



New Mexico Department of Transportation
TIMS ROAD SEGMENTS BY POSTED ROUTE/POINT WITH AADT INFO

I-ROUTES

As of : 6/8/2016

<u>Route</u>	<u>Traffic</u> Sec id	<u>Begin</u> Mont	<u>End</u> Mont	<u>D</u> I	<u>FCLS</u>	<u>County Name</u>	[----- AADT -----]			<u>Year</u>	<u>M</u> <u>E</u> <u>T</u> <u>H</u> <u>Terminus</u>	<u>%HC</u>
							<u>2015</u>	<u>2014</u>	<u>2013</u>			
I-10-P	1	0.000	3.630	P	INTS	HIDALGO	9,627	9,312	9,174	2012	L ARIZONA/NEW MEXICO STATE LINE EAST TO NEW MEX	51
I-10-M	1	0.000	3.630	M			7,379	7,138	7,031	2012		51
I-10-P	3	3.630	5.833	P			9,616	9,302	9,164	2012	L STEINS INTERCHANGE	51
I-10-M	3	3.630	5.833	M			8,642	8,359	8,235	2012		51
I-10-P	13	5.833	11.200	P			5,697	5,511	5,429	2009	L NM80 ROAD FORKS INTERCHANGE.	51
I-10-M	13	5.833	11.200	M			5,985	5,789	5,703	2009		51
I-10-P	25	11.200	15.680	P			4,955	4,793	9,083	2014	L ANIMAS INTERCHANGE.	51
I-10-M	25	11.200	15.680	M			5,402	5,226	7,623	2014		51
I-10-P	43	15.680	20.720	P			6,530	6,320	6,204	2015	A GARY INTERCHANGE	51
I-10-M	43	15.680	20.720	M			6,535	6,041	5,925	2015		51
I-10-P	63	20.720	20.820	P			8,754	8,468	9,371	2014	L WEST LORDSBURG INTERCHANGE LOOP 002-1.	51
I-10-M	63	20.720	20.820	M			7,506	7,261	8,367	2014		51
I-10-P	65	20.820	21.511	P			10,817	10,463	10,308	2011	L WEST LORDSBURG INTERCHANGE LOOP 002-1.	51
I-10-M	65	20.820	21.511	M			9,432	9,124	8,988	2011		51
I-10-P	65	21.511	22.594	P			10,817	10,463	10,308	2011	L	51
I-10-M	65	21.511	22.594	M			9,432	9,124	8,988	2011		51
I-10-P	73	22.594	22.610	P			5,425	5,248	5,170	2012	L MIDDLE LORDSBURG INTERCHANGE (JCT. NM494/ TO	51
I-10-M	73	22.594	22.610	M			4,769	4,613	4,544	2012		51
I-10-P	75	22.610	24.395	P			4,981	4,818	5,234	2014	L MIDDLE LORDSBURG INTERCHANGE (JCT. NM494/ TO	51
I-10-M	75	22.610	24.395	M			5,064	4,899	5,110	2014		51
I-10-P	79	24.395	24.565	P			5,660	5,475	5,394	2012	L LORDSBURG EAST INTERCHANGE LOOP 002-1.	51
I-10-M	79	24.395	24.565	M			4,743	4,588	4,519	2012		51
I-10-P	81	24.565	24.600	P			9,793	9,473	9,332	2012	L LORDSBURG EAST INTERCHANGE LOOP 002-1.	51
I-10-M	81	24.565	24.600	M			6,803	6,581	6,483	2012		51
I-10-P	83	24.600	24.610	P			6,636	6,419	4,144	2014	L LORDSBURG EAST INTERCHANGE LOOP 002-1.	51
I-10-M	83	24.600	24.610	M			5,644	5,460	4,096	2014		51
I-10-P	85	24.610	26.604	P			6,049	5,851	5,765	2012	L LORDSBURG EAST INTERCHANGE LOOP 002-1.	51
I-10-M	85	24.610	26.604	M			5,427	5,250	5,172	2012		51
I-10-P	85	26.604	29.300	P			6,049	5,851	5,765	2012	L	51
I-10-M	85	26.604	29.300	M			5,427	5,250	5,172	2012		51
I-10-P	93	29.300	29.556	P			8,997	8,703	8,574	2012	L EXIT #29 LORDSBURG TURBIN INTERCHANGE.	51
I-10-M	93	29.300	29.556	M			10,037	9,709	9,564	2012		51
I-10-P	95	29.556	29.700	P			5,988	5,792	6,608	2014	L EXIT #29 LORDSBURG TURBIN INTERCHANGE.	51



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							2015	2014	2013	Year		
I-10-M	95	29.556	29.700	M	INTS	HIDALGO	5,795	5,606	6,505	2014		51
I-10-P	97	29.700	34.217	P			7,708	7,456	7,345	2009	L EXIT #29 LORDSBURG TURBIN INTERCHANGE.	51
I-10-M	97	29.700	34.217	M			6,103	5,904	5,816	2009		51
I-10-P	15408	34.217	34.273	P			6,166	5,965	10,217	2014	L MUIR INTERCHANGE.	51
I-10-M	15408	34.217	34.273	M			6,017	5,820	8,974	2014		51
I-10-P	15408	34.273	42.400	P		GRANT	6,166	5,965	10,217	2014	L HIDALDO/GRANT COUNTY LINE	51
I-10-M	15408	34.273	42.400	M			6,017	5,820	8,974	2014		51
I-10-P	109	42.400	42.470	P			8,210	7,941	7,823	2009	L SEPAR INTERCHANGE.	52
I-10-M	109	42.400	42.470	M			5,855	5,664	5,580	2009		52
I-10-P	111	42.470	42.570	P			6,143	5,942	5,854	2010	L SEPAR INTERCHANGE.	52
I-10-M	111	42.470	42.570	M			5,691	5,505	5,423	2010		52
I-10-P	113	42.570	49.870	P			7,719	7,466	7,355	2008	L SEPAR INTERCHANGE.	52
I-10-M	113	42.570	49.870	M			5,243	5,072	4,996	2008		52
I-10-P	119	49.870	49.900	P			8,626	8,344	8,220	2006	L NM146 HACHITA INTERCHANGE.	52
I-10-M	119	49.870	49.900	M			7,233	6,997	6,893	2006		52
I-10-P	121	49.900	49.970	P			6,285	6,079	5,989	2010	L NM146 HACHITA INTERCHANGE.	52
I-10-M	121	49.900	49.970	M			5,792	5,603	5,519	2010		52
I-10-P	123	49.970	54.474	P			6,676	7,865	5,866	2015	A NM146 HACHITA INTERCHANGE.	50
I-10-M	123	49.970	54.474	M			6,419	6,015	5,614	2015		50
I-10-P	123	54.474	55.790	P		LUNA	6,676	7,865	5,866	2015	A GRANT/LUNA COUNTY LINE	50
I-10-M	123	54.474	55.790	M			6,419	6,015	5,614	2015		50
I-10-P	27479	55.790	56.210	P			4,939	4,778	6,238	2014	L EXIT 55 RAMPS (QUINCY).	50
I-10-M	27479	55.790	56.210	M			5,343	5,168	6,908	2014		50
I-10-P	27481	56.210	62.710	P			7,172	6,938	9,150	2014	L EXIT 55 RAMPS (QUINCY).	50
I-10-M	27481	56.210	62.710	M			7,007	6,778	7,477	2014		50
I-10-P	27483	62.710	63.320	P			10,965	10,607	10,449	2008	L EXIT 62 RAMPS (GAGE).	50
I-10-M	27483	62.710	63.320	M			8,771	8,484	8,358	2008		50
I-10-P	27485	63.320	68.470	P			9,700	9,383	9,243	2008	L EXIT 62 RAMPS (GAGE).	50
I-10-M	27485	63.320	68.470	M			7,888	7,630	7,517	2008		50
I-10-P	159	68.470	68.570	P			5,359	5,184	9,046	2014	L JCT EB OFF-RAMP IA1068 AND WB ON-RAMP IT1068	50
I-10-M	159	68.470	68.570	M			4,953	4,791	8,067	2014		50
I-10-P	163	68.570	80.804	P			6,039	5,685	5,588	2015	A NM418 INTERCHANGE.	50
I-10-M	163	68.570	80.804	M			6,581	6,120	5,994	2015		50
I-10-P	177	80.804	80.915	P			6,479	6,268	6,175	2009	L JCT WESTBOUND ON-RAMP (IT1081) EXIT 81 (DEMIN	50



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							2015	2014	2013				
I-10-M	177	80.804	80.915	M	INTS	LUNA	7,821	7,565	7,453	2009		50	
I-10-P	28970	80.915	81.070	P			8,800	8,512	8,385	2012	L JCT EASTBOUND OFF-RAMP (IA1081) EXIT 81 (DEMI	50	
I-10-M	28970	80.915	81.070	M			8,274	8,004	7,884	2012		50	
I-10-P	28970	81.070	81.105	P			8,800	8,512	8,385	2012	L	50	
I-10-M	28970	81.070	81.105	M			8,274	8,004	7,884	2012		50	
I-10-P	28972	81.105	81.220	P			11,886	11,497	11,326	2007	L JCT WESTBOUND OFF-RAMP (IN1081) EXIT 81 (DEMI	50	
I-10-M	28972	81.105	81.220	M			9,847	9,526	9,384	2007		50	
I-10-P	183	81.220	81.485	P			4,929	7,324	7,215	2015	C WEST DEMING INTERCHANGE LOOP 002-2.	50	
I-10-M	183	81.220	81.485	M			5,669	10,596	10,438	2015		50	
I-10-P	28974	81.485	82.120	P			8,467	8,271	8,301	2012	L JCT EASTBOUND ON-RAMP (IG1081) EXIT 81 (DEMIN	50	
I-10-M	28974	81.485	82.120	M			7,732	7,552	7,580	2012		50	
I-10-P	187	82.120	82.200	P			8,427	8,231	8,261	2012	L JCT EASTBOUND OFF-RAMP (IA1082) EXIT 82 (DEMI	50	
I-10-M	187	82.120	82.200	M			7,679	7,501	7,529	2012		50	
I-10-P	28978	82.200	82.255	P			7,706	7,527	7,555	2012	L JCT WESTBOUND ON-RAMP (IT1082) EXIT 82 (DEMIN	50	
I-10-M	28978	82.200	82.255	M			7,690	7,512	7,540	2012		50	
I-10-P	34913	82.255	82.460	P			9,792	9,565	9,600	2008	L	50	
I-10-M	34913	82.255	82.460	M			9,203	8,989	9,022	2008		50	
I-10-P	28980	82.460	82.580	P			5,386	5,261	8,376	2014	L US 180 INTERCHANGE IN DEMING.	50	
I-10-M	28980	82.460	82.580	M			4,944	4,829	7,807	2014		50	
I-10-P	28982	82.580	82.730	P			8,633	8,433	8,464	2012	L JCT EASTBOUND OFF-RAMP (IB1082) EXIT 82 (DEMI	50	
I-10-M	28982	82.580	82.730	M			7,453	7,280	7,307	2012		50	
I-10-P	28984	82.730	83.120	P			8,098	7,910	7,939	2009	L JCT WESTBOUND OFF-RAMP (IO1082) EXIT 82 (DEMI	50	
I-10-M	28984	82.730	83.120	M			9,526	9,305	9,339	2009		50	
I-10-P	28986	83.120	83.170	P			11,824	11,550	11,592	2005	L JCT WESTBOUND OFF-RAMP (IN1082) EXIT 82 (DEMI	50	
I-10-M	28986	83.120	83.170	M			9,955	9,724	9,760	2005		50	
I-10-P	28988	83.170	83.670	P			10,566	10,321	10,359	2009	L JCT EASTBOUND ON-RAMP (IG1082) EXIT 82 (DEMIN	50	
I-10-M	28988	83.170	83.670	M			8,458	8,262	8,292	2009		50	
I-10-P	34918	83.670	83.715	P			10,805	10,555	10,594	2009	L DEMING INTERCHANGE ON-RAMP	50	
I-10-M	34918	83.670	83.715	M			5,215	5,093	5,112	2009		50	
I-10-P	34920	83.715	84.950	P			9,484	9,264	9,298	2008	L PAST DEMING INTERCHANGE IT1082 ON-RAMP	50	
I-10-M	34920	83.715	84.950	M			9,353	9,136	9,169	2008		50	
I-10-P	28995	84.950	85.050	P			8,209	10,013	10,050	2015	C JCT EASTBOUND OFF-RAMP (IA1085) EXIT 85 (DEMI	50	
I-10-M	28995	84.950	85.050	M			7,476	7,364	7,392	2015		50	
I-10-P	28995	85.050	85.240	P			8,209	10,013	10,050	2015	C	50	



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							2015	2014	2013			
I-10-M	28995	85.050	85.239	M	INTS	LUNA	7,476	7,364	7,392	2015		50
	28995	85.239	85.240	B			15,685	17,377	17,442	2015		50
I-10-P	207	85.240	85.360	P			7,860	7,677	7,705	2007	L JCT WESTBOUND ON-RAMP (IT1085) EXIT 85 (DEMIN	50
I-10-M	207	85.240	85.360	M			10,760	10,511	10,550	2007		50
I-10-P	17234	85.360	85.509	P			6,109	5,967	5,989	2012	L JCT EASTBOUND ON-RAMP (IG1085) EXIT 85 (DEMIN	50
I-10-M	17234	85.360	85.509	M			5,516	5,388	5,408	2012		50
I-10-P	209	85.509	85.746	P			8,627	8,345	8,221	2012	L JCT WESTBOUND OFF-RAMP (IN1085) EXIT 85 (DEMI	50
I-10-M	209	85.509	85.746	M			9,701	9,384	9,244	2012		50
I-10-P	209	85.746	85.880	P			8,627	8,345	8,221	2012	L	50
I-10-M	209	85.746	102.950	M			9,701	9,384	9,244	2012		50
I-10-P	209	85.880	102.950	B			18,328	17,729	17,465	2012	L	50
	223	102.950	110.012	P			10,695	10,346	10,192	2011	L AKELA INTERCHANGE.	50
I-10-M	223	102.950	110.012	M			9,849	9,527	9,385	2011		50
I-10-P	223	110.012	116.125	P		DONA ANA	10,695	10,346	10,192	2011	L LUNA/DONA ANA COUNTY LINE	50
I-10-M	223	110.012	116.125	M			9,849	9,527	9,385	2011		50
I-10-P	24259	116.125	127.230	P			10,490	10,147	9,996	2011	L JCT. N.M. 549	34
I-10-M	24259	116.125	127.230	M			9,922	9,598	9,455	2011		34
I-10-P	249	127.230	132.031	P			7,825	7,569	7,457	2004	L CORRALITOS ROAD INTERCHANGE.	34
I-10-M	249	127.230	129.175	M			8,011	7,750	7,635	2004		34
	249	129.175	129.182	B			15,836	15,319	15,092	2004		34
	249	129.182	129.183	B			15,836	15,319	15,092	2004		34
	249	129.183	132.031	B			15,836	15,319	15,092	2004		34
I-10-P	18655	132.031	134.540	P			9,241	8,780	8,590	2015	A LAS CRUCES AIRPORT INTERCHANGE	34
I-10-M	18655	132.031	134.540	M			7,699	7,964	7,755	2015		34
I-10-P	265	134.540	134.637	P			11,466	11,200	11,092	2005	L US70 WEST LAS CRUCES INTERCHANGE.	34
I-10-M	265	134.540	134.637	M			12,117	11,836	11,722	2005		34
I-10-P	267	134.637	134.740	P			9,934	9,704	9,610	2011	L US70 WEST LAS CRUCES INTERCHANGE.	34
I-10-M	267	134.637	134.740	M			11,225	10,964	10,859	2011		34
I-10-P	269	134.740	136.958	P			10,389	10,148	10,050	2004	L US70 WEST LAS CRUCES INTERCHANGE.	34
I-10-M	269	134.740	136.958	M			10,208	9,971	9,875	2004		34
I-10-P	269	136.958	138.968	P			10,389	10,148	10,050	2004	L	34
I-10-M	269	136.958	138.968	M			10,208	9,971	9,875	2004		34
I-10-P	17763	138.968	138.988	P			13,095	12,791	12,668	2000	L NM292 INTERCHANGE IN LAS CRUCES.	34
I-10-M	17763	138.968	138.988	M			11,781	11,508	11,397	2000		34



