
CLASSIFICATION SYSTEM USED BY THE AGENCY, AND COMPLETE SHEET 7  
DESCRIBING HOW THE SHA WOULD EXPAND OR COLLAPSE THE USER  
CLASSIFICATION SYSTEM TO CORRESPOND WITH THE FHWA 13 CLASSES.

VEHICLE CLASSES	TOTAL NUMBER OF VEHICLES TWO-WAY	TOTAL NUMBER OF VEHICLES GPS DIRECTION	TOTAL NUMBER OF VEHICLES GPS LANE
1. FHWA CLASSES 1-3 (Cars, Mtcyl, Vans)	1136		
2. FHWA CLASS 4 (Buses)	11		
3. FHWA CLASS 5 (2-Axl, 6-Tire, SU Trk)	93		
4. FHWA CLASS 6 (3 Axle SU Truck)	21		
5. FHWA CLASS 7 (4+ Axl SU Truck)	7		
6. FHWA CLASS 8 (4- Axl 1-Trlr Trk)	18		
7. FHWA CLASS 9 (5 Axl, 1-Trlr Trk)	275		
8. FHWA CLASS 10 (6+ Axl, 1-Trlr Trk)	5		
9. FHWA CLASS 11 (5- Axl, Multi Trlr Trk)	16		
10. FHWA CLASS 12 (6 Axl, Multi Trlr Trk)	8		
11. FHWA CLASS 13 (7+ Axl Multi Trlr Trk)	0		
12. OTHER VEHICLES	88		
GRAND TOTAL:	1678		

NAME OF PREPARER	<u>L. McQUARIE/F. CHAVEZ</u>	PHONE #	<u>(505) 827-5553</u>
DATE PREPARED	<u>FEB 92</u>		<u>1 OF 5</u>

SHEET 5 LTPP TRAFFIC DATA VEHICLE CLASSIFICATION DATA FHWA 13-CLASS SYSTEM	*STATE ASSIGNED ID {6 0 0 9} *STATE CODE {3 5} *SHRP SECTION ID {1 1 1 2}
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HIGHWAY RT. # (THIS COUNT) US 62/180 MILEPOST # (THIS COUNT) 82.2  
 LOCATION (THIS COUNT) 7.4 MI E OF NM-529 FUNCTIONAL CLASS 02  
 BEGINNING DATE \_\_\_\_\_ ENDING DATE 1987  
 BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_ DURATION (HRS) 24  
 TYPE OF COUNT: MANUAL X AUTOMATED \_\_\_\_\_ NO. OF LANES COUNTED \_\_\_\_\_  
 TYPE OF EQUIP: AVC PERM. \_\_\_\_\_ AVC PORT. \_\_\_\_\_ WIM PERM. \_\_\_\_\_ WIM PORT. \_\_\_\_\_  
 EQUIPMENT NAME/MODEL# \_\_\_\_\_  
 TOTAL NO. OF VEHICLES CLASSIFIED 1620 #TRUCKS 438 %TRUCKS 27.0  
 NO. OF TRUCKS IN GPS LANE \_\_\_\_\_ % OF TRUCKS IN GPS LANE \_\_\_\_\_  
 VEHICLE CLASSIFICATION METHOD: FHWA X OTHER \_\_\_\_\_ # BINS \_\_\_\_\_

NOTE: IF THIS COUNT DOES NOT USE THE FHWA 13-BIN CLASSIFICATION SYSTEM  
 USE SHEET 6. PLEASE DESCRIBE ON AN ATTACHED PAGE THE VEHICLE  
 CLASSIFICATION SYSTEM USED BY THE AGENCY, AND COMPLETE SHEET 7  
 DESCRIBING HOW THE SHA WOULD EXPAND OR COLLAPSE THE USER  
 CLASSIFICATION SYSTEM TO CORRESPOND WITH THE FHWA 13 CLASSES.

VEHICLE CLASSES	TOTAL NUMBER OF VEHICLES TWO-WAY	TOTAL NUMBER OF VEHICLES GPS DIRECTION	TOTAL NUMBER OF VEHICLES GPS LANE
1. FHWA CLASSES 1-3 (Cars, Mtcyl, Vans)	1136		
2. FHWA CLASS 4 (Buses)	18		
3. FHWA CLASS 5 (2-Axl, 6-Tire, SU Trk)	78		
4. FHWA CLASS 6 (3 Axle SU Truck)	18		
5. FHWA CLASS 7 (4+ Axl SU Truck)	0		
6. FHWA CLASS 8 (4- Axl 1-Trlr Trk)	13		
7. FHWA CLASS 9 (5 Axl, 1-Trlr Trk)	289		
8. FHWA CLASS 10 (6+ Axl, 1-Trlr Trk)	7		
9. FHWA CLASS 11 (5- Axl, Multi Trlr Trk)	12		
10. FHWA CLASS 12 (6 Axl, Multi Trlr Trk)	3		
11. FHWA CLASS 13 (7+ Axl Multi Trlr Trk)	0		
12. OTHER VEHICLES	46		
GRAND TOTAL:	1620		

NAME OF PREPARER <u>L. McQUARIE/F. CHAVEZ</u>	PHONE # <u>(505) 827-5553</u>
DATE PREPARED <u>FEB 92</u>	<u>2 OF 5</u>

SHEET 5	
LTPP TRAFFIC DATA	*STATE ASSIGNED ID {6 0 0 9}
VEHICLE CLASSIFICATION DATA	*STATE CODE {3 5}
FHWA 13-CLASS SYSTEM	*SHRP SECTION ID {1 1 1 2}

HIGHWAY RT. # (THIS COUNT) US 62/180 MILEPOST # (THIS COUNT) 82.2  
 LOCATION (THIS COUNT) 7.4 MI E OF NM-529 FUNCTIONAL CLASS 02  
 BEGINNING DATE \_\_\_\_\_ ENDING DATE 1986  
 BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_ DURATION (HRS) 24  
 TYPE OF COUNT: MANUAL X AUTOMATED \_\_\_\_\_ NO. OF LANES COUNTED \_\_\_\_\_  
 TYPE OF EQUIP: AVC PERM. \_\_\_\_\_ AVC PORT. \_\_\_\_\_ WIM PERM. \_\_\_\_\_ WIM PORT. \_\_\_\_\_  
 EQUIPMENT NAME/MODEL# \_\_\_\_\_  
 TOTAL NO. OF VEHICLES CLASSIFIED 1872 #TRUCKS 510 %TRUCKS 27.3  
 NO. OF TRUCKS IN GPS LANE \_\_\_\_\_ % OF TRUCKS IN GPS LANE \_\_\_\_\_  
 VEHICLE CLASSIFICATION METHOD: FHWA X OTHER \_\_\_\_\_ # BINS \_\_\_\_\_

NOTE: IF THIS COUNT DOES NOT USE THE FHWA 13-BIN CLASSIFICATION SYSTEM  
 USE SHEET 6. PLEASE DESCRIBE ON AN ATTACHED PAGE THE VEHICLE  
 CLASSIFICATION SYSTEM USED BY THE AGENCY, AND COMPLETE SHEET 7  
 DESCRIBING HOW THE SHA WOULD EXPAND OR COLLAPSE THE USER  
 CLASSIFICATION SYSTEM TO CORRESPOND WITH THE FHWA 13 CLASSES.

VEHICLE CLASSES	TOTAL NUMBER OF VEHICLES TWO-WAY	TOTAL NUMBER OF VEHICLES GPS DIRECTION	TOTAL NUMBER OF VEHICLES GPS LANE
1. FHWA CLASSES 1-3 (Cars, Mtcyl, Vans)	1302		
2. FHWA CLASS 4 (Buses)	17		
3. FHWA CLASS 5 (2-Axl, 6-Tire, SU Trk)	128		
4. FHWA CLASS 6 (3 Axle SU Truck)	24		
5. FHWA CLASS 7 (4+ Axl SU Truck)	0		
6. FHWA CLASS 8 (4- Axl 1-Trlr Trk)	16		
7. FHWA CLASS 9 (5 Axl, 1-Trlr Trk)	311		
8. FHWA CLASS 10 (6+ Axl, 1-Trlr Trk)	0		
9. FHWA CLASS 11 (5- Axl, Multi Trlr Trk)	14		
10. FHWA CLASS 12 (6 Axl, Multi Trlr Trk)	0		
11. FHWA CLASS 13 (7+ Axl Multi Trlr Trk)	0		
12. OTHER VEHICLES	60		
GRAND TOTAL:	1872		

NAME OF PREPARER	<u>L. McQUARIE/F. CHAVEZ</u>	PHONE #	<u>(505) 827-5553</u>
DATE PREPARED	<u>FEB 92</u>		<u>3 OF 5</u>

SHEET 5	
LTPP TRAFFIC DATA	*STATE ASSIGNED ID {6 0 0 9}
VEHICLE CLASSIFICATION DATA	*STATE CODE {3 5}
FHWA 13-CLASS SYSTEM	*SHRP SECTION ID {1 1 1 2}

