RECEIVED MAR 3 0 1992

351112

GPS 1

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.

JB
8-15-95

| SHEET 1<br>LTPP TRAFFIC DATA<br>SUMMARY TRANSMITTAL FORM | *STATE ASSIGNED ID ~~{6 0 0 9}~~ 1108<br>*STATE CODE {3 5}<br>*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 ~~2~~ 1 AUG 7/31/95 TOTAL NO.LANES ~~4~~ 2

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 LOCAION 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

| SHEET 2<br>LTPP TRAFFIC DATA<br><br>TRAFFIC VOLUMES<br>AND LOAD ESTIMATES | *STATE ASSIGNED ID {6 0 0 9}<br>*STATE CODE {3 5}<br>*SHRP SECTION ID {1 1 1 2} |
|---|---|

| 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 | 25,729 |
| 1987 | 1638 | 442 | 819 | 221 | 26,083 |
| 1986 | 2069 | 559 | 1221 | 330 | 38,948 |
| 1985 | 2028 | 507 | 1217 | 304 | 35,879 |
| 1984 | 2135 | 619 | 1068 | 309 | 36,469 |
| 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 PROCEDURES FOR ESTIMATING ANNUAL AVERAGE VOLUMES AND TOTAL ANNUAL ESALS | *STATE CODE {3 5}<br>*SHRP SECTION ID {1 1 1 2} |

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 factores multiple counts taken this year at the GPS site.
   - ___ Growth factored last year's estimate.
   - X 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.
   - X 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.
   - X Other: LANE DATA NOT COLLECTED
5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES
   - ___ Based on actual lane count data.
   - ___ System distribution factors.
   - X Other: LANE DATA NOT COLLECTED
6. METHOD FOR ESTIMATING ESAL/VEHICLE
   - ___ ESAL/Truck.
   - X 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.
   - X Weight data from historic W-4 Tables used.
   - ___ Other _____

   (B) Weight Scale Type
   - X 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

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

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 factores multiple counts taken this year at the GPS site.
   - X 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.
   - X Other: NO % HC AVAILABLE
4. METHOD FOR ESTIMATING AADT BY GPS LANE
   - ___ Based on actual lane count data.
   - ___ System distribution factors.
   - X Other: LANE DATA NOT COLLECTED
5. METHOD FOR ESTIMATING TRUCK AADT IN GPS LANES
   - ___ Based on actual lane count data.
   - ___ System distribution factors.
   - X Other: LANE DATA NOT COLLECTED
6. METHOD FOR ESTIMATING ESAL/VEHICLE
   - ___ ESAL/Truck.
   - ___ ESAL/Vehicle class. (no. of classes) _____
   - X 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.
   - X Other N/A

   (B) Weight Scale Type
   - ___ WIM scale.
   - ___ Static scale used for enforcement.
   - ___ Static scale not used for enforcement.
   - X Other: N/A

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

DATE PREPARED FEB 92

| 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 ___

ACTUAL COUNTS

| ITEM | 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 | 0.7353 |
| C. DAY OF WEEK FACTOR | _.____ |
| D. MONTH FACTOR | _.____ |
| E. OTHER FACTOR ( SEASONAL ) | 1.028 |
| 3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) | 1618 |
| 4. DIRECTIONAL DISTRIBUTION FACTOR | 0.50 |
| 5. GPS LANE DISTRIBUTION FACTOR | _.____ |
| 6. AADT GPS LANE | 809 |

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

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

| 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 ___

| 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 | 0.7373 |
| C. DAY OF WEEK FACTOR | _.____ |
| D. MONTH FACTOR | _.____ |
| E. OTHER FACTOR ( SEASONAL ) | 0.7917 |
| 3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) | 1638 |
| 4. DIRECTIONAL DISTRIBUTION FACTOR | 0.50 |
| 5. GPS LANE DISTRIBUTION FACTOR | _.____ |
| 6. AADT GPS LANE | 819 |

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

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

DATE PREPARED FEB 92 2 OF 5

| 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 ___

ACTUAL COUNTS

| ITEM | 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 | 0.7626 |
| C. DAY OF WEEK FACTOR | _.____ |
| D. MONTH FACTOR | _.____ |
| E. OTHER FACTOR ( SEASONAL ) | 1.020 |
| 3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) | 2069 |
| 4. DIRECTIONAL DISTRIBUTION FACTOR | 0.59 |
| 5. GPS LANE DISTRIBUTION FACTOR | _.____ |
| 6. AADT GPS LANE | 1221 |

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

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

DATE PREPARED FEB 92 3 OF 5

| 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 ___

ACTUAL COUNTS

| ITEM | 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 | 0.7534 |
| C. DAY OF WEEK FACTOR | _.____ |
| D. MONTH FACTOR | _.____ |
| E. OTHER FACTOR ( SEASONAL ) | 0.949 |
| 3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) | 2028 |
| 4. DIRECTIONAL DISTRIBUTION FACTOR | 0.60 |
| 5. GPS LANE DISTRIBUTION FACTOR | _.____ |
| 6. AADT GPS LANE | 1217 |

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

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

DATE PREPARED FEB 92 4 OF 5

| 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 | | . |
| B. AXLE CORRECTION FACTOR | | 0.7350 |
| C. DAY OF WEEK FACTOR | | . |
| D. MONTH FACTOR | | . |
| E. OTHER FACTOR ( SEASONAL ) | | 1.070 |
| 3. ANNUAL AVERAGE DAILY TRAFFIC (AADT) (TWO-WAY) | | 2135 |
| 4. DIRECTIONAL DISTRIBUTION FACTOR | | 0.50 |
| 5. GPS LANE DISTRIBUTION FACTOR | | . |
| 6. AADT GPS LANE | | 1068 |

NOTE: COMPLETE ONE SHEET FOR EACH COUNTING SESSION.

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

DATE PREPARED FEB 92 5 OF 5

| SHEET 5<br>LTPP TRAFFIC DATA<br>VEHICLE CLASSIFICATION DATA<br>FHWA 13-CLASS SYSTEM | *STATE ASSIGNED ID {6 0 0 9}<br>*STATE CODE {3 5}<br>*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.

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

| SHEET 5<br>LTPP TRAFFIC DATA<br>VEHICLE CLASSIFICATION DATA<br>FHWA 13-CLASS SYSTEM | *STATE ASSIGNED ID {6 0 0 9}<br>*STATE CODE {3 5}<br>*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 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.

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

| SHEET 5<br>LTPP TRAFFIC DATA<br>VEHICLE CLASSIFICATION DATA<br>FHWA 13-CLASS SYSTEM | *STATE ASSIGNED ID {6 0 0 9}<br>*STATE CODE {3 5}<br>*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.

| 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) | 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 L.McQUARIE/F.CHAVEZ PHONE # (505) 827-5553 |
|---|
| DATE PREPARED FEB 92 3 OF 5 |

| SHEET 5<br>LTPP TRAFFIC DATA<br>VEHICLE CLASSIFICATION DATA<br>FHWA 13-CLASS SYSTEM | *STATE ASSIGNED ID {6 0 0 9}<br>*STATE CODE {3 5}<br>*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 L.McQUARIE/F.CHAVEZ PHONE # (505) 827-5553
DATE PREPARED FEB 92

| SHEET 5<br>LTPP TRAFFIC DATA<br>VEHICLE CLASSIFICATION DATA<br>FHWA 13-CLASS SYSTEM | *STATE ASSIGNED ID {6 0 0 9}<br>*STATE CODE {3 5}<br>*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.

| 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) | 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

| HOUR BEGINNING | 1 MOTORCYCLES | 2 PASSENGER CARS | SINGLE-UNIT TRUCKS 3 2-AXLE 4-TIRE | 4 BUSES | 5 2-AXLE 6-TIRE | 6 3-AXLE | 7 4 OR MORE AXLE | SINGLE TRAILER 8 4 OR LESS AXLE | 9 5-AXLE | 10 6 OR MORE AXLE | MULTI TRAILER 11 5 OR LESS AXLE | 12 6-AXLE | 13 7 OR MORE AXLE | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00 | | 6 | 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 | | | 1 | |
| 04 | | 7 | 4 | | 2 | | | 1 | 2 | | 1 | | | 1 | |
| 05 | | 7 | 10 | | 3 | 1 | | 1 | 8 | | | | | 1 | |
| 06 | | 31 | 26 | 1 | 5 | 1 | 1 | 1 | 9 | 1 | | 1 | | 2 | |
| 07 | | 35 | 33 | 1 | 4 | 1 | | 1 | 11 | | 1 | 1 | | 3 | |
| 08 | | 22 | 40 | | 8 | 1 | 1 | 1 | 11 | | 1 | | | 7 | |
| 09 | | 30 | 32 | 1 | 7 | 1 | 1 | 1 | 20 | 1 | | 1 | | 6 | 1 |
| 10 | | 31 | 37 | | 7 | 1 | 1 | 1 | 18 | 1 | 2 | | | 7 | 1 |
| 11 | 1 | 25 | 35 | | 7 | 1 | 1 | 1 | 20 | 1 | 2 | 1 | | 10 | 1 |
| 12 | 1 | 25 | 34 | | 7 | 2 | 1 | 1 | 20 | 1 | 2 | 1 | | 9 | 1 |
| 13 | 1 | 46 | 34 | 1 | 5 | 2 | | 1 | 17 | | 1 | | | 4 | |
| 14 | 1 | 51 | 37 | 1 | 6 | 2 | | 2 | 19 | | 1 | | | 5 | 1 |
| 15 | 1 | 54 | 36 | 2 | 6 | 2 | | 1 | 17 | | | | | 8 | 1 |
| 16 | 1 | 57 | 35 | | 4 | 1 | 1 | | 10 | | 1 | | | 6 | |
| 17 | | 41 | 34 | | 4 | 1 | | 1 | 19 | | 1 | | | 4 | 1 |
| 18 | | 41 | 24 | | 4 | 1 | | | 13 | | 1 | | | 5 | |
| 19 | | 33 | 14 | | 3 | 1 | | 1 | 12 | | | | | 3 | |
| 20 | | 21 | 13 | 2 | 3 | | | | 12 | | | | | | |
| 21 | | 17 | 11 | 1 | 2 | 1 | | | 10 | | | | | | |
| 22 | | 16 | 12 | | 1 | 1 | | 1 | 6 | | | 1 | | 1 | |
| 23 | | 9 | 9 | | 1 | | | 1 | 7 | | 1 | 1 | | 2 | |
| (A) TOTAL ADT | | 605 | 525 | 11 | 93 | 21 | 7 | 18 | 275 | 5 | 16 | 8 | — | 88 | 16 |
| PERCENT | | 36.1 | 31.3 | 0.7 | 5.5 | 1.2 | 0.4 | 1.1 | 16.4 | 0.3 | 0.9 | 0.5 | — | 5.2 | 100 |

* Percent Heavy Commercial

% HC = 37.0



STATION C124 DIRECTION BOTH

SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

YEAR 1987-88

| HOUR BEGINNING | 1 MOTORCYCLES | 2 PASSENGER CARS | STINGLE-UNIT TRUCKS 3 2-AXLE 4-TIRE | 4 BUSES | 5 2-AXLE 6-TIRE | 6 3-AXLE | 7 4 OR MORE AXLE | STINGLE TRAILER 8 4 OR LESS AXLE | 9 5-AXLE | 10 6 OR MORE AXLE | MULTI TRAILER 11 5 OR LESS AXLE | 12 6-AXLE | 13 7 OR MORE AXLE | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00 | | 9 | 8 | 1 | 1 | | | | 7 | | | 1 | | 1 | 28 |
| 01 | | 9 | 6 | | 1 | | | | 7 | | | | | 2 | 25 |
| 02 | | 9 | 6 | | 1 | | | | 7 | | | | | 2 | 25 |
| 03 | | 8 | 5 | | 2 | | | 1 | 2 | | 1 | | | 1 | 20 |
| 04 | | 8 | 5 | | 2 | | | 1 | 2 | | 1 | | | 1 | 20 |
| 05 | | 8 | 11 | | 3 | 1 | | 1 | 9 | | | | | 1 | 34 |
| 06 | | 28 | 34 | 2 | 7 | 3 | 1 | 1 | 12 | 1 | | 1 | | 3 | 93 |
| 07 | | 27 | 35 | 1 | 4 | 1 | | 1 | 12 | | 2 | 1 | | 3 | 87 |
| 08 | | 29 | 51 | | 10 | 1 | 1 | 1 | 14 | | 2 | | | 3 | 118 |
| 09 | | 36 | 39 | 1 | 9 | 1 | 1 | 2 | 24 | 1 | | 1 | | 7 | 122 |
| 10 | | 36 | 42 | | 8 | 1 | 1 | 2 | 20 | 1 | 2 | | | 8 | 121 |
| 11 | 1 | 30 | 40 | | 8 | 2 | 1 | 1 | 23 | 1 | 2 | 1 | | 11 | 121 |
| 12 | 1 | 30 | 40 | | 8 | 2 | 1 | 1 | 23 | 1 | 2 | 1 | | 11 | 121 |
| 13 | 1 | 55 | 39 | 1 | 6 | 2 | | 2 | 20 | | 1 | | | 5 | 132 |
| 14 | 1 | 55 | 39 | 1 | 6 | 2 | | 2 | 20 | | 1 | | | 5 | 132 |
| 15 | 1 | 58 | 37 | 2 | 6 | 2 | | 1 | 18 | | | | | 8 | 133 |
| 16 | 1 | 62 | 37 | | 4 | 1 | 1 | | 10 | | 1 | | | 6 | 123 |
| 17 | 1 | 46 | 37 | | 5 | 1 | 1 | 1 | 20 | 1 | 1 | | | 4 | 118 |
| 18 | | 42 | 25 | | 4 | 1 | | | 13 | | 1 | | | 5 | 91 |
| 19 | | 30 | 13 | | 3 | 1 | | 1 | 11 | | | | | 2 | 61 |
| 20 | | 24 | 14 | 2 | 3 | | | | 13 | | | | | | 56 |
| 21 | | 18 | 10 | 1 | 2 | 1 | | | 9 | | | | | | 41 |
| 22 | | 23 | 17 | | 2 | 1 | | 1 | 9 | | | 1 | | 2 | 56 |
| 23 | | 11 | 8 | | 1 | | | 1 | 8 | | 1 | 2 | | 3 | 35 |
| (A) TOTAL COUNTED | 7 | 691 | 598 | 12 | 106 | 24 | 9 | 21 | 313 | 6 | 18 | 9 | | 100 | 1913 |
| (B) NO. AXLES ÷ 2 | 7 | 691 | 598 | 12 | 106 | 36 | 16 | 42 | 783 | 18 | 45 | 27 | | 75 | 2456 |

1584 / 1806 X 107 = 94

Loop Factor .7353

(C) Correction Factor (A ÷ B)

(D) Average 24-Hr. Traffic (Volume Count) 1584

Adjusted Average 24-Hr. Traffic (C x D) 1678

STATION C124 DIRECTION BOTH

PRIMARY 22
VEHICLE MILE LOG
( LEA CO. )

YEAR 1988

| CARD | CNTNUM | RTNAME | TERMINUS | MILEPT | LENGTH | ADT | FC | ADT FOR SECTION | V/M | CTRL |
|---|---|---|---|---|---|---|---|---|---|---|
| 730 | 123-7 | US62 | EDDY/LEA CO. LINE | 60.41 | 5.50 | 1700 | 2 | | | 910 |
| 750 | 123-8W | US62 | WEST OF JCT. FAS 1217 (SE), NM 176 | 65.91 | 0.01 | 2006 | 2 | 1853 | 10192 | 910 |
| 770 | 123-8E | US62 | EAST OF JCT. FAS 1217 (SE), NM 176 | 65.92 | 8.72 | 1666 | 2 | 1836 | 18 | 910 |
| 790 | 123-16SW | US62 | SW. OF JCT. RD. TO LEA (S) | 74.64 | 0.01 | 1574 | 2 | 1620 | 14126 | 910 |
| 810 | 123-16NE | US62 | NE. OF JCT. RD. TO LEA (S) | 74.65 | 6.05 | 1570 | 2 | 1572 | 16 | 910 |
| 820 | C124 | US62 | 7.8 MI. W. of NM 8 | 82.02 | 1.37 | 1666 | | 1618 | | |
| 830 | 124-18SW | US62 | SW OF JCT. FAP 28-NM 8 (W) | 88.07 | 0.01 | 1704 | 2 | 1637 | 21969 | 910 |
| 850 | 124-18E | US62 | EAST OF JCT. FAP 28-NM 8 (W) | 88.08 | 1.95 | 3136 | 2 | 2420 | 24 | 910 |
| 870 | 124-17W | US62 | WEST OF JCT. FAS 1221 (N), NM 483 | 90.03 | 0.01 | 3144 | 2 | 3140 | 6123 | 910 |
| 890 | 124-17E | US62 | EAST OF JCT. FAS 1221 (N), NM 483 | 90.04 | 2.82 | 3156 | 2 | 3150 | 32 | 910 |
| 910 | 124-16W | US62 | WEST OF JCT. LOCAL RD. (S) | 92.86 | 0.01 | 2978 | 2 | 3067 | 8649 | 910 |
| 930 | 124-16E | US62 | EAST OF JCT. LOCAL RD. (S) | 92.87 | 1.83 | 3166 | 2 | 3072 | 31 | 910 |
| 950 | 124-15W | US62 | WEST OF JCT. NM 8 (S) | 94.70 | 0.01 | 3416 | 2 | 3291 | 6023 | 910 |
| 970 | 124-15E | US62 | EAST OF JCT. NM 8 (S) | 94.71 | 3.49 | 4046 | 2 | 3731 | 37 | 910 |
| 990 | 124-41W | US62 | WEST OF JCT. ROAD TO AIRPORT (S) | 98.20 | 0.01 | 4192 | 2 | 4119 | 14375 | 910 |
| 1010 | 124-41E | US62 | EAST OF JCT. ROAD TO AIRPORT (S) | 98.21 | 1.62 | 4576 | 2 | 4384 | 14 | 910 |
| 1030 | 124-73W | US62 | 1.6 MI EAST OF JCT ROAD TO AIRPORT (S) | 99.83 | 0.22 | 5470 | 2 | 5023 | 8137 | 910 |
| 1050 | HOB-282E | US62 | HOBBS WUL (MARLAND BLVD. US 62/180) | 100.05 | 1.40 | 4682 | 2 | 5076 | 1117 | 910 |
| 1070 | HOB-2W | US62 | WEST OF BROADWAY | 101.45 | 0.01 | 7678 | 14 | 6180 | 8652 | 910 |
| 1090 | HOB-2E | US62 | EAST OF BROADWAY | 101.46 | 0.60 | 5062 | 14 | 6370 | 64 | 910 |
| 1110 | HOB-8W | US62 | WEST OF JCT. GRIMES ST. | 102.06 | 0.01 | 6338 | 14 | 5700 | 3420 | 910 |
| 1130 | HOB-8E | US62 | EAST OF JCT. GRIMES ST. | 102.07 | 0.10 | 7886 | 14 | 7112 | 71 | 910 |
| 1150 | HOB-14 | US62 | RAILROAD CROSSING | 102.17 | 0.10 | 8466 | 14 | 8176 | 818 | 910 |
| 1170 | HOB-55W | US62 | WEST OF JCT. HARDEN BLVD. | 102.27 | 0.01 | 9642 | 14 | 9054 | 905 | 910 |
| 1190 | HOB-55E | US62 | EAST OF JCT. HARDEN BLVD. | 102.28 | 0.40 | 6464 | 14 | 8053 | 81 | 910 |
| | | | | | | | | 6651 | 2660 | |

SHRP# = 351112

198

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | 1 MOTORCYCLES | 2 PASSENGER CARS | SINGLE-UNIT TRUCKS 3 2-AXLE 4-TIRE | 4 BUSES | 5 2-AXLE 6-TIRE | 6 3-AXLE | 7 4 OR MORE AXLE | SINGLE TRAILER 8 4 OR LESS AXLE | 9 5-AXLE | 10 6 OR MORE AXLE | MULTI TRAILER 11 5 OR LESS AXLE | 12 6-AXLE | 13 7 OR MORE AXLE | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | 01-30 | [illegible] | 04 | | 4 | 2 | | 2 | | | 2 | 3 | | 1 | | | | 14 |
| [illegible] | [illegible] | 02-39 | Dark | 04 | | 11 | 8 | | 2 | | | | 1 | | | | | 1 | 23 |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 04 | | 8 | 5 | | 2 | | | 1 | 2 | | 1 | | | 1 | 20 |
| | | | | | | | | | | | | | | | | | | | |
| | | 01-30 | | 05 | | 7 | 14 | | 3 | 1 | | 1 | 12 | | | | | 2 | 40 |
| | | 02-39 | | 05 | | 9 | 8 | | 4 | | | | 6 | | | | | | 27 |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 05 | | 8 | 11 | | 3 | 1 | | 1 | 9 | | | | | 1 | 34 |
| | | | | | | | | | | | | | | | | | | | |
| | | 01-30 | | 06 | | 27 | 43 | 2 | 11 | 5 | 1 | 1 | 13 | | | 1 | | 5 | 114 |
| | | 02-39 | | 06 | | 28 | 25 | 2 | 2 | 1 | | | 6 | 2 | | | | | 66 |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 06 | | 28 | 34 | 2 | 7 | 3 | 1 | 1 | 12 | 1 | | 1 | | 3 | 93 |
| | | | | | | | | | | | | | | | | | | | |
| | | 01-30 | | 07 | | 30 | 37 | 1 | 5 | 2 | | 1 | 15 | | 2 | | | 2 | 85 |
| | | 02-39 | | 07 | | 34 | 33 | 1 | 3 | | | 1 | 9 | | 2 | 1 | | 3 | 87 |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 07 | | 27 | 35 | 1 | 4 | 1 | | 1 | 12 | | 2 | 1 | | 3 | 87 |

