

Appendix A – Turning Movement Counts

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH14

File Name : Broadway & Arvada
Site Code :
Start Date : 9/5/2017
Page No : 1

Groups Printed- Car - Truck

Start Time	Arvada Ave Eastbound				Arvada Ave Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00	0	0	0	0	0	0	0	0	1	30	0	31	0	34	0	34	65
06:15	0	0	0	0	0	0	1	1	0	52	0	52	0	46	0	46	99
06:30	0	0	0	0	3	0	1	4	0	62	1	63	0	66	0	66	133
06:45	0	0	1	1	0	0	1	1	1	82	0	83	1	80	1	82	167
Total	0	0	1	1	3	0	3	6	2	226	1	229	1	226	1	228	464
07:00	0	2	0	2	0	1	0	1	0	71	0	71	0	85	0	85	159
07:15	0	0	1	1	2	0	3	5	1	99	0	100	1	122	2	125	231
07:30	0	0	2	2	0	0	1	1	2	114	1	117	0	129	0	129	249
07:45	0	2	0	2	0	0	1	1	0	119	0	119	1	155	1	157	279
Total	0	4	3	7	2	1	5	8	3	403	1	407	2	491	3	496	918
08:00	0	0	0	0	0	1	0	1	0	120	0	120	0	116	2	118	239
08:15	0	1	2	3	2	0	0	2	0	90	0	90	0	139	1	140	235
08:30	0	0	1	1	0	0	2	2	2	101	2	105	0	135	0	135	243
08:45	0	0	0	0	2	0	2	4	1	101	1	103	1	108	0	109	216
Total	0	1	3	4	4	1	4	9	3	412	3	418	1	498	3	502	933
*** BREAK ***																	
11:00	1	1	1	3	0	0	0	0	0	107	2	109	0	83	1	84	196
11:15	1	0	0	1	1	0	2	3	0	99	2	101	2	99	0	101	206
11:30	0	0	1	1	2	0	1	3	1	119	1	121	0	91	1	92	217
11:45	1	0	1	2	1	1	0	2	0	114	0	114	0	84	2	86	204
Total	3	1	3	7	4	1	3	8	1	439	5	445	2	357	4	363	823
12:00	1	0	1	2	2	1	2	5	1	114	1	116	1	84	0	85	208
12:15	0	0	2	2	1	2	1	4	1	117	4	122	2	78	1	81	209
12:30	2	0	1	3	0	1	0	1	4	114	0	118	1	101	2	104	226
12:45	1	0	3	4	0	0	0	0	0	116	0	116	0	94	1	95	215
Total	4	0	7	11	3	4	3	10	6	461	5	472	4	357	4	365	858
*** BREAK ***																	
15:00	0	1	0	1	2	0	0	2	0	139	2	141	3	95	1	99	243
15:15	0	0	2	2	0	1	3	4	2	154	0	156	1	97	0	98	260
15:30	0	0	0	0	1	0	3	4	1	170	2	173	2	92	0	94	271
15:45	1	0	0	1	1	0	4	5	0	175	2	177	1	113	0	114	297
Total	1	1	2	4	4	1	10	15	3	638	6	647	7	397	1	405	1071
16:00	0	0	0	0	1	0	3	4	1	178	3	182	1	112	3	116	302
16:15	0	0	1	1	2	0	3	5	2	181	1	184	2	96	0	98	288
16:30	0	0	2	2	0	0	1	1	3	187	0	190	0	122	0	122	315
16:45	1	0	0	1	1	0	2	3	1	194	1	196	5	90	1	96	296
Total	1	0	3	4	4	0	9	13	7	740	5	752	8	420	4	432	1201
17:00	1	2	2	5	0	0	2	2	3	238	1	242	1	102	2	105	354
17:15	2	0	2	4	0	2	1	3	6	235	1	242	4	123	1	128	377
17:30	1	0	2	3	0	0	3	3	0	191	1	192	0	89	2	91	289
17:45	2	0	1	3	0	0	4	4	1	104	2	107	0	90	0	90	204
Total	6	2	7	15	0	2	10	12	10	768	5	783	5	404	5	414	1224
Grand Total	15	9	29	53	24	10	47	81	35	4087	31	4153	30	3150	25	3205	7492
Apprch %	28.3	17	54.7		29.6	12.3	58		0.8	98.4	0.7		0.9	98.3	0.8		
Total %	0.2	0.1	0.4	0.7	0.3	0.1	0.6	1.1	0.5	54.6	0.4	55.4	0.4	42	0.3	42.8	
Car	14	6	29	49	23	9	47	79	35	3921	30	3986	30	3024	23	3077	7191
% Car	93.3	66.7	100	92.5	95.8	90	100	97.5	100	95.9	96.8	96	100	96	92	96	96
Truck	1	3	0	4	1	1	0	2	0	166	1	167	0	126	2	128	301
% Truck	6.7	33.3	0	7.5	4.2	10	0	2.5	0	4.1	3.2	4	0	4	8	4	4

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Page No : 2

Start Time	Arvada Ave Eastbound				Arvada Ave Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	2	2	0	0	1	1	2	114	1	117	0	129	0	129	249
07:45	0	2	0	2	0	0	1	1	0	119	0	119	1	155	1	157	279
08:00	0	0	0	0	0	1	0	1	0	120	0	120	0	116	2	118	239
08:15	0	1	2	3	2	0	0	2	0	90	0	90	0	139	1	140	235
Total Volume	0	3	4	7	2	1	2	5	2	443	1	446	1	539	4	544	1002
% App. Total	0	42.9	57.1		40	20	40		0.4	99.3	0.2		0.2	99.1	0.7		
PHF	.000	.375	.500	.583	.250	.250	.500	.625	.250	.923	.250	.929	.250	.869	.500	.866	.898
Car	0	1	4	5	1	1	2	4	2	427	1	430	1	514	4	519	958
% Car	0	33.3	100	71.4	50.0	100	100	80.0	100	96.4	100	96.4	100	95.4	100	95.4	95.6
Truck	0	2	0	2	1	0	0	1	0	16	0	16	0	25	0	25	44
% Truck	0	66.7	0	28.6	50.0	0	0	20.0	0	3.6	0	3.6	0	4.6	0	4.6	4.4

Peak Hour Analysis From 09:30 to 13:15 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00

12:00	1	0	1	2	2	1	2	5	1	114	1	116	1	84	0	85	208
12:15	0	0	2	2	1	2	1	4	1	117	4	122	2	78	1	81	209
12:30	2	0	1	3	0	1	0	1	4	114	0	118	1	101	2	104	226
12:45	1	0	3	4	0	0	0	0	0	116	0	116	0	94	1	95	215
Total Volume	4	0	7	11	3	4	3	10	6	461	5	472	4	357	4	365	858
% App. Total	36.4	0	63.6		30	40	30		1.3	97.7	1.1		1.1	97.8	1.1		
PHF	.500	.000	.583	.688	.375	.500	.375	.500	.375	.985	.313	.967	.500	.884	.500	.877	.949
Car	4	0	7	11	3	4	3	10	6	443	4	453	4	344	3	351	825
% Car	100	0	100	100	100	100	100	100	100	96.1	80.0	96.0	100	96.4	75.0	96.2	96.2
Truck	0	0	0	0	0	0	0	0	0	18	1	19	0	13	1	14	33
% Truck	0	0	0	0	0	0	0	0	0	3.9	20.0	4.0	0	3.6	25.0	3.8	3.8

Peak Hour Analysis From 13:30 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	0	0	2	2	0	0	1	1	3	187	0	190	0	122	0	122	315
16:45	1	0	0	1	1	0	2	3	1	194	1	196	5	90	1	96	296
17:00	1	2	2	5	0	0	2	2	3	238	1	242	1	102	2	105	354
17:15	2	0	2	4	0	2	1	3	6	235	1	242	4	123	1	128	377
Total Volume	4	2	6	12	1	2	6	9	13	854	3	870	10	437	4	451	1342
% App. Total	33.3	16.7	50		11.1	22.2	66.7		1.5	98.2	0.3		2.2	96.9	0.9		
PHF	.500	.250	.750	.600	.250	.250	.750	.750	.542	.897	.750	.899	.500	.888	.500	.881	.890
Car	4	2	6	12	1	2	6	9	13	833	3	849	10	426	4	440	1310
% Car	100	100	100	100	100	100	100	100	100	97.5	100	97.6	100	97.5	100	97.6	97.6
Truck	0	0	0	0	0	0	0	0	0	21	0	21	0	11	0	11	32
% Truck	0	0	0	0	0	0	0	0	0	2.5	0	2.4	0	2.5	0	2.4	2.4

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Groups Printed- Bikes

Start Time	Arvada Ave Eastbound					Arvada Ave Westbound					Broadway Blvd Northbound					Broadway Blvd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	3
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	4	4	0	1	0	1	2	0	0	0	0	0	6
*** BREAK ***																					
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
*** BREAK ***																					
08:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
*** BREAK ***																					
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	1	1	3
*** BREAK ***																					
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
*** BREAK ***																					
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	2	2	0	0	0	7	7	0	4	0	2	6	0	2	0	1	3	18
Apprch %	0	0	0	100		0	0	0	100		0	66.7	0	33.3		0	66.7	0	33.3		
Total %	0	0	0	11.1	11.1	0	0	0	38.9	38.9	0	22.2	0	11.1	33.3	0	11.1	0	5.6	16.7	

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Collected by: MH16

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Page No : 1

Groups Printed- Car - Truck

Start Time	Cutler Ave Eastbound				Cutler Ave Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00	0	0	0	0	0	0	0	0	0	27	1	28	0	35	0	35	63
06:15	0	0	0	0	0	0	0	0	0	52	0	52	0	45	0	45	97
06:30	0	0	0	0	0	0	2	2	0	65	0	65	0	64	0	64	131
06:45	3	1	0	4	0	0	1	1	0	85	0	85	0	85	0	85	175
Total	3	1	0	4	0	0	3	3	0	229	1	230	0	229	0	229	466
07:00	0	1	0	1	0	0	5	5	0	70	0	70	2	89	0	91	167
07:15	0	0	1	1	0	1	0	1	0	98	0	98	0	123	0	123	223
07:30	0	0	1	1	0	0	1	1	1	117	0	118	1	126	0	127	247
07:45	0	0	0	0	1	0	3	4	1	116	0	117	1	155	1	157	278
Total	0	1	2	3	1	1	9	11	2	401	0	403	4	493	1	498	915
08:00	0	1	1	2	0	1	1	2	2	121	0	123	0	115	0	115	242
08:15	0	1	1	2	0	0	0	0	0	91	0	91	0	139	1	140	233
08:30	0	1	2	3	1	0	2	3	0	102	0	102	0	132	0	132	240
08:45	1	0	0	1	1	0	0	1	1	98	2	101	0	108	1	109	212
Total	1	3	4	8	2	1	3	6	3	412	2	417	0	494	2	496	927
*** BREAK ***																	
11:00	0	0	0	0	1	0	3	4	0	106	1	107	0	83	0	83	194
11:15	0	0	0	0	0	0	0	0	0	102	0	102	1	102	0	103	205
11:30	0	1	0	1	0	0	2	2	1	119	1	121	0	95	0	95	219
11:45	0	0	0	0	1	1	2	4	0	116	0	116	0	82	1	83	203
Total	0	1	0	1	2	1	7	10	1	443	2	446	1	362	1	364	821
12:00	0	0	0	0	0	1	2	3	0	113	0	113	0	88	1	89	205
12:15	1	0	0	1	0	2	0	2	1	119	1	121	0	82	0	82	206
12:30	0	2	1	3	0	0	1	1	1	115	1	117	0	103	0	103	224
12:45	0	0	0	0	0	0	0	0	0	117	0	117	3	98	1	102	219
Total	1	2	1	4	0	3	3	6	2	464	2	468	3	371	2	376	854
*** BREAK ***																	
15:00	1	0	2	3	0	0	0	0	0	139	0	139	0	92	2	94	236
15:15	2	0	2	4	0	2	0	2	1	153	0	154	0	97	0	97	257
15:30	1	0	0	1	1	0	8	9	3	170	1	174	1	93	0	94	278
15:45	1	1	0	2	0	1	4	5	3	176	0	179	0	115	4	119	305
Total	5	1	4	10	1	3	12	16	7	638	1	646	1	397	6	404	1076
16:00	0	1	0	1	0	0	2	2	0	179	1	180	1	118	0	119	302
16:15	0	0	0	0	0	0	0	0	1	185	1	187	0	96	0	96	283
16:30	0	2	0	2	0	0	1	1	0	188	1	189	1	123	0	124	316
16:45	0	0	0	0	0	0	2	2	0	198	0	198	1	95	0	96	296
Total	0	3	0	3	0	0	5	5	1	750	3	754	3	432	0	435	1197
17:00	1	1	1	3	0	0	1	1	0	239	0	239	1	102	0	103	346
17:15	0	0	2	2	0	0	2	2	2	241	0	243	2	124	1	127	374
17:30	0	1	0	1	0	0	1	1	1	193	1	195	0	92	1	93	290
17:45	0	0	1	1	3	1	0	4	0	111	0	111	0	86	0	86	202
Total	1	2	4	7	3	1	4	8	3	784	1	788	3	404	2	409	1212
Grand Total	11	14	15	40	9	10	46	65	19	4121	12	4152	15	3182	14	3211	7468
Apprch %	27.5	35	37.5		13.8	15.4	70.8		0.5	99.3	0.3		0.5	99.1	0.4		
Total %	0.1	0.2	0.2	0.5	0.1	0.1	0.6	0.9	0.3	55.2	0.2	55.6	0.2	42.6	0.2	43	
Car	11	14	14	39	9	10	45	64	18	3954	12	3984	15	3058	14	3087	7174
% Car	100	100	93.3	97.5	100	100	97.8	98.5	94.7	95.9	100	96	100	96.1	100	96.1	96.1
Truck	0	0	1	1	0	0	1	1	1	167	0	168	0	124	0	124	294
% Truck	0	0	6.7	2.5	0	0	2.2	1.5	5.3	4.1	0	4	0	3.9	0	3.9	3.9

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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	1	1	0	0	1	1	1	117	0	118	1	126	0	127	247
07:45	0	0	0	0	1	0	3	4	1	116	0	117	1	155	1	157	278
08:00	0	1	1	2	0	1	1	2	2	121	0	123	0	115	0	115	242
08:15	0	1	1	2	0	0	0	0	0	91	0	91	0	139	1	140	233
Total Volume	0	2	3	5	1	1	5	7	4	445	0	449	2	535	2	539	1000
% App. Total	0	40	60		14.3	14.3	71.4		0.9	99.1	0		0.4	99.3	0.4		
PHF	.000	.500	.750	.625	.250	.250	.417	.438	.500	.919	.000	.913	.500	.863	.500	.858	.899
Car	0	2	3	5	1	1	5	7	3	428	0	431	2	510	2	514	957
% Car	0	100	100	100	100	100	100	100	75.0	96.2	0	96.0	100	95.3	100	95.4	95.7
Truck	0	0	0	0	0	0	0	0	1	17	0	18	0	25	0	25	43
% Truck	0	0	0	0	0	0	0	0	25.0	3.8	0	4.0	0	4.7	0	4.6	4.3
Peak Hour Analysis From 09:30 to 13:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00																	
12:00	0	0	0	0	0	1	2	3	0	113	0	113	0	88	1	89	205
12:15	1	0	0	1	0	2	0	2	1	119	1	121	0	82	0	82	206
12:30	0	2	1	3	0	0	1	1	1	115	1	117	0	103	0	103	224
12:45	0	0	0	0	0	0	0	0	0	117	0	117	3	98	1	102	219
Total Volume	1	2	1	4	0	3	3	6	2	464	2	468	3	371	2	376	854
% App. Total	25	50	25		0	50	50		0.4	99.1	0.4		0.8	98.7	0.5		
PHF	.250	.250	.250	.333	.000	.375	.375	.500	.500	.975	.500	.967	.250	.900	.500	.913	.953
Car	1	2	1	4	0	3	3	6	2	447	2	451	3	356	2	361	822
% Car	100	100	100	100	0	100	100	100	100	96.3	100	96.4	100	96.0	100	96.0	96.3
Truck	0	0	0	0	0	0	0	0	0	17	0	17	0	15	0	15	32
% Truck	0	0	0	0	0	0	0	0	0	3.7	0	3.6	0	4.0	0	4.0	3.7
Peak Hour Analysis From 13:30 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	2	0	2	0	0	1	1	0	188	1	189	1	123	0	124	316
16:45	0	0	0	0	0	0	2	2	0	198	0	198	1	95	0	96	296
17:00	1	1	1	3	0	0	1	1	0	239	0	239	1	102	0	103	346
17:15	0	0	2	2	0	0	2	2	2	241	0	243	2	124	1	127	374
Total Volume	1	3	3	7	0	0	6	6	2	866	1	869	5	444	1	450	1332
% App. Total	14.3	42.9	42.9		0	0	100		0.2	99.7	0.1		1.1	98.7	0.2		
PHF	.250	.375	.375	.583	.000	.000	.750	.750	.250	.898	.250	.894	.625	.895	.250	.886	.890
Car	1	3	3	7	0	0	6	6	2	842	1	845	5	437	1	443	1301
% Car	100	100	100	100	0	0	100	100	100	97.2	100	97.2	100	98.4	100	98.4	97.7
Truck	0	0	0	0	0	0	0	0	0	24	0	24	0	7	0	7	31
% Truck	0	0	0	0	0	0	0	0	0	2.8	0	2.8	0	1.6	0	1.6	2.3

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH16

File Name : Broadway & Cutler
Site Code :
Start Date : 9/5/2017
Page No : 1

Groups Printed- Bikes

Start Time	Cutler Ave Eastbound					Cutler Ave Westbound					Broadway Blvd Northbound					Broadway Blvd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	2	4
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	4
*** BREAK ***																					
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
08:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
*** BREAK ***																					
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	2
Grand Total	0	0	0	2	2	0	0	0	5	5	0	5	0	2	7	0	2	0	0	2	16
Apprch %	0	0	0	100		0	0	0	100		0	71.4	0	28.6		0	100	0	0		
Total %	0	0	0	12.5	12.5	0	0	0	31.2	31.2	0	31.2	0	12.5	43.8	0	12.5	0	0	12.5	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH13

File Name : Broadway & Prospect
Site Code :
Start Date : 9/5/2017
Page No : 1

Groups Printed- Car - Truck

Start Time	Prospect Ave Eastbound				Prospect Ave Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
06:00	0	0	0	0	0	0	0	0	0	0	26	1	27	0	35	0	35	62
06:15	1	0	0	1	0	0	0	0	0	0	51	0	51	1	45	0	46	98
06:30	0	1	0	1	0	0	2	2	2	0	66	0	66	2	70	1	73	142
06:45	1	1	0	2	0	0	1	1	0	89	0	89	0	81	1	82	174	
Total	2	2	0	4	0	0	3	3	0	232	1	233	3	231	2	236	476	
07:00	0	1	0	1	0	0	0	0	0	0	78	0	78	0	92	1	93	172
07:15	0	0	0	0	0	0	2	2	1	95	0	96	1	122	0	123	221	
07:30	0	0	1	1	0	0	1	1	0	119	1	120	3	127	0	130	252	
07:45	0	1	0	1	1	0	4	5	1	117	1	119	2	155	0	157	282	
Total	0	2	1	3	1	0	7	8	2	409	2	413	6	496	1	503	927	
08:00	1	0	1	2	2	0	0	2	2	114	2	118	1	111	1	113	235	
08:15	0	0	0	0	0	0	0	0	1	91	0	92	2	140	0	142	234	
08:30	0	0	0	0	0	0	3	3	1	102	0	103	1	132	0	133	239	
08:45	0	0	1	1	0	0	0	0	0	96	1	97	0	110	0	110	208	
Total	1	0	2	3	2	0	3	5	4	403	3	410	4	493	1	498	916	
*** BREAK ***																		
11:00	0	0	0	0	0	0	1	1	0	109	1	110	1	82	0	83	194	
11:15	0	0	1	1	2	0	2	4	0	101	1	102	2	103	0	105	212	
11:30	1	0	0	1	0	1	3	4	0	120	0	120	1	92	0	93	218	
11:45	1	0	0	1	0	0	4	4	0	117	1	118	0	87	0	87	210	
Total	2	0	1	3	2	1	10	13	0	447	3	450	4	364	0	368	834	
12:00	0	0	0	0	0	0	4	4	0	115	1	116	3	84	0	87	207	
12:15	0	1	1	2	2	0	2	4	0	118	0	118	0	84	0	84	208	
12:30	1	1	1	3	0	1	6	7	0	114	3	117	2	98	1	101	228	
12:45	0	0	0	0	0	0	1	1	2	112	1	115	0	104	0	104	220	
Total	1	2	2	5	2	1	13	16	2	459	5	466	5	370	1	376	863	
*** BREAK ***																		
15:00	0	1	0	1	0	0	2	2	1	136	2	139	2	97	0	99	241	
15:15	0	0	0	0	0	0	4	4	0	153	2	155	1	94	0	95	254	
15:30	1	0	1	2	0	0	4	4	1	171	0	172	1	93	3	97	275	
15:45	0	0	0	0	3	0	7	10	2	179	2	183	0	119	3	122	315	
Total	1	1	1	3	3	0	17	20	4	639	6	649	4	403	6	413	1085	
16:00	0	1	2	3	0	1	1	2	1	178	0	179	1	118	4	123	307	
16:15	0	0	0	0	1	0	2	3	0	179	1	180	1	95	1	97	280	
16:30	0	1	2	3	1	0	8	9	1	190	0	191	0	122	0	122	325	
16:45	0	1	1	2	1	0	2	3	0	197	0	197	0	96	0	96	298	
Total	0	3	5	8	3	1	13	17	2	744	1	747	2	431	5	438	1210	
17:00	1	1	1	3	0	0	3	3	0	242	0	242	1	103	1	105	353	
17:15	0	0	1	1	1	0	3	4	0	241	1	242	2	127	1	130	377	
17:30	1	0	0	1	0	0	2	2	0	193	3	196	0	91	0	91	290	
17:45	0	0	0	0	0	0	0	0	2	108	1	111	1	87	1	89	200	
Total	2	1	2	5	1	0	8	9	2	784	5	791	4	408	3	415	1220	
Grand Total	9	11	14	34	14	3	74	91	16	4117	26	4159	32	3196	19	3247	7531	
Apprch %	26.5	32.4	41.2		15.4	3.3	81.3		0.4	99	0.6		1	98.4	0.6			
Total %	0.1	0.1	0.2	0.5	0.2	0	1	1.2	0.2	54.7	0.3	55.2	0.4	42.4	0.3	43.1		
Car	8	11	14	33	14	2	72	88	14	3953	25	3992	29	3059	17	3105	7218	
% Car	88.9	100	100	97.1	100	66.7	97.3	96.7	87.5	96	96.2	96	90.6	95.7	89.5	95.6	95.8	
Truck	1	0	0	1	0	1	2	3	2	164	1	167	3	137	2	142	313	
% Truck	11.1	0	0	2.9	0	33.3	2.7	3.3	12.5	4	3.8	4	9.4	4.3	10.5	4.4	4.2	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH13

File Name : Broadway & Prospect
Site Code :
Start Date : 9/5/2017
Page No : 2

Start Time	Prospect Ave Eastbound				Prospect Ave Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	1	1	0	0	1	1	0	119	1	120	3	127	0	130	252
07:45	0	1	0	1	1	0	4	5	1	117	1	119	2	155	0	157	282
08:00	1	0	1	2	2	0	0	2	2	114	2	118	1	111	1	113	235
08:15	0	0	0	0	0	0	0	0	1	91	0	92	2	140	0	142	234
Total Volume	1	1	2	4	3	0	5	8	4	441	4	449	8	533	1	542	1003
% App. Total	25	25	50		37.5	0	62.5		0.9	98.2	0.9		1.5	98.3	0.2		
PHF	.250	.250	.500	.500	.375	.000	.313	.400	.500	.926	.500	.935	.667	.860	.250	.863	.889
Car	1	1	2	4	3	0	5	8	3	427	4	434	7	509	1	517	963
% Car	100	100	100	100	100	0	100	100	75.0	96.8	100	96.7	87.5	95.5	100	95.4	96.0
Truck	0	0	0	0	0	0	0	0	1	14	0	15	1	24	0	25	40
% Truck	0	0	0	0	0	0	0	0	25.0	3.2	0	3.3	12.5	4.5	0	4.6	4.0

Peak Hour Analysis From 09:30 to 13:15 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00

12:00	0	0	0	0	0	0	4	4	0	115	1	116	3	84	0	87	207
12:15	0	1	1	2	2	0	2	4	0	118	0	118	0	84	0	84	208
12:30	1	1	1	3	0	1	6	7	0	114	3	117	2	98	1	101	228
12:45	0	0	0	0	0	0	1	1	2	112	1	115	0	104	0	104	220
Total Volume	1	2	2	5	2	1	13	16	2	459	5	466	5	370	1	376	863
% App. Total	20	40	40		12.5	6.2	81.2		0.4	98.5	1.1		1.3	98.4	0.3		
PHF	.250	.500	.500	.417	.250	.250	.542	.571	.250	.972	.417	.987	.417	.889	.250	.904	.946
Car	1	2	2	5	2	0	12	14	2	443	5	450	5	356	1	362	831
% Car	100	100	100	100	100	0	92.3	87.5	100	96.5	100	96.6	100	96.2	100	96.3	96.3
Truck	0	0	0	0	0	1	1	2	0	16	0	16	0	14	0	14	32
% Truck	0	0	0	0	0	100	7.7	12.5	0	3.5	0	3.4	0	3.8	0	3.7	3.7

Peak Hour Analysis From 13:30 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	0	1	2	3	1	0	8	9	1	190	0	191	0	122	0	122	325
16:45	0	1	1	2	1	0	2	3	0	197	0	197	0	96	0	96	298
17:00	1	1	1	3	0	0	3	3	0	242	0	242	1	103	1	105	353
17:15	0	0	1	1	1	0	3	4	0	241	1	242	2	127	1	130	377
Total Volume	1	3	5	9	3	0	16	19	1	870	1	872	3	448	2	453	1353
% App. Total	11.1	33.3	55.6		15.8	0	84.2		0.1	99.8	0.1		0.7	98.9	0.4		
PHF	.250	.750	.625	.750	.750	.000	.500	.528	.250	.899	.250	.901	.375	.882	.500	.871	.897
Car	1	3	5	9	3	0	16	19	1	847	1	849	2	437	2	441	1318
% Car	100	100	100	100	100	0	100	100	100	97.4	100	97.4	66.7	97.5	100	97.4	97.4
Truck	0	0	0	0	0	0	0	0	0	23	0	23	1	11	0	12	35
% Truck	0	0	0	0	0	0	0	0	0	2.6	0	2.6	33.3	2.5	0	2.6	2.6

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH13

File Name : Broadway & Prospect
Site Code :
Start Date : 9/5/2017
Page No : 1

Groups Printed- Bikes

Start Time	Prospect Ave Eastbound					Prospect Ave Westbound					Broadway Blvd Northbound					Broadway Blvd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	2
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	1	1	0	0	2	6
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	1	3	4
*** BREAK ***																					
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
11:30	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
12:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	3	3	0	1	2	4	7	0	3	0	2	5	2	2	0	2	6	21
Apprch %	0	0	0	100		0	14.3	28.6	57.1		0	60	0	40		33.3	33.3	0	33.3		
Total %	0	0	0	14.3	14.3	0	4.8	9.5	19	33.3	0	14.3	0	9.5	23.8	9.5	9.5	0	9.5	28.6	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH4

File Name : Broadway & Odelia
Site Code :
Start Date : 9/5/2017
Page No : 1

Groups Printed- Car - Truck

Start Time	Odelia Rd Eastbound				Odelia Rd Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00	2	0	0	2	5	1	8	14	2	28	4	34	16	35	0	51	101
06:15	2	0	0	2	15	1	7	23	3	47	18	68	19	48	0	67	160
06:30	0	2	1	3	21	4	25	50	1	48	29	78	52	50	3	105	236
06:45	1	3	0	4	44	0	32	76	1	67	56	124	55	65	1	121	325
Total	5	5	1	11	85	6	72	163	7	190	107	304	142	198	4	344	822
07:00	4	6	1	11	39	4	21	64	2	67	81	150	65	81	2	148	373
07:15	4	3	4	11	65	4	44	113	1	70	55	126	43	117	1	161	411
07:30	1	3	0	4	43	2	30	75	2	92	28	122	33	122	1	156	357
07:45	0	4	1	5	47	5	32	84	2	110	33	145	45	142	4	191	425
Total	9	16	6	31	194	15	127	336	7	339	197	543	186	462	8	656	1566
08:00	2	3	1	6	41	2	23	66	0	102	34	136	36	105	0	141	349
08:15	0	2	0	2	45	2	16	63	3	85	42	130	30	119	1	150	345
08:30	2	1	1	4	40	3	16	59	2	88	42	132	43	129	0	172	367
08:45	0	2	2	4	27	1	20	48	1	91	24	116	30	108	0	138	306
Total	4	8	4	16	153	8	75	236	6	366	142	514	139	461	1	601	1367
*** BREAK ***																	
11:00	4	4	1	9	35	3	23	61	3	92	23	118	14	82	1	97	285
11:15	4	2	3	9	28	1	21	50	3	86	20	109	21	87	2	110	278
11:30	3	2	2	7	24	2	15	41	5	106	28	139	23	85	0	108	295
11:45	0	3	5	8	40	4	35	79	3	85	29	117	24	86	1	111	315
Total	11	11	11	33	127	10	94	231	14	369	100	483	82	340	4	426	1173
12:00	3	8	2	13	47	2	41	90	1	80	38	119	31	82	0	113	335
12:15	3	3	2	8	55	2	37	94	2	95	36	133	10	79	1	90	325
12:30	2	1	1	4	41	1	34	76	0	91	36	127	18	92	5	115	322
12:45	2	2	4	8	57	4	38	99	1	82	30	113	21	87	0	108	328
Total	10	14	9	33	200	9	150	359	4	348	140	492	80	340	6	426	1310
*** BREAK ***																	
15:00	1	4	3	8	36	0	37	73	0	127	30	157	22	85	0	107	345
15:15	2	1	1	4	47	1	33	81	1	121	24	146	18	85	2	105	336
15:30	1	5	2	8	58	2	56	116	1	141	24	166	17	103	0	120	410
15:45	1	6	4	11	72	0	46	118	3	155	24	182	24	100	0	124	435
Total	5	16	10	31	213	3	172	388	5	544	102	651	81	373	2	456	1526
16:00	1	4	5	10	58	5	46	109	1	158	47	206	18	98	0	116	441
16:15	6	3	1	10	58	1	46	105	1	145	46	192	15	85	1	101	408
16:30	4	8	4	16	56	1	65	122	1	162	39	202	26	118	1	145	485
16:45	3	2	0	5	63	1	61	125	1	162	59	222	20	68	0	88	440
Total	14	17	10	41	235	8	218	461	4	627	191	822	79	369	2	450	1774
17:00	3	8	3	14	45	2	75	122	1	200	70	271	25	100	0	125	532
17:15	0	3	4	7	43	1	69	113	2	199	57	258	25	117	1	143	521
17:30	4	5	2	11	48	3	54	105	0	147	46	193	20	91	0	111	420
17:45	1	4	0	5	33	2	42	77	1	75	30	106	18	93	0	111	299
Total	8	20	9	37	169	8	240	417	4	621	203	828	88	401	1	490	1772
Grand Total	66	107	60	233	1376	67	1148	2591	51	3404	1182	4637	877	2944	28	3849	11310
Apprch %	28.3	45.9	25.8		53.1	2.6	44.3		1.1	73.4	25.5		22.8	76.5	0.7		
Total %	0.6	0.9	0.5	2.1	12.2	0.6	10.2	22.9	0.5	30.1	10.5	41	7.8	26	0.2	34	
Car	50	105	56	211	1341	65	1128	2534	45	3249	1145	4439	856	2818	26	3700	10884
% Car	75.8	98.1	93.3	90.6	97.5	97	98.3	97.8	88.2	95.4	96.9	95.7	97.6	95.7	92.9	96.1	96.2
Truck	16	2	4	22	35	2	20	57	6	155	37	198	21	126	2	149	426
% Truck	24.2	1.9	6.7	9.4	2.5	3	1.7	2.2	11.8	4.6	3.1	4.3	2.4	4.3	7.1	3.9	3.8