HIGHWAY RT. # (THIS COUNT) US 62/180 MILEPOST # (THIS COUNT) 82.2  
 LOCATION (THIS COUNT) 7.4 MI E OF NM-529 FUNCTIONAL CLASS 02  
 BEGINNING DATE \_\_\_\_\_ ENDING DATE 1985  
 BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_ DURATION (HRS) 24  
 TYPE OF COUNT: MANUAL X AUTOMATED \_\_\_\_\_ NO. OF LANES COUNTED \_\_\_\_\_  
 TYPE OF EQUIP: AVC PERM. \_\_\_\_\_ AVC PORT. \_\_\_\_\_ WIM PERM. \_\_\_\_\_ WIM PORT. \_\_\_\_\_  
 EQUIPMENT NAME/MODEL# \_\_\_\_\_  
 TOTAL NO. OF VEHICLES CLASSIFIED 1835 #TRUCKS 469 %TRUCKS 25.5  
 NO. OF TRUCKS IN GPS LANE \_\_\_\_\_ % OF TRUCKS IN GPS LANE \_\_\_\_\_  
 VEHICLE CLASSIFICATION METHOD: FHWA X OTHER \_\_\_\_\_ # BINS \_\_\_\_\_

NOTE: IF THIS COUNT DOES NOT USE THE FHWA 13-BIN CLASSIFICATION SYSTEM  
 USE SHEET 6. PLEASE DESCRIBE ON AN ATTACHED PAGE THE VEHICLE  
 CLASSIFICATION SYSTEM USED BY THE AGENCY, AND COMPLETE SHEET 7  
 DESCRIBING HOW THE SHA WOULD EXPAND OR COLLAPSE THE USER  
 CLASSIFICATION SYSTEM TO CORRESPOND WITH THE FHWA 13 CLASSES.

VEHCILE CLASSES	TOTAL NUMBER OF VEHICLES TWO-WAY	TOTAL NUMBER OF VEHICLES GPS DIRECTION	TOTAL NUMBER OF VEHICLES GPS LANE
1. FHWA CLASSES 1-3 (Cars, Mtcyl, Vans)	1303		
2. FHWA CLASS 4 (Buses)	17		
3. FHWA CLASS 5 (2-Axl, 6-Tire, SU Trk)	87		
4. FHWA CLASS 6 (3 Axle SU Truck)	22		
5. FHWA CLASS 7 (4+ Axl SU Truck)	0		
6. FHWA CLASS 8 (4- Axl 1-Trlr Trk)	14		
7. FHWA CLASS 9 (5 Axl, 1-Trlr Trk)	319		
8. FHWA CLASS 10 (6+ Axl, 1-Trlr Trk)	4		
9. FHWA CLASS 11 (5- Axl, Multi Trlr Trk)	6		
10. FHWA CLASS 12 (6 Axl, Multi Trlr Trk)	0		
11. FHWA CLASS 13 (7+ Axl Multi Trlr Trk)	0		
12. OTHER VEHICLES	63		
GRAND TOTAL:	1835		

NAME OF PREPARER <u>L. McQUARIE/F. CHAVEZ</u>	PHONE # <u>(505) 827-5553</u>
DATE PREPARED <u>FEB 92</u>	<u>4 OF 5</u>

SHEET 5	
LTPP TRAFFIC DATA	*STATE ASSIGNED ID { 6 0 0 9 }
VEHICLE CLASSIFICATION DATA	*STATE CODE { 3 5 }
FHWA 13-CLASS SYSTEM	*SHRP SECTION ID { 1 1 1 2 }

HIGHWAY RT. # (THIS COUNT) US 62/180 MILEPOST # (THIS COUNT) 82.2  
 LOCATION (THIS COUNT) 7.4 MI E OF NM-529 FUNCTIONAL CLASS 02  
 BEGINNING DATE \_\_\_\_\_ ENDING DATE 1984  
 BEGINNING TIME \_\_\_\_\_ ENDING TIME \_\_\_\_\_ DURATION (HRS) 24  
 TYPE OF COUNT: MANUAL X AUTOMATED \_\_\_\_\_ NO. OF LANES COUNTED \_\_\_\_\_  
 TYPE OF EQUIP: AVC PERM. \_\_\_\_\_ AVC PORT. \_\_\_\_\_ WIM PERM. \_\_\_\_\_ WIM PORT. \_\_\_\_\_  
 EQUIPMENT NAME/MODEL# \_\_\_\_\_  
 TOTAL NO. OF VEHICLES CLASSIFIED 2103 #TRUCKS 611 %TRUCKS 29.0  
 NO. OF TRUCKS IN GPS LANE \_\_\_\_\_ % OF TRUCKS IN GPS LANE \_\_\_\_\_  
 VEHICLE CLASSIFICATION METHOD: FHWA X OTHER \_\_\_\_\_ # BINS \_\_\_\_\_

NOTE: IF THIS COUNT DOES NOT USE THE FHWA 13-BIN CLASSIFICATION SYSTEM  
 USE SHEET 6. PLEASE DESCRIBE ON AN ATTACHED PAGE THE VEHICLE  
 CLASSIFICATION SYSTEM USED BY THE AGENCY, AND COMPLETE SHEET 7  
 DESCRIBING HOW THE SHA WOULD EXPAND OR COLLAPSE THE USER  
 CLASSIFICATION SYSTEM TO CORRESPOND WITH THE FHWA 13 CLASSES.

VEHICLE CLASSES	TOTAL NUMBER OF VEHICLES TWO-WAY	TOTAL NUMBER OF VEHICLES GPS DIRECTION	TOTAL NUMBER OF VEHICLES GPS LANE
1. FHWA CLASSES 1-3 (Cars, Mtcyl, Vans)	1418		
2. FHWA CLASS 4 (Buses)	11		
3. FHWA CLASS 5 (2-Axl, 6-Tire, SU Trk)	127		
4. FHWA CLASS 6 (3 Axle SU Truck)	27		
5. FHWA CLASS 7 (4+ Axl SU Truck)	0		
6. FHWA CLASS 8 (4- Axl 1-Trlr Trk)	22		
7. FHWA CLASS 9 (5 Axl, 1-Trlr Trk)	407		
8. FHWA CLASS 10 (6+ Axl, 1-Trlr Trk)	6		
9. FHWA CLASS 11 (5- Axl, Multi Trlr Trk)	11		
10. FHWA CLASS 12 (6 Axl, Multi Trlr Trk)	0		
11. FHWA CLASS 13 (7+ Axl Multi Trlr Trk)	0		
12. OTHER VEHICLES	74		
GRAND TOTAL:	2103		

NAME OF PREPARER L. McQUARIE/F. CHAVEZ PHONE # (505) 827-5553  
 DATE PREPARED FEB 92 5 OF 5

YEAR 1987-88

SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

EAR 1987-88

HOUR BEGINNING	1 MOTORCYCLES	2 PASSENGER CARS	SINGLE-UNIT TRUCKS						SINGLE TRAILER				MULTI TRAILER				TOTAL COUNTED
			3 2-AXLE 4-TIRE	4 BUSES	5 2-AXLE 6-TIRE	6 3-AXLE	7 4 OR MORE AXLE	8 4 OR LESS AXLE	9 5-AXLE	10 6 OR MORE AXLE	11 5 OR LESS AXLE	12 6-AXLE	13 7 OR MORE AXLE	MISCELLANEOUS			
00		4	5	1	1				5					1		1	
01		5	4		1				4							1	
02		4	3		1				4							1	
03		5	3		1				1					1		1	
04		7	4		2				1							1	
05		7	10		3				8							1	
06		21	26		5				9					1		2	
07		25	32		4				11					1		3	
08		22	40		8				11					1		7	
09		30	32		1				20							6	
10		31	37		7				18					2		7	
11	1	25	35		7				20					1		10	
12	1	25	34		7				20					2		9	
13	1	46	34		1				17					1		4	
14	1	51	37		1				19					1		5	
15	1	54	36		2				17							8	
16	1	52	35		2				10					1		6	
17		41	34						19					1		4	
18		41	24						13					1		4	
19		33	14						12							5	
20		21	13		2				12							3	
21		17	11		1				10								
22		16	12						6					1		1	
23		9	9						7					1		2	
		605	525	93	21	7	18	275	5	10	8					88	16
		26.1	31.3	5.5	1.2	0.4	1.1	16.4	0.3	0.9	0.5					5.2	100
(A) TOTAL ADT PERCENT		Percent Heavy Commercial															

\* Percent Heavy Commercial

% H/C = 27.0

STATION C124 DIRECTION BOTH



# SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

YEAR 1987-88

YEAR 1987-88

1		2	SINGLE-UNIT TRUCKS					SINGLE TRAILER				MULTI TRAILER			MISCELLANEOUS	TOTAL COUNTED
HOUR BEGINNING	MOTORCYCLES	PASSENGER CARS	3	4	5	6	7	8	9	10	11	12	13			
			2-AXLE 4-TIRE	BUSES	2-AXLE 6-TIRE	3-AXLE	4 OR MORE AXLE	4 OR LESS AXLE	5-AXLE	6 OR MORE AXLE	5 OR LESS AXLE	6-AXLE	7 OR MORE AXLE			
00		9	8	1	1				7			1		1	28	
01		9	9		1				7						25	
02		9	6		1				7						25	
03		8	5		2			1	2						1	
04		8	5		2			1	2						1	
05		8	11		3	1		1	9						1	
06		28	34	2	7	3	1	1	12	1					1	
07		27	35	1	4	1		1	12			1			1	
08		29	51		10	1	1	1	14						3	
09		36	39	1	9	1	1	2	24	1		1			3	
10		36	42		8	1	1	2	20	1					7	
11	1	30	40		8	2	1	1	23	1		1			8	
12	1	30	40		8	2	1	1	23	1		1			11	
13	1	55	39	1	6	2	1	2	20						11	
14	1	55	29	1	6	2	1	2	20			1			5	
15	1	58	37	2	6	2		1	18						5	
16	1	42	37		4	1	1		10						6	
17	1	46	37		5	1	1	1	20	1					6	
18		42	25		4	1			13						4	
19		30	13		3	1		1	11						5	
20		24	14	2	3				13						2	
21		18	10	1	2	1			9							
22		23	17		2	1		1	9			1			2	
23		11	8		1			1	8						3	
	7	691	598	12	106	24	9	2-1	313	6	18	9			100	
	7	691	598	12	106	36	16	42	783	18	45	27			75	
(c) Correction Factor (A ÷ B)																
X 107 = 94																
7353																
(A) TOTAL COUNTED																
(B) NO. AXLES ÷ 2																