STATION C124 DIRECTION BOTH HOURS 4A - 8A

1733

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | 1 MOTORCYCLES | 2 PASSENGER CARS | SINGLE-UNIT TRUCKS 3 2-AXLE 4-TIRE | 4 BUSES | 5 2-AXLE 6-TIRE | 6 3-AXLE | 7 4 OR MORE AXLE | SINGLE TRAILER 8 4 OR LESS AXLE | 9 5-AXLE | 10 6 OR MORE AXLE | MULTI TRAILER 11 5 OR LESS AXLE | 12 6-AXLE | 13 7 OR MORE AXLE | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Sun | 10-25 | • | 08 | | 15 | 9 | | 1 | | | 1 | | | | | | | 25 |
| [illegible] | Fri | 01-22 | Clear | 08 | | 24 | 51 | | 4 | 1 | 1 | 1 | 16 | | 1 | | | 8 | 112 |
| [illegible] | Wed | 08-31 | Clear | 08 | | 33 | 51 | | 10 | | | 1 | 12 | | 2 | | | 9 | 118 |
| | | | | 08 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 08 | | 27 | 51 | | 10 | 1 | 1 | 1 | 14 | | 2 | | | 9 | 118 |
| | | | | | | | | | | | | | | | | | | | |
| | | 10-25 | • | 09 | | 15 | 5 | | 1 | | | 1 | 3 | | | | | | 25 |
| | | 01-22 | | 09 | | 28 | 35 | 1 | 9 | 2 | | 1 | 24 | 1 | | 1 | | 9 | 111 |
| | | 08-31 | | 09 | | 43 | 42 | 1 | 9 | | 1 | 3 | 23 | 1 | | | | 5 | 128 |
| | | | | 09 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 09 | | 36 | 39 | 1 | 9 | 1 | 1 | 2 | 24 | 1 | | 1 | | 7 | 122 |
| | | | | | | | | | | | | | | | | | | | |
| | | 10-25 | • | 10 | | 17 | 7 | | | | | | 5 | 1 | | | | | 30 |
| | | 01-22 | | 10 | | 27 | 36 | | 12 | 2 | 1 | 2 | 25 | 1 | 2 | | | 9 | 117 |
| | | 08-31 | | 10 | | 45 | 48 | | 5 | | | 1 | 16 | | 2 | | | 7 | 124 |
| | | | | 10 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 10 | | 36 | 42 | | 8 | 1 | 1 | 2 | 20 | 1 | 2 | | | 8 | 121 |
| | | | | | | | | | | | | | | | | | | | |
| | | 10-25 | • | 11 | | 12 | 4 | | 2 | | | 2 | 3 | | | | | | 25 |
| | | 01-22 | | 11 | | 32 | 42 | | 9 | 2 | 1 | 1 | 17 | | 1 | 1 | | 15 | 131 |
| | | 08-31 | | 11 | 2 | 28 | 38 | | 7 | 1 | | 1 | 18 | 1 | 2 | | | 7 | 105 |
| | | | | 11 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 11 | 1 | 30 | 40 | | 8 | 2 | 1 | 1 | 23 | 1 | 2 | 1 | | 11 | 121 |

STATION C124 DIRECTION BOTH HOURS 8A - 12P

1988

SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | 1 MOTORCYCLES | 2 PASSENGER CARS | SINGLE-UNIT TRUCKS 3 2-AXLE 4-TIRE | 4 BUSES | 5 2-AXLE 6-TIRE | 6 3-AXLE | 7 4 OR MORE AXLE | SINGLE TRAILER 8 4 OR LESS AXLE | 9 5-AXLE | 10 6 OR MORE AXLE | MULTI TRAILER 11 5 OR LESS AXLE | 12 6-AXLE | 13 7 OR MORE AXLE | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NR | Tu | 12-01 | Clear | 18 | | 31 | 15 | | 4 | 1 | | | 19 | | 1 | | | 6 | 77 |
| NR | Sat | 03-12 | Clear | 18 | | 52 | 35 | | 3 | 1 | | | 6 | | | | | 4 | 101 |
| | | | AVE | 18 | | 42 | 25 | | 4 | 1 | | | 13 | | 1 | | | 5 | 91 |
| | | 12-01 | | 19 | | 22 | 9 | | 4 | 1 | | | 16 | | | | | 1 | 53 |
| | | 03-12 | | 19 | | 38 | 17 | | 2 | 1 | | 1 | 6 | | | | | 2 | 67 |
| | | | AVE | 19 | | 30 | 13 | | 3 | 1 | | 1 | 11 | | | | | 2 | 61 |
| | | 12-01 | | 20 | | 12 | 11 | 2 | 4 | | | | 17 | | | | | | 52 |
| | | 03-12 | | 20 | | 30 | 17 | 2 | 2 | | | | 9 | | | | | | 60 |
| | | | AVE | 20 | | 27 | 14 | 2 | 3 | | | | 13 | | | | | | 56 |
| | | 12-01 | | 21 | | 13 | 11 | 1 | 1 | | | | 10 | | | | | | 36 |
| | | 03-12 | | 21 | | 22 | 8 | 1 | 2 | 1 | | | 7 | | | | | | 41 |
| | | | AVE | 21 | | 18 | 10 | 1 | 2 | 1 | | | 9 | | | | | | 41 |

STATION C124 DIRECTION BOTH HOURS 6P - 10P

1988

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | 1 MOTORCYCLES | 2 PASSENGER CARS | SINGLE-UNIT TRUCKS 3 2-AXLE 4-TIRE | 4 BUSES | 5 2-AXLE 6-TIRE | 6 3-AXLE | 7 4 OR MORE AXLE | SINGLE TRAILER 8 4 OR LESS AXLE | 9 5-AXLE | 10 6 OR MORE AXLE | MULTI TRAILER 11 5 OR LESS AXLE | 12 6-AXLE | 13 7 OR MORE AXLE | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AK | Thu | 12-03 | Cloudy | 14 | | 57 | 37 | 2 | 5 | | | 6 | 25 | | 1 | | | 3 | 136 |
| AK | Mon | 03-14 | Cloudy | 14 | | 67 | 38 | | 7 | 3 | | 2 | 24 | | 2 | | | 3 | 145 |
| AK | Tue | 05-24 | Clear | 14 | 1 | 50 | 41 | | 9 | 4 | | 1 | 16 | | 2 | 1 | | 6 | 130 |
| AK | Sat | 07-09 | Cloudy | 14 | 3 | 44 | 39 | | 5 | | | | 15 | | | | | 6 | 112 |
| | | | AVE | 14 | 1 | 55 | 39 | 1 | 6 | 2 | | 2 | 20 | | 1 | — | | 5 | 132 |
| | | 12-03 | | 15 | 1 | 53 | 36 | 3 | 5 | 4 | | 1 | 16 | | | | | 10 | 124 |
| | | 03-14 | | 15 | | 60 | 37 | 3 | 8 | 2 | | 3 | 30 | | 1 | | | 5 | 149 |
| | | 05-24 | | 15 | | 51 | 50 | 2 | 10 | | | 1 | 13 | | 1 | | | 6 | 134 |
| | | 07-09 | | 15 | 2 | 68 | 24 | | 2 | 1 | | | 11 | | | | | 10 | 118 |
| | | | AVE | 15 | 1 | 58 | 37 | 2 | 6 | 2 | | 1 | 18 | | — | | | 8 | 133 |
| | | 12-03 | | 16 | 1 | 53 | 24 | | 3 | | | 1 | 16 | | 1 | | | 4 | 103 |
| | | 03-14 | | 16 | | 67 | 41 | | 5 | 3 | 1 | | 6 | 1 | 1 | | | 3 | 124 |
| | | 05-24 | | 16 | 1 | 57 | 55 | 1 | 5 | 1 | 1 | | 13 | | 1 | | | 12 | 147 |
| | | 07-09 | | 16 | 3 | 74 | 27 | | 3 | | | | 5 | | | | | 6 | 118 |
| | | | AVE | 16 | 1 | 62 | 37 | — | 4 | 1 | 1 | — | 10 | — | 1 | | | 6 | 123 |
| | | 12-03 | | 17 | | 57 | 47 | | 5 | 4 | | | 29 | 2 | | | | 2 | 146 |
| | | 03-14 | | 17 | | 41 | 39 | | 6 | 1 | 2 | 1 | 26 | | 2 | | | | 113 |
| | | 05-24 | | 17 | | 32 | 27 | | 7 | | | 3 | 18 | | 1 | | | 3 | 91 |
| | | 07-09 | | 17 | 3 | 54 | 37 | | 2 | | | | 7 | | | | | 12 | 115 |
| | | | AVE | 17 | 1 | 46 | 37 | | 5 | 1 | 1 | 1 | 20 | 1 | 1 | | | 4 | 118 |

STATION C124 DIRECTION BOTH HOURS 2P - 6P

1983.

SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | 1 MOTORCYCLES | 2 PASSENGER CARS | SINGLE-UNIT TRUCKS 3 2-AXLE 4-TIRE | 4 BUSES | 5 2-AXLE 6-TIRE | 6 3-AXLE | 7 4 OR MORE AXLE | SINGLE TRAILER 8 4 OR LESS AXLE | 9 5-AXLE | 10 6 OR MORE AXLE | MULTI TRAILER 11 5 OR LESS AXLE | 12 6-AXLE | 13 7 OR MORE AXLE | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| night | Thur. | 05-26 | Night • | 22 | | 23 | 19 | | 2 | 1 | | 1 | 9 | | | | | 4 | 59 |
| night | Fri. | 07-22 | night | 22 | | 24 | 15 | | 3 | | | | 9 | | | 1 | | 1 | 53 |
| | | | | 22 | | | | | | | | | | | | | | | |
| | | | | 22 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 22 | | 23 | 17 | | 2 | 1 | | 1 | 9 | | | 1 | | 2 | 56 |
| | | | | | | | | | | | | | | | | | | | |
| | | 05-26 | • | 23 | | 8 | 11 | | 1 | | | 1 | 11 | | 1 | 2 | | 1 | 36 |
| | | 07-22 | | 23 | | 13 | 5 | | | | | 1 | 5 | | | 1 | | 5 | 30 |
| | | | | 23 | | | | | | | | | | | | | | | |
| | | | | 23 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 23 | | 11 | 8 | | 1 | | | 1 | 8 | | 1 | 2 | | 3 | 35 |
| | | | | | | | | | | | | | | | | | | | |
| | | 05-26 | • | 00 | | 3 | 5 | 1 | 1 | | | 1 | 7 | | | 1 | | | 19 |
| | | 07-22 | | 00 | | 15 | 11 | | 2 | | | | 8 | | | | | 1 | 37 |
| | | | | 00 | | | | | | | | | | | | | | | |
| | | | | 00 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 00 | | 9 | 9 | 1 | 1 | | | — | 7 | | | 1 | | 1 | 28 |
| | | | | | | | | | | | | | | | | | | | |
| | | 05-26 | • | 01 | | 4 | 4 | | | | | | 3 | | | | | 1 | 19 |
| | | 07-22 | | 01 | | 12 | 7 | | 1 | | | | 5 | | | | | 2 | 27 |
| | | | | 01 | | | | | | | | | | | | | | | |
| | | | | 01 | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 01 | | 9 | 6 | | 1 | | | | 7 | | | | | 2 | 25 |

STATION C126 DIRECTION BOTH HOURS 10P - 2A

PRIMARY 22
VEHICLE MILE LOG
( LEA CO. )

YEAR 1987

| CARD | CNTNUM | 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 |
| | | | | | | | | 1801 | 9906 | |
| 240 | 123-8W | US62 | WEST OF JCT. FAS 1217 (SE), NM 176 | 65.91 | 0.01 | 1949 | 2 | | | 910 |
| | | | | | | | | 1785 | 18 | |
| 241 | C124 | US62 | EAST OF JCT. FAS 1217 (SE), NM 176 | 65.92 | 8.72 | 1620 | 2 | | | 910 |
| | | | | | | | | 1575 | 13734 | |
| 250 | 123-16SW | US62 | SW. OF JCT. RD. TO LEA (S) | 74.64 | 0.01 | 1529 | 2 | | | 910 |
| | | | | | | | | 1527 | 15 | |
| 251 | 123-16NE | US62 | NE. OF JCT. RD. TO LEA (S) | 74.65 | 13.42 | 1525 | 2 | | | 910 |
| | | | | | | | | 1591 | 21351 | |
| 260 | 124-18SW | US62 | SW OF JCT. FAP 28-NM 8 (W) | 88.07 | 0.01 | 1655 | 2 | | | 910 |
| | | | | | | | | 2352 | 24 | |
| 261 | 124-18E | US62 | EAST OF JCT. FAP 28-NM 8 (W) | 88.08 | 1.95 | 3048 | 2 | | | 910 |
| | | | | | | | | 3052 | 5951 | |
| 270 | 124-17W | US62 | WEST OF JCT. FAS 1221 (N), NM 483 | 90.03 | 0.01 | 3055 | 2 | | | 910 |
| | | | | | | | | 3061 | 31 | |
| 271 | 124-17E | US62 | EAST OF JCT. FAS 1221 (N), NM 483 | 90.04 | 2.82 | 3067 | 2 | | | 910 |
| | | | | | | | | 2981 | 8406 | |
| 280 | 124-16W | US62 | WEST OF JCT. LOCAL RD. (S) | 92.86 | 0.01 | 2894 | 2 | | | 910 |
| | | | | | | | | 2985 | 30 | |
| 281 | 124-16E | US62 | EAST OF JCT. LOCAL RD. (S) | 92.87 | 1.83 | 3075 | 2 | | | 910 |
| | | | | | | | | 3197 | 5851 | |
| 290 | 124-15W | US62 | WEST OF JCT. NM 8 (S) | 94.70 | 0.01 | 3319 | 2 | | | 910 |
| | | | | | | | | 3626 | 36 | |
| 291 | 124-15E | US62 | EAST OF JCT. NM 8 (S) | 94.71 | 3.49 | 3932 | 2 | | | 910 |
| | | | | | | | | 4003 | 13970 | |
| 294 | 124-41W | US62 | WEST OF JCT. ROAD TO AIRPORT (S) | 98.20 | 0.01 | 4073 | 2 | | | 910 |
| | | | | | | | | 4261 | 43 | |
| 295 | 124-41E | US62 | EAST OF JCT. ROAD TO AIRPORT (S) | 98.21 | 1.62 | 4448 | 2 | | | 910 |
| | | | | | | | | 4882 | 7909 | |
| 296 | 124-73W | US62 | 1.6 MI EAST OF JCT ROAD TO AIRPORT (S) | 99.83 | 0.22 | 5315 | 2 | | | 910 |
| | | | | | | | | 4933 | 1085 | |
| 297 | HOB-282E | US62 | HOBBS WUL (MARLAND BLVD. US 62/180) . | 100.05 | 1.40 | 4550 | 2 | | | 910 |
| | | | | | | | | 5981 | 8373 | |
| 299 | HOB-2W | US62 | WEST OF BROADWAY | 101.45 | 0.01 | 7412 | 14 | | | 910 |
| | | | | | | | | 6150 | 62 | |
| 300 | HOB-2E | US62 | EAST OF BROADWAY | 101.46 | 0.60 | 4887 | 14 | | | 910 |
| | | | | | | | | 5502 | 3301 | |
| 301 | HOB-8W | US62 | WEST OF JCT. GRIMES ST. | 102.06 | 0.01 | 6117 | 14 | | | 910 |
| | | | | | | | | 6613 | 66 | |
| 302 | HOB-8E | US62 | EAST OF JCT. GRIMES ST. | 102.07 | 0.10 | 7108 | 14 | | | 910 |
| | | | | | | | | 7641 | 764 | |
| 303 | HOB-14 | US62 | RAILROAD CROSSING | 102.17 | 0.10 | 8173 | 14 | | | 910 |
| | | | | | | | | 8740 | 874 | |
| 304 | HOB-55W | US62 | WEST OF JCT. HARDIN BLVD. | 102.27 | 0.01 | 9307 | 14 | | | 910 |
| | | | | | | | | 7773 | 78 | |
| 305 | HOB-55E | US62 | EAST OF JCT. HARDEN BLVD. | 102.28 | 0.40 | 8239 | 14 | | | 910 |
| | | | | | | | | 6421 | 2568 | |

92.1

1638

SHRP# 351112

SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

YEAR 1986-87

| HOUR BEGINNING | 1 MOTORCYCLES | 2 PASSENGER CARS | SINGLE-UNIT TRUCKS 3 2-AXLE 4-TIRE | 4 BUSES | 5 2-AXLE 6-TIRE | 6 3-AXLE | 7 4 OR MORE AXLE | SINGLE TRAILER 8 4 OR LESS AXLE | 9 5-AXLE | 10 6 OR MORE AXLE | MULTI TRAILER 11 5 OR LESS AXLE | 12 6-AXLE | 13 7 OR MORE AXLE | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00 | | 6 | 3 | 1 | 1 | | | | 5 | | | 1 | | | 17 |
| 01 | | 6 | 3 | | | | | | 10 | | | | | | 19 |
| 02 | | 6 | 3 | | | | | | 10 | | | | | | 12 |
| 03 | | 6 | 5 | 1 | | | | 1 | 6 | | 1 | | | 1 | 21 |
| 04 | | 6 | 5 | 1 | | | | 1 | 6 | | 1 | | | 1 | 22 |
| 05 | | 12 | 9 | | 1 | | | 2 | 9 | | | | | 1 | 34 |
| 06 | | 20 | 21 | 2 | 2 | 3 | | | 8 | | | | | 1 | 57 |
| 07 | | 31 | 23 | 3 | 8 | 3 | | 1 | 11 | 1 | 1 | | | 1 | 83 |
| 08 | 4 | 32 | 37 | | 7 | 1 | | | 15 | | 1 | | | 3 | 100 |
| 09 | 5 | 41 | 28 | 1 | 7 | 1 | | 1 | 11 | | 2 | | | 5 | 102 |
| 10 | 5 | 38 | 34 | | 7 | 1 | | 1 | 20 | | 1 | | | 4 | 111 |
| 11 | 5 | 40 | 30 | | 4 | | | | 18 | | 1 | | | 2 | 100 |
| 12 | 5 | 40 | 30 | | 4 | | | | 18 | | 1 | | | 2 | 100 |
| 13 | 1 | 51 | 44 | 2 | 9 | 2 | | 2 | 22 | 1 | | 1 | | 4 | 137 |
| 14 | 1 | 51 | 44 | 2 | 9 | 2 | | 2 | 22 | 1 | | 1 | | 4 | 137 |
| 15 | 1 | 61 | 38 | 3 | 5 | 1 | | 1 | 14 | | | | | 5 | 129 |
| 16 | | 46 | 32 | 1 | 7 | 2 | | 1 | 17 | 1 | | | | 2 | 108 |
| 17 | | 40 | 27 | | 5 | 1 | | | 15 | 1 | | | | 5 | 94 |
| 18 | | 53 | 33 | | 4 | 1 | | | 19 | 1 | 2 | | | 5 | 118 |
| 19 | | 32 | 25 | 1 | 1 | 1 | | | 18 | 1 | 1 | | | 3 | 83 |
| 20 | | 27 | 25 | | 2 | | | | 16 | 1 | | | | | 71 |
| 21 | | 22 | 22 | | 2 | | | | 15 | | | | | | 61 |
| 22 | | 14 | 8 | 1 | | 1 | | | 4 | | | | | 1 | 29 |
| 23 | | 5 | 5 | 1 | 1 | | | 1 | 8 | | 1 | | | | 22 |
| (A) TOTAL COUNTED | 27 | 686 | 534 | 20 | 86 | 30 | | 14 | 317 | 8 | 13 | 3 | | 50 | 1778 |
| (B) NO. AXLES ÷ 2 | 27 | 686 | 534 | 20 | 86 | 30 | | 28 | 793 | 24 | 32 | 9 | | 38 | 2307 |

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

Loop Factor .7375

(C) Correction Factor (A ÷ B)