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH4

File Name : Broadway & Odelia
Site Code :
Start Date : 9/5/2017
Page No : 2

Start Time	Odelia Rd Eastbound				Odelia Rd Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	4	6	1	11	39	4	21	64	2	67	81	150	65	81	2	148	373
07:15	4	3	4	11	65	4	44	113	1	70	55	126	43	117	1	161	411
07:30	1	3	0	4	43	2	30	75	2	92	28	122	33	122	1	156	357
07:45	0	4	1	5	47	5	32	84	2	110	33	145	45	142	4	191	425
Total Volume	9	16	6	31	194	15	127	336	7	339	197	543	186	462	8	656	1566
% App. Total	29	51.6	19.4		57.7	4.5	37.8		1.3	62.4	36.3		28.4	70.4	1.2		
PHF	.563	.667	.375	.705	.746	.750	.722	.743	.875	.770	.608	.905	.715	.813	.500	.859	.921
Car	4	15	5	24	185	14	124	323	6	323	192	521	182	440	8	630	1498
% Car	44.4	93.8	83.3	77.4	95.4	93.3	97.6	96.1	85.7	95.3	97.5	95.9	97.8	95.2	100	96.0	95.7
Truck	5	1	1	7	9	1	3	13	1	16	5	22	4	22	0	26	68
% Truck	55.6	6.3	16.7	22.6	4.6	6.7	2.4	3.9	14.3	4.7	2.5	4.1	2.2	4.8	0	4.0	4.3

Peak Hour Analysis From 09:30 to 13:15 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00

12:00	3	8	2	13	47	2	41	90	1	80	38	119	31	82	0	113	335
12:15	3	3	2	8	55	2	37	94	2	95	36	133	10	79	1	90	325
12:30	2	1	1	4	41	1	34	76	0	91	36	127	18	92	5	115	322
12:45	2	2	4	8	57	4	38	99	1	82	30	113	21	87	0	108	328
Total Volume	10	14	9	33	200	9	150	359	4	348	140	492	80	340	6	426	1310
% App. Total	30.3	42.4	27.3		55.7	2.5	41.8		0.8	70.7	28.5		18.8	79.8	1.4		
PHF	.833	.438	.563	.635	.877	.563	.915	.907	.500	.916	.921	.925	.645	.924	.300	.926	.978
Car	9	13	8	30	199	9	146	354	4	333	133	470	76	328	4	408	1262
% Car	90.0	92.9	88.9	90.9	99.5	100	97.3	98.6	100	95.7	95.0	95.5	95.0	96.5	66.7	95.8	96.3
Truck	1	1	1	3	1	0	4	5	0	15	7	22	4	12	2	18	48
% Truck	10.0	7.1	11.1	9.1	0.5	0	2.7	1.4	0	4.3	5.0	4.5	5.0	3.5	33.3	4.2	3.7

Peak Hour Analysis From 13:30 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	4	8	4	16	56	1	65	122	1	162	39	202	26	118	1	145	485
16:45	3	2	0	5	63	1	61	125	1	162	59	222	20	68	0	88	440
17:00	3	8	3	14	45	2	75	122	1	200	70	271	25	100	0	125	532
17:15	0	3	4	7	43	1	69	113	2	199	57	258	25	117	1	143	521
Total Volume	10	21	11	42	207	5	270	482	5	723	225	953	96	403	2	501	1978
% App. Total	23.8	50	26.2		42.9	1	56		0.5	75.9	23.6		19.2	80.4	0.4		
PHF	.625	.656	.688	.656	.821	.625	.900	.964	.625	.904	.804	.879	.923	.854	.500	.864	.930
Car	10	21	10	41	202	4	269	475	4	703	223	930	95	391	2	488	1934
% Car	100	100	90.9	97.6	97.6	80.0	99.6	98.5	80.0	97.2	99.1	97.6	99.0	97.0	100	97.4	97.8
Truck	0	0	1	1	5	1	1	7	1	20	2	23	1	12	0	13	44
% Truck	0	0	9.1	2.4	2.4	20.0	0.4	1.5	20.0	2.8	0.9	2.4	1.0	3.0	0	2.6	2.2

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH4

File Name : Broadway & Odelia
Site Code :
Start Date : 9/5/2017
Page No : 1

Groups Printed- Bikes

Start Time	Odelia Rd Eastbound					Odelia Rd Westbound					Broadway Blvd Northbound					Broadway Blvd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
06:30	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	5
07:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
07:30	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	1	1	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	0	0	5	5	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	7
08:00	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
08:30	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	2	2	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	5
*** BREAK ***																					
11:15	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
12:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
12:45	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
15:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
15:30	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
15:45	0	1	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	0	1	2	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	7
*** BREAK ***																					
16:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
17:15	0	0	0	2	2	1	0	0	1	2	0	0	0	0	0	0	0	0	1	1	5
*** BREAK ***																					
17:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	1	0	0	2	3	0	0	0	0	0	0	0	0	2	2	7
Grand Total	0	1	0	13	14	1	0	0	14	15	0	4	0	0	4	0	0	0	4	4	37
Apprch %	0	7.1	0	92.9		6.7	0	0	93.3		0	100	0	0		0	0	0	100		
Total %	0	2.7	0	35.1	37.8	2.7	0	0	37.8	40.5	0	10.8	0	0	10.8	0	0	0	10.8	10.8	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH8

File Name : Broadway & Mountain
Site Code :
Start Date : 9/5/2017
Page No : 1

Groups Printed- Car - Truck

Start Time	Mountain Rd Eastbound				Mountain Rd Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00	0	7	7	14	5	9	6	20	2	38	2	42	3	37	1	41	117
06:15	5	8	9	22	6	10	5	21	2	61	9	72	1	49	5	55	170
06:30	8	20	12	40	12	14	6	32	5	75	12	92	2	55	6	63	227
06:45	19	11	10	40	11	20	8	39	4	100	13	117	3	109	9	121	317
Total	32	46	38	116	34	53	25	112	13	274	36	323	9	250	21	280	831
07:00	17	33	20	70	18	26	9	53	3	115	28	146	8	104	10	122	391
07:15	17	35	34	86	28	39	7	74	7	93	19	119	10	155	16	181	460
07:30	5	21	20	46	15	33	12	60	8	115	9	132	5	147	13	165	403
07:45	13	28	24	65	9	46	15	70	10	117	5	132	6	163	17	186	453
Total	52	117	98	267	70	144	43	257	28	440	61	529	29	569	56	654	1707
08:00	14	30	35	79	18	33	16	67	10	111	3	124	4	125	12	141	411
08:15	13	24	30	67	9	31	11	51	15	100	9	124	7	144	16	167	409
08:30	18	24	38	80	16	22	12	50	12	103	6	121	8	153	12	173	424
08:45	13	26	40	79	21	31	15	67	13	93	11	117	3	118	11	132	395
Total	58	104	143	305	64	117	54	235	50	407	29	486	22	540	51	613	1639
*** BREAK ***																	
11:00	13	18	40	71	16	22	10	48	13	98	7	118	1	109	17	127	364
11:15	11	17	40	68	11	22	10	43	17	92	6	115	5	106	12	123	349
11:30	12	39	37	88	8	23	9	40	16	113	11	140	3	93	10	106	374
11:45	13	20	39	72	10	37	11	58	13	96	8	117	2	111	17	130	377
Total	49	94	156	299	45	104	40	189	59	399	32	490	11	419	56	486	1464
12:00	22	31	31	84	14	28	8	50	7	85	6	98	5	114	14	133	365
12:15	17	27	41	85	15	27	14	56	13	97	7	117	7	108	14	129	387
12:30	18	23	38	79	14	31	10	55	13	109	7	129	1	122	19	142	405
12:45	15	32	51	98	12	38	4	54	12	92	14	118	2	131	19	152	422
Total	72	113	161	346	55	124	36	215	45	383	34	462	15	475	66	556	1579
*** BREAK ***																	
15:00	24	18	19	61	9	34	13	56	15	115	8	138	3	118	14	135	390
15:15	12	22	28	62	12	26	12	50	11	117	5	133	3	100	20	123	368
15:30	12	27	32	71	14	29	19	62	18	141	10	169	4	128	21	153	455
15:45	22	24	19	65	12	32	13	57	9	140	6	155	4	134	28	166	443
Total	70	91	98	259	47	121	57	225	53	513	29	595	14	480	83	577	1656
16:00	20	40	24	84	14	33	13	60	14	154	6	174	2	148	23	173	491
16:15	18	25	27	70	7	30	15	52	19	159	12	190	1	121	29	151	463
16:30	24	31	29	84	9	28	14	51	14	158	7	179	4	151	28	183	497
16:45	31	25	22	78	12	31	19	62	13	182	7	202	4	114	26	144	486
Total	93	121	102	316	42	122	61	225	60	653	32	745	11	534	106	651	1937
17:00	28	44	28	100	13	35	34	82	19	195	9	223	2	137	18	157	562
17:15	26	39	36	101	7	36	23	66	14	196	11	221	4	142	19	165	553
17:30	18	15	20	53	9	27	13	49	24	155	13	192	0	117	17	134	428
17:45	8	14	16	38	9	18	6	33	16	93	3	112	2	115	10	127	310
Total	80	112	100	292	38	116	76	230	73	639	36	748	8	511	64	583	1853
Grand Total	506	798	896	2200	395	901	392	1688	381	3708	289	4378	119	3778	503	4400	12666
Apprch %	23	36.3	40.7		23.4	53.4	23.2		8.7	84.7	6.6		2.7	85.9	11.4		
Total %	4	6.3	7.1	17.4	3.1	7.1	3.1	13.3	3	29.3	2.3	34.6	0.9	29.8	4	34.7	
Car	496	770	877	2143	384	853	378	1615	373	3540	286	4199	113	3615	496	4224	12181
% Car	98	96.5	97.9	97.4	97.2	94.7	96.4	95.7	97.9	95.5	99	95.9	95	95.7	98.6	96	96.2
Truck	10	28	19	57	11	48	14	73	8	168	3	179	6	163	7	176	485
% Truck	2	3.5	2.1	2.6	2.8	5.3	3.6	4.3	2.1	4.5	1	4.1	5	4.3	1.4	4	3.8

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
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Collected by: MH8

File Name : Broadway & Mountain
Site Code :
Start Date : 9/5/2017
Page No : 2

Start Time	Mountain Rd Eastbound				Mountain Rd Westbound				Broadway Blvd Northbound				Broadway Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	17	35	34	86	28	39	7	74	7	93	19	119	10	155	16	181	460
07:30	5	21	20	46	15	33	12	60	8	115	9	132	5	147	13	165	403
07:45	13	28	24	65	9	46	15	70	10	117	5	132	6	163	17	186	453
08:00	14	30	35	79	18	33	16	67	10	111	3	124	4	125	12	141	411
Total Volume	49	114	113	276	70	151	50	271	35	436	36	507	25	590	58	673	1727
% App. Total	17.8	41.3	40.9		25.8	55.7	18.5		6.9	86	7.1		3.7	87.7	8.6		
PHF	.721	.814	.807	.802	.625	.821	.781	.916	.875	.932	.474	.960	.625	.905	.853	.905	.939
Car	47	110	111	268	68	146	49	263	34	424	36	494	24	560	56	640	1665
% Car	95.9	96.5	98.2	97.1	97.1	96.7	98.0	97.0	97.1	97.2	100	97.4	96.0	94.9	96.6	95.1	96.4
Truck	2	4	2	8	2	5	1	8	1	12	0	13	1	30	2	33	62
% Truck	4.1	3.5	1.8	2.9	2.9	3.3	2.0	3.0	2.9	2.8	0	2.6	4.0	5.1	3.4	4.9	3.6

Peak Hour Analysis From 09:30 to 13:15 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00

12:00	22	31	31	84	14	28	8	50	7	85	6	98	5	114	14	133	365
12:15	17	27	41	85	15	27	14	56	13	97	7	117	7	108	14	129	387
12:30	18	23	38	79	14	31	10	55	13	109	7	129	1	122	19	142	405
12:45	15	32	51	98	12	38	4	54	12	92	14	118	2	131	19	152	422
Total Volume	72	113	161	346	55	124	36	215	45	383	34	462	15	475	66	556	1579
% App. Total	20.8	32.7	46.5		25.6	57.7	16.7		9.7	82.9	7.4		2.7	85.4	11.9		
PHF	.818	.883	.789	.883	.917	.816	.643	.960	.865	.878	.607	.895	.536	.906	.868	.914	.935
Car	71	109	156	336	53	116	34	203	43	366	34	443	13	459	65	537	1519
% Car	98.6	96.5	96.9	97.1	96.4	93.5	94.4	94.4	95.6	95.6	100	95.9	86.7	96.6	98.5	96.6	96.2
Truck	1	4	5	10	2	8	2	12	2	17	0	19	2	16	1	19	60
% Truck	1.4	3.5	3.1	2.9	3.6	6.5	5.6	5.6	4.4	4.4	0	4.1	13.3	3.4	1.5	3.4	3.8

Peak Hour Analysis From 13:30 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	24	31	29	84	9	28	14	51	14	158	7	179	4	151	28	183	497
16:45	31	25	22	78	12	31	19	62	13	182	7	202	4	114	26	144	486
17:00	28	44	28	100	13	35	34	82	19	195	9	223	2	137	18	157	562
17:15	26	39	36	101	7	36	23	66	14	196	11	221	4	142	19	165	553
Total Volume	109	139	115	363	41	130	90	261	60	731	34	825	14	544	91	649	2098
% App. Total	30	38.3	31.7		15.7	49.8	34.5		7.3	88.6	4.1		2.2	83.8	14		
PHF	.879	.790	.799	.899	.788	.903	.662	.796	.789	.932	.773	.925	.875	.901	.813	.887	.933
Car	108	136	112	356	40	126	89	255	60	710	34	804	14	528	88	630	2045
% Car	99.1	97.8	97.4	98.1	97.6	96.9	98.9	97.7	100	97.1	100	97.5	100	97.1	96.7	97.1	97.5
Truck	1	3	3	7	1	4	1	6	0	21	0	21	0	16	3	19	53
% Truck	0.9	2.2	2.6	1.9	2.4	3.1	1.1	2.3	0	2.9	0	2.5	0	2.9	3.3	2.9	2.5

Mike Henderson Consulting, LLC

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Albuquerque, NM 87111
(505) 275-5706

Collected by: MH8

File Name : Broadway & Mountain
Site Code :
Start Date : 9/5/2017
Page No : 1

Groups Printed- Bikes

Start Time	Mountain Rd Eastbound					Mountain Rd Westbound					Broadway Blvd Northbound					Broadway Blvd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00	0	1	0	0	1	1	0	0	1	2	0	0	1	1	2	0	0	0	1	1	6
06:15	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	5
06:30	0	1	0	1	2	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	6
06:45	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	2	7	1	0	0	4	5	0	0	2	2	4	0	0	0	3	3	19
07:00	0	0	0	1	1	0	2	0	1	3	0	0	0	1	1	0	0	0	0	0	5
07:15	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	0	0	0	1	1	4
07:30	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
07:45	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	1	0	2	3	0	4	0	2	6	0	0	0	3	3	0	0	0	2	2	14
08:00	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	3
08:15	0	1	0	0	1	0	2	0	1	3	0	0	0	3	3	0	0	0	0	0	7
08:30	0	1	0	0	1	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	4
08:45	0	0	0	1	1	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	5
Total	0	2	0	1	3	0	2	0	6	8	0	1	0	7	8	0	0	0	0	0	19
*** BREAK ***																					
11:00	1	1	0	1	3	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	7
11:15	0	2	0	1	3	0	0	0	1	1	0	0	0	2	2	0	0	1	0	1	7
11:30	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
11:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	1	4	0	3	8	0	0	0	2	2	0	0	0	6	6	0	0	1	1	2	18
12:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
12:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	3	3	0	1	0	0	1	0	0	0	4	4	10
*** BREAK ***																					
15:00	0	0	0	0	0	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0	7
15:15	0	1	0	1	2	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	6
15:30	0	0	0	2	2	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	6
15:45	0	0	0	0	0	0	2	0	1	3	0	0	0	1	1	0	0	0	1	1	5
Total	0	1	0	3	4	0	6	0	7	13	0	0	0	5	5	0	0	0	2	2	24
16:00	0	2	0	0	2	0	1	0	1	2	0	0	0	3	3	0	0	1	0	1	8
16:15	0	1	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	3
16:30	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	5
16:45	0	2	0	1	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
Total	0	5	0	2	7	0	1	0	4	5	0	0	0	7	7	0	0	1	0	1	20
17:00	0	0	0	0	0	0	1	0	2	3	0	0	0	3	3	0	0	0	0	0	6
17:15	0	1	0	0	1	0	1	0	1	2	0	0	0	0	0	0	1	0	0	1	4
17:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	4
17:45	0	0	0	0	0	0	1	0	1	2	0	0	0	1	1	0	0	0	0	0	3
Total	0	2	0	0	2	0	4	0	4	8	0	0	0	4	4	0	1	0	2	3	17
Grand Total	1	20	0	15	36	1	17	0	32	50	0	2	2	34	38	0	1	2	14	17	141
Apprch %	2.8	55.6	0	41.7		2	34	0	64		0	5.3	5.3	89.5		0	5.9	11.8	82.4		
Total %	0.7	14.2	0	10.6	25.5	0.7	12.1	0	22.7	35.5	0	1.4	1.4	24.1	27	0	0.7	1.4	9.9	12.1	

Appendix B – Capacity Analysis Worksheets

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	2	3	0	5	4	441	4	8	533	1
Future Vol, veh/h	1	1	2	3	0	5	4	441	4	8	533	1
Conflicting Peds, #/hr	0	0	1	0	0	3	0	0	1	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	50	38	100	31	50	93	50	67	86	25
Heavy Vehicles, %	0	0	0	0	0	0	25	3	0	13	5	0
Mvmt Flow	4	4	4	8	0	16	8	474	8	12	620	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1153	1147	625	1146	1145	482	626	0	0	483	0	0
Stage 1	648	648	-	495	495	-	-	-	-	-	-	-
Stage 2	505	499	-	651	650	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.35	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.425	-	-	2.317	-	-
Pot Cap-1 Maneuver	176	201	488	178	201	588	854	-	-	1025	-	-
Stage 1	462	469	-	560	549	-	-	-	-	-	-	-
Stage 2	553	547	-	461	468	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	166	194	487	169	194	586	852	-	-	1024	-	-
Mov Cap-2 Maneuver	166	194	-	169	194	-	-	-	-	-	-	-
Stage 1	455	460	-	552	541	-	-	-	-	-	-	-
Stage 2	529	539	-	445	459	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.7		17		0.2		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	852	-	-	227	324	1024	-
HCM Lane V/C Ratio	0.009	-	-	0.053	0.074	0.012	-
HCM Control Delay (s)	9.3	0	-	21.7	17	8.6	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	3	1	1	5	4	445	0	2	535	2
Future Vol, veh/h	0	2	3	1	1	5	4	445	0	2	535	2
Conflicting Peds, #/hr	0	0	0	0	0	3	0	0	1	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	50	75	25	25	42	50	92	100	50	86	50
Heavy Vehicles, %	0	0	0	0	0	0	25	4	0	0	5	0
Mvmt Flow	0	4	4	4	4	12	8	484	0	4	622	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1145	1135	626	1137	1137	488	628	0	0	485	0	0
Stage 1	634	634	-	501	501	-	-	-	-	-	-	-
Stage 2	511	501	-	636	636	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.35	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.425	-	-	2.2	-	-
Pot Cap-1 Maneuver	178	204	488	181	203	584	852	-	-	1088	-	-
Stage 1	471	476	-	556	546	-	-	-	-	-	-	-
Stage 2	549	546	-	469	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	168	200	487	174	199	582	850	-	-	1087	-	-
Mov Cap-2 Maneuver	168	200	-	174	199	-	-	-	-	-	-	-
Stage 1	464	472	-	548	538	-	-	-	-	-	-	-
Stage 2	525	538	-	458	471	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	18		17.3		0.2		0.1			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	850	-	-	284	313	1087	-
HCM Lane V/C Ratio	0.009	-	-	0.028	0.064	0.004	-
HCM Control Delay (s)	9.3	0	-	18	17.3	8.3	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	4	2	1	2	2	427	1	1	539	4
Future Vol, veh/h	0	3	4	2	1	2	2	427	1	1	539	4
Conflicting Peds, #/hr	0	0	0	0	0	4	0	0	2	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	38	50	25	25	50	25	92	25	25	87	50
Heavy Vehicles, %	0	67	0	50	0	0	0	4	0	0	5	0
Mvmt Flow	0	8	8	8	4	4	8	464	4	4	620	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1123	1119	625	1124	1121	472	629	0	0	470	0	0
Stage 1	633	633	-	484	484	-	-	-	-	-	-	-
Stage 2	490	486	-	640	637	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.17	6.2	7.6	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	6.17	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.17	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.603	3.3	3.95	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	185	158	488	148	208	596	963	-	-	1102	-	-
Stage 1	471	386	-	484	555	-	-	-	-	-	-	-
Stage 2	564	457	-	392	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	178	155	488	138	204	593	962	-	-	1100	-	-
Mov Cap-2 Maneuver	178	155	-	138	204	-	-	-	-	-	-	-
Stage 1	465	383	-	478	548	-	-	-	-	-	-	-
Stage 2	548	451	-	375	472	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.4		25.7		0.1		0.1	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	962	-	-	236	190	1100	-
HCM Lane V/C Ratio	0.008	-	-	0.067	0.084	0.004	-
HCM Control Delay (s)	8.8	0	-	21.4	25.7	8.3	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	2	2	1	13	2	459	5	5	370	1
Future Vol, veh/h	1	2	2	2	1	13	2	459	5	5	370	1
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	50	50	25	25	54	25	97	42	42	89	25
Heavy Vehicles, %	0	0	0	0	100	8	0	4	0	0	4	0
Mvmt Flow	4	4	4	8	4	24	8	473	12	12	416	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	951	944	419	943	940	480	420	0	0	486	0	0
Stage 1	442	442	-	496	496	-	-	-	-	-	-	-
Stage 2	509	502	-	447	444	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	7.5	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.9	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	242	264	638	245	184	574	1150	-	-	1087	-	-
Stage 1	598	580	-	559	413	-	-	-	-	-	-	-
Stage 2	550	545	-	595	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	224	257	637	236	179	573	1150	-	-	1086	-	-
Mov Cap-2 Maneuver	224	257	-	236	179	-	-	-	-	-	-	-
Stage 1	592	572	-	553	408	-	-	-	-	-	-	-
Stage 2	517	539	-	578	433	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.4		15.9		0.1		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1150	-	-	302	367	1086	-
HCM Lane V/C Ratio	0.007	-	-	0.04	0.098	0.011	-
HCM Control Delay (s)	8.2	0	-	17.4	15.9	8.4	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	1	0	3	3	2	464	2	3	371	2
Future Vol, veh/h	1	2	1	0	3	3	2	464	2	3	371	2
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	100	38	38	50	98	50	25	90	50
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	15	0
Mvmt Flow	4	8	4	0	8	8	4	473	4	12	412	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	929	924	415	929	924	476	416	0	0	478	0	0
Stage 1	438	438	-	484	484	-	-	-	-	-	-	-
Stage 2	491	486	-	445	440	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	250	271	642	250	271	593	1154	-	-	1095	-	-
Stage 1	601	582	-	568	555	-	-	-	-	-	-	-
Stage 2	563	554	-	596	581	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	238	266	641	239	266	592	1154	-	-	1094	-	-
Mov Cap-2 Maneuver	238	266	-	239	266	-	-	-	-	-	-	-
Stage 1	598	574	-	565	552	-	-	-	-	-	-	-
Stage 2	545	551	-	575	573	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.6		15.3		0.1		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1154	-	-	301	367	1094	-	-
HCM Lane V/C Ratio	0.003	-	-	0.053	0.043	0.011	-	-
HCM Control Delay (s)	8.1	0	-	17.6	15.3	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	7	3	4	3	6	461	5	4	357	4
Future Vol, veh/h	4	0	7	3	4	3	6	461	5	4	357	4
Conflicting Peds, #/hr	0	0	0	0	0	1	0	0	1	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	100	58	38	50	38	38	99	31	50	88	50
Heavy Vehicles, %	0	0	0	0	0	0	0	4	20	0	4	25
Mvmt Flow	8	0	12	8	8	8	16	466	16	8	406	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	942	942	411	939	938	476	415	0	0	483	0	0
Stage 1	427	427	-	507	507	-	-	-	-	-	-	-
Stage 2	515	515	-	432	431	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	245	265	645	246	266	593	1155	-	-	1090	-	-
Stage 1	610	589	-	552	543	-	-	-	-	-	-	-
Stage 2	546	538	-	606	586	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	230	257	644	236	258	592	1154	-	-	1089	-	-
Mov Cap-2 Maneuver	230	257	-	236	258	-	-	-	-	-	-	-
Stage 1	598	583	-	541	532	-	-	-	-	-	-	-
Stage 2	520	527	-	589	580	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.1		17.8		0.3		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1154	-	-	375	306	1089	-	-
HCM Lane V/C Ratio	0.014	-	-	0.054	0.078	0.007	-	-
HCM Control Delay (s)	8.2	0	-	15.1	17.8	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	3	5	3	0	16	1	870	1	3	448	2
Future Vol, veh/h	1	3	5	3	0	16	1	870	1	3	448	2
Conflicting Peds, #/hr	0	0	1	0	0	1	0	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	75	63	75	100	50	25	90	25	38	88	50
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	33	3	0
Mvmt Flow	4	4	8	4	0	32	4	967	4	8	509	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1522	1507	513	1511	1507	970	514	0	0	971	0	0
Stage 1	528	528	-	977	977	-	-	-	-	-	-	-
Stage 2	994	979	-	534	530	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.43	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.497	-	-
Pot Cap-1 Maneuver	98	122	565	100	122	310	1062	-	-	600	-	-
Stage 1	538	531	-	304	332	-	-	-	-	-	-	-
Stage 2	298	331	-	534	530	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	86	119	564	94	119	310	1061	-	-	600	-	-
Mov Cap-2 Maneuver	86	119	-	94	119	-	-	-	-	-	-	-
Stage 1	533	520	-	302	329	-	-	-	-	-	-	-
Stage 2	265	328	-	512	519	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.5	22	0	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	169	247	600	-
HCM Lane V/C Ratio	0.004	-	-	0.094	0.146	0.013	-
HCM Control Delay (s)	8.4	0	-	28.5	22	11.1	0
HCM Lane LOS	A	A	-	D	C	B	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	3	3	0	0	6	2	866	1	5	444	1
Future Vol, veh/h	1	3	3	0	0	6	2	866	1	5	444	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	38	38	100	100	75	25	90	25	63	90	25
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	2	0
Mvmt Flow	4	8	8	0	0	8	8	962	4	8	493	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1495	1495	495	1501	1495	966	497	0	0	968	0	0
Stage 1	511	511	-	982	982	-	-	-	-	-	-	-
Stage 2	984	984	-	519	513	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	102	124	579	101	124	311	1077	-	-	720	-	-
Stage 1	549	540	-	302	330	-	-	-	-	-	-	-
Stage 2	302	329	-	544	539	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	97	120	579	92	120	310	1077	-	-	719	-	-
Mov Cap-2 Maneuver	97	120	-	92	120	-	-	-	-	-	-	-
Stage 1	540	532	-	297	324	-	-	-	-	-	-	-
Stage 2	289	323	-	521	531	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	29.9		16.9		0.1		0.2	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1077	-	-	164	310	719	-
HCM Lane V/C Ratio	0.007	-	-	0.121	0.026	0.011	-
HCM Control Delay (s)	8.4	0	-	29.9	16.9	10.1	0
HCM Lane LOS	A	A	-	D	C	B	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	2	6	1	2	6	13	854	3	10	437	4
Future Vol, veh/h	4	2	6	1	2	6	13	854	3	10	437	4
Conflicting Peds, #/hr	0	0	0	0	0	7	0	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	25	75	25	25	75	54	90	75	50	89	50
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	3	0
Mvmt Flow	8	8	8	4	8	8	24	949	4	20	491	8






















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1549	1538	495	1544	1540	960	499	0	0	955	0	0
Stage 1	535	535	-	1001	1001	-	-	-	-	-	-	-
Stage 2	1014	1003	-	543	539	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	94	117	579	95	117	314	1075	-	-	728	-	-
Stage 1	533	527	-	295	323	-	-	-	-	-	-	-
Stage 2	290	322	-	528	525	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	80	107	579	83	107	311	1075	-	-	727	-	-
Mov Cap-2 Maneuver	80	107	-	83	107	-	-	-	-	-	-	-
Stage 1	508	507	-	281	307	-	-	-	-	-	-	-
Stage 2	260	306	-	493	505	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	39.8		36.3		0.2		0.4	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1075	-	-	127	135	727	-	-
HCM Lane V/C Ratio	0.022	-	-	0.189	0.148	0.028	-	-
HCM Control Delay (s)	8.4	0	-	39.8	36.3	10.1	0	-
HCM Lane LOS	A	A	-	E	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.5	0.1	-	-



















HCM 2010 Signalized Intersection Summary
 3: Broadway & Mountain

Odelia Mountain AM Peak.syn
 09/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	114	113	70	151	50	35	436	36	25	590	58
Future Volume (veh/h)	49	114	113	70	151	50	35	436	36	25	590	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1845	1900	1845	1845	1863	1900	1852	1900	1900	1814	1900
Adj Flow Rate, veh/h	68	141	140	111	184	64	40	469	77	40	648	68
Adj No. of Lanes	1	1	0	1	1	1	0	2	0	0	2	0
Peak Hour Factor	0.72	0.81	0.81	0.63	0.82	0.78	0.88	0.93	0.47	0.63	0.91	0.85
Percent Heavy Veh, %	4	4	4	3	3	2	3	3	3	5	5	5
Cap, veh/h	373	250	248	300	548	460	142	1453	232	119	1574	161
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1101	843	837	1082	1845	1550	125	2698	431	87	2921	299
Grp Volume(v), veh/h	68	0	281	111	184	64	301	0	285	393	0	363
Grp Sat Flow(s),veh/h/ln	1101	0	1679	1082	1845	1550	1659	0	1595	1711	0	1597
Q Serve(g_s), s	2.8	0.0	7.7	5.3	4.3	1.7	0.0	0.0	5.5	0.0	0.0	7.4
Cycle Q Clear(g_c), s	7.1	0.0	7.7	13.0	4.3	1.7	4.9	0.0	5.5	7.0	0.0	7.4
Prop In Lane	1.00		0.50	1.00		1.00	0.13		0.27	0.10		0.19
Lane Grp Cap(c), veh/h	373	0	499	300	548	460	968	0	859	994	0	860
V/C Ratio(X)	0.18	0.00	0.56	0.37	0.34	0.14	0.31	0.00	0.33	0.40	0.00	0.42
Avail Cap(c_a), veh/h	478	0	659	403	724	609	968	0	859	994	0	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	16.3	21.8	15.0	14.1	7.0	0.0	7.1	7.4	0.0	7.5
Incr Delay (d2), s/veh	0.2	0.0	1.0	0.8	0.4	0.1	0.8	0.0	1.0	1.2	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.7	1.6	2.2	0.7	2.7	0.0	2.6	3.8	0.0	3.6
LnGrp Delay(d),s/veh	18.0	0.0	17.3	22.5	15.4	14.3	7.8	0.0	8.1	8.6	0.0	9.1
LnGrp LOS	B		B	C	B	B	A		A	A		A
Approach Vol, veh/h		349			359			586			756	
Approach Delay, s/veh		17.4			17.4			8.0			8.8	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		20.8		34.0		20.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		21.5		29.5		21.5				
Max Q Clear Time (g_c+I1), s		7.5		9.7		9.4		15.0				
Green Ext Time (p_c), s		3.9		1.6		4.9		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				11.5								
HCM 2010 LOS				B								






