(A) TOTAL COUNTED  
(B) NO. AXLES ÷ 2

$$\frac{1584}{1806} \times 107 = 94$$

Loop Factor =  $\frac{7353}{7} = 1063.28$

(C) Correction Factor (A ÷ B)

(D) Average 24-hr. Traffic (Volume Count)

Adjusted Average: 24-hr. Traffic (C x D)

+

STATION C124

DIRECTION BOTH

PRIMARY  
VEHICLE MILE LOG  
( LEA CO. )

22

YEAR 1988

CARD	CNTNUM	RTNAME	TERMINUS	MILEPT	LENGTH	ADT	FC	ANT FOR SECTION	V/M	CTRL
730	123-7	US62	EDDY/LEA CO. LINE	60.41	5.50	1700	2	1853	10192	910
750	123-8W	US62	WEST OF JCT. FAS 1217 (SE), NM 176	65.91	0.01	2006	2	1836	18	910
770	123-8E	US62	EAST OF JCT. FAS 1217 (SE), NM 176	65.92	8.72	1666	2	1620	14126	910
790	123-16SW	US62	SW. OF JCT. RD. TO LEA (S)	74.64	0.01	1574	2	1572	16	910
810	123-16NE	US62	NE. OF JCT. RD. TO LEA (S)	74.65	6.05	1570	2	1637	21969	910
830	124-18SW	US62	SW. OF JCT. FAP 28-NM 8 (W)	88.07	0.01	1704	2	2420	24	910
850	124-18E	US62	EAST OF JCT. FAP 28-NM 8 (W)	88.08	1.95	3136	2	3140	6123	910
870	124-17W	US62	WEST OF JCT. FAS 1221 (N), NM 483	90.03	0.01	3144	2	3150	32	910
890	124-17E	US62	EAST OF JCT. FAS 1221 (N), NM 483	90.04	2.82	3156	2	3067	8649	910
910	124-16W	US62	WEST OF JCT. LOCAL RD. (S)	92.86	0.01	2978	2	3072	31	910
930	124-16E	US62	EAST OF JCT. LOCAL RD. (S)	92.87	1.83	3166	2	3291	6023	910
950	124-15W	US62	WEST OF JCT. NM 8 (S)	94.70	0.01	3416	2	3731	37	910
970	124-15E	US62	EAST OF JCT. NM 8 (S)	94.71	3.49	4046	2	4119	14375	910
990	124-41W	US62	WEST OF JCT. ROAD TO AIRPORT (S)	98.20	0.01	4192	2	4384	14	910
1010	124-41E	US62	EAST OF JCT. ROAD TO AIRPORT (S)	98.21	1.62	4576	2	5023	8137	910
1030	124-73W	US62	1.6 MI EAST OF JCT ROAD TO AIRPORT (S)	99.83	0.22	5470	2	5076	1117	910
1050	HOB-282E	US62	HOBBS WUL (MARLAND BLVD. US 62/180)	100.05	1.40	4682	2	6180	8652	910
1070	HOB-2W	US62	WEST OF BROADWAY	101.45	0.01	7678	14	6370	61	910
1090	HOB-2E	US62	EAST OF BROADWAY	101.46	0.60	5062	14	5700	3420	910
1110	HOB-8W	US62	WEST OF JCT. GRIMES ST.	102.06	0.01	6338	14	7112	71	910
1130	HOB-8E	US62	EAST OF JCT. GRIMES ST.	102.07	0.10	7886	14	8176	818	910
1150	HOB-14	US62	RAILROAD CROSSING	102.17	0.10	8466	14	9054	905	910
1170	HOB-55W	US62	WEST OF JCT. HARDEN BLVD.	102.27	0.01	9642	14	8053	81	910
1190	HOB-55E	US62	EAST OF JCT. HARDEN BLVD.	102.28	0.40	6464	14	6651	2660	910

SHRP# = 351112

RECORDER	DAY OF WEEK	DATE	HOUR BEGINNING	1		2		SINGLE-WHEEL TRUCKS							SINGLE TRAILER				MULTI TRAILER				TOTAL COUNTED
				MOTORCYCLES	PASSENGER CARS	2-AXLE	3-AXLE	4-AXLE	5-AXLE	6-AXLE	7-AXLE	4 OR MORE AXLE	4 OR LESS AXLE	5-AXLE	6 OR MORE AXLE	5 OR LESS AXLE	6-AXLE	7 OR MORE AXLE					
1	Mon	01-20	04		4	2			2				2	3									14
2	Mon	08-27	04		11	9			2					1									23
3																							
4																							
5			04		8	5			2					2									20
6			05		7	14			3	1				12									40
7		08-27	05		9	9			4					6									27
8																							
9			05		8	11			3	1				9									34
10			06		27	43		2	11	5	1			18									114
11		08-27	06		28	25		2	2	1				6	2								66
12																							
13			06		28	34		2	7	3	1			12	1								93
14			07		20	37		1	5	2				15									85
15		08-27	07		34	33		1	3					9									87
16																							
17																							
18			07		27	35		1	4	1				12									87
19																							

STATION CJ 26 DIRECTION NORTH HOURS 4 - 8A

1983

1438

RECORDER	DAY OF WEEK	DATE	HOUR BEGINNING	1		2		SINGLE-UNIT TRUCKS							SINGLE TRAILER				MULTI TRAILER			MISCELLANEOUS	TOTAL COUNTED	
				MOTORCYCLES	PASSENGER CARS	3	4	5	6	7	8	9	10	11	12	13	4 OR MORE AXLE	5-AXLE	6 OR MORE AXLE	5 OR LESS AXLE	6-AXLE			7 OR MORE AXLE
10-25	10-25	08	08	15	15	8		1				1												25
10-26	10-26	08	08	24	24	51		4	1	1	1	16		1										112
10-27	10-27	08	08	33	33	51		10				12		2										118
10-28	10-28	08	08																					
10-29	10-29	08	08	29	29	51		10	1	1	1	14		2										118
10-30	10-30	08	08	16	16	5		1			1	3												95
10-31	10-31	08	08	28	28	35	1	9	2		1	24	1		1									111
11-01	11-01	08	08	43	43	42	1	9		1	3	23	1											128
11-02	11-02	08	08																					
11-03	11-03	08	08	36	36	39	1	9	1	1	2	24	1		1									121
11-04	11-04	08	08	17	17	7																		
11-05	11-05	08	08	27	27	36		12	2	1	2	25	1	2										30
11-06	11-06	08	08	45	45	48		5			1	16		2										117
11-07	11-07	08	08																					
11-08	11-08	08	08	36	36	42		11	1	1	2	20	1	2										124
11-09	11-09	08	08																					
11-10	11-10	08	08	12	12	6		2			2	3												121
11-11	11-11	08	08	32	32	42		9	2	1	1	17												25
11-12	11-12	08	08	22	22	38		7	1		1	18	1	2										131
11-13	11-13	08	08																					
11-14	11-14	08	08	30	30	40		8	2	1	1	23	1	2	1									7
11-15	11-15	08	08																					105
11-16	11-16	08	08																					
11-17	11-17	08	08	30	30	40		8	2	1	1	23	1	2	1									11

STATION C124 DIRECTION BOTH HOURS 8A - 12P

8513

STATION	CL24	DIRECTION	NOTES	HOURS	GP - 10P

[illegible]

STATION	CL24	DIRECTION	NOTES	WINDS	21° - 6P
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CONFIDENTIAL - SECURITY INFORMATION

STATION C124 DIRECTION NORTH HOURS 10P - 2A

PRIMARY  
VEHICLE MILE LOG  
( LEA CO. )