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							2015	2014	2013				
I-10-P	281	138.988	140.060	P	INTS	DONA ANA	14,724	14,382	14,244	2006	L	NM292 INTERCHANGE IN LAS CRUCES.	34
I-10-M	281	138.988	140.060	M			16,234	15,858	15,705	2006			34
I-10-P	289	140.060	140.215	P			11,346	11,083	10,976	1999	L	NM28 INTERCHANGE IN LAS CRUCES.	34
I-10-M	289	140.060	140.215	M			10,407	10,165	10,067	1999			34
I-10-P	291	140.215	141.460	P			11,170	10,911	10,806	2011	L	NM28 INTERCHANGE IN LAS CRUCES.	34
I-10-M	291	140.215	141.460	M			11,214	10,954	10,849	2011			34
I-10-P	295	141.460	141.552	P			9,434	9,215	9,126	2011	L	NM478 INTERCHANGE IN LAS CRUCES.	34
I-10-M	295	141.460	141.552	M			9,328	9,112	9,025	2011			34
I-10-P	297	141.552	141.660	P			14,286	13,954	13,820	2002	L	NM478 INTERCHANGE IN LAS CRUCES.	34
I-10-M	297	141.552	141.660	M			12,052	11,773	11,659	2002			34
I-10-P	299	141.660	141.827	P			13,709	13,391	13,262	2004	L	NM478 INTERCHANGE IN LAS CRUCES.	34
I-10-M	299	141.660	141.827	M			13,725	13,407	13,278	2004			34
I-10-P	301	141.827	144.260	P			10,025	9,792	9,697	2011	L	MAIN ST. INTERCHANGE IN LAS CRUCES.	34
I-10-M	301	141.827	144.260	M			8,539	8,341	8,260	2011			34
I-10-P	311	144.260	144.349	P			14,691	14,350	14,212	2005	L	I-25 INTERCHANGE IN LAS CRUCES.	34
I-10-M	311	144.260	144.349	M			13,621	13,305	13,177	2005			34
I-10-P	313	144.349	144.650	P			13,744	13,425	13,296	2005	L	I-25 INTERCHANGE IN LAS CRUCES.	34
I-10-M	313	144.349	144.650	M			14,997	14,649	14,508	2005			34
I-10-P	315	144.650	144.652	P			16,562	16,178	16,022	2011	L	I-25 INTERCHANGE IN LAS CRUCES.	34
I-10-M	315	144.650	144.652	M			15,976	15,605	15,455	2011			34
I-10-P	315	144.652	145.533	P			16,562	16,178	16,022	2011	L		34
I-10-M	315	144.652	145.575	M			15,976	15,605	15,455	2011			34
I-10-P	315	145.533	151.150	B			32,538	31,783	31,477	2011	L		34
I-10-M	315	145.575	151.150	B			32,538	31,783	31,477	2011			34
I-10-P	327	151.150	151.200	P			18,392	17,792	17,527	2005	L	NM228 MESQUITE INTERCHANGE.	34
I-10-M	327	151.150	151.200	M			12,160	11,762	11,587	2005			34
I-10-P	329	151.200	154.850	P			14,955	14,466	14,251	2003	L	NM228 MESQUITE INTERCHANGE.	34
I-10-M	329	151.200	154.850	M			15,634	15,123	14,898	2003			34
I-10-P	335	154.850	154.950	P			15,022	14,531	14,315	2004	L	NM227 VADO INTERCHANGE.	34
I-10-M	335	154.850	154.950	M			16,825	16,275	16,033	2004			34
I-10-P	337	154.950	157.763	P			17,756	17,176	16,920	2010	L	NM227 VADO INTERCHANGE.	34
I-10-M	337	154.950	160.250	M			17,763	17,182	16,927	2010			34
I-10-P	337	157.763	157.779	B			35,519	34,358	33,847	2010	L		34
I-10-P	337	157.779	160.250	B			35,519	34,358	33,847	2010	L		34



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							2015	2014	2013	Year			
I-10-P	349	160.250	160.400	P	INTS	DONA ANA	15,251	14,897	14,675	2014	L	NM460 ANTHONY INTERCHANGE.	34
I-10-M	349	160.250	160.400	M			17,560	17,153	16,898	2014			34
I-10-P	351	160.400	160.450	P			14,919	14,573	14,357	2004	L	NM460 ANTHONY INTERCHANGE.	34
I-10-M	351	160.400	160.450	M			16,603	16,218	15,976	2004			34
I-10-P	353	160.450	164.264	P			19,821	18,069	15,300	2012	L	NM460 ANTHONY INTERCHANGE.	34
I-10-M	353	160.450	164.264	M			14,811	16,444	18,700	2012			34
I-25-P	361	0.000	2.620	P			3,987	3,895	3,857	2007	L	FROM I-10 IN LAS CRUCES, NORTH TO THE NEW MEX	23
I-25-M	361	0.000	2.620	M			4,448	4,344	4,303	2007			23
I-25-P	371	2.620	2.700	P			10,127	9,892	9,796	2002	L	UNIVERSITY AVENUE INTERCHANGE (I-25 EXIT 1).	23
I-25-M	371	2.620	2.700	M			10,684	10,436	10,336	2002			23
I-25-P	373	2.700	4.342	P			18,700	18,267	18,091	2006	L	UNIVERSITY AVENUE INTERCHANGE (I-25 EXIT 1 RA	23
I-25-M	373	2.700	4.342	M			19,033	18,591	18,412	2006			23
I-25-P	381	4.342	4.665	P			15,799	15,433	15,284	2002	L	NM342 LOHMAN AVENUE INTERCHANGE IN LAS CRUCES	23
I-25-M	381	4.342	4.665	M			15,412	15,054	14,910	2002			23
I-25-P	383	4.665	4.700	P			5,643	5,512	17,172	2014	L	NM342 LOHMAN AVENUE INTERCHANGE IN LAS CRUCES	23
I-25-M	383	4.665	4.700	M			5,956	5,818	18,031	2014			23
I-25-P	385	4.700	7.364	P			20,100	19,633	19,444	2006	L	NM342 LOHMAN AVENUE INTERCHANGE IN LAS CRUCES	23
I-25-M	385	4.700	7.364	M			20,067	19,602	19,413	2006			23
I-25-P	391	7.364	7.400	P			5,992	5,852	7,785	2014	L	US70 INTERCHANGE IN LAS CRUCES.	23
I-25-M	391	7.364	7.400	M			8,698	8,497	8,174	2014			23
I-25-P	393	7.400	8.517	P			8,087	7,900	7,824	2006	L	US70 INTERCHANGE IN LAS CRUCES.	23
I-25-M	393	7.400	8.517	M			8,619	8,418	8,338	2006			23
I-25-P	393	8.517	11.020	P			8,087	7,900	7,824	2006	L		23
I-25-M	393	8.517	11.020	M			8,619	8,418	8,338	2006			23
I-25-P	409	11.020	11.120	P			4,092	3,997	3,938	2004	L	NM320 DONA ANA INTERCHANGE.	23
I-25-M	409	11.020	11.120	M			4,153	4,057	3,996	2004			23
I-25-P	411	11.120	12.180	P			4,482	4,254	4,152	2015	A	NM320 DONA ANA INTERCHANGE.	17
I-25-M	411	11.120	12.180	M			4,666	4,451	4,363	2015			17
I-25-P	411	12.180	20.220	P			4,482	4,254	4,152	2015	A		17
I-25-M	411	12.180	20.220	M			4,666	4,451	4,363	2015			17
I-25-P	425	20.220	20.320	P			3,478	3,365	3,315	2004	L	JCT NM 157 (I-25 EXIT 19-RADIUM SPRINGS).	23
I-25-M	425	20.220	20.320	M			3,710	3,588	3,535	2004			23
I-25-P	427	20.320	34.120	P			4,072	3,938	3,880	2011	L	JCT NM 157 (I-25 EXIT 19-RADIUM SPRINGS).	23
I-25-M	427	20.320	34.120	M			4,089	3,956	3,897	2011			23



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							2015	2014	2013	Year			
I-25-P	443	34.120	34.220	P	INTS	DONA ANA	3,007	2,909	3,156	2014	L	UPHAM INTERCHANGE.	23
I-25-M	443	34.120	34.220	M			3,532	3,416	3,149	2014			23
I-25-P	445	34.220	36.820	P			6,194	5,991	3,210	2014	L	UPHAM INTERCHANGE.	23
I-25-M	445	34.220	36.820	M			5,967	5,773	3,462	2014			23
I-25-P	451	36.820	36.880	P			3,171	3,067	3,022	2011	L	NM140 RINCON INTERCHANGE.	23
I-25-M	451	36.820	36.880	M			3,590	3,473	3,421	2011			23
I-25-P	453	36.880	36.900	P			3,278	3,171	3,123	2000	L	NM140 RINCON INTERCHANGE.	23
I-25-M	453	36.880	36.900	M			3,381	3,270	3,221	2000			23
I-25-P	455	36.900	42.620	P			3,485	3,371	3,703	2014	L	NM140 RINCON INTERCHANGE.	23
I-25-M	455	36.900	42.620	M			3,591	3,474	3,774	2014			23
I-25-P	465	42.620	42.659	P			3,364	3,255	3,206	2004	L	NM26 HATCH INTERCHANGE.	23
I-25-M	465	42.620	42.659	M			3,740	3,617	3,563	2004			23
I-25-P	467	42.659	42.700	P			3,506	3,392	3,342	2000	L	NM26 HATCH INTERCHANGE.	23
I-25-M	467	42.659	42.700	M			3,466	3,352	3,303	2000			23
I-25-P	469	42.700	52.030	P			2,352	2,275	2,241	2014	L	NM26 HATCH INTERCHANGE.	23
I-25-M	469	42.700	52.030	M			2,698	2,610	2,571	2014			23
I-25-P	469	52.030	52.330	P		SIERRA	2,352	2,275	2,241	2014	L	DONA ANA/SIERRA COUNTY LINE	23
I-25-M	469	52.030	52.330	M			2,698	2,610	2,571	2014			23
I-25-P	483	52.330	52.430	P			3,524	3,409	3,632	2014	L	NM546 GARFIELD INTERCHANGE.	31
I-25-M	483	52.330	52.430	M			3,448	3,335	3,539	2014			31
I-25-P	485	52.430	60.830	P			3,629	3,511	3,724	2014	L	NM546 GARFIELD INTERCHANGE.	31
I-25-M	485	52.430	60.830	M			3,621	3,502	3,985	2014			31
I-25-P	501	60.830	60.890	P			2,793	2,702	2,738	2014	L	NM187 CABALLO LAKE INTERCHANGE.	31
I-25-M	501	60.830	60.890	M			3,095	2,994	2,711	2014			31
I-25-P	503	60.890	65.080	P			3,359	3,579	2,847	2015	C	NM187 CABALLO LAKE INTERCHANGE.	26
I-25-M	503	60.890	65.080	M			3,622	3,630	2,759	2015			26
I-25-P	509	65.080	65.175	P			2,865	2,771	2,998	2014	L	NM152 HILLSBORO INTERCHANGE.	31
I-25-M	509	65.080	65.175	M			3,261	3,155	2,693	2014			31
I-25-P	511	65.175	72.790	P			3,169	3,065	3,020	2011	L	NM152 HILLSBORO INTERCHANGE.	31
I-25-M	511	65.175	72.790	M			3,551	3,435	3,383	2011			31
I-25-P	521	72.790	72.890	P			3,135	3,032	4,268	2014	L	LAS PALOMAS INTERCHANGE.	31
I-25-M	521	72.790	72.890	M			3,476	3,363	3,941	2014			31
I-25-P	523	72.890	76.190	P			3,588	4,156	4,094	2015	C	LAS PALOMAS INTERCHANGE.	28
I-25-M	523	72.890	76.190	M			3,856	4,578	4,510	2015			28



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							2015	2014	2013			
I-25-P	527	76.190	76.389	P	INTS	SIERRA	1,902	1,840	1,813	2010	L LOOP 001-1 WILLIAMSBURG & T. OR C. SOUTH INTE	31
I-25-M	527	76.190	76.389	M			1,995	1,930	1,901	2010		31
I-25-P	529	76.389	76.390	P			3,467	3,387	3,399	2005	L LOOP-001-1 WILLIAMSBURG & T.OR C. SOUTH INTER	31
I-25-M	529	76.389	76.390	M			3,953	3,861	3,875	2005		31
I-25-P	531	76.390	76.908	P			3,124	3,023	3,563	2014	L LOOP 001-1 WILLIAMSBURG & T. OR C. SOUTH INTE	31
I-25-M	531	76.390	76.908	M			3,377	3,266	3,160	2014		31
I-25-P	531	76.908	76.934	P			3,124	3,023	3,563	2014	L	31
I-25-M	531	76.908	76.934	M			3,377	3,266	3,160	2014		31
I-25-P	531	76.934	77.344	P			3,124	3,023	3,563	2014	L	31
I-25-M	531	76.934	78.008	M			3,377	3,266	3,160	2014		31
I-25-P	531	77.344	78.008	B			6,501	6,289	6,723	2014	L	31
		531	78.008	79.071	P		3,124	3,023	3,563	2014	L	31
I-25-M	531	78.008	79.028	M			3,377	3,266	3,160	2014		31
		531	79.028	79.071	B		6,501	6,289	6,723	2014		31
I-25-P	531	79.071	80.164	P			3,124	3,023	3,563	2014	L	31
I-25-M	531	79.071	80.164	M			3,377	3,266	3,160	2014		31
I-25-P	549	80.164	80.545	P			4,120	2,881	2,839	2015	C LOOP 001-1 T. OR C. NORTH INTERCHANGE.	28
I-25-M	549	80.164	80.545	M			4,063	3,252	3,203	2015		28
I-25-P	551	80.545	80.577	P			2,634	2,548	2,510	2013	L LOOP 001-1 T. OR C. NORTH INTERCHANGE.	31
I-25-M	551	80.545	80.577	M			2,508	2,426	2,390	2013		31
I-25-P	553	80.577	80.580	P			2,828	2,735	2,695	2011	L LOOP 001-1 T. OR C. NORTH INTERCHANGE.	31
I-25-M	553	80.577	80.580	M			3,144	3,042	2,996	2011		31
I-25-P	555	80.580	80.625	P			2,918	2,822	2,780	2010	L LOOP 001-1 T. OR C. NORTH INTERCHANGE.	31
I-25-M	555	80.580	80.625	M			2,974	2,877	2,834	2010		31
I-25-P	555	80.625	85.120	P			2,918	2,822	2,780	2010	L	31
I-25-M	555	80.625	85.120	M			2,974	2,877	2,834	2010		31
I-25-P	565	85.120	85.200	P			3,653	2,832	2,612	2015	C NM195 & NM52 HOT SPRINGS LANDNG INTERCHANGE	31
I-25-M	565	85.120	85.200	M			3,704	2,980	2,920	2015		31
I-25-P	567	85.200	85.220	P			2,923	2,827	2,785	2011	L NM195 & NM52 HOT SPRINGS LANDING INTERCHANGE	31
I-25-M	567	85.200	85.220	M			3,216	3,111	3,065	2011		31
I-25-P	569	85.220	90.141	P			2,899	2,804	2,763	2011	L NM195 & NM52 HOT SPRINGS LANDING INTERCHANGE	31
I-25-M	569	85.220	90.141	M			3,137	3,035	2,989	2011		31
I-25-P	18648	90.141	92.831	P			2,908	2,813	3,440	2014	L CUCHILLO INTERCHANGE	31
I-25-M	18648	90.141	92.831	M			3,074	2,974	2,965	2014		31



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							2015	2014	2013	2012			
I-25-P	18659	92.831	100.820	P	INTS	SIERRA	2,534	2,451	2,414	2012	L MITCHELL POINT INTERCHANGE	31	
I-25-M	18659	92.831	100.820	M			2,456	2,376	2,340	2012		31	
I-25-P	595	100.820	101.020	P			2,774	2,683	2,643	2012	L RED ROCK INTERCHANGE.	31	
I-25-M	595	100.820	101.020	M			2,435	2,356	2,321	2012		31	
I-25-P	597	101.020	104.102	P			3,794	3,670	3,615	2012	L RED ROCK INTERCHANGE.	31	
I-25-M	597	101.020	104.102	M			3,771	3,648	3,594	2012		31	
I-25-P	597	104.102	116.500	P		SOCORRO	3,794	3,670	3,615	2012	L SIERRA/SOCORRO COUNTY LINE	31	
I-25-M	597	104.102	116.500	M			3,771	3,648	3,594	2012		31	
I-25-P	619	116.500	116.572	P			2,628	2,542	2,504	2013	L NM107 MAGDALENA INTERCHANGE.	30	
I-25-M	619	116.500	116.572	M			3,068	2,968	2,924	2013		30	
I-25-P	621	116.572	125.780	P			2,754	2,664	2,625	2012	L NM107 MAGDALENA INTERCHANGE.	30	
I-25-M	621	116.572	125.780	M			2,555	2,472	2,436	2012		30	
I-25-P	639	125.780	125.881	P			2,941	2,845	2,802	2013	L NM178 SAN MARCIAL INTERCHANGE.	30	
I-25-M	639	125.780	125.881	M			3,305	3,197	3,150	2013		30	
I-25-P	641	125.881	125.980	P			2,858	2,764	2,723	2010	L NM178 SAN MARCIAL INTERCHANGE.	30	
I-25-M	641	125.881	125.980	M			2,947	2,851	2,808	2010		30	
I-25-P	643	125.980	140.577	P			3,406	3,294	3,245	2010	L NM178 SAN MARCIAL INTERCHANGE.	30	
I-25-M	643	125.980	140.577	M			2,888	2,794	2,752	2010		30	
I-25-P	18537	140.577	140.610	P			4,454	4,308	4,244	2013	L US380 SAN ANTONIO INTERCHANGE.	30	
I-25-M	18537	140.577	140.610	M			4,682	4,529	4,462	2013		30	
I-25-P	659	140.610	140.644	P			2,436	2,356	2,732	2014	L US380 SAN ANTONIO INTERCHANGE.	30	
I-25-M	659	140.610	140.644	M			2,832	2,740	3,111	2014		30	
I-25-P	18539	140.644	147.903	P			4,590	4,440	4,374	2008	L US380 SAN ANTONIO INTERCHANGE.	30	
I-25-M	18539	140.644	147.903	M			4,758	4,603	4,534	2008		30	
I-25-P	18539	147.903	149.179	P			4,590	4,440	4,374	2008	L	30	
I-25-M	18539	147.903	149.179	M			4,758	4,603	4,534	2008		30	
I-25-P	679	149.179	149.225	P			4,256	4,117	4,056	2010	L LOOP 001-2 SOCORRO SOUTH INTERCHANGE.	30	
I-25-M	679	149.179	149.225	M			4,132	3,997	3,937	2010		30	
I-25-P	681	149.225	149.250	P			2,956	2,888	2,899	2013	L LOOP 001-2 SOCORRO SOUTH INTERCHANGE.	30	
I-25-M	681	149.225	149.250	M			3,487	3,406	3,419	2013		30	
I-25-P	683	149.250	150.900	P			4,689	4,580	4,597	2013	L LOOP 001-2 SOCORRO SOUTH INTERCHANGE.	30	
I-25-M	683	149.250	150.900	M			4,448	4,345	4,361	2013		30	
I-25-P	689	150.900	151.728	P			1,698	1,698	2,901	2014	L LOOP 001-2 SOCORRO NORTH INTERCHANGE.	30	
I-25-M	689	150.900	151.728	M			1,448	1,375	2,614	2014		30	