HCM 2010 Signalized Intersection Summary
 8: Broadway & Baca Ln/Odelia

Odelia Mountain AM Peak.syn
 09/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	16	6	194	15	127	7	339	197	186	462	8
Future Volume (veh/h)	9	16	6	194	15	127	7	339	197	186	462	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1508	1624	1810	1853	1900	1900	1822	1900	1900	1827	1900
Adj Flow Rate, veh/h	16	24	16	259	20	176	8	440	323	258	570	16
Adj No. of Lanes	0	1	1	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.56	0.67	0.38	0.75	0.75	0.72	0.88	0.77	0.61	0.72	0.81	0.50
Percent Heavy Veh, %	6	6	17	5	7	7	5	5	5	5	5	5
Cap, veh/h	205	253	457	439	53	470	69	947	682	340	880	25
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	351	764	1380	1323	161	1418	8	1856	1337	441	1726	50
Grp Volume(v), veh/h	40	0	16	259	0	196	435	0	336	314	0	530
Grp Sat Flow(s),veh/h/ln	1115	0	1380	1323	0	1579	1812	0	1389	564	0	1653
Q Serve(g_s), s	0.1	0.0	0.4	10.6	0.0	5.4	0.0	0.0	8.9	20.1	0.0	13.1
Cycle Q Clear(g_c), s	5.4	0.0	0.4	16.0	0.0	5.4	8.7	0.0	8.9	29.0	0.0	13.1
Prop In Lane	0.40		1.00	1.00		0.90	0.02		0.96	0.82		0.03
Lane Grp Cap(c), veh/h	458	0	457	439	0	523	989	0	709	403	0	843
V/C Ratio(X)	0.09	0.00	0.03	0.59	0.00	0.37	0.44	0.00	0.47	0.78	0.00	0.63
Avail Cap(c_a), veh/h	526	0	534	512	0	611	989	0	709	403	0	843
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	0.0	12.9	20.6	0.0	14.5	9.0	0.0	9.0	18.4	0.0	10.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.3	0.0	0.4	1.4	0.0	2.3	13.8	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	4.0	0.0	2.4	4.7	0.0	3.8	6.3	0.0	6.7
LnGrp Delay(d),s/veh	13.2	0.0	12.9	22.0	0.0	14.9	10.4	0.0	11.3	32.2	0.0	13.6
LnGrp LOS	B		B	C		B	B		B	C		B
Approach Vol, veh/h		56			455			771			844	
Approach Delay, s/veh		13.1			18.9			10.8			20.5	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.5		23.3		33.5		23.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.0		22.0		29.0		22.0				
Max Q Clear Time (g_c+I1), s		10.9		7.4		31.0		18.0				
Green Ext Time (p_c), s		5.0		0.1		0.0		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				16.4								
HCM 2010 LOS				B								



















HCM 2010 Signalized Intersection Summary
3: Broadway & Mountain

Odelia Mountain Noon Peak.syn
09/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	113	161	55	124	36	45	383	34	15	475	66
Future Volume (veh/h)	72	113	161	55	124	36	45	383	34	15	475	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1838	1900	1827	1776	1792	1900	1834	1900	1900	1839	1900
Adj Flow Rate, veh/h	88	128	204	60	151	56	52	435	56	28	522	76
Adj No. of Lanes	1	1	0	1	1	1	0	2	0	0	2	0
Peak Hour Factor	0.82	0.88	0.79	0.92	0.82	0.64	0.87	0.88	0.61	0.54	0.91	0.87
Percent Heavy Veh, %	1	4	4	4	7	6	4	4	4	3	3	3
Cap, veh/h	400	185	294	247	520	439	188	1429	180	108	1561	221
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1179	630	1003	1020	1776	1497	202	2638	333	67	2882	409
Grp Volume(v), veh/h	88	0	332	60	151	56	274	0	269	330	0	296
Grp Sat Flow(s),veh/h/ln	1179	0	1633	1020	1776	1497	1575	0	1598	1768	0	1589
Q Serve(g_s), s	3.4	0.0	9.8	3.0	3.6	1.5	0.0	0.0	5.0	0.0	0.0	5.7
Cycle Q Clear(g_c), s	7.0	0.0	9.8	12.8	3.6	1.5	4.4	0.0	5.0	5.5	0.0	5.7
Prop In Lane	1.00		0.61	1.00		1.00	0.19		0.21	0.08		0.26
Lane Grp Cap(c), veh/h	400	0	479	247	520	439	932	0	866	1029	0	861
V/C Ratio(X)	0.22	0.00	0.69	0.24	0.29	0.13	0.29	0.00	0.31	0.32	0.00	0.34
Avail Cap(c_a), veh/h	520	0	645	351	701	591	932	0	866	1029	0	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	17.1	22.8	14.9	14.1	6.7	0.0	6.9	7.0	0.0	7.0
Incr Delay (d2), s/veh	0.3	0.0	2.0	0.5	0.3	0.1	0.8	0.0	0.9	0.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.7	0.9	1.8	0.6	2.4	0.0	2.4	3.0	0.0	2.7
LnGrp Delay(d),s/veh	17.8	0.0	19.1	23.3	15.2	14.3	7.5	0.0	7.8	7.8	0.0	8.1
LnGrp LOS	B		B	C	B	B	A		A	A		A
Approach Vol, veh/h		420			267			543			626	
Approach Delay, s/veh		18.8			16.8			7.7			7.9	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		20.5		34.0		20.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		21.5		29.5		21.5				
Max Q Clear Time (g_c+I1), s		7.0		11.8		7.7		14.8				
Green Ext Time (p_c), s		3.6		1.7		4.0		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				11.6								
HCM 2010 LOS				B								





















HCM 2010 Signalized Intersection Summary
 8: Broadway & Baca Ln/Odelia

Odelia Mountain Noon Peak.syn
 09/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	14	9	200	9	150	4	348	140	80	340	6
Future Volume (veh/h)	10	14	9	200	9	150	4	348	140	80	340	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1762	1712	1881	1849	1900	1900	1823	1900	1900	1803	1900
Adj Flow Rate, veh/h	12	32	16	227	16	163	8	378	152	123	370	20
Adj No. of Lanes	0	1	1	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.83	0.44	0.56	0.88	0.56	0.92	0.50	0.92	0.92	0.65	0.92	0.30
Percent Heavy Veh, %	7	7	11	1	0	0	4	4	4	4	4	4
Cap, veh/h	177	410	453	486	44	453	73	1229	479	354	1065	60
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	299	1299	1435	1364	141	1434	12	2355	918	488	2041	115
Grp Volume(v), veh/h	44	0	16	227	0	179	294	0	244	231	0	282
Grp Sat Flow(s),veh/h/ln	1597	0	1435	1364	0	1575	1812	0	1473	1023	0	1621
Q Serve(g_s), s	0.0	0.0	0.4	8.2	0.0	4.9	0.0	0.0	5.3	4.7	0.0	5.6
Cycle Q Clear(g_c), s	1.0	0.0	0.4	11.2	0.0	4.9	5.1	0.0	5.3	10.1	0.0	5.6
Prop In Lane	0.27		1.00	1.00		0.91	0.03		0.62	0.53		0.07
Lane Grp Cap(c), veh/h	587	0	453	486	0	498	1013	0	769	633	0	846
V/C Ratio(X)	0.07	0.00	0.04	0.47	0.00	0.36	0.29	0.00	0.32	0.36	0.00	0.33
Avail Cap(c_a), veh/h	710	0	568	596	0	624	1013	0	769	633	0	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	13.1	18.2	0.0	14.7	7.6	0.0	7.6	8.8	0.0	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.7	0.0	0.4	0.7	0.0	1.1	1.6	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	3.2	0.0	2.1	2.7	0.0	2.3	2.6	0.0	2.8
LnGrp Delay(d),s/veh	13.4	0.0	13.2	18.9	0.0	15.1	8.3	0.0	8.7	10.5	0.0	8.7
LnGrp LOS	B		B	B		B	A		A	B		A
Approach Vol, veh/h		60			406			538			513	
Approach Delay, s/veh		13.3			17.2			8.5			9.5	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.5		20.5		33.5		20.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.0		22.0		29.0		22.0				
Max Q Clear Time (g_c+I1), s		7.3		3.0		12.1		13.2				
Green Ext Time (p_c), s		3.4		0.2		3.2		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay				11.4								
HCM 2010 LOS				B								



















HCM 2010 Signalized Intersection Summary
 3: Broadway & Mountain

Odelia Mountain PM Peak.syn
 09/20/2017






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	139	115	41	130	90	60	731	34	14	544	91
Future Volume (veh/h)	109	139	115	41	130	90	60	731	34	14	544	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1855	1900	1863	1845	1881	1900	1852	1900	1900	1846	1900
Adj Flow Rate, veh/h	124	176	144	52	144	136	76	786	44	16	604	112
Adj No. of Lanes	1	1	0	1	1	1	0	2	0	0	2	0
Peak Hour Factor	0.88	0.79	0.80	0.79	0.90	0.66	0.79	0.93	0.77	0.88	0.90	0.81
Percent Heavy Veh, %	1	2	2	2	3	1	3	3	3	3	3	3
Cap, veh/h	374	261	214	253	514	436	174	1606	88	83	1566	285
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1100	936	766	1053	1845	1563	172	2907	158	24	2835	517
Grp Volume(v), veh/h	124	0	320	52	144	136	447	0	459	391	0	341
Grp Sat Flow(s),veh/h/ln	1100	0	1702	1053	1845	1563	1586	0	1651	1802	0	1573
Q Serve(g_s), s	5.3	0.0	8.9	2.5	3.3	3.7	0.0	0.0	9.2	0.0	0.0	6.6
Cycle Q Clear(g_c), s	8.6	0.0	8.9	11.4	3.3	3.7	7.6	0.0	9.2	6.4	0.0	6.6
Prop In Lane	1.00		0.45	1.00		1.00	0.17		0.10	0.04		0.33
Lane Grp Cap(c), veh/h	374	0	474	253	514	436	955	0	913	1066	0	869
V/C Ratio(X)	0.33	0.00	0.67	0.21	0.28	0.31	0.47	0.00	0.50	0.37	0.00	0.39
Avail Cap(c_a), veh/h	511	0	685	383	743	629	955	0	913	1066	0	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	17.1	22.2	15.1	15.2	7.0	0.0	7.4	6.8	0.0	6.8
Incr Delay (d2), s/veh	0.5	0.0	1.7	0.4	0.3	0.4	1.6	0.0	2.0	1.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	4.4	0.7	1.7	1.6	4.3	0.0	4.6	3.5	0.0	3.2
LnGrp Delay(d),s/veh	18.9	0.0	18.8	22.5	15.4	15.6	8.7	0.0	9.4	7.8	0.0	8.2
LnGrp LOS	B		B	C	B	B	A		A	A		A
Approach Vol, veh/h		444			332			906			732	
Approach Delay, s/veh		18.8			16.6			9.0			7.9	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		19.4		34.0		19.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.5		21.5		29.5		21.5				
Max Q Clear Time (g_c+I1), s		11.2		10.9		8.6		13.4				
Green Ext Time (p_c), s		6.1		1.9		4.8		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				11.5								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 8: Broadway & Baca Ln/Odelia






















Odelia Mountain PM Peak.syn
 09/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	21	11	207	5	270	5	723	225	96	403	2
Future Volume (veh/h)	10	21	11	207	5	270	5	723	225	96	403	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1743	1863	1890	1900	1900	1852	1900	1900	1851	1900
Adj Flow Rate, veh/h	16	32	16	252	8	300	8	803	281	104	474	4
Adj No. of Lanes	0	1	1	1	1	0	0	2	0	0	2	0
Peak Hour Factor	0.63	0.66	0.69	0.82	0.63	0.90	0.63	0.90	0.80	0.92	0.85	0.50
Percent Heavy Veh, %	0	0	9	2	20	20	3	3	3	3	3	3
Cap, veh/h	189	342	536	406	15	567	64	1202	417	181	972	9
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	296	934	1461	1350	41	1547	6	2487	863	191	2010	18
Grp Volume(v), veh/h	48	0	16	252	0	308	600	0	492	217	0	365
Grp Sat Flow(s),veh/h/ln	1230	0	1461	1350	0	1588	1845	0	1511	539	0	1682
Q Serve(g_s), s	0.2	0.0	0.4	10.9	0.0	9.1	0.0	0.0	15.0	9.8	0.0	8.6
Cycle Q Clear(g_c), s	9.3	0.0	0.4	20.2	0.0	9.1	14.9	0.0	15.0	24.7	0.0	8.6
Prop In Lane	0.33		1.00	1.00		0.97	0.01		0.57	0.48		0.01
Lane Grp Cap(c), veh/h	531	0	536	406	0	582	953	0	730	349	0	813
V/C Ratio(X)	0.09	0.00	0.03	0.62	0.00	0.53	0.63	0.00	0.67	0.62	0.00	0.45
Avail Cap(c_a), veh/h	531	0	536	406	0	582	953	0	730	349	0	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	12.2	22.9	0.0	14.9	11.8	0.0	11.9	15.5	0.0	10.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.9	0.0	0.9	3.2	0.0	4.9	8.1	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	4.4	0.0	4.1	8.3	0.0	7.1	4.1	0.0	4.4
LnGrp Delay(d),s/veh	12.6	0.0	12.2	25.8	0.0	15.8	15.0	0.0	16.8	23.6	0.0	12.0
LnGrp LOS	B		B	C		B	B		B	C		B
Approach Vol, veh/h		64			560			1092			582	
Approach Delay, s/veh		12.5			20.3			15.8			16.4	
Approach LOS		B			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.5		26.5		33.5		26.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.0		22.0		29.0		22.0				
Max Q Clear Time (g_c+I1), s		17.0		11.3		26.7		22.2				
Green Ext Time (p_c), s		5.8		0.1		1.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				17.0								
HCM 2010 LOS				B								






















HCM 2010 Signalized Intersection Summary
3: Broadway & Mountain

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	114	113	70	151	50	35	436	36	25	590	58
Future Volume (veh/h)	49	114	113	70	151	50	35	436	36	25	590	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1845	1900	1845	1845	1863	1845	1852	1900	1827	1813	1900
Adj Flow Rate, veh/h	68	141	140	111	184	64	40	469	77	40	648	68
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.72	0.81	0.81	0.63	0.82	0.78	0.88	0.93	0.47	0.63	0.91	0.85
Percent Heavy Veh, %	4	4	4	3	3	2	3	3	3	4	5	5
Cap, veh/h	371	248	246	297	547	451	298	835	137	416	870	91
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1099	836	830	1081	1845	1520	725	1544	254	839	1609	169
Grp Volume(v), veh/h	68	0	281	111	184	64	40	0	546	40	0	716
Grp Sat Flow(s),veh/h/ln	1099	0	1666	1081	1845	1520	725	0	1798	839	0	1778
Q Serve(g_s), s	2.9	0.0	7.9	5.4	4.3	1.7	2.5	0.0	11.1	1.8	0.0	17.1
Cycle Q Clear(g_c), s	7.2	0.0	7.9	13.2	4.3	1.7	19.6	0.0	11.1	12.9	0.0	17.1
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.14	1.00		0.09
Lane Grp Cap(c), veh/h	371	0	494	297	547	451	298	0	972	416	0	961
V/C Ratio(X)	0.18	0.00	0.57	0.37	0.34	0.14	0.13	0.00	0.56	0.10	0.00	0.74
Avail Cap(c_a), veh/h	464	0	635	388	704	580	298	0	972	416	0	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	16.5	22.1	15.2	14.3	17.3	0.0	8.4	12.6	0.0	9.8
Incr Delay (d2), s/veh	0.2	0.0	1.0	0.8	0.4	0.1	0.9	0.0	2.3	0.5	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.7	1.7	2.3	0.7	0.6	0.0	6.1	0.5	0.0	9.8
LnGrp Delay(d),s/veh	18.2	0.0	17.5	22.8	15.6	14.4	18.3	0.0	10.7	13.1	0.0	15.0
LnGrp LOS	B		B	C	B	B	B		B	B		B
Approach Vol, veh/h		349			359			586			756	
Approach Delay, s/veh		17.6			17.6			11.2			14.9	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.4		20.9		34.4		20.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.9		21.1		29.9		21.1				
Max Q Clear Time (g_c+I1), s		21.6		9.9		19.1		15.2				
Green Ext Time (p_c), s		2.5		1.5		4.0		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				14.8								
HCM 2010 LOS				B								























HCM 2010 Signalized Intersection Summary
 8: Broadway & Baca Ln/Odelia

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	16	6	194	15	127	7	339	197	186	462	8
Future Volume (veh/h)	9	16	6	194	15	127	7	339	197	186	462	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1508	1624	1810	1776	1863	1667	1824	1900	1863	1812	1900
Adj Flow Rate, veh/h	16	24	16	259	20	176	8	440	323	258	570	16
Adj No. of Lanes	0	1	1	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.56	0.67	0.38	0.75	0.75	0.72	0.88	0.77	0.61	0.72	0.81	0.50
Percent Heavy Veh, %	6	6	17	5	7	2	14	5	5	2	5	5
Cap, veh/h	157	201	321	368	422	367	449	647	475	350	1158	33
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	421	845	1348	1323	1776	1542	739	979	719	701	1753	49
Grp Volume(v), veh/h	40	0	16	259	20	176	8	0	763	258	0	586
Grp Sat Flow(s),veh/h/ln	1266	0	1348	1323	1776	1542	739	0	1697	701	0	1802
Q Serve(g_s), s	0.0	0.0	0.8	16.9	0.8	8.7	0.5	0.0	24.5	31.8	0.0	14.5
Cycle Q Clear(g_c), s	1.8	0.0	0.8	18.7	0.8	8.7	15.0	0.0	24.5	56.4	0.0	14.5
Prop In Lane	0.40		1.00	1.00		1.00	1.00		0.42	1.00		0.03
Lane Grp Cap(c), veh/h	358	0	321	368	422	367	449	0	1121	350	0	1190
V/C Ratio(X)	0.11	0.00	0.05	0.70	0.05	0.48	0.02	0.00	0.68	0.74	0.00	0.49
Avail Cap(c_a), veh/h	378	0	343	390	451	392	449	0	1121	350	0	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	26.0	33.8	26.0	29.0	11.3	0.0	9.3	26.6	0.0	7.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	5.3	0.0	1.0	0.1	0.0	3.3	13.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.3	6.7	0.4	3.8	0.1	0.0	12.3	7.4	0.0	7.6
LnGrp Delay(d),s/veh	26.6	0.0	26.1	39.0	26.1	30.0	11.4	0.0	12.6	39.6	0.0	9.0
LnGrp LOS	C		C	D	C	C	B		B	D		A
Approach Vol, veh/h		56			455			771			844	
Approach Delay, s/veh		26.4			35.0			12.6			18.4	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.0		25.6		63.0		25.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		58.5		22.5		58.5		22.5				
Max Q Clear Time (g_c+I1), s		26.5		3.8		58.4		20.7				
Green Ext Time (p_c), s		6.9		0.2		0.1		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			20.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 3: Broadway & Mountain






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	113	161	55	124	36	45	383	34	15	475	66
Future Volume (veh/h)	72	113	161	55	124	36	45	383	34	15	475	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.99		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1838	1900	1827	1776	1792	1827	1835	1900	1681	1847	1900
Adj Flow Rate, veh/h	88	128	204	60	151	56	52	435	56	28	522	76
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.82	0.88	0.79	0.92	0.82	0.64	0.87	0.88	0.61	0.54	0.91	0.87
Percent Heavy Veh, %	1	4	4	4	7	6	4	4	4	13	3	3
Cap, veh/h	400	183	291	244	522	432	383	861	111	431	852	124
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1178	621	990	1018	1776	1470	801	1587	204	812	1571	229
Grp Volume(v), veh/h	88	0	332	60	151	56	52	0	491	28	0	598
Grp Sat Flow(s),veh/h/ln	1178	0	1612	1018	1776	1470	801	0	1791	812	0	1800
Q Serve(g_s), s	3.4	0.0	10.1	3.1	3.6	1.5	2.6	0.0	9.5	1.2	0.0	12.5
Cycle Q Clear(g_c), s	7.0	0.0	10.1	13.2	3.6	1.5	15.2	0.0	9.5	10.8	0.0	12.5
Prop In Lane	1.00		0.61	1.00		1.00	1.00		0.11	1.00		0.13
Lane Grp Cap(c), veh/h	400	0	474	244	522	432	383	0	972	431	0	977
V/C Ratio(X)	0.22	0.00	0.70	0.25	0.29	0.13	0.14	0.00	0.51	0.06	0.00	0.61
Avail Cap(c_a), veh/h	504	0	617	334	680	563	383	0	972	431	0	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	17.3	23.1	15.0	14.3	13.8	0.0	7.9	11.3	0.0	8.6
Incr Delay (d2), s/veh	0.3	0.0	2.4	0.5	0.3	0.1	0.7	0.0	1.9	0.3	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.7	0.9	1.8	0.6	0.7	0.0	5.1	0.3	0.0	6.9
LnGrp Delay(d),s/veh	18.0	0.0	19.7	23.7	15.3	14.4	14.6	0.0	9.8	11.6	0.0	11.5
LnGrp LOS	B		B	C	B	B	B		A	B		B
Approach Vol, veh/h		420			267			543			626	
Approach Delay, s/veh		19.3			17.0			10.3			11.5	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.4		20.7		34.4		20.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.9		21.1		29.9		21.1				
Max Q Clear Time (g_c+I1), s		17.2		12.1		14.5		15.2				
Green Ext Time (p_c), s		2.9		1.7		3.8		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			13.7									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
8: Broadway & Baca Ln/Odelia






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	14	9	200	9	150	4	348	140	80	340	6
Future Volume (veh/h)	10	14	9	200	9	150	4	348	140	80	340	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1762	1712	1881	1900	1845	1900	1822	1900	1810	1801	1900
Adj Flow Rate, veh/h	12	32	16	227	16	163	8	378	152	123	370	20
Adj No. of Lanes	0	1	1	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.83	0.44	0.56	0.88	0.56	0.92	0.50	0.92	0.92	0.65	0.92	0.30
Percent Heavy Veh, %	7	7	11	1	0	3	0	4	4	5	4	4
Cap, veh/h	154	324	338	443	453	364	613	718	289	479	982	53
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	258	1361	1418	1363	1900	1527	1010	1236	497	845	1691	91
Grp Volume(v), veh/h	44	0	16	227	16	163	8	0	530	123	0	390
Grp Sat Flow(s),veh/h/ln	1620	0	1418	1363	1900	1527	1010	0	1734	845	0	1783
Q Serve(g_s), s	0.0	0.0	0.4	7.8	0.3	4.5	0.2	0.0	9.2	5.1	0.0	5.8
Cycle Q Clear(g_c), s	1.0	0.0	0.4	8.7	0.3	4.5	6.1	0.0	9.2	14.3	0.0	5.8
Prop In Lane	0.27		1.00	1.00		1.00	1.00		0.29	1.00		0.05
Lane Grp Cap(c), veh/h	478	0	338	443	453	364	613	0	1007	479	0	1035
V/C Ratio(X)	0.09	0.00	0.05	0.51	0.04	0.45	0.01	0.00	0.53	0.26	0.00	0.38
Avail Cap(c_a), veh/h	793	0	630	723	844	678	613	0	1007	479	0	1035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	14.6	18.2	14.6	16.2	7.2	0.0	6.3	10.6	0.0	5.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.9	0.0	0.9	0.0	0.0	2.0	1.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.2	3.0	0.2	2.0	0.1	0.0	4.8	1.4	0.0	3.1
LnGrp Delay(d),s/veh	14.9	0.0	14.7	19.1	14.6	17.0	7.3	0.0	8.3	11.9	0.0	6.6
LnGrp LOS	B		B	B	B	B	A		A	B		A
Approach Vol, veh/h		60			406			538			513	
Approach Delay, s/veh		14.8			18.1			8.3			7.9	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.4		16.4		33.4		16.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		28.9		22.1		28.9		22.1				
Max Q Clear Time (g_c+I1), s		11.2		3.0		16.3		10.7				
Green Ext Time (p_c), s		3.4		0.2		2.6		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay				11.0								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
3: Broadway & Mountain

Odelia Mountain PM Peak Road Diet.syn
09/25/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	139	115	41	130	90	60	731	34	14	544	91
Future Volume (veh/h)	109	139	115	41	130	90	60	731	34	14	544	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.96	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1855	1900	1863	1845	1881	1900	1848	1900	1900	1845	1900
Adj Flow Rate, veh/h	124	176	144	52	144	136	76	786	44	16	604	112
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.88	0.79	0.80	0.79	0.90	0.66	0.79	0.93	0.77	0.88	0.90	0.81
Percent Heavy Veh, %	1	2	2	2	3	1	0	3	3	0	3	3
Cap, veh/h	372	259	212	250	515	426	325	959	54	256	835	155
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1096	928	759	1052	1845	1528	747	1730	97	671	1507	280
Grp Volume(v), veh/h	124	0	320	52	144	136	76	0	830	16	0	716
Grp Sat Flow(s),veh/h/ln	1096	0	1687	1052	1845	1528	747	0	1827	671	0	1787
Q Serve(g_s), s	5.4	0.0	9.1	2.5	3.3	3.8	4.5	0.0	20.0	1.1	0.0	16.1
Cycle Q Clear(g_c), s	8.7	0.0	9.1	11.6	3.3	3.8	20.6	0.0	20.0	21.1	0.0	16.1
Prop In Lane	1.00		0.45	1.00		1.00	1.00		0.05	1.00		0.16
Lane Grp Cap(c), veh/h	372	0	471	250	515	426	325	0	1012	256	0	990
V/C Ratio(X)	0.33	0.00	0.68	0.21	0.28	0.32	0.23	0.00	0.82	0.06	0.00	0.72
Avail Cap(c_a), veh/h	495	0	660	367	721	597	325	0	1012	256	0	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	17.3	22.5	15.2	15.4	16.6	0.0	9.8	18.5	0.0	9.0
Incr Delay (d2), s/veh	0.5	0.0	1.7	0.4	0.3	0.4	1.7	0.0	7.4	0.5	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	4.4	0.8	1.7	1.6	1.1	0.0	12.0	0.2	0.0	9.0
LnGrp Delay(d),s/veh	19.1	0.0	19.0	22.9	15.5	15.8	18.3	0.0	17.2	18.9	0.0	13.5
LnGrp LOS	B		B	C	B	B	B		B	B		B
Approach Vol, veh/h		444			332			906			732	
Approach Delay, s/veh		19.1			16.8			17.3			13.6	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.4		19.6		34.4		19.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.9		21.1		29.9		21.1				
Max Q Clear Time (g_c+I1), s		22.6		11.1		23.1		13.6				
Green Ext Time (p_c), s		3.7		1.8		2.8		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				16.5								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 8: Broadway & Baca Ln/Odelia

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	21	11	207	5	270	5	723	225	96	403	2
Future Volume (veh/h)	10	21	11	207	5	270	5	723	225	96	403	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.97	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1743	1863	1583	1900	1583	1854	1900	1881	1845	1900
Adj Flow Rate, veh/h	16	32	16	252	8	300	8	803	281	104	474	4
Adj No. of Lanes	0	1	1	1	1	1	1	1	0	1	1	0
Peak Hour Factor	0.63	0.66	0.69	0.82	0.63	0.90	0.63	0.90	0.80	0.92	0.85	0.50
Percent Heavy Veh, %	0	0	9	2	20	0	20	3	3	1	3	3
Cap, veh/h	149	274	333	366	366	360	508	876	307	156	1218	10
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	409	1183	1441	1347	1583	1559	776	1313	460	523	1827	15
Grp Volume(v), veh/h	48	0	16	252	8	300	8	0	1084	104	0	478
Grp Sat Flow(s),veh/h/ln	1591	0	1441	1347	1583	1559	776	0	1773	523	0	1842
Q Serve(g_s), s	0.0	0.0	0.8	16.1	0.3	16.2	0.4	0.0	46.3	12.7	0.0	10.3
Cycle Q Clear(g_c), s	1.8	0.0	0.8	17.8	0.3	16.2	10.7	0.0	46.3	59.0	0.0	10.3
Prop In Lane	0.33		1.00	1.00		1.00	1.00		0.26	1.00		0.01
Lane Grp Cap(c), veh/h	422	0	333	366	366	360	508	0	1183	156	0	1229
V/C Ratio(X)	0.11	0.00	0.05	0.69	0.02	0.83	0.02	0.00	0.92	0.67	0.00	0.39
Avail Cap(c_a), veh/h	449	0	358	389	394	388	508	0	1183	156	0	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	26.4	33.8	26.3	32.4	9.0	0.0	12.6	39.7	0.0	6.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	4.7	0.0	13.6	0.1	0.0	12.5	20.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.3	6.4	0.2	8.3	0.1	0.0	26.4	3.4	0.0	5.5
LnGrp Delay(d),s/veh	26.9	0.0	26.5	38.5	26.3	45.9	9.1	0.0	25.2	59.9	0.0	7.6
LnGrp LOS	C		C	D	C	D	A		C	E		A
Approach Vol, veh/h		64			560			1092			582	
Approach Delay, s/veh		26.8			42.3			25.0			16.9	
Approach LOS		C			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.5		25.0		63.5		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		59.0		22.0		59.0		22.0				
Max Q Clear Time (g_c+I1), s		48.3		3.8		61.0		19.8				
Green Ext Time (p_c), s		6.5		0.2		0.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				27.2								
HCM 2010 LOS				C								