(D) Average 24-Hr. Traffic (Volume Count) 1550

STATION C114 DIRECTION E

SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

YEAR 1986-87

| HOUR BEGINNING | 1 MOTORCYCLES | 2 PASSENGER CARS | SINGLE-UNIT TRUCKS 3 2-AXLE 4-TIRE | 4 BUSES | 5 2-AXLE 6-TIRE | 6 3-AXLE | 7 4 OR MORE AXLE | SINGLE TRAILER 8 4 OR LESS AXLE | 9 5-AXLE | 10 6 OR MORE AXLE | MULTI TRAILER 11 5 OR LESS AXLE | 12 6-AXLE | 13 7 OR MORE AXLE | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00 | | 7 | 4 | 1 | 1 | | | | 6 | | | 1 | | | 20 |
| 01 | | 5 | 3 | | | | | | 9 | | | | | | 16 |
| 02 | | 4 | 2 | | | | | | 7 | | | | | | 13 |
| 03 | | 2 | 3 | 1 | | | | 1 | 3 | | 1 | | | 1 | 12 |
| 04 | | 5 | 5 | 1 | | | | 1 | 5 | | 1 | | | 1 | 19 |
| 05 | | 11 | 8 | | 1 | | | 2 | 8 | | | | | 1 | 31 |
| 06 | | 22 | 22 | 2 | 2 | 2 | | | 9 | | | | | 1 | 60 |
| 07 | | 28 | 22 | 2 | 7 | 2 | | | 12 | 1 | 1 | | | 1 | 76 |
| 08 | 4 | 28 | 33 | | 6 | 1 | | | 13 | | 1 | | | 3 | 89 |
| 09 | 4 | 41 | 28 | 1 | 7 | 1 | | 1 | 11 | | 2 | | | 5 | 101 |
| 10 | 4 | 36 | 31 | | 7 | 1 | | 1 | 19 | | 1 | | | 4 | 104 |
| 11 | 5 | 41 | 30 | | 4 | | | | 18 | | 1 | | | 2 | 101 |
| 12 | 5 | 41 | 30 | | 4 | | | | 18 | | 1 | | | 2 | 101 |
| 13 | 1 | 41 | 24 | 1 | 7 | 2 | | 2 | 18 | 1 | | 1 | | 3 | 111 |
| 14 | 1 | 45 | 38 | 1 | 7 | 2 | | 2 | 19 | 1 | | 1 | | 3 | 121 |
| 15 | | 57 | 36 | 3 | 5 | 1 | | 1 | 14 | | | | | 4 | 122 |
| 16 | | 48 | 33 | 1 | 7 | 2 | | 1 | 17 | 1 | | | | 2 | 112 |
| 17 | | 44 | 30 | | 6 | 1 | | | 18 | | | | | 6 | 105 |
| 18 | | 38 | 24 | | 3 | 1 | | | 14 | 1 | 1 | | | 4 | 86 |
| 19 | | 23 | 19 | 1 | 1 | 1 | | | 14 | 1 | 1 | | | 2 | 63 |
| 20 | | 19 | 18 | | 1 | | | | 11 | 1 | | | | | 50 |
| 21 | | 15 | 16 | | 1 | | | | 11 | | | | | | 43 |
| 22 | | 17 | 10 | 1 | | 1 | | | 5 | | | | | 1 | 35 |
| 23 | | 7 | 7 | 1 | 1 | | | 1 | 11 | | 1 | | | | 29 |
| (A) TOTAL ADT | 25 | 625 | 486 | 18 | 78 | 18 | | 13 | 289 | 7 | 12 | 3 | | 46 | 1620 |
| PERCENT | 1.6 | 38.6 | 30.0 | 1.1 | 4.8 | 1.1 | | 0.8 | 17.8 | 0.4 | 0.8 | 0.2 | | 3. | 100.0 |

* Percent Heavy Commercial *

HC - 27.0



STATION C124 DIRECTION BOTH

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | N.M. STANDARD & COMPACT | N.M. SMALL | O/S STANDARD & COMPACT | O/S SMALL | MOTORCYCLES | COMMERCIAL | SCHOOL & PRIVATE | PU & PL N.M. | PU & PL O/S | 1RT-2S | 2D | 3A | 4A | 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | 2-2 | 3-2 | 3-3 | 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LR | WED | 01-14 | Clear | 04 | 2 | | | | | | | 5 | 1 | | | | | 1 | | | | 10 | | | | | | | | 1 | 20 |
| AK | SAT | 01-17 | Clear | 04 | | 1 | 6 | 3 | | | 1 | 4 | | 1 | | | | | | | | 2 | | | | | 1 | | | 2 | 21 |
| | | | AVE. | 04 | 1 | 1 | 3 | 1 | | | 1 | 4 | 1 | 1 | | | | 1 | | | | 6 | | | | | 1 | | | 1 | 21 |
| | | 01-14 | | 05 | 9 | 1 | 2 | 1 | | | | 6 | 3 | 3 | 1 | | | 1 | | | | 17 | | | | | | | | 2 | 46 |
| | | 01-17 | | 05 | 6 | 1 | 4 | 1 | | | | 3 | | 3 | | | | | 1 | | | 4 | | | | | | | | | 23 |
| | | | AVE. | 05 | 7 | 1 | 3 | 1 | | | | 4 | 2 | 3 | 1 | | | 1 | 1 | | | 9 | | | | | | | | 1 | 34 |
| | | 01-14 | | 06 | 12 | 1 | 4 | 1 | | 1 | 1 | 24 | 3 | | 4 | | | | | | | 11 | | | 1 | | | | | 1 | 64 |
| | | 01-17 | | 06 | 12 | 1 | 8 | 1 | | | | 11 | 4 | 2 | 1 | 6 | | | | | | 3 | | | | | | | | 1 | 50 |
| | | | AVE. | 06 | 12 | 1 | 6 | 1 | | 1 | 1 | 17 | 3 | 1 | 2 | 3 | | | | | | 7 | | | 1 | | | | | 1 | 5[illegible] |
| | | 01-14 | | 07 | 12 | 3 | 4 | 2 | | 2 | 1 | 22 | 1 | 2 | 12 | 5 | | 2 | | | | 14 | 1 | | | | | | | | 8[illegible] |
| | | 01-17 | | 07 | 15 | 4 | 21 | 4 | | 1 | | 17 | 5 | 4 | 4 | 1 | | | | | | 7 | | | 1 | | 1 | | | 3 | 8[illegible] |
| | | | AVE. | 07 | 13 | 3 | 12 | 3 | | 2 | 1 | 17 | 3 | 3 | 8 | 3 | | 1 | | | | 10 | 1 | | 1 | | 1 | | | 1 | 8[illegible] |

STATION C124 DIRECTION BOTH HOURS 4A-8A

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | PASSENGER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | N.H. | | O/S | | | | | | | PU & PL | | | | | | | | | | | | | | | | | | | | |
| | | | | STANDARD & COMPACT | SMALL | STANDARD & COMPACT | SMALL | MOTORCYCLES | COMMERCIAL | SCHOOL & PRIVATE | N.H. | O/S | 1RT-2S | 2D | 3A | 4A | 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | 2-2 | 3-2 | 3-3 | 2S1-2 | 2S1-3 | 2S1-2 | | |
| 1987 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | DAY OF WEEK | DATE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NK | Fri | 11-14 | Cloudy | 08 | 15 | 3 | 7 | 4 | | | | 30 | 9 | 3 | 7 | | | 1 | | | | 14 | 1 | | | | 2 | | | 3 | 98 |
| NK | Wed | 07-15 | Clear/Hot | 08 | 24 | 3 | 13 | 6 | | | | 38 | 11 | | 9 | 2 | | | | | | 25 | | | | | 2 | | | 5 | 138 |
| NK | Sun | 09-20 | Clear | 08 | 9 | | 8 | 1 | 13 | | | 15 | 2 | 2 | 4 | | | | | | | 7 | | | | | | | | 2 | 63 |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 08 | 16 | 2 | 10 | 4 | 11 | | | 28 | 7 | 2 | 7 | 1 | | — | | | | 15 | — | | | | 1 | | | 3 | 100 |
| | | 11-14 | | 09 | 18 | 5 | 7 | 3 | | | | 21 | 6 | 3 | 8 | | | 1 | 1 | | | 19 | | | | | 3 | | | 8 | 103 |
| | | 07-15 | | 09 | 24 | 2 | 15 | 4 | | 1 | | 25 | 7 | 1 | 13 | 2 | | | 1 | | | 15 | | | | | 2 | | | 6 | 118 |
| | | 09-20 | | 09 | 22 | 4 | 14 | 1 | 16 | 1 | | 16 | 5 | | 1 | 1 | | | | | | 1 | | | | | 1 | | | 1 | 84 |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 09 | 22 | 4 | 13 | 2 | 5 | 1 | | 21 | 6 | 1 | 7 | 1 | | — | 1 | | | 11 | | | | | 2 | | | 5 | 102 |
| | | 11-14 | | 10 | 15 | 3 | 11 | | | 1 | | 24 | 12 | | 10 | 1 | | 1 | 1 | | | 22 | | | | | | | | 2 | 103 |
| | | 07-15 | | 10 | 16 | 8 | 7 | 7 | | | | 24 | 14 | 2 | 9 | 1 | | | 1 | | | 35 | | | | | 4 | | | 8 | 136 |
| | | 09-20 | | 10 | 15 | | 25 | 5 | 14 | | 1 | 21 | 4 | 1 | 1 | | | | 1 | | | 3 | | | | | | | | 3 | 94 |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 10 | 16 | 4 | 14 | 4 | 5 | — | — | 23 | 10 | 1 | 7 | 1 | | — | 1 | | | 20 | | | | | 1 | | | 4 | 111 |
| | | 11-14 | | 11 | 19 | 5 | 13 | 2 | | | | 24 | 5 | | 2 | | | | 1 | | | 21 | | | | | 3 | | | | 96 |
| | | 07-15 | | 11 | 26 | 3 | 7 | 8 | | | | 31 | 10 | | 7 | | | 1 | | | | 30 | | | | | 1 | | | 6 | 130 |
| | | 09-20 | | 11 | 12 | 3 | 20 | 3 | 15 | | | 15 | 4 | | 1 | | | | | | | 3 | | | | | | | | 1 | 75 |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 11 | 19 | 4 | 13 | 4 | 5 | | | 24 | 6 | | 4 | | | — | — | | | 18 | | | | | 1 | | | 2 | 210 |

STATION C124 DIRECTION BOTH HOURS 8A-12P

| 1982 | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | PU & PL N.M. | PU & PL O/S | SINGLE UNIT TRUCKS 1RT-2S | 2D | 3A | 4A | 2S1 | 2S2 | 2S3 | 3S1 | COMBINATIONS 3S2 | 3S3 | 2-2 | 3-2 | 3-3 | 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tue | 01-13 | P/c | 14 | 24 | 3 | 15 | 3 | 1 | 1 | 2 | 30 | 14 | 2 | 5 | | | | 1 | | | 18 | | | 2 | | | | | 3 | 124 |
| | Thur | 02-26 | Cloudy | 14 | 32 | 6 | 17 | 4 | | 1 | | 32 | 9 | | 15 | 5 | | 1 | | | | 30 | 3 | | | | | | | 6 | 159 |
| | Sat | 04-11 | Clear | 14 | 31 | 10 | 14 | 4 | 2 | 1 | 2 | 27 | 15 | 1 | 6 | 1 | | | | | | 18 | | | | | | | | 4 | 135 |
| | Mon | 06-15 | Cloudy-Hot | 14 | 24 | 3 | 21 | 5 | | 1 | | 33 | 15 | 3 | 13 | 2 | | 1 | 1 | | | 17 | | | | | 1 | | 2 | 5 | 147 |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 14 | 25 | 5 | 17 | 4 | 1 | 1 | 1 | 30 | 12 | 1 | 9 | 2 | | 1 | 1 | | | 21 | 1 | | 1 | | — | | 1 | 4 | 139 |
| | | 01-13 | | 15 | 26 | 5 | 9 | 7 | 1 | 2 | 3 | 24 | 2 | 2 | 6 | 1 | | | 3 | | | 16 | | | 1 | | | | | 4 | 117 |
| | | 02-26 | | 15 | 34 | 12 | 16 | 3 | | 1 | 1 | 33 | 5 | 1 | 3 | | | | | | 1 | 14 | | | | | | | | 5 | 127 |
| | | 04-11 | | 15 | 30 | 9 | 12 | 3 | 3 | 2 | | 24 | 3 | 3 | 5 | | | | | | | 12 | 1 | | | | | | | 5 | 112 |
| | | 06-15 | | 15 | 33 | 5 | 36 | 5 | | 2 | | 33 | 9 | 6 | 6 | 1 | | | 1 | | | 14 | | | | | 1 | | | 8 | 160 |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 15 | 31 | 7 | 18 | 5 | 1 | 2 | 1 | 30 | 5 | 3 | 5 | 1 | | | 1 | | — | 14 | — | | — | | — | | | 5 | 129 |
| | | 01-13 | | 16 | 20 | 5 | 8 | 6 | 1 | | 1 | 25 | 8 | 3 | 15 | 2 | | | 1 | | | 19 | | | 1 | | | | | 4 | 119 |
| | | 02-26 | | 16 | 15 | 5 | 15 | 2 | | 1 | 1 | 23 | 6 | 4 | 5 | 2 | | | 1 | | | 24 | 2 | | | | | | | 1 | 112 |
| | | 04-11 | | 16 | 28 | 7 | 14 | 2 | | | 1 | 16 | 5 | | 3 | | | | | | | 10 | 2 | | | | | | | | 88 |
| | | 06-15 | | 16 | 26 | 4 | 26 | 3 | | | | 20 | 11 | 3 | 6 | 3 | | | 2 | | | 10 | | | | | 1 | | | 3 | 118 |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 16 | 22 | 5 | 16 | 3 | — | — | 1 | 21 | 8 | 3 | 7 | 2 | | | 1 | | | 17 | 1 | | — | | — | | | 2 | 109 |
| | | 01-13 | | 17 | 12 | 3 | 11 | 6 | 1 | | | 24 | 7 | 2 | 5 | | | | | | | 18 | | | 1 | | | | | 5 | 95 |
| | | 02-26 | | 17 | 19 | 3 | 13 | 2 | | | | 16 | 7 | 3 | 6 | 2 | | | | | | 21 | 2 | | | | 1 | | | 7 | 103 |
| | | 04-11 | | 17 | 21 | 4 | 11 | 3 | | | | 11 | 5 | | 2 | | | | | | | 9 | | | | | | | | | 66 |
| | | 06-15 | | 17 | 24 | 3 | 22 | 2 | | | | 25 | 6 | 1 | 7 | 3 | | | | | | 11 | | | | | | | | 6 | 110 |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 17 | 17 | 3 | 15 | 3 | — | | | 19 | 6 | 2 | 5 | 1 | | | | | | 15 | 1 | | — | | — | | | 5 | 94 |

STATION C 124 DIRECTION Both HOURS 24-6

| RECORDER 1982 | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER C/S STANDARD & COMPACT | PASSENGER C/S SMALL | MOTORCYCLES | COMMERCIAL | SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS N.M. | SINGLE-UNIT TRUCKS C/S | 1RT-2S | 2D | 3A | 4A | 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | 2-2 | 3-2 | 3-3 | 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NL | Sun | 11-16 | Cloudy | 18 | 40 | 9 | 10 | 2 | | | | 30 | 5 | 2 | 4 | | | | | | | 23 | 2 | | | | 1 | | | 8 | 136 |
| NR | Thu | 07-16 | P/C | 18 | 29 | 3 | 9 | 4 | | | | 23 | 5 | 1 | 3 | 1 | | | | | | 16 | | | | | 2 | | | 3 | 99 |
| | | | AVE. | 18 | 34 | 6 | 10 | 3 | | | | 26 | 5 | 2 | 4 | 1 | | | | | | 19 | 1 | | | | 2 | | | 5 | 118 |
| | | 11-16 | | 19 | 25 | 3 | 5 | 3 | | 1 | | 26 | 4 | 1 | 2 | 1 | | | | | | 17 | 1 | | | | | | | 2 | 91 |
| | | 07-16 | | 19 | 22 | 5 | 3 | | | 1 | | 17 | 3 | | | | | | | | | 19 | | | | | 1 | | | 4 | 75 |
| | | | AVE. | 19 | 23 | 4 | 4 | 1 | | 1 | | 21 | 3 | 1 | 1 | 1 | | | | | | 18 | 1 | | | | 1 | | | 3 | 83 |
| | | 11-16 | | 20 | 19 | 7 | 4 | | | | | 26 | 3 | | 1 | | | | | | | 20 | 1 | | | | | | | | 81 |
| | | 07-16 | | 20 | 15 | 4 | 5 | | | | | 19 | 2 | | 2 | | | | | | | 13 | | | | | | | | 1 | 61 |
| | | | AVE | 20 | 17 | 5 | 5 | | | | | 22 | 3 | | 2 | | | | | | | 16 | 1 | | | | | | | — | 71 |
| | | 11-16 | | 21 | 16 | 4 | 5 | 1 | | | | 20 | 3 | 1 | 3 | | | | | | | 15 | | | | | | | | | 68 |
| | | 07-16 | | 21 | 11 | 2 | 5 | 1 | | | | 17 | 2 | | 1 | | | | | | | 15 | | | | | | | | | 54 |
| | | | AVE. | 21 | 13 | 3 | 5 | 1 | | | | 18 | 3 | 1 | 2 | | | | | | | 15 | | | | | | | | | 61 |

STATION C124 DIRECTION Both HOURS 6P-10P

| DAY OF WEEK | DATE | | HOUR BEGINNING | H.H. O/S STANDARD & COMPACT | H.H. O/S SMALL | H.H. O/S STANDARD & COMPACT | H.H. O/S SMALL | MOTORCYCLES | COMMERCIAL | SCHOOL & PRIVATE | PU & PL H.H. | PU & PL O/S | TRT-2S | 2D | 3A | 4A | 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | 2-2 | 3-2 | 3-3 | 2S1-2 | 2S2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fri. | 02-27 | Clear | 22 | 8 | 2 | 7 | | | 1 | | 4 | | | | 1 | | | | | | 2 | | | | | | | | | 25 |
| Mon | 09-21 | Clear | 22 | 3 | | 8 | 2 | | | | 8 | 4 | | | 1 | | | | | | 5 | | | | | | | | 1 | 32 |
| | | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | AVE. | 22 | 5 | 1 | 7 | 1 | | 1 | | 6 | 2 | | | 1 | | | | | | 4 | | | | | | | | 1 | 2 |
| | 02-27 | | 23 | 5 | 3 | 2 | 1 | | 1 | | 4 | | 1 | | | | 1 | | | | 12 | | | | | 1 | | 1 | | 32 |
| | 09-21 | | 23 | 2 | | | | | | | 4 | | | 1 | | | | | | | 4 | | | | | | | | | 11 |
| | | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | AVE. | 23 | 3 | 1 | 1 | – | | 1 | | 4 | | 1 | 1 | | | 1 | | | | 8 | | | | | 1 | | – | | 21 |
| | 02-27 | | 00 | 3 | 2 | 2 | 1 | | 1 | | 2 | | | | | | | | | | 7 | | | | | | | 1 | | 19 |
| | 09-21 | | 00 | 2 | | 2 | 1 | | 1 | | 2 | 1 | | 1 | | | | | | | 4 | | | | | | | | | 14 |
| | | | 00 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | AVE. | 00 | 2 | 1 | 2 | 1 | | 1 | | 2 | 1 | | 1 | | | | | | | 5 | | | | | | | 1 | | 17 |
| | 02-27 | | 01 | 2 | | 4 | | | | | 2 | | | | | | | | | | 17 | | | | | | | | | 25 |
| | 09-21 | | 01 | | | 6 | | | | | 3 | | | | | | | | | | 4 | | | | | | | | | 13 |
| | | | 01 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | AVE. | 01 | 1 | | 5 | | | | | 3 | | | | | | | | | | 10 | | | | | | | | | 19 |

STATION C 124 DIRECTION: BOTH PAGE 10 OF 2A

PRIMARY 22
VEHICLE MILE LOG
( LEA CO. )

YEAR 1986

| CARD | CNTINUM | RTNAME | TERMINUS | MILEPT | LENGTH | ADT | FC | ADT FOR SECTION | V/M | CTRL |
|---|---|---|---|---|---|---|---|---|---|---|
| 231 | 123-7 | US180 | EDDY/LEA CO. LINE | 60.41 | 5.50 | ~~2321~~ | | 2322 | 12771 | 910 |
| 240 | 123-8W | US180 | WEST OF JCT. FAS 1217 (SE), NM 176 | 65.91 | 0.01 | 2323 | 2 | 2181 | 23 | 910 |
| 241 | C124 | 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 | 2026 | 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 | 124-16E | 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 | 2 | 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 |
| 296 | ~~[illegible]~~ 124-7300 | 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