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							2015	2014	2013			
I-25-P	691	151.728	151.750	P	INTS	SOCORRO	3,024	2,954	2,965	2013	L LOOP 001-2 SOCORRO NORTH INTERCHANGE.	30
I-25-M	691	151.728	151.750	M			3,243	3,168	3,179	2013		30
I-25-P	693	151.750	152.320	P			3,280	3,204	5,175	2014	L LOOP 001-2 SOCORRO NORTH INTERCHANGE.	30
I-25-M	693	151.750	152.202	M			3,080	3,008	5,593	2014		30
	693	152.202	152.320	B			6,360	6,212	10,768	2014		30
I-25-P	693	152.320	152.720	P			3,280	3,204	5,175	2014	L	30
I-25-M	693	152.320	152.720	M			3,080	3,008	5,593	2014		30
I-25-P	707	152.720	153.320	P			5,062	4,897	4,824	2011	L ESCONDIDA INTERCHANGE.	30
I-25-M	707	152.720	152.956	M			6,020	5,823	5,737	2011		30
	707	152.956	153.320	B			11,082	10,720	10,561	2011		30
I-25-P	707	153.320	153.620	P			5,062	4,897	4,824	2011	L	30
I-25-M	707	153.320	153.620	M			6,020	5,823	5,737	2011		30
I-25-P	709	153.620	153.720	P			4,157	4,021	3,961	2012	L ESCONDIDA INTERCHANGE.	30
I-25-M	709	153.620	153.720	M			5,392	5,216	5,139	2012		30
I-25-P	711	153.720	157.420	P			5,499	5,319	5,780	2014	L ESCONDIDA INTERCHANGE.	30
I-25-M	711	153.720	157.420	M			5,528	5,348	5,265	2014		30
I-25-P	717	157.420	157.520	P			4,192	4,055	3,995	2012	L NM408 LEMITAR INTERCHANGE.	30
I-25-M	717	157.420	157.520	M			4,325	4,184	4,122	2012		30
I-25-P	719	157.520	164.300	P			2,565	2,559	5,345	2014	L NM408 LEMITAR INTERCHANGE.	30
I-25-M	719	157.520	164.300	M			2,188	2,039	5,146	2014		30
I-25-P	731	164.300	164.320	P			4,886	4,727	4,657	2013	L SAN ACACIA INTERCHANGE.	30
I-25-M	731	164.300	164.320	M			5,471	5,292	5,213	2013		30
I-25-P	733	164.320	171.120	P			6,075	5,877	5,789	2012	L SAN ACACIA INTERCHANGE.	30
I-25-M	733	164.320	171.120	M			5,375	5,199	5,121	2012		30
I-25-P	745	171.120	171.320	P			4,863	4,704	4,633	2011	L JCT. LA JOYA INTERCHANGE.	30
I-25-M	745	171.120	171.320	M			4,636	4,485	4,418	2011		30
I-25-P	747	171.320	174.900	P			4,350	4,208	4,145	2012	L LA JOYA INTERCHANGE.	30
I-25-M	747	171.320	174.900	M			4,808	4,651	4,582	2012		30
I-25-P	747	174.900	176.566	P			4,350	4,208	4,145	2012	L	30
I-25-M	747	174.900	176.566	M			4,808	4,651	4,582	2012		30
I-25-P	757	176.566	185.367	P			5,328	5,074	5,022	2015	A US60 BERNARDO INTERCHANGE.	30
I-25-M	757	176.566	185.367	M			5,439	5,193	5,165	2015		30
I-25-P	757	185.367	190.513	P		VALENCIA	5,328	5,074	5,022	2015	A SOCORRO/VALENCIA COUNTY LINE	30
I-25-M	757	185.367	190.400	M			5,439	5,193	5,165	2015		30



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							2015	2014	2013				
I-25-M	757	190.400	190.514	B	INTS	VALENCIA	10,767	10,267	10,187	2015		30	
I-25-P	757	190.513	190.514	B			10,767	10,267	10,187	2015	A	30	
	757	190.514	190.518	P			5,328	5,074	5,022	2015	A	30	
I-25-M	757	190.514	190.758	M			5,439	5,193	5,165	2015		30	
I-25-P	757	190.518	190.868	B			10,767	10,267	10,187	2015	A	30	
I-25-M	757	190.758	191.110	B			10,767	10,267	10,187	2015		30	
I-25-P	757	190.868	190.869	B			10,767	10,267	10,187	2015	A	30	
	757	190.869	191.110	B			10,767	10,267	10,187	2015	A	30	
	29225	191.110	191.350	P			4,447	4,301	4,237	2011	L JCT SOUTHBOUND ON-RAMP AT EXIT 190 (BELEN SOU	15	
I-25-M	29225	191.110	191.350	M			5,421	5,245	5,166	2011		15	
I-25-P	20977	191.350	191.410	P			4,517	4,370	4,305	1999	L JCT NORTHBOUND OFF-RAMP AT EXIT 190 (BELEN SO	15	
I-25-M	20977	191.350	191.410	M			4,548	4,399	4,334	1999		15	
I-25-P	777	191.410	191.522	P			5,838	5,647	5,562	1999	L JCT SOUTHBOUND OFF-RAMP AT EXIT 190 (BELEN SO	15	
I-25-M	777	191.410	191.429	M			5,045	4,880	4,807	1999		15	
	777	191.429	191.750	B			10,883	10,527	10,369	1999		15	
I-25-P	777	191.522	191.750	B			10,883	10,527	10,369	1999	L	15	
	783	191.750	191.999	P			5,071	4,176	4,114	2015	C JCT NORTHBOUND ON-RAMP AT EXIT 190 (BELEN SOU	15	
I-25-M	783	191.750	191.999	M			5,566	4,410	4,344	2015		15	
I-25-P	783	191.999	192.479	P			5,071	4,176	4,114	2015	C	15	
I-25-M	783	191.999	192.479	M			5,566	4,410	4,344	2015		15	
I-25-P	783	192.479	192.935	P			5,071	4,176	4,114	2015	C	15	
I-25-M	783	192.479	192.935	M			5,566	4,410	4,344	2015		15	
I-25-P	17653	192.935	192.975	P			5,635	5,504	5,422		L JCT NORTHBOUND OFF-RAMP AT EXIT 191 (SOSIMO P	15	
I-25-M	17653	192.935	192.975	M			4,780	4,669	4,600			15	
I-25-P	20981	192.975	193.180	P			5,690	5,504	5,422	1999	L JCT SOUTHBOUND ON-RAMP AT EXIT 191 (SOSIMO PA	15	
I-25-M	20981	192.975	193.243	M			4,827	4,669	4,600	1999		15	
I-25-P	20981	193.180	193.330	B			10,517	10,173	10,022	1999	L	15	
I-25-M	20981	193.243	193.330	B			10,517	10,173	10,022	1999		15	
I-25-P	17656	193.330	193.435	P			5,481	5,302	5,223		L JCT SOUTHBOUND OFF-RAMP AT EXIT 191 (SOSIMO P	15	
I-25-M	17656	193.330	193.435	M			4,653	4,501	4,433			15	
I-25-P	785	193.435	193.783	P			6,849	6,626	6,527	2012	L JCT NORTHBOUND ON-RAMP AT EXIT 191 (SOSIMO PA	15	
I-25-M	785	193.435	193.783	M			6,814	6,591	6,493	2012		15	
I-25-P	785	193.783	194.478	P			6,849	6,626	6,527	2012	L	15	
I-25-M	785	193.783	194.478	M			6,814	6,591	6,493	2012		15	



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							2015	2014	2013	Year			
I-25-P	785	194.478	194.865	P	INTS	VALENCIA	6,849	6,626	6,527	2012	L	15	
I-25-M	785	194.478	194.865	M			6,814	6,591	6,493	2012		15	
I-25-P	785	194.865	197.560	P			6,849	6,626	6,527	2012	L	15	
I-25-M	785	194.865	197.560	M			6,814	6,591	6,493	2012		15	
I-25-P	29223	197.560	197.810	P			6,550	6,336	6,241	1999	L JCT NORTHBOUND OFF-RAMP AT EXIT 195 (BELEN NO	15	
I-25-M	29223	197.560	197.810	M			5,942	5,748	5,663	1999		15	
I-25-P	29217	197.810	197.890	P			6,463	6,313	6,219	2012	L JCT SOUTHBOUND ON-RAMP AT EXIT 195 (BELEN NOR	15	
I-25-M	29217	197.810	197.890	M			6,452	6,302	6,209	2012		15	
I-25-P	29219	197.890	198.034	P			6,486	6,336	6,241		L JCT NORTHBOUND ON-RAMP AT EXIT 195 (BELEN NOR	15	
I-25-M	29219	197.890	198.034	M			5,885	5,748	5,663			15	
I-25-P	29219	198.034	198.080	P			6,486	6,336	6,241		L	15	
I-25-M	29219	198.034	198.080	M			5,885	5,748	5,663			15	
I-25-P	20987	198.080	198.567	P			7,107	6,875	6,773	2013	L JCT SOUTHBOUND OFF-RAMP AT EXIT 195 (BELEN NO	15	
I-25-M	20987	198.080	198.172	M			7,119	6,886	6,783	2013		15	
	20987	198.172	198.696	B			14,226	13,761	13,556	2013		15	
I-25-P	20987	198.567	202.834	B			14,226	13,761	13,556	2013	L	15	
I-25-M	20987	198.696	202.953	B			14,226	13,761	13,556	2013		15	
I-25-P	20987	202.834	202.953	B			14,226	13,761	13,556	2013	L	15	
	20987	202.953	202.958	P			7,107	6,875	6,773	2013	L	15	
I-25-M	20987	202.953	203.003	M			7,119	6,886	6,783	2013		15	
I-25-P	20987	202.958	203.304	B			14,226	13,761	13,556	2013	L	15	
I-25-M	20987	203.003	203.011	B			14,226	13,761	13,556	2013		15	
	20987	203.011	204.928	B			14,226	13,761	13,556	2013		15	
I-25-P	20987	203.304	204.928	B			14,226	13,761	13,556	2013	L	15	
	20989	204.928	205.143	P			8,137	7,871	7,754	2012	L JCT NM 6/LOS LUNAS -- EXIT 203 (NB OFF-/SB ON	15	
I-25-M	20989	204.928	205.165	M			8,182	7,915	7,797	2012		15	
I-25-P	20989	205.143	205.376	B			16,319	15,786	15,551	2012	L	15	
I-25-M	20989	205.165	205.376	B			16,319	15,786	15,551	2012		15	
I-25-P	20991	205.376	205.440	P			14,605	13,996	13,773	2015	A JCT NM 6/LOS LUNAS -- EXIT 203 (SB OFF-/NB ON	15	
I-25-M	20991	205.376	205.440	M			14,467	13,831	13,662	2015		15	
I-25-P	20991	205.440	206.675	P			14,605	13,996	13,773	2015	A	15	
I-25-M	20991	205.440	206.675	M			14,467	13,831	13,662	2015		15	
I-25-P	20991	206.675	209.170	P			14,605	13,996	13,773	2015	A	15	
I-25-M	20991	206.675	206.694	M			14,467	13,831	13,662	2015		15	



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							2015	2014	2013			
I-25-M	20991	206.694	209.170	B	INTS	VALENCIA	29,072	27,827	27,435	2015		15
I-25-P	20991	209.170	210.892	P		BERNALILLO	14,605	13,996	13,773	2015	A VALENCIA/BERNALILLO COUNTY LINE.	15
I-25-M	20991	209.170	210.892	M			14,467	13,831	13,662	2015		15
I-25-P	20993	210.892	211.383	P			11,745	11,472	11,361	2005	L JCT ISLETA PUEBLO -- EXIT 209 (NB OFF-/SB ON-	11
I-25-M	20993	210.892	211.383	M			12,913	12,614	12,492	2005		11
I-25-P	20995	211.383	213.943	P			17,438	17,034	16,870	1999	L JCT ISLETA PUEBLO -- EXIT 209 (SB OFF-/NB ON-	11
I-25-M	20995	211.383	213.943	M			17,600	17,191	17,026	1999		11
I-25-P	833	213.943	214.681	P			17,438	17,034	16,870	1999	L NM 45/COORS ROAD (UNDERPASS).	11
I-25-M	833	213.943	214.681	M			17,600	17,191	17,026	1999		11
I-25-P	20999	214.681	215.141	P			14,110	13,783	13,650	2013	L JCT NM 314/ISLETA BLVD.--EXIT 213 (NB OFF-/SB	11
I-25-M	20999	214.681	215.141	M			13,753	13,434	13,305	2013		11
I-25-P	21001	215.141	216.380	P			17,070	16,679	16,332	2015	A JCT NM 314/ISLETA BLVD.--EXIT 213 (SB OFF-/NB	11
I-25-M	21001	215.141	216.380	M			16,567	16,446	16,001	2015		11
I-25-P	29242	216.380	216.490	P			17,439	17,034	16,870	2002	L JCT NM 47/BROADWAY BLVD.--EXIT 215 (NB OFF-RA	11
I-25-M	29242	216.380	216.490	M			17,529	17,123	16,958	2002		11
I-25-P	29244	216.490	216.732	P			18,229	17,806	17,634		L JCT NM 47/BROADWAY BLVD.--EXIT 215 (SB ON-RAM	11
I-25-M	29244	216.490	216.732	M			17,932	17,516	17,347			11
I-25-P	855	216.732	217.180	P			26,217	25,609	25,363	1999	L NM 47 (BROADWAY) INTERCHANGE.	11
I-25-M	855	216.732	217.180	M			25,863	25,263	25,020	1999		11
I-25-P	29246	217.180	217.450	P			26,217	25,609	25,363		L JCT NM 47/BROADWAY BLVD.--EXIT 215 (NB ON-RAM	11
I-25-M	29246	217.180	217.450	M			25,863	25,263	25,020			11
I-25-P	29248	217.450	221.768	P			22,886	22,355	22,140	2012	L JCT NM 47/BROADWAY BLVD.--EXIT 215 (SB OFF-RA	11
I-25-M	29248	217.450	221.768	M			22,147	21,633	21,425	2012		11
I-25-P	867	221.768	223.393	P			40,371	39,435	39,055	1999	L JCT NM 500/RIO BRAVO BLVD.--EXIT 220.	11
I-25-M	867	221.768	223.393	M			39,906	38,980	38,605	1999		11
I-25-P	25817	223.393	224.200	P			38,063	37,180	36,822	2005	L JCT SUNPORT BLVD.--EXIT 220B.	11
I-25-M	25817	223.393	224.200	M			36,629	35,779	35,435	2005		11
I-25-P	885	224.200	224.900	P			49,090	47,951	47,489	2009	L JCT GIBSON BLVD.--EXIT 221.	11
I-25-M	885	224.200	224.900	M			60,120	58,725	58,160	2009		11
I-25-P	891	224.900	225.600	P			69,763	68,144	67,488	1999	L JCT STADIUM BLVD.--EXIT 222.	11
I-25-M	891	224.900	225.600	M			66,253	64,717	64,094	1999		11
I-25-P	897	225.600	225.904	P			76,724	74,944	74,222	1999	L JCT LEAD/COAL AVE.--EXIT 223	11
I-25-M	897	225.600	225.904	M			74,994	73,254	72,549	1999		11
I-25-P	905	225.904	226.050	P			89,588	87,510	86,667	1999	L CENTRAL AVENUE INTERCHANGE.	11



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							2015	2014	2013			
I-25-M	905	225.904	226.050	M	INTS	BERNALILLO	81,480	79,589	78,823	1999		11
I-25-P	913	226.050	227.225	P			93,030	90,872	89,997	2000	L GRAND AVENUE INTERCHANGE.	11
I-25-M	913	226.050	227.225	M			92,437	90,292	89,423	2000		11
I-25-P	933	227.225	228.141	P			99,168	96,868	95,935	1999	L INTERSTATE 40 BIG I INTERCHANGE.	11
I-25-M	933	227.225	228.141	M			93,916	91,737	90,854	1999		11
I-25-P	21049	228.141	228.551	P			110,758	108,189	107,147	1999	L CANDELARIA ON RAMP ON THE M DIRECTION OF THE	11
I-25-M	21049	228.141	228.551	M			102,978	100,589	99,621	1999		11
I-25-P	21067	228.551	228.601	P			110,758	108,189	107,147	1999	L	11
I-25-M	21067	228.551	228.601	M			102,978	100,589	99,621	1999		11
I-25-P	21053	228.601	228.686	P			110,758	108,189	107,147	1999	L	11
I-25-M	21053	228.601	228.686	M			102,978	100,589	99,621	1999		11
I-25-P	949	228.686	228.831	P			102,307	99,934	98,972	1999	L COMANCHE INTERCHANGE	11
I-25-M	949	228.686	228.831	M			95,541	93,324	92,426	1999		11
I-25-P	21055	228.831	228.871	P			102,307	99,934	98,972	1999	L X	11
I-25-M	21055	228.831	228.871	M			95,541	93,324	92,426	1999		11
I-25-P	21069	228.871	228.991	P			102,307	99,934	98,972	1999	L	11
I-25-M	21069	228.871	228.991	M			95,541	93,324	92,426	1999		11
I-25-P	951	228.991	229.271	P			105,100	102,662	101,674	1999	L COMANCHE INTERCHANGE	11
I-25-M	951	228.991	229.271	M			101,261	98,912	97,960	1999		11
I-25-P	21071	229.271	229.401	P			105,100	102,662	101,674	1999	L	11
I-25-M	21071	229.271	229.401	M			101,261	98,912	97,960	1999		11
I-25-P	21057	229.401	229.800	P			105,100	102,662	101,674	1999	L	11
I-25-M	21057	229.401	229.800	M			101,261	98,912	97,960	1999		11
I-25-P	959	229.800	230.600	P			77,806	76,001	75,270	2009	L MONTANO/MONTGOMERY BOULEVARD INTERCHANGE	11
I-25-M	959	229.800	230.600	M			75,749	73,992	73,279	2009		11
I-25-P	18677	230.600	231.770	P			80,386	78,521	77,765	1999	L JEFFERSON INTERCHANGE	11
I-25-M	18677	230.600	231.770	M			79,110	77,275	76,531	1999		11
I-25-P	965	231.770	232.205	P			65,875	64,347	63,727	1999	L SAN MATEO BOULEVARD INTERCHANGE	11
I-25-M	965	231.770	232.205	M			72,576	70,892	70,210	1999		11
I-25-P	973	232.205	233.100	P			68,217	66,634	65,993	1999	L SAN ANTONIO AVENUE INTERCHANGE.	11
I-25-M	973	232.205	233.100	M			67,295	65,734	65,101	1999		11
I-25-P	977	233.100	233.300	P			38,699	37,802	37,438	2005	L PASEO DEL NORTE INTERCHANGE	11
I-25-M	977	233.100	233.300	M			38,391	37,500	37,140	2005		11
I-25-P	979	233.300	233.800	P			47,065	45,973	45,530	1999	L PASEO DEL NORTE INTERCHANGE.	11