YEAR 1987

CARD	CONTINUM	RTNAME	TERMINUS	MILEPT	LENGTH	ADT	FC	ADT FOR SECTION	V/M	CTRL
231	123-7	US62	EDDY/LEA CO. LINE	60.41	5.50	1652	2			910
240	123-BW	US62	WEST OF JCT. FAS 1217 (SE), NM 176	65.91	0.01	1949	2	1801	9906	910
241	<u>C124</u>	US62	EAST OF JCT. FAS 1217 (SE), NM 176	65.92	8.72	1620	2	1785	18	910
250	123-16SW	US62	SW. OF JCT. RD. TO LEA (S)	74.64	0.01	1529	2	1575	13734	910
251	123-16NE	US62	NE. OF JCT. RD. TO LEA (S)	74.65	13.42	1525	2	1527	15	910
260	124-18SW	US62	SW OF JCT. FAP 28-NM 8 (W)	88.07	0.01	1655	2	1591	21351	910
261	124-18E	US62	EAST OF JCT. FAP 28-NM 8 (W)	88.08	1.95	3048	2	2352	24	910
270	124-17W	US62	WEST OF JCT. FAS 1221 (N), NM 483	90.03	0.01	3055	2	3052	5951	910
271	124-17E	US62	EAST OF JCT. FAS 1221 (N), NM 483	90.04	2.82	3067	2	3061	31	910
280	124-16W	US62	WEST OF JCT. LOCAL RD. (S)	92.86	0.01	2894	2	2981	8406	910
281	124-16E	US62	EAST OF JCT. LOCAL RD. (S)	92.87	1.83	3075	2	2985	30	910
290	124-15W	US62	WEST OF JCT. NM 8 (S)	94.70	0.01	3319	2	3197	5851	910
291	124-15E	US62	EAST OF JCT. NM 8 (S)	94.71	3.40	3932	2	3526	36	910
294	124-41W	US62	WEST OF JCT. ROAD TO AIRPORT (S)	98.20	0.01	4073	2	4003	13970	910
295	124-41E	US62	EAST OF JCT. ROAD TO AIRPORT (S)	98.21	1.62	4448	2	4261	43	910
296	124-73W	US62	1.6 MI EAST OF JCT ROAD TO AIRPORT (S)	99.83	0.22	5315	2	4882	7909	910
297	HOB-282E	US62	HOBBS WUL (MARLAND BLVD. US 62/180)	100.05	1.40	4550	2	4933	1085	910
299	HOB-2W	US62	WEST OF BROADWAY	101.45	0.01	7412	14	5981	8373	910
300	HOB-2E	US62	EAST OF BROADWAY	101.46	0.60	4887	14	6150	32	910
301	HOB-8W	US62	WEST OF JCT. GRIMES ST.	102.06	0.01	6117	14	5502	3301	910
302	HOB-8E	US62	EAST OF JCT. GRIMES ST.	102.07	0.10	7108	14	6613	66	910
303	HOB-14	US62	RAILROAD CROSSING	102.17	0.10	8173	14	7641	764	910
304	HOB-55W	US62	WEST OF JCT. HARDEN BLVD.	102.27	0.01	9307	14	8740	874	910
305	HOB-55E	US62	EAST OF JCT. HARDEN BLVD.	102.28	0.40	8239	14	7773	78	910
								6421	2568	

SHRP# 351112



YEAR 1986-87

SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

AR 1986-87

27 = 70

7372

HOUR BEGINNING	1	2	SINGLE-UNIT TRUCKS					SINGLE TRAILER				MULTI TRAILER				MISCELLANEOUS	TOTAL COUNTED
			3	4	5	6	7	8	9	10	11	12	13				
	MOTORCYCLES	PASSENGER CARS	2-AXLE 4-TIRE	BUSES	2-AXLE 6-TIRE	3-AXLE	4 OR MORE AXLE	4 OR LESS AXLE	5-AXLE	6 OR MORE AXLE	5 OR LESS AXLE	6-AXLE	7 OR MORE AXLE				
00		6	3	1	1				5			1				17	
01		6	3						10							13	
02		4	3						10							13	
03		6	5	1				1	6					1		27	
04		6	5	1				1	6					1		27	
05		12	9		1			2	9							33	
06		20	21	2	2	3		1	8							35	
07		31	23	3	8	3		1	11	1				1		83	
08	4	32	37		7	1			15		2			1		100	
09	5	41	28	1	7	1		1	11		1					102	
10	5	38	34		7	1		1	20		1					111	
11	5	40	30		4				18		1					100	
12	5	40	30		4				18		1					100	
13	1	51	44	2	9	2		2	22	1		1				133	
14	1	51	44	2	9	2		2	22	1		1				133	
15	1	61	38	3	5	1		1	14							122	
16		46	32	1	7	2		1	17	1						100	
17		40	27		5	1		1	15	1						92	
18		53	33		4	1			19	1	2					118	
19		32	25	1	1	1			18	1	1					83	
20		27	25		2				16	1						77	
21		22	22		2				15							66	
22		14	8	1		1			4							29	
23		5	5	1	1			1	8					1		22	
	27	686	534	20	86	20		11	317	8	13	3				1778	
	27	686	534	20	86	30		28	793	24	32	9				2307	
(A) TOTAL COUNTED																	
(D) NO. AXLES ÷ 2																	

(A) TOTAL COUNTED  
(B) NO. AXLES ÷ 2

$$\frac{1550 \cdot}{1701} \times 77 = 70$$

Loop Factor = 77%

(C) Correction Factor (A ÷ B)  
(D) Average 24-Hr. Traffic (Volume Count) 1550

# SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

YEAR 1986:87

YEAR 1986-87		SINGLE-UNIT TRUCKS																	MULTI TRAILER				MISCELLANEOUS		TOTAL COUNTED	
HOUR BEGINNING	1	2	SINGLE-UNIT TRUCKS							SINGLE TRAILER				MULTI TRAILER			MISCELLANEOUS	TOTAL COUNTED								
			3	4	5	6	7	8	9	10	11	12	13													
			2-AXLE 4-TIRE	BUSES	2-AXLE 6-TIRE	3-AXLE	4 OR MORE AXLE	4 OR LESS AXLE	5-AXLE	6 OR MORE AXLE	5 OR LESS AXLE	6-AXLE	7 OR MORE AXLE													
00			7	1	1				6			1			20											
01			5						8						16											
02			4						7						13											
03			2	1				1	3		1			1	12											
04			5	1				1	5		1			1	19											
05			11		1			2	8					1	31											
06			22	2	2	2			9					1	60											
07			28	2	7	2			12	1	1			1	76											
08	4		28		6	1			13		1			3	89											
09	4		41	1	7	1		1	11		2			5	101											
10	4		36		7	1		1	19		1			4	104											
11	5		41		4				18		1			2	101											
12	5		41		4				18		1			2	101											
13	1		41		7	2		2	18	1		1		3	111											
14	1		45		7	2		2	19	1		1		3	121											
15			57		3	1		1	14					4	122											
16			48		7	2		1	17	1				2	112											
17			44		6	1			19					6	105											
18			38		3	1			14	1	1			4	86											
19			23	1	1	1			14	1	1			2	63											
20			14		1				11	1					50											
21			15		1				11						43											
22			17	1		1			5					1	35											
23			7	1	1			1	11		1				29											
	25	625	486	18	78	18	18		259	7	12	3		46	1620											
	1.6	25.6	30.0	1.1	4.8	1.1	1.1		17.8	0.4	0.8	0.2		7	100.0											
(A) TOTAL ADT PERCENT			Percent Heavy Commercial																							

(A) TOTAL ADT  
PERCENT

AC-27.0

STATION C124

DIRECTION BOTH



OF 1521

City

541.5929.7  
270.2

[illegible]

1982

DAY OF WEEK

DATE

HOURS BEGINNING

U.N.

STANDARD & COMPACT

SMALL

STANDARD & COMPACT

S/V

SMALL

MOTORCYCLES

COMMERCIAL

SCHOOL & PRIVATE

N.M.

O/S

18T-25

2D

3A

4A

251

252

253

351

352

353

2-2

3-2

3-3

251-2

252-2

351-2

MISCELLANEOUS

ALL

TIME

STATION C 124

DIRECTION Both

2A-6A

94

5

15

17

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17

16-17

P/C

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1987

DAY OF WEEK

DATE

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1987

DATE	DAY OF WEEK	1987	H.M.			O/S			MOTORCYCLES		SCHOOL & PRIVATE	PU & PL		1RT-25	2D	3A	4A	251	252	253	351	352	353	2-2	3-2	3-3	251-2	251-3
			STANDARD & COMPACT	SMALL	STANDARD & COMPACT	SMALL	STANDARD & COMPACT	SMALL				M.H.	O/S															
01-27	Clear	22	8	2	7	1	1	1	1	1	1	4	4			1						2						
01-28	Clear	22	3		8	2						8	4			1						5						
01-29		22																										
01-30		22																										
01-31		22																										
02-01		23	5	3	2	1	1	1	1	1	1	4	2									4						
02-02		23	2									4				1						12						
02-03		23																				4						
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03-31		23																										

STATION C 124 DISSECTION BOTH SIDES 10P-2A

PRIMARY  
VEHICLE MILE LOG  
( LEA CO. )