VEHICLES

YEAR/985-86

| HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | 1RT-2S | 2D | 3A | 4A | | COMBINATIONS 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | FULL TRAILER 2-2 | 3-2 | 3-3 | TWO-TRAILER 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00 | 4 | | 2 | | | 1 | | 3 | 1 | | | | | | | | | | 8 | | | | | | | | | 19 |
| 01 | 2 | | 2 | | | | | 1 | | | | | | | 1 | | | | 8 | | | | | 1 | | | | 15 |
| 02 | 2 | | 2 | | | | | 1 | | | | | | | 1 | | | | 8 | | | | | 1 | | | | 15 |
| 03 | 2 | 1 | 1 | | | | | 1 | 1 | | 1 | | | | | | | | 5 | | | | | | | | | 12 |
| 04 | 2 | 1 | 1 | | | | | 1 | 1 | | 1 | | | | | | | | 5 | | | | | | | | | 12 |
| 05 | 6 | 1 | 4 | 1 | 1 | | | 9 | 2 | 4 | 5 | 2 | | | | | | | 9 | | | | | | | | 1 | 45 |
| 06 | 16 | 4 | 6 | | | 1 | | 18 | 3 | 7 | 2 | 2 | | | | 1 | | | 8 | | | | | | | | 1 | 69 |
| 07 | 13 | 2 | 12 | 1 | | 2 | | 17 | 3 | 3 | 7 | 1 | | | | 1 | | | 13 | | | | | 1 | | | | 76 |
| 08 | 18 | 4 | 17 | 7 | 2 | | 1 | 32 | 17 | | 8 | 1 | | | | | | | 17 | | | | | | | | .5 | 129 |
| 09 | 21 | 4 | 24 | 8 | 2 | 1 | | 25 | 15 | 1 | 8 | 1 | | | 1 | 1 | | | 15 | | | | | | | | .5 | 132 |
| 10 | 23 | 5 | 27 | 6 | | 1 | 1 | 19 | 20 | | 5 | 2 | | | | | | | 14 | | | | | | | | 8 | 131 |
| 11 | 14 | 5 | 21 | 6 | | | | 23 | 17 | 1 | 6 | 1 | | | | 1 | | | 18 | | | | | | | | 6 | 119 |
| 12 | 14 | 5 | 21 | 6 | | | | 23 | 17 | 1 | 6 | 1 | | | | 1 | | | 18 | | | | | | | | 6 | 119 |
| 13 | 31 | 6 | 14 | 3 | | 1 | | 36 | 10 | 3 | 10 | 3 | | | 1 | 1 | | | 21 | | | 1 | | 2 | | | 4 | 147 |
| 14 | 31 | 6 | 14 | 3 | | 1 | | 36 | 10 | 3 | 10 | 3 | | | 1 | 1 | | | 21 | | | 1 | | 2 | | | 4 | 147 |
| 15 | 31 | 7 | 16 | 4 | | 2 | 1 | 28 | 9 | 4 | 10 | 1 | | | | 1 | | | 22 | | | | | 2 | | | 4 | 142 |
| 16 | 27 | 7 | 14 | 3 | | | | 27 | 9 | 2 | 7 | 4 | | | | 1 | | | 20 | | | | | | | | 6 | 127 |
| 17 | 24 | 5 | 10 | 4 | | 1 | | 26 | 6 | 2 | 8 | 2 | | | 1 | | | | 20 | | | | | 1 | | | 3 | 113 |
| 18 | 37 | 10 | 24 | 7 | | | 1 | 23 | 5 | | 2 | 1 | | | | | | | 16 | | | | | | | | 3 | 129 |
| 19 | 21 | 6 | 18 | 7 | | | | 15 | 10 | | 2 | 1 | | | | | | | 17 | | | | | | | | 3 | 100 |
| 20 | 16 | 4 | 9 | 6 | | 1 | | 11 | 4 | 1 | 2 | | | | | | | | 17 | | | | | 1 | | | 2 | 75 |
| 21 | 16 | 5 | 8 | 4 | | | | 10 | 5 | | 1 | | | | 1 | | | | 10 | | | | | 1 | | | 2 | 63 |
| 22 | 9 | 1 | 4 | 1 | | 1 | | 7 | 1 | | 1 | | | | | | | | 10 | | | | | 1 | | | 1 | 37 |
| 23 | 5 | 1 | 2 | | | 1 | | 3 | 1 | 1 | 2 | | | | | 1 | | | 10 | | | | | 1 | | | 1 | 29 |
| A) TOTAL COUNTED × | 385 | 90 | 273 | 77 | 5 | 14 | 4 | 395 | 167 | 33 | 104 | 26 | | | 7 | 10 | | | 320 | | | 2 | | 15 | | | 63 | 2002 |
| B) No. Axles ÷ 2 | 385 | 90 | 273 | 77 | 5 | 14 | 4 | 394 | 167 | 33 | 102 | 39 | | | 11 | 20 | | | 825 | | | 5 | | 37 | | | 49 | 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-/-

STATION C-124 DIRECTION BOTH

RECORDER 1986

| DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | SINGLE-UNIT TRUCKS 1RT-2S | SINGLE-UNIT TRUCKS 2D | SINGLE-UNIT TRUCKS 3A | SINGLE-UNIT TRUCKS 4A | COMBINATIONS ENTERED ≤ LF 2S1 | COMBINATIONS 2S2 | COMBINATIONS 2S3 | COMBINATIONS 3S1 | COMBINATIONS 3S2 | COMBINATIONS 3S3 | FULL TRAILER 2-2 | FULL TRAILER 3-2 | FULL TRAILER 3-3 | TWO-TRAILER 2S1-2 | TWO-TRAILER 2S2-2 | TWO-TRAILER 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM | 03-18 | Clear | 04 | | 1 | 1 | | | | | 1 | | | | | | | | | | | | | | | | | | | |
| AM | 06-18 | Clear | 04 | 3 | | 1 | | | | | 1 | 2 | | 1 | | | | | | | 4 | | | | | 1 | | 1 | | 9 |
| | | | | | | | | | | | | | | | | | | | | | 7 | | | | | | | | | 15 |
| | | AVE. | 04 | 2 | 1 | 1 | | | | | 1 | 1 | | 1 | | | | | | | 5 | | | | | — | | — | | 12 |
| | 03-18 | | 05 | 4 | 2 | 5 | 1 | | | | 11 | 2 | 9 | 4 | 2 | | | | | | 9 | | | | | | | | 1 | 50 |
| | 06-18 | | 05 | 8 | | 2 | | 2 | | | 7 | 2 | | 5 | 2 | | | 1 | | | 9 | | | | | | | | 1 | 39 |
| | | AVE. | 05 | 6 | 1 | 4 | 1 | 1 | | | 9 | 2 | 4 | 5 | 2 | | | — | | | 9 | | | | | | | | 1 | 45 |
| | 03-18 | | 06 | 16 | 4 | 4 | | | 1 | | 20 | 6 | 11 | 2 | 5 | | | 1 | | | 12 | | | | | 1 | | | | 83 |
| | 06-18 | | 06 | 15 | 3 | 8 | | | 1 | | 15 | | 3 | 3 | | | | 1 | | | 5 | | | | | | | | 1 | 55 |
| | | AVE. | 06 | 16 | 4 | 6 | | | 1 | | 18 | 3 | 7 | 2 | 2 | | | 1 | | | 8 | | | | | — | | | | 68 |
| | 03-18 | | 07 | 7 | 2 | 5 | 1 | | 1 | | 10 | 4 | 3 | 3 | 2 | | | | | | 11 | | | | | 2 | | | | 51 |
| | 06-18 | | 07 | 19 | 2 | 19 | 1 | | 2 | | 23 | 3 | 4 | 10 | | | 1 | 2 | | | 14 | | | | | | | | 1 | 101 |
| | | AVE. | 07 | 13 | 2 | 12 | 1 | | 2 | | 17 | 3 | 3 | 7 | 1 | | — | 1 | | | 13 | | | | | 1 | | | — | 76 |

STATION C124 DIRECTION BOTH HOURS 4A-8A

| RECORDER/1982 | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | 1RT-2S | 2D | 3A | 4A | COMBINATIONS 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | FULL TRAILER 2-2 | 3-2 | 3-3 | TWO-TRAILER 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | [illegible] | [illegible] | [illegible] | 08 | 14 | 4 | 20 | 10 | 3 | | 1 | 36 | 20 | | 7 | | | | | | | 9 | | | | | 1 | | | 8 | 13[illegible] |
| | AVE | 85-/85 | | 08 | 22 | 4 | 13 | 4 | | | | 27 | 14 | 1 | 8 | 1 | | | 1 | | | 26 | 1 | | | | | | | 6 | 12[illegible] |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 08 | 18 | 4 | 17 | 7 | 7 | | 1 | 32 | 17 | — | 5 | 1 | | | — | | | 17 | — | | | | — | | | 5 | 13[illegible] |
| | [illegible] | | | 09 | 24 | 3 | 23 | 8 | 4 | 1 | | 25 | 12 | 1 | 7 | | | | 1 | | | 9 | | | | | | | | 5 | 12[illegible] |
| | | " | | 09 | 17 | 5 | 25 | 8 | | 1 | | 24 | 17 | 2 | 8 | 1 | | 1 | 1 | | | 22 | 1 | | | | 1 | | | 6 | 140 |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 09 | 21 | 4 | 24 | 8 | 2 | 1 | | 25 | 15 | 1 | 8 | 1 | | 1 | 1 | | | 15 | — | | | | — | | | 5 | 13[illegible] |
| | [illegible] | | | 10 | 27 | 5 | 28 | 4 | 1 | | | 15 | 24 | | 4 | | | | | | | 5 | | | | | | | | 10 | 12[illegible] |
| | | " | | 10 | 18 | 5 | 26 | 7 | | 1 | 1 | 23 | 16 | 1 | 2 | 4 | | | | | | 23 | | | | | | | | 6 | 138 |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 10 | 23 | 5 | 27 | 6 | — | 1 | 1 | 19 | 20 | — | 5 | 2 | | | | | | 14 | | | | | | | | 8 | 131 |
| | [illegible] | | | 11 | 11 | 6 | 15 | 7 | | | | 20 | 15 | | 6 | | | | | | | 10 | | | | | | | | 9 | 9 |
| | | " | | 11 | 16 | 4 | 26 | 5 | | | | 25 | 19 | 1 | 6 | 2 | | | 1 | | 1 | 27 | 1 | | | | 1 | | | 4 | 13[illegible] |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 11 | 14 | 5 | 21 | 6 | | | | 23 | 17 | 1 | 6 | 1 | | | 1 | | — | 18 | — | | | | — | | | 6 | 119 |

STATION C124 DIRECTION BOTH HOURS 8A - 12P

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.H. STANDARD & COMPACT | PASSENGER N.H. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.H. | SINGLE-UNIT TRUCKS PU & PL O/S | SINGLE-UNIT TRUCKS 1RT-2S | SINGLE-UNIT TRUCKS 2D | SINGLE-UNIT TRUCKS 3A | SINGLE-UNIT TRUCKS 4A | COMBINATIONS 2S1 | COMBINATIONS 2S2 | COMBINATIONS 2S3 | COMBINATIONS 3S1 | COMBINATIONS 3S2 | COMBINATIONS 3S3 | FULL TRAILER 2-2 | FULL TRAILER 3-2 | FULL TRAILER 3-3 | TWO-TRAILER 2S1-2 | TWO-TRAILER 2S2-2 | TWO-TRAILER 3S1-2 | MISCELLANEOUS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | Wed | 11-20 | Clear Nice | 14 | 24 | 14 | 8 | 2 | | 1 | | 37 | 10 | 1 | 10 | 3 | | 1 | 1 | | | 25 | 1 | | | | 2 | | | 2 | 148 |
| 13 | Thur | 11-21 | Clear | 14 | 21 | 1 | 12 | 2 | | 2 | | 33 | 9 | 3 | 12 | 2 | | | 1 | | | 28 | | | 1 | | 1 | | | 1 | 12[illegible] |
| 13 | Mon | 03-17 | Clear-Hot | 14 | 31 | 4 | 13 | 6 | | 1 | | 38 | 11 | 6 | 10 | 1 | | 2 | 4 | | | 16 | | | 1 | | 2 | | | 4 | 150 |
| 13 | Fri | 05-17 | Clear | 14 | 42 | 6 | 23 | 3 | | 1 | 1 | 35 | 5 | | 8 | 1 | | | | | | 14 | | | 1 | | 2 | | | 4 | 141 |
| 13 | Tue | 06-17 | Cloudy | 14 | 36 | 6 | 16 | 2 | | 1 | | 38 | 14 | 6 | 12 | 3 | | | 1 | | | 18 | | | | | 3 | | | 8 | 164 |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 14 | 31 | 6 | 14 | 3 | | 1 | — | 36 | 10 | 3 | 10 | 3 | | 1 | 1 | | | 21 | — | | 1 | | 2 | | | 4 | 147 |
| | | 11-20 | | 15 | 31 | 8 | 9 | 2 | | 1 | | 34 | 6 | 6 | 12 | 3 | | | 3 | | | 21 | | | 1 | | 1 | | | 2 | 14[illegible] |
| | | 11-21 | | 15 | 22 | 6 | 13 | 6 | | 2 | | 33 | 13 | 4 | 8 | 3 | | 1 | | | | 21 | | | | | 2 | | | 2 | 136 |
| | | 03-17 | | 15 | 38 | 7 | 19 | 6 | | 1 | | 24 | 9 | 5 | 7 | | | | 2 | | | 17 | | | 1 | | 3 | | | 4 | 143 |
| | | 05-17 | | 15 | 37 | 6 | 23 | 4 | | 2 | 3 | 30 | 6 | | 10 | 1 | | | | | 1 | 24 | | | | | 1 | | | 5 | 159 |
| | | 06-17 | | 15 | 25 | 6 | 17 | 3 | 2 | 2 | | 20 | 11 | 2 | 10 | | | | 2 | | | 21 | 2 | | | | 3 | | 1 | 8 | 135 |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 15 | 21 | 7 | 16 | 4 | — | 2 | 1 | 28 | 9 | 4 | 10 | 1 | | — | 1 | | — | 22 | — | | — | | 2 | | ... | 4 | 132 |
| | | 11-20 | | 16 | 23 | 5 | 8 | 3 | | 1 | | 40 | 6 | | 3 | 18 | | 1 | 4 | | | 28 | | | 1 | | | | | 3 | 144 |
| | | 11-21 | | 16 | 28 | 1 | 6 | 2 | | | 2 | 34 | 10 | | 9 | 2 | | | | | | 22 | | | | | | | | 2 | 119 |
| | | 03-17 | | 16 | 20 | 3 | 14 | 4 | | 1 | | 14 | 11 | 5 | 8 | 1 | | | 1 | | | 14 | | | | | | | | 5 | 130 |
| | | 05-17 | | 16 | 23 | 5 | 15 | 4 | | | | 21 | 8 | | 8 | | | | | | | 23 | | | | | | | | 6 | 113 |
| | | 06-17 | | 16 | 31 | 7 | 16 | 1 | 2 | | | 24 | 7 | 4 | 7 | | | | 2 | | | 13 | | | | | 1 | | | 13 | 128 |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 16 | 27 | 7 | 17 | 3 | - | — | — | 27 | 9 | 2 | 7 | 4 | | — | 1 | | | 20 | | | — | | — | | | 4 | 125 |
| | | 11-20 | | 17 | 17 | 7 | 4 | 1 | | | | 24 | 4 | | 8 | 1 | | | | | | 22 | 1 | | | | 1 | | | 3 | 93 |
| | | 11-21 | | 17 | 26 | 6 | 3 | 3 | | | | 39 | 2 | | 10 | | | | 1 | | | 19 | | | | | 3 | | | 3 | 114 |
| | | 03-17 | | 17 | 21 | 6 | 12 | 7 | | | | 14 | 9 | 4 | 8 | 5 | | 1 | | | | 22 | | | | | 3 | | | 3 | 115 |
| | | 05-17 | | 17 | 32 | 6 | 18 | 5 | | | | 16 | 6 | | 5 | 2 | | | | | | 14 | | | | | | | | 3 | 109 |
| | | 06-17 | | 17 | 26 | 3 | 14 | 3 | 2 | 3 | | 25 | 9 | 4 | 6 | | | 2 | | | | 23 | | | | | | | | 7 | 126 |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE. | 17 | 24 | 5 | 10 | 4 | — | 1 | | 26 | 6 | 2 | 9 | 2 | | 1 | — | | | 20 | -- | | | | 1 | | | 2 | 113 |

STATION C124 DIRECTION BOTH HOURS 2P-6P

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.N. STANDARD & COMPACT | PASSENGER N.N. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | 1RT-2S | 2D | 3A | 4A | COMBINATIONS 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | FULL TRAILER 2-2 | 3-2 | 3-3 | TWO-TRAILER 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DS | Fri | 11-22 | Clear | 18 | 30 | 14 | 8 | 3 | | | | 26 | 6 | | 3 | 1 | | | | | | 22 | | | | | 1 | | | 2 | 11 |
| JH | Sat | 05-10 | Clear | 18 | 43 | 5 | 37 | 12 | | | 1 | 14 | 5 | | 1 | 1 | | | 1 | | | 11 | | | | | | | | 4 | 14 |
| | | | AVE. | 18 | 37 | 10 | 24 | 7 | | | 1 | 23 | 5 | | 2 | 1 | | | — | | | 16 | | | | | — | | | 2 | 14 |
| | | 11-22 | | 19 | 14 | 11 | 6 | 2 | | | | 16 | 12 | | 1 | 1 | | | | | | 18 | | | | | 1 | | | 4 | 8 |
| | | [illegible] | | 19 | 27 | | 21 | 12 | | | | 13 | 11 | | 3 | 1 | | | 1 | | | 15 | | | | | | | | 2 | 10 |
| | | | AVE. | 19 | 21 | 6 | 18 | 7 | | | | 15 | 10 | | 2 | 1 | | | — | | | 17 | | | | | — | | | 3 | 10 |
| | | 11-22 | | 20 | 8 | 6 | 2 | 2 | | 1 | | 9 | 3 | 1 | 1 | | | | | | | 18 | | | | | 3 | | | 1 | 5 |
| | | [illegible] | | 20 | 23 | 2 | 17 | 10 | | 1 | | 12 | 5 | | 2 | | | | 1 | | | 17 | | | | | 1 | | | 3 | 9 |
| | | | AVE. | 20 | 16 | 4 | 1 | 6 | | 1 | | 11 | 4 | 1 | 2 | | | | — | | | 19 | | | | | 2 | | | 2 | 69 |
| | | 11-22 | | 21 | 11 | 6 | 5 | | | | | 9 | 3 | | 1 | | | | | | | 14 | | | | | 2 | | | 3 | 5 |
| | | [illegible] | | 21 | 21 | 3 | 11 | 7 | | | | 11 | 7 | | 1 | 1 | | 1 | | | | 7 | | | | | | | | 1 | 7 |
| | | | AVE. | 21 | 14 | 5 | 8 | 4 | | | | 10 | 5 | | 1 | — | | 1 | | | | 10 | | | | | 1 | | | 1 | 6 |

STATION C124 DIRECTION BOTH HOURS 6P-10P

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | 1RT-2S | 2D | 3A | 4A | COMBINATIONS 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | FULL TRAILER 2-2 | 3-2 | 3-3 | TWO-TRAILER 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AK | [illegible] | 12-12 | [illegible] | 22 | 4 | 1 | 3 | [illegible] | | 1 | | [illegible] | | | | | | | | | | | | | | | | | | | |
| AK | [illegible] | 12-19 | [illegible] | 22 | 13 | 1 | 7 | | | 1 | | 10 | 2 | | 2 | | | | | | | 13 | | | | - | 2 | | 1 | 1 | 28 |
| AK | [illegible] | 12-25 | [illegible] | 22 | 11 | | 2 | | | | | 9 | 2 | | | | | | 1 | | | 9 | | | | | | | 1 | 1 | 47 |
| | | | | | | | | | | | | | | | | | | | | | | 11 | | | | | | | | 1 | 35 |
| | | | AVE. | 22 | 9 | 1 | 4 | 1 | | 1 | | 7 | 1 | | 1 | | | | — | | | 10 | | | | | 1 | | — | 1 | 37 |
| | | 12-12 | | 23 | 3 | | 2 | | | 1 | | 2 | 2 | 2 | 2 | | | | 1 | | | 13 | | | | | | | | | 28 |
| | | 12-19 | | 23 | 3 | 2 | 3 | 1 | | 1 | | 1 | | | 2 | | | | | | | 16 | | | | | 2 | | | | 31 |
| | | 12-26 | | 23 | 8 | 2 | 2 | | | | | 7 | 1 | | 1 | | | 1 | 2 | | | 2 | | | | | 1 | | | 2 | 29 |
| | | | AVE. | 23 | 5 | 1 | 2 | — | | 1 | | 2 | 1 | 1 | 2 | | | — | 1 | | | 10 | | | | | 1 | | | 1 | 28 |
| | | 12-12 | | 00 | 5 | | 1 | 1 | | 1 | | | | | | | | | | | | 12 | | | 1 | | | | | | 21 |
| | | 12-19 | | 00 | 4 | | 4 | | | 1 | | 5 | 2 | | | | | | | | | 1 | | | | | 1 | | | 1 | 19 |
| | | 12-26 | | 00 | 3 | | 1 | | | | | 2 | | | | | | | | | | 10 | | | | | | | | | 16 |
| | | | AVE. | 00 | 4 | | 2 | — | | 1 | | 3 | 1 | | | | | | | | | 8 | | | — | | — | | | | 19 |
| | | 12-12 | | 01 | 1 | | 2 | | | | | 2 | | | | | | | | | | 5 | | | | | | | | | 10 |
| | | 12-19 | | 01 | 2 | | 1 | | | | | 2 | 1 | | | | | | | | | 4 | | | | | 1 | | | | 11 |
| | | 12-26 | | 01 | 3 | | 1 | | | | | | | | | | | 2 | 1 | | | 16 | | | | | 1 | | | | 24 |
| | | | AVE. | 01 | 2 | | 2 | | | | | 1 | — | | | | | 1 | — | | | 8 | | | | | 1 | | | | 15 |