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							2015	2014	2013			
I-25-M	979	233.300	233.800	M	INTS	BERNALILLO	54,565	53,299	52,786	1999		11
I-25-P	983	233.800	233.841	P			34,101	33,310	32,989	1999	L NM 528/ALAMEDA INTERCHANGE.	11
I-25-M	983	233.800	233.841	M			38,671	37,774	37,410	1999		11
I-25-P	21073	233.841	233.891	P			34,101	33,310	32,989	1999	L	11
I-25-M	21073	233.841	233.891	M			38,671	37,774	37,410	1999		11
I-25-P	21059	233.891	234.321	P			32,154	31,408	31,106	2012	L	11
I-25-M	21059	233.891	234.321	M			32,283	31,534	31,231	2012		11
I-25-P	21061	234.321	235.186	P			34,101	33,310	32,989	1999	L	11
I-25-M	21061	234.321	235.186	M			38,671	37,774	37,410	1999		11
I-25-P	991	235.186	235.200	P			28,602	27,939	27,670	1999	L NM 556/TRAMWAY RD. INTERCHANGE.	11
I-25-M	991	235.186	235.200	M			32,436	31,683	31,378	1999		11
I-25-P	993	235.200	235.321	P			35,769	34,939	34,601	2013	L NM 556/TRAMWAY ROAD INTERCHANGE.	11
I-25-M	993	235.200	235.321	M			28,196	27,542	27,279	2013		11
I-25-P	21063	235.321	235.334	P			26,674	26,055	25,804	2010	L	11
I-25-M	21063	235.321	235.334	M			25,947	25,345	25,101	2010		11
I-25-P	995	235.334	235.561	P			31,397	30,669	30,212	1999	L NM 556/TRAMWAY ROAD INTERCHANGE.	11
I-25-M	995	235.334	235.561	M			34,856	34,047	33,540	1999		11
I-25-P	21075	235.561	235.691	P			31,397	30,669	30,212	1999	L X	11
I-25-M	21075	235.561	235.691	M			34,856	34,047	33,540	1999		11
I-25-P	21065	235.691	235.841	P			25,892	25,292	24,915	2004	L X	11
I-25-M	21065	235.691	235.841	M			27,960	27,311	26,905	2004		11
I-25-P	21077	235.841	236.299	P			30,831	29,229	30,212	2015	A X	11
I-25-M	21077	235.841	236.299	M			29,747	30,210	33,540	2015		11
I-25-P	21077	236.299	242.099	P		SANDOVAL	30,831	29,229	30,212	2015	A BERNALILLO/SANDOVAL COUNTY LINE.	11
I-25-M	21077	236.299	242.100	M			29,747	30,210	33,540	2015		11
I-25-P	21077	242.099	242.100	B			60,578	59,439	63,752	2015	A	11
	1015	242.100	243.500	P			14,745	27,029	27,128	2015	C NM 473--BERNALILLO INTERCHANGE.	9
I-25-M	1015	242.100	243.500	M			15,054	29,994	30,105	2015		9
I-25-P	1025	243.500	243.533	P			14,562	14,224	14,276	1999	L I-25 EXIT 242 -- US 550 AND NM 165 (BERNALILLO)	9
I-25-M	1025	243.500	243.533	M			16,599	16,214	16,274	1999		9
I-25-P	1027	243.533	243.921	P			14,231	13,901	13,952	2010	L I-25 EXIT 242 -- US 550 AND NM 165 (BERNALILLO)	9
I-25-M	1027	243.533	243.921	M			14,991	14,643	14,697	2010		9
I-25-P	23269	243.921	244.434	P			14,562	14,224	14,276	1999	L	9
I-25-M	23269	243.921	244.434	M			16,599	16,214	16,274	1999		9



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							2015	2014	2013			
I-25-P	1029	244.434	249.258	P	INTS	SANDOVAL	15,408	15,051	15,106	2004	L I-25 EXIT 242 -- US 550 AND NM 165 (BERNALILL	9
I-25-M	1029	244.434	249.258	M			16,526	16,142	16,202	2004		9
I-25-P	1041	249.258	250.143	P			18,255	17,658	17,396	2004	L JCT NM 474 -- ALGODONES (EXIT 249).	9
I-25-M	1041	249.258	250.143	M			17,915	17,330	17,072	2004		9
I-25-P	1041	250.143	250.201	P			18,255	17,658	17,396	2004	L	9
I-25-M	1041	250.143	253.736	M			17,915	17,330	17,072	2004		9
I-25-P	1041	250.201	253.736	B			36,170	34,988	34,468	2004	L	9
	1061	253.736	253.800	P			15,792	15,276	15,049	1999	L NM 315-SAN FELIPE PUEBLO INTERCHANGE.	9
I-25-M	1061	253.736	253.800	M			16,254	15,723	15,489	1999		9
I-25-P	1063	253.800	253.994	P			15,792	15,276	15,049	1999	L NM 315-SAN FELIPE PUEBLO INTERCHANGE.	9
I-25-M	1063	253.800	253.994	M			16,254	15,723	15,489	1999		9
I-25-P	1065	253.994	258.916	P			14,685	12,960	12,767	2015	C NM315 SAN FELIPE PUEBLO INTERCHANGE	9
I-25-M	1065	253.994	258.916	M			14,493	12,244	12,062	2015		9
I-25-P	1081	258.916	259.000	P			14,840	14,355	14,142	2002	L BUDAGHERS INTERCHANGE.	9
I-25-M	1081	258.916	259.000	M			15,428	14,924	14,701	2002		9
I-25-P	1083	259.000	260.400	P			17,792	17,211	16,953	2013	L BUDAGHERS INTERCHANGE	9
I-25-M	1083	259.000	260.400	M			19,098	18,474	18,200	2013		9
I-25-P	1091	260.400	260.606	P			16,566	16,025	15,786	2013	L NM22 SANTO DOMINGO PUEBLO INTERCHANGE	9
I-25-M	1091	260.400	260.606	M			16,533	15,992	15,755	2013		9
I-25-P	1093	260.606	260.890	P			14,915	14,428	14,213	1999	L NM22 SANTO DOMINGO PUEBLO INTERCHANGE.	9
I-25-M	1093	260.606	260.890	M			15,370	14,867	14,646	1999		9
I-25-P	1095	260.890	264.504	P			15,584	15,075	14,850	2013	L NM22 SANTO DOMINGO PUEBLO INTERCHANGE	9
I-25-M	1095	260.890	264.504	M			15,684	15,171	14,946	2013		9
I-25-P	1095	264.504	265.786	P		SANTA FE	15,584	15,075	14,850	2013	L SANDOVAL/SANTA FE COUNTY LINE	9
I-25-M	1095	264.504	265.786	M			15,684	15,171	14,946	2013		9
I-25-P	1113	265.786	266.146	P			15,251	14,753	14,533	2012	L NM16 COCHITI LAKE INTERCHANGE	15
I-25-M	1113	265.786	266.146	M			15,628	15,117	14,892	2012		15
I-25-P	1115	266.146	266.210	P			17,402	16,834	16,583	2012	L NM16 COCHITI LAKE INTERCHANGE.	15
I-25-M	1115	266.146	266.210	M			11,196	10,830	10,669	2012		15
I-25-P	1117	266.210	268.730	P			15,193	14,697	14,478	2012	L NM16 COCHITI LAKE INTERCHANGE	15
I-25-M	1117	266.210	268.730	M			18,316	17,717	17,454	2012		15
I-25-P	1127	268.730	272.930	P			17,645	16,940	16,708	2015	A WALDO INTERCHANGE	15
I-25-M	1127	268.730	272.930	M			18,135	17,402	17,053	2015		15
I-25-P	1137	272.930	273.130	P			14,947	14,600	14,459	2008	L EXIT 271 -- LA CIENEGA INTERCHANGE (C.R. 50F/	15



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							2015	2014	2013	2012			
I-25-M	1137	272.930	273.130	M	INTS	SANTA FE	12,323	12,037	11,922	2008		15	
I-25-P	1139	273.130	277.070	P			14,312	13,980	13,845	2012	L EXIT 271 -- LA CIENEGA INTERCHANGE (C.R. 50F/	15	
I-25-M	1139	273.130	277.070	M			14,467	14,131	13,995	2012		15	
I-25-P	22891	277.070	278.513	P			10,774	10,524	10,423	2012	L EXIT 276 -- NM 599 INTERCHANGE (SANTA FE BYPA	15	
I-25-M	22891	277.070	278.513	M			10,935	10,681	10,578	2012		15	
I-25-P	1149	278.513	278.926	P			6,186	6,042	14,263	2014	L	15	
I-25-M	1149	278.513	278.926	M			10,869	10,617	13,952	2014		15	
I-25-P	1151	278.926	283.320	P			13,190	12,884	12,760	2008	L NM14, CERRILLOS ROAD INTERCHANGE.	15	
I-25-M	1151	278.926	283.320	M			9,109	8,898	8,812	2008		15	
I-25-P	1157	283.320	283.499	P			10,428	10,186	10,088	2005	L	15	
I-25-M	1157	283.320	283.499	M			6,755	6,598	6,534	2005		15	
I-25-P	1159	283.499	283.827	P			13,332	13,022	12,897	2004	L	15	
I-25-M	1159	283.499	283.827	M			8,043	7,857	7,781	2004		15	
I-25-P	1161	283.827	283.954	P			11,857	11,582	11,471		L	15	
I-25-M	1161	283.827	283.954	M			11,857	11,582	11,471			15	
I-25-P	1163	283.954	284.194	P			13,529	13,215	13,088	2000	L	15	
I-25-M	1163	283.954	284.194	M			11,820	11,546	11,435	2000		15	
I-25-P	1165	284.194	284.957	P			9,498	9,278	9,001	2014	L	15	
I-25-M	1165	284.194	284.957	M			8,573	8,374	6,227	2014		15	
I-25-P	1169	284.957	285.332	P			12,165	11,882	11,768	1997	L	15	
I-25-M	1169	284.957	285.332	M			12,958	12,658	12,536	1997		15	
I-25-P	1171	285.332	285.430	P			11,752	11,357	11,014	2015	A NM466, US285, OLD PECOS TRAIL INTERCHANGE	15	
I-25-M	1171	285.332	285.430	M			12,280	11,905	11,614	2015		15	
I-25-P	1171	285.430	286.579	P			11,752	11,357	11,014	2015	A	15	
I-25-M	1171	285.430	286.579	M			12,280	11,905	11,614	2015		15	
I-25-P	1171	286.579	286.592	P			11,752	11,357	11,014	2015	A	15	
I-25-M	1171	286.579	291.700	M			12,280	11,905	11,614	2015		15	
I-25-P	1171	286.592	291.700	B			24,032	23,262	22,628	2015	A	15	
	1183	291.700	291.773	P			12,631	12,218	12,036	2005	L US 285 EXIT 290 (SOUTH TO CLINES CORNERS).	15	
I-25-M	1183	291.700	291.773	M			12,850	12,430	12,245	2005		15	
I-25-P	1185	291.773	295.470	P			7,161	6,927	6,824	2008	L US285 LAMY INTERCHANGE	15	
I-25-M	1185	291.773	295.470	M			7,550	7,303	7,194	2008		15	
I-25-P	1195	295.470	295.596	P			6,242	6,038	5,948	2005	L CANONCITO INTERCHANGE	15	
I-25-M	1195	295.470	295.596	M			6,757	6,536	6,439	2005		15	



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							2015	2014	2013	Year			
I-25-P	1197	295.596	298.270	P	INTS	SANTA FE	5,757	5,569	5,486	2006	L	CANONCITO INTERCHANGE	15
I-25-M	1197	295.596	298.270	M			6,796	6,574	6,476	2006			15
I-25-P	1205	298.270	298.470	P			7,009	6,780	6,679	2005	L	VALENCIA INTERCHANGE	15
I-25-M	1205	298.270	298.470	M			7,350	7,110	7,004	2005			15
I-25-P	1207	298.470	300.400	P			6,086	5,887	5,799	2006	L	VALENCIA INTERCHANGE	15
I-25-M	1207	298.470	300.400	M			6,753	6,532	6,435	2006			15
I-25-P	1211	300.400	300.500	P			4,082	3,948	3,890	2004	L	NM50 GLORIETA INTERCHANGE	15
I-25-M	1211	300.400	300.500	M			4,201	4,064	4,003	2004			15
I-25-P	1213	300.500	304.200	P			4,587	4,436	4,371	2011	L	NM50 GLORIETA INTERCHANGE	15
I-25-M	1213	300.500	304.200	M			4,121	3,987	3,928	2011			15
I-25-P	1213	304.200	309.006	P		SAN MIGUEL	4,587	4,436	4,371	2011	L	SANTA FE/SAN MIGUEL COUNTY LINE	15
I-25-M	1213	304.200	309.006	M			4,121	3,987	3,928	2011			15
I-25-P	1235	309.006	309.100	P			4,256	3,765	3,709	2015	C	NM63 ROWE INTERCHANGE	26
I-25-M	1235	309.006	309.100	M			4,373	4,313	4,249	2015			26
I-25-P	1237	309.100	309.120	P			3,811	3,686	3,631	2010	L	NM63 ROWE INTERCHANGE	26
I-25-M	1237	309.100	309.120	M			4,001	3,871	3,813	2010			26
I-25-P	1239	309.120	321.600	P			3,949	3,820	3,763	2011	L	NM63 ROWE INTERCHANGE	26
I-25-M	1239	309.120	321.600	M			3,671	3,551	3,498	2011			26
I-25-P	1249	321.600	321.720	P			3,861	3,735	3,610	2014	L	SANDS INTERCHANGE	26
I-25-M	1249	321.600	321.720	M			4,221	4,083	3,707	2014			26
I-25-P	1251	321.720	322.118	P			3,841	3,355	3,305	2015	C	SANDS INTERCHANGE	26
I-25-M	1251	321.720	322.118	M			4,243	3,514	3,462	2015			26
I-25-P	1253	322.118	324.520	P			3,331	3,222	3,174	2011	L	SANDS INTERCHANGE	26
I-25-M	1253	322.118	324.520	M			3,885	3,758	3,702	2011			26
I-25-P	1259	324.520	324.590	P			3,955	3,281	3,232	2015	C	NM3 VILLANUEVA INTERCHANGE	22
I-25-M	1259	324.520	324.590	M			4,386	3,471	3,420	2015			22
I-25-P	1261	324.590	331.520	P			3,781	4,031	3,971	2015	C	NM3 VILLANUEVA INTERCHANGE	26
I-25-M	1261	324.590	331.520	M			4,074	4,505	4,438	2015			26
I-25-P	1273	331.520	331.529	P			3,568	3,452	3,400	2010	L	BERNAL INTERCHANGE	26
I-25-M	1273	331.520	331.529	M			3,494	3,379	3,329	2010			26
I-25-P	1275	331.529	332.603	P			4,301	4,160	4,099	2007	L	BERNAL INTERCHANGE	26
I-25-M	1275	331.529	332.603	M			4,832	4,675	4,605	2007			26
I-25-P	1277	332.603	336.620	P			3,974	3,845	4,194	2014	L	BERNAL INTERCHANGE	26
I-25-M	1277	332.603	336.620	M			4,316	4,174	4,480	2014			26