YEAR 1986

CARD	CNTNUM	RTNAME	TERMINUS	MILEPT	LENGTH	ADT	FC	ADT FOR SECTION	V/M	CTRL
231	123-7	US180	EDDY/LEA CO. LINE	60.41	5.50	2327	-	2322	12771	910
240	123-8W	US180	WEST OF JCT. FAS 1217 (SE), NM 176	65.91	0.01	2323	2	2101	27	910
241	C12-1	US180	EAST OF JCT. FAS 1217 (SE), NM 176	65.92	8.72	2038	2	2030	17702	910
250	123-16SW	US180	SW. OF JCT. RD. TO LEA (S)	74.64	0.01	2022	2	2028	20	910
251	123-16NE	US180	NE. OF JCT. RD. TO LEA (S)	74.65	13.42	2030	2	2069	27766	910
260	124-16SW	US180	SW OF JCT. FAP 28-NM 8 (W)	88.07	0.01	2107	2	2696	27	910
261	124-18E	US180	EAST OF JCT. FAP 28-NM 8 (W)	88.08	1.95	3285	2	3334	6501	910
270	124-17W	US180	WEST OF JCT. FAS 1221 (N), NM 483	90.03	0.01	3382		3401	34	910
271	124-17E	US180	EAST OF JCT. FAS 1221 (N), NM 483	90.04	2.82	3420		3421	9647	910
280	124-16W	US180	WEST OF JCT. LOCAL RD. (S)	92.86	0.01	3422		3576	36	910
281	124-16E	US180	EAST OF JCT. LOCAL RD. (S)	92.87	1.83	3730	-	3884	7108	910
290	124-15W	US180	WEST OF JCT. NM 8 (S)	94.70	0.01	4037		4348	43	910
291	124-15E	US180	EAST OF JCT. NM 8 (S)	94.71	3.49	4659	2	4824	16836	910
294	124-41W	US180	WEST OF JCT. ROAD TO AIRPORT (S)	98.20	0.01	4989	2	5102	51	910
295	124-41E	US180	EAST OF JCT. ROAD TO AIRPORT (S)	98.21	1.62	5214	2	5432	8800	910
298	124-73W	US180	1.6 MI EAST OF JCT ROAD TO AIRPORT (S)	99.83	0.22	5650	2	5982	1316	910

SHRP # 351112



# SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

YEAR/95-96

## VEHICLES

YEAR/25-86	HOUR BEGINNING	PASSENGER			MOTORCYCLES	BUSES		SINGLE-UNIT TRUCKS							COMBINATIONS					FULL TRAILER			TWO-TRAILER			MISCELLANEOUS	TOTAL COUNTED
		STANDARD & COMPACT	SMALL	O/S		COMMERCIAL	SCHOOL & PRIVATE	N.M.	O/S	1RT-25	2D	3A	4A	251	252	253	351	352	353	2-2	3-2	3-3	251-2	252-2	351-2		
	00	4		2		1																				19	
	01	2		2																						15	
	02	2		2																						15	
	03	2	1	1																						12	
	04	2	1	1																						12	
	05	6	1	4	1			9	2	4	5	2														45	
	06	16	4	6		1		18	3	7	2	2														69	
	07	13	2	12	1		2	17	3	3	7	1														76	
	08	18	4	17	7		1	32	17		8	1														129	
	09	21	4	24	8	2		25	15	1	8	1														132	
	10	23	5	27	6		1	19	20		5	2														131	
	11	14	5	21	6			23	17	1	6	1														119	
	12	14	5	21	6			23	17	1	6	1														119	
	13	31	6	14	3		1	36	10	3	10	3		1												147	
	14	31	6	14	3		1	36	10	3	10	3		1												147	
	15	31	7	16	4		2	28	9	4	10	1														142	
	16	27	7	14	3			27	9	2	7	4														127	
	17	24	5	10	4		1	26	6	2	8	2		1												113	
	18	37	10	24	7		1	23	5		2	1														129	
	19	21	6	18	7			15	10		2	1														100	
	20	16	4	9	6		1	11	4	1	2															75	
	21	16	5	8	4			10	5		1			1												63	
	22	9	1	4	1		1	7	1		1															37	
	23	5	1	2		1		3	1	1	2															29	
A) TOTAL COUNTED	*	385	90	273	77	5	14	4	395	167	33	104	26	7	10			320			2		15		65	2002	
B) No. Axles ÷ 2		385	90	273	77	5	14	4	395	167	33	104	26	11	20			325			5		37		171	2553	

(C) Correction Factor (A ÷ B)  
 (D) Average 24-hr. Traffic (Volume Count) 1807  
 Adjusted Average 24-hr. Traffic (C x D) 1872

1807 x 70 = 126490

STATION C-124 DIRECTION BOTH

RECORDED 1988

DAY OF WEEK	DATE	HOUR BEGINNING	H.N. VESSELS				USES		SINGLE-UNIT TRUCKS				COMBINATIONS					FULL TRAILER			TWO-TRAILER			MISCELLANEOUS	TOTAL				
			STANDARD & COMPACT	SMALL	O/S		MOTORCYCLES	COMMERCIAL	SCHOOL & PRIVATE	N.M.	O/S	1RT-2S	2D	3A	4A	251	252	253	351	352	353	2-2	3-2	3-3	251-2	252-2	351-2		
					STANDARD & COMPACT	SMALL																							
	01-13	01-13	04	1	1	1				1	2	1								4					1			9	9
	01-14	01-14	04	3	1	1				1	2									7								15	15
		AVE.	04	2	1	1				1	1	1	1							5					1			12	12
	02-15	02-15	05	4	2	5	1			11	2	9	4	2						9								50	50
	04-18	04-18	05	8	2	2	2			7	2	5	2				1			9								39	39
		AVE.	05	6	1	4	1			9	2	4	5	2						9								45	45
	12-18	12-18	06	14	4	4		1		20	6	11	2	5			1			12					1			83	83
	04-12	04-12	06	15	3	8		1		15	3	3	2				1			5								55	55
		AVE.	06	14	4	6		1		18	3	7	2	2			1			8								68	68
	03-18	03-18	07	7	2	5	1	1		10	4	3	3	2						11								51	51
	04-18	04-18	07	19	2	19	1	2		23	3	4	10			1	2			14					2			101	101
		AVE.	07	13	2	12	1	4		17	3	3	7	1			1			13					1			76	76

STATION C144 DIRECTION BOTH HOURS 4A-8A

100

STATION	CITY	DIRECTION	BOTH	HOURS	SA - 12P

RECORDED 1447

[illegible]

1982

RECORDED	DAY OF WEEK	DATE	HOUR BEGINNING	VEHICLES			MOTORCYCLES		BUSSES		SCHOOL & PRIVATE		PU & PL		1RT-25		2D	3A	4A	COMBINATIONS				FULL TRAILER				TWO-WHEELER		MISCELLANEOUS	
				N.N.	O/S	STANDARD & COMPACT	SMALL	STANDARD & COMPACT	SMALL	SCHOOL & PRIVATE	COMMERCIAL	N.M.	O/S	1RT-25	2D	3A	4A	251	252	253	351	352	353	2-2	3-2	3-3	251-2	252-2	351-2		
11-22	Fri	11-22	18	20	11	8	3	29	6			29	6		3	1						22						1		2	
11-23	Sat	11-23	18	24	5	37	12	14	5	1		14	5		1	1			1			11								4	
11-24	Sun	11-24																													
11-25	Mon	11-25	18	37	10	24	7			1		23	5		2	1						16								2	
11-26	Tue	11-26	19	14	11	6	2	16	16			16	16		1	1						18					1			4	
11-27	Wed	11-27	19	29	21	12		13	11			13	11		3	1			1			15								2	
11-28	Thu	11-28																													
11-29	Fri	11-29	19	21	6	18	7					15	10		2	1						17								3	
11-30	Sat	11-30	20	8	6	2	2	9	3	1		9	3		1	1						18					3			1	
12-1	Sun	12-1	20	23	2	17	10	12	5			12	5		2				1			17					1			3	
12-2	Mon	12-2																													
12-3	Tue	12-3	20	16	4	1	6			1		11	4		1	2						19					2			2	
12-4	Wed	12-4																													
12-5	Thu	12-5	21	11	6	5						9	3		1							14					2			3	
12-6	Fri	12-6	21	21	3	11	7					11	7		1	1		1				7								1	
12-7	Sat	12-7																													
12-8	Sun	12-8	21	16	5	8	4					10	5		1							10					1			1	
12-9	Mon	12-9																													
12-10	Tue	12-10																													
12-11	Wed	12-11																													
12-12	Thu	12-12																													
12-13	Fri	12-13																													
12-14	Sat	12-14																													
12-15	Sun	12-15																													

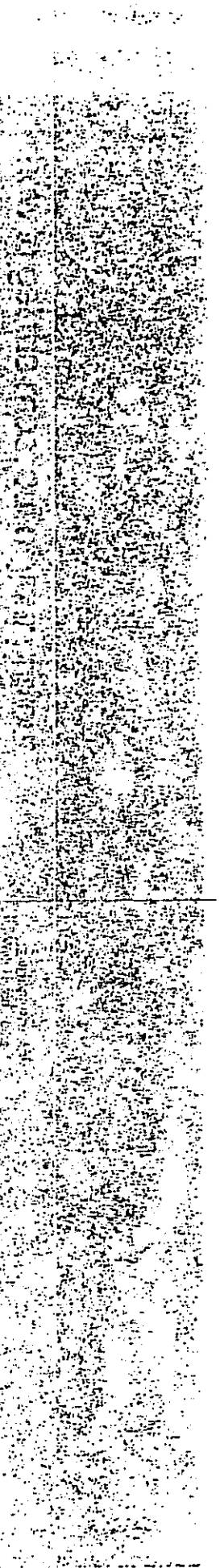
STATION C/24 DIRECTION BOTH HOURS 6P-10P