STATION C124 DIRECTION BOTH HOURS 10P - 2A

FEDERAL AID PR  HY 22
VEHICLE MILE LOG
( LEA CO. )

YEAR 1985

| LAND NO. | COUNT NO. | LOCATION | PPT | MILES | ADT | FUNC | ADT FOR SECTION | V/M S |
|---|---|---|---|---|---|---|---|---|
| 0239 | 123-7 | LOCY/LEA CO. LINE | 60.41 | | 2,275 | 2 | | 910 |
| | | | | 5.5 | | | 2,276 | 12,518 |
| 0240 | 123-8W | WEST OF JCT. FAS 1217 (SE), MM 176 | 65.91 | | 2,277 | 2 | | 910 |
| 0241 | 0124 | EAST OF JCT. FAS 1217 (SE), MM 176 | 65.92 | | 1,996 | 2 | | 910 |
| | | | | 8.7 | | | 1,997 | 17,313 |
| 0250 | 123-16SW | SW. OF JCT. RD. TO LEA (S) | 74.64 | | 1,982 | 2 | | 910 |
| 0251 | 123-16NE | NE. OF JCT. RD. TO LEA (S) | 74.65 | | 1,990 | 2 | | 910 |
| | | | | 13.4 | | | 2,028 | 27,175 |
| 0260 | 124-18SW | SW OF JCT. FAP 28-NM 8 (W) | 88.07 | | 2,066 | 2 | | 910 |
| 0261 | 124-19E | EAST OF JCT. FAP 28-NM 8 (W) | 88.08 | | 3,221 | 2 | | 910 |
| | | | | 2.0 | | | 3,269 | 6,538 |
| 0270 | 124-17W | WEST OF JCT. FAS 1221 (N), MM 483 | 90.03 | | 3,316 | 2 | | 910 |
| 0271 | 124-17E | EAST OF JCT. FAS 1221 (N), MM 483 | 90.04 | | 3,353 | 2 | | 910 |
| | | | | 3.0 | | | 3,354 | 10,062 |
| 0280 | 124-16W | WEST OF JCT. LOCAL RD. (S) | 92.86 | | 3,355 | 2 | | 910 |
| 0281 | 124-16E | EAST OF JCT. LOCAL RD. (S) | 92.87 | | 3,057 | 2 | | 910 |
| | | | | 2.0 | | | 3,838 | 7,676 |
| 0290 | 124-15W | WEST OF JCT. NM 8 (S) | 94.70 | | 3,958 | 2 | | 910 |
| 0291 | 124-15E | EAST OF JCT. NM 8 (S) | 94.71 | | 4,508 | 2 | | 910 |
| | | | | 3.2 | | | 4,730 | 15,136 |
| 0294 | 124-41W | WEST OF JCT. ROAD TO AIRPORT (S) | 98.20 | | 4,891 | 2 | | 910 |
| 0295 | 124-41E | EAST OF JCT. ROAD TO AIRPORT (S) | 98.21 | | 5,112 | 2 | | 910 |
| | | | | 1.6 | | | 5,326 | 8,522 |
| 0301 | 040 S | 1.6 MI EAST OF JCT ROAD TO AIRPORT (S) | 99.83 | | 5,539 | 2 | | 910 |
| | | | | .2 | | | 5,934 | 1,173 |
| 0310 | FOB-282E | HOBBS W.O.L. | 100.05 | | 6,189 | 2 | | 910 |
| 0311 | | IN HOBBS | 999.99 | 4.6 C | | 2 | | 000 |
| 0312 | FOB-283SW | HOBBS NE.O.L. | 104.62 | | 5,193 | 2 | | 910 |
| | | | | 1.1 | | | 4,507 | 4,958 |
| 0320 | 124-34SW | SW OF JCT FAP 26 SPUR | 105.70 | | 3,821 | 2 | | 910 |
| 0321 | 124-34E | EAST OF JCT FAP 26 SPUR | 105.71 | | 4,011 | 2 | | 910 |
| | | | | 2.0 | | | 4,006 | 8,012 |
| 0330 | TEX COMP | NEW MEXICO/TEXAS STATE LINE | 107.67 | | 4,000 | 2 | | 30[illegible] |

SHRP #351/12

# SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

YEAR 1984-85

| HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PI N.M. | SINGLE-UNIT TRUCKS PU & PI O/S | SINGLE-UNIT TRUCKS 1RT-2S | SINGLE-UNIT TRUCKS 2D | SINGLE-UNIT TRUCKS 3A | SINGLE-UNIT TRUCKS 4A | COMBINATIONS 2S1 | COMBINATIONS 2S2 | COMBINATIONS 2S3 | COMBINATIONS 3S1 | COMBINATIONS 3S2 | COMBINATIONS 3S3 | FULL TRAILER 2-2 | FULL TRAILER 3-2 | FULL TRAILER 3-3 | TWO-TRAILERS 2S1-2 | TWO-TRAILERS 2S2-2 | TWO-TRAILERS 3S1-2 | MISCELLANEOUS | TOTAL COUNTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00 | 7 | 2 | 1 | 2 | 1 | 1 | | 4 | | | | | | | | | | 8 | | | | | | | | | 26 |
| 01 | 2 | 1 | | | | | 1 | 1 | | | 1 | | | | | | | 7 | | | | | | | | | 13 |
| 02 | 2 | 1 | | | | | 1 | 1 | | | 1 | | | | | | | 7 | | | | | | | | | 13 |
| 03 | 4 | 1 | 1 | 1 | | | | 3 | 1 | | 1 | | | | | | | 6 | | | | | | | | | 18 |
| 04 | 4 | 1 | 1 | 1 | | | | 3 | 1 | | 1 | | | | | | | 6 | | | | | | | | | 18 |
| 05 | 5 | 1 | 4 | 1 | | | | 7 | 1 | 1 | 1 | | | | | | | 9 | | | | | | | | | 30 |
| 06 | 7 | 3 | 9 | 1 | | 2 | | 15 | 5 | 4 | 3 | 9 | | | 2 | | | 13 | 1 | | | | | | | | 74 |
| 07 | 14 | 2 | 8 | 2 | | 1 | | 12 | 3 | 3 | 9 | 1 | | 1 | | | | 16 | | | 1 | | | | | 2 | 75 |
| 08 | 22 | 4 | 13 | 4 | | | | 27 | 14 | 1 | 8 | 1 | | | 1 | | | 26 | 1 | | | | | | | 3 | 125 |
| 09 | 17 | 5 | 25 | 8 | | 1 | | 24 | 17 | 2 | 8 | 1 | | 1 | 1 | | | 22 | 1 | | | | 1 | | | 6 | 140 |
| 10 | 18 | 5 | 26 | 7 | | 1 | 1 | 23 | 16 | 1 | 7 | 4 | | | | | | 23 | | | | | | | | 6 | 138 |
| 11 | 16 | 4 | 26 | 5 | | | | 25 | 19 | 1 | 6 | 2 | | | 1 | | 1 | 27 | 1 | | | | 1 | | | 4 | 139 |
| 12 | 16 | 4 | 26 | 5 | | | | 25 | 19 | 1 | 6 | 2 | | | 1 | | 1 | 27 | 1 | | | | 1 | | | 4 | 139 |
| 13 | 28 | 8 | 22 | 5 | 1 | 1 | | 30 | 13 | 1 | 8 | 2 | | 1 | | | | 22 | | | | | 1 | | | 9 | 152 |
| 14 | 28 | 8 | 22 | 5 | 1 | 1 | | 30 | 13 | 1 | 8 | 2 | | 1 | | | | 22 | | | | | 1 | | | 9 | 152 |
| 15 | 29 | 7 | 21 | 6 | 1 | 2 | 1 | 29 | 11 | 3 | 7 | | | | 1 | | | 15 | | | 1 | | | | | 6 | 144 |
| 16 | 34 | 10 | 18 | 6 | 1 | 1 | | 24 | 9 | 3 | 7 | 1 | | | 1 | | | 17 | | | | | | | | 4 | 136 |
| 17 | 24 | 11 | 16 | 7 | 1 | | | 23 | 11 | 2 | 5 | | | 1 | | | | 17 | | | | | | | | 3 | 121 |
| 18 | 22 | 3 | 34 | 12 | 4 | | | 21 | 21 | | 4 | | | | | | | 26 | | | | | | | | 8 | 1[illegible] |
| 19 | 13 | 1 | 24 | 9 | | 1 | | 14 | 21 | | 2 | | | | | | | 14 | | | | | 2 | | | 3 | 10[illegible] |
| 20 | 2 | 1 | 20 | 9 | 1 | 1 | | 8 | 9 | | 4 | 1 | | | | | | 11 | | | | | | | | 3 | 7[illegible] |
| 21 | 1 | 1 | 24 | 12 | | 1 | | 6 | 10 | 1 | 2 | | | | | | | 13 | | | | | | | | 3 | 7[illegible] |
| 22 | 14 | 5 | 7 | 3 | | 1 | | 8 | 2 | | 1 | | | | | | | 7 | | | | | | | | | 4[illegible] |
| 23 | 6 | 2 | 6 | 2 | 2 | 1 | | 6 | 1 | | 1 | | | | 1 | | | 8 | | | | | | | | | 3[illegible] |
| (A) TOTAL COUNTED | 335 | 91 | 354 | 113 | 13 | 16 | 4 | 369 | 217 | 25 | 101 | 26 | | 5 | 9 | | 2 | 369 | 5 | | 2 | | 7 | | | 73 | 2156 |
| (B) HR. AVERAGE | 335 | 91 | 354 | 113 | 13 | 16 | 4 | 369 | 217 | 25 | 101 | 39 | | 8 | 18 | | 4 | 922 | 15 | | 5 | | 18 | | | 53 | 2721 |

(C) CORRECTION FACTOR (A÷B) ... 1761

(D) AVERAGE 24-HR. TRAFFIC (VOLUME COUNT) 1761

ADJUSTED AVERAGE 24-HR. TRAFFIC (C×D) 1835

STATION C-124 DIRECTION

PAGE 1 OF 2

$\frac{1761}{20\%} \times 86 = 74$

Loop Factor = 17534

YEAR 1984-85

## SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

| HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | SINGLE-UNIT TRUCKS 1RT-2S | SINGLE-UNIT TRUCKS 2D | SINGLE-UNIT TRUCKS 2A | SINGLE-UNIT TRUCKS 4+ | COMBINATIONS 2S1 | COMBINATIONS 2S2 | COMBINATIONS 2S3 | COMBINATIONS 3S1 | COMBINATIONS 3S2 | COMBINATIONS 3S3 | FULL TRAILER 2-2 | FULL TRAILER 3-2 | FULL TRAILER 3-3 | TWO-TRAILERS 2S1-2 | TWO-TRAILERS 2S2-2 | TWO-TRAILERS 3S1-2 | MISCELLANEOUS | TOTAL ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00 | 6 | 1 | 1 | 2 | 1 | 1 | | 3 | | | | | | | | | | 6 | | | | | | | | | 21 |
| 01 | 3 | 1 | | | | | 1 | 1 | | | 1 | | | | | | | 8 | | | | | | | | | 15 |
| 02 | 2 | 1 | | | | | 1 | 1 | | | 1 | | | | | | | 8 | | | | | | | | | 14 |
| 03 | 3 | | 1 | 1 | | | | 2 | 1 | | 1 | | | | | | | 4 | | | | | | | | | 13 |
| 04 | 5 | 2 | 1 | 1 | | | | 3 | 1 | | 1 | | | | | | | 7 | | | | | | | | | 21 |
| 05 | 7 | 2 | 6 | 1 | | | | 9 | 1 | 1 | 1 | | | | | | | 12 | | | | | | | | | 40 |
| 06 | 7 | 3 | 10 | 3 | | 1 | | 15 | 9 | 2 | 3 | 6 | | | 1 | | | 13 | 1 | | | | | | | | 74 |
| 07 | 17 | 3 | 10 | 2 | | 1 | | 15 | 5 | 4 | 10 | 1 | | 1 | | | | 20 | | | 1 | | | | 2 | | 92 |
| 08 | 19 | 4 | 11 | 3 | | | | 24 | 13 | 1 | 7 | 1 | | | 1 | | | 23 | | | | | | | 3 | | 110 |
| 09 | 14 | 4 | 21 | 6 | | 1 | | 20 | 15 | 2 | 6 | 1 | | | 1 | | | 18 | 1 | | | 1 | | | 5 | | 116 |
| 10 | 14 | 4 | 25 | 7 | | 1 | | 20 | 14 | 1 | 6 | 4 | | | | | | 20 | | | | | | | 5 | | 121 |
| 11 | 14 | 4 | 22 | 4 | | | | 21 | 16 | 1 | 5 | 2 | | | 1 | | 1 | 23 | 1 | | | 1 | | | 3 | | 119 |
| 12 | 14 | 4 | 22 | 4 | | | | 21 | 16 | 1 | 5 | 2 | | | 1 | | 1 | 23 | 1 | | | 1 | | | 3 | | 117 |
| 13 | 23 | 5 | 19 | 4 | 1 | 1 | | 25 | 11 | 1 | 6 | 2 | | 1 | | | | 18 | | | | 1 | | | 7 | | 135 |
| 14 | 24 | 6 | 20 | 4 | 1 | 1 | | 26 | 11 | 1 | 7 | 1 | | 1 | | | | 16 | | | | 1 | | | 11 | | 131 |
| 15 | 28 | 7 | 21 | 8 | 1 | 1 | 1 | 27 | 11 | 1 | 7 | | | | 1 | | | 14 | | | 1 | | | | 6 | | 132 |
| 16 | 26 | 8 | 22 | 6 | 1 | 1 | | 22 | 9 | 3 | 6 | 1 | | | 1 | | | 16 | | | | | | | 4 | | 126 |
| 17 | 23 | 9 | 15 | 8 | 1 | | | 22 | 11 | 2 | 5 | | | 1 | | | | 16 | | | | | | | 3 | | 116 |
| 18 | 13 | 2 | 21 | 9 | 2 | | | 10 | 12 | | 2 | | | | | | | 15 | | | | | | | 5 | | 91 |
| 19 | 8 | 1 | 16 | 6 | | 1 | | 9 | 14 | | 1 | | | | | | | 9 | | | | 1 | | | 2 | | 68 |
| 20 | 2 | 1 | 15 | 7 | 1 | 1 | | 6 | 7 | | 3 | 1 | | | | | | 8 | | | | | | | 2 | | 54 |
| 21 | 1 | 1 | 13 | 7 | | 1 | | 4 | 6 | 1 | 1 | | | | | | | 9 | | | | | | | 2 | | 45 |
| 22 | 10 | 4 | 7 | 2 | | 1 | | 6 | 2 | | 1 | | | | | | | 6 | | | | | | | | | 39 |
| 23 | 5 | 1 | 5 | 2 | 2 | 1 | | 5 | 1 | | 1 | | | | 1 | | | 6 | | | | | | | | | 30 |
| (A) TOTAL ADT | 288 | 78 | 304 | 97 | 11 | 14 | 3 | 317 | 184 | 22 | 87 | 22 | | 4 | 8 | 1 | 2 | 317 | 4 | | 2 | | 6 | | | 63 | 1335 |
| PERCENT | 15.7 | 4.3 | 14.1 | 5.3 | 0.6 | 0.8 | 0.2 | 17.3 | 10.1 | 1.2 | 4.7 | 1.2 | | 0.2 | 0.4 | | 0.1 | 17.3 | 0.2 | | 0.1 | | 0.3 | | | 3.4 | 100.0 |

* PERCENT HEAVY COMMERCIAL

PAGE 1 OF 2

STATION C-124 DIRECTION

| DAY OF WEEK | DATE | | HOUR BEGINNING | N.M. STANDARD & COMPACT | N.M. SMALL | O/S STANDARD & COMPACT | O/S SMALL | MOTORCYCLES | COMMERCIAL | SCHOOL & PRIVATE | PU & PL N.M. | PU & PL O/S | 1RT-2S | 2D | 3A | 4A | 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | 2-2 | 3-2 | 3-3 | 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wed | 02-27 | Clear | 04 | 2 | 2 | 1 | | | | | 4 | 1 | | 2 | | | | | | | 9 | | | | | | | | | 21 |
| Sat | 02-27 | Cloudy | 04 | 5 | | 1 | 1 | | | | 3 | 1 | | | | | | | | | 4 | | | | | | | | | 14 |
| | | AVE | 04 | 4 | 1 | 1 | 1 | | | | 3 | 1 | | 1 | | | | | | | 6 | | | | | | | | | 18 |
| | 02-27 | | 05 | 5 | | 11 | | | | | 11 | 2 | 1 | 2 | | | 1 | 1 | | | 14 | 1 | | | | | | | | 42 |
| | 02-29 | | 05 | 4 | 1 | 4 | 1 | | | | 3 | | | | | | | | | | 5 | | | | | | | | | 18 |
| | | AVE | 05 | 5 | 1 | 4 | 1 | | | | 7 | 1 | 1 | 1 | | | — | — | | | 9 | — | | | | | | | | 30 |
| | 02-27 | | 06 | 8 | 5 | 10 | 1 | | 2 | | 20 | 7 | 4 | 5 | 12 | | | 2 | | | 23 | 2 | | | | | | | 2 | 103 |
| | 02-29 | | 06 | 6 | 1 | 8 | | | 1 | | 10 | 2 | 3 | 1 | 6 | | | 1 | | | 4 | | | | | | | | 1 | 44 |
| | | AVE | 06 | 7 | 3 | 9 | 1 | | 2 | | 15 | 5 | 4 | 3 | 9 | | | 2 | | | 13 | 1 | | | | | | | - | 74 |
| | 02-27 | | 07 | 19 | 5 | 7 | 3 | | 2 | | 19 | 5 | 4 | 13 | 1 | | 1 | | | | 24 | | | 1 | | | | | 5 | 109 |
| | 02-29 | | 07 | 9 | 3 | 8 | 1 | | | | 5 | 1 | 2 | 4 | | | | | | | 8 | | | | | | | | | 41 |
| | | AVE | 07 | 14 | 2 | 8 | 2 | | 1 | | 12 | 3 | 3 | 9 | 1 | | 1 | | | | 16 | | | 1 | | | | | 2 | 75 |

STATION G124 DIRECTION BOTH POLES 4A - 0A

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

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

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

143N

| COUNTER 1/25 | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | SINGLE-UNIT TRUCKS 1RT-2S | SINGLE-UNIT TRUCKS 2D | SINGLE-UNIT TRUCKS 3A | SINGLE-UNIT TRUCKS 4A | COMBINATIONS 2S1 | COMBINATIONS 2S2 | COMBINATIONS 2S3 | COMBINATIONS 3S1 | COMBINATIONS 3S2 | COMBINATIONS 3S3 | FULL TRAILER 2-2 | FULL TRAILER 2-3 | FULL TRAILER 3-3 | TWO-TRAILER 2S1-2 | TWO-TRAILER 2S2-2 | TWO-TRAILER 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mon | 02-10 | Sunny | 08 | 12 | 2 | 16 | 3 | | | | 15 | 21 | | 1 | 1 | | | | | | 28 | | | | | | | | 1 | 104 |
| | Tues | 02-26 | Cloudy | 08 | 28 | 5 | 11 | 1 | | | | 32 | 12 | 2 | 11 | 2 | | | 1 | | | 22 | | | | | | | | 5 | 132 |
| | Mon | 08-25 | Hot | 08 | 31 | 3 | 16 | 5 | | | | 40 | 21 | | 16 | 2 | | | | | | 30 | | | | | | | | 5 | 169 |
| | Sat | 09-28 | St. Pain | 08 | 12 | 4 | 8 | 1 | | | | 23 | 3 | 2 | 4 | | | 1 | 2 | | | 24 | | | | | | | | 1 | 93 |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 08 | 22 | 4 | 13 | 4 | | | | 27 | 14 | 1 | 8 | 1 | | — | 1 | | | 24 | 1 | | | | | | | 3 | 125 |
| | | 01-10 | | 09 | 12 | 4 | 22 | 12 | | 1 | | 16 | 31 | | 11 | 1 | | 1 | 2 | | | 20 | 1 | | | | 1 | | | 8 | 156 |
| | | 02-26 | | 09 | 19 | 7 | 16 | 13 | | 1 | | 24 | 5 | 3 | 9 | 2 | | 1 | 2 | | | 23 | 2 | | 2 | | | | | 6 | 135 |
| | | 08-25 | | 09 | 17 | 2 | 40 | 2 | | 1 | | 32 | 23 | 1 | 9 | 2 | | 2 | | | | 21 | | | | | 2 | | | 8 | 162 |
| | | 09-25 | | 09 | 20 | 6 | 21 | 5 | | 1 | 1 | 21 | 8 | 3 | 4 | | | 1 | 1 | | | 15 | | | | | | | | 2 | 108 |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 09 | 17 | 5 | 25 | 8 | | 1 | — | 24 | 17 | 2 | 8 | 1 | | 1 | 1 | | | 22 | 1 | | — | | 1 | | | 6 | 140 |
| | | 01-10 | | 10 | 21 | 4 | 24 | 11 | | | | 17 | 27 | | 11 | | | 1 | 1 | | | 32 | 1 | | | | | | | 7 | 138 |
| | | 02-26 | | 10 | 21 | 6 | 15 | 2 | | 1 | | 37 | 7 | 1 | 15 | 2 | | | 1 | | | 23 | | | | | 1 | | | 6 | 139 |
| | | 08-25 | | 10 | 19 | 3 | 29 | 6 | | | | 17 | 22 | | 6 | 1 | | | | | | 29 | | | | | | | | 5 | 145 |
| | | 09-25 | | 10 | 28 | 6 | 24 | 7 | 1 | 1 | 2 | 20 | 10 | 2 | 8 | 3 | | | | | | 14 | | | | | | | | 7 | 133 |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 10 | 18 | 5 | 26 | 7 | — | 1 | 1 | 23 | 16 | 1 | 7 | 4 | | — | — | | | 23 | — | | | | — | | | | 138 |
| | | 01-10 | | 11 | 7 | | 33 | 6 | | | | 18 | 27 | | 6 | | | | | | 1 | 32 | 1 | | | | 2 | | | | 148 |
| | | 02-26 | | 11 | 24 | 7 | 14 | 1 | | | | 30 | 9 | 1 | 4 | 1 | | | 3 | | 1 | 28 | 2 | | | | | | | 5 | 130 |
| | | 08-25 | | 11 | 9 | 2 | 34 | 9 | | | | 15 | 24 | | 8 | 1 | | | | | 1 | 33 | | | | | 1 | | | 4 | 141 |
| | | 09-25 | | 11 | 25 | 8 | 22 | 4 | 1 | | | 25 | 15 | 1 | 9 | 3 | | 1 | 1 | | | 13 | | | | | | | | 1 | 125 |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 11 | 16 | 4 | 26 | 5 | — | | | 25 | 17 | 1 | 6 | 2 | | — | 1 | | 1 | 27 | 1 | | | | 1 | | | 4 | 139 |