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							2015	2014	2013				
I-25-P	1283	336.620	336.820	P	INTS	SAN MIGUEL	4,009	3,877	3,820	2007	L	TECOLOTE INTERCHANGE	26
I-25-M	1283	336.620	336.820	M			4,549	4,401	4,335	2007			26
I-25-P	1285	336.820	336.920	P			3,335	3,226	3,178	2013	L	TECOLOTE INTERCHANGE	26
I-25-M	1285	336.820	336.920	M			4,115	3,981	3,922	2013			26
I-25-P	19251	336.920	341.280	P			3,915	3,787	3,730	2010	L		26
I-25-M	19251	336.920	341.280	M			4,160	4,024	3,964	2010			26
I-25-P	1297	341.280	341.321	P			3,957	3,828	3,771	2007	L	US84 ROMEROVILLE INTERCHANGE	26
I-25-M	1297	341.280	341.321	M			3,601	3,483	3,431	2007			26
I-25-P	1299	341.321	344.443	P			5,658	5,322	5,333	2015	A	US84 ROMEROVILLE INTERCHANGE	26
I-25-M	1299	341.321	344.231	M			5,915	5,575	5,497	2015			26
	1299	344.231	344.443	B			11,573	10,897	10,830	2015			26
I-25-P	1299	344.443	344.687	P			5,658	5,322	5,333	2015	A		26
I-25-M	1299	344.443	344.687	M			5,915	5,575	5,497	2015			26
I-25-P	1299	344.687	344.716	P			5,658	5,322	5,333	2015	A		26
I-25-M	1299	344.687	344.716	M			5,915	5,575	5,497	2015			26
I-25-P	1299	344.716	344.804	P			5,658	5,322	5,333	2015	A		26
I-25-M	1299	344.716	344.793	M			5,915	5,575	5,497	2015			26
	1299	344.793	344.804	B			11,573	10,897	10,830	2015			26
I-25-P	1299	344.804	345.009	P			5,658	5,322	5,333	2015	A		26
I-25-M	1299	344.804	345.009	M			5,915	5,575	5,497	2015			26
I-25-P	1307	345.009	345.092	P			3,868	3,741	3,685	2012	L		26
I-25-M	1307	345.009	345.339	M			3,130	3,028	2,983	2012			26
I-25-P	1307	345.092	345.257	B			6,998	6,769	6,668	2012	L		26
	1307	345.257	345.339	B			6,998	6,769	6,668	2012	L		26
	1309	345.339	345.506	P			3,452	3,339	3,289	2012	L	LOOP 1-5 SOUTH LAS VEGAS INTERCHANGE	26
I-25-M	1309	345.339	345.506	M			3,426	3,314	3,264	2012			26
I-25-P	1311	345.506	345.698	P			3,774	2,643	2,604	2015	C		24
I-25-M	1311	345.506	345.698	M			3,914	2,678	2,638	2015			24
I-25-P	1311	345.698	345.904	P			3,774	2,643	2,604	2015	C		24
I-25-M	1311	345.698	346.616	M			3,914	2,678	2,638	2015			24
I-25-P	1311	345.904	346.578	B			7,688	5,321	5,242	2015	C		24
	1311	346.578	346.616	B			7,688	5,321	5,242	2015	C		24
	1311	346.616	346.664	P			3,774	2,643	2,604	2015	C		24
I-25-M	1311	346.616	346.664	M			3,914	2,678	2,638	2015			24



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							2015	2014	2013				
I-25-P	1311	346.664	346.703	P	INTS	SAN MIGUEL	3,774	2,643	2,604	2015	C		24
I-25-M	1311	346.664	347.232	M			3,914	2,678	2,638	2015			24
I-25-P	1311	346.703	346.705	B			7,688	5,321	5,242	2015	C		24
	1311	346.705	346.707	B			7,688	5,321	5,242	2015	C		24
	1311	346.707	347.232	B			7,688	5,321	5,242	2015	C		24
	1327	347.232	347.522	P			2,537	2,478	2,487	2007	L		26
I-25-M	1327	347.232	347.522	M			2,894	2,827	2,838	2007			26
I-25-P	1329	347.522	349.524	P			2,651	2,359	2,367	2015	C		26
I-25-M	1329	347.522	349.524	M			2,995	2,828	2,839	2015			26
I-25-P	1351	349.524	349.547	P			3,105	3,221	3,233	2015	C		26
I-25-M	1351	349.524	349.547	M			3,631	2,612	2,622	2015			26
I-25-P	1353	349.547	349.567	P			2,615	2,555	2,564	2011	L		26
I-25-M	1353	349.547	349.567	M			2,526	2,467	2,477	2011			26
I-25-P	1355	349.567	349.591	P			2,962	2,548	2,557	2015	C		26
I-25-M	1355	349.567	349.591	M			3,391	2,861	2,871	2015			26
I-25-P	1357	349.591	353.496	P			1,776	1,719	1,693	2013	L		26
I-25-M	1357	349.591	353.496	M			2,643	2,556	2,518	2013			26
I-25-P	1369	353.496	353.526	P			2,534	2,869	2,827	2015	C		27
I-25-M	1369	353.496	353.526	M			2,922	3,616	3,563	2015			27
I-25-P	1371	353.526	357.726	P			2,644	2,663	2,623	2015	C		31
I-25-M	1371	353.526	357.726	M			3,121	2,701	2,661	2015			31
I-25-P	1377	357.726	357.926	P			2,534	2,794	2,752	2015	C		26
I-25-M	1377	357.726	357.926	M			2,953	3,146	3,100	2015			26
I-25-P	1379	357.926	362.926	P			2,747	2,374	2,339	2015	C		26
I-25-M	1379	357.926	362.926	M			3,201	2,606	2,568	2015			26
I-25-P	1385	362.926	363.126	P			2,525	3,016	2,971	2015	C		26
I-25-M	1385	362.926	363.126	M			2,989	3,438	3,387	2015			26
I-25-P	1387	363.126	365.636	P			2,575	2,519	2,481	2015	C		26
I-25-M	1387	363.126	365.636	M			3,070	2,432	2,396	2015			26
I-25-P	1387	365.636	366.096	P		MORA	2,575	2,519	2,481	2015	C		26
I-25-M	1387	365.636	366.096	M			3,070	2,432	2,396	2015			26
I-25-P	1393	366.096	368.226	P			2,403	2,325	2,519	2014	L		29
I-25-M	1393	366.096	368.226	M			2,859	2,765	2,838	2014			29
I-25-P	1401	368.226	368.426	P			2,701	2,613	2,922	2014	L		29



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							2015	2014	2013	Year			
I-25-M	1401	368.226	368.426	M	INTS	MORA	3,220	3,115	3,344	2014		29	
I-25-P	1403	368.426	389.400	P			2,673	2,586	2,358	2014	L	29	
I-25-M	1403	368.426	389.400	M			3,225	3,119	2,684	2014		29	
I-25-P	1421	389.400	389.492	P			2,476	2,395	2,607	2014	L	29	
I-25-M	1421	389.400	389.492	M			2,977	2,880	2,714	2014		29	
I-25-P	1423	389.492	389.496	P			2,426	2,347	2,907	2014	L	29	
I-25-M	1423	389.492	389.496	M			2,980	2,882	2,923	2014		29	
I-25-P	1425	389.496	394.812	P			2,203	2,265	2,232	2015	C	NM120 WAGON MOUND INTERCHANGE	31
I-25-M	1425	389.496	394.812	M			2,448	2,602	2,564	2015		31	
I-25-P	1433	394.812	394.886	P			2,367	2,347	2,312	2015	C		30
I-25-M	1433	394.812	394.886	M			2,600	2,588	2,550	2015		30	
I-25-P	1435	394.886	404.185	P			2,321	2,245	2,211	2013	L		29
I-25-M	1435	394.886	404.185	M			2,628	2,542	2,504	2013		29	
I-25-P	1435	404.185	406.186	P		COLFAX	2,321	2,245	2,211	2013	L		29
I-25-M	1435	404.185	406.186	M			2,628	2,542	2,504	2013		29	
I-25-P	1447	406.186	413.686	P			3,260	3,154	3,106	2010	L		27
I-25-M	1447	406.186	413.686	M			3,393	3,282	3,233	2010		27	
I-25-P	1455	413.686	413.828	P			2,321	2,246	2,213	2013	L		27
I-25-M	1455	413.686	413.828	M			1,671	1,616	1,592	2013		27	
I-25-P	1457	413.828	414.971	P			2,363	2,286	2,252	2011	L		27
I-25-M	1457	413.828	414.971	M			2,971	2,874	2,831	2011		27	
I-25-P	1457	414.971	415.448	P			2,363	2,286	2,252	2011	L		27
I-25-M	1457	414.971	415.448	M			2,971	2,874	2,831	2011		27	
I-25-P	1457	415.448	416.256	P			2,363	2,286	2,252	2011	L		27
I-25-M	1457	415.448	416.256	M			2,971	2,874	2,831	2011		27	
I-25-P	1475	416.256	416.363	P			2,252	2,178	1,980	2014	L		27
I-25-M	1475	416.256	416.363	M			1,459	1,412	2,565	2014		27	
I-25-P	1477	416.363	420.426	P			2,335	2,258	2,225	2013	L		27
I-25-M	1477	416.363	420.426	M			2,277	2,203	2,170	2013		27	
I-25-P	1483	420.426	420.626	P			2,443	2,363	2,328	2007	L		27
I-25-M	1483	420.426	420.626	M			2,824	2,732	2,691	2007		27	
I-25-P	1485	420.626	420.632	P			2,266	2,192	2,118	2014	L		27
I-25-M	1485	420.626	420.632	M			1,405	1,359	2,398	2014		27	
I-25-P	1487	420.632	427.607	P			2,330	2,253	2,460	2014	L		27



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							2015	2014	2013	2012			
I-25-M	1487	420.632	427.607	M	INTS	COLFAX	2,499	2,418	2,502	2014		27	
I-25-P	1499	427.607	427.790	P			2,784	2,836	2,793	2015	C	27	
I-25-M	1499	427.607	427.790	M			2,642	2,506	2,469	2015		27	
I-25-P	1501	427.790	427.806	P			2,472	2,391	2,594	2014	L	27	
I-25-M	1501	427.790	427.806	M			2,523	2,441	2,935	2014		27	
I-25-P	1503	427.806	428.158	P			2,893	2,646	2,504	2015	A	27	
I-25-M	1503	427.806	428.158	M			3,048	2,805	2,674	2015		27	
I-25-P	1503	428.158	436.756	P			2,893	2,646	2,504	2015	A	27	
I-25-M	1503	428.158	436.756	M			3,048	2,805	2,674	2015		27	
I-25-P	1527	436.756	436.956	P			3,091	2,990	2,945	2010	L	27	
I-25-M	1527	436.756	436.956	M			2,929	2,833	2,791	2010		27	
I-25-P	1529	436.956	448.256	P			2,450	2,370	2,335	2008	L	27	
I-25-M	1529	436.956	448.256	M			2,871	2,777	2,735	2008		27	
I-25-P	1543	448.256	448.419	P			2,392	2,314	2,897	2014	L	27	
I-25-M	1543	448.256	448.419	M			2,567	2,483	3,355	2014		27	
I-25-P	1545	448.419	451.025	P			2,726	2,637	2,689	2014	L	27	
I-25-M	1545	448.419	451.025	M			1,435	1,388	2,415	2014		27	
I-25-P	1545	451.025	451.086	P			2,726	2,637	2,689	2014	L	27	
I-25-M	1545	451.025	451.086	M			1,435	1,388	2,415	2014		27	
I-25-P	1545	451.086	451.304	P			2,726	2,637	2,689	2014	L	27	
I-25-M	1545	451.086	451.671	M			1,435	1,388	2,415	2014		27	
I-25-P	1545	451.304	451.671	B			4,161	4,025	5,104	2014	L	27	
	25350	451.671	451.758	P			2,923	2,828	2,786	2011	L	27	
I-25-M	25350	451.671	451.786	M			4,029	3,897	3,839	2011		27	
I-25-P	25350	451.758	451.786	B			6,952	6,725	6,625	2011	L	27	
	1561	451.786	452.784	P			2,001	1,954	1,962	2013	L	27	
I-25-M	1561	451.786	452.784	M			2,095	2,047	2,054	2013		27	
I-25-P	1561	452.784	452.913	P			2,001	1,954	1,962	2013	L	27	
I-25-M	1561	452.784	453.134	M			2,095	2,047	2,054	2013		27	
I-25-P	1561	452.913	453.134	B			4,096	4,001	4,016	2013	L	27	
	1567	453.134	453.186	P			1,637	1,599	1,605	2008	L	27	
I-25-M	1567	453.134	453.186	M			2,066	2,018	2,025	2008		27	
I-25-P	1569	453.186	454.161	P			1,955	1,909	2,672	2014	L	27	
I-25-M	1569	453.186	454.161	M			2,227	2,176	2,513	2014		27	



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							2015	2014	2013				
I-25-P	1579	454.161	454.247	P	INTS	COLFAX	3,478	3,397	4,135	2014	L	27	
I-25-M	1579	454.161	454.247	M			3,582	3,499	3,726	2014		27	
I-25-P	1581	454.247	454.286	P			4,552	3,233	3,245	2015	C	24	
I-25-M	1581	454.247	454.286	M			4,129	3,580	3,594	2015		24	
I-25-P	1583	454.286	455.731	P			4,399	3,939	3,553	2015	A	27	
I-25-M	1583	454.286	455.731	M			4,379	3,964	3,545	2015		27	
I-25-P	23228	455.731	455.895	P			4,225	4,087	4,026	2011	L	27	
I-25-M	23228	455.731	455.895	M			4,346	4,204	4,142	2011		27	
I-25-P	1591	455.895	455.996	P			3,924	3,795	3,739	2011	L	27	
I-25-M	1591	455.895	455.996	M			4,373	4,231	4,168	2011		27	
I-25-P	1593	455.996	456.120	P			4,690	3,755	3,699	2015	C	30	
I-25-M	1593	455.996	456.120	M			4,356	4,203	4,141	2015		30	
I-25-P	23230	456.120	457.057	P			4,914	4,754	2,819	2014	L	27	
I-25-M	23230	456.120	457.056	M			4,553	4,404	3,060	2014		27	
	23230	457.056	462.120	B			9,467	9,158	5,879	2014		27	
I-25-P	23230	457.057	462.124	B			9,467	9,158	5,879	2014	L	27	
I-40-P	1611	0.000	8.500	P		MCKINLEY	9,120	8,822	7,386	2014	L	NEW MEXICO/ARIZONA STATE LINE TO NEW MEXICO/T	44
I-40-M	1611	0.000	8.500	M			8,295	8,024	7,054	2014		44	
I-40-P	1619	8.500	8.800	P			7,770	7,516	7,404	2011	L	JCT EXIT 8 RAMP "A" (PORT-OF-ENTRY/MANUELITO)	44
I-40-M	1619	8.500	8.800	M			7,242	7,005	6,901	2011		44	
I-40-P	1621	8.800	15.675	P			7,405	7,163	7,057	2012	L	JCT EXIT 8 RAMP "G" (PORT-OF-ENTRY/MANUELITO)	44
I-40-M	1621	8.800	15.646	M			8,238	7,969	7,850	2012		44	
	1621	15.646	15.675	B			15,643	15,132	14,907	2012		44	
I-40-P	1621	15.675	15.950	P			7,405	7,163	7,057	2012	L	44	
I-40-M	1621	15.675	15.950	M			8,238	7,969	7,850	2012		44	
I-40-P	1621	15.950	16.130	P			7,405	7,163	7,057	2012	L	44	
I-40-M	1621	15.950	16.130	M			8,238	7,969	7,850	2012		44	
I-40-P	1639	16.130	16.435	P			5,903	5,767	6,573	2014	L	JCT EXIT 16 -- OFF-RAMP "A" EASTBOUND (GALLUP)	44
I-40-M	1639	16.130	16.434	M			6,069	5,927	5,522	2014		44	
	1639	16.434	16.435	B			11,972	11,694	12,095	2014		44	
I-40-P	24991	16.435	16.708	P			8,197	8,007	8,037	2011	L	JCT EXIT 16 -- ON-RAMP "G" EASTBOUND (GALLUP)	44
I-40-M	24991	16.435	16.708	M			10,060	9,826	9,862	2011		44	
I-40-P	24993	16.708	20.535	P			12,872	12,573	12,619	2011	L	JCT EXIT 16 -- OFF-RAMP "N" WESTBOUND (GALLUP)	44
I-40-M	24993	16.708	20.535	M			14,226	13,896	13,948	2011		44	



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							2015	2014	2013	Year		
I-40-P	24999	20.535	20.814	P	INTS	MCKINLEY	6,927	6,701	6,601	2011	L JCT EXIT 20 -- OFF-RAMP "A" EASTBOUND (US 491	44
I-40-M	24999	20.535	20.814	M			6,744	6,523	6,426	2011		44
I-40-P	1651	20.814	20.820	P			7,083	6,919	6,944	2012	L US 491 (OLD US 666) GALLUP INTERCHANGE (EXIT	44
I-40-M	1651	20.814	20.820	M			6,660	6,505	6,529	2012		44
I-40-P	1651	20.820	21.090	P			7,083	6,919	6,944	2012	L	44
I-40-M	1651	20.820	21.090	M			6,660	6,505	6,529	2012		44
I-40-P	15957	21.090	22.362	P			9,951	9,720	9,756	2011	L JCT EXIT 20 -- ON-RAMP "G" EASTBOUND (US 491/	44
I-40-M	15957	21.090	22.362	M			8,913	8,706	8,738	2011		44
I-40-P	1659	22.362	22.900	P			8,999	8,790	8,823	2012	L JCT EXIT 22 -- OFF-RAMP "A" EASTBOUND (FORD D	44
I-40-M	1659	22.362	22.900	M			8,930	8,723	8,756	2012		44
I-40-P	1663	22.900	24.458	P			11,732	11,460	11,502	2011	L JCT EXIT 22 -- ON-RAMP "G" EASTBOUND (FORD DR	44
I-40-M	1663	22.900	24.358	M			11,473	11,207	11,247	2011		44
	1663	24.358	24.458	B			23,205	22,667	22,749	2011		44
I-40-P	1663	24.458	25.350	P			11,732	11,460	11,502	2011	L	44
I-40-M	1663	24.458	25.348	M			11,473	11,207	11,247	2011		44
	1663	25.348	25.593	B			23,205	22,667	22,749	2011		44
I-40-P	1663	25.350	25.588	B			23,205	22,667	22,749	2011	L	44
	1663	25.588	25.593	B			23,205	22,667	22,749	2011	L	44
	1663	25.593	25.907	P			11,732	11,460	11,502	2011	L	44
I-40-M	1663	25.593	25.900	M			11,473	11,207	11,247	2011		44
	1663	25.900	25.980	B			23,205	22,667	22,749	2011		44
I-40-P	1663	25.907	25.980	B			23,205	22,667	22,749	2011	L	44
	1671	25.980	26.197	P			13,244	12,811	12,620	2008	L JCT EXIT 26 -- OFF-RAMP "A" EASTBOUND (GALLUP	44
I-40-M	1671	25.980	26.197	M			12,045	11,652	11,478	2008		44
I-40-P	1675	26.197	26.198	P			15,606	15,096	14,871	2011	L EXIT 26 -- GALLUP EAST INTERCHANGE.	44
I-40-M	1675	26.197	26.198	M			13,177	12,746	12,556	2011		44
I-40-P	1675	26.198	26.240	P			15,606	15,096	14,871	2011	L	44
I-40-M	1675	26.198	26.240	M			13,177	12,746	12,556	2011		44
I-40-P	1677	26.240	26.946	P			11,613	11,233	11,066	2011	L JCT EXIT 26 -- ON-RAMP "G" EASTBOUND (GALLUP	44
I-40-M	1677	26.240	26.930	M			10,460	10,119	9,968	2011		44
	1677	26.930	26.946	B			22,073	21,352	21,034	2011		44
I-40-P	1677	26.946	28.066	P			11,613	11,233	11,066	2011	L	44
I-40-M	1677	26.946	28.600	M			10,460	10,119	9,968	2011		44
I-40-P	1677	28.066	28.067	B			22,073	21,352	21,034	2011	L	44