Appendix C – Tube Counts

Special Speed Study Report: Broadway Blvd

Station ID : Broadway Blvd

Info Line 1 : Between Cutler & Prospect
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : BRWAY 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/5/2017	00:00	0	1	3	4	7	6	0	0	0	0	0	0	0	0	0	0	21
Tue	01:00	0	1	0	3	6	1	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	0	0	5	2	3	1	1	0	0	0	0	0	0	0	0	12
	03:00	0	0	2	2	5	5	1	0	0	0	0	0	0	0	0	0	15
	04:00	0	0	2	4	17	17	4	0	0	0	0	0	0	0	0	0	44
	05:00	0	1	5	27	39	22	5	3	0	0	0	0	0	0	0	0	102
	06:00	0	2	13	70	97	40	11	1	2	0	0	1	0	0	0	0	237
	07:00	4	9	24	125	176	67	6	3	0	0	0	0	0	0	0	0	414
	08:00	4	6	21	139	169	61	13	1	1	0	0	0	0	0	0	0	415
	09:00	2	1	30	142	176	46	12	1	0	0	0	0	0	0	0	0	410
	10:00	3	8	41	152	147	56	8	0	0	0	0	0	0	0	0	0	415
	11:00	6	5	30	139	203	59	5	0	1	0	0	0	0	0	0	0	448
	12:00	6	7	28	172	184	53	11	2	0	0	0	0	0	0	0	0	463
	13:00	0	3	35	174	205	45	13	1	0	0	0	0	0	0	0	0	476
	14:00	2	7	53	209	183	48	11	2	0	0	0	0	0	0	0	0	515
	15:00	10	22	90	224	244	55	6	1	1	0	0	0	0	0	0	0	653
	16:00	13	34	127	258	239	65	7	1	0	0	0	0	0	0	0	0	744
	17:00	92	112	102	207	171	45	5	1	0	0	0	0	0	0	0	0	735
	18:00	3	0	10	117	148	33	8	4	0	0	0	0	0	0	0	0	323
	19:00	0	4	15	67	84	30	6	1	0	0	1	0	0	1	0	0	209
	20:00	1	3	8	62	58	8	10	3	0	0	0	0	0	0	0	0	153
	21:00	0	0	7	38	40	15	3	0	0	0	0	0	0	0	0	0	103
	22:00	1	3	2	9	28	16	4	0	2	0	0	0	0	0	0	0	65
	23:00	0	0	6	9	16	4	1	1	0	0	0	0	0	0	0	0	37
Daily Total :		147	229	654	2358	2644	800	151	27	7	0	1	1	0	1	0	0	7020
Percent :		2%	3%	9%	34%	38%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	5%	15%	48%	86%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	10	27	98	110	33	6	1	0	0	0	0	0	0	0	0	291

Average Speed	34.6 mph	50% Speed : 35.3 mph	67% Speed : 37.5 mph
			85% Speed : 39.9 mph
10mph Pace: 30.0 - 39.9 (71.3%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/6/2017	00:00	0	1	1	7	11	2	2	0	0	1	0	1	0	1	0	0	27
Wed	01:00	0	0	5	4	3	2	2	0	1	0	0	0	0	0	0	0	17
	02:00	0	2	2	3	8	2	1	1	0	1	0	0	0	0	0	0	20
	03:00	0	0	1	4	6	2	2	0	0	0	0	0	0	0	0	0	15
	04:00	0	0	0	5	12	8	4	1	1	0	0	0	0	0	0	0	31
	05:00	1	0	7	27	39	24	6	2	2	0	0	0	0	0	0	0	108
	06:00	1	6	12	60	80	48	4	0	1	0	0	0	0	0	0	0	212
	07:00	3	17	50	135	155	55	8	1	0	0	0	0	0	0	0	0	424
	08:00	0	7	24	129	154	45	7	1	1	0	0	0	0	0	0	0	368
	09:00	5	10	23	115	170	66	10	1	1	0	0	0	0	0	0	0	401
	10:00	3	4	21	152	148	41	7	2	0	0	0	0	0	0	0	0	378
	11:00	5	10	43	174	164	44	8	1	1	1	0	0	0	0	0	0	451
	12:00	5	9	38	169	158	43	9	0	1	0	0	0	0	0	0	0	432
	13:00	0	5	43	203	151	60	10	3	1	0	0	0	0	0	0	0	476
	14:00	2	7	49	215	213	50	5	0	0	0	0	0	0	0	0	0	541
	15:00	11	24	91	251	198	41	6	2	0	0	0	0	0	0	0	0	624
	16:00	131	97	158	237	135	21	3	0	0	0	0	0	0	0	0	0	782
	17:00	113	74	114	282	155	27	2	1	0	0	0	0	0	0	0	0	768
	18:00	2	5	33	111	139	37	6	1	0	0	0	0	0	0	0	0	334
	19:00	2	3	17	85	75	25	7	1	0	0	0	0	0	0	0	0	215
	20:00	4	6	11	76	54	16	1	2	0	0	0	0	0	0	0	0	170
	21:00	0	1	5	36	50	21	4	0	1	0	0	0	0	0	0	0	118
	22:00	0	0	3	16	30	12	3	4	0	0	0	0	0	0	0	0	68
	23:00	0	0	5	15	12	6	4	1	1	0	0	0	0	0	0	0	44
Daily Total :		288	288	756	2511	2320	698	121	25	12	3	0	1	0	1	0	0	7024
Percent :		4%	4%	11%	36%	33%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	8%	19%	55%	88%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		12	12	32	105	97	29	5	1	1	0	0	0	0	0	0	0	294

Average Speed	33.6 mph	50% Speed :	34.4 mph	67% Speed :	36.9 mph	85% Speed :	39.6 mph
				10mph Pace: 30.0 - 39.9 (68.8%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/7/2017	00:00	0	0	2	5	5	7	1	0	0	0	0	0	0	0	0	0	20
Thu	01:00	0	0	1	8	8	3	1	0	0	0	0	0	0	0	0	0	21
	02:00	0	0	0	7	4	3	0	0	0	0	0	0	0	0	0	0	14
	03:00	0	0	1	3	5	2	1	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	1	6	12	6	5	0	1	0	0	0	0	0	0	0	31
	05:00	3	1	2	19	41	21	6	0	1	1	0	0	0	0	0	0	95
	06:00	1	3	14	73	93	36	7	1	1	1	0	0	0	0	0	0	230
	07:00	3	17	39	126	164	45	5	0	0	0	0	0	0	0	0	0	399
	08:00	5	9	42	157	148	44	4	3	0	0	0	0	0	0	0	0	412
	09:00	0	3	48	138	161	52	12	1	1	0	0	0	0	0	0	0	416
	10:00	9	21	30	135	150	44	7	2	0	0	0	0	0	0	0	0	398
	11:00	4	6	41	128	147	45	11	3	2	1	0	0	0	0	0	0	388
	12:00	2	8	35	180	185	62	10	2	0	0	0	0	0	0	0	0	484
	13:00	8	11	65	219	144	31	8	1	0	0	0	0	0	0	0	0	487
	14:00	2	11	60	200	196	46	3	0	0	0	0	0	0	0	0	0	518
	15:00	12	37	129	267	180	31	3	1	0	0	0	0	0	0	0	0	660
	16:00	57	74	149	284	175	32	4	2	0	0	0	0	0	0	0	0	777
	17:00	56	63	167	343	167	20	2	0	0	0	0	0	0	0	0	0	818
	18:00	8	10	39	117	107	28	1	1	0	0	0	0	0	0	0	0	311
	19:00	1	0	31	82	88	27	4	3	0	0	0	0	0	0	0	0	236
	20:00	1	2	9	68	72	14	3	2	0	0	0	0	0	0	0	0	171
	21:00	0	2	9	47	41	11	6	0	0	0	0	0	0	0	0	0	116
	22:00	0	1	2	23	26	14	2	2	0	0	0	0	0	0	0	0	70
	23:00	1	2	4	15	27	3	5	1	0	0	0	1	0	0	0	0	59
Daily Total :		173	281	920	2650	2346	627	111	25	6	3	0	1	0	0	0	0	7143
Percent :		2%	4%	13%	37%	33%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	6%	19%	56%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	12	38	110	98	26	5	1	0	0	0	0	0	0	0	0	297

Average Speed	33.7 mph	50% Speed :	34.1 mph	67% Speed :	36.7 mph	85% Speed :	39.3 mph
				10mph Pace:	30.0 - 39.9 (69.9%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/8/2017	00:00	0	1	2	12	9	4	2	1	0	0	0	0	0	0	0	0	31
Fri	01:00	0	0	1	5	4	4	1	0	0	1	0	0	0	0	0	0	16
	02:00	0	0	0	4	8	1	3	0	0	0	0	0	0	0	0	0	16
	03:00	1	1	1	5	6	9	1	1	0	0	0	0	0	0	0	0	25
	04:00	1	1	0	6	14	8	5	1	0	0	0	0	0	0	0	0	36
	05:00	0	0	10	31	30	23	9	1	1	0	0	0	0	0	0	0	105
	06:00	0	1	17	67	76	43	10	5	0	0	0	0	0	0	0	0	219
	07:00	2	12	37	133	151	66	17	5	0	0	0	0	0	0	0	0	423
	08:00	4	6	18	151	163	49	13	2	0	0	0	0	0	0	0	0	406
	09:00	1	4	40	108	143	59	7	1	1	0	0	0	0	0	0	0	364
	10:00	0	6	27	140	156	51	5	4	0	0	1	0	0	0	0	0	390
	11:00	3	4	26	176	184	48	17	1	0	0	0	0	1	0	0	0	460
	12:00	4	17	41	171	176	50	8	2	1	0	0	0	0	0	0	0	470
	13:00	2	11	50	178	170	45	7	0	0	0	0	0	0	0	0	0	463
	14:00	17	13	39	222	221	66	6	1	0	0	0	0	0	0	0	0	585
	15:00	20	45	89	268	185	64	7	0	0	0	0	0	0	0	0	0	678
	16:00	16	19	106	323	240	61	7	0	2	0	0	0	0	0	0	0	774
	17:00	12	23	113	252	190	44	4	2	0	0	0	0	0	0	0	0	640
	18:00	5	3	25	123	117	47	3	1	0	0	1	0	0	0	0	0	325
	19:00	0	2	24	78	81	30	4	1	0	0	0	0	0	0	0	0	220
	20:00	0	4	23	67	72	19	3	0	0	0	0	0	0	0	0	0	188
	21:00	0	1	9	43	49	17	5	0	0	0	0	0	0	0	0	0	124
	22:00	0	2	14	55	32	20	0	1	0	0	0	0	0	0	0	0	124
	23:00	0	6	11	25	23	10	5	1	0	0	0	0	0	0	0	0	81
Daily Total :		88	182	723	2643	2500	838	149	31	5	1	2	0	1	0	0	0	7163
Percent :		1%	3%	10%	37%	35%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	4%	14%	51%	86%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	8	30	110	104	35	6	1	0	0	0	0	0	0	0	0	298

Average Speed	34.7 mph	50% Speed :	34.9 mph	67% Speed :	37.3 mph	85% Speed :	39.9 mph
				10mph Pace: 30.0 - 39.9 (71.8%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/9/2017	00:00	0	1	5	15	18	7	3	1	0	0	0	0	0	0	0	0	50
Sat	01:00	0	1	7	17	11	8	1	1	0	0	0	0	0	0	0	0	46
	02:00	2	4	1	10	21	8	4	2	0	0	0	0	0	0	0	0	52
	03:00	0	1	2	3	13	6	3	0	0	0	0	0	0	0	0	0	28
	04:00	0	0	1	4	12	3	3	0	0	0	0	0	0	0	0	0	23
	05:00	0	0	6	9	12	7	5	0	0	0	0	0	0	0	0	0	39
	06:00	1	1	4	23	31	13	8	3	0	0	0	0	0	0	0	0	84
	07:00	1	4	10	39	50	21	5	2	1	0	0	0	0	0	0	0	133
	08:00	0	5	5	45	80	39	9	2	1	0	0	0	0	0	0	0	186
	09:00	5	9	14	57	91	41	3	0	0	1	0	0	0	0	0	0	221
	10:00	2	6	15	65	112	43	6	1	0	0	0	0	0	0	0	0	250
	11:00	0	4	10	86	137	53	11	0	1	0	0	0	0	0	0	0	302
	12:00	0	2	20	108	127	66	12	3	0	0	0	0	0	0	0	0	338
	13:00	4	2	10	78	114	61	13	2	2	0	0	0	0	0	0	0	286
	14:00	1	0	13	65	110	56	13	2	1	0	0	0	0	0	0	0	261
	15:00	3	2	13	78	138	47	9	1	1	0	1	0	0	0	0	0	293
	16:00	1	0	7	72	106	43	6	3	0	0	0	0	0	0	0	0	238
	17:00	1	2	12	76	103	35	11	2	1	0	0	0	0	0	0	0	243
	18:00	3	1	24	73	80	22	3	1	0	0	0	0	0	0	0	0	207
	19:00	3	3	13	59	65	18	7	0	0	0	0	0	0	0	0	0	168
	20:00	0	0	10	57	59	16	4	2	0	0	0	0	0	0	0	0	148
	21:00	2	0	13	40	57	15	6	0	2	1	0	0	0	0	0	0	136
	22:00	1	1	16	45	56	16	5	0	0	0	0	0	0	0	0	0	140
	23:00	4	2	2	28	21	13	4	2	0	0	0	0	0	0	0	0	76
Daily Total :		34	51	233	1152	1624	657	154	30	10	2	1	0	0	0	0	0	3948
Percent :		1%	1%	6%	29%	41%	17%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	2%	8%	37%	78%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	10	48	68	27	6	1	0	0	0	0	0	0	0	0	163

Average Speed	36.4 mph	50% Speed :	36.6 mph	67% Speed :	38.6 mph	85% Speed :	42.0 mph
				10mph Pace:	30.0 - 39.9 (70.3%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/10/201	00:00	0	0	1	16	16	7	2	0	0	0	0	0	0	0	0	0	42
Sun	01:00	0	1	4	8	16	9	1	0	0	1	0	0	0	0	0	0	40
	02:00	0	0	2	12	14	9	3	0	0	0	0	0	0	0	0	0	40
	03:00	0	1	5	1	7	3	0	0	0	0	0	0	0	0	0	0	17
	04:00	1	0	1	2	2	3	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	1	5	11	5	1	2	0	0	0	0	0	0	0	0	25
	06:00	0	0	2	10	19	8	6	1	0	0	0	0	0	0	0	0	46
	07:00	0	5	5	21	22	11	5	1	0	0	0	0	0	0	0	0	70
	08:00	0	0	1	22	49	17	7	3	0	0	0	0	0	0	0	0	99
	09:00	0	1	4	32	65	30	7	0	0	0	0	0	0	0	0	0	139
	10:00	1	1	2	52	97	46	9	1	0	0	0	0	0	0	0	0	209
	11:00	2	3	5	45	96	45	3	2	0	0	0	0	0	0	0	0	201
	12:00	2	1	8	70	119	45	11	3	0	0	0	0	0	0	0	0	259
	13:00	2	3	25	87	118	32	4	1	0	0	0	0	0	0	0	0	272
	14:00	1	0	12	55	99	56	6	1	0	0	0	0	0	0	0	0	230
	15:00	0	1	7	50	110	37	13	1	0	0	0	0	0	0	0	0	219
	16:00	1	3	9	38	86	40	6	0	0	0	0	0	0	0	0	0	183
	17:00	2	2	7	41	88	33	4	1	1	0	0	0	0	0	0	0	179
	18:00	3	3	7	45	78	25	5	1	1	0	0	0	0	0	0	0	168
	19:00	0	1	14	48	56	24	3	1	0	0	0	0	0	0	0	0	147
	20:00	0	4	7	42	57	13	6	0	0	0	0	0	1	0	0	0	130
	21:00	0	1	8	33	39	7	8	3	0	0	0	0	0	0	0	0	99
	22:00	0	2	8	37	50	26	4	3	1	0	0	0	0	0	0	0	131
	23:00	2	0	2	7	15	6	1	1	0	0	0	0	0	0	0	0	34
Daily Total :		17	33	147	779	1329	537	115	26	3	1	0	0	1	0	0	0	2988
Percent :		1%	1%	5%	26%	44%	18%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	2%	7%	33%	77%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	6	32	55	22	5	1	0	0	0	0	0	0	0	0	123

Average Speed	36.8 mph	50% Speed :	37.0 mph	67% Speed :	38.8 mph	85% Speed :	42.2 mph
				10mph Pace: 30.0 - 39.9 (70.5%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/11/2017	00:00	1	2	3	5	13	5	0	0	0	0	0	0	0	0	0	0	29
Mon	01:00	0	1	0	6	6	4	0	0	0	0	0	0	0	0	0	0	17
	02:00	0	1	1	2	6	4	0	0	0	0	0	0	0	0	0	0	14
	03:00	0	0	2	5	5	4	1	0	0	0	0	0	0	0	0	0	17
	04:00	0	0	0	7	18	10	2	0	0	0	0	0	0	0	0	0	37
	05:00	0	0	4	32	36	26	5	3	0	2	0	0	0	0	0	0	108
	06:00	1	2	13	60	107	47	4	2	1	0	0	0	0	0	0	0	237
	07:00	2	16	20	119	152	63	10	2	0	0	0	0	0	0	0	0	384
	08:00	6	9	21	110	142	78	9	2	0	0	0	0	0	0	0	0	377
	09:00	1	2	21	104	172	43	5	1	1	0	0	0	0	0	0	0	350
	10:00	3	11	33	155	136	42	6	1	0	0	0	0	0	0	0	0	387
	11:00	0	7	27	159	167	57	8	2	0	0	0	0	0	0	0	0	427
	12:00	5	3	28	171	175	58	4	2	0	0	0	0	0	0	0	0	446
	13:00	3	10	34	160	151	62	9	0	1	0	0	0	0	0	0	0	430
	14:00	9	11	48	182	193	51	9	1	0	0	0	0	0	0	0	0	504
	15:00	1	15	89	227	209	44	15	0	0	0	0	0	0	0	0	0	600
	16:00	25	46	106	248	237	48	9	0	0	0	0	0	0	0	0	0	719
	17:00	24	32	70	310	261	37	11	0	0	0	0	0	0	0	0	0	745
	18:00	0	2	12	110	159	42	5	0	0	0	0	0	0	0	0	0	330
	19:00	10	2	13	60	67	21	4	0	0	0	0	0	0	0	0	0	177
	20:00	1	4	7	72	63	21	2	1	0	0	0	0	0	0	0	0	171
	21:00	0	0	8	40	38	20	6	2	0	0	0	0	0	0	0	0	114
	22:00	0	2	5	22	28	12	1	0	0	0	0	0	0	0	0	0	70
	23:00	1	0	3	25	30	7	3	1	0	0	0	0	0	0	0	0	70
Daily Total :		93	178	568	2391	2571	806	128	20	3	2	0	0	0	0	0	0	6760
Percent :		1%	3%	8%	35%	38%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	4%	12%	48%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	7	24	100	107	34	5	1	0	0	0	0	0	0	0	0	282

Average Speed	34.9 mph	50% Speed :	35.4 mph	67% Speed :	37.5 mph	85% Speed :	39.9 mph
				10mph Pace:	30.0 - 39.9 (73.4%)		

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Special Speed Study Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/5/2017	00:00	0	1	2	2	5	2	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	1	5	6	3	0	0	0	0	0	0	0	0	0	0	15
	03:00	0	0	1	6	3	2	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	11	9	11	0	0	0	0	0	0	0	0	0	0	31
	05:00	1	1	4	24	26	21	3	1	0	0	0	0	0	0	0	0	81
	06:00	0	0	14	73	86	48	7	1	0	0	0	0	0	0	0	0	229
	07:00	8	10	23	241	160	43	4	1	0	0	0	0	0	0	0	0	490
	08:00	3	3	50	212	176	33	5	0	0	0	0	0	0	0	0	0	482
	09:00	5	14	38	108	145	36	9	1	0	0	0	0	0	0	0	0	356
	10:00	3	5	30	185	105	24	4	0	0	0	0	0	0	0	0	0	356
	11:00	8	19	34	134	121	34	4	1	0	0	0	0	0	0	0	0	355
	12:00	5	5	19	133	149	48	3	1	1	0	0	0	0	0	0	0	364
	13:00	8	2	21	183	140	26	5	0	0	0	0	0	0	0	0	0	385
	14:00	6	1	29	143	125	38	4	0	0	0	0	0	0	0	0	0	346
	15:00	6	5	40	159	139	32	6	1	0	0	0	0	0	0	0	0	388
	16:00	12	8	41	152	164	38	6	1	0	0	0	0	0	0	0	0	422
	17:00	7	16	43	142	126	34	7	0	1	0	0	0	0	0	0	0	376
	18:00	6	8	12	81	91	27	5	0	0	0	0	0	0	0	0	0	230
	19:00	3	6	18	62	58	20	2	0	0	0	0	0	0	0	0	0	169
	20:00	3	5	10	55	25	11	0	0	0	0	0	0	0	0	0	0	109
	21:00	0	2	7	28	32	6	2	0	0	0	0	0	0	0	0	0	77
	22:00	2	0	3	17	26	7	4	0	1	0	0	0	0	0	0	0	60
	23:00	0	1	2	14	11	4	0	0	0	0	0	0	0	0	0	0	32
Daily Total :		86	112	443	2175	1934	548	80	8	3	0	0	0	0	0	0	0	5389
Percent :		2%	2%	8%	40%	36%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		2%	4%	12%	52%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	5	18	91	81	23	3	0	0	0	0	0	0	0	0	0	225

Average Speed	34.5 mph	50% Speed	: 34.7 mph	67% Speed	: 37.1 mph	85% Speed	: 39.5 mph
10mph Pace: 30.0 - 39.9 (76.2%)							

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/6/2017	00:00	0	0	3	9	5	4	0	0	0	0	0	0	0	0	0	0	21
Wed	01:00	0	0	2	3	5	1	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
	03:00	1	0	0	3	3	1	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	6	13	5	0	0	0	0	0	0	0	0	0	0	24
	05:00	0	0	10	26	31	18	1	0	0	0	0	0	0	0	0	0	86
	06:00	2	8	26	81	97	27	3	3	0	0	0	0	0	0	0	0	247
	07:00	6	12	33	225	200	42	9	1	0	0	0	0	0	0	0	0	528
	08:00	1	11	39	182	201	41	2	1	0	0	0	0	0	0	0	0	478
	09:00	2	2	20	126	144	36	5	2	0	0	0	0	0	0	0	0	337
	10:00	7	6	44	103	103	31	3	2	0	0	0	0	0	0	0	0	299
	11:00	4	5	31	110	121	27	3	1	0	0	0	0	0	0	0	0	302
	12:00	8	7	39	160	126	30	3	1	0	0	0	0	0	0	0	0	374
	13:00	5	5	25	167	135	29	2	0	0	0	0	0	0	0	0	0	368
	14:00	11	7	25	164	152	27	3	1	0	0	0	0	0	0	0	0	390
	15:00	5	5	34	116	133	36	5	2	0	0	0	0	0	0	0	0	336
	16:00	15	15	78	194	111	41	2	0	1	0	0	0	0	0	0	0	457
	17:00	16	5	39	125	129	27	5	1	0	0	0	0	0	0	0	1	348
	18:00	2	3	17	108	83	22	4	1	0	0	0	0	0	0	0	0	240
	19:00	2	3	15	63	47	18	2	2	0	0	0	0	0	0	0	0	152
	20:00	5	1	20	50	27	8	2	1	0	0	0	0	0	0	0	0	114
	21:00	0	2	10	30	22	9	1	0	0	0	0	0	0	0	0	0	74
	22:00	1	0	6	23	17	8	1	0	0	0	0	0	0	0	0	0	56
	23:00	0	0	1	10	14	5	1	0	0	0	0	0	0	0	0	0	31
Daily Total :		93	97	517	2086	1922	493	60	19	1	0	0	0	0	0	0	1	5289
Percent :		2%	2%	10%	39%	36%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	4%	13%	53%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	4	22	87	80	21	3	1	0	0	0	0	0	0	0	0	222

Average Speed	34.4 mph	50% Speed :	34.7 mph	67% Speed :	37.0 mph	85% Speed :	39.4 mph
				10mph Pace:	30.0 - 39.9 (75.8%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/7/2017	00:00	0	0	3	3	6	1	2	0	0	0	0	0	0	0	0	0	15
Thu	01:00	0	0	2	8	7	0	0	0	0	0	0	0	0	0	0	0	17
	02:00	0	0	0	7	5	1	0	0	0	0	0	0	0	0	0	0	13
	03:00	0	0	1	1	4	2	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	12	11	6	0	0	0	0	0	0	0	0	0	0	29
	05:00	0	0	3	21	40	19	2	0	0	0	0	0	0	0	0	0	85
	06:00	1	2	16	85	101	39	5	1	1	0	0	0	0	0	0	0	251
	07:00	6	5	54	211	194	32	3	0	0	0	0	0	0	0	0	0	505
	08:00	9	11	58	156	196	26	5	2	0	1	0	0	0	0	0	0	464
	09:00	9	11	33	132	135	38	2	0	0	0	0	0	0	0	0	0	360
	10:00	4	14	61	113	101	25	1	0	0	0	0	0	0	0	0	0	319
	11:00	2	9	28	137	133	30	5	1	0	0	0	0	0	0	0	0	345
	12:00	5	7	47	124	130	43	9	0	0	0	0	0	0	0	0	0	365
	13:00	3	18	96	170	69	12	0	1	0	0	0	0	0	0	0	0	369
	14:00	9	12	49	161	101	17	3	0	0	0	0	0	0	0	0	0	352
	15:00	8	3	41	150	157	21	4	0	0	0	1	0	0	0	0	0	385
	16:00	5	13	42	177	150	28	10	1	0	0	0	0	0	0	0	0	426
	17:00	7	16	41	145	153	31	2	0	0	0	0	0	0	0	0	0	395
	18:00	3	6	21	81	89	25	6	0	0	0	0	0	0	0	0	0	231
	19:00	2	5	19	67	49	9	1	0	0	0	0	0	0	0	0	0	152
	20:00	3	2	12	61	43	10	0	0	0	0	0	0	0	0	0	0	131
	21:00	2	2	7	42	37	9	0	0	0	0	0	0	0	0	0	0	99
	22:00	1	1	4	23	29	9	2	2	1	0	0	0	0	0	0	0	72
	23:00	0	2	2	16	15	3	1	0	0	0	0	0	0	0	0	0	39
Daily Total :		79	139	640	2103	1955	436	63	8	2	1	1	0	0	0	0	0	5427
Percent :		1%	3%	12%	39%	36%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	4%	16%	55%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	6	27	88	81	18	3	0	0	0	0	0	0	0	0	0	226

Average Speed	34.1 mph	50% Speed :	34.4 mph	67% Speed :	36.8 mph	85% Speed :	39.2 mph
				10mph Pace: 30.0 - 39.9 (74.8%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/8/2017	00:00	0	0	5	6	11	4	0	1	0	0	0	0	0	0	0	0	27
Fri	01:00	0	0	1	9	4	4	1	0	0	0	0	0	0	0	0	0	19
	02:00	0	0	4	7	2	4	0	0	0	0	0	0	0	0	0	0	17
	03:00	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	10	16	3	1	0	0	0	0	0	0	0	0	0	30
	05:00	0	0	7	19	30	15	5	2	0	0	0	0	0	0	0	0	78
	06:00	0	0	23	84	88	39	6	0	0	0	0	0	0	0	0	0	240
	07:00	9	10	25	182	190	46	7	3	0	0	0	0	0	0	0	0	472
	08:00	2	8	40	159	185	38	4	0	0	0	1	0	0	0	0	0	437
	09:00	8	1	21	114	121	30	4	2	1	0	0	0	0	0	0	0	302
	10:00	3	4	9	126	135	34	2	1	1	0	0	0	0	0	0	0	315
	11:00	8	3	29	145	140	42	9	1	1	0	0	0	0	0	0	0	378
	12:00	4	8	29	186	181	48	3	2	0	0	0	0	0	0	0	0	461
	13:00	7	7	31	150	141	34	3	0	1	0	0	0	0	0	0	0	374
	14:00	7	7	30	152	149	50	5	3	0	0	0	0	0	0	0	0	403
	15:00	5	13	68	160	153	30	6	0	0	0	0	0	0	0	0	0	435
	16:00	8	16	45	136	193	48	2	1	0	0	0	0	0	0	0	0	449
	17:00	9	9	21	151	132	35	8	1	0	0	0	0	0	0	0	0	366
	18:00	1	5	22	104	109	27	2	1	0	0	0	0	0	0	0	0	271
	19:00	3	2	15	78	64	18	0	0	0	0	0	0	0	0	0	0	180
	20:00	2	2	18	60	33	14	0	0	0	0	0	0	0	0	0	0	129
	21:00	1	1	7	47	26	9	0	0	0	0	0	0	0	0	0	0	91
	22:00	1	1	13	41	30	8	1	1	0	0	1	0	0	0	0	0	97
	23:00	4	0	4	10	18	4	0	0	0	0	0	0	0	0	0	0	40
Daily Total :		82	97	468	2139	2156	584	69	19	4	0	2	0	0	0	0	0	5620
Percent :		1%	2%	8%	38%	38%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	3%	12%	50%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	4	20	89	90	24	3	1	0	0	0	0	0	0	0	0	234

Average Speed	34.7 mph	50% Speed :	35.1 mph	67% Speed :	37.3 mph	85% Speed :	39.6 mph
				10mph Pace: 30.0 - 39.9 (76.4%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/9/2017	00:00	2	2	1	16	14	2	2	0	0	0	0	0	0	0	0	0	39
Sat	01:00	0	0	3	11	6	7	1	0	0	0	0	0	0	0	0	0	28
	02:00	1	0	2	4	3	3	1	0	0	0	0	0	0	0	0	0	14
	03:00	0	1	1	5	6	2	1	0	0	0	0	0	0	0	0	0	16
	04:00	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	2	22	13	4	1	0	0	0	0	0	0	0	0	0	42
	06:00	0	1	5	19	34	14	3	1	0	0	0	0	0	0	0	0	77
	07:00	1	1	2	32	49	19	3	1	0	0	0	0	0	0	0	0	108
	08:00	2	3	8	34	71	23	5	0	0	0	0	0	0	0	0	0	146
	09:00	0	2	9	75	78	31	2	0	0	0	0	0	0	0	0	0	197
	10:00	3	1	17	79	83	26	3	0	0	0	0	0	0	0	0	0	212
	11:00	1	1	3	60	117	31	8	0	0	0	0	0	0	0	0	0	221
	12:00	3	3	4	65	101	31	2	0	0	0	0	0	0	0	0	0	209
	13:00	9	7	12	69	91	25	6	2	0	0	0	0	0	0	0	0	221
	14:00	3	9	25	59	92	35	4	0	0	0	0	0	0	0	0	0	227
	15:00	6	2	7	69	67	32	9	1	0	0	0	0	0	0	0	0	193
	16:00	4	3	4	62	110	34	4	1	0	0	0	0	0	0	0	0	222
	17:00	3	1	10	61	94	40	5	1	0	0	0	0	0	0	0	0	215
	18:00	1	0	8	71	69	11	2	0	0	1	0	0	0	0	0	0	163
	19:00	0	4	18	59	40	4	1	0	0	0	0	0	0	0	0	0	126
	20:00	2	1	12	44	29	5	1	0	0	0	0	0	0	0	0	0	94
	21:00	1	0	8	34	30	10	3	0	0	0	0	0	0	0	0	0	86
	22:00	2	0	6	45	22	10	3	0	0	1	0	0	0	0	0	0	89
	23:00	1	2	3	19	13	3	1	0	0	0	0	0	0	0	0	0	42
Daily Total :		45	44	170	1016	1239	404	71	7	0	2	0	0	0	0	0	0	2998
Percent :		2%	1%	6%	34%	41%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	3%	9%	43%	84%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	7	42	52	17	3	0	0	0	0	0	0	0	0	0	125