STATION C124 DIRECTION BOTH ROUTE OA - 12P

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

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

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

143N

| DECEMBER 1985 | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.H. STANDARD & COMPACT | PASSENGER N.H. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.H. | SINGLE-UNIT TRUCKS PU & PL O/S | SINGLE-UNIT TRUCKS 1RT-2S | SINGLE-UNIT TRUCKS 2D | SINGLE-UNIT TRUCKS 3A | SINGLE-UNIT TRUCKS 4A | COMBINATIONS 2S1 | COMBINATIONS 2S2 | COMBINATIONS 2S3 | COMBINATIONS 3S1 | COMBINATIONS 3S2 | COMBINATIONS 3S3 | FULL TRAILER 2-2 | FULL TRAILER 3-2 | FULL TRAILER 3-3 | TWO-TRAILER 2S1-2 | TWO-TRAILER 2S2-2 | TWO-TRAILER 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM | Wed | 10-31 | Clear | 14 | 24 | 7 | 14 | 2 | | 1 | | 30 | 6 | 3 | 10 | 3 | | | | | | 26 | | | | | | | | 9 | 135 |
| AM | Fri | 04-26 | Hot | 14 | 25 | 7 | 27 | 4 | 2 | 1 | | 31 | 14 | | 9 | 2 | | 2 | | | | 36 | 1 | | | | 3 | | | 10 | 174 |
| AM | Sun | 05-26 | Clear | 14 | 36 | 9 | 25 | 8 | 2 | 1 | | 28 | 20 | | 4 | | | | | | | 6 | | | | | | | | 8 | 147 |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 14 | 29 | 8 | 22 | 5 | 1 | 1 | | 30 | 13 | 1 | 8 | 2 | | 1 | | | | 33 | — | | | | 1 | | | 1 | 144 |
| | | 10-31 | | 15 | 32 | 5 | 11 | 5 | 1 | 3 | | 38 | 7 | 5 | 13 | | | 1 | 2 | | | 13 | 1 | | 2 | | | | | 4 | 148 |
| | | 04-26 | | 15 | 26 | 9 | 21 | 4 | 1 | 2 | 2 | 29 | 11 | | 6 | | | | | | 1 | 26 | | | | | | | | 5 | 142 |
| | | 05-26 | | 15 | 27 | 6 | 30 | 10 | | 2 | | 22 | 15 | 4 | 3 | | | | | | | 6 | | | | | | | | 5 | 130 |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 15 | 29 | 7 | 21 | 6 | 1 | 2 | 1 | 29 | 11 | 2 | 7 | | | — | 1 | | — | 15 | — | | 1 | | | | | 4 | 140 |
| | | 10-31 | | 16 | 30 | 7 | 9 | 4 | | 1 | | 19 | 6 | 3 | 15 | | | | 1 | | | 18 | 1 | | | | | | | 4 | 119 |
| | | 04-26 | | 16 | 31 | 14 | 20 | 6 | | 1 | | 20 | 17 | | 6 | 2 | | | | | 1 | 24 | | | | | | | | 4 | 156 |
| | | 05-26 | | 16 | 40 | 10 | 26 | 7 | 3 | | | 24 | 4 | 2 | 1 | 1 | | | 2 | | | 8 | | | | | | | | 5 | 133 |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 16 | 31 | 10 | 15 | 6 | 1 | 1 | | 24 | 9 | 2 | 7 | 1 | | | 1 | | — | 17 | — | | | | | | | 4 | 123 |
| | | 10-31 | | 17 | 17 | 4 | 9 | 3 | | | | 18 | 5 | 6 | 5 | | | | | | | 18 | | | 1 | | | | | | 81 |
| | | 04-26 | | 17 | 20 | 21 | 14 | 14 | 1 | | | 31 | 20 | — | 7 | | | 2 | 1 | | | 27 | | | | | 1 | | | 8 | 167 |
| | | 05-26 | | 17 | 35 | 7 | 25 | 5 | 1 | | | 19 | 9 | | 9 | | | | | | | 10 | | | | | | | | 1 | 115 |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 17 | 24 | 11 | 16 | 7 | 1 | | | 23 | 11 | 2 | 5 | | | 1 | — | | | 17 | | | — | | — | | | 3 | 121 |

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

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

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

STATION C124 DIRECTION BOTH HOURS 2P – 6P

143N

| DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | 1RT-2S | 2D | 3A | 4AT | COMBINATIONS 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | FULL TRAILER 2-2 | 3-2 | 3-3 | TRI-TRAILER 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sun | 01-11 | Sun | 18 | 19 | 2 | 43 | 16 | 5 | | | 26 | 26 | | 4 | | | | | | | 40 | | | | | | | | 10 | 192 |
| Sat | 08-03 | Hot | 18 | 25 | 4 | 24 | 8 | 2 | | | 16 | 16 | | 2 | 1 | | | | | 1 | 13 | | | | | | | | 6 | 118 |
| | | AVE | 18 | 22 | 3 | 34 | 12 | 4 | | | 21 | 21 | | 4 | — | | | | | — | 26 | | | | | | | | 8 | 155 |
| | 11-11 | | 19 | 9 | | 32 | 12 | | | | 15 | 21 | | 2 | 1 | | | | | | 22 | | | | | 4 | | | 1 | 121 |
| | 08-03 | | 19 | 16 | 2 | 17 | 6 | | 1 | | 13 | 20 | | 2 | | | | | | | 6 | | | | | | | | 4 | 87 |
| | | AVE | 19 | 13 | 1 | 24 | 9 | | 1 | | 14 | 21 | | 2 | — | | | | | | 14 | | | | | 2 | | | 3 | 104 |
| | 11-11 | | 20 | | 1 | 17 | 12 | | 1 | | 4 | 9 | | 4 | 1 | | | | | | 17 | 1 | | | | | | | 4 | 71 |
| | 08-03 | | 20 | 4 | 1 | 23 | 6 | 1 | | | 11 | 10 | | 5 | | | | | | | 5 | | | | | | | | 3 | 69 |
| | | AVE | 20 | 2 | 1 | 20 | 9 | 1 | 1 | | 8 | 9 | | 4 | 1 | | | | | | 11 | — | | | | | | | 3 | 70 |
| | 11-11 | | 21 | 1 | 1 | 24 | 13 | | 1 | | 5 | 12 | 1 | 3 | | | | | | | 17 | | | | | | | | 3 | 80 |
| | 08-03 | | 21 | | 1 | 24 | 14 | | | | 6 | 4 | | 2 | | | | | | | 9 | | | | | | | | 3 | 67 |
| | | AVE | 21 | 1 | 1 | 24 | 12 | | 1 | | 6 | 10 | 1 | 2 | | | | | | | 12 | | | | | | | | 3 | 74 |

STATION C124 DIRECTION BOTH POSTS GP - TOP

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

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

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

143N

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | 1RT-2S | 2D | 3A | 4A | COMBINATIONS 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | FULL TRAILER 2-2 | 3-2 | 3-3 | TWO-TRAILER 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | 11-01 | Clear | 22 | 11 | 4 | 3 | | | 1 | | 5 | | | 1 | | | | | | | 5 | | | | | | | | | 30 |
| [illegible] | [illegible] | 05-27 | Clear | 22 | 16 | 6 | 10 | 5 | | 1 | | 10 | 5 | | 2 | | | | | | | 10 | | | | | | | | 1 | 66 |
| | | | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 22 | 14 | 5 | 7 | 3 | | 1 | | 8 | 2 | | 1 | | | | | | | 7 | | | | | | | | — | 48 |
| | | 11-01 | | 23 | 5 | | 4 | 1 | 2 | 1 | | 2 | 1 | | 1 | | | | 3 | | | 8 | | | | | | | | | 28 |
| | | 05-27 | | 23 | 7 | 4 | 7 | 2 | 1 | 1 | | 9 | 2 | | | | | | | | | 8 | | | | 1 | | | | 1 | 43 |
| | | | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 23 | 6 | 2 | 5 | 2 | | 1 | | 6 | 1 | | 1 | | | | 1 | | | 8 | | | | — | | | | | 34 |
| | | 11-01 | | 00 | 12 | | 1 | | | | | 2 | 1 | | 1 | 1 | | | 1 | | | 11 | | | | 1 | | | | | 31 |
| | | 05-27 | | 00 | 1 | 3 | | 3 | 2 | 1 | | 5 | | | | | | | | | | 6 | | | | | | | | | 21 |
| | | | | 00 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 00 | 7 | 2 | 1 | 2 | 1 | 1 | | 4 | — | | — | — | | | — | | | 8 | | | | — | | | | | 23 |
| | | 11-01 | | 01 | 2 | | | | | | 1 | 1 | 1 | | 1 | | | | | | | 9 | | | | | | | | 1 | 16 |
| | | 05-27 | | 01 | 1 | 1 | 1 | | | | | 1 | | | | | | | | | | 5 | | | | | | | | | 9 |
| | | | | 01 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 01 | 2 | 1 | — | | | | 1 | 1 | — | | 1 | | | | | | | 7 | | | | | | | | — | 13 |

STATION C124 DIRECTION BOTH 10P – 2A

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

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

thru holes in stub that correspond to holes in forms to be bound.

143N

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

YEAR 1984

| CARD NO. | COUNT NO. | LOCATION | MPT | MILES | ADT | FUNC | ADT FOR SECTION | V/M | S |
|---|---|---|---|---|---|---|---|---|---|
| 0231 | 123-7 | EDDY/LEA CO. LINE | 60.41 | | 2,395 | 2 | | | 91C |
| | | | | 5.5 | | | 2,396 | 13,178 | |
| 0240 | 123-8W | WEST OF JCT. FAS 1217 (SE), NM 176 | 65.91 | | 2,397 | 2 | | | 91C |
| 0241 | C124 | EAST OF JCT. FAS 1217 (SE), NM 176 | 65.92 | | 2,103 | 2 | | | 91C |
| | | | | 8.7 | | | 2,095 | 18,227 | |
| 0250 | 123-16SW | SW. OF JCT. RD. TO LEA (S) | 74.64 | | 2,086 | 2 | | | 91C |
| 0251 | 123-16NE | NE. OF JCT. RD. TO LEA (S) | 74.65 | | 2,095 | 2 | | | 91C |
| | | | | 13.4 | | | 2,135 | 28,609 | |
| 0260 | 124-18SW | SW OF JCT. FAP 28-NM 8 (W) | 88.07 | | 2,175 | 2 | | | 91C |
| 0261 | 124-18E | EAST OF JCT. FAP 28-NM 8 (W) | 88.08 | | 3,391 | 2 | | | 91C |
| | | | | 2.0 | | | 3,441 | 6,882 | |
| 0270 | 124-17W | WEST OF JCT. FAS 1221 (N), NM 483 | 90.03 | | 3,491 | 2 | | | 91C |
| 0271 | 124-17E | EAST OF JCT. FAS 1221 (N), NM 483 | 90.04 | | 3,529 | 2 | | | 91C |
| | | | | 3.0 | | | 3,531 | 10,593 | |
| 0280 | 124-16W | WEST OF JCT. LOCAL RD. (S) | 92.86 | | 3,532 | 2 | | | 91C |
| 0281 | 124-16E | EAST OF JCT. LOCAL RD. (S) | 92.87 | | 3,849 | 2 | | | 91C |
| | | | | 2.0 | | | 4,008 | 8,016 | |
| 0290 | 124-15W | WEST OF JCT. NM 8 (S) | 94.70 | | 4,166 | 2 | | | 91C |
| 0291 | 124-15E | EAST OF JCT. NM 8 (S) | 94.71 | | 4,808 | 2 | | | 91C |
| | | | | 3.2 | | | 4,978 | 15,930 | |
| 0294 | 124-41W | WEST OF JCT. ROAD TO AIRPORT (S) | 98.20 | | 5,148 | 2 | | | 91C |
| 0295 | 124-41E | EAST OF JCT. ROAD TO AIRPORT (S) | 98.21 | | 5,381 | 2 | | | 91C |
| | | | | 1.6 | | | 5,606 | 8,970 | |
| 0301 | 0+D 5 | 1.6 MI EAST OF JCT ROAD TO AIRPORT (S) | 99.83 | | 5,831 | 2 | | | 91C |
| | | | | .2 | | | 6,173 | 1,235 | |
| 0310 | HOB-282E | HOBBS W.U.L. | 100.05 | | 6,515 | 2 | | | 91C |
| 0311 | | IN HOBBS | 999.99 | 4.6 C | | 2 | | | 00C |
| 0312 | HOB-283SW | HOBBS NE.U.L. | 104.62 | | 5,466 | 2 | | | 91C |
| | | | | 1.1 | | | 4,744 | 5,218 | |
| 0320 | 124-34SW | SW OF JCT FAP 26 SPUR | 105.70 | | 4,022 | 2 | | | 91C |
| 0321 | 124-34E | EAST OF JCT FAP 26 SPUR | 105.71 | | 4,722 | 2 | | | 91C |
| | | | | 2.0 | | | 4,461 | 8,922 | |
| 0330 | TEX COMP | NEW MEXICO/TEXAS STATE LINE | 107.67 | | 4,200 | 2 | | | 303 |

SHRP # 351112

YEAR 1984

123 DE

A-124

# SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

| HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL STANDARD & COMPACT | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | SINGLE-UNIT TRUCKS 1RT-2S | SINGLE-UNIT TRUCKS 2D | SINGLE-UNIT TRUCKS 3A | SINGLE-UNIT TRUCKS 4A | COMBINATIONS 2S1 | COMBINATIONS 2S2 | COMBINATIONS 2S3 | COMBINATIONS 3S1 | COMBINATIONS 3S2 | COMBINATIONS 3S3 | FULL TRAILER 2-2 | FULL TRAILER 3-2 | FULL TRAILER 3-3 | TRI-TRAILERS 2S1-2 | TRI-TRAILERS 2S2-2 | TRI-TRAILERS 3S1-2 | MISCELLANEOUS | TOTAL COUNTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00 | 2 | | 2 | 2 | | 1 | | 3 | 1 | | 1 | | | | 1 | | | 8 | | | | | | | | | 21 |
| 01 | 2 | 1 | 1 | | | | | 1 | 1 | | 1 | | | | 1 | | | 7 | | | | | | | | | 15 |
| 02 | 2 | 1 | 1 | | | | | 1 | 1 | | 1 | | | | 1 | | | 7 | | | | | | | | | 15 |
| 03 | | | 2 | | | | | 1 | 1 | | 1 | | | | | | | 5 | | | | 1 | | | | | 11 |
| 04 | | | 2 | | | | | 1 | 1 | | 1 | | | | | | | 5 | | | | 1 | | | | | 11 |
| 05 | | 1 | 8 | 4 | | | | 8 | 9 | | 2 | 4 | | | | | | 13 | | | | 1 | | | 1 | | 51 |
| 06 | 12 | 4 | 8 | 4 | | 2 | 1 | 25 | 8 | | 4 | 3 | | 1 | | | | 20 | 2 | | | 2 | | | 4 | | 100 |
| 07 | 9 | 2 | 9 | 3 | 2 | 2 | 1 | 25 | 7 | | 12 | 1 | | | 1 | | 1 | 22 | | | | | | | 4 | | 101 |
| 08 | 22 | 2 | 23 | 2 | | | | 27 | 10 | 1 | 14 | 3 | | | 1 | | | 21 | | | | | | | 4 | | 131 |
| 09 | 19 | 4 | 21 | 4 | 1 | 1 | | 18 | 11 | 2 | 9 | 1 | | 1 | 1 | | 1 | 19 | | | | 1 | | | 4 | | 118 |
| 10 | 21 | 5 | 33 | 9 | 1 | | | 25 | 12 | 1 | 11 | 2 | | 1 | 1 | | | 27 | | | | | | | 4 | | 153 |
| 11 | 21 | 4 | 27 | 7 | 1 | | | 21 | 12 | 1 | 8 | 2 | | | 2 | | | 30 | 1 | | | 1 | | | 4 | | 142 |
| 12 | 21 | 4 | 27 | 7 | 1 | | | 21 | 12 | 1 | 8 | 2 | | | 2 | | | 30 | 1 | | | 1 | | | 4 | | 142 |
| 13 | 23 | 3 | 30 | 9 | 1 | | | 18 | 11 | | 6 | 1 | | | | | | 20 | | | | | | | 8 | | 130 |
| 14 | 23 | 3 | 30 | 9 | 1 | | | 18 | 11 | | 6 | 1 | | | | | | 20 | | | | | | | 8 | | 130 |
| 15 | 29 | 5 | 24 | 9 | 1 | 2 | | 36 | 10 | | 7 | 1 | | | | | 1 | 24 | | | | | | | 5 | | 154 |
| 16 | 24 | 11 | 19 | 8 | 1 | | | 26 | 9 | | 9 | 2 | | 1 | | | 1 | 17 | | | | 1 | | | 8 | | 136 |
| 17 | 15 | 8 | 13 | 8 | 1 | | | 18 | 7 | | 5 | | | 1 | | | | 16 | | | | | | | 3 | | 95 |
| 18 | 12 | 2 | 16 | 9 | | | | 15 | 13 | | 7 | | | | | | | 20 | 1 | | | | | | 4 | | 99 |
| 19 | 6 | 2 | 12 | 6 | | | | 8 | 8 | | 3 | | | | | | | 13 | 1 | | | 1 | | | 4 | | 65 |
| 20 | 2 | 1 | 12 | 2 | | | | 5 | 4 | | 2 | | | | | | | 10 | | | | | | | 1 | | 39 |
| 21 | 2 | | 13 | 3 | | | | 2 | 5 | | | | | | | | | 15 | | | | | | | | | 40 |
| 22 | 12 | 4 | 10 | 3 | | | | 7 | 2 | | 2 | | | | | | | 9 | | | | | | | | | 49 |
| 23 | 8 | 3 | 6 | 2 | | | | 3 | | | 1 | 2 | | | 2 | | | 5 | | | | | | | | | 32 |
| (A) TOTAL COUNTS | 288 | 70 | 350 | 110 | 11 | 8 | 2 | 333 | 166 | 6 | 120 | 35 | 1 | 5 | 13 | | 4 | 383 | 6 | | | 10 | | | 70 | | 1980 |
| (B) 24-HR AVERAGE | 288 | 70 | 350 | 110 | 11 | 8 | 2 | 333 | 166 | 6 | 120 | 38 | | 7 | 16 | | 8 | 458 | 18 | | | 25 | | | 52 | | 2596 |