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							2015	2014	2013				
I-40-P	1677	28.067	28.600	B	INTS	MCKINLEY	22,073	21,352	21,034	2011	L	44	
	1677	28.600	28.605	P			11,613	11,233	11,066	2011	L	44	
I-40-M	1677	28.600	33.410	M			10,460	10,119	9,968	2011		44	
I-40-P	1677	28.605	28.606	B			22,073	21,352	21,034	2011	L	44	
	1677	28.606	33.410	B			22,073	21,352	21,034	2011	L	44	
	1703	33.410	33.930	P			10,420	10,079	9,929	2011	L	JCT EXIT 33 -- OFF-RAMP "A" EASTBOUND (NM 400	44
I-40-M	1703	33.410	33.930	M			9,719	9,402	9,262	2011			44
I-40-P	1709	33.930	36.750	P			7,143	6,910	6,806	2013	L	JCT EXIT 33 -- ON-RAMP "G" EASTBOUND (NM 400/	44
I-40-M	1709	33.930	36.750	M			8,608	8,326	8,202	2013			44
I-40-P	1713	36.750	36.767	P			10,313	9,976	9,827	2013	L	JCT EXIT 36 -- ON-RAMP "T" WESTBOUND (IYANBIT	44
I-40-M	1713	36.750	36.767	M			8,373	8,099	7,979	2013			44
I-40-P	1715	36.767	36.890	P			11,960	11,569	11,397	2008	L	IYANBITO INTERCHANGE / CHANGE TO MILAN PATROL	44
I-40-M	1715	36.767	36.890	M			11,313	10,944	10,781	2008			44
I-40-P	1717	36.890	37.100	P			13,255	12,822	12,631	2008	L	JCT EXIT 36 -- OFF-RAMP "A" EASTBOUND (IYANBI	44
I-40-M	1717	36.890	37.100	M			13,034	12,608	12,421	2008			44
I-40-P	25204	37.100	39.690	P			10,627	10,281	12,480	2014	L	JCT EXIT 36 -- ON-RAMP "G" EASTBOUND (IYANBIT	44
I-40-M	25204	37.100	39.690	M			10,248	9,912	16,276	2014			44
I-40-P	1727	39.690	40.100	P			12,081	11,686	11,512	2012	L	JCT EXIT 39 -- OFF-RAMP "A" EASTBOUND (CINIZA	44
I-40-M	1727	39.690	40.100	M			10,475	10,133	9,982	2012			44
I-40-P	1731	40.100	44.620	P			14,012	13,554	13,353	2011	L	JCT EXIT 39 -- ON-RAMP "G" EASTBOUND (CINIZA	44
I-40-M	1731	40.100	44.620	M			12,857	12,437	12,252	2011			44
I-40-P	1735	44.620	44.890	P			9,379	9,072	10,073	2014	L	JCT EXIT 44 -- OFF-RAMP "A" EASTBOUND (COOLID	44
I-40-M	1735	44.620	44.890	M			8,055	7,792	9,124	2014			44
I-40-P	1739	44.890	47.730	P			12,068	11,674	11,500	2014	L	JCT EXIT 44 -- ON-RAMP "G" EASTBOUND (COOLIDG	44
I-40-M	1739	44.890	47.730	M			10,305	9,968	9,820	2014			44
I-40-P	1743	47.730	48.180	P			11,865	11,477	11,306	2008	L	JCT EXIT 47 -- OFF-RAMP "A" EASTBOUND (CONTIN	44
I-40-M	1743	47.730	48.180	M			10,412	10,072	9,922	2008			44
I-40-P	1745	48.180	53.080	P			11,706	11,324	11,156	2011	L	JCT EXIT 47 -- ON-RAMP "G" EASTBOUND (CONTINE	44
I-40-M	1745	48.180	53.080	M			12,908	12,486	12,300	2011			44
I-40-P	1753	53.080	53.560	P			8,265	7,994	8,904	2014	L	JCT EXIT 53 -- OFF-RAMP "A" EASTBOUND (THOREA	44
I-40-M	1753	53.080	53.560	M			8,281	8,011	8,606	2014			44
I-40-P	1755	53.560	63.170	P			11,667	11,286	11,118	2006	L	JCT EXIT 53 -- ON-RAMP "G" EASTBOUND (THOREAU	44
I-40-M	1755	53.560	63.170	M			10,007	9,680	9,536	2006			44
I-40-P	34327	63.170	63.575	P			10,002	9,675	9,531	2010	L	JCT EXIT 63 -- OFF-RAMP "A" EASTBOUND (PREWIT	44



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							2015	2014	2013				
I-40-M	34327	63.170	63.575	M	INTS	MCKINLEY	8,621	8,339	8,214	2010		44	
I-40-P	1765	63.575	69.055	P			7,721	7,468	11,710	2014	L JCT EXIT 63 -- ON-RAMP "G" EASTBOUND (PREWITT	44	
I-40-M	1765	63.575	69.055	M			8,121	7,856	11,437	2014		44	
I-40-P	1765	69.055	72.080	P		CIBOLA	7,721	7,468	11,710	2014	L MCKINLEY/CIBOLA COUNTY LINE.	44	
I-40-M	1765	69.055	72.080	M			8,121	7,856	11,437	2014		44	
I-40-P	1781	72.080	72.495	P			8,892	8,601	11,283	2014	L JCT EXIT 72 -- OFF-RAMP "A" EASTBOUND (BLUEWA	40	
I-40-M	1781	72.080	72.495	M			9,594	9,281	10,537	2014		40	
I-40-P	1785	72.495	78.529	P			13,068	12,640	12,452	2012	L JCT EXIT 72 -- ON-RAMP "G" EASTBOUND (BLUEWAT	40	
I-40-M	1785	72.495	78.528	M			11,870	11,483	11,312	2012		40	
	1785	78.528	78.529	B			24,938	24,123	23,764	2012		40	
I-40-P	1785	78.529	78.575	P			13,068	12,640	12,452	2012	L	40	
I-40-M	1785	78.529	78.539	M			11,870	11,483	11,312	2012		40	
	1785	78.539	78.575	B			24,938	24,123	23,764	2012		40	
I-40-P	1785	78.575	78.860	P			13,068	12,640	12,452	2012	L	40	
I-40-M	1785	78.575	78.860	M			11,870	11,483	11,312	2012		40	
I-40-P	1797	78.860	79.126	P			8,622	8,421	10,851	2014	L JCT EXIT 79 -- OFF-RAMP "A" EASTBOUND (MILAN/	40	
I-40-M	1797	78.860	79.126	M			8,859	8,654	9,619	2014		40	
I-40-P	1801	79.126	79.360	P			7,890	7,708	9,573	2014	L GRANTS-MILAN INTERCHANGE	40	
I-40-M	1801	79.126	79.360	M			7,685	7,506	8,830	2014		40	
I-40-P	34331	79.360	80.647	P			10,238	9,836	9,215	2015	A JCT EXIT 79 -- ON-RAMP "G" EASTBOUND (MILAN/N	40	
I-40-M	34331	79.360	80.665	M			10,445	9,856	9,239	2015		40	
I-40-P	34331	80.647	80.665	B			20,683	19,692	18,454	2015	A	40	
	34331	80.665	81.640	P			10,238	9,836	9,215	2015	A	40	
I-40-M	34331	80.665	81.640	M			10,445	9,856	9,239	2015		40	
I-40-P	1811	81.640	81.930	P			9,510	9,199	12,465	2014	L JCT EXIT 81 -- OFF-RAMP "A" EASTBOUND (GRANTS	40	
I-40-M	1811	81.640	81.930	M			9,454	9,145	10,423	2014		40	
I-40-P	1817	81.930	82.340	P			9,817	9,497	11,639	2014	L JCT EXIT 81 -- OFF-RAMP "B" EASTBOUND (GRANTS	40	
I-40-M	1817	81.930	82.340	M			9,323	9,018	8,631	2014		40	
I-40-P	34329	82.340	84.850	P			8,975	8,682	10,458	2014	L JCT EXIT 81 -- ON-RAMP "G" EASTBOUND (GRANTS/	40	
I-40-M	34329	82.340	84.850	M			8,507	8,229	7,948	2014		40	
I-40-P	1823	84.850	85.127	P			8,745	8,459	13,342	2014	L JCT EXIT 85 -- OFF-RAMP "A" EASTBOUND (GRANTS	40	
I-40-M	1823	84.850	85.127	M			9,193	8,893	11,611	2014		40	
I-40-P	1825	85.127	85.402	P			12,880	12,459	12,274	2008	L JCT EXIT 85 -- ON-RAMP "G" EASTBOUND (GRANTS	40	
I-40-M	1825	85.127	85.402	M			8,709	8,425	8,299	2008		40	



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							2015	2014	2013	Year		
I-40-P	1831	85.402	85.722	P	INTS	CIBOLA	8,866	8,576	10,301	2014	L JCT EXIT 85 -- ON-RAMP "H" EASTBOUND (GRANTS)	40
I-40-M	1831	85.402	85.722	M			8,142	7,876	12,151	2014		40
I-40-P	1831	85.722	89.182	P			8,866	8,576	10,301	2014	L	40
I-40-M	1831	85.722	89.182	M			8,142	7,876	12,151	2014		40
I-40-P	1845	89.182	89.780	P			10,115	9,785	11,926	2014	L JCT EXIT 89 -- OFF-RAMP "A" EASTBOUND (NM 117)	40
I-40-M	1845	89.182	89.780	M			10,003	9,676	9,219	2014		40
I-40-P	1851	89.780	96.300	P			12,007	11,356	10,883	2015	A JCT EXIT 89 -- ON-RAMP "G" EASTBOUND (NM 117/	40
I-40-M	1851	89.780	96.300	M			12,148	11,290	10,765	2015		40
I-40-P	1867	96.300	96.520	P			10,509	10,165	13,026	2014	L JCT EXIT 96 -- OFF-RAMP "A" EASTBOUND (NM 124	40
I-40-M	1867	96.300	96.520	M			10,284	9,949	10,640	2014		40
I-40-P	1869	96.520	99.870	P			12,215	11,816	11,641	2012	L JCT EXIT 96 -- ON-RAMP "G" EASTBOUND (NM 124/	40
I-40-M	1869	96.520	99.870	M			12,648	12,235	12,053	2012		40
I-40-P	1877	99.870	100.313	P			10,486	10,144	10,103	2014	L JCT EXIT 100 -- OFF-RAMP "A" EASTBOUND (SAN F	40
I-40-M	1877	99.870	100.313	M			11,130	10,766	8,891	2014		40
I-40-P	1879	100.313	100.330	P			11,208	10,842	10,681	2012	L JCT EXIT 100 -- ON-RAMP "G" EASTBOUND (SAN FI	40
I-40-M	1879	100.313	100.330	M			10,735	10,384	10,229	2012		40
I-40-P	34758	100.330	102.020	P			10,567	10,223	11,281	2014	L	40
I-40-M	34758	100.330	102.020	M			10,251	9,915	11,620	2014		40
I-40-P	1883	102.020	102.235	P			9,144	8,845	8,550	2014	L JCT EXIT 102 -- OFF-RAMP "A" EASTBOUND (ACOMI	40
I-40-M	1883	102.020	102.235	M			8,552	8,273	9,137	2014		40
I-40-P	1887	102.235	104.730	P			15,368	14,866	14,645	2012	L JCT EXIT 102 -- ON-RAMP "G" EASTBOUND (ACOMIT	40
I-40-M	1887	102.235	104.730	M			12,939	12,516	12,330	2012		40
I-40-P	1895	104.730	105.060	P			10,360	10,022	12,647	2014	L JCT EXIT 104 -- OFF-RAMP "A" EASTBOUND (CUBER	40
I-40-M	1895	104.730	105.060	M			10,853	10,498	12,759	2014		40
I-40-P	1899	105.060	107.800	P			12,417	12,011	11,832	2012	L JCT EXIT 104 -- ON-RAMP "G" EASTBOUND (CUBERO	40
I-40-M	1899	105.060	107.800	M			13,206	12,775	12,585	2012		40
I-40-P	1909	107.800	108.190	P			9,404	9,097	10,384	2014	L JCT EXIT 108 -- OFF-RAMP "A" EASTBOUND (ACOMA	40
I-40-M	1909	107.800	108.190	M			9,698	9,381	9,460	2014		40
I-40-P	34333	108.190	114.300	P			10,661	10,312	10,159	2012	L JCT EXIT 108 -- ON-RAMP "G" EASTBOUND (ACOMA/	40
I-40-M	34333	108.190	114.300	M			11,651	11,271	11,103	2012		40
I-40-P	1917	114.300	114.660	P			10,071	9,742	11,153	2014	L JCT EXIT 114 -- OFF-RAMP "A" EASTBOUND (LAGUN	40
I-40-M	1917	114.300	114.660	M			10,079	9,750	9,311	2014		40
I-40-P	20669	114.660	117.550	P			11,769	11,384	11,214	2010	L JCT EXIT 114 -- ON-RAMP "G" EASTBOUND (LAGUNA	40
I-40-M	20669	114.660	117.550	M			11,357	10,986	10,822	2010		40



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							2015	2014	2013	Year			
I-40-P	34335	117.550	117.900	P	INTS	CIBOLA	10,934	10,577	11,794	2014	L	JCT EXIT 117 -- OFF-RAMP "A" EASTBOUND (MESIT	40
I-40-M	34335	117.550	117.900	M			11,093	10,730	11,063	2014			40
I-40-P	34337	117.900	126.570	P			13,509	13,067	12,873	2013	L	JCT EXIT 117 -- ON-RAMP "G" EASTBOUND (MESITA	40
I-40-M	34337	117.900	126.570	M			13,326	12,891	12,699	2013			40
I-40-P	16967	126.570	127.015	P			10,485	10,144	11,811	2014	L	JCT EXIT 126 -- OFF-RAMP "A" EASTBOUND (LOS L	40
I-40-M	16967	126.570	127.015	M			11,067	10,704	11,529	2014			40
I-40-P	1951	127.015	131.027	P			12,623	12,211	12,028	2013	L	JCT EXIT 126 -- ON-RAMP "G" EASTBOUND (LOS LU	40
I-40-M	1951	127.015	131.027	M			12,027	11,634	11,462	2013			40
I-40-P	1959	131.027	131.502	P			12,093	11,698	11,524	2012	L	JCT EXIT 131 -- OFF-RAMP "A" EASTBOUND (TOHAJ	40
I-40-M	1959	131.027	131.502	M			14,340	13,871	13,665	2012			40
I-40-P	1963	131.502	132.024	P			11,372	13,074	12,879	2015	C	JCT EXIT 131 -- ON-RAMP "G" EASTBOUND (TOHAJI	40
I-40-M	1963	131.502	132.024	M			11,603	12,556	12,370	2015			40
I-40-P	1963	132.024	140.030	P		BERNALILLO	11,372	13,074	12,879	2015	C	CIBOLA/BERNALILLO COUNTY LINE	40
I-40-M	1963	132.024	140.030	M			11,603	12,556	12,370	2015			40
I-40-P	25516	140.030	140.290	P			9,530	9,218	9,081	1999	L	JCT EXIT 140 -- OFF-RAMP "A" EASTBOUND (RIO P	17
I-40-M	25516	140.030	140.290	M			9,839	9,518	9,376	1999			17
I-40-P	17711	140.290	144.515	P			13,115	12,978	12,991	2015	A	JCT EXIT 140 -- ON-RAMP "G" EASTBOUND (RIO PU	35
I-40-M	17711	140.290	144.450	M			13,793	13,340	13,126	2015			35
	17711	144.450	144.451	B			26,908	26,318	26,117	2015			35
	17711	144.451	144.515	B			26,908	26,318	26,117	2015			35
I-40-P	17711	144.515	148.516	P			13,115	12,978	12,991	2015	A		35
I-40-M	17711	144.515	148.516	M			13,793	13,340	13,126	2015			35
I-40-P	17711	148.516	149.110	P			13,115	12,978	12,991	2015	A		35
I-40-M	17711	148.516	149.110	M			13,793	13,340	13,126	2015			35
I-40-P	34339	149.110	149.776	P			8,674	8,473	8,391		L	JCT EXIT 149 -- OFF-RAMP "A" EASTBOUND (CENTR	17
I-40-M	34339	149.110	149.776	M			8,564	8,365	8,285				17
I-40-P	25736	149.776	151.785	P			16,883	16,491	16,333	2001	L	JCT EXIT 149 -- ON-RAMP "G" EASTBOUND (CENTRA	17
I-40-M	25736	149.776	151.785	M			20,369	19,897	19,706	2001			17
I-40-P	2009	151.785	152.262	P			19,076	18,633	18,454	1999	L	98TH ST. (EXIT 153) -- OFF-RAMP "A" EASTBOUND	17
I-40-M	2009	151.785	152.262	M			19,145	18,701	18,521	1999			17
I-40-P	16493	152.262	153.000	P			19,076	18,633	18,454	1992	L	98TH ST. (EXIT 153) -- ON-RAMP "G" EASTBOUND.	17
I-40-M	16493	152.262	153.000	M			19,145	18,701	18,521	1992			17
I-40-P	2015	153.000	153.300	P			27,713	27,070	26,809		L	UNSER BLVD. (EXIT 154) -- OFF-RAMP "A" EASTBO	17
I-40-M	2015	153.000	153.300	M			27,580	26,940	26,681				17