RECORDED  
1984

DAY OF WEEK		DATE	PASSENGER				DOSES			SINGLE-UNIT TRUCKS				COMBINATIONS					FULL TRAILER			TWO-TRAILER		MISCELLANEOUS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			HOUR BEGINNING	M.N.		O/S	MOTORCYCLES			SCHOOL & PRIVATE	PU & PL		1RT-2S	2D	3A	4A	2S1	2S2	2S3	3S1	3S2	3S3	2-2		3-2	3-3	2S1-2	2S2-2	3S1-2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
STANDARD & COMPACT	SMALL	STANDARD & COMPACT		SMALL	SMALL		STANDARD & COMPACT	SMALL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
12-12	12-12	12-12	22	4	1	3	2	1	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

STATION C 12-4 DIRECTION BOTH HOURS 10P-11P



FEDERAL AID PK (Y 22  
VEHICLE MILE LOG  
( LEA CU. )

YEAR 1985

LAND NO.	LOCAL RD.	LOCATION	MPT	MILES	AUT	TURC	ANY FOR SECTION	Y/M
0221	123-7	LOC/LEA CO. LINE	60.41	5.5	2,275	2	2,276	910
0240	123-8W	WEST OF JCT. FAS 1217 (SE), NM 176	65.91		2,277	2		910
0241	C124	EAST OF JCT. FAS 1217 (SE), NM 176	65.92		1,990	2		910
0250	123-10SW	SW OF JCT. RD. TC LEA (S)	74.24	8.7	1,982	2	1,997	910
0251	123-10NE	NE OF JCT. RD. TC LEA (S)	74.65		1,990	2		910
0260	124-10SW	SW OF JCT. FAP 28-NM 8 (W)	80.07	13.4	2,000	2	2,020	910
0261	124-10E	EAST OF JCT. FAP 28-NM 8 (W)	80.08		2,221	2		910
0270	124-17W	WEST OF JCT. FAS 1221 (N), NM 483	90.03	2.0	3,310	2	3,269	910
0271	124-17E	EAST OF JCT. FAS 1221 (N), NM 483	90.04		3,355	2		910
0280	124-16W	WEST OF JCT. LOCAL RD. (S)	92.86	3.0	3,355	2	3,354	910
0281	124-16E	EAST OF JCT. LOCAL RD. (S)	92.87		3,057	2		910
0290	124-15W	WEST OF JCT. NM 8 (S)	94.70	2.0	3,958	2	3,838	910
0291	124-15E	EAST OF JCT. NM 8 (S)	94.71		4,200	2		910
0294	124-41W	WEST OF JCT. ROAD TO AIRPORT (S)	98.20	3.2	4,891	2	4,710	910
0295	124-41E	EAST OF JCT. ROAD TO AIRPORT (S)	98.21		5,112	2		910
0301	010 >	1.6 MI EAST OF JCT ROAD TO AIRPORT (S)	99.03	1.6	5,239	2	5,326	910
0310	PUB-202E	FOUNDS W.O.L.	100.05	.2	6,189	2	5,434	910
0311		IN FOUNDS	999.99	4.6		2		000
0312	PUB-203SW	FOUNDS W.O.L.	104.62		5,193	2		910
0320	124-34SW	SW OF JCT FAP 26 SPUR	105.70	1.1	3,021	2	4,507	910
0321	124-34E	EAST OF JCT FAP 26 SPUR	105.71		4,011	2		910
0330	1TX COMP	NEW MEXICO/TEXAS STATE LINE	107.27	2.0	4,000	2	4,006	910

SHRP # 351112

# SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

VEHICLES

YEAR 1984-85	PASSENGER					MOTORCYCLES		BUSES		SINGLE-UNIT TRUCKS					COMBINATIONS					FULL TRAILER			TWO-TRAILERS			TOTAL COMBINATION						
	STANDARD & COMPACT		STANDARD & COMPACT		SMALL	N.M.	O/S	18T-25	2D	3A	4A	251	252	253	351	352	353	2-2	3-2	3-3	251-2	252-2	351-2									
	STANDARD & COMPACT	STANDARD & COMPACT	STANDARD & COMPACT	STANDARD & COMPACT	STANDARD & COMPACT																											
Hour	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	13	
01	7	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13	
02	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13	
03	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	
04	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	
05	5	1	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	30	
06	7	3	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	74	
07	14	2	8	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	75	
08	22	4	13	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	125	
09	17	5	25	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	140	
10	18	5	26	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	138	
11	16	4	26	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	139	
12	16	4	26	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	139	
13	28	8	22	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152	
14	28	8	22	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152	
15	29	7	21	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152	
16	34	10	18	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152
17	24	11	16	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152
18	22	3	34	12	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152
19	13	1	24	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152
20	2	1	20	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152
21	1	1	24	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152
22	14	5	7	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152
23	6	2	6	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152
TOTAL COUNTER	335	91	354	113	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	2721
ADJUSTED	335	91	354	113	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	2721

PAGE 1 OF 2

(C) CORRECTION FACTOR (A+2) ...  
 (D) ADJUSTED AVERAGE 24-HR. TRAFFIC (VOLUME) ...  
 ADJUSTED AVERAGE 24-HR. TRAFFIC (VOLUME) ...

STATION C-1244 DIRECTION

Loop Factor = 17534

1761 X 86 = 74



YEAR 1984-85

SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

28-12-84-85

VEHICLES

PASSENGER										SINGLE-UNIT TRUCKS										COORDINATIONS				FULL TRAILER		TRG-TRAILERS		MISCELLANEOUS	TOTAL ADT.					
HOUR BEGINNING	N.M.			O/S			SMALL			BUSSES	PRIVATE			MOTORCYCLES	COMMERCIAL	SCHOOL &	PU	R.P.L.	18T-25	20	2A	251	252	253	351	352	353	2-2	3-2	3-3	251-2	252-2	251-2	
	STANDARD	COMPACT	SMALL	STANDARD	COMPACT	SMALL	STANDARD	COMPACT	SMALL																									
00	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
01	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
02	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
03	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
04	5	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
05	7	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
06	7	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
07	17	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
08	19	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
09	14	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10	14	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
11	14	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	14	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13	23	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14	24	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15	28	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
16	26	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
17	23	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18	13	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
19	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
20	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
21	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
22	10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
23	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
(A) TOTAL ADT										188	78	304	97	11	14	3	37	18	12	87	22	11	1.2	0.2	0.4	0.1	17.3	0.2	0.1	0.1	0.1	0.1	0.1	183.5
PERCENT										15.7	4.3	11.1	5.1	0.6	0.5	0.2	17.3	10.1	1.2	11.7	1.2	0.2	0.4	0.1	17.3	0.2	0.1	0.1	0.1	0.1	0.1	155.0		

U. S. DEPARTMENT OF COMMERCE

DATE	HOUR BEGINNING	H.M.				O/S	MOTORCYCLES		COMMERCIAL	SCHOOL & PRIVATE	PU & PL		2S1	2S2	2S3	3S1	3S2	3S3	2-2	3-2	3-3	251-2	252-2	351-2	MISCELLANEOUS
		STANDARD & COMPACT	SMALL	STANDARD & COMPACT	SMALL		N.M.	O/S																	
01-27	04	2	2	1	1						4	1	2												
01-28	04	5		1	1						3	1													
AVE 04		1	1	1	1						3		1				6								
01-29	05	5		1							11	3	1	1			14	1							
01-30	05	4	1	4	1						3						5								
AVE 05		5	1	4	1						7	1	1	-	-		9	-							
01-31	06	8	5	10	1			2			20	7	4	5	2		23	2							
02-01	06	6	1	8				1			10	2	3	1	1		4								
AVE 06		7	3	9	1			2			15	5	4	5	2		13	1							
02-02	07	19	5	7	3			2			19	5	4	13	1		24								
02-03	07	9	3	8	1						5	1	2	4			8			1					
AVE 07		14	2	8	2			1			12	3	3	9	1		16								

STATION G124 DIRECTION BOTH TOWNS 4A - 6A

that posts should be inserted thru holes in slub that correspond to holes in forms to be bound.

down into channel. Push locks over posts toward outside ends of channel until snug.

Put top cover on with slub turned under. Insert posts thru proper holes.

143N





DATE	TIME BEGINNING	PASSENGER				BUSES		SINGLE-UNIT TRUCKS				COMBINATIONS					FULL TRAILER			TWO-TRAILER		MISCELLANEOUS			
		STANDARD & COMPACT		O/S		MOTORCYCLES	COMMERCIAL	SCHOOL & PRIVATE	H.M.	O/S	1RT-25	2D	3A	4A	251	252	253	351	352	353	2-2		3-2	3-3	
		STANDARD & COMPACT	SMALL	STANDARD & COMPACT	SMALL																				
1980-01-11	18	19	2	43	12	5			24	23		4							10						10
1980-01-11	18	25	4	24	8	2			16	16		2	1					1	13						6
	AVE	22	3	34	12	4			21	21		4	1						24						8
1980-01-11	19	9		33	12				15	21		3	1						23				4		1
1980-01-11	19	16	2	17	6	1			13	20		2							6						4
	AVE	13	1	24	1	1			14	21		2	1						14			2			3
1980-01-11	20			17	12	1			11	9		4	1						17						4
1980-01-11	20	4	1	23	6	1			11	10		5							5						3
	AVE	2	1	20	1	1			8	9		4	1						11						3
1980-01-11	21	1		25	12				5	12		1							17						3
1980-01-11	21		1	24	14				6	8		2							9						3
	AVE	1	1	24	12				4	10		2							12						9
	AVE	1	1	24	12				4	10		2							12						9

STATION 0124 DIRECTION BOTH TOWNS GP - 10P



Bend posts down into channel. Put locks over posts toward outside ends of channel until snug.