Average Speed	35.5 mph	50% Speed :	36.0 mph	67% Speed :	38.0 mph	85% Speed :	40.4 mph
				10mph Pace:	30.0 - 39.9 (75.2%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/10/201	00:00	0	2	5	14	17	4	0	0	0	0	0	0	0	0	0	0	42
Sun	01:00	1	0	3	8	8	6	0	0	0	0	0	0	0	0	0	0	26
	02:00	0	0	3	4	12	1	0	0	0	0	0	0	0	0	0	0	20
	03:00	0	2	0	7	5	2	0	0	0	1	0	0	0	0	0	0	17
	04:00	0	0	2	3	7	5	0	0	0	0	0	0	0	0	0	0	17
	05:00	0	0	0	9	3	3	2	1	0	0	0	0	0	0	0	0	18
	06:00	1	0	0	9	13	5	4	0	0	0	0	0	0	0	0	0	32
	07:00	0	1	3	13	25	12	1	0	0	0	0	0	0	0	0	0	55
	08:00	0	0	7	25	35	15	2	0	0	0	0	0	0	0	0	0	84
	09:00	2	1	9	40	72	14	4	2	0	0	0	0	0	0	0	0	144
	10:00	2	0	4	51	58	21	2	0	0	0	0	0	0	0	0	0	138
	11:00	4	2	3	43	79	19	3	1	0	0	0	0	0	0	0	0	154
	12:00	1	1	7	48	64	32	5	1	0	0	0	0	0	0	0	0	159
	13:00	0	3	16	59	69	21	2	1	0	0	0	0	0	0	0	0	171
	14:00	2	3	17	59	55	17	5	1	0	0	0	0	0	0	0	0	159
	15:00	2	3	5	49	76	19	7	2	0	0	0	0	0	0	0	0	163
	16:00	0	3	8	33	60	27	3	0	0	0	0	0	0	0	0	0	134
	17:00	0	1	3	32	52	22	7	1	0	0	0	0	0	0	0	0	118
	18:00	2	3	13	44	58	14	8	2	0	0	0	0	0	0	0	0	144
	19:00	3	0	14	49	24	16	1	1	0	0	0	0	0	0	0	0	108
	20:00	2	0	9	39	26	7	2	0	0	0	0	0	0	0	0	0	85
	21:00	4	1	7	35	20	8	1	3	0	0	0	0	0	0	0	0	79
	22:00	0	0	7	28	21	4	1	0	0	0	0	0	0	0	0	0	61
	23:00	0	0	5	14	8	2	1	0	1	0	0	0	0	0	0	0	31
Daily Total :		26	26	150	715	867	296	61	16	1	1	0	0	0	0	0	0	2159
Percent :		1%	1%	7%	33%	40%	14%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	2%	9%	42%	83%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	6	30	36	12	3	1	0	0	0	0	0	0	0	0	90

Average Speed	35.7 mph	50% Speed :	36.0 mph	67% Speed :	38.1 mph	85% Speed :	41.0 mph
				10mph Pace: 30.0 - 39.9 (73.3%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/11/2017	00:00	0	0	5	3	2	3	2	0	1	0	0	0	0	0	0	0	16
Mon	01:00	0	0	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	3	1	3	1	2	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	1	10	18	3	2	0	1	0	0	0	0	0	0	0	35
	05:00	0	1	7	22	30	17	2	0	0	0	0	0	0	0	0	0	79
	06:00	3	0	9	87	88	39	7	0	0	0	0	0	0	0	0	0	233
	07:00	17	2	45	195	215	52	5	1	0	0	0	0	0	0	0	0	532
	08:00	2	6	31	177	209	46	6	1	0	0	0	0	0	0	0	0	478
	09:00	6	6	24	149	140	38	3	0	0	0	0	0	0	0	0	0	366
	10:00	3	9	21	89	109	33	4	0	0	0	0	0	0	0	0	0	268
	11:00	5	16	25	131	137	35	7	0	0	0	0	0	0	0	0	0	356
	12:00	6	7	12	102	126	44	8	2	0	0	0	0	0	0	0	0	307
	13:00	7	10	26	136	134	28	1	0	0	0	0	0	0	0	0	0	342
	14:00	13	6	31	133	137	38	8	1	0	0	0	0	0	0	0	0	367
	15:00	8	9	23	143	141	38	3	0	0	0	0	0	1	0	0	0	366
	16:00	6	11	35	123	152	56	4	1	0	0	0	0	0	0	0	0	388
	17:00	8	5	25	146	153	37	7	1	0	0	0	0	0	0	0	0	382
	18:00	4	5	7	59	122	40	3	0	0	0	0	0	0	0	0	0	240
	19:00	5	6	11	63	58	13	1	0	0	0	0	0	0	0	0	0	157
	20:00	1	4	9	51	42	12	2	0	0	0	0	0	0	0	0	0	121
	21:00	0	0	6	28	35	10	1	0	0	0	0	0	0	0	0	0	80
	22:00	0	2	8	15	17	4	3	1	0	0	0	0	0	0	0	0	50
	23:00	0	0	7	8	10	1	0	0	0	0	0	0	0	0	0	0	26
Daily Total :		94	105	372	1879	2085	590	83	8	2	0	0	0	1	0	0	0	5219
Percent :		2%	2%	7%	36%	40%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		2%	4%	11%	47%	87%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	4	16	78	87	25	3	0	0	0	0	0	0	0	0	0	217

Average Speed	34.9 mph	50% Speed :	35.5 mph	67% Speed :	37.5 mph	85% Speed :	39.8 mph
				10mph Pace:	30.0 - 39.9 (76.0%)		

Special Speed Study Summary: Broadway Blvd

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total															
Description	0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	Total																
Grand Total #1:	840	1242	4001	14484	15334	4963	929	184	46	12	4	3	2	2	0	0	42046																
Percent :	2%	3%	10%	34%	36%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%																	
Cum. Percent :	2%	5%	14%	49%	85%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%																	
Average :	5	7	24	86	91	30	6	1	0	0	0	0	0	0	0	0	250																
ADT = 6006	<table style="width: 100%; border: 1px solid black; background-color: #e0f0e0;"> <tr> <td>Average Speed</td> <td>34.7 mph</td> <td>50% Speed :</td> <td>35.2 mph</td> <td>67% Speed :</td> <td>37.5 mph</td> <td>85% Speed :</td> <td>40.0 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 30.0 - 39.9 (70.9%)</td> </tr> </table>																	Average Speed	34.7 mph	50% Speed :	35.2 mph	67% Speed :	37.5 mph	85% Speed :	40.0 mph					10mph Pace: 30.0 - 39.9 (70.9%)			
Average Speed	34.7 mph	50% Speed :	35.2 mph	67% Speed :	37.5 mph	85% Speed :	40.0 mph																										
				10mph Pace: 30.0 - 39.9 (70.9%)																													
Grand Total #2:	505	620	2760	12113	12158	3351	487	85	13	4	3	0	1	0	0	1	32101																
Percent :	2%	2%	9%	38%	38%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%																	
Cum. Percent :	2%	4%	12%	50%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																	
Average :	3	4	16	72	72	20	3	1	0	0	0	0	0	0	0	0	191																
ADT = 4585	<table style="width: 100%; border: 1px solid black; background-color: #e0f0e0;"> <tr> <td>Average Speed</td> <td>34.7 mph</td> <td>50% Speed :</td> <td>35.1 mph</td> <td>67% Speed :</td> <td>37.3 mph</td> <td>85% Speed :</td> <td>39.6 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 30.0 - 39.9 (75.6%)</td> </tr> </table>																	Average Speed	34.7 mph	50% Speed :	35.1 mph	67% Speed :	37.3 mph	85% Speed :	39.6 mph					10mph Pace: 30.0 - 39.9 (75.6%)			
Average Speed	34.7 mph	50% Speed :	35.1 mph	67% Speed :	37.3 mph	85% Speed :	39.6 mph																										
				10mph Pace: 30.0 - 39.9 (75.6%)																													
Comb. Total :	1345	1862	6761	26597	27492	8314	1416	269	59	16	7	3	3	2	0	1	74147																
Percent :	2%	3%	9%	36%	37%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%																	
Cum. Percent :	2%	4%	13%	49%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																	
Average :	8	11	40	158	164	49	8	2	0	0	0	0	0	0	0	0	440																
ADT = 10592	<table style="width: 100%; border: 1px solid black; background-color: #e0f0e0;"> <tr> <td>Average Speed</td> <td>34.7 mph</td> <td>50% Speed :</td> <td>35.2 mph</td> <td>67% Speed :</td> <td>37.4 mph</td> <td>85% Speed :</td> <td>39.8 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 30.0 - 39.9 (72.9%)</td> </tr> </table>																	Average Speed	34.7 mph	50% Speed :	35.2 mph	67% Speed :	37.4 mph	85% Speed :	39.8 mph					10mph Pace: 30.0 - 39.9 (72.9%)			
Average Speed	34.7 mph	50% Speed :	35.2 mph	67% Speed :	37.4 mph	85% Speed :	39.8 mph																										
				10mph Pace: 30.0 - 39.9 (72.9%)																													

Basic Volume Report: Broadway Blvd

Station ID : Broadway Blvd

Info Line 1 : Between Cutler & Prospect

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : BRWAY 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Northbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	:00	:15	:30	:45	Total
9/5/2017	00:00	4	4	7	6	21
Tue	01:00	2	4	3	2	11
	02:00	4	2	5	1	12
	03:00	2	4	4	5	15
	04:00	9	10	12	13	44
	05:00	12	15	36	39	102
	06:00	28	51	68	90	237
	07:00	76	96	121	121	414
	08:00	120	93	103	99	415
	09:00	99	114	98	99	410
	10:00	105	101	105	104	415
	11:00	108	102	118	120	448
	12:00	117	116	115	115	463
	13:00	114	131	125	106	476
	14:00	126	118	139	132	515
	15:00	141	154	174	184	653
	16:00	181	175	191	197	744
	17:00	223	204	195	113	735
	18:00	101	66	73	83	323
	19:00	61	51	50	47	209
	20:00	37	32	48	36	153
	21:00	36	22	22	23	103
	22:00	19	19	19	8	65
	23:00	9	7	12	9	37

Day Total : 7020

AM Total :	2544 (36.2%)	Peak AM Hour : 07:15 =	458 (6.5%)	Peak AM Factor : 0.946	Average Period :	73.1
PM Total :	4476 (63.8%)	Peak PM Hour : 16:45 =	819 (11.7%)	Peak PM Factor : 0.918	Average Hour :	292.5

Date	Time	:00	:15	:30	:45	Total
9/6/2017	00:00	6	6	6	9	27
Wed	01:00	7	4	3	3	17
	02:00	6	3	7	4	20
	03:00	7	5	1	2	15
	04:00	6	6	6	13	31
	05:00	12	21	30	45	108
	06:00	26	44	71	71	212
	07:00	78	106	128	112	424
	08:00	98	92	93	85	368
	09:00	99	94	107	101	401
	10:00	91	91	108	88	378
	11:00	106	106	119	120	451
	12:00	138	84	111	99	432
	13:00	126	98	125	127	476
	14:00	127	140	154	120	541
	15:00	146	157	160	161	624
	16:00	188	202	217	175	782
	17:00	219	218	186	145	768
	18:00	97	90	72	75	334
	19:00	64	51	54	46	215
	20:00	48	41	49	32	170
	21:00	35	30	27	26	118
	22:00	12	20	20	16	68
	23:00	12	10	12	10	44

Day Total : 7024

AM Total :	2452 (34.9%)	Peak AM Hour : 11:00 =	451 (6.4%)	Peak AM Factor : 0.881	Average Period :	73.2
PM Total :	4572 (65.1%)	Peak PM Hour : 16:30 =	829 (11.8%)	Peak PM Factor : 0.946	Average Hour :	292.7

Date	Time	:00	:15	:30	:45	Total
9/7/2017	00:00	2	10	4	4	20
Thu	01:00	5	5	6	5	21
	02:00	5	3	5	1	14
	03:00	3	3	3	3	12
	04:00	3	1	10	17	31
	05:00	11	20	33	31	95
	06:00	35	52	77	66	230
	07:00	81	84	122	112	399
	08:00	106	100	104	102	412
	09:00	104	97	116	99	416
	10:00	101	86	97	114	398
	11:00	88	96	126	78	388
	12:00	134	123	117	110	484
	13:00	119	120	119	129	487
	14:00	136	93	156	133	518
	15:00	153	149	182	176	660
	16:00	182	190	215	190	777
	17:00	224	227	186	181	818
	18:00	102	88	58	63	311
	19:00	70	55	57	54	236
	20:00	49	51	46	25	171
	21:00	32	41	27	16	116
	22:00	20	21	21	8	70
	23:00	19	15	16	9	59

Day Total : 7143

AM Total :	2436 (34.1%)	Peak AM Hour : 07:30 =	440 (6.2%)	Peak AM Factor : 0.873	Average Period :	74.4
PM Total :	4707 (65.9%)	Peak PM Hour : 16:30 =	856 (12.0%)	Peak PM Factor : 0.943	Average Hour :	297.6

Date	Time	:00	:15	:30	:45	Total
9/8/2017	00:00	10	5	10	6	31
Fri	01:00	6	2	3	5	16
	02:00	5	5	2	4	16
	03:00	3	7	9	6	25
	04:00	7	3	11	15	36
	05:00	21	21	26	37	105
	06:00	30	57	68	64	219
	07:00	83	99	109	132	423
	08:00	108	101	89	108	406
	09:00	94	94	88	88	364
	10:00	109	92	90	99	390
	11:00	113	96	110	141	460
	12:00	119	126	116	109	470
	13:00	116	114	112	121	463
	14:00	141	126	181	137	585
	15:00	148	172	179	179	678
	16:00	187	198	202	187	774
	17:00	176	183	145	136	640
	18:00	82	89	88	66	325
	19:00	65	59	50	46	220
	20:00	63	46	50	29	188
	21:00	38	28	33	25	124
	22:00	25	27	38	34	124
	23:00	27	20	20	14	81

Day Total : 7163

AM Total :	2491 (34.8%)	Peak AM Hour : 11:00 =	460 (6.4%)	Peak AM Factor : 0.816	Average Period :	74.6
PM Total :	4672 (65.2%)	Peak PM Hour : 16:00 =	774 (10.8%)	Peak PM Factor : 0.958	Average Hour :	298.5

Date	Time	:00	:15	:30	:45	Total
9/9/2017	00:00	14	15	9	12	50
Sat	01:00	17	5	10	14	46
	02:00	5	22	14	11	52
	03:00	9	8	5	6	28
	04:00	6	2	4	11	23
	05:00	10	6	10	13	39
	06:00	14	13	24	33	84
	07:00	26	23	39	45	133
	08:00	42	45	47	52	186
	09:00	43	58	57	63	221
	10:00	67	64	58	61	250
	11:00	78	74	74	76	302
	12:00	87	83	82	86	338
	13:00	81	72	63	70	286
	14:00	53	76	71	61	261
	15:00	72	75	74	72	293
	16:00	63	63	58	54	238
	17:00	75	64	55	49	243
	18:00	46	51	55	55	207
	19:00	49	40	31	48	168
	20:00	29	43	36	40	148
	21:00	38	29	32	37	136
	22:00	48	36	32	24	140
	23:00	28	16	22	10	76

Day Total : 3948

AM Total :	1414 (35.8%)	Peak AM Hour : 11:00 =	302 (7.6%)	Peak AM Factor : 0.968	Average Period :	41.1
PM Total :	2534 (64.2%)	Peak PM Hour : 12:00 =	338 (8.6%)	Peak PM Factor : 0.971	Average Hour :	164.5

Date	Time	:00	:15	:30	:45	Total
9/10/2017	00:00	13	14	9	6	42
Sun	01:00	12	9	13	6	40
	02:00	12	12	7	9	40
	03:00	8	4	2	3	17
	04:00	3	0	1	5	9
	05:00	8	4	10	3	25
	06:00	7	7	20	12	46
	07:00	15	16	21	18	70
	08:00	21	23	31	24	99
	09:00	31	20	40	48	139
	10:00	51	50	43	65	209
	11:00	43	45	58	55	201
	12:00	64	68	63	64	259
	13:00	63	74	74	61	272
	14:00	57	56	66	51	230
	15:00	66	57	38	58	219
	16:00	46	41	53	43	183
	17:00	49	50	44	36	179
	18:00	45	44	45	34	168
	19:00	47	43	26	31	147
	20:00	34	28	36	32	130
	21:00	23	23	25	28	99
	22:00	30	62	21	18	131
	23:00	9	15	7	3	34

Day Total : 2988

AM Total :	937 (31.4%)	Peak AM Hour : 10:45 =	211 (7.1%)	Peak AM Factor : 0.812	Average Period :	31.1
PM Total :	2051 (68.6%)	Peak PM Hour : 12:45 =	275 (9.2%)	Peak PM Factor : 0.929	Average Hour :	124.5

Date	Time	:00	:15	:30	:45	Total
9/11/2017	00:00	9	9	7	4	29
Mon	01:00	7	4	2	4	17
	02:00	4	3	4	3	14
	03:00	5	3	3	6	17
	04:00	6	5	11	15	37
	05:00	15	21	40	32	108
	06:00	32	45	73	87	237
	07:00	75	90	113	106	384
	08:00	97	95	95	90	377
	09:00	95	81	76	98	350
	10:00	81	92	114	100	387
	11:00	88	111	118	110	427
	12:00	121	106	100	119	446
	13:00	94	112	117	107	430
	14:00	120	122	135	127	504
	15:00	127	153	156	164	600
	16:00	174	164	213	168	719
	17:00	225	195	175	150	745
	18:00	89	80	86	75	330
	19:00	46	44	47	40	177
	20:00	32	44	58	37	171
	21:00	32	24	31	27	114
	22:00	19	14	15	22	70
	23:00	17	24	17	12	70

Day Total : 6760

AM Total :	2384 (35.3%)	Peak AM Hour : 11:00 =	427 (6.3%)	Peak AM Factor : 0.905	Average Period :	70.4
PM Total :	4376 (64.7%)	Peak PM Hour : 16:30 =	801 (11.8%)	Peak PM Factor : 0.890	Average Hour :	281.7

Lane #2 Configuration

# Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2. Southbound	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	:00	:15	:30	:45	Total
9/5/2017	00:00	2	2	5	3	12
Tue	01:00	5	2	3	2	12
	02:00	3	3	4	5	15
	03:00	3	3	1	5	12
	04:00	7	5	7	12	31
	05:00	7	13	25	36	81
	06:00	35	45	67	82	229
	07:00	90	124	124	152	490
	08:00	112	138	128	104	482
	09:00	104	88	98	66	356
	10:00	90	78	83	105	356
	11:00	81	102	92	80	355
	12:00	85	82	96	101	364
	13:00	97	75	113	100	385
	14:00	96	82	93	75	346
	15:00	94	91	92	111	388
	16:00	114	93	125	90	422
	17:00	96	108	89	83	376
	18:00	64	65	65	36	230
	19:00	57	41	34	37	169
	20:00	37	24	28	20	109
	21:00	18	22	15	22	77
	22:00	21	12	12	15	60
	23:00	7	13	9	3	32

Day Total : 5389

AM Total :	2431 (45.1%)	Peak AM Hour : 07:45 =	530 (9.8%)	Peak AM Factor : 0.872	Average Period :	56.1
PM Total :	2958 (54.9%)	Peak PM Hour : 15:45 =	443 (8.2%)	Peak PM Factor : 0.886	Average Hour :	224.5

Date	Time	:00	:15	:30	:45	Total
9/6/2017	00:00	8	4	5	4	21
Wed	01:00	4	3	3	1	11
	02:00	1	2	0	3	6
	03:00	2	1	5	2	10
	04:00	4	5	6	9	24
	05:00	10	16	26	34	86
	06:00	36	50	70	91	247
	07:00	99	128	154	147	528
	08:00	128	104	134	112	478
	09:00	89	85	78	85	337
	10:00	69	73	82	75	299
	11:00	85	70	77	70	302
	12:00	92	102	103	77	374
	13:00	86	88	102	92	368
	14:00	95	105	100	90	390
	15:00	76	94	66	100	336
	16:00	126	110	106	115	457
	17:00	88	100	86	74	348
	18:00	65	66	60	49	240
	19:00	35	44	29	44	152
	20:00	29	37	31	17	114
	21:00	12	21	18	23	74
	22:00	21	9	8	18	56
	23:00	13	7	5	6	31

Day Total : 5289

AM Total :	2349 (44.4%)	Peak AM Hour : 07:15 =	557 (10.5%)	Peak AM Factor : 0.904	Average Period :	55.1
PM Total :	2940 (55.6%)	Peak PM Hour : 16:00 =	457 (8.6%)	Peak PM Factor : 0.907	Average Hour :	220.4

Date	Time	:00	:15	:30	:45	Total
9/7/2017	00:00	8	1	3	3	15
Thu	01:00	4	4	3	6	17
	02:00	5	2	2	4	13
	03:00	2	3	0	3	8
	04:00	4	2	9	14	29
	05:00	14	17	27	27	85
	06:00	47	50	60	94	251
	07:00	79	124	138	164	505
	08:00	123	132	111	98	464
	09:00	94	92	79	95	360
	10:00	76	88	95	60	319
	11:00	77	93	83	92	345
	12:00	87	91	83	104	365
	13:00	86	80	90	113	369
	14:00	85	96	88	83	352
	15:00	92	98	95	100	385
	16:00	100	90	115	121	426
	17:00	110	123	82	80	395
	18:00	69	61	56	45	231
	19:00	42	38	39	33	152
	20:00	33	45	35	18	131
	21:00	26	16	37	20	99
	22:00	18	17	14	23	72
	23:00	16	7	6	10	39

Day Total : 5427

AM Total :	2411 (44.4%)	Peak AM Hour : 07:30 =	557 (10.3%)	Peak AM Factor : 0.849	Average Period :	56.5
PM Total :	3016 (55.6%)	Peak PM Hour : 16:30 =	469 (8.6%)	Peak PM Factor : 0.953	Average Hour :	226.1

Date	Time	:00	:15	:30	:45	Total
9/8/2017	00:00	7	5	6	9	27
Fri	01:00	3	3	7	6	19
	02:00	1	3	7	6	17
	03:00	1	5	0	3	9
	04:00	5	3	8	14	30
	05:00	11	9	28	30	78
	06:00	45	41	59	95	240
	07:00	80	125	128	139	472
	08:00	109	108	112	108	437
	09:00	71	79	74	78	302
	10:00	60	74	103	78	315
	11:00	104	79	103	92	378
	12:00	107	117	117	120	461
	13:00	98	94	97	85	374
	14:00	101	102	99	101	403
	15:00	92	114	108	121	435
	16:00	99	110	131	109	449
	17:00	119	72	86	89	366
	18:00	82	60	69	60	271
	19:00	54	45	39	42	180
	20:00	33	44	27	25	129
	21:00	23	24	18	26	91
	22:00	25	18	36	18	97
	23:00	11	7	13	9	40

Day Total : 5620

AM Total :	2324 (41.4%)	Peak AM Hour : 07:15 =	501 (8.9%)	Peak AM Factor : 0.901	Average Period :	58.5
PM Total :	3296 (58.6%)	Peak PM Hour : 16:15 =	469 (8.3%)	Peak PM Factor : 0.895	Average Hour :	234.2

Date	Time	:00	:15	:30	:45	Total
9/9/2017	00:00	10	16	8	5	39
Sat	01:00	11	5	3	9	28
	02:00	5	4	3	2	14
	03:00	3	4	5	4	16
	04:00	3	2	1	5	11
	05:00	9	11	11	11	42
	06:00	20	19	16	22	77
	07:00	15	27	33	33	108
	08:00	31	29	35	51	146
	09:00	33	39	58	67	197
	10:00	50	53	50	59	212
	11:00	58	53	55	55	221
	12:00	52	53	49	55	209
	13:00	57	56	57	51	221
	14:00	57	46	59	65	227
	15:00	40	51	45	57	193
	16:00	55	56	51	60	222
	17:00	55	52	65	43	215
	18:00	44	35	46	38	163
	19:00	28	35	40	23	126
	20:00	26	29	18	21	94
	21:00	16	22	22	26	86
	22:00	24	17	21	27	89
	23:00	13	12	7	10	42

Day Total : 2998

AM Total :	1111 (37.1%)	Peak AM Hour : 09:30 =	228 (7.6%)	Peak AM Factor : 0.851	Average Period :	31.2
PM Total :	1887 (62.9%)	Peak PM Hour : 16:45 =	232 (7.7%)	Peak PM Factor : 0.892	Average Hour :	124.9

Date	Time	:00	:15	:30	:45	Total
9/10/2017	00:00	18	9	7	8	42
Sun	01:00	4	7	8	7	26
	02:00	6	4	4	6	20
	03:00	5	2	6	4	17
	04:00	0	3	5	9	17
	05:00	3	3	8	4	18
	06:00	7	10	10	5	32
	07:00	9	11	13	22	55
	08:00	16	16	26	26	84
	09:00	24	41	34	45	144
	10:00	30	43	37	28	138
	11:00	34	36	40	44	154
	12:00	36	54	27	42	159
	13:00	44	46	48	33	171
	14:00	33	47	45	34	159
	15:00	53	32	44	34	163
	16:00	27	25	30	52	134
	17:00	40	28	27	23	118
	18:00	39	38	34	33	144
	19:00	29	29	29	21	108
	20:00	27	21	17	20	85
	21:00	22	24	17	16	79
	22:00	17	15	17	12	61
	23:00	6	7	9	9	31

Day Total : 2159

AM Total :	747 (34.6%)	Peak AM Hour : 09:45 =	155 (7.2%)	Peak AM Factor : 0.861	Average Period :	22.5
PM Total :	1412 (65.4%)	Peak PM Hour : 12:45 =	180 (8.3%)	Peak PM Factor : 0.833	Average Hour :	90.0

Date	Time	:00	:15	:30	:45	Total
9/11/2017	00:00	8	2	3	3	16
Mon	01:00	3	3	3	1	10
	02:00	1	3	3	3	10
	03:00	3	1	1	5	10
	04:00	3	10	13	9	35
	05:00	10	11	26	32	79
	06:00	43	43	63	84	233
	07:00	97	122	154	159	532
	08:00	136	129	105	108	478
	09:00	97	85	90	94	366
	10:00	64	66	67	71	268
	11:00	76	81	101	98	356
	12:00	76	77	78	76	307
	13:00	84	75	70	113	342
	14:00	84	92	106	85	367
	15:00	80	72	119	95	366
	16:00	117	96	81	94	388
	17:00	104	100	88	90	382
	18:00	70	65	60	45	240
	19:00	34	41	41	41	157
	20:00	47	36	20	18	121
	21:00	21	19	18	22	80
	22:00	19	7	14	10	50
	23:00	8	10	5	3	26

Day Total : 5219

AM Total :	2393 (45.9%)	Peak AM Hour : 07:30 =	578 (11.1%)	Peak AM Factor : 0.909	Average Period :	54.4
PM Total :	2826 (54.1%)	Peak PM Hour : 15:30 =	427 (8.2%)	Peak PM Factor : 0.897	Average Hour :	217.5

Basic Volume Summary: Broadway Blvd

Grand Total For Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	42046 (56.7%)	7.00	6007	62.6	250.3	14658 (34.9%)	27388 (65.1%)
#2.	32101 (43.3%)	7.00	4586	47.8	191.1	13766 (42.9%)	18335 (57.1%)
ALL	74147	7.00	10593	110.4	441.4	28424 (38.3%)	45723 (61.7%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 460	09/08/2017	0.816	16:30 = 856	09/07/2017	0.943
#2.	07:30 = 578	09/11/2017	0.909	16:30 = 469	09/07/2017	0.953

Basic Axle Classification Report: Broadway Blvd

Station ID : Broadway Blvd

Info Line 1 : Between Cutler & Prospect

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : BRWAY 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/5/2017	00:00	0	16	3	0	1	0	0	0	1	0	0	0	0	21
Tue	01:00	0	7	1	0	3	0	0	0	0	0	0	0	0	11
	02:00	0	9	1	0	1	0	0	0	1	0	0	0	0	12
	03:00	0	14	0	0	0	0	0	0	1	0	0	0	0	15
	04:00	0	23	15	0	4	0	0	1	1	0	0	0	0	44
	05:00	3	61	35	1	1	0	1	0	0	0	0	0	0	102
	06:00	2	152	71	0	9	2	0	0	1	0	0	0	0	237
	07:00	2	294	106	0	9	3	0	0	0	0	0	0	0	414
	08:00	4	235	160	0	9	3	1	1	2	0	0	0	0	415
	09:00	3	260	131	0	10	1	0	2	3	0	0	0	0	410
	10:00	2	271	128	0	8	3	0	0	3	0	0	0	0	415
	11:00	3	292	136	1	8	3	0	2	2	0	0	0	1	448
	12:00	5	310	130	1	6	5	0	4	1	0	0	0	1	463
	13:00	0	335	123	0	8	3	0	4	3	0	0	0	0	476
	14:00	6	354	134	0	14	1	0	4	2	0	0	0	0	515
	15:00	3	437	189	1	10	6	1	4	2	0	0	0	0	653
	16:00	4	558	159	0	14	1	0	4	2	0	0	1	1	744
	17:00	3	582	129	0	5	2	1	2	1	0	1	1	8	735
	18:00	3	251	63	0	2	2	0	1	1	0	0	0	0	323
	19:00	2	169	36	0	0	1	0	1	0	0	0	0	0	209
	20:00	0	118	33	0	1	1	0	0	0	0	0	0	0	153
	21:00	0	85	15	0	0	1	0	0	2	0	0	0	0	103
	22:00	2	53	10	0	0	0	0	0	0	0	0	0	0	65
	23:00	0	27	9	0	0	0	0	0	1	0	0	0	0	37
Daily Total :		47	4913	1817	4	123	38	4	30	30	0	1	2	11	7020
Percent :		1%	70%	26%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	
Average :		2	205	76	0	5	2	0	1	1	0	0	0	0	292

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/6/2017	00:00	0	18	9	0	0	0	0	0	0	0	0	0	0	27
Wed	01:00	1	13	3	0	0	0	0	0	0	0	0	0	0	17
	02:00	0	12	4	0	3	0	0	0	1	0	0	0	0	20
	03:00	0	10	2	0	2	0	0	0	1	0	0	0	0	15
	04:00	1	23	4	0	0	0	0	0	3	0	0	0	0	31
	05:00	4	59	33	0	9	1	0	0	2	0	0	0	0	108
	06:00	3	129	70	0	7	1	0	2	0	0	0	0	0	212
	07:00	2	272	135	0	15	0	0	0	0	0	0	0	0	424
	08:00	0	222	135	0	6	2	0	0	3	0	0	0	0	368
	09:00	5	244	136	0	10	1	0	2	3	0	0	0	0	401
	10:00	4	232	119	1	10	3	0	4	5	0	0	0	0	378
	11:00	4	280	145	0	8	6	0	5	1	2	0	0	0	451
	12:00	2	274	139	0	8	3	0	2	4	0	0	0	0	432
	13:00	4	318	133	1	10	2	0	5	3	0	0	0	0	476
	14:00	5	359	155	0	13	3	0	4	2	0	0	0	0	541
	15:00	2	417	176	1	14	3	0	6	3	1	0	0	1	624
	16:00	1	523	215	1	16	1	1	8	5	1	2	0	8	782
	17:00	2	591	156	0	7	0	0	5	0	0	1	0	6	768
	18:00	2	248	77	0	2	3	0	1	1	0	0	0	0	334
	19:00	0	168	42	0	1	3	0	1	0	0	0	0	0	215
	20:00	0	132	32	0	2	2	0	0	2	0	0	0	0	170
	21:00	0	91	22	0	1	2	0	0	2	0	0	0	0	118
	22:00	0	52	15	0	0	1	0	0	0	0	0	0	0	68
	23:00	0	35	8	0	0	0	0	0	1	0	0	0	0	44
Daily Total :		42	4722	1965	4	144	37	1	45	42	4	3	0	15	7024
Percent :		1%	67%	28%	0%	2%	1%	0%	1%	1%	0%	0%	0%	0%	
Average :		2	197	82	0	6	2	0	2	2	0	0	0	1	294