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							2015	2014	2013			
I-40-P	17372	153.300	155.087	P	INTS	BERNALILLO	27,713	27,070	26,809	1999	L UNSER BLVD. (EXIT 154) -- ON-RAMP "G" EASTBOU	17
I-40-M	17372	153.300	155.087	M			27,580	26,940	26,681	1999		17
I-40-P	2035	155.087	156.740	P			67,098	65,535	63,265	2014	L COORS BLVD. (FL4001) INTERCHANGE IN ALBUQUERQ	17
I-40-M	2035	155.087	156.740	M			71,505	69,853	66,848	2014		17
I-40-P	2055	156.740	157.170	P			70,763	69,122	68,456	1999	L RIO GRANDE BLVD.-- OFF-RAMP "A" EASTBOUND (EX	17
I-40-M	2055	156.740	157.170	M			63,742	62,263	61,664	1999		17
I-40-P	2059	157.170	157.460	P			70,763	69,122	68,456		L RIO GRANDE BLVD.-- ON-RAMP "G" EASTBOUND (EXI	17
I-40-M	2059	157.170	157.460	M			63,742	62,263	61,664			17
I-40-P	34404	157.460	157.785	P			70,763	69,122	68,456		L 12TH STREET -- OFF-RAMP "A" EASTBOUND (EXIT 1	17
I-40-M	34404	157.460	157.785	M			63,742	62,263	61,664			17
I-40-P	2061	157.785	157.995	P			59,861	58,472	57,909	1999	L 6TH & 5TH STREETS -- OFF-RAMP "B" EASTBOUND (17
I-40-M	2061	157.785	157.995	M			58,371	57,017	56,468	1999		17
I-40-P	2063	157.995	158.460	P			64,366	62,873	62,268	1999	L 4TH & 2ND STREETS -- OFF-RAMP "C" EASTBOUND (17
I-40-M	2063	157.995	158.460	M			61,423	59,998	59,420	1999		17
I-40-P	2073	158.460	158.959	P			76,794	75,012	74,290		L JCT EXIT 158 -- ON-RAMP "G" EASTBOUND (FROM 5	17
I-40-M	2073	158.460	158.959	M			74,822	73,087	72,383			17
I-40-P	21091	158.959	159.120	P			76,794	75,012	74,290	1999	L	17
I-40-M	21091	158.959	159.120	M			74,822	73,087	72,383	1999		17
I-40-P	21079	159.120	159.149	P			76,794	75,012	74,290	1999	L X	17
I-40-M	21079	159.120	159.149	M			74,822	73,087	72,383	1999		17
I-40-P	21093	159.149	159.160	P			76,794	75,012	74,290	1999	L	17
I-40-M	21093	159.149	159.160	M			74,822	73,087	72,383	1999		17
I-40-P	21081	159.160	159.397	P			76,794	75,012	74,290	1999	L	17
I-40-M	21081	159.160	159.397	M			74,822	73,087	72,383	1999		17
I-40-P	2087	159.397	159.479	P			95,543	93,327	92,429	1999	L BIG I INTERCHANGE IN ALBUQUERQUE	17
I-40-M	2087	159.397	159.479	M			95,505	93,289	92,392	1999		17
I-40-P	21095	159.479	159.649	P			95,543	93,327	92,429	1999	L	17
I-40-M	21095	159.479	159.649	M			95,505	93,289	92,392	1999		17
I-40-P	21097	159.649	159.710	P			95,543	93,327	92,429	1999	L	17
I-40-M	21097	159.649	159.710	M			95,505	93,289	92,392	1999		17
I-40-P	21083	159.710	160.564	P			95,543	93,327	92,429	1999	L	17
I-40-M	21083	159.710	160.564	M			95,505	93,289	92,392	1999		17
I-40-P	2103	160.564	161.060	P			93,965	91,785	90,901	1999	L CARLISLE BLVD.-- OFF-RAMP "A" EASTBOUND (EXIT	17
I-40-M	2103	160.564	161.060	M			102,368	99,993	99,031	1999		17



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							2015	2014	2013			
I-40-P	34433	161.060	161.651	P	INTS	BERNALILLO	93,965	91,785	90,901		L CARLISLE BLVD.-- ON-RAMP "G" EASTBOUND (EXIT	17
I-40-M	34433	161.060	161.651	M			102,368	99,993	99,031			17
I-40-P	2125	161.651	161.966	P			86,484	84,477	83,664	1999	L SAN MATEO BLVD.-- OFF-RAMP "A" EASTBOUND (EXI	17
I-40-M	2125	161.651	161.966	M			93,653	91,481	90,600	1999		17
I-40-P	16501	161.966	162.500	P			86,484	84,477	83,664		L SAN MATEO BLVD.-- ON-RAMP "G" EASTBOUND (EXIT	17
I-40-M	16501	161.966	162.500	M			93,653	91,481	90,600			17
I-40-P	34435	162.500	162.910	P			86,484	84,477	83,664		L LOUISIANA BLVD.-- OFF-RAMP "A" EASTBOUND (EXI	17
I-40-M	34435	162.500	162.910	M			93,653	91,481	90,600			17
I-40-P	2143	162.910	163.210	P			71,468	69,809	69,138	1999	L LOUISIANA INTERCHANGE IN ALBUQUERQUE	17
I-40-M	2143	162.910	163.210	M			78,611	76,788	76,049	1999		17
I-40-P	2149	163.210	163.910	P			71,468	69,809	69,138		L LOUISIANA BLVD.-- ON-RAMP "G" EASTBOUND (EXIT	17
I-40-M	2149	163.210	163.910	M			78,611	76,788	76,049			17
I-40-P	16503	163.910	164.290	P			54,574	53,307	52,794	1999	L WYOMING BLVD.-- OFF-RAMP "A" EASTBOUND (EXIT	17
I-40-M	16503	163.910	164.290	M			61,887	60,452	59,869	1999		17
I-40-P	2159	164.290	164.956	P			59,806	58,419	57,857	1999	L WYOMING BLVD.-- ON-RAMP "G" EASTBOUND (EXIT 1	17
I-40-M	2159	164.290	164.956	M			65,864	64,336	63,717	1999		17
I-40-P	2167	164.956	165.410	P			49,234	48,092	47,629	1999	L EUBANK BLVD.-- OFF-RAMP "A" EASTBOUND (EXIT 1	17
I-40-M	2167	164.956	165.410	M			54,178	52,921	52,411	1999		17
I-40-P	2171	165.410	166.025	P			38,676	37,779	37,416	2009	L EUBANK BLVD.-- ON-RAMP "G" EASTBOUND (EXIT 16	17
I-40-M	2171	165.410	166.025	M			41,649	40,683	40,291	2009		17
I-40-P	2181	166.025	166.500	P			35,776	34,946	34,609	1999	L JUAN TABO BLVD.-- OFF-RAMP "A" EASTBOUND (EXI	17
I-40-M	2181	166.025	166.500	M			39,258	38,347	37,977	1999		17
I-40-P	2185	166.500	167.160	P			35,776	34,946	34,609		L JUAN TABO BLVD.-- ON-RAMP "G" EASTBOUND (EXIT	17
I-40-M	2185	166.500	167.160	M			39,258	38,347	37,977			17
I-40-P	2187	167.160	167.937	P			28,495	27,834	27,566	1999	L TRAMWAY/CENTRAL -- OFF-RAMP "A" EASTBOUND (EX	17
I-40-M	2187	167.160	167.937	M			33,600	32,820	32,504	1999		17
I-40-P	2201	167.937	168.850	P			28,495	27,834	27,566	1997	L TRAMWAY/CENTRAL -- ON-RAMP "G" EASTBOUND (EXI	17
I-40-M	2201	167.937	168.850	M			33,600	32,820	32,504	1997		17
I-40-P	2215	168.850	169.100	P			26,078	25,473	25,229	2013	L CARNUEL -- OFF-RAMP "A" EASTBOUND (EXIT 169).	17
I-40-M	2215	168.850	169.100	M			26,818	26,196	25,943	2013		17
I-40-P	2217	169.100	172.200	P			33,586	32,807	32,490	1999	L CARNUEL -- ON-RAMP "G" EASTBOUND (EXIT 169).	17
I-40-M	2217	169.100	172.200	M			36,253	35,412	35,071	1999		17
I-40-P	2227	172.200	173.910	P			33,586	32,807	32,490		L	17
I-40-M	2227	172.200	173.910	M			36,253	35,412	35,071			17



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I-40-P	2233	173.910	173.923	P	INTS	BERNALILLO	33,586	32,807	32,490		L TIJERAS-NM 14/NM 337 (EXIT 175) -- OFF-RAMP "	17
I-40-M	2233	173.910	173.923	M			36,253	35,412	35,071			17
I-40-P	21099	173.923	174.197	P			33,586	32,807	32,490	1999	L	17
I-40-M	21099	173.923	174.197	M			36,253	35,412	35,071	1999		17
I-40-P	21085	174.197	174.280	P			33,586	32,807	32,490	1999	L	17
I-40-M	21085	174.197	174.280	M			36,253	35,412	35,071	1999		17
I-40-P	2235	174.280	174.673	P			22,132	21,619	21,411	1999	L NM 337 SOUTH INTERCHANGE.	17
I-40-M	2235	174.280	174.673	M			32,732	31,972	31,665	1999		17
I-40-P	21087	174.673	175.040	P			18,856	18,419	18,242	2002	L	17
I-40-M	21087	174.673	175.040	M			22,396	21,876	21,666	2002		17
I-40-P	21089	175.040	175.092	P			21,759	21,254	21,050	1999	L TIJERAS-NM 14/NM 337 (EXIT 175) -- ON-RAMP "G	17
I-40-M	21089	175.040	175.139	M			22,957	22,425	22,209	1999		17
I-40-P	21089	175.092	175.139	B			44,716	43,679	43,259	1999	L	17
	21101	175.139	177.300	P			13,777	13,327	13,129	2009	L	17
I-40-M	21101	175.139	177.300	M			13,613	13,168	12,972	2009		17
I-40-P	34448	177.300	177.840	P			15,721	16,127	15,887	2015	C ZUZAX-(EXIT 178) -- OFF-RAMP "A" EASTBOUND.	17
I-40-M	34448	177.300	177.840	M			16,202	17,682	17,419	2015		17
I-40-P	34450	177.840	181.050	P			14,681	14,201	13,990	2006	L ZUZAX-(EXIT 178) -- ON-RAMP "G" EASTBOUND.	17
I-40-M	34450	177.840	181.048	M			15,608	15,098	14,873	2006		17
	34450	181.048	181.050	B			30,289	29,299	28,863	2006		17
I-40-P	2263	181.050	181.360	P			13,546	13,103	13,447	2014	L SEDILLO INTERCHANGE	17
I-40-M	2263	181.050	181.360	M			13,841	13,389	14,732	2014		17
I-40-P	2265	181.360	183.863	P			11,384	11,012	11,764	2014	L SEDILLO INTERCHANGE	17
I-40-M	2265	181.360	183.863	M			11,708	11,325	13,117	2014		17
I-40-P	2265	183.863	183.883	P		SANTA FE	11,384	11,012	11,764	2014	L BERNALILLO/SANTA FE COUNTY LINE	17
I-40-M	2265	183.863	183.883	M			11,708	11,325	13,117	2014		17
I-40-P	2265	183.883	186.850	P			11,384	11,012	11,764	2014	L	17
I-40-M	2265	183.883	186.850	M			11,708	11,325	13,117	2014		17
I-40-P	34452	186.850	187.320	P			10,488	10,145	9,993	2013	L EDGEWOOD/NM 344-(EXIT 187) -- OFF-RAMP "A" EA	32
I-40-M	34452	186.850	187.320	M			8,556	8,277	8,154	2013		32
I-40-P	34454	187.320	190.871	P			12,144	11,747	11,572	2013	L EDGEWOOD/NM 344-(EXIT 187) -- ON-RAMP "G" EAS	32
I-40-M	34454	187.320	190.871	M			13,342	12,906	12,714	2013		32
I-40-P	34454	190.871	194.820	P		TORRANCE	12,144	11,747	11,572	2013	L SANTA FE/TORRANCE COUNTY LINE.	32
I-40-M	34454	190.871	194.820	M			13,342	12,906	12,714	2013		32



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							2015	2014	2013	Year			
I-40-P	2289	194.820	194.990	P	INTS	TORRANCE	8,499	8,221	8,099	2011	L MORIARTY WEST (EXIT 194) -- OFF-RAMP "A" EAST	41	
I-40-M	2289	194.820	194.990	M			9,064	8,768	8,638	2011		41	
I-40-P	2291	194.990	195.110	P			5,888	5,696	5,611	1999	L WEST MORIARTY INTERCHANGE	41	
I-40-M	2291	194.990	195.110	M			8,611	8,329	8,205	1999		41	
I-40-P	2293	195.110	196.115	P			9,168	9,321	8,736	2015	A MORIARTY WEST (EXIT 194) -- ON-RAMP "G" EASTB	41	
I-40-M	2293	195.110	196.115	M			9,788	10,103	9,370	2015		41	
I-40-P	2299	196.115	196.585	P			8,814	8,526	8,399	2013	L NM 41/MORIARTY MIDDLE (EXIT 196) -- OFF-RAMP	41	
I-40-M	2299	196.115	196.585	M			7,617	7,368	7,259	2013		41	
I-40-P	2301	196.585	197.550	P			6,959	6,732	6,632	2003	L NM 41/MORIARTY MIDDLE (EXIT 196) -- ON-RAMP "	41	
I-40-M	2301	196.585	197.550	M			7,494	7,249	7,141	2003		41	
I-40-P	2307	197.550	198.030	P			7,288	7,050	6,945	1999	L MORIARTY EAST (EXIT 197) -- OFF-RAMP "A" EAST	41	
I-40-M	2307	197.550	198.030	M			8,628	8,346	8,222	1999		41	
I-40-P	2311	198.030	203.690	P			9,173	8,874	8,643	2014	L MORIARTY EAST (EXIT 197) -- ON-RAMP "G" EASTB	41	
I-40-M	2311	198.030	203.690	M			8,852	8,562	8,536	2014		41	
I-40-P	2315	203.690	204.130	P			9,740	9,421	9,280	2013	L LONGHORN RANCH-(EXIT 203) -- OFF-RAMP "A" EAS	41	
I-40-M	2315	203.690	204.130	M			10,450	10,109	9,959	2013		41	
I-40-P	2317	204.130	208.645	P			8,013	7,751	7,331	2014	L LONGHORN RANCH-(EXIT 203) -- ON-RAMP "G" EAST	41	
I-40-M	2317	204.130	208.645	M			8,729	8,444	7,710	2014		41	
I-40-P	2325	208.645	209.070	P			7,855	7,598	7,485		L WAGON WHEEL-(EXIT 208) -- OFF-RAMP "A" EASTBO	41	
I-40-M	2325	208.645	209.070	M			8,247	7,978	7,859			41	
I-40-P	2327	209.070	217.855	P			8,511	8,233	8,110	2013	L WAGON WHEEL-(EXIT 208) -- ON-RAMP "G" EASTBOU	41	
I-40-M	2327	209.070	217.855	M			8,253	7,983	7,865	2013		41	
I-40-P	2333	217.855	218.420	P			6,648	6,431	6,244	2014	L CLINES CORNERS/US 285-(EXIT 218) -- OFF-RAMP	41	
I-40-M	2333	217.855	218.420	M			7,014	6,785	7,150	2014		41	
I-40-P	2341	218.420	226.175	P			7,791	7,325	7,166	2015	A CLINES CORNERS/US 285-(EXIT 218) -- ON-RAMP "	41	
I-40-M	2341	218.420	226.175	M			7,947	7,490	7,165	2015		41	
I-40-P	2357	226.175	226.585	P			7,655	7,404	7,294	2013	L PALMA (EXIT 226) -- OFF-RAMP "A" EASTBOUND.	41	
I-40-M	2357	226.175	226.585	M			10,019	9,692	9,548	2013		41	
I-40-P	2359	226.585	230.535	P			8,780	8,492	7,662	2014	L PALMA (EXIT 226) -- ON-RAMP "G" EASTBOUND.	41	
I-40-M	2359	226.585	230.535	M			9,723	9,406	10,261	2014		41	
I-40-P	2363	230.535	230.945	P			8,254	7,984	6,716	2014	L NM 3 (EXIT 230) -- OFF-RAMP "A" EASTBOUND.	41	
I-40-M	2363	230.535	230.945	M			8,425	8,150	10,036	2014		41	
I-40-P	25260	230.945	234.070	P			9,136	8,838	8,706	2005	L NM 3 (EXIT 230) -- ON-RAMP "G" EASTBOUND.	41	
I-40-M	25260	230.945	234.070	M			9,559	9,246	9,109	2005		41	