Put top cover on with stub turned under. Insert posts thru proper holes.

that posts should be inserted thru holes in stub that correspond to holes in forms to be bound.

143N

[illegible]

FEDERAL AID PRIMARY 22  
VEHICLE MILE LOG  
( LEA CO. )

YEAR 1984

CARD NO.	COUNT NO.	LOCATION	NPT	MILES	ADT	FUNC	ADT FOR SECTION	V/M S
0231	123-7	EDDY/LEA CO. LINE	60.41		2,395	2		91C
0240	123-8W	WEST OF JCT. FAS 1217 (SE), NH 176	65.91	5.5	2,397	2	2,396	13,178
0241	C124	EAST OF JCT. FAS 1217 (SE), NH 176	65.92		2,103	2		91C
0250	123-16SH	SH. OF JCT. RD. TO LEA (S)	74.64	8.7	2,086	2	2,095	18,227
0251	123-16NE	NE. OF JCT. RD. TO LEA (S)	74.65		2,095	2		91C
0260	124-18SW	SW OF JCT. FAP 28-NH 8 (W)	88.07	13.4	2,175	2	2,135	28,609
0261	124-18E	EAST OF JCT. FAP 28-NH 8 (W)	88.08		3,391	2		91C
0270	124-17H	WEST OF JCT. FAS 1221 (X), NH 483	90.03	2.0	3,491	2	3,441	6,882
0271	124-17E	EAST OF JCT. FAS 1221 (N), NH 483	90.04		3,529	2		91C
0280	124-16H	WEST OF JCT. LOCAL RD. (S)	92.86	3.0	3,532	2	3,531	10,593
0281	124-16E	EAST OF JCT. LOCAL RD. (S)	92.87		3,849	2		91C
0290	124-15H	WEST OF JCT. NH 8 (S)	94.70	2.0	4,166	2	4,008	8,016
0291	124-15E	EAST OF JCT. NH 8 (S)	94.71		4,808	2		91C
0294	124-41H	WEST OF JCT. ROAD TO AIRPORT (S)	98.20	3.2	5,148	2	4,978	15,930
0295	124-41E	EAST OF JCT. ROAD TO AIRPORT (S)	98.21		5,381	2		91C
0301	0+D 5	1.6 MI EAST OF JCT ROAD TO AIRPORT (S)	98.83	1.6	5,831	2	5,606	8,970
0310	HOB-282E	HOBBS H.U.L.	100.05	.2	6,515	2	6,173	1,235
0311		IN HOBBS	999.99	4.6 C		2		000
0312	HOB-283SH	HOBBS NE.U.L.	104.62		5,466	2		91C
0320	124-34SH	SW OF JCT FAP 26 SPUR	105.70	1.1	4,022	2	4,744	5,218
0321	124-34E	EAST OF JCT FAP 26 SPUR	105.71		4,722	2		91C
0330	TEX COMP	NEW MEXICO/TEXAS STATE LINE	107.67	2.0	4,200	2	4,461	8,922

SHRP # 351112

### SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

PAGE 1 OF 2

Loop factor = 7915

STATION C 12A DIRECTION



YEAR 1984

SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

VEHICLES

YEAR	PASSENGER			MOTORCYCLES	BUSES		SINGLE-UNIT TRUCKS			COMBINATIONS					FULL TRAILER			TWO-TRAILERS			MISCELLANEOUS	TOTAL ADT			
	STANDARD & COMPACT	N.H.	O/S		COMMERCIAL	SCHOOL & PRIVATE	M.H.	O/S	1RT-2S	2D	3S	251	252	253	351	352	353	2-2	3-2	3-3			251-2	252-2	351-2
1984	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	16	
01	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	
02	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	
03	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9	
04	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	
05	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	46	
06	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	120	
07	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	
08	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	
09	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	125	
10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	
11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4	
12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	125	
13	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	
14	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	121	
15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	134	
16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8	
17	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	143	
18	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	166	
19	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	165	
20	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	152	
21	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	112	
22	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	79	
23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	61	
24	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	53	
25	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	
26	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	38	
27	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	28	
28	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2105	
29	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	100.1	
30	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	100.1	
(A) TOTAL ADT	346	74	374	117	12	4	2	554	175	6	137	27	1	5	14	1	4	407	6	1	1	11	1	74	2105
PERCENT	146	35	177	56	6	4	1	168	84	3	60	13	1	2	7	1	2	173	3	1	1	5	1	35	100.1
N. H. & N. H. &																									

(A) TOTAL ADT  
PERCENT

STATION 14.0-MINUTE 1  
1982

[illegible]

[illegible]

RECORDED 1984

DAY OF WEEK	DATE	HOUR BEGINNING	Production				VEHICLES		PU & PL		Sample-Unit Trucks				COMBINATIONS				FULL TRAILER			TWO-TRAILER		MISCELLANEOUS	TOTAL					
			H.M.	O/S		STANDARD & COMPACT	SMALL	MOTORCYCLES	COMMERCIAL	SCHOOL & PRIVATE	M.M.		1RT-25	2D	3A	4A	251	252	253	351	352	353	2-2			3-2	3-3			
				STANDARD & COMPACT	SMALL						O/S	PL																		
10-16	10-14	Cloudy	14	36	6	25	7		1	25	9	1	7	1				1						1			10	150		
10-15	10-13	Warm	14	6	5	7	10			8																	7	85		
10-14	10-12	Hot	14	26	2	7	10	1	1	21	15	10	2														9	158		
10-13			14																											
10-12			14																											
10-11			14																											
10-10			14																											
10-09			14	23	3	39	4	1	1	18	11	6	1														3	134		
10-08			15	27	6	21	9	2	2	42	5	11															7	169		
10-07			15	41	3	20	5	2	2	25	11	4															7	130		
10-06			15	17	3	30	7	2	2	41	10	8	2														3	163		
10-05			15																											
10-04			15																											
10-03			15																											
10-02			15																											
10-01			15																											
10-01			15	29	5	24	9	1	2	34	10	7	1														9	156		
09-30			16	28	15	21	9		1	29	7	8	2		4															
09-29			16	25	12	15	5	3		23	7	9	1														11	117		
09-28			16	19	6	17	12	1	1	26	12	11	2													3				
09-27			16																											
09-26			16																											
09-25			16																											
09-24			16																											
09-23			16																											
09-23			16	24	11	19	9	1	1	36	1	2	2														1			
09-22			17	24	10	16	9			23	6	4																5	107	
09-21			17	11	6	1	6	2		17	5	3																		
09-20			17	11	7	16	9			14	10	8	1		2												1			
09-19			17																											
09-18			17																											
09-17			17																											
09-16			17																											
09-15			17																											
09-14			17																											
09-14			17	17	15	8	12	1	1	18	7	5			1												3	94		

STATION G124 DIRECTION BOTH INDIRS 2P - 6P

[illegible]

STATION · C124 DESCRIPTION · ROTARY

400 - 499 50000

RECORDED		DAY OF WEEK	DATE	HOUR BEGINNING	MOTORCYCLES			SCHOOL & PRIVATE	N.M.	O/S	1RT-25	2D	3A	4A	251	252	253	351	352	353	2-2	3-2	3-3	251-2	252-2	351-2	MISCELLANEOUS	TOTAL
			12-15-16	22	11	1	2	1	2	1	1	2							2	1								35
			12-16-17-18	22	13	7	18	4	11	3	1	1						5	1									63
				22																								
			AVE	22	12	4	10	3	7	2	1	2						9										49
				23	4	2	6	3				2	3						7									30
			8-12	23	12	3	6		6		1							3										34
				23																								
			AVE	23	8	5	4	2	2		1	1	2					5										32
			8-12	00			2	1				1							8									16
			17-18	00	4	1	3	3	5	2		1							8									26
				00																								
			AVE	00	2	1	2	2	3	1		1							8									21
			13-15	01	1		1					1																13
			17-18	01	3	2			2	2		1							10									16
				01																								
			AVE	01	2	1	1		1	1		1							7									15

STATION C124 DIRECTION BOTH HOURS 10P - 2A



## YEAR 1962

ADT-EO9-



FEDERAL AID PRIMARY 22  
VEHICLE FILE LCG  
( LEA (C) )