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/7/2017	00:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Thu	01:00	0	15	3	0	2	0	0	0	1	0	0	0	0	21
	02:00	1	6	3	0	3	0	0	0	1	0	0	0	0	14
	03:00	1	7	1	0	2	0	0	0	1	0	0	0	0	12
	04:00	1	21	7	0	0	0	0	0	2	0	0	0	0	31
	05:00	3	53	32	0	6	0	0	0	1	0	0	0	0	95
	06:00	3	148	70	0	6	0	1	0	2	0	0	0	0	230
	07:00	3	260	123	1	7	2	0	1	1	0	0	0	1	399
	08:00	4	252	134	0	13	4	1	0	3	1	0	0	0	412
	09:00	3	252	141	1	13	2	0	1	3	0	0	0	0	416
	10:00	0	247	137	0	6	1	0	2	5	0	0	0	0	398
	11:00	1	256	119	0	4	4	0	3	1	0	0	0	0	388
	12:00	4	321	142	0	11	2	0	1	3	0	0	0	0	484
	13:00	3	317	150	0	8	2	0	1	4	1	1	0	0	487
	14:00	0	345	154	0	11	0	0	2	6	0	0	0	0	518
	15:00	7	457	168	0	13	5	2	5	2	0	0	0	1	660
	16:00	4	550	196	0	16	3	0	1	4	1	0	0	2	777
	17:00	2	642	162	0	4	3	0	1	1	0	0	0	3	818
	18:00	1	240	65	0	0	2	0	1	2	0	0	0	0	311
	19:00	2	195	37	0	0	1	0	0	1	0	0	0	0	236
	20:00	1	126	38	0	1	2	0	1	2	0	0	0	0	171
	21:00	1	90	24	0	0	0	0	0	1	0	0	0	0	116
	22:00	0	52	17	0	0	0	0	0	1	0	0	0	0	70
	23:00	0	47	10	0	0	1	0	0	1	0	0	0	0	59
Daily Total :		45	4914	1938	2	126	34	4	20	49	3	1	0	7	7143
Percent :		1%	69%	27%	0%	2%	0%	0%	0%	1%	0%	0%	0%	0%	
Average :		2	205	81	0	5	1	0	1	2	0	0	0	0	297

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/8/2017	00:00	0	22	7	1	0	0	0	0	1	0	0	0	0	31
Fri	01:00	0	12	3	0	0	0	0	0	1	0	0	0	0	16
	02:00	0	7	6	0	2	0	0	0	1	0	0	0	0	16
	03:00	1	18	2	0	2	0	0	0	2	0	0	0	0	25
	04:00	0	25	9	0	1	0	0	0	1	0	0	0	0	36
	05:00	3	65	30	0	4	1	0	0	2	0	0	0	0	105
	06:00	2	129	74	0	10	2	0	1	1	0	0	0	0	219
	07:00	3	281	127	0	8	3	0	0	1	0	0	0	0	423
	08:00	1	271	109	0	15	3	1	3	2	0	0	0	1	406
	09:00	4	221	113	0	10	7	1	2	5	1	0	0	0	364
	10:00	1	232	138	0	7	8	0	2	2	0	0	0	0	390
	11:00	3	310	133	0	5	3	1	4	1	0	0	0	0	460
	12:00	3	328	118	0	7	6	1	3	2	0	1	0	1	470
	13:00	3	309	131	0	11	3	1	0	4	0	0	0	1	463
	14:00	3	373	187	0	10	2	2	3	4	0	0	0	1	585
	15:00	2	467	186	1	15	2	0	4	0	0	0	0	1	678
	16:00	3	537	209	0	19	3	0	2	1	0	0	0	0	774
	17:00	4	472	150	0	5	2	0	2	4	0	0	0	1	640
	18:00	4	253	58	1	5	3	0	0	0	1	0	0	0	325
	19:00	1	174	40	0	1	1	0	0	3	0	0	0	0	220
	20:00	1	146	36	0	2	1	0	0	2	0	0	0	0	188
	21:00	1	91	30	0	1	0	0	0	1	0	0	0	0	124
	22:00	3	97	24	0	0	0	0	0	0	0	0	0	0	124
	23:00	1	65	13	0	0	0	0	0	2	0	0	0	0	81
Daily Total :		47	4905	1933	3	140	50	7	26	43	2	1	0	6	7163
Percent :		1%	68%	27%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	
Average :		2	204	81	0	6	2	0	1	2	0	0	0	0	298

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/9/2017	00:00	1	29	20	0	0	0	0	0	0	0	0	0	0	50
Sat	01:00	0	37	8	0	1	0	0	0	0	0	0	0	0	46
	02:00	1	46	3	0	1	0	0	0	1	0	0	0	0	52
	03:00	0	23	2	0	3	0	0	0	0	0	0	0	0	28
	04:00	0	17	4	0	0	0	0	1	1	0	0	0	0	23
	05:00	0	27	8	0	3	0	0	0	1	0	0	0	0	39
	06:00	3	52	24	0	2	2	0	0	1	0	0	0	0	84
	07:00	2	94	31	0	4	2	0	0	0	0	0	0	0	133
	08:00	3	134	39	0	6	2	0	0	1	0	1	0	0	186
	09:00	6	147	64	0	1	1	0	0	2	0	0	0	0	221
	10:00	9	166	60	0	3	1	2	7	0	0	0	0	2	250
	11:00	0	212	82	0	5	2	0	0	0	0	0	0	1	302
	12:00	2	257	77	0	2	0	0	0	0	0	0	0	0	338
	13:00	3	226	54	0	1	1	0	0	1	0	0	0	0	286
	14:00	6	185	66	0	1	0	0	0	3	0	0	0	0	261
	15:00	4	214	67	0	6	0	0	0	2	0	0	0	0	293
	16:00	6	177	49	0	5	1	0	0	0	0	0	0	0	238
	17:00	3	182	54	0	2	1	0	0	1	0	0	0	0	243
	18:00	2	173	31	0	1	0	0	0	0	0	0	0	0	207
	19:00	4	131	33	0	0	0	0	0	0	0	0	0	0	168
	20:00	1	111	36	0	0	0	0	0	0	0	0	0	0	148
	21:00	4	99	31	0	0	1	0	0	1	0	0	0	0	136
	22:00	1	100	35	0	3	0	0	0	1	0	0	0	0	140
	23:00	0	63	12	0	0	0	0	0	1	0	0	0	0	76
Daily Total :		61	2902	890	0	50	14	2	8	17	0	1	0	3	3948
Percent :		2%	74%	23%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		3	121	37	0	2	1	0	0	1	0	0	0	0	165

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/10/201	00:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42
Sun	01:00	0	36	4	0	0	0	0	0	0	0	0	0	0	40
	02:00	0	34	6	0	0	0	0	0	0	0	0	0	0	40
	03:00	0	13	1	0	0	0	0	0	3	0	0	0	0	17
	04:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
	05:00	0	17	7	0	1	0	0	0	0	0	0	0	0	25
	06:00	0	35	10	0	0	0	0	0	1	0	0	0	0	46
	07:00	0	50	18	0	1	1	0	0	0	0	0	0	0	70
	08:00	2	71	24	0	2	0	0	0	0	0	0	0	0	99
	09:00	2	111	26	0	0	0	0	0	0	0	0	0	0	139
	10:00	2	146	57	0	2	1	0	0	1	0	0	0	0	209
	11:00	0	148	53	0	0	0	0	0	0	0	0	0	0	201
	12:00	0	211	46	0	1	1	0	0	0	0	0	0	0	259
	13:00	7	200	61	0	0	1	0	1	2	0	0	0	0	272
	14:00	1	172	55	0	0	1	0	0	1	0	0	0	0	230
	15:00	2	170	46	0	1	0	0	0	0	0	0	0	0	219
	16:00	2	147	28	0	3	1	0	1	1	0	0	0	0	183
	17:00	3	146	27	0	0	1	0	0	2	0	0	0	0	179
	18:00	1	126	39	0	1	0	0	0	1	0	0	0	0	168
	19:00	1	124	22	0	0	0	0	0	0	0	0	0	0	147
	20:00	3	97	28	0	0	1	0	1	0	0	0	0	0	130
	21:00	0	77	21	0	0	0	0	0	1	0	0	0	0	99
	22:00	1	104	24	0	0	0	0	1	1	0	0	0	0	131
	23:00	0	28	4	0	0	1	0	0	1	0	0	0	0	34
Daily Total :		27	2305	615	0	12	9	0	4	16	0	0	0	0	2988
Percent :		1%	77%	21%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	
Average :		1	96	26	0	1	0	0	0	1	0	0	0	0	125

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/11/2017	00:00	1	20	6	0	1	1	0	0	0	0	0	0	0	29
Mon	01:00	0	10	3	0	3	0	0	0	1	0	0	0	0	17
	02:00	0	11	1	0	1	0	0	0	1	0	0	0	0	14
	03:00	0	15	1	0	0	0	0	0	1	0	0	0	0	17
	04:00	0	21	9	0	4	1	0	0	2	0	0	0	0	37
	05:00	5	62	38	0	1	0	1	0	1	0	0	0	0	108
	06:00	3	158	63	0	9	0	0	1	3	0	0	0	0	237
	07:00	2	265	104	0	11	2	0	0	0	0	0	0	0	384
	08:00	0	232	129	0	8	3	1	0	4	0	0	0	0	377
	09:00	2	211	121	0	7	3	0	2	4	0	0	0	0	350
	10:00	6	252	109	0	7	4	0	3	6	0	0	0	0	387
	11:00	2	289	113	0	10	9	0	2	2	0	0	0	0	427
	12:00	1	291	135	1	7	3	1	2	5	0	0	0	0	446
	13:00	1	293	123	0	7	2	0	2	2	0	0	0	0	430
	14:00	1	342	141	0	10	2	1	5	2	0	0	0	0	504
	15:00	2	426	145	1	11	7	0	4	3	0	0	0	1	600
	16:00	2	525	165	0	17	0	1	3	3	1	0	0	2	719
	17:00	3	587	140	0	9	3	0	1	0	0	0	0	2	745
	18:00	3	256	61	0	2	4	0	2	2	0	0	0	0	330
	19:00	3	144	28	0	0	0	0	0	2	0	0	0	0	177
	20:00	1	134	32	0	1	1	0	0	2	0	0	0	0	171
	21:00	2	90	20	0	0	1	0	0	1	0	0	0	0	114
	22:00	1	61	8	0	0	0	0	0	0	0	0	0	0	70
	23:00	0	59	11	0	0	0	0	0	0	0	0	0	0	70
Daily Total :		41	4754	1706	2	126	46	5	27	47	1	0	0	5	6760
Percent :		1%	70%	25%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	
Average :		2	198	71	0	5	2	0	1	2	0	0	0	0	281

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	Southbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Basic Axle Classification Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/5/2017	00:00	0	10	1	0	0	0	0	0	1	0	0	0	0	12
Tue	01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	03:00	0	7	1	0	3	1	0	0	0	0	0	0	0	12
	04:00	0	19	11	0	1	0	0	0	0	0	0	0	0	31
	05:00	0	50	26	0	2	0	0	0	3	0	0	0	0	81
	06:00	0	165	60	0	3	0	1	0	0	0	0	0	0	229
	07:00	2	364	107	1	7	3	2	2	1	0	0	0	1	490
	08:00	5	330	132	0	3	3	0	3	5	0	0	0	1	482
	09:00	1	242	100	0	7	1	0	2	1	1	1	0	0	356
	10:00	2	236	108	0	4	2	0	1	3	0	0	0	0	356
	11:00	5	229	107	0	3	5	0	2	2	0	0	0	2	355
	12:00	3	253	99	0	3	1	0	2	3	0	0	0	0	364
	13:00	4	253	108	0	12	1	1	3	2	1	0	0	0	385
	14:00	3	224	107	0	8	1	0	1	1	0	0	1	0	346
	15:00	5	270	96	0	5	3	0	2	6	0	0	0	1	388
	16:00	9	294	111	0	5	1	0	2	0	0	0	0	0	422
	17:00	7	274	80	0	6	2	1	2	2	1	0	0	1	376
	18:00	8	169	48	0	2	1	0	1	1	0	0	0	0	230
	19:00	1	132	32	0	0	2	0	1	1	0	0	0	0	169
	20:00	1	77	25	0	0	2	0	0	4	0	0	0	0	109
	21:00	0	67	10	0	0	0	0	0	0	0	0	0	0	77
	22:00	0	53	5	0	1	1	0	0	0	0	0	0	0	60
	23:00	1	24	5	0	1	0	0	1	0	0	0	0	0	32
Daily Total :		57	3766	1382	1	76	30	5	25	36	3	1	1	6	5389
Percent :		1%	70%	26%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	
Average :		2	157	58	0	3	1	0	1	2	0	0	0	0	224

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/6/2017	00:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Wed	01:00	1	10	0	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	7	1	0	0	1	0	0	1	0	0	0	0	10
	04:00	0	14	6	0	2	1	0	0	1	0	0	0	0	24
	05:00	0	54	27	0	1	1	0	1	2	0	0	0	0	86
	06:00	1	165	66	0	9	1	1	1	2	0	0	0	1	247
	07:00	5	382	121	0	9	5	1	5	0	0	0	0	0	528
	08:00	3	334	123	0	7	4	0	3	4	0	0	0	0	478
	09:00	0	241	80	0	8	3	0	1	4	0	0	0	0	337
	10:00	3	195	85	0	5	4	0	2	2	1	0	0	2	299
	11:00	4	207	76	0	7	1	0	5	2	0	0	0	0	302
	12:00	3	246	108	0	7	0	1	3	5	0	0	0	1	374
	13:00	2	238	116	1	4	1	1	2	2	0	0	0	1	368
	14:00	7	264	103	0	7	3	0	2	2	0	1	0	1	390
	15:00	1	226	101	0	3	2	0	1	2	0	0	0	0	336
	16:00	3	325	104	0	7	3	1	3	4	0	1	0	6	457
	17:00	11	250	71	1	7	2	0	1	1	1	0	0	3	348
	18:00	4	190	41	0	3	1	0	1	0	0	0	0	0	240
	19:00	2	115	30	0	2	1	0	0	2	0	0	0	0	152
	20:00	0	90	17	0	0	4	0	0	3	0	0	0	0	114
	21:00	0	61	12	0	0	0	0	0	1	0	0	0	0	74
	22:00	0	48	7	0	0	1	0	0	0	0	0	0	0	56
	23:00	0	25	5	0	1	0	0	0	0	0	0	0	0	31
Daily Total :		50	3710	1304	2	89	39	5	31	40	2	2	0	15	5289
Percent :		1%	70%	25%	0%	2%	1%	0%	1%	1%	0%	0%	0%	0%	
Average :		2	155	54	0	4	2	0	1	2	0	0	0	1	221

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/7/2017	00:00	0	12	2	0	0	0	0	0	1	0	0	0	0	15
Thu	01:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	02:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	03:00	0	5	1	0	0	2	0	0	0	0	0	0	0	8
	04:00	0	15	11	0	2	0	0	0	1	0	0	0	0	29
	05:00	0	51	30	0	2	0	0	0	2	0	0	0	0	85
	06:00	1	183	52	0	10	1	1	0	3	0	0	0	0	251
	07:00	5	377	111	0	3	3	2	1	3	0	0	0	0	505
	08:00	1	328	117	0	10	3	0	1	2	0	0	0	2	464
	09:00	1	237	103	0	8	4	0	5	1	0	0	0	1	360
	10:00	1	213	90	0	9	3	0	1	2	0	0	0	0	319
	11:00	1	236	96	0	6	3	0	2	1	0	0	0	0	345
	12:00	5	243	98	1	9	1	0	3	5	0	0	0	0	365
	13:00	3	245	99	0	14	4	0	1	2	0	0	0	1	369
	14:00	5	239	90	0	7	3	2	3	3	0	0	0	0	352
	15:00	3	261	105	0	6	1	0	2	2	0	1	0	4	385
	16:00	5	292	111	0	9	1	1	2	4	0	0	0	1	426
	17:00	11	287	81	0	8	0	0	4	3	0	0	0	1	395
	18:00	4	181	38	0	4	1	0	1	2	0	0	0	0	231
	19:00	3	118	30	0	0	0	0	0	1	0	0	0	0	152
	20:00	0	103	24	0	1	2	0	0	1	0	0	0	0	131
	21:00	2	77	12	0	0	1	0	0	7	0	0	0	0	99
	22:00	3	54	10	0	0	1	0	0	4	0	0	0	0	72
	23:00	1	27	7	0	2	1	0	0	1	0	0	0	0	39
Daily Total :		55	3809	1323	1	110	35	6	26	51	0	1	0	10	5427
Percent :		1%	70%	24%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	
Average :		2	159	55	0	5	1	0	1	2	0	0	0	0	225

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/8/2017	00:00	1	21	4	0	0	0	0	0	1	0	0	0	0	27
Fri	01:00	0	16	0	0	0	0	0	0	3	0	0	0	0	19
	02:00	0	12	2	0	3	0	0	0	0	0	0	0	0	17
	03:00	0	5	1	0	0	2	0	0	1	0	0	0	0	9
	04:00	0	19	6	0	2	1	0	0	2	0	0	0	0	30
	05:00	0	44	30	0	2	1	0	0	1	0	0	0	0	78
	06:00	1	163	61	0	13	1	0	0	1	0	0	0	0	240
	07:00	4	339	113	0	9	2	1	1	1	0	0	0	2	472
	08:00	1	314	96	0	6	8	1	1	8	1	0	0	1	437
	09:00	2	196	83	0	6	6	0	2	4	1	0	1	1	302
	10:00	2	216	88	0	3	2	3	0	1	0	0	0	0	315
	11:00	2	244	115	0	2	5	0	4	3	1	0	0	2	378
	12:00	3	325	113	0	4	5	1	7	3	0	0	0	0	461
	13:00	8	259	87	0	12	6	0	1	1	0	0	0	0	374
	14:00	1	257	124	0	10	3	1	2	1	0	0	0	4	403
	15:00	5	292	121	1	5	2	0	4	4	1	0	0	0	435
	16:00	4	298	132	0	5	1	1	4	3	0	0	0	1	449
	17:00	8	263	86	0	4	1	1	0	1	1	0	0	1	366
	18:00	7	210	47	0	5	2	0	0	0	0	0	0	0	271
	19:00	2	146	28	0	3	1	0	0	0	0	0	0	0	180
	20:00	1	107	14	0	0	2	0	0	5	0	0	0	0	129
	21:00	1	78	12	0	0	0	0	0	0	0	0	0	0	91
	22:00	1	76	17	0	1	1	0	0	0	1	0	0	0	97
	23:00	0	33	7	0	0	0	0	0	0	0	0	0	0	40
Daily Total :		54	3933	1387	1	95	52	9	26	44	6	0	1	12	5620
Percent :		1%	70%	25%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	
Average :		2	164	58	0	4	2	0	1	2	0	0	0	1	234

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/9/2017	00:00	1	25	12	0	0	0	0	1	0	0	0	0	0	39
Sat	01:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
	02:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
	03:00	0	12	0	0	2	2	0	0	0	0	0	0	0	16
	04:00	0	9	1	0	0	0	0	0	1	0	0	0	0	11
	05:00	0	26	13	0	2	0	0	0	1	0	0	0	0	42
	06:00	1	58	14	0	2	1	0	0	1	0	0	0	0	77
	07:00	1	72	30	0	2	2	0	0	1	0	0	0	0	108
	08:00	1	114	30	0	1	0	0	0	0	0	0	0	0	146
	09:00	1	138	55	0	1	1	0	1	0	0	0	0	0	197
	10:00	2	148	58	0	1	0	0	0	2	0	0	0	1	212
	11:00	4	169	46	0	1	0	0	1	0	0	0	0	0	221
	12:00	1	148	57	0	1	0	0	0	2	0	0	0	0	209
	13:00	6	176	31	0	5	0	0	1	2	0	0	0	0	221
	14:00	2	176	44	0	3	1	0	0	1	0	0	0	0	227
	15:00	4	148	40	0	0	0	0	0	1	0	0	0	0	193
	16:00	6	162	48	0	4	0	0	0	2	0	0	0	0	222
	17:00	4	161	42	0	5	1	1	0	1	0	0	0	0	215
	18:00	0	130	33	0	0	0	0	0	0	0	0	0	0	163
	19:00	0	102	21	0	1	0	0	0	2	0	0	0	0	126
	20:00	1	71	19	0	0	1	0	1	1	0	0	0	0	94
	21:00	0	71	15	0	0	0	0	0	0	0	0	0	0	86
	22:00	1	75	11	0	0	2	0	0	0	0	0	0	0	89
	23:00	1	34	7	0	0	0	0	0	0	0	0	0	0	42
Daily Total :		37	2262	631	0	32	11	1	5	18	0	0	0	1	2998
Percent :		1%	75%	21%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	
Average :		2	94	26	0	1	0	0	0	1	0	0	0	0	124

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/10/201	00:00	0	36	5	0	0	0	0	0	1	0	0	0	0	42
Sun	01:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
	02:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
	03:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	04:00	0	9	3	0	2	2	0	0	1	0	0	0	0	17
	05:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18
	06:00	2	23	7	0	0	0	0	0	0	0	0	0	0	32
	07:00	1	42	9	0	0	1	0	1	1	0	0	0	0	55
	08:00	1	59	21	0	1	0	0	0	2	0	0	0	0	84
	09:00	2	109	30	0	0	2	0	0	1	0	0	0	0	144
	10:00	0	113	24	0	1	0	0	0	0	0	0	0	0	138
	11:00	1	113	38	0	0	0	0	0	0	0	0	0	2	154
	12:00	1	130	26	0	1	1	0	0	0	0	0	0	0	159
	13:00	3	122	41	0	1	2	0	1	1	0	0	0	0	171
	14:00	0	121	35	0	1	0	0	0	2	0	0	0	0	159
	15:00	2	132	28	0	0	0	0	0	1	0	0	0	0	163
	16:00	1	111	21	0	1	0	0	0	0	0	0	0	0	134
	17:00	2	101	14	0	0	0	0	0	1	0	0	0	0	118
	18:00	0	113	30	0	0	0	0	0	0	0	1	0	0	144
	19:00	1	82	23	0	1	0	0	1	0	0	0	0	0	108
	20:00	0	69	12	0	0	2	0	0	2	0	0	0	0	85
	21:00	1	69	9	0	0	0	0	0	0	0	0	0	0	79
	22:00	0	54	5	0	1	1	0	0	0	0	0	0	0	61
	23:00	1	25	4	0	0	1	0	0	0	0	0	0	0	31
Daily Total :		19	1706	392	0	11	12	0	3	13	0	1	0	2	2159
Percent :		1%	79%	18%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	
Average :		1	71	16	0	0	1	0	0	1	0	0	0	0	90

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/11/2017	00:00	0	14	1	0	0	1	0	0	0	0	0	0	0	16
Mon	01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	8	0	0	0	0	0	0	2	0	0	0	0	10
	03:00	0	6	2	0	1	1	0	0	0	0	0	0	0	10
	04:00	1	17	14	0	1	1	0	0	1	0	0	0	0	35
	05:00	0	46	27	0	5	0	0	0	1	0	0	0	0	79
	06:00	3	167	55	0	4	1	1	1	1	0	0	0	0	233
	07:00	3	379	129	0	8	1	1	6	5	0	0	0	0	532
	08:00	3	348	113	0	7	2	0	1	4	0	0	0	0	478
	09:00	1	236	106	0	5	7	0	4	4	2	0	0	1	366
	10:00	1	169	87	0	6	2	0	1	2	0	0	0	0	268
	11:00	2	228	107	0	6	5	0	2	5	0	0	0	1	356
	12:00	1	218	74	0	7	1	1	1	2	0	0	0	2	307
	13:00	2	222	98	0	6	5	1	6	1	0	0	0	1	342
	14:00	3	258	87	0	7	5	0	3	4	0	0	0	0	367
	15:00	4	245	100	0	5	1	0	6	3	0	0	0	2	366
	16:00	5	280	94	0	4	1	0	2	0	1	0	0	1	388
	17:00	5	295	68	0	6	0	2	2	2	0	0	0	2	382
	18:00	9	187	40	0	1	2	0	0	1	0	0	0	0	240
	19:00	1	120	34	0	0	0	0	0	2	0	0	0	0	157
	20:00	2	90	21	0	1	2	0	1	4	0	0	0	0	121
	21:00	0	63	15	0	0	1	0	0	1	0	0	0	0	80
	22:00	0	43	7	0	0	0	0	0	0	0	0	0	0	50
	23:00	1	18	6	0	1	0	0	0	0	0	0	0	0	26
Daily Total :		47	3665	1287	0	81	39	6	36	45	3	0	0	10	5219
Percent :		1%	70%	25%	0%	2%	1%	0%	1%	1%	0%	0%	0%	0%	
Average :		2	153	54	0	3	2	0	2	2	0	0	0	0	218

Basic Axle Class Summary: Broadway Blvd

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	310	29415	10864	15	721	228	23	160	244	10	7	2	47	42046
	#2.	319	22851	7706	5	494	218	32	152	247	14	5	2	56	32101
		<u>629</u>	<u>52266</u>	<u>18570</u>	<u>20</u>	<u>1215</u>	<u>446</u>	<u>55</u>	<u>312</u>	<u>491</u>	<u>24</u>	<u>12</u>	<u>4</u>	<u>103</u>	<u>74147</u>
Percents :	#1.	1%	70%	26%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	57%
	#2.	1%	71%	24%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	43%
		<u>1%</u>	<u>70%</u>	<u>25%</u>	<u>0%</u>	<u>2%</u>	<u>1%</u>	<u>0%</u>	<u>0%</u>	<u>1%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	
Average :	#1.	2	175	65	0	4	1	0	1	1	0	0	0	0	249
	#2.	2	136	46	0	3	1	0	1	1	0	0	0	0	190
		<u>4</u>	<u>311</u>	<u>111</u>	<u>0</u>	<u>7</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>439</u>
Days & ADT :	#1.	7.0	6006												
	#2.	7.0	4585												
		<u>7.0</u>	<u>10592</u>												

Special Speed Study Report: Commercial

Station ID : Commercial

Info Line 1 : Between Prospect & Cutler
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : COMM 1SB.DB

Last Connected Device Type : Apollo

Version Number : 1.66

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	Southbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/05/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	08:00	14	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	30
	09:00	14	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	12	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	12:00	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	14:00	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	16:00	9	16	7	0	1	0	0	0	0	0	0	0	0	0	0	0	33
	17:00	14	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	38
	18:00	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		130	97	41	4	1	0	0	0	0	0	0	0	0	0	0	0	273
Percent :		48%	36%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		48%	83%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed	17.5 mph	50% Speed : 20.4 mph	67% Speed : 22.7 mph
			85% Speed : 26.5 mph
		10mph Pace: 20.1 - 30.0 (50.5%)	

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/06/17	00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	08:00	11	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	09:00	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	10:00	5	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	11:00	10	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	12:00	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	13:00	11	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	14:00	11	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	15:00	6	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	16:00	14	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	17:00	11	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	21
	18:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		127	100	31	8	1	0	0	0	0	0	0	0	0	0	0	0	267
Percent :		48%	37%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		48%	85%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed	17.5 mph	50% Speed :	20.4 mph	67% Speed :	22.6 mph	85% Speed :	24.9 mph
				10mph Pace:	20.1 - 30.0	(49.1%)	

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/07/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	6	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	09:00	9	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	10:00	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	11:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	13:00	16	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	14:00	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	15:00	7	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	16:00	13	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	17:00	9	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	19:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		129	94	30	3	0	0	0	0	0	0	0	0	0	0	0	0	256
Percent :		50%	37%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		50%	87%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed	16.9 mph	50% Speed :	14.0 mph	67% Speed :	22.4 mph	85% Speed :	24.6 mph
				10mph Pace:	6.0 - 15.9 (50.4%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/08/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	7	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	12	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	10:00	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	11:00	13	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	12:00	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	13:00	10	12	1	0	0	0	0	0	1	0	0	0	0	0	0	0	24
	14:00	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	15:00	10	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	3	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	5	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	20
	18:00	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		107	109	37	5	1	0	0	0	0	1	0	0	0	0	0	0	260
Percent :		41%	42%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		41%	83%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed	18.5 mph	50% Speed :	21.5 mph	67% Speed :	22.9 mph	85% Speed :	26.7 mph
				10mph Pace:	20.1 - 30.0 (56.2%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/09/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	13:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		69	33	21	2	0	0	0	0	0	0	0	0	0	0	0	0	125
Percent :		55%	26%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		55%	82%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed	16.6 mph	50% Speed :	11.7 mph	67% Speed :	22.4 mph	85% Speed :	27.1 mph
				10mph Pace:	7.9 - 17.8 (55.2%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9			
09/10/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	16:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		68	25	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	102
Percent :		67%	25%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		67%	91%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed	14.7 mph	50% Speed :	11.1 mph	67% Speed :	12.2 mph	85% Speed :	22.9 mph
				10mph Pace: 8.0 - 17.9 (66.7%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/11/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	08:00	10	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	09:00	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	10:00	9	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	11:00	13	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	12:00	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	13:00	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	14:00	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	7	14	12	1	0	0	0	0	0	0	0	0	0	0	0	0	34
	17:00	8	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	18:00	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	19:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		120	103	29	5	0	0	0	0	0	0	0	0	0	0	0	0	257
Percent :		47%	40%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		47%	87%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed	17.4 mph	50% Speed :	20.6 mph	67% Speed :	22.6 mph	85% Speed :	24.7 mph
				10mph Pace:	20.1 - 30.0 (51.4%)		

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Special Speed Study Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/05/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	10	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	08:00	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	09:00	8	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	10:00	15	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	11:00	13	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	12:00	10	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	13	12	0	4	0	0	0	0	0	0	0	0	0	0	0	0	29
	14:00	8	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	10	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	16:00	12	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	38
	17:00	10	18	11	2	0	0	0	0	0	0	0	0	0	0	0	0	41
	18:00	10	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	34
	19:00	7	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	20:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		138	159	48	14	0	0	0	0	0	0	0	0	0	0	0	0	359
Percent :		38%	44%	13%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		38%	83%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	16

Average Speed 18.7 mph 50% Speed : 21.4 mph 67% Speed : 23.2 mph 85% Speed : 26.5 mph
 10mph Pace: 20.1 - 30.0 (57.7%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/06/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	5	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	08:00	12	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	09:00	7	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	21
	10:00	7	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	11:00	8	5	6	0	1	0	0	0	0	0	0	0	0	0	0	0	20
	12:00	4	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	13:00	10	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	25
	14:00	17	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	34
	15:00	16	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	16:00	13	11	8	1	0	0	0	0	0	0	0	0	0	0	1	0	34
	17:00	17	16	10	1	0	0	0	0	0	0	0	0	0	0	0	0	44
	18:00	9	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	19:00	11	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	20:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		153	136	65	11	2	0	0	0	0	0	0	0	0	0	1	0	368
Percent :		42%	37%	18%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		42%	79%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15