(C) CORRECTION FACTOR (A÷B) ..... + −

(D) AVERAGE 24-HR TRAFFIC (Volume Counts) 2017

ADJUSTED AVERAGE 24-HR. TRAFFIC (AXD) 2103

PAGE 1 OF 2

STATION C 124 DIRECTION

$\frac{2017}{1899} \times .81 = .86$

Loop Factor = .7315

YEAR 1984

## SUMMARY OF VEHICLE CLASSIFICATION FROM DAY AND NIGHT COUNTS

| HOUR BEGINNING | PASSENGER N.H. STANDARD & COMPACT | PASSENGER N.H. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.H. | SINGLE-UNIT TRUCKS PU & PL O/S | SINGLE-UNIT TRUCKS 1RT-2S | SINGLE-UNIT TRUCKS 2D | SINGLE-UNIT TRUCKS 2A | SINGLE-UNIT TRUCKS 3A | COMBINATIONS 2S1 | COMBINATIONS 2S2 | COMBINATIONS 2S3 | COMBINATIONS 3S1 | COMBINATIONS 3S2 | COMBINATIONS 3S3 | FULL TRAILER 2-2 | FULL TRAILER 3-2 | FULL TRAILER 3-3 | TWO-TRAILERS 2S1-2 | TWO-TRAILERS 2S2-2 | TWO-TRAILERS 3S1-2 | MISCELLANEOUS | TOTAL ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 6 | 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 | 5 | 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 | 4 | 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 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 9 |
| 04 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 2 | 1 | | 1 | 1 | | 1 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 18 |
| 05 | 1 | 1 | 7 | 3 | 1 | 1 | 1 | 7 | 8 | 1 | 2 | 4 | | 1 | 1 | | 1 | 12 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 46 |
| 06 | 14 | 5 | 10 | 5 | 1 | 2 | 1 | 30 | 10 | 1 | 5 | 4 | | 1 | 1 | | 1 | 24 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 120 |
| 07 | 11 | 3 | 11 | 4 | 3 | 2 | 1 | 31 | 9 | 1 | 14 | 2 | | 1 | 1 | | 1 | 27 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 125 |
| 08 | 22 | 2 | 22 | 2 | 1 | 1 | 1 | 26 | 10 | 1 | 10 | 3 | | 1 | 2 | | 1 | 30 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 4 | 126 |
| 09 | 20 | 4 | 22 | 5 | 1 | 2 | 1 | 19 | 12 | 2 | 8 | 1 | | 1 | 2 | | 1 | 20 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 125 |
| 10 | 17 | 4 | 26 | 7 | 1 | 1 | 1 | 20 | 9 | 1 | 9 | 2 | | 1 | 1 | | 1 | 21 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 122 |
| 11 | 18 | 3 | 23 | 6 | 1 | 1 | 1 | 18 | 8 | 1 | 9 | 2 | | 1 | 2 | | 1 | 25 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 121 |
| 12 | 18 | 3 | 24 | 6 | 1 | 1 | 1 | 18 | 10 | 1 | 7 | 2 | | 1 | 2 | | 1 | 26 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 124 |
| 13 | 24 | 3 | 31 | 9 | 1 | 1 | 1 | 19 | 11 | 1 | 6 | 1 | | 1 | 1 | | 1 | 21 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 | 134 |
| 14 | 25 | 3 | 33 | 10 | 1 | 1 | 1 | 20 | 12 | 1 | 7 | 1 | | 1 | 1 | | 1 | 22 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | 143 |
| 15 | 24 | 5 | 29 | 10 | 1 | 1 | 1 | 23 | 11 | 1 | 8 | 1 | | 1 | 1 | | 1 | 26 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 166 |
| 16 | 29 | 13 | 23 | 10 | 1 | 1 | 1 | 22 | 11 | 1 | 10 | 2 | | 1 | 1 | | 1 | 24 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | 165 |
| 17 | 27 | 13 | 21 | 10 | 1 | 1 | 1 | 29 | 11 | 1 | 8 | 1 | | 1 | 1 | | 1 | 24 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 152 |
| 18 | 16 | 2 | 18 | 10 | 1 | 1 | 1 | 17 | 13 | 1 | 5 | 1 | | 1 | 1 | | 1 | 23 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 112 |
| 19 | 7 | 2 | 16 | 7 | 1 | 1 | 1 | 10 | 10 | 1 | 4 | 1 | | 1 | 1 | | 1 | 16 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 79 |
| 20 | 3 | 1 | 19 | 3 | 1 | 1 | 1 | 5 | 6 | 1 | 3 | 1 | | 1 | 1 | | 1 | 16 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 61 |
| 21 | 2 | 1 | 17 | 4 | 1 | 1 | 1 | 3 | 7 | 1 | 1 | 1 | | 1 | 1 | | 1 | 20 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 53 |
| 22 | 9 | 3 | 8 | 2 | 1 | 1 | 1 | 5 | 2 | 1 | 2 | 1 | | 1 | 1 | | 1 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 38 |
| 23 | 7 | 3 | 5 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | | 1 | 1 | | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 28 |
| (A) TOTAL ADT | 306 | 74 | 372 | 117 | 12 | 9 | 2 | 354 | 176 | 6 | 127 | 27 | | 5 | 14 | | 4 | 407 | 6 | 1 | 1 | 1 | 11 | 1 | 1 | 74 | 2103 |
| PERCENT | 14.6 | 3.5 | 17.7 | 5.6 | .6 | .4 | .1 | 16.8 | 8.4 | .3 | 6.0 | 1.3 | | .2 | .7 | | .2 | 19.3 | .3 | 1 | 1 | 1 | .5 | 1 | 1 | 3.5 | 100.0 |

N.H. = NEAR HEAVY COMMERCIAL

STATION 1 M.D. DIRECTION 1

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | 1RT-2S | 2D | 3A | 4A | COMBINATIONS 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | FULL TRAILER 2-2 | 3-2 | 3-3 | TWO-TRAILER 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36 | Mon | 02-19 | Clear | 04 | | | 1 | | | | | 3 | 2 | | | | | | | | | | | | | | | | | | |
| 36 | Tue | 02-20 | Clear | 04 | | | 3 | | | | | | | | 1 | | | | | | | 8 | | | | | | | | | 14 |
| | | | | | | | | | | | | | | | | | | | | | | 2 | | | | | 1 | | | | 7 |
| | | | AVE | 04 | | | 2 | | | | | 1 | 1 | | 1 | | | | | | | 5 | | | | | 1 | | | | 11 |
| | | 02-19 | | 05 | | 1 | 6 | 1 | | | | 11 | 15 | | 2 | 6 | | | | | | 14 | | | | | 2 | | | 2 | 61 |
| | | 02-20 | | 05 | 1 | 1 | 10 | 6 | 1 | | | 5 | 2 | | | 3 | | 1 | | | | 11 | | | | | | | | | 41 |
| | | | AVE | 05 | – | 1 | 9 | 4 | – | | | 8 | 9 | | 2 | 4 | | – | | | | 13 | | | | | 1 | | | 1 | 51 |
| | | 02-19 | | 06 | 12 | 4 | 11 | 5 | | 2 | 1 | 29 | 11 | | 4 | 3 | | 1 | | | 1 | 24 | 3 | | | | 5 | | | 5 | 121 |
| | | 02-20 | | 06 | 11 | 3 | 5 | 3 | 1 | 2 | 1 | 21 | 5 | | 4 | 2 | | 1 | | | | 15 | | | | | 1 | | | 3 | 78 |
| | | | AVE | 06 | 13 | 4 | 8 | 4 | – | 2 | 1 | 25 | 8 | | 11 | 3 | | 1 | | | – | 25 | 3 | | | | 2 | | | 4 | 114 |
| | | 02-19 | | 07 | 11 | 1 | 9 | 2 | | 1 | 1 | 30 | 3 | | 12 | 2 | | | 1 | | | 21 | | | | | 1 | | | 4 | 99 |
| | | 02-20 | | 07 | 7 | 2 | 8 | 4 | 3 | 3 | 1 | 20 | 10 | – | 11 | 1 | | 1 | 1 | | 3 | 22 | | | | | | | | 5 | 102 |
| | | | AVE | 07 | 9 | 2 | 9 | 3 | 2 | 2 | 1 | 25 | 7 | | 12 | 1 | | – | 1 | | 1 | 22 | | | | | – | | | 4 | 101 |

STATION C124 DIRECTION BOTH HOURS 4A - 8A

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | SINGLE-UNIT TRUCKS 1RT-2S | SINGLE-UNIT TRUCKS 2D | SINGLE-UNIT TRUCKS 3A | SINGLE-UNIT TRUCKS 4A | COMBINATIONS 2S1 | COMBINATIONS 2S2 | COMBINATIONS 2S3 | COMBINATIONS 3S1 | COMBINATIONS 3S2 | COMBINATIONS 3S3 | FULL TRAILER 2-2 | FULL TRAILER 3-2 | FULL TRAILER 3-3 | TWO-TRAILER 2S1-2 | TWO-TRAILER 2S2-2 | TWO-TRAILER 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | 12-15 | Clear | 08 | 24 | 2 | 17 | 2 | | | | 31 | 4 | 1 | 11 | 4 | | | 2 | | | 31 | | | | | | | | 3 | 13 |
| [illegible] | [illegible] | 03-12 | Cloudy | 08 | 24 | 2 | 20 | 1 | | | | 25 | 8 | | 13 | 2 | | | 1 | | | 22 | | | | | | | | 4 | 16 |
| [illegible] | Tue | 05-09 | Sunny | 08 | 22 | 3 | 18 | 5 | | | | 26 | 13 | 1 | 25 | 3 | | | | | | 19 | 1 | | | | 1 | | | 6 | 15 |
| [illegible] | Sat | 07-07 | Clear | 08 | 22 | | 35 | | | | | 17 | 14 | 2 | 7 | 2 | | | 1 | | | 13 | | | | | | | | 2 | 11 |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 08 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 08 | 23 | 2 | 23 | 2 | | | | 27 | 10 | 1 | 14 | 3 | | | 1 | | | 21 | — | | | | — | | | 4 | 13 |
| | | 12-15 | | 09 | 24 | 1 | 10 | 1 | | | | 24 | 7 | 4 | 13 | 1 | | | 2 | | | 24 | | | | | | | | 3 | 11 |
| | | 03-12 | | 09 | 13 | 2 | 16 | 4 | | 1 | | 13 | 7 | 2 | 8 | 1 | | | | | 1 | 19 | | | | | 1 | | | 3 | 9 |
| | | 05-08 | | 09 | 19 | 4 | 20 | 7 | 1 | 1 | | 18 | 14 | | 12 | 3 | | 2 | | | 1 | 18 | | | | | 1 | | | 4 | 12 |
| | | 07-07 | | 09 | 20 | 8 | 38 | 7 | 1 | 1 | | 13 | 15 | 2 | 6 | | | 1 | 1 | | | 12 | | | | | | | | 8 | 13 |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 09 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 09 | 19 | 4 | 21 | 4 | 1 | 1 | | 18 | 11 | 2 | 9 | 1 | | 1 | 1 | | 1 | 19 | | | | | 1 | | | 7 | 11 |
| | | 12-15 | | 10 | 20 | 3 | 24 | 8 | | | | 29 | 8 | 1 | 13 | 2 | | 2 | 1 | | | 35 | | | | | | | | 4 | 15 |
| | | 03-12 | | 10 | 31 | 6 | 30 | 9 | | | | 36 | 7 | 2 | 9 | 2 | | | 2 | | | 31 | | | | | 1 | | 1 | 5 | 17 |
| | | 05-08 | | 10 | 12 | 1 | 29 | 14 | 2 | | | 15 | 16 | | 9 | 1 | | 1 | | | 1 | 30 | | | | | | | | 1 | 14 |
| | | 07-07 | | 10 | 21 | 9 | 38 | 6 | | | | 20 | 19 | 2 | 11 | | | | 2 | | | 12 | | | | | | | | 7 | 1 |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 10 | 21 | 6 | 33 | 9 | 1 | | | 25 | 12 | 1 | 11 | 2 | | 1 | 1 | | — | 27 | | | | | — | | — | 4 | 15 |
| | | 12-15 | | 11 | 30 | 2 | 17 | 6 | | | | 39 | 9 | | 11 | 5 | | | 2 | | | 33 | | | | | 2 | | | | 15 |
| | | 03-12 | | 11 | 27 | 5 | 38 | 7 | 1 | | | 13 | 6 | 1 | 5 | 3 | | | 2 | | | 46 | 1 | | | | | | | 9 | 16 |
| | | 05-08 | | 11 | 11 | 2 | 33 | 8 | | | | 15 | 19 | | 9 | 1 | | 1 | | | 1 | 28 | | | | | 1 | | | 9 | 13 |
| | | 07-07 | | 11 | 15 | 8 | 27 | 8 | 3 | | | 17 | 15 | 2 | 5 | 1 | | | 2 | | | 14 | 1 | | | | | | | 6 | 12 |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 11 | 21 | 4 | 27 | 7 | 1 | | | 21 | 12 | 1 | 8 | 2 | | — | 2 | | — | 30 | 1 | | | | 1 | | | 3 | 14 |

STATION C124 DIRECTION BOTH HOURS 8A - 12P

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | 1RT-2S | 2D | 3A | 4A | COMBINATIONS 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | FULL TRAILER 2-2 | 3-2 | 3-3 | TWO-TRAILER 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Fri | 11-04 | Cloudy | 14 | 36 | 6 | 25 | 7 | | | 1 | 25 | 9 | 1 | 7 | 1 | | | 1 | | | 20 | | | | | 1 | | | 10 | 150 |
| [illegible] | Sat | 02-12 | Warm | 14 | 6 | | 37 | 10 | | | | 8 | 8 | | | | | | | | | 7 | | | | | | | | 7 | 85 |
| [illegible] | Mon | 03-29 | Hot | 14 | 26 | 2 | 27 | 10 | 4 | 1 | | 21 | 15 | | 10 | 2 | | | | | | 34 | | | | | | | | 6 | 158 |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 14 | 23 | 3 | 39 | 9 | 1 | — | — | 18 | 11 | — | 6 | 1 | | | — | | | 20 | | | | | — | | | 3 | 134 |
| | | 11-04 | | 15 | 37 | 6 | 21 | 9 | | 2 | | 42 | 5 | | 11 | | | 1 | | | 3 | 26 | | | | | 1 | | | 5 | 169 |
| | | 02-12 | | 15 | 34 | 3 | 20 | 5 | | 2 | | 25 | 14 | | 4 | | | | | | | 11 | | | | | | | | 7 | 130 |
| | | 03-29 | | 15 | 17 | 3 | 30 | 9 | 3 | 2 | | 41 | 10 | | 8 | 2 | | | | | | 35 | | | | | | | | 3 | 163 |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 15 | 29 | 5 | 24 | 9 | 1 | 2 | | 34 | 10 | | 7 | 1 | | — | | | 1 | 24 | | | | | — | | | 9 | 156 |
| | | 11-04 | | 16 | 28 | 15 | 21 | 8 | | | 1 | 29 | 7 | | 8 | 2 | | 4 | | | 1 | 13 | | | | | | | | | 140 |
| | | 02-12 | | 16 | 25 | 12 | 15 | 5 | 3 | | | 23 | 7 | | 3 | 1 | | | | | | 11 | | | | | | | | 11 | 117 |
| | | 03-29 | | 16 | 17 | 6 | 17 | 12 | 1 | 1 | | 26 | 12 | | 11 | 2 | | | | | 1 | 27 | | | | | 3 | | | 4 | 142 |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 16 | 24 | 11 | 19 | 8 | 1 | — | — | 26 | 7 | | 8 | 2 | | 1 | | | 1 | 17 | | | | | 1 | | | | 131 |
| | | 11-04 | | 17 | 24 | 10 | 16 | 9 | | | | 23 | 6 | — | 4 | | | | | | | 10 | | | | | | | | 5 | 107 |
| | | 02-12 | | 17 | 11 | 6 | [illegible] | 6 | 2 | | | 17 | 5 | | 3 | | | | | | | 6 | | | | | | | | | 64 |
| | | 03-29 | | 17 | 11 | 7 | 16 | 9 | | | | 14 | 10 | | 8 | 1 | | 2 | | | | 31 | | | | | 1 | | | 5 | 115 |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 17 | 15 | 8 | 12 | 8 | 1 | | | 18 | 7 | | 5 | — | | 1 | | | | 11 | | | | | — | | | 3 | 94 |

STATION C124 DIRECTION BOTH HOURS 2P - 6P

| RECORDER 1984 | DAY OF WEEK | DATE | | HOUR BEGINNING | PASSENGER N.M. STANDARD & COMPACT | PASSENGER N.M. SMALL | PASSENGER O/S STANDARD & COMPACT | PASSENGER O/S SMALL | MOTORCYCLES | BUSES COMMERCIAL | BUSES SCHOOL & PRIVATE | SINGLE-UNIT TRUCKS PU & PL N.M. | SINGLE-UNIT TRUCKS PU & PL O/S | TRT-2S | 2D | 3A | 4A | COMBINATIONS 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | FULL TRAILER 2-2 | 3-2 | 3-3 | TWO-TRAILER 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16 | Sat | 11-05 | Rainy Pavement | 11/18 | 13 | 1 | 25 | 11 | | | | 13 | 15 | | 1 | | | | 1 | | | 8 | | | | | 1 | | | 2 | 8 |
| 16 | Sat | 05-09 | clear | 1/18 | 12 | 3 | 6 | 7 | | | | 16 | 15 | | 13 | | | | | | | 22 | 2 | | | | | | | 7 | 11 |
| | | | AVE | 18 | 13 | 2 | 16 | 9 | | | | 15 | 13 | | 7 | | | | — | | | 20 | 1 | | | | — | | | 4 | 9 |
| | | 11-05 | | 19 | 4 | | 14 | 7 | | | | 3 | 8 | | 1 | | | | | | | 8 | | | | | 1 | | | 3 | 49 |
| | | 05-09 | | 19 | 9 | 3 | 12 | 6 | | | | 12 | 8 | | 4 | | | 1 | | | 1 | 17 | 1 | | | | 1 | | | 5 | 8 |
| | | | AVE | 19 | 6 | 2 | 13 | 6 | | | | 8 | 8 | | 3 | | | — | | | — | 12 | 1 | | | | 1 | | | 4 | 6 |
| | | 11-05 | | 20 | | | 12 | 2 | | | | 3 | 4 | | | 1 | | | | | | 10 | | | | | | | | | 32 |
| | | 05-09 | | 20 | 4 | 2 | 11 | 1 | | 1 | | 6 | 4 | | 3 | | | 1 | | | | 14 | | | | | 1 | | | 2 | 4 |
| | | | AVE | 20 | 3 | 1 | 12 | 2 | | — | | 5 | 11 | | 2 | — | | — | | | | 10 | | | | | — | | | 1 | 47 |
| | | 11-05 | | 21 | 1 | | 8 | 2 | | | | 2 | 4 | | | | | | | | | 13 | | | | | | | | | 30 |
| | | 05-09 | | 21 | 3 | 1 | 17 | 4 | | | | 2 | 6 | | 1 | | | | | | | 16 | | | | | | | | | 55 |
| | | | AVE | 21 | 2 | — | 13 | 3 | | | | 2 | 5 | | — | | | | | | | 15 | | | | | | | | | 4 |

STATION C124 DIRECTION BOTH HOURS 6P - 10P

| RECORDER | DAY OF WEEK | DATE | | HOUR BEGINNING | STANDARD & COMPACT | SMALL | STANDARD & COMPACT | SMALL | MOTORCYCLES | COMMERCIAL | SCHOOL & PRIVATE | N.M. | O/S | 1RT-2S | 2D | 3A | 4A | 2S1 | 2S2 | 2S3 | 3S1 | 3S2 | 3S3 | 2-2 | 3-2 | 3-3 | 2S1-2 | 2S2-2 | 3S1-2 | MISCELLANEOUS | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TR | Fri | 03-13 | cloudy | 22 | 11 | 1 | 2 | 1 | | 1 | | 2 | 1 | | 2 | | | | | | | 11 | | | | | | | | | 25 |
| TR | Sat | 07-08 | Clear | 22 | 13 | 7 | 18 | 4 | | | 1 | 11 | 3 | 1 | 1 | | | | | | | 5 | | | | | | | | | 63 |
| | | | | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 22 | 12 | 4 | 10 | 3 | | — | — | 7 | 2 | — | 2 | | | | | | | 9 | | | | | | | | | 49 |
| | | 03-13 | | 23 | 4 | 2 | 6 | 3 | | | | | | | 2 | 3 | | | 3 | | | 7 | | | | | | | | | 30 |
| | | 07-08 | | 23 | 12 | 3 | 6 | | | 1 | | 6 | | 1 | | | | | 1 | | | 3 | | | | | | | | 1 | 34 |
| | | | | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 23 | 8 | 3 | 4 | 2 | | — | | 2 | | — | 1 | 2 | | | 2 | | | 5 | | | | | | | | | 32 |
| | | 03-13 | | 00 | | | 2 | 1 | | 1 | | | | | 1 | | | | 2 | | | 8 | | | | | 1 | | | | 16 |
| | | 07-08 | | 00 | 4 | 1 | 2 | 2 | | 1 | | 5 | 2 | | 1 | | | | | | | 8 | | | | | | | | | 26 |
| | | | | 00 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 00 | 2 | — | 2 | 2 | | 1 | | 3 | 1 | | 1 | | | | 1 | | | 8 | | | | | — | | | | 21 |
| | | 03-13 | | 01 | 1 | | 1 | | | | | | | | 1 | | | | | | | 10 | | | | | | | | | 13 |
| | | 07-08 | | 01 | 3 | 2 | | | | | | 2 | 2 | | 1 | | | | 1 | | | 5 | | | | | | | | | 16 |
| | | | | 01 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | AVE | 01 | 2 | 1 | 1 | | | | | 1 | 1 | | 1 | | | | 1 | | | 7 | | | | | | | | | 15 |

STATION C124 DIRECTION BOTH HOURS TOP - 2A

FEDERAL AID PR  .RY 22
VEHICLE MILE LOG
( LEA CO. )