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							2015	2014	2013	Year			
I-40-P	34462	234.070	234.540	P	INTS	TORRANCE	9,587	6,904	8,089	2015	C	FLYING "C" (EXIT 234) -- OFF-RAMP "A" EASTBOU	41
I-40-M	34462	234.070	234.540	M			9,811	6,625	7,778	2015			41
I-40-P	2375	234.540	239.031	P			10,014	9,687	6,835	2014	L	FLYING "C" (EXIT 234) -- ON-RAMP "G" EASTBOUN	41
I-40-M	2375	234.540	239.031	M			10,439	10,098	8,216	2014			41
I-40-P	2377	239.031	239.100	P			7,700	7,448	9,805	2014	L	MCKENZIE INTERCHANGE	41
I-40-M	2377	239.031	239.100	M			6,903	6,678	9,219	2014			41
I-40-P	2379	239.100	239.110	P			7,619	7,370	7,260	1999	L	MCKENZIE (EXIT 239) -- OFF-RAMP "A" EASTBOUND	41
I-40-M	2379	239.100	239.110	M			8,036	7,773	7,657	1999			41
I-40-P	2381	239.110	239.460	P			6,446	7,370	7,260	2015	C	MCKENZIE INTERCHANGE	59
I-40-M	2381	239.110	239.460	M			7,588	7,773	7,657	2015			59
I-40-P	2381	239.460	239.530	P		GUADALUPE	6,446	7,370	7,260	2015	C	TORRANCE/GUADALUPE COUNTY LINE.	59
I-40-M	2381	239.460	239.530	M			7,588	7,773	7,657	2015			59
I-40-P	34464	239.530	243.360	P			6,838	7,627	7,514	2015	C	MCKENZIE (EXIT 239) -- ON-RAMP "G" EASTBOUND.	55
I-40-M	34464	239.530	243.360	M			6,069	8,313	8,189	2015			55
I-40-P	2389	243.360	243.700	P			6,351	7,291	7,183	2015	C	MILAGRO (EXIT 243) -- OFF-RAMP "A" EASTBOUND.	57
I-40-M	2389	243.360	243.700	M			7,197	7,899	7,782	2015			57
I-40-P	2393	243.700	252.090	P			10,175	9,842	9,696	2010	L	MILAGRO (EXIT 243) -- ON-RAMP "G" EASTBOUND.	56
I-40-M	2393	243.700	252.090	M			10,607	10,261	10,108	2010			56
I-40-P	2401	252.090	252.490	P			7,056	6,825	8,460	2014	L	REST AREA (EXIT 252) -- OFF-RAMP "A" EASTBOUN	56
I-40-M	2401	252.090	252.490	M			6,950	6,723	8,704	2014			56
I-40-P	2403	252.490	256.382	P			6,798	8,165	8,043	2015	C	REST AREA (EXIT 252) -- ON-RAMP "G" EASTBOUND	59
I-40-M	2403	252.490	256.382	M			7,815	7,817	7,700	2015			59
I-40-P	17238	256.382	256.456	P			6,275	6,070	10,491	2014	L	US 84/LAS VEGAS (EXIT 256) -- OFF-RAMP "A" EA	56
I-40-M	17238	256.382	256.456	M			6,603	6,387	10,064	2014			56
I-40-P	17238	256.456	256.740	P			6,275	6,070	10,491	2014	L		56
I-40-M	17238	256.456	256.740	M			6,603	6,387	10,064	2014			56
I-40-P	2417	256.740	263.420	P			6,882	6,658	8,814	2014	L	US 84/LAS VEGAS (EXIT 256) -- ON-RAMP "G" EAS	56
I-40-M	2417	256.740	263.420	M			6,714	6,494	8,789	2014			56
I-40-P	2419	263.420	263.740	P			6,961	6,734	7,140	2014	L	SAN IGNACIO (EXIT 263) -- OFF-RAMP "A" EASTBO	56
I-40-M	2419	263.420	263.740	M			6,630	6,413	6,781	2014			56
I-40-P	2421	263.740	267.750	P			7,236	8,946	8,813	2015	C	SAN IGNACIO (EXIT 263) -- ON-RAMP "G" EASTBOU	57
I-40-M	2421	263.740	267.750	M			5,871	8,431	8,306	2015			57
I-40-P	2425	267.750	268.120	P			6,338	6,130	6,927	2014	L	COLONIAS (EXIT 267) -- OFF-RAMP "A" EASTBOUND	56
I-40-M	2425	267.750	268.120	M			7,548	7,302	6,966	2014			56



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I-40-P	2429	268.120	272.940	P	INTS	GUADALUPE	6,777	8,213	8,091	2015	C COLONIAS (EXIT 267) -- ON-RAMP "G" EASTBOUND.	60	
I-40-M	2429	268.120	272.940	M			7,390	7,885	7,768	2015		60	
I-40-P	2435	272.940	273.017	P			7,214	6,978	6,874	2010	L SANTA ROSA WEST INTERCHANGE(LOOP 003-5)	56	
I-40-M	2435	272.940	273.017	M			7,034	6,804	6,703	2010		56	
I-40-P	2437	273.017	273.622	P			6,648	6,431	7,704	2014	L SANTA ROSA WEST INTERCHANGE(LOOP 003-5)	56	
I-40-M	2437	273.017	273.622	M			7,014	6,785	8,155	2014		56	
I-40-P	2437	273.622	275.134	P			6,648	6,431	7,704	2014	L	56	
I-40-M	2437	273.622	275.134	M			7,014	6,785	8,155	2014		56	
I-40-P	19305	275.134	275.364	P			6,678	6,459	11,335	2014	L SANTA ROSA MIDDLE (EXIT 275) -- OFF-RAMP "A"	56	
I-40-M	19305	275.134	275.364	M			5,037	4,873	9,437	2014		56	
I-40-P	2447	275.364	276.756	P			7,874	7,617	7,856	2014	L SANTA ROSA MIDDLE (EXIT 275) -- ON-RAMP "G" E	56	
I-40-M	2447	275.364	276.756	M			7,592	7,344	7,422	2014		56	
I-40-P	2451	276.756	277.163	P			4,252	4,112	5,712	2014	L US 84/SANTA ROSA EAST (EXIT 276) -- OFF-RAMP	56	
I-40-M	2451	276.756	277.163	M			5,029	4,866	6,176	2014		56	
I-40-P	2455	277.163	284.104	P			5,720	5,183	5,106	2015	C US 84/SANTA ROSA EAST (EXIT 276) -- ON-RAMP "	62	
I-40-M	2455	277.163	284.104	M			7,122	6,922	6,819	2015		62	
I-40-P	2473	284.104	284.980	P			7,005	6,776	8,297	2014	L FRONTIER MUSEUM (EXIT 284) -- OFF-RAMP "A" EA	56	
I-40-M	2473	284.104	284.980	M			7,039	6,809	9,057	2014		56	
I-40-P	2475	284.980	291.210	P			8,970	8,677	8,548	2007	L FRONTIER MUSEUM (EXIT 284) -- ON-RAMP "G" EAS	56	
I-40-M	2475	284.980	291.210	M			8,448	8,172	8,050	2007		56	
I-40-P	34538	291.210	292.230	P			5,513	5,333	6,390	2014	L CUERVO (EXIT 291) -- OFF-RAMP "A" EASTBOUND.	56	
I-40-M	34538	291.210	292.230	M			6,048	5,850	7,544	2014		56	
I-40-P	2493	292.230	299.900	P			6,108	5,909	5,821	2012	L CUERVO (EXIT 291) -- ON-RAMP "G" EASTBOUND.	56	
I-40-M	2493	292.230	299.900	M			5,914	5,720	5,635	2012		56	
I-40-P	2501	299.900	300.020	P			6,323	6,116	6,336	2014	L NM129 NEWKIRK INTERCHANGE	56	
I-40-M	2501	299.900	300.020	M			6,633	6,417	7,482	2014		56	
I-40-P	2503	300.020	308.315	P			6,140	5,940	8,378	2014	L NM129 NEWKIRK INTERCHANGE	56	
I-40-M	2503	300.020	308.315	M			6,601	6,385	8,854	2014		56	
I-40-P	2503	308.315	311.300	P		QUAY	6,140	5,940	8,378	2014	L GUADALUPE/QUAY COUNTY LINE	56	
I-40-M	2503	308.315	311.300	M			6,601	6,385	8,854	2014		56	
I-40-P	2519	311.300	311.495	P			6,201	5,999	11,493	2014	L MONTOYA (EXIT 311) -- OFF-RAMP "A" EASTBOUND.	58	
I-40-M	2519	311.300	311.495	M			6,566	6,351	12,811	2014		58	
I-40-P	2521	311.495	321.850	P			10,546	10,201	10,050	2010	L MONTOYA (EXIT 311) -- ON-RAMP "G" EASTBOUND.	58	
I-40-M	2521	311.495	321.850	M			11,425	11,052	10,887	2010		58	



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I-40-P	2533	321.850	322.020	P	INTS	QUAY	6,310	6,103	4,984	2014	L	PALOMAS (EXIT 321) -- OFF-RAMP "A" EASTBOUND.	58
I-40-M	2533	321.850	322.020	M			6,730	6,511	5,790	2014			58
I-40-P	2535	322.020	327.341	P			7,031	6,495	6,456	2015	A	PALOMAS (EXIT 321) -- ON-RAMP "G" EASTBOUND.	58
I-40-M	2535	322.020	327.348	M			7,312	6,826	6,827	2015			58
I-40-P	2535	327.341	327.348	B			14,343	13,321	13,283	2015	A		58
	2535	327.348	328.490	P			7,031	6,495	6,456	2015	A		58
I-40-M	2535	327.348	328.490	M			7,312	6,826	6,827	2015			58
I-40-P	2535	328.490	328.499	P			7,031	6,495	6,456	2015	A		58
I-40-M	2535	328.490	328.950	M			7,312	6,826	6,827	2015			58
I-40-P	2535	328.499	328.950	B			14,343	13,321	13,283	2015	A		58
	2565	328.950	329.241	P			6,841	6,617	6,519	2010	L	TUCUMCARI WEST/LOOP 36 (EXIT 329) -- OFF-RAMP	58
I-40-M	2565	328.950	329.241	M			6,644	6,427	6,331	2010			58
I-40-P	2567	329.241	329.280	P			7,180	6,946	6,842	2010	L	WEST TUCUMCARI INTERCHANGE (LOOP 003-6)	58
I-40-M	2567	329.241	329.280	M			5,904	5,710	5,626	2010			58
I-40-P	2569	329.280	329.289	P			7,226	6,990	6,886	2010	L	TUCUMCARI WEST/LOOP 36 (EXIT 329) -- ON-RAMP	58
I-40-M	2569	329.280	329.289	M			5,659	5,474	5,393	2010			58
I-40-P	2571	329.289	330.915	P			6,104	5,905	5,817	2013	L	WEST TUCUMCARI INTERCHANGE (LOOP 003-6)	58
I-40-M	2571	329.289	330.915	M			6,402	6,192	6,100	2013			58
I-40-P	2575	330.915	331.121	P			6,069	5,871	6,601	2014	L	CAMINO DEL CORONADO (EXIT 331) -- OFF-RAMP "A"	58
I-40-M	2575	330.915	331.121	M			6,533	6,319	6,832	2014			58
I-40-P	2579	331.121	331.455	P			5,250	5,079	5,003	2013	L	CAMINO DEL CORONADO INTERCHANGE IN TUCUMCARI	58
I-40-M	2579	331.121	331.455	M			6,664	6,446	6,351	2013			58
I-40-P	2583	331.455	331.593	P			8,093	7,905	7,934	2013	L	CAMINO DEL CORONADO (EXIT 331) -- ON-RAMP "G"	58
I-40-M	2583	331.455	331.597	M			6,216	6,072	6,093	2013			58
I-40-P	2583	331.593	331.597	B			14,309	13,977	14,027	2013	L		58
	2583	331.597	332.070	P			8,093	7,905	7,934	2013	L		58
I-40-M	2583	331.597	332.070	M			6,216	6,072	6,093	2013			58
I-40-P	2587	332.070	332.397	P			3,873	3,783	3,797	2013	L	NM 209/1ST ST. (EXIT 332) -- OFF-RAMP "A" EAS	58
I-40-M	2587	332.070	332.397	M			5,020	4,904	4,922	2013			58
I-40-P	2591	332.397	332.600	P			9,115	8,903	8,936	2013	L	NM209 INTERCHANGE IN TUCUMCARI	58
I-40-M	2591	332.397	332.600	M			8,525	8,328	8,358	2013			58
I-40-P	2593	332.600	332.660	P			6,247	6,043	5,953	2010	L	NM 209/1ST ST. (EXIT 332) -- ON-RAMP "G" EAST	58
I-40-M	2593	332.600	332.660	M			6,722	6,502	6,405	2010			58
I-40-P	2593	332.660	333.410	P			6,247	6,043	5,953	2010	L		58



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I-ROUTES

As of : 6/8/2016

Route	Traffic Sec id	Begin Mont	End Mont	D I R	FCLS	County Name	[----- AADT -----]				Year	M E I H Terminus	%HC
							2015	2014	2013				
I-40-M	2593	332.660	333.410	M	INTS	QUAY	6,722	6,502	6,405	2010		58	
I-40-P	34564	333.410	333.607	P			4,431	4,286	4,910	2014	L US 54/MOUNTAIN ROAD (EXIT 333) -- OFF-RAMP "A"	58	
I-40-M	34564	333.410	333.607	M			4,324	4,183	4,598	2014		58	
I-40-P	34564	333.607	333.940	P			4,431	4,286	4,910	2014	L	58	
I-40-M	34564	333.607	333.940	M			4,324	4,183	4,598	2014		58	
I-40-P	2603	333.940	335.120	P			4,830	4,673	4,603	2013	L US 54/MOUNTAIN ROAD (EXIT 333) -- ON-RAMP "G"	58	
I-40-M	2603	333.940	335.120	M			4,996	4,832	4,761	2013		58	
I-40-P	2609	335.120	335.255	P			5,256	5,084	8,121	2014	L TUCUMCARI EAST/LOOP 36 (EXIT 335) OFF-RAMP "A"	58	
I-40-M	2609	335.120	335.255	M			5,769	5,581	9,634	2014		58	
I-40-P	2611	335.255	335.800	P			6,311	6,105	6,014	2010	L EAST. TUCUMCARI INTERCHANGE (LOOP 003-6)	58	
I-40-M	2611	335.255	335.800	M			6,249	6,045	5,954	2010		58	
I-40-P	2615	335.800	338.530	P			6,568	6,354	6,260	2013	L TUCUMCARI EAST/LOOP 36 (EXIT 335) ON-RAMP "G"	58	
I-40-M	2615	335.800	338.530	M			6,804	6,581	6,483	2013		58	
I-40-P	2623	338.530	338.980	P			5,702	5,515	5,064	2014	L NM 278/AIRPORT (EXIT 339) -- OFF-RAMP "A" EAS	58	
I-40-M	2623	338.530	338.980	M			6,006	5,810	6,640	2014		58	
I-40-P	2625	338.980	343.840	P			5,977	5,502	5,058	2015	A NM 278/AIRPORT (EXIT 339) -- ON-RAMP "G" EAST	58	
I-40-M	2625	338.980	343.840	M			5,999	5,896	5,126	2015		58	
I-40-P	2629	343.840	344.340	P			6,280	6,075	5,454	2014	L HUDSON LAKE (EXIT 343) -- OFF-RAMP "A" EASTBO	58	
I-40-M	2629	343.840	344.340	M			6,422	6,212	7,954	2014		58	
I-40-P	2631	344.340	355.975	P			5,773	5,585	5,502	2010	L HUDSON LAKE (EXIT 343) -- ON-RAMP "G" EASTBOU	58	
I-40-M	2631	344.340	355.975	M			5,405	5,228	5,150	2010		58	
I-40-P	34576	355.975	356.430	P			5,227	5,057	6,870	2014	L NM 469/SAN JON (EXIT 356) -- OFF-RAMP "A" EAS	58	
I-40-M	34576	355.975	356.430	M			5,727	5,539	6,738	2014		58	
I-40-P	2647	356.430	356.540	P			5,121	4,953	4,880	2013	L NM 469/SAN JON (EXIT 356) -- ON-RAMP "G" EAST	58	
I-40-M	2647	356.430	356.540	M			4,975	4,813	4,741	2013		58	
I-40-P	2647	356.540	360.980	P			5,121	4,953	4,880	2013	L	58	
I-40-M	2647	356.540	360.980	M			4,975	4,813	4,741	2013		58	
I-40-P	2653	360.980	361.640	P			5,539	5,358	7,375	2014	L BARD (EXIT 361) -- OFF-RAMP "A" EASTBOUND.	58	
I-40-M	2653	360.980	361.640	M			6,110	5,910	6,999	2014		58	
I-40-P	2657	361.640	369.670	P			7,687	7,436	7,326	2013	L BARD (EXIT 361) -- ON-RAMP "G" EASTBOUND.	58	
I-40-M	2657	361.640	369.670	M			7,833	7,577	7,464	2013		58	
I-40-P	2665	369.670	370.350	P			5,385	5,209	5,088	2014	L ENDEE (EXIT 369) -- OFF-RAMP "A" EASTBOUND.	58	
I-40-M	2665	369.670	370.350	M			5,580	5,398	4,996	2014		58	
I-40-P	2673	370.350	373.530	P			7,831	6,191	5,151	2014	L ENDEE (EXIT 369) -- ON-RAMP "G" EASTBOUND.	58	



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<u>Route</u>	<u>Traffic</u> Sec id	<u>Begin</u> Mont	<u>End</u> Mont	<u>D</u> R	<u>FCLS</u>	<u>County Name</u>	[----- AADT -----]				<u>Year</u>	<u>M</u> <u>E</u> <u>I</u> <u>H</u> <u>Terminus</u>	<u>%HC</u>
							<u>2015</u>	<u>2014</u>	<u>2013</u>				
I-40-M	2673	370.350	373.530	M	INTS	QUAY	6,952	6,080	4,949	2014		58	