Average Speed	18.7 mph	50% Speed :	21.4 mph	67% Speed :	23.3 mph	85% Speed :	26.9 mph
				10mph Pace: 20.1 - 30.0 (54.6%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/07/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	08:00	9	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	09:00	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	10:00	13	9	1	0	0	0	0	0	0	0	0	0	0	1	0	0	24
	11:00	8	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	12:00	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	13:00	16	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	16:00	15	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	17:00	20	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39
	18:00	11	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	19:00	8	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	20:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		169	131	35	5	0	0	0	0	0	0	0	0	0	1	0	0	341
Percent :		50%	38%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		50%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13

Average Speed	17.1 mph	50% Speed :	20.1 mph	67% Speed :	22.4 mph	85% Speed :	24.3 mph
				10mph Pace: 20.1 - 30.0 (48.7%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/08/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Fri	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	4	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	09:00	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	10:00	6	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	11:00	12	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	12:00	9	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	29
	13:00	21	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37
	14:00	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	15	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	16:00	6	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	17:00	10	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	31
	18:00	5	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	19:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		133	133	54	8	0	0	0	0	0	0	0	0	0	0	0	0	328
Percent :		41%	41%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		41%	81%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14

Average Speed	18.5 mph	50% Speed :	21.4 mph	67% Speed :	23.2 mph	85% Speed :	26.6 mph
				10mph Pace:	20.1 - 30.0 (57.0%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/09/17	00:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Sat	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	09:00	6	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	15:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	17:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	18:00	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		91	61	26	1	0	0	0	0	0	0	0	0	0	0	0	0	179
Percent :		51%	34%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		51%	85%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed	16.9 mph	50% Speed :	12.7 mph	67% Speed :	22.4 mph	85% Speed :	24.4 mph
10mph Pace: 7.2 - 17.1 (50.8%)							

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/10/17	00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Sun	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	15:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	18:00	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
	20:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		64	45	15	3	1	0	0	0	0	0	0	0	0	1	0	1	130
Percent :		49%	35%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	
Cum. Percent :		49%	84%	95%	98%	98%	98%	98%	98%	98%	98%	98%	98%	98%	99%	99%	100%	
Average :		3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	17.5 mph	50% Speed :	21.2 mph	67% Speed :	22.6 mph	85% Speed :	27.1 mph
				10mph Pace:	8.1 - 18.0 (49.2%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
09/11/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	08:00	8	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	09:00	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	5	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	7	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	12:00	10	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	6	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	14:00	13	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	16	10	1	1	0	0	1	0	0	0	0	0	0	0	0	0	29
	16:00	14	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	17:00	7	22	9	1	0	0	0	0	0	0	0	0	0	0	0	0	39
	18:00	5	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	20:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		137	120	54	5	0	0	1	0	0	0	0	0	0	0	0	0	317
Percent :		43%	38%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		43%	81%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13

Average Speed	18.1 mph	50% Speed :	21.3 mph	67% Speed :	23.0 mph	85% Speed :	26.6 mph
				10mph Pace:	20.1 - 30.0 (54.9%)		

Special Speed Study Summary: Commercial

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16																
	0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	Total															
Grand Total #1:	750	561	196	28	4	0	0	0	0	1	0	0	0	0	0	0	1540															
Percent :	49%	36%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	49%	85%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8															
ADT = 220	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td>17.3 mph</td> <td style="width: 25%;">50% Speed :</td> <td>20.3 mph</td> <td style="width: 25%;">67% Speed :</td> <td>22.6 mph</td> <td style="width: 25%;">85% Speed :</td> <td>25.0 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 19.9 - 29.8 (49.3%)</td> </tr> </table>																Average Speed	17.3 mph	50% Speed :	20.3 mph	67% Speed :	22.6 mph	85% Speed :	25.0 mph	10mph Pace: 19.9 - 29.8 (49.3%)							
Average Speed	17.3 mph	50% Speed :	20.3 mph	67% Speed :	22.6 mph	85% Speed :	25.0 mph																									
10mph Pace: 19.9 - 29.8 (49.3%)																																
Grand Total #3:	885	785	297	47	3	0	1	0	0	0	0	0	0	2	1	1	2022															
Percent :	44%	39%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	44%	83%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12															
ADT = 288	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td>18.1 mph</td> <td style="width: 25%;">50% Speed :</td> <td>20.9 mph</td> <td style="width: 25%;">67% Speed :</td> <td>23.1 mph</td> <td style="width: 25%;">85% Speed :</td> <td>26.0 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 19.9 - 29.8 (53.6%)</td> </tr> </table>																Average Speed	18.1 mph	50% Speed :	20.9 mph	67% Speed :	23.1 mph	85% Speed :	26.0 mph	10mph Pace: 19.9 - 29.8 (53.6%)							
Average Speed	18.1 mph	50% Speed :	20.9 mph	67% Speed :	23.1 mph	85% Speed :	26.0 mph																									
10mph Pace: 19.9 - 29.8 (53.6%)																																
Comb. Total :	1635	1346	493	75	7	0	1	0	0	1	0	0	0	2	1	1	3562															
Percent :	46%	38%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	46%	84%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21															
ADT = 508	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td>17.7 mph</td> <td style="width: 25%;">50% Speed :</td> <td>20.6 mph</td> <td style="width: 25%;">67% Speed :</td> <td>22.8 mph</td> <td style="width: 25%;">85% Speed :</td> <td>25.5 mph</td> </tr> <tr> <td colspan="8">10mph Pace: 19.9 - 29.8 (51.8%)</td> </tr> </table>																Average Speed	17.7 mph	50% Speed :	20.6 mph	67% Speed :	22.8 mph	85% Speed :	25.5 mph	10mph Pace: 19.9 - 29.8 (51.8%)							
Average Speed	17.7 mph	50% Speed :	20.6 mph	67% Speed :	22.8 mph	85% Speed :	25.5 mph																									
10mph Pace: 19.9 - 29.8 (51.8%)																																

Basic Volume Report: Commercial

Station ID : Commercial

Info Line 1 : Between Prospect & Cutler

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : COMM 1SB.DB

Last Connected Device Type : Apollo

Version Number : 1.66

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Southbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	:00	:15	:30	:45	Total
09/05/17	00:00	0	1	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	1	0	1	2
	05:00	0	0	0	1	1
	06:00	0	1	5	3	9
	07:00	7	8	4	4	23
	08:00	11	11	4	4	30
	09:00	2	6	8	11	27
	10:00	1	4	1	6	12
	11:00	4	7	4	6	21
	12:00	2	2	3	5	12
	13:00	7	3	7	2	19
	14:00	2	4	6	3	15
	15:00	2	3	3	6	14
	16:00	9	12	7	5	33
	17:00	10	17	4	7	38
	18:00	4	2	1	1	8
	19:00	2	0	1	0	3
	20:00	1	0	1	0	2
	21:00	0	0	0	1	1
	22:00	0	1	1	0	2
	23:00	0	0	0	0	0

Day Total : 273

AM Total :	126 (46.2%)	Peak AM Hour : 07:30 =	30 (11.0%)	Peak AM Factor : 0.682	Average Period :	2.8
PM Total :	147 (53.8%)	Peak PM Hour : 16:30 =	39 (14.3%)	Peak PM Factor : 0.574	Average Hour :	11.4

Date	Time	:00	:15	:30	:45	Total
09/06/17	00:00	0	0	0	2	2
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	0	0	0	0	0
	06:00	0	1	1	4	6
	07:00	3	3	4	6	16
	08:00	10	5	5	4	24
	09:00	5	3	2	4	14
	10:00	3	3	5	6	17
	11:00	5	2	3	13	23
	12:00	4	5	8	5	22
	13:00	3	6	5	6	20
	14:00	5	6	6	4	21
	15:00	5	6	4	7	22
	16:00	4	7	9	13	33
	17:00	4	3	6	8	21
	18:00	3	4	1	1	9
	19:00	1	1	2	2	6
	20:00	1	0	2	1	4
	21:00	0	1	1	1	3
	22:00	0	0	0	0	0
	23:00	2	0	1	0	3

Day Total : 267

AM Total :	103 (38.6%)	Peak AM Hour : 07:45 =	26 (9.7%)	Peak AM Factor : 0.500	Average Period :	2.8
PM Total :	164 (61.4%)	Peak PM Hour : 16:00 =	33 (12.4%)	Peak PM Factor : 0.635	Average Hour :	11.1

Date	Time	:00	:15	:30	:45	Total
09/07/17	00:00	0	1	0	0	1
Thu	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	1	0	3	4
	06:00	1	1	2	1	5
	07:00	3	3	7	6	19
	08:00	6	4	6	5	21
	09:00	2	7	5	5	19
	10:00	3	8	3	3	17
	11:00	4	3	2	3	12
	12:00	4	4	5	9	22
	13:00	8	4	5	9	26
	14:00	2	9	5	1	17
	15:00	0	6	6	6	18
	16:00	9	6	7	6	28
	17:00	5	6	5	3	19
	18:00	5	2	2	1	10
	19:00	3	2	1	1	7
	20:00	3	0	1	1	5
	21:00	0	2	0	1	3
	22:00	1	0	0	0	1
	23:00	0	1	1	0	2
Day Total :						256

AM Total :	98 (38.3%)	Peak AM Hour : 07:30 =	23 (9.0%)	Peak AM Factor : 0.719	Average Period :	2.7
PM Total :	158 (61.7%)	Peak PM Hour : 15:45 =	28 (10.9%)	Peak PM Factor : 0.778	Average Hour :	10.7

Date	Time	:00	:15	:30	:45	Total
09/08/17	00:00	0	0	0	0	0
Fri	01:00	1	0	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	3	3
	06:00	0	1	0	4	5
	07:00	1	2	2	5	10
	08:00	7	5	2	6	20
	09:00	6	4	8	4	22
	10:00	5	7	2	6	20
	11:00	2	6	7	13	28
	12:00	2	5	8	6	21
	13:00	6	8	5	5	24
	14:00	4	6	3	1	14
	15:00	6	7	6	9	28
	16:00	6	4	6	3	19
	17:00	8	5	3	4	20
	18:00	5	4	1	2	12
	19:00	1	1	0	2	4
	20:00	0	0	1	0	1
	21:00	0	0	0	3	3
	22:00	0	0	2	2	4
	23:00	1	0	0	0	1

Day Total : 260

AM Total :	109 (41.9%)	Peak AM Hour : 11:00 =	28 (10.8%)	Peak AM Factor : 0.538	Average Period :	2.7
PM Total :	151 (58.1%)	Peak PM Hour : 12:30 =	28 (10.8%)	Peak PM Factor : 0.778	Average Hour :	10.8

Date	Time	:00	:15	:30	:45	Total
09/09/17	00:00	0	0	0	0	0
Sat	01:00	0	0	0	0	0
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	1	0	0	5	6
	08:00	5	1	1	4	11
	09:00	2	2	0	5	9
	10:00	3	1	1	4	9
	11:00	3	2	2	1	8
	12:00	3	3	7	2	15
	13:00	0	2	1	1	4
	14:00	1	4	4	1	10
	15:00	2	2	1	1	6
	16:00	4	1	4	0	9
	17:00	0	6	2	4	12
	18:00	1	2	1	5	9
	19:00	0	1	2	1	4
	20:00	1	3	1	0	5
	21:00	0	2	0	0	2
	22:00	1	0	0	1	2
	23:00	2	0	1	0	3
Day Total :						125

AM Total :	44 (35.2%)	Peak AM Hour : 07:45 =	12 (9.6%)	Peak AM Factor : 0.600	Average Period :	1.3
PM Total :	81 (64.8%)	Peak PM Hour : 12:00 =	15 (12.0%)	Peak PM Factor : 0.536	Average Hour :	5.2

Date	Time	:00	:15	:30	:45	Total
09/10/17	00:00	0	0	0	0	0
Sun	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	0	0	1
	06:00	0	1	0	0	1
	07:00	3	0	1	1	5
	08:00	1	2	2	4	9
	09:00	4	1	2	0	7
	10:00	3	3	1	5	12
	11:00	1	2	2	1	6
	12:00	2	4	4	1	11
	13:00	0	1	0	2	3
	14:00	1	1	3	3	8
	15:00	0	1	0	0	1
	16:00	1	1	3	1	6
	17:00	1	1	0	4	6
	18:00	3	2	1	1	7
	19:00	3	3	2	0	8
	20:00	4	0	2	1	7
	21:00	0	2	1	1	4
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						102

AM Total :	41 (40.2%)	Peak AM Hour : 08:15 =	12 (11.8%)	Peak AM Factor : 0.600	Average Period :	1.1
PM Total :	61 (59.8%)	Peak PM Hour : 12:00 =	11 (10.8%)	Peak PM Factor : 0.688	Average Hour :	4.3

Date	Time	:00	:15	:30	:45	Total
09/11/17	00:00	0	0	0	0	0
Mon	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	2	2
	06:00	0	0	4	2	6
	07:00	3	3	1	5	12
	08:00	8	8	4	3	23
	09:00	3	2	3	6	14
	10:00	6	4	2	7	19
	11:00	4	6	4	9	23
	12:00	3	4	4	3	14
	13:00	4	7	6	3	20
	14:00	3	6	3	3	15
	15:00	0	7	8	4	19
	16:00	12	11	5	6	34
	17:00	9	6	9	8	32
	18:00	4	3	0	3	10
	19:00	0	1	2	2	5
	20:00	1	1	0	0	2
	21:00	0	0	1	1	2
	22:00	1	1	0	0	2
	23:00	0	1	0	1	2

Day Total : 257

AM Total :	100 (38.9%)	Peak AM Hour : 07:45 =	25 (9.7%)	Peak AM Factor : 0.694	Average Period :	2.7
PM Total :	157 (61.1%)	Peak PM Hour : 15:30 =	35 (13.6%)	Peak PM Factor : 0.729	Average Hour :	10.7

Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Northbound		Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	:00	:15	:30	:45	Total
09/05/17	00:00	0	0	0	0	0
Tue	01:00	1	0	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	1	0	0	2
	06:00	0	0	0	2	2
	07:00	6	5	2	10	23
	08:00	5	4	2	2	13
	09:00	4	6	10	4	24
	10:00	3	7	12	7	29
	11:00	9	7	7	4	27
	12:00	5	8	7	4	24
	13:00	13	5	4	7	29
	14:00	6	5	2	6	19
	15:00	7	9	6	2	24
	16:00	10	6	16	6	38
	17:00	10	12	12	7	41
	18:00	10	9	7	8	34
	19:00	5	9	5	1	20
	20:00	1	0	3	0	4
	21:00	0	0	2	0	2
	22:00	1	0	0	0	1
	23:00	1	1	0	0	2

Day Total : 359

AM Total :	121 (33.7%)	Peak AM Hour : 10:15 =	35 (9.7%)	Peak AM Factor : 0.729	Average Period :	3.7
PM Total :	238 (66.3%)	Peak PM Hour : 16:30 =	44 (12.3%)	Peak PM Factor : 0.688	Average Hour :	15.0

Date	Time	:00	:15	:30	:45	Total
09/06/17	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	2	0	0	0	2
	06:00	0	0	1	4	5
	07:00	2	7	2	6	17
	08:00	4	13	9	1	27
	09:00	7	6	6	2	21
	10:00	5	7	5	3	20
	11:00	4	5	4	7	20
	12:00	8	6	5	6	25
	13:00	12	5	4	4	25
	14:00	7	7	10	10	34
	15:00	8	5	5	9	27
	16:00	8	6	12	8	34
	17:00	15	14	10	5	44
	18:00	5	9	4	6	24
	19:00	7	9	5	5	26
	20:00	5	2	1	2	10
	21:00	1	0	1	0	2
	22:00	1	1	1	0	3
	23:00	0	0	1	1	2

Day Total : 368

AM Total :	112 (30.4%)	Peak AM Hour : 07:45 =	32 (8.7%)	Peak AM Factor : 0.615	Average Period :	3.8
PM Total :	256 (69.6%)	Peak PM Hour : 16:30 =	49 (13.3%)	Peak PM Factor : 0.817	Average Hour :	15.3

Date	Time	:00	:15	:30	:45	Total
09/07/17	00:00	0	0	1	0	1
Thu	01:00	0	0	0	0	0
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	1	0	1
	06:00	0	2	1	6	9
	07:00	3	3	4	2	12
	08:00	5	7	5	5	22
	09:00	5	5	3	3	16
	10:00	6	5	6	7	24
	11:00	9	5	7	1	22
	12:00	4	6	11	6	27
	13:00	9	9	7	8	33
	14:00	4	4	2	5	15
	15:00	8	6	5	4	23
	16:00	4	6	11	12	33
	17:00	14	14	7	4	39
	18:00	11	8	4	6	29
	19:00	4	1	8	2	15
	20:00	0	3	2	0	5
	21:00	2	3	3	1	9
	22:00	0	0	2	1	3
	23:00	1	1	0	0	2
Day Total :						341

AM Total :	108 (31.7%)	Peak AM Hour : 10:45 =	28 (8.2%)	Peak AM Factor : 0.778	Average Period :	3.6
PM Total :	233 (68.3%)	Peak PM Hour : 16:30 =	51 (15.0%)	Peak PM Factor : 0.911	Average Hour :	14.2

Date	Time	:00	:15	:30	:45	Total
09/08/17	00:00	0	0	1	0	1
Fri	01:00	0	0	0	0	0
	02:00	0	1	0	1	2
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	1	4	5
	07:00	5	4	4	6	19
	08:00	6	4	4	2	16
	09:00	7	4	6	2	19
	10:00	5	6	3	4	18
	11:00	4	8	7	9	28
	12:00	8	9	3	9	29
	13:00	13	9	8	7	37
	14:00	7	3	4	9	23
	15:00	7	9	6	8	30
	16:00	6	8	10	5	29
	17:00	14	8	6	3	31
	18:00	2	5	5	4	16
	19:00	2	3	2	1	8
	20:00	2	0	1	0	3
	21:00	2	2	2	4	10
	22:00	1	1	1	0	3
	23:00	1	0	0	0	1

Day Total : 328

AM Total :	108 (32.9%)	Peak AM Hour : 11:00 =	28 (8.5%)	Peak AM Factor : 0.778	Average Period :	3.4
PM Total :	220 (67.1%)	Peak PM Hour : 12:45 =	39 (11.9%)	Peak PM Factor : 0.696	Average Hour :	13.7

Date	Time	:00	:15	:30	:45	Total
09/09/17	00:00	1	4	0	0	5
Sat	01:00	1	0	0	0	1
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	1	0	0	0	1
	07:00	0	0	1	1	2
	08:00	3	2	1	7	13
	09:00	8	3	3	3	17
	10:00	2	3	1	8	14
	11:00	4	2	1	6	13
	12:00	1	1	7	1	10
	13:00	5	2	3	1	11
	14:00	1	2	7	3	13
	15:00	3	1	2	4	10
	16:00	4	5	3	4	16
	17:00	3	2	2	4	11
	18:00	5	1	4	2	12
	19:00	0	0	2	4	6
	20:00	2	3	0	3	8
	21:00	0	2	3	1	6
	22:00	0	1	2	2	5
	23:00	2	1	0	1	4
Day Total :						179

AM Total :	67 (37.4%)	Peak AM Hour : 08:45 =	21 (11.7%)	Peak AM Factor : 0.656	Average Period :	1.9
PM Total :	112 (62.6%)	Peak PM Hour : 15:45 =	16 (8.9%)	Peak PM Factor : 0.571	Average Hour :	7.5

Date	Time	:00	:15	:30	:45	Total
09/10/17	00:00	2	1	0	0	3
Sun	01:00	0	0	0	1	1
	02:00	0	0	2	0	2
	03:00	1	0	0	0	1
	04:00	0	0	0	1	1
	05:00	0	0	0	0	0
	06:00	0	1	0	1	2
	07:00	1	1	0	4	6
	08:00	1	1	1	2	5
	09:00	1	1	4	4	10
	10:00	3	2	3	1	9
	11:00	3	1	2	1	7
	12:00	3	2	4	3	12
	13:00	2	1	1	1	5
	14:00	5	2	2	2	11
	15:00	0	3	4	1	8
	16:00	0	2	1	8	11
	17:00	0	1	1	2	4
	18:00	2	2	4	3	11
	19:00	3	0	2	0	5
	20:00	2	2	0	1	5
	21:00	2	0	1	2	5
	22:00	0	5	1	0	6
	23:00	0	0	0	0	0

Day Total : 130

AM Total :	47 (36.2%)	Peak AM Hour : 09:30 =	13 (10.0%)	Peak AM Factor : 0.812	Average Period :	1.4
PM Total :	83 (63.8%)	Peak PM Hour : 12:00 =	12 (9.2%)	Peak PM Factor : 0.375	Average Hour :	5.4

Date	Time	:00	:15	:30	:45	Total
09/11/17	00:00	0	0	0	0	0
Mon	01:00	0	1	1	0	2
	02:00	0	1	0	0	1
	03:00	0	0	1	0	1
	04:00	0	0	0	0	0
	05:00	0	0	1	1	2
	06:00	0	0	2	5	7
	07:00	4	3	4	4	15
	08:00	8	10	5	5	28
	09:00	3	5	1	2	11
	10:00	2	6	0	5	13
	11:00	8	3	6	7	24
	12:00	9	5	5	5	24
	13:00	8	3	6	2	19
	14:00	8	10	3	6	27
	15:00	8	5	6	10	29
	16:00	5	6	8	9	28
	17:00	14	6	12	7	39
	18:00	7	2	3	6	18
	19:00	6	3	1	4	14
	20:00	1	1	1	2	5
	21:00	1	0	2	2	5
	22:00	1	0	0	1	2
	23:00	2	0	1	0	3

Day Total : 317

AM Total :	104 (32.8%)	Peak AM Hour : 08:00 =	28 (8.8%)	Peak AM Factor : 0.700	Average Period :	3.3
PM Total :	213 (67.2%)	Peak PM Hour : 16:45 =	41 (12.9%)	Peak PM Factor : 0.732	Average Hour :	13.2

Basic Volume Summary: Commercial

Grand Total For Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1540 (43.2%)	7.00	220	2.3	9.2	621 (40.3%)	919 (59.7%)
#3.	2022 (56.8%)	7.00	289	3.0	12.0	667 (33.0%)	1355 (67.0%)
ALL	3562	7.00	509	5.3	21.2	1288 (36.2%)	2274 (63.8%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:30 = 30	09/05/2017	0.682	16:30 = 39	09/05/2017	0.574
#3.	10:15 = 35	09/05/2017	0.729	16:30 = 51	09/07/2017	0.911

Basic Axle Classification Report: Commercial

Station ID : Commercial

Info Line 1 : Between Prospect & Cutler

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : COMM 1SB.DB

Last Connected Device Type : Apollo

Version Number : 1.66

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
09/05/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	6	1	0	0	1	1	0	0	0	0	0	0	9
	07:00	0	13	9	0	1	0	0	0	0	0	0	0	0	23
	08:00	0	20	7	0	1	1	0	0	0	0	1	0	0	30
	09:00	0	17	8	0	0	0	0	1	0	0	1	0	0	27
	10:00	0	2	8	0	1	0	0	0	0	0	1	0	0	12
	11:00	1	13	6	0	0	1	0	0	0	0	0	0	0	21
	12:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	13:00	1	13	4	0	0	0	0	0	0	0	1	0	0	19
	14:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15
	15:00	0	10	3	0	0	0	1	0	0	0	0	0	0	14
	16:00	0	25	7	0	0	0	0	0	0	0	1	0	0	33
	17:00	1	23	13	0	0	0	0	0	0	0	1	0	0	38
	18:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		3	174	80	0	4	3	2	1	0	0	6	0	0	273
Percent :		1%	64%	29%	0%	1%	1%	1%	0%	0%	0%	2%	0%	0%	
Average :		0	7	3	0	0	0	0	0	0	0	0	0	0	10

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
09/06/17	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	07:00	0	10	5	0	1	0	0	0	0	0	0	0	0	16
	08:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
	09:00	0	7	4	0	1	0	0	2	0	0	0	0	0	14
	10:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	11:00	0	19	3	0	0	0	0	0	0	0	1	0	0	23
	12:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
	13:00	1	11	7	0	1	0	0	0	0	0	0	0	0	20
	14:00	0	11	7	0	3	0	0	0	0	0	0	0	0	21
	15:00	1	13	8	0	0	0	0	0	0	0	0	0	0	22
	16:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
	17:00	0	14	6	0	0	0	1	0	0	0	0	0	0	21
	18:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		2	190	64	0	7	0	1	2	0	0	1	0	0	267
Percent :		1%	71%	24%	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		0	8	3	0	0	0	0	0	0	0	0	0	0	11

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
09/07/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	1	13	2	0	2	0	0	1	0	0	0	0	0	19
	08:00	1	15	4	0	1	0	0	0	0	0	0	0	0	21
	09:00	1	10	7	0	0	1	0	0	0	0	0	0	0	19
	10:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
	11:00	1	8	3	0	0	0	0	0	0	0	0	0	0	12
	12:00	1	17	4	0	0	0	0	0	0	0	0	0	0	22
	13:00	0	15	10	0	0	0	0	0	0	0	0	0	1	26
	14:00	0	12	4	0	1	0	0	0	0	0	0	0	0	17
	15:00	0	13	4	0	0	0	0	0	0	0	1	0	0	18
	16:00	2	20	6	0	0	0	0	0	0	0	0	0	0	28
	17:00	1	12	5	0	0	0	0	0	0	0	1	0	0	19
	18:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	19:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		8	176	63	0	4	1	0	1	0	0	2	0	1	256
Percent :		3%	69%	25%	0%	2%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :		0	7	3	0	0	0	0	0	0	0	0	0	0	10

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
09/08/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
	08:00	0	15	4	0	0	1	0	0	0	0	0	0	0	20
	09:00	0	9	13	0	0	0	0	0	0	0	0	0	0	22
	10:00	0	12	6	0	1	0	0	1	0	0	0	0	0	20
	11:00	0	16	10	0	1	0	0	0	0	0	1	0	0	28
	12:00	0	14	7	0	0	0	0	0	0	0	0	0	0	21
	13:00	1	13	8	0	0	0	0	1	0	0	1	0	0	24
	14:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14
	15:00	0	15	12	0	0	0	0	1	0	0	0	0	0	28
	16:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
	17:00	1	14	5	0	0	0	0	0	0	0	0	0	0	20
	18:00	0	7	4	0	0	0	0	0	0	0	1	0	0	12
	19:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		2	165	81	0	5	1	0	3	0	0	3	0	0	260
Percent :		1%	63%	31%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%	
Average :		0	7	3	0	0	0	0	0	0	0	0	0	0	10

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
09/09/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	09:00	1	6	2	0	0	0	0	0	0	0	0	0	0	9
	10:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	11:00	0	5	2	0	0	0	0	0	0	0	1	0	0	8
	12:00	0	12	2	0	0	0	0	0	1	0	0	0	0	15
	13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	14:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	15:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	16:00	1	4	4	0	0	0	0	0	0	0	0	0	0	9
	17:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	18:00	1	6	2	0	0	0	0	0	0	0	0	0	0	9
	19:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		3	87	33	0	0	0	0	0	1	0	1	0	0	125
Percent :		2%	70%	26%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	
Average :		0	4	1	0	0	0	0	0	0	0	0	0	0	5

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
09/10/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	08:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	09:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	10:00	1	9	2	0	0	0	0	0	0	0	0	0	0	12
	11:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	13:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	16:00	2	2	2	0	0	0	0	0	0	0	0	0	0	6
	17:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
	18:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	19:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	20:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		4	74	23	0	1	0	0	0	0	0	0	0	0	102
Percent :		4%	73%	23%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	3	1	0	0	0	0	0	0	0	0	0	0	4

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
09/11/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
	08:00	0	15	5	0	1	0	0	1	0	0	1	0	0	23
	09:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	10:00	1	11	6	0	1	0	0	0	0	0	0	0	0	19
	11:00	0	14	7	0	0	0	0	1	0	0	1	0	0	23
	12:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	13:00	1	12	4	0	1	1	0	1	0	0	0	0	0	20
	14:00	0	8	6	0	1	0	0	0	0	0	0	0	0	15
	15:00	1	9	8	0	0	1	0	0	0	0	0	0	0	19
	16:00	0	26	8	0	0	0	0	0	0	0	0	0	0	34
	17:00	1	23	8	0	0	0	0	0	0	0	0	0	0	32
	18:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	19:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		5	169	71	0	5	2	0	3	0	0	2	0	0	257
Percent :		2%	66%	28%	0%	2%	1%	0%	1%	0%	0%	1%	0%	0%	
Average :		0	7	3	0	0	0	0	0	0	0	0	0	0	10

Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #3 Basic Axle Classification Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

(DEFAULT)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
09/05/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	14	6	0	0	0	1	0	1	0	1	0	0	23
	08:00	0	6	7	0	0	0	0	0	0	0	0	0	0	13
	09:00	0	11	10	0	1	1	0	1	0	0	0	0	0	24
	10:00	0	15	12	0	0	1	0	1	0	0	0	0	0	29
	11:00	0	18	7	0	0	1	0	0	1	0	0	0	0	27
	12:00	1	14	9	0	0	0	0	0	0	0	0	0	0	24
	13:00	0	19	10	0	0	0	0	0	0	0	0	0	0	29
	14:00	0	12	4	0	3	0	0	0	0	0	0	0	0	19
	15:00	0	15	8	0	1	0	0	0	0	0	0	0	0	24
	16:00	0	21	12	0	1	0	0	0	2	0	2	0	0	38
	17:00	0	26	15	0	0	0	0	0	0	0	0	0	0	41
	18:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
	19:00	0	13	6	0	0	0	0	1	0	0	0	0	0	20
	20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		2	224	113	0	6	3	1	3	4	0	3	0	0	359
Percent :		1%	62%	31%	0%	2%	1%	0%	1%	1%	0%	1%	0%	0%	
Average :		0	9	5	0	0	0	0	0	0	0	0	0	0	14

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
09/06/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
	07:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
	08:00	0	13	12	0	1	0	0	0	1	0	0	0	0	27
	09:00	0	9	12	0	0	0	0	0	0	0	0	0	0	21
	10:00	0	14	5	0	0	0	0	0	1	0	0	0	0	20
	11:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
	12:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
	13:00	0	20	4	0	1	0	0	0	0	0	0	0	0	25
	14:00	0	19	13	0	1	1	0	0	0	0	0	0	0	34
	15:00	0	15	10	1	0	0	0	1	0	0	0	0	0	27
	16:00	0	19	13	0	1	0	0	0	0	0	1	0	0	34
	17:00	0	29	14	0	0	0	0	0	0	0	1	0	0	44
	18:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
	19:00	0	17	9	0	0	0	0	0	0	0	0	0	0	26
	20:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		0	245	111	1	4	2	0	1	2	0	2	0	0	368
Percent :		0%	67%	30%	0%	1%	1%	0%	0%	1%	0%	1%	0%	0%	
Average :		0	10	5	0	0	0	0	0	0	0	0	0	0	15

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
09/07/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
	07:00	0	10	1	0	0	1	0	0	0	0	0	0	0	12
	08:00	0	8	11	0	1	2	0	0	0	0	0	0	0	22
	09:00	0	12	3	0	0	0	0	0	1	0	0	0	0	16
	10:00	0	18	5	1	0	0	0	0	0	0	0	0	0	24
	11:00	0	14	7	0	0	0	0	0	1	0	0	0	0	22
	12:00	1	17	7	0	0	0	0	1	0	0	1	0	0	27
	13:00	0	19	13	0	0	0	0	1	0	0	0	0	0	33
	14:00	1	8	6	0	0	0	0	0	0	0	0	0	0	15
	15:00	0	13	9	0	1	0	0	0	0	0	0	0	0	23
	16:00	1	22	9	0	0	0	0	1	0	0	0	0	0	33
	17:00	0	28	8	0	0	1	1	0	0	0	1	0	0	39
	18:00	0	22	7	0	0	0	0	0	0	0	0	0	0	29
	19:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		3	230	92	1	3	4	1	3	2	0	2	0	0	341
Percent :		1%	67%	27%	0%	1%	1%	0%	1%	1%	0%	1%	0%	0%	
Average :		0	10	4	0	0	0	0	0	0	0	0	0	0	14