YEAR 1983

| CARD NO. | COUNT NO. | LOCATION | MP1 | MILES | ADT | FUNC | ADT FOR SECTION | V/M S |
|---|---|---|---|---|---|---|---|---|
| 0231 | 123-7 | EDDY/LEA CO. LINE | 60.41 | | 2,253 | 2 | | 284 |
| | | | | 5.5 | | | 2,246 | 12,353 |
| 0240 | 123-3W | WEST OF JCT. FAS 1217 (SE), NM 176 | 65.91 | | 2,238 | 2 | | 284 |
| 0241 | 123-8E | EAST OF JCT. FAS 1217 (SE), NM 176 | 65.92 | | 1,964 | 2 | | 284 |
| | | | | 8.7 | | | 1,956 | 17,017 |
| 0250 | 123-16SW | SW. OF JCT. RD. TO LEA (S) | 74.64 | | 1,948 | 2 | | 284 |
| 0251 | 123-16NE | NE. OF JCT. RD. TO LEA (S) | 74.65 | | 1,950 | 2 | | 284 |
| | | | | 13.4 | | | 1,954 | 26,720 |
| 0260 | 124-10SW | SW OF JCT. FAP 28-NM 8 (W) | 88.07 | | 2,031 | 2 | | 284 |
| 0261 | 124-10E | EAST OF JCT. FAP 28-NM 8 (W) | 88.08 | | 3,166 | 2 | | 284 |
| | | | | 2.0 | | | 3,213 | 6,426 |
| 0270 | 124-17W | WEST OF JCT. FAS 1221 (N), NM 483 | 90.03 | | 3,260 | 2 | | 284 |
| 0271 | 124-17E | EAST OF JCT. FAS 1221 (N), NM 483 | 90.04 | | 3,293 | 2 | | 284 |
| | | | | 3.0 | | | 3,297 | 9,891 |
| 0280 | 124-16W | WEST OF JCT. LOCAL RD. (S) | 92.06 | | 3,298 | 2 | | 284 |
| 0281 | 124-16E | EAST OF JCT. LOCAL RD. (S) | 92.07 | | 3,594 | 2 | | 284 |
| | | | | 2.0 | | | 3,742 | 7,484 |
| 0290 | 124-15W | WEST OF JCT. NM 8 (S) | 94.73 | | 3,890 | 2 | | 284 |
| 0291 | 124-15E | EAST OF JCT. NM 8 (S) | 94.71 | | 4,489 | 2 | | 284 |
| | | | | 3.2 | | | 4,643 | 14,874 |
| 0294 | 124-41W | WEST OF JCT. ROAD TO AIRPORT (S) | 98.20 | | 4,807 | 2 | | 284 |
| 0295 | 124-41E | EAST OF JCT. ROAD TO AIRPORT (S) | 98.21 | | 5,324 | 2 | | 284 |
| | | | | 1.6 | | | 5,234 | 8,374 |
| 0301 | 0+0 5 | 1.6 MI EAST OF JCT ROAD TO AIRPORT (S) | 99.83 | | 5,444 | 2 | | 284 |
| | | | | .2 | | | 5,764 | 1,153 |
| 0310 | HOB-282E | HOBBS W.O.L. | 100.05 | | 6,083 | 2 | | 284 |
| 0311 | | IN HOBBS | 999.99 | 4.6 C | | 2 | | 600 |
| 0312 | HOB-283SW | HOBBS NE.O.L. | 104.62 | | 5,104 | 2 | | 284 |
| | | | | 1.1 | | | 4,433 | 4,873 |
| 0320 | 124-34SW | SW OF JCT FAP 26 SPUR | 105.70 | | 3,755 | 2 | | 284 |
| 0321 | 124-34E | EAST OF JCT FAP 26 SPUR | 105.71 | | 4,489 | 2 | | 284 |
| | | | | 2.0 | | | 4,155 | 8,310 |
| 0330 | TEX CORP | NEW MEXICO/TEXAS STATE LINE | 107.67 | | 3,900 | 2 | | 303 |

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

YEAR 1982

| LARD NO. | COUNT NO. | LOCATION | MPT | MILES | ADT | FUNC | ADT FOR SECTION | V/M S |
|---|---|---|---|---|---|---|---|---|
| 0231 | 123-7 | EDDY/LEA CO. LINE | 60.41 | | 2,262 | 2 | | 284 |
| | | | | 5.5 | | | 2,255 | 12,403 |
| 0240 | 123-8W | WEST OF JCT. FAS 1217 (SE), NM 176 | 65.91 | | 2,247 | 2 | | 284 |
| 0241 | 123-8E | EAST OF JCT. FAS 1217 (SE), NM 176 | 65.92 | | 1,972 | 2 | | 284 |
| | | | | 8.7 | | | 1,964 | 17,087 |
| 0250 | 123-16SW | SW. OF JCT. RD. TO LEA (S) | 74.64 | | 1,956 | 2 | | 284 |
| 0251 | 123-16NE | NE. OF JCT. RD. TO LEA (S) | 74.65 | | 1,964 | 2 | | 284 |
| | | | | 13.4 | | | 2,002 | 26,827 |
| 0260 | 124-18SW | SW OF JCT. FAP 28-NM 8 (W) | 88.07 | | 2,039 | 2 | | 284 |
| 0261 | 124-18E | EAST OF JCT. FAP 28-NM 8 (W) | 88.08 | | 3,179 | 2 | | 284 |
| | | | | 2.0 | | | 3,226 | 6,452 |
| 0270 | 124-17W | WEST OF JCT. FAS 1221 (N), NM 483 | 90.03 | | 3,273 | 2 | | 284 |
| 0271 | 124-17E | EAST OF JCT. FAS 1221 (N), NM 483 | 90.04 | | 3,308 | 2 | | 284 |
| | | | | 3.0 | | | 3,310 | 9,930 |
| 0280 | 124-16W | WEST OF JCT. LOCAL RD. (S) | 92.86 | | 3,311 | 2 | | 284 |
| 0281 | 124-16E | EAST OF JCT. LOCAL RD. (S) | 92.87 | | 3,608 | 2 | | 284 |
| | | | | 2.0 | | | 3,757 | 7,514 |
| 0290 | 124-15W | WEST OF JCT. NM 8 (S) | 94.70 | | 3,906 | 2 | | 284 |
| 0291 | 124-15E | EAST OF JCT. NM 8 (S) | 94.71 | | 4,507 | 2 | | 284 |
| | | | | 3.2 | | | 4,667 | 14,934 |
| 0294 | 124-41W | WEST OF JCT. ROAD TO AIRPORT (S) | 98.20 | | 4,826 | 2 | | 284 |
| 0295 | 124-41E | EAST OF JCT. ROAD TO AIRPORT (S) | 98.21 | | 5,044 | 2 | | 284 |
| | | | | 1.6 | | | 5,255 | 8,408 |
| 0301 | 0+0 5 | 1.6 MI EAST OF JCT ROAD TO AIRPORT (S) | 95.83 | | 5,466 | 2 | | 284 |
| | | | | .2 | | | 5,787 | 1,157 |
| 0310 | HOB-282E | HOBBS W.C.L. | 100.05 | | 6,107 | 2 | | 284 |
| 0311 | | IN HOBBS | 999.99 | 4.6 C | | 2 | | 000 |
| 0312 | HOB-283SW | HOBBS NE.C.L. | 104.62 | | 5,124 | 2 | | 284 |
| | | | | 1.1 | | | 4,447 | 4,892 |
| 0320 | 124-34SW | SW OF JCT FAP 26 SPUR | 105.70 | | 3,770 | 2 | | 284 |
| 0321 | 124-34E | EAST OF JCT FAP 26 SPUR | 105.71 | | 4,427 | 2 | | 284 |
| | | | | 2.0 | | | 4,164 | 8,328 |
| 0330 | TEX CORP | NEW MEXICO/TEXAS STATE LINE | 107.67 | | 3,900 | 2 | | 303 |

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

YEAR 1981

| CARD NO. | COUNT NO. | LOCATION | MPI | MILES | ADT | FUNC | ADT FOR SECTION | V/M'S |
|---|---|---|---|---|---|---|---|---|
| 0231 | 123-7 | EDDY/LEA CO. LINE | 60.41 | | 2,280 | 2 | | 284 |
| | | | | 5.5 | | | 2,330 | 12,815 |
| 0240 | 123-8W | 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 |
| | | | | 8.7 | | | 2,061 | 17,931 |
| 0250 | 123-16SW | SW. OF JCT. RD. TO LEA (S) | 74.64 | | 1,972 | 2 | | 284 |
| 0251 | 123-16NE | NE. OF JCT. RD. TO LEA (S) | 74.65 | | 1,980 | 2 | | 284 |
| | | | | 13.4 | | | 2,018 | 27,041 |
| 0260 | 124-18SW | SW OF JCT. FAF 28-NM 8 (W) | 88.07 | | 2,055 | 2 | | 284 |
| 0261 | 124-18E | EAST OF JCT. FAF 28-NM 8 (W) | 88.08 | | 3,205 | 2 | | 284 |
| | | | | 2.0 | | | 3,252 | 6,504 |
| 0270 | 124-17W | WEST OF JCT. FAS 1221 (N), NM 483 | 90.03 | | 3,299 | 2 | | 284 |
| 0271 | 124-17E | EAST OF JCT. FAS 1221 (N), NM 483 | 90.04 | | 3,335 | 2 | | 284 |
| | | | | 3.0 | | | 3,337 | 10,011 |
| 0280 | 124-16W | WEST OF JCT. LOCAL RD. (S) | 92.86 | | 3,338 | 2 | | 284 |
| 0281 | 124-16E | EAST OF JCT. LOCAL RD. (S) | 92.87 | | 3,637 | 2 | | 284 |
| | | | | 2.0 | | | 3,787 | 7,574 |
| 0290 | 124-15W | WEST OF JCT. NM 8 (S) | 94.70 | | 3,537 | 2 | | 284 |
| 0291 | 124-15E | EAST OF JCT. NM 8 (S) | 94.71 | | 4,543 | 2 | | 284 |
| | | | | 3.2 | | | 4,704 | 15,053 |
| 0294 | 124-41W | WEST OF JCT. ROAD TO AIRPORT (S) | 98.20 | | 4,865 | 2 | | 284 |
| 0295 | 124-41E | EAST OF JCT. ROAD TO AIRPORT (S) | 98.21 | | 5,065 | 2 | | 284 |
| | | | | 1.6 | | | 5,258 | 8,477 |
| 0301 | 040 5 | 1.6 MI. EAST OF JCT. ROAD TO AIRPORT ( | 99.83 | | 5,510 | 2 | | 284 |
| | | | | .2 | | | 5,833 | 1,167 |
| 0310 | HOB-282E | HOBBS W.C.L. | 100.05 | | 6,126 | 2 | | 284 |
| 0311 | | IN HOBBS | 99.59 | 4.6 C | | 2 | | 000 |
| 0312 | HOB-283SW | HOBBS NE.C.L. | 104.62 | | 5,165 | 2 | | 284 |
| | | | | 1.1 | | | 4,483 | 4,931 |
| 0320 | 124-34SW | SW OF JCT FAF 26 SPUR | 105.70 | | 3,800 | 2 | | 284 |
| 0321 | 124-34E | EAST OF JCT FAF 26 SPUR | 105.71 | | 4,463 | 2 | | 284 |
| | | | | 2.0 | | | 4,282 | 8,564 |
| 0330 | TEX COMP | NEW MEXICO/TEXAS STATE LINE | 107.67 | | 4,160 | 2 | | 303 |

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

YEAR 1979

| CARD NO. | COUNT NO. | LOCATION | MILES | ADT | FUNC | ADT FOR SECTION | V/M S |
|---|---|---|---|---|---|---|---|
| 0231 | 123-7 | EDDY/LEA CO. LINE | | | | | |
| | | | 5.5 | 1,745 | 2 | 1,751 | 9,631 |
| 0240 | 123-8W | WEST OF JCT. FAS 1217 (SE), NM 176 | | | | | 284 |
| 0241 | 123-8E | EAST OF JCT. FAS 1217 (SE), NM 175 | | 1,756 | 2 | | |
| | | | | 1,605 | 2 | | 284 |
| 0250 | 123-16SW | SW. OF JCT. RD. TO LEA (S) | 8.7 | | | 1,801 | 15,569 |
| 0251 | 123-16NE | NE. OF JCT. RD. TO LEA (S) | | 1,996 | 2 | | 284 |
| | | | | 1,723 | 2 | | 284 |
| 0260 | 124-18SW | SW. OF JCT. FAS 1220 (W), NM 8 | 13.4 | | | 1,832 | 24,147 |
| 0261 | 124-18E | EAST OF JCT. FAS 1220 (W), NM 3 | | 1,881 | 2 | | 284 |
| | | | | 3,098 | 2 | | 284 |
| 0270 | 124-17W | WEST OF JCT. FAS 1221 (N), NM 483 | 2.0 | | | 3,139 | 6,278 |
| 0271 | 124-17E | EAST OF JCT. FAS 1221 (N), NM 483 | | 3,179 | 2 | | 284 |
| | | | | 3,327 | 2 | | 284 |
| 0280 | 124-16W | WEST OF JCT. LOCAL RD. (S) | 3.0 | | | 3,114 | 9,342 |
| 0281 | 124-16E | EAST OF JCT. LOCAL RD. (S) | | 2,900 | 2 | | 284 |
| | | | | 3,022 | 2 | | 284 |
| 0290 | 124-15W | WEST OF JCT. FAS 1218 (S), NM 9 | 2.0 | | | 3,059 | 6,118 |
| 0291 | 124-15E | EAST OF JCT. FAS 1218 (S), NM 9 | | 3,095 | 2 | | 284 |
| | | | | 3,825 | 2 | | 284 |
| 0294 | 124-41W | WEST OF JCT. ROAD TO AIRPORT (S) | 3.2 | | | 4,010 | 12,832 |
| 0295 | 124-41E | EAST OF JCT. ROAD TO AIRPORT (S) | | 4,194 | 2 | | 284 |
| | | | | 4,665 | 2 | | 284 |
| 0301 | 140 5 | 1.6 MI. EAST OF JCT. ROAD TO AIRPORT (S) | 1.6 | | | 5,092 | 8,147 |
| | | | | 5,519 | 2 | | 284 |
| 0310 | ESTIMATED | HOBBS W.U.L. | .2 | | | 5,550 | 1,110 |
| | | | | 5,580 | 2 | | 284 |
| 0311 | | IN HOBBS | 4.6 C | | 2 | | 333 |
| 0312 | ESTIMATED | HOBBS NE.U.L. | | | | | |
| | | | | 3,766 | 2 | | 284 |
| 0320 | 124-34SW | SW OF JCT FAP 26 SPUR | 1.1 | | | 3,319 | 3,651 |
| 0321 | 124-34E | EAST OF JCT FAP 26 SPUR | | 2,872 | 2 | | 284 |
| | | | | 4,683 | 2 | | 284 |
| 0330 | TEX COMP | NEW MEXICO/TEXAS STATE LINE | 2.0 | | | 4,337 | 8,674 |
| | | | | 3,990 | 2 | | 333 |

FEDERAL AID 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 | | 1,835 | 2 | | 284 |
| 0240 | 123-8W | WEST OF JCT. FAS 1217 (SE), NM 176 | 5.5 | | | 1,841 | 10,126 |
| 0241 | 123-8E | EAST OF JCT. FAS 1217 (SE), NM 176 | | 1,846 | 2 | | 284 |
| 0250 | 123-16SW | SW. OF JCT. RD. TO LEA (S) | 8.7 | 1,688 | 2 | 1,894 | 16,478 |
| 0251 | 123-16NE | NE. OF JCT. RD. TO LEA (S) | | 2,099 | 2 | | 284 |
| 0260 | 124-18SW | SW. OF JCT. FAS 1220 (W), NM 8 | 13.4 | 1,812 | 2 | 1,895 | 25,393 |
| 0261 | 124-18E | EAST OF JCT. FAS 1220 (W), NM 3 | | 1,978 | 2 | | 284 |
| 0270 | 124-17W | WEST OF JCT. FAS 1221 (N), NM 483 | 2.0 | 3,258 | 2 | 3,301 | 6,602 |
| 0271 | 124-17E | EAST OF JCT. FAS 1221 (N), NM 483 | | 3,343 | 2 | | 284 |
| 0280 | 124-16W | WEST OF JCT. LOCAL RD. (S) | 3.0 | 3,498 | 2 | 3,274 | 9,822 |
| 0281 | 124-16E | EAST OF JCT. LOCAL RD. (S) | | 3,049 | 2 | | 284 |
| 0290 | 124-15W | WEST OF JCT. FAS 1218 (S), NM 9 | 2.0 | 3,178 | 2 | 3,216 | 6,432 |
| 0291 | 124-15E | EAST OF JCT. FAS 1218 (S), NM 3 | | 3,254 | 2 | | 284 |
| 0294 | 124-41W | WEST OF JCT. ROAD TO AIRPORT (S) | 3.2 | 4,022 | 2 | 4,216 | 13,491 |
| 0295 | 124-41E | EAST OF JCT. ROAD TO AIRPORT (S) | | 4,410 | 2 | | 284 |
| 0301 | 0+0 5 | 1.6 MI. EAST OF JCT. ROAD TO AIRPORT (S) | 1.6 | 4,905 | 2 | 5,354 | 8,565 |
| 0310 | ESTIMATED | HOBBS W.U.L. | .2 | 5,803 | 2 | 5,836 | 1,167 |
| 0311 | | IN HOBBS | 4.6 C | 5,868 | 2 | | 284 |
| 0312 | ESTIMATED | HOBBS NE.U.L. | | | 2 | | 000 |
| 0320 | 124-34SW | SW OF JCT FAP 26 SPUR | 1.1 | 3,960 | 2 | 3,490 | 3,839 |
| 0321 | 124-34E | EAST OF JCT FAP 26 SPUR | | 3,020 | 2 | | 284 |
| 0330 | TEX COMP | NEW MEXICO/TEXAS STATE LINE | 2.0 | 4,924 | 2 | 4,402 | 8,804 |
| | | | | 3,880 | 2 | | 303 |

| STATION | ADT87 | ADT86 | ADT85 | ADT84 | ADT83 | ADT82 | ADT81 | ADT80 | ADT79 | ADT78 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 1978 | 1887 | | | | |
| A105E | 3498 | 3398 | 3368 | 3423 | 3368 | 3409 | 3211 | 3045 | 3218 | 3400 |
| A106SW | 1828 | 1898 | 1871 | 1856 | 2140 | 2377 | 1977 | 1849 | 1851 | 1782 |
| A106NE | 1712 | 1815 | 1891 | 1877 | 2053 | 2280 | 1911 | 1789 | 1804 | 1757 |
| A106E | 191 | 165 | 173 | 172 | 190 | 191 | 141 | 126 | 111 | 87 |
| A106W | 39 | 34 | 47 | 47 | 66 | 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 | 9968 | 9949 |
| A107E | 3706 | 3467 | 3235 | 3215 | 3008 | 2933 | 2581 | 2489 | 2718 | 2851 |
| A113E | 2360 | 2334 | 2277 | 2191 | 2087 | 2141 | 2084 | 2063 | 2111 | 2136 |
| A115S | 2833 | 2825 | 2754 | 2595 | 2573 | 2505 | 2533 | 2440 | 2644 | 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 | 3091 | 3193 | 3137 | 3016 | 2994 | 2934 | 2733 | 2652 | 2847 | 2606 |
| A119N | 3354 | 3428 | 3368 | 3206 | 3185 | 3166 | 2983 | 2909 | 3075 | 2898 |
| B119N | 3739 | 3729 | 3905 | 3883 | 3830 | 4047 | 3804 | 3275 | 3318 | 3272 |
| B119S | 3897 | 2874 | 3755 | 3726 | 3674 | 3876 | 3653 | 3146 | 3167 | 3115 |
| A124 | 5118 | 5737 | 5894 | 5803 | 5650 | 6009 | 5905 | 5714 | 4524 | 4362 |
| B124 | 5219 | 5541 | 5776 | 5855 | 5896 | 6091 | 5417 | 5046 | 4984 | 4939 |
| C124 | 1620 | 1872 | 1835 | 1932 | 1964 | | | | | |
| ALBAA | 20506 | 19753 | 18449 | 18140 | 17097 | 18307 | 15939 | 16181 | 17017 | 18876 |
| ALBBB | 108622 | 105800 | 103022 | 90035 | 87851 | 88549 | 82578 | 82485 | 82155 | 82396 |
| ALBSM | 39903 | 38927 | 39227 | 38240 | 37518 | 35229 | 34365 | 34906 | 34952 | 33660 |
| CBD-B | 10219 | 10049 | 9855 | 9568 | 9353 | 8963 | 9006 | 8866 | 9300 | 9509 |
| CLO-A | 13189 | 13215 | 12732 | 12247 | 12378 | 11989 | 11346 | 11230 | 12229 | 13065 |
| SF-C | 34050 | 33801 | 33775 | 33172 | 32337 | 31471 | 30828 | 29525 | 30194 | 32150 |
| SF-D | 36219 | 36897 | 35180 | 32620 | 29338 | 28412 | 27049 | 25151 | 25861 | 25997 |

35112