YEAR 1981

CARD NO.	COUNT NO.	LOCATION	MPI	MILES	ADT	FUNC	ADT FOR SECTION	V/M S
0231	123-7	EDDY/LEA CG. LINE	60.41	5.5	2,280	2	2,330	284
0240	123-8A	WEST OF JCT. FAS 1217 (SE), NM 176	65.91		2,380	2		284
0241	123-8E	EAST OF JCT. FAS 1217 (SE), NM 176	65.92		2,149	2		284
0250	123-16SW	SW OF JCT. PC. TC LEA (S)	74.64	E-7	1,912	2	2,061	17,931
0251	123-16NE	NE OF JCT. PC. TC LEA (S)	74.65		1,560	2		284
0260	124-18SW	SW OF JCT. FAF 28-NP 8 (W)	88.07	12-4	2,055	2	2,018	27,041
0261	124-18E	EAST OF JCT. FAF 28-NP 8 (W)	88.08		3,205	2		284
0270	124-17W	WEST OF JCT. FAS 1221 (N), NM 483	90.03	2-0	3,255	2	3,252	6,504
0271	124-17E	EAST OF JCT. FAS 1221 (N), NM 483	90.04		3,335	2		284
0280	124-16W	WEST OF JCT. LCCAL RD. (S)	92.86	3-0	3,338	2	3,337	10,011
0281	124-16E	EAST OF JCT. LCCAL RD. (S)	92.87		3,637	2		284
0290	124-15W	WEST OF JCT. NM 8 (S)	94.70	4-0	3,537	2	3,787	7,574
0291	124-15E	EAST OF JCT. NM 8 (S)	94.71		4,543	2		284
0294	124-41W	WEST OF JCT. FCAD TC AIRPORT (S)	98.20	3-2	4,665	2	4,704	15,053
0295	124-41E	EAST OF JCT. FCAD TC AIRPORT (S)	98.21		5,085	2		284
0301	0+D 5	1-6 MI. EAST OF JCT. RCAC TC AIRPORT (S)	95.83	1-6	5,510	2	5,258	8,477
0310	HOB-282E	HOBUS W.L.L.	100.05	2	6,132	2	5,833	1,167
0311		IN HOBUS	599.59	4.6 C		2		284
0312	HOB-283SW	HOBUS NE U.L.	104.62		5,165	2		000
0320	124-34SW	SW OF JCT FAF 26 SPUR	105.70	1-1	3,800	2	4,483	4,931
0321	124-34E	EAST OF JCT FAF 26 SPUR	105.71		4,463	2		284
0340	TEX COMP	ALY REATCC/TEXAS STATE LINE	107.67	2-0	4,120	2	4,282	8,504

FEDERAL AID PRIMARY 22  
VEHICLE MILE LUG  
( LEA. CO. )

YEAR 1979

CARD NO.	JOINT NO.	LOCATION	MILES	AUT	FJND	ACT FOR SECTION	V/M S
3231	123-7	EDDY/LEA CO. LINE		1,745	2		284
3240	123-174	WEST OF JCT. FAS 1217 (SE), NM 176	5.5	1,756	2	1,751	9,531
3241	123-175	EAST OF JCT. FAS 1217 (SE), NM 175		1,605	2		284
3250	123-16SW	SW. OF JCT. RD. TO LEA (S)	8.7	1,996	2	1,801	15,563
3251	123-15NE	NE. OF JCT. RD. TO LEA (S)		1,723	2		204
3260	124-10SW	SW. OF JCT. FAS 1220 (W), NM 8	13.4			1,832	24,147
3261	124-18E	EAST OF JCT. FAS 1220 (W), NM 3		1,881	2		284
3270	124-174	WEST OF JCT. FAS 1221 (N), NM 403	2.0	3,098	2	3,139	6,279
3271	124-17E	EAST OF JCT. FAS 1221 (N), NM 403		3,179	2		284
3280	124-16W	WEST OF JCT. LOCAL RD. (S)	3.0	3,327	2	3,114	9,342
3281	124-16E	EAST OF JCT. LOCAL RD. (S)		2,900	2		284
3290	124-15W	WEST OF JCT. FAS 1218 (S), NM 9	2.0	3,022	2		284
3291	124-15E	EAST OF JCT. FAS 1218 (S), NM 9		3,095	2	3,059	6,113
3294	124-41W	WEST OF JCT. ROAD TO AIRPORT (S)	3.2	3,825	2	4,010	12,332
3295	124-41E	EAST OF JCT. ROAD TO AIRPORT (S)		4,194	2		284
3301	3+0 5	1.6 MI. EAST OF JCT. ROAD TO AIRPORT (S)	1.6	4,665	2	5,092	8,147
3310	ESTIMATED	HOBBS W.U.L.	.2	5,519	2	5,550	1,111
3311	IN HO395			3,580	2		284
3312	ESTIMATED	HOBBS W.U.L.	4.6 C		2		333
3320	124-34SW	SW OF JCT FAP 26 SPUR	1.1	3,766	2	3,319	3,551
3321	124-34E	EAST OF JCT FAP 26 SPUR		2,872	2		284
3330	TEX COMP	NEW MEXICO/TEXAS STATE LINE	2.0	4,683	2	4,337	8,574
				3,990	2		333

GENERAL AND PRIMARY 22  
VEHICLE MILE LOG  
(LEA C)

YEAR 1973

CARD NO.	COUNT NO.	LOCATION	MILES	ADT	FUNC	ADT FOR SECTION	V/M S
0231	123-7.	EDDY/LEA CO. LINE					
0240	123-RW	WEST OF JCT. FAS 1217 (SE), NM 176	5.5	1,835	2	1,841	284
0241	123-RE	EAST OF JCT. FAS 1217 (SE), NM 175		1,846	2		284
				1,688	2		284
0250	123-16SW	SW. OF JCT. RD. TO LEA (S)	8.7	2,099	2	1,894	284
0251	123-16NE	NE. OF JCT. RD. TO LEA (S)		1,812	2		284
0260	124-10SW	SW. OF JCT. FAS 1220 (W), NM 8	13.4	1,978	2	1,895	284
0261	124-18E	EAST OF JCT. FAS 1220 (W), NM 3		3,258	2		284
0270	124-17W	WEST OF JCT. FAS 1221 (N), NM 483	2.0	3,343	2	3,301	284
0271	124-17E	EAST OF JCT. FAS 1221 (N), NM 483		3,498	2		284
0280	124-16W	WEST OF JCT. LOCAL RD. (S)	3.0	3,049	2	3,274	284
0281	124-16E	EAST OF JCT. LOCAL RD. (S)		3,178	2		284
0290	124-15W	WEST OF JCT. FAS 1218 (S), NM 9	2.0	3,254	2	3,216	284
0291	124-15E	EAST OF JCT. FAS 1218 (S), NM 9		4,022	2		284
0294	124-41W	WEST OF JCT. ROAD TO AIRPORT (S)	3.2	4,413	2	4,216	284
0295	124-41E	EAST OF JCT. ROAD TO AIRPORT (S)		4,905	2		284
0301	0+0 5	1.6 MI. EAST OF JCT. ROAD TO AIRPORT (S)	1.6	5,803	2	5,354	284
0310	ESTIMATED	HOBBS W.U.L.	-2	5,868	2	5,836	284
0311		IN HOBBS	4.6 C		2		000
0312	ESTIMATED	HOBBS NE.U.L.		3,960	2		284
0320	124-34SW	SW OF JCT FAP 26 SPUR	1.1	3,020	2	3,490	284
0321	124-34E	EAST OF JCT FAP 26 SPUR		4,924	2		284
0330	TEX COMP	NEW MEXICO/TEXAS STATE LINE	2.0	3,880	2	4,402	303

STATION	ADT27	ADT86	ADT85	ADT84	ADT83	ADT82	ADT81	ADT80	ADT78	ADT78
A105E	3498	3398	3368	3423	3368	3409	3211	3045	3218	3400
A106SW	1028	1688	1871	1856	2148	2377	1877	1849	1851	1782
A106NE	1712	1815	1801	1877	2053	2280	1911	1789	1804	1757
A106E	1811	1895	1873	1872	1901	1911	1411	1251	1111	87
A106W	39	34	47	47	56	58	29	18	16	12
A107S	15293	14015	13636	13366	12252	12030	11220	10958	11384	11898
A107N	12849	11922	11753	11479	10312	10611	10295	10271	9958	9949
A107E	3708	3467	3235	3215	3008	2933	2581	2488	2718	2851
A113E	2360	2334	2277	2181	2087	2141	2084	2083	2111	2136
A115S	2833	2829	2754	2595	2573	2505	2533	2448	2544	2628
A115N	2227	2175	2122	2062	2008	1955	1881	1825	1964	1940
A115E	819	898	892	751	777	818	819	772	830	828
A115W	75	88	76	50	52	61	62	63	82	88
A119S	3081	3193	3137	3016	2994	2834	2733	2852	2847	2606
A119N	3364	3428	3368	3208	3185	3165	2993	2809	3075	2898
B119N	3739	3729	3905	3883	3830	3804	3804	3275	3318	3272
B119S	3897	2874	3755	3726	3674	3876	3653	3146	3167	3115
A124	5118	5737	5894	5803	5650	5009	5905	5714	4524	4362
B124	5218	5541	5776	5855	5896	6091	5417	5046	4984	4939
CT24	1620	1872	1835	1932	1954	18307	15938	16181	17017	16876
ALBAA	20505	10753	10448	18140	17097	82578	82578	82485	82155	82396
ALBBB	108022	105800	103022	98036	87851	88543	82578	82485	82155	82396
ALBSM	39903	38927	39227	38240	37518	35229	34365	34906	34852	33660
CB0-B	10219	10049	9855	9568	9353	8963	9006	8866	9300	9509
CL0-A	13189	13215	12732	12247	12378	11989	11346	11230	12229	13065
SF-C	34050	33801	33775	33172	32337	31471	30828	28525	30194	32150
SF-D	36218	36897	35100	32620	29338	28412	27048	26151	25861	26997

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