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
09/08/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Fri	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	07:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
	08:00	0	9	4	0	1	0	0	0	1	0	1	0	0	16
	09:00	0	7	12	0	0	0	0	0	0	0	0	0	0	19
	10:00	0	12	5	0	1	0	0	0	0	0	0	0	0	18
	11:00	0	18	8	0	1	0	0	0	0	0	1	0	0	28
	12:00	1	21	5	0	0	0	0	1	1	0	0	0	0	29
	13:00	0	19	14	0	1	1	0	1	1	0	0	0	0	37
	14:00	0	15	7	0	0	0	0	1	0	0	0	0	0	23
	15:00	0	16	13	0	0	0	0	0	0	0	1	0	0	30
	16:00	3	17	6	0	2	0	0	0	1	0	0	0	0	29
	17:00	0	24	7	0	0	0	0	0	0	0	0	0	0	31
	18:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
	19:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	2	7	1	0	0	0	0	0	0	0	0	0	0	10
	22:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		7	209	95	0	6	1	0	3	4	0	3	0	0	328
Percent :		2%	64%	29%	0%	2%	0%	0%	1%	1%	0%	1%	0%	0%	
Average :		0	9	4	0	0	0	0	0	0	0	0	0	0	13

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
09/09/17	00:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Sat	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
	09:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	10:00	1	11	2	0	0	0	0	0	0	0	0	0	0	14
	11:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	12:00	1	8	1	0	0	0	0	0	0	0	0	0	0	10
	13:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	14:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13
	15:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	16:00	0	10	4	0	0	0	1	0	0	0	1	0	0	16
	17:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
	18:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	20:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	21:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		3	132	41	0	0	0	1	0	1	0	1	0	0	179
Percent :		2%	74%	23%	0%	0%	0%	1%	0%	1%	0%	1%	0%	0%	
Average :		0	6	2	0	0	0	0	0	0	0	0	0	0	8

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
09/10/17	00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Sun	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	08:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	09:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	10:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	11:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	12:00	0	10	1	0	0	0	0	0	0	0	1	0	0	12
	13:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	14:00	0	8	2	0	0	0	0	0	0	0	1	0	0	11
	15:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	16:00	1	7	3	0	0	0	0	0	0	0	0	0	0	11
	17:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
	18:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	19:00	0	1	2	0	2	0	0	0	0	0	0	0	0	5
	20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		1	93	31	0	3	0	0	0	0	0	2	0	0	130
Percent :		1%	72%	24%	0%	2%	0%	0%	0%	0%	0%	2%	0%	0%	
Average :		0	4	1	0	0	0	0	0	0	0	0	0	0	5

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
09/11/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	07:00	0	9	4	0	2	0	0	0	0	0	0	0	0	15
	08:00	0	14	12	0	2	0	0	0	0	0	0	0	0	28
	09:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
	10:00	0	4	8	0	0	0	1	0	0	0	0	0	0	13
	11:00	0	16	5	0	0	1	0	2	0	0	0	0	0	24
	12:00	1	15	7	0	0	0	0	1	0	0	0	0	0	24
	13:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
	14:00	0	17	10	0	0	0	0	0	0	0	0	0	0	27
	15:00	1	17	11	0	0	0	0	0	0	0	0	0	0	29
	16:00	1	19	7	0	1	0	0	0	0	0	0	0	0	28
	17:00	0	27	11	0	0	1	0	0	0	0	0	0	0	39
	18:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	19:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
	20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		3	202	101	0	5	2	1	3	0	0	0	0	0	317
Percent :		1%	64%	32%	0%	2%	1%	0%	1%	0%	0%	0%	0%	0%	
Average :		0	8	4	0	0	0	0	0	0	0	0	0	0	12

Basic Axle Class Summary: Commercial

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
TOTAL COUNT :	#1.	27	1035	415	0	26	7	3	10	1	0	15	0	1	1540
	#3.	19	1335	584	2	27	12	4	13	13	0	13	0	0	2022
		46	2370	999	2	53	19	7	23	14	0	28	0	1	3562
Percents :	#1.	2%	67%	27%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%	43%
	#3.	1%	66%	29%	0%	1%	1%	0%	1%	1%	0%	1%	0%	0%	57%
		1%	67%	28%	0%	1%	1%	0%	1%	0%	0%	1%	0%	0%	
Average :	#1.	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	#3.	0	8	3	0	0	0	0	0	0	0	0	0	0	11
		0	14	5	0	0	0	0	0	0	0	0	0	0	19
Days & ADT :	#1.	7.0	220												
	#3.	7.0	288												
		7.0	508												

Special Speed Study Report: Edith Blvd

Station ID : Edith Blvd

Info Line 1 : Between Odedia & Hannett
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : EDITH 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24090

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/5/2017	00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	1	7	9	6	4	0	0	0	0	0	0	0	0	0	0	27
	06:00	0	2	14	19	13	4	0	0	0	0	0	0	0	0	0	0	52
	07:00	3	10	21	36	20	5	0	0	0	0	0	0	0	0	0	0	95
	08:00	0	3	16	31	14	8	1	0	0	0	0	0	0	0	0	0	73
	09:00	4	7	12	17	9	3	0	0	0	0	0	0	0	0	0	0	52
	10:00	5	8	14	16	22	2	1	0	0	1	0	0	0	0	0	0	69
	11:00	2	3	20	28	10	4	1	0	0	0	0	0	0	0	0	0	68
	12:00	4	11	28	29	18	6	3	0	0	0	0	0	0	0	0	0	99
	13:00	5	7	22	31	19	3	0	0	1	0	0	0	0	0	0	0	88
	14:00	3	17	40	39	18	5	0	0	0	0	0	0	0	0	0	0	122
	15:00	2	19	27	34	22	5	0	0	0	0	0	0	0	0	0	0	109
	16:00	9	10	23	42	18	2	0	0	0	0	0	0	0	0	0	0	104
	17:00	2	9	22	38	30	9	0	1	0	0	0	0	0	0	0	0	111
	18:00	4	9	18	30	14	6	2	0	0	0	0	0	0	0	0	0	83
	19:00	4	7	26	22	10	3	0	0	0	0	0	0	0	0	0	0	72
	20:00	2	0	13	19	8	0	0	0	0	0	0	0	0	0	0	0	42
	21:00	1	5	11	12	5	1	1	0	0	0	0	0	0	0	0	0	36
	22:00	0	2	6	6	2	1	0	0	0	0	0	0	0	0	0	0	17
	23:00	0	3	2	7	4	1	1	0	0	0	0	0	0	0	0	0	18
Daily Total :		51	133	350	469	265	72	10	1	1	1	0	0	0	0	0	0	1353
Percent :		4%	10%	26%	35%	20%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	14%	39%	74%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	6	15	20	11	3	0	0	0	0	0	0	0	0	0	0	57

Average Speed	31.0 mph	50% Speed	: 31.6 mph	67% Speed	: 33.9 mph	85% Speed	: 37.8 mph
				10mph Pace: 25.0 - 34.9 (60.5%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/6/2017	00:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Wed	01:00	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	6	3	8	4	1	0	0	0	0	0	0	0	0	0	23
	06:00	1	4	14	23	10	2	1	0	0	0	0	0	0	0	0	0	55
	07:00	3	5	30	38	18	4	0	0	0	0	0	0	0	0	0	0	98
	08:00	0	7	14	15	13	7	0	1	0	0	0	0	0	0	0	0	57
	09:00	5	6	12	20	14	4	0	0	0	0	0	0	0	0	0	0	61
	10:00	2	5	12	22	22	3	0	0	0	0	0	0	0	0	0	0	66
	11:00	4	7	18	21	14	4	0	0	0	0	0	0	0	0	0	0	68
	12:00	4	6	19	29	17	4	0	0	1	1	0	0	0	0	0	0	81
	13:00	6	14	20	29	15	4	1	0	0	0	0	0	0	0	0	0	89
	14:00	2	19	19	33	26	7	2	0	0	0	0	0	0	0	0	0	108
	15:00	2	7	23	26	20	9	1	0	0	0	0	0	0	0	0	0	88
	16:00	6	7	23	36	23	2	2	0	0	0	0	0	0	0	0	0	99
	17:00	6	15	20	38	20	9	0	0	0	0	0	0	0	0	0	0	108
	18:00	9	9	26	25	13	0	0	1	1	0	0	0	0	0	0	0	84
	19:00	4	10	14	12	6	1	0	0	0	0	0	0	0	0	0	0	47
	20:00	1	4	18	14	3	1	0	0	0	0	0	0	0	0	0	0	41
	21:00	1	1	7	11	4	3	0	0	0	0	0	0	0	0	0	0	27
	22:00	1	1	3	7	6	0	0	1	0	0	0	0	0	0	0	0	19
	23:00	1	1	1	7	3	1	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		59	130	302	414	258	71	8	3	2	1	0	0	0	0	0	0	1248
Percent :		5%	10%	24%	33%	21%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	15%	39%	73%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	5	13	17	11	3	0	0	0	0	0	0	0	0	0	0	51

Average Speed	30.9 mph	50% Speed :	31.6 mph	67% Speed :	34.2 mph	85% Speed :	37.9 mph
				10mph Pace: 25.5 - 35.4 (57.4%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/7/2017	00:00	0	1	3	9	1	0	0	0	0	0	0	0	0	0	0	0	14
Thu	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3
	03:00	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
	05:00	2	2	6	7	4	4	1	0	0	0	0	0	0	0	0	0	26
	06:00	3	4	13	21	12	4	1	0	0	0	0	0	0	0	0	0	58
	07:00	2	4	25	41	23	3	0	0	0	0	0	0	0	0	0	0	98
	08:00	0	16	24	27	15	6	1	0	0	0	0	0	0	0	0	0	89
	09:00	1	7	19	32	11	4	0	1	0	0	0	0	0	0	0	0	75
	10:00	4	10	23	21	9	2	0	0	0	0	0	0	0	0	0	0	69
	11:00	2	11	17	29	14	9	0	0	0	0	0	1	0	0	0	0	83
	12:00	3	14	32	35	21	7	2	1	0	0	0	0	0	0	0	0	115
	13:00	3	5	20	27	23	4	1	0	0	0	0	0	0	0	0	0	83
	14:00	8	16	39	44	22	2	0	0	0	0	0	0	0	0	0	0	131
	15:00	6	11	27	36	21	7	2	0	0	0	0	0	0	0	0	0	110
	16:00	5	9	26	45	19	8	1	0	0	0	0	0	0	0	0	0	113
	17:00	10	19	45	46	17	3	1	0	0	0	0	0	0	0	0	0	141
	18:00	5	8	21	36	9	2	0	0	0	0	0	0	0	0	0	0	81
	19:00	4	9	23	23	5	0	0	0	0	0	0	0	0	0	0	0	64
	20:00	0	7	8	11	9	2	0	0	0	0	0	0	0	0	0	0	37
	21:00	1	2	6	15	8	0	0	0	0	0	0	0	0	0	0	0	32
	22:00	2	2	12	9	8	1	2	0	0	0	0	0	0	0	0	0	36
	23:00	0	0	6	11	1	3	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		61	160	395	528	256	71	13	3	0	0	0	1	0	0	0	0	1488
Percent :		4%	11%	27%	35%	17%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	15%	41%	77%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	7	16	22	11	3	1	0	0	0	0	0	0	0	0	0	63

Average Speed	30.6 mph	50% Speed :	31.3 mph	67% Speed :	33.6 mph	85% Speed :	37.4 mph
				10mph Pace: 25.0 - 34.9 (62.0%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/8/2017	00:00	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	10
Fri	01:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	4	1	0	1	0	0	0	1	0	0	0	0	0	0	7
	05:00	1	1	4	11	6	4	0	0	0	0	0	0	0	0	0	0	27
	06:00	1	3	11	20	16	1	1	0	0	0	0	0	0	0	0	0	53
	07:00	3	6	16	34	20	7	0	0	0	0	0	0	0	0	0	0	86
	08:00	3	5	12	22	10	5	0	0	0	0	0	0	0	0	0	0	57
	09:00	2	4	15	25	17	1	0	0	0	0	0	0	0	0	0	0	64
	10:00	9	11	22	17	9	1	1	0	0	0	0	0	0	0	0	0	70
	11:00	33	7	18	30	20	3	0	1	0	0	0	0	0	0	0	0	112
	12:00	3	28	31	30	12	2	0	0	0	0	0	0	0	0	0	0	106
	13:00	3	10	22	39	25	3	1	0	0	0	0	0	0	0	0	0	103
	14:00	1	16	40	32	24	3	1	0	0	0	0	0	0	0	0	0	117
	15:00	3	10	31	47	38	8	1	0	0	0	0	0	0	0	0	1	139
	16:00	3	8	26	45	21	6	2	0	0	0	0	0	0	0	0	0	111
	17:00	1	10	34	29	36	6	0	0	0	0	1	1	0	0	0	0	118
	18:00	1	8	22	24	11	2	0	0	0	0	0	0	0	0	1	0	69
	19:00	6	10	19	22	4	1	0	0	0	0	0	0	0	0	0	0	62
	20:00	4	9	18	18	7	2	1	0	0	0	0	0	0	0	0	0	59
	21:00	1	5	11	17	5	0	0	0	0	0	0	0	0	0	0	0	39
	22:00	1	3	7	14	8	0	0	0	0	0	0	0	0	0	0	0	33
	23:00	2	0	10	7	3	0	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		83	155	379	492	295	57	8	1	0	1	1	1	0	0	1	1	1475
Percent :		6%	11%	26%	33%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		6%	16%	42%	75%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	6	16	21	12	2	0	0	0	0	0	0	0	0	0	0	60

Average Speed	30.4 mph	50% Speed :	31.2 mph	67% Speed :	33.7 mph	85% Speed :	37.5 mph
				10mph Pace: 25.0 - 34.9 (59.1%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/9/2017	00:00	0	1	6	4	4	0	1	0	0	0	0	0	0	0	0	0	16
Sat	01:00	0	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	5	4	0	2	1	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	4
	04:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
	05:00	1	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	7
	06:00	3	2	8	5	3	2	1	0	0	0	0	0	0	0	0	0	24
	07:00	0	1	5	10	7	1	1	0	0	0	0	0	0	0	0	0	25
	08:00	1	4	10	16	3	2	0	0	0	0	0	0	0	0	0	0	36
	09:00	2	5	11	22	10	1	0	1	0	0	0	0	0	0	0	0	52
	10:00	0	3	12	22	16	4	0	0	0	0	0	0	0	0	0	0	57
	11:00	12	7	14	23	11	6	3	0	0	0	0	0	0	0	0	0	76
	12:00	2	9	16	32	16	5	0	0	0	0	0	0	0	0	1	0	81
	13:00	3	7	20	18	16	7	1	0	0	0	0	0	0	0	0	0	72
	14:00	2	6	10	25	22	4	0	0	0	0	0	0	0	0	0	0	69
	15:00	1	3	10	25	9	1	1	0	0	0	0	0	0	0	0	0	50
	16:00	1	10	7	30	14	4	0	0	0	0	0	0	0	0	0	1	67
	17:00	3	5	15	23	17	4	0	0	0	0	0	0	0	0	0	0	67
	18:00	1	6	23	22	8	2	0	1	0	0	0	0	0	0	0	0	63
	19:00	5	6	17	12	5	2	1	0	0	0	0	0	0	0	0	0	48
	20:00	2	5	21	16	7	5	0	0	0	0	0	0	0	0	0	0	56
	21:00	1	0	12	11	2	1	0	0	0	0	0	0	0	0	0	0	27
	22:00	0	4	7	14	6	5	0	0	0	0	0	0	0	0	0	0	36
	23:00	1	3	4	9	8	0	0	0	0	0	0	0	0	0	0	0	25
Daily Total :		41	90	238	349	188	61	10	3	0	0	0	0	0	0	1	1	982
Percent :		4%	9%	24%	36%	19%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	13%	38%	73%	92%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	4	10	15	8	3	0	0	0	0	0	0	0	0	0	0	42

Average Speed	31.2 mph	50% Speed :	31.8 mph	67% Speed :	34.1 mph	85% Speed :	38.0 mph
				10mph Pace: 25.0 - 34.9 (59.8%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/10/201	00:00	1	2	9	8	4	0	0	0	0	0	0	1	0	0	0	0	25
Sun	01:00	0	1	0	6	0	2	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	1	1	1	3	2	1	0	1	0	0	0	0	0	0	0	0	10
	07:00	1	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	9
	08:00	1	1	7	7	7	1	0	0	0	0	0	0	0	0	0	0	24
	09:00	2	2	12	14	9	5	2	0	0	0	0	0	0	0	0	0	46
	10:00	2	6	13	23	19	5	1	0	0	0	0	0	0	0	0	0	69
	11:00	2	4	9	27	16	4	0	0	0	0	0	1	0	0	0	0	63
	12:00	2	10	22	14	15	2	2	0	0	0	0	0	0	0	0	0	67
	13:00	6	7	16	27	6	3	0	0	0	0	0	0	0	0	0	0	65
	14:00	4	4	13	22	13	3	0	0	0	0	0	0	0	0	0	0	59
	15:00	2	6	14	23	14	2	0	0	0	0	0	0	0	0	0	0	61
	16:00	2	0	15	27	18	4	1	0	0	0	0	0	0	0	0	0	67
	17:00	2	6	10	14	18	4	3	0	0	0	0	0	0	0	0	0	57
	18:00	0	3	12	18	12	4	0	0	0	0	0	0	0	0	1	0	50
	19:00	2	3	9	24	6	2	0	0	0	0	0	0	0	0	0	0	46
	20:00	3	4	14	9	4	3	0	0	0	0	0	0	0	0	0	0	37
	21:00	1	2	8	6	3	1	0	0	0	0	0	0	0	0	0	0	21
	22:00	0	3	5	6	5	0	0	0	0	0	0	0	0	0	0	0	19
	23:00	0	1	2	4	1	5	1	0	0	0	0	0	0	0	0	0	14
Daily Total :		34	67	203	290	179	54	10	1	0	0	0	2	0	0	1	0	841
Percent :		4%	8%	24%	34%	21%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	12%	36%	71%	92%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	8	12	7	2	0	0	0	0	0	0	0	0	0	0	33

Average Speed	31.6 mph	50% Speed :	32.1 mph	67% Speed :	34.4 mph	85% Speed :	38.2 mph
				10mph Pace: 26.1 - 36.0 (58.6%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/11/2017	00:00	0	2	2	6	3	1	0	0	0	0	0	0	0	0	0	0	14
Mon	01:00	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
	04:00	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	2	2	1	10	3	2	2	0	0	0	0	0	0	0	0	0	22
	06:00	1	8	12	14	14	4	1	0	0	0	0	0	0	0	0	0	54
	07:00	2	11	21	29	16	1	0	0	0	0	0	0	0	0	0	0	80
	08:00	0	11	20	32	16	3	0	1	0	0	0	0	0	0	0	0	83
	09:00	3	7	19	28	7	1	0	0	0	0	0	0	0	0	0	0	65
	10:00	4	2	14	12	12	3	0	0	0	0	0	0	0	0	0	0	47
	11:00	5	8	16	24	13	4	0	0	0	0	0	0	0	0	0	0	70
	12:00	13	27	37	32	15	4	0	0	0	0	0	0	0	0	0	0	128
	13:00	12	7	24	34	11	2	0	0	0	0	0	0	0	0	0	0	90
	14:00	3	10	25	38	20	7	0	1	0	0	0	0	0	0	0	0	104
	15:00	1	12	35	37	29	7	2	0	0	0	0	0	0	0	0	0	123
	16:00	5	7	23	43	36	5	0	0	0	0	0	0	0	0	0	0	119
	17:00	1	3	17	37	39	8	1	0	0	0	0	0	0	0	0	0	106
	18:00	2	13	15	35	17	4	0	0	0	1	0	0	0	0	0	0	87
	19:00	1	6	24	28	8	1	1	0	0	0	0	0	0	0	0	0	69
	20:00	1	2	6	13	10	2	0	0	0	0	0	0	0	0	0	0	34
	21:00	1	2	7	7	13	0	0	0	0	0	0	0	0	0	0	0	30
	22:00	2	3	6	8	2	2	0	0	0	0	0	0	0	0	0	0	23
	23:00	0	1	4	10	1	2	1	0	0	0	0	0	0	0	0	0	19
Daily Total :		59	148	331	483	289	63	8	2	1	1	0	0	0	0	0	0	1385
Percent :		4%	11%	24%	35%	21%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	15%	39%	74%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	6	14	20	12	3	0	0	0	0	0	0	0	0	0	0	57

Average Speed	30.9 mph	50% Speed :	31.6 mph	67% Speed :	34.1 mph	85% Speed :	37.7 mph
				10mph Pace: 25.0 - 34.9 (58.8%)			

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Special Speed Study Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/5/2017	00:00	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	6
Tue	01:00	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
	04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	4	5	2	1	1	0	0	0	0	0	0	0	0	14
	06:00	1	3	5	28	32	14	4	0	0	0	0	0	0	0	0	0	87
	07:00	1	9	15	42	59	22	8	2	0	0	0	0	0	0	0	0	158
	08:00	1	3	18	32	43	28	4	0	0	0	0	0	0	0	0	0	129
	09:00	4	8	15	30	32	14	2	0	0	0	0	0	0	0	0	0	105
	10:00	2	1	18	29	21	12	4	0	0	0	0	0	0	0	0	0	87
	11:00	1	2	17	32	30	14	3	0	0	0	0	0	0	0	0	0	99
	12:00	3	7	28	37	38	14	5	0	0	1	0	0	0	0	0	0	133
	13:00	2	2	14	35	29	20	4	0	0	0	0	0	0	0	0	0	106
	14:00	6	14	20	52	35	11	3	0	0	0	0	0	0	0	0	0	141
	15:00	5	8	23	43	33	15	2	0	0	0	0	0	0	0	0	0	129
	16:00	5	10	19	40	43	19	2	0	1	0	0	0	0	0	0	0	139
	17:00	2	10	19	38	36	17	8	3	0	0	0	0	0	0	0	0	133
	18:00	1	9	13	27	18	16	1	1	1	0	0	0	0	0	0	0	87
	19:00	3	6	15	16	21	7	2	0	0	0	0	0	0	0	0	0	70
	20:00	3	2	11	14	15	3	4	0	0	0	0	0	0	0	0	0	52
	21:00	2	5	3	17	8	4	0	0	0	0	0	0	0	0	0	0	39
	22:00	3	1	2	4	5	0	0	1	0	0	0	0	0	0	0	0	16
	23:00	0	0	5	0	4	0	1	0	0	0	0	0	0	0	0	0	10

Daily Total :	46	102	266	524	513	234	59	8	2	1	0	0	0	0	0	0	0	1755
Percent :	3%	6%	15%	30%	29%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	3%	8%	24%	53%	83%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	4	11	22	21	10	2	0	0	0	0	0	0	0	0	0	0	72

Average Speed 33.9 mph	50% Speed : 34.4 mph	67% Speed : 37.3 mph
85% Speed : 40.9 mph		
10mph Pace: 30.0 - 39.9 (59.1%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/6/2017	00:00	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	3	0	2	3	7	0	2	0	0	0	0	0	0	0	0	0	17
	06:00	1	4	8	29	35	9	3	1	0	0	0	0	0	0	0	0	90
	07:00	3	5	29	64	56	21	4	4	1	0	0	0	0	0	0	0	187
	08:00	1	3	18	31	45	26	10	0	0	0	0	0	0	0	0	0	134
	09:00	1	2	7	25	39	13	7	0	0	0	1	0	0	0	0	0	95
	10:00	2	5	6	18	37	13	5	0	0	0	0	0	0	0	0	0	86
	11:00	6	4	9	28	16	9	2	1	1	0	0	0	0	0	0	0	76
	12:00	4	10	16	45	41	18	5	2	1	0	0	0	0	0	0	0	142
	13:00	6	8	18	37	27	12	2	0	0	0	0	0	0	0	0	0	110
	14:00	0	12	21	43	39	12	2	1	0	0	0	0	0	0	0	0	130
	15:00	5	5	16	31	27	16	3	0	0	0	0	0	0	0	0	0	103
	16:00	2	8	21	42	37	12	1	1	0	0	0	0	0	0	0	0	124
	17:00	6	11	17	46	36	18	3	0	0	0	0	0	0	0	0	0	137
	18:00	3	4	16	30	22	2	1	0	0	0	0	0	0	0	0	0	78
	19:00	4	13	16	16	24	6	0	0	1	0	0	0	0	0	0	0	80
	20:00	6	2	6	11	15	5	1	0	1	0	0	0	0	0	0	0	47
	21:00	2	1	8	9	9	4	2	1	1	0	0	0	0	0	0	0	37
	22:00	3	1	2	0	6	5	1	0	0	0	0	0	0	0	0	0	18
	23:00	1	1	2	7	5	0	0	1	1	0	0	0	0	0	0	0	18
Daily Total :		59	100	241	525	530	202	54	12	7	0	1	0	0	0	0	0	1731
Percent :		3%	6%	14%	30%	31%	12%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		3%	9%	23%	53%	84%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	4	10	22	22	8	2	1	0	0	0	0	0	0	0	0	71

Average Speed	33.8 mph	50% Speed :	34.4 mph	67% Speed :	37.3 mph	85% Speed :	40.5 mph
				10mph Pace: 30.0 - 39.9 (60.9%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/7/2017	00:00	0	1	2	2	1	2	1	0	0	0	0	0	0	0	0	0	9
Thu	01:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	3	2	0	3	4	2	1	0	0	0	0	0	0	0	0	0	15
	06:00	1	3	6	17	33	15	3	1	0	0	0	0	0	0	0	0	79
	07:00	8	9	19	45	60	26	1	4	0	0	0	0	0	0	0	0	172
	08:00	3	6	13	47	35	27	4	0	1	0	0	0	0	0	0	0	136
	09:00	2	7	14	11	33	13	2	0	0	0	0	0	0	0	0	0	82
	10:00	3	1	8	27	35	17	1	0	0	0	0	0	0	0	0	0	92
	11:00	2	4	10	27	33	13	3	1	0	0	0	0	0	0	0	0	93
	12:00	4	7	19	40	36	12	2	0	0	0	0	0	0	0	0	0	120
	13:00	4	9	19	34	32	16	5	1	0	0	0	0	0	0	0	0	120
	14:00	4	16	27	57	26	7	0	0	0	0	0	0	0	0	0	0	137
	15:00	3	15	21	57	39	9	1	1	0	0	0	0	0	0	0	0	146
	16:00	4	8	13	32	35	20	2	0	0	0	0	0	0	0	0	0	114
	17:00	3	15	22	37	40	11	2	1	0	0	0	0	0	0	0	0	131
	18:00	3	0	18	21	24	7	0	1	0	0	0	0	0	0	0	0	74
	19:00	3	7	17	22	10	11	3	0	0	0	0	0	0	0	0	0	73
	20:00	0	1	7	14	16	4	1	0	0	0	0	0	0	0	0	0	43
	21:00	2	0	11	14	6	1	1	1	0	0	0	0	0	0	0	0	36
	22:00	1	2	5	8	5	7	0	1	0	0	0	0	0	0	0	0	29
	23:00	0	3	4	5	6	2	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		53	116	258	526	515	223	33	12	1	0	0	0	0	0	0	0	1737
Percent :		3%	7%	15%	30%	30%	13%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		3%	10%	25%	55%	85%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	5	11	22	21	9	1	1	0	0	0	0	0	0	0	0	72

Average Speed	33.6 mph	50% Speed :	34.1 mph	67% Speed :	37.1 mph	85% Speed :	40.2 mph
				10mph Pace: 30.0 - 39.9 (59.9%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/8/2017	00:00	0	1	2	3	1	0	0	2	0	0	0	0	0	0	0	0	9
Fri	01:00	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	1	0	1	0	2	0	0	0	1	0	0	0	0	0	0	5
	05:00	1	1	3	1	2	6	1	0	0	0	0	0	0	0	0	0	15
	06:00	0	3	8	18	29	14	2	2	1	0	0	0	0	0	0	0	77
	07:00	2	8	25	43	70	24	7	3	0	0	0	0	0	0	0	0	182
	08:00	3	6	7	21	40	25	7	2	0	0	0	0	0	0	0	0	111
	09:00	3	7	8	23	29	16	4	1	1	0	1	0	0	0	0	0	93
	10:00	5	5	20	37	19	6	2	1	0	0	0	0	0	0	0	0	95
	11:00	8	6	16	37	29	9	4	0	0	0	0	0	0	0	0	0	109
	12:00	7	8	11	33	27	7	4	0	1	0	0	0	0	0	0	0	98
	13:00	3	10	27	43	29	9	3	0	0	0	0	0	0	0	0	0	124
	14:00	8	10	12	47	37	30	1	0	0	0	0	0	0	0	0	0	145
	15:00	2	6	18	38	43	18	1	0	0	0	0	0	0	0	0	0	126
	16:00	6	9	9	47	50	14	2	2	0	1	0	0	0	0	0	0	140
	17:00	7	4	11	53	37	14	4	0	0	0	0	0	0	0	0	0	130
	18:00	0	7	13	27	24	12	2	0	1	0	0	0	0	0	0	0	86
	19:00	1	4	14	26	17	3	1	0	0	0	0	0	0	0	0	0	66
	20:00	3	7	11	22	12	5	1	1	0	0	0	0	0	0	0	0	62
	21:00	2	1	10	16	8	2	1	1	0	0	0	0	0	0	0	0	41
	22:00	0	1	9	11	13	6	0	0	0	0	0	0	0	0	0	0	40
	23:00	1	1	4	11	1	1	1	0	0	0	0	0	0	0	0	0	20
Daily Total :		62	106	240	566	523	225	48	15	4	2	1	0	0	0	0	0	1792
Percent :		3%	6%	13%	32%	29%	13%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		3%	9%	23%	54%	84%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	4	10	24	22	9	2	1	0	0	0	0	0	0	0	0	75

Average Speed	33.8 mph	50% Speed :	34.3 mph	67% Speed :	37.2 mph	85% Speed :	40.7 mph
				10mph Pace: 30.0 - 39.9 (60.8%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/9/2017	00:00	2	0	5	5	4	4	0	0	0	0	0	0	0	0	0	0	20
Sat	01:00	1	1	0	3	2	2	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	2	1	0	2	1	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	1	0	3	1	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	2	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	8
	06:00	3	0	3	5	5	4	3	0	0	0	0	0	0	0	0	0	23
	07:00	0	0	5	8	6	7	4	2	0	0	0	0	0	0	0	0	32
	08:00	3	1	3	9	12	7	1	1	0	0	0	0	0	0	0	0	37
	09:00	1	5	7	4	10	10	2	0	0	0	0	0	0	0	0	0	39
	10:00	3	5	8	21	14	5	1	0	0	0	0	0	0	0	0	0	57
	11:00	2	8	11	33	19	7	1	0	0	1	0	0	0	0	0	0	82
	12:00	2	2	19	25	27	4	5	1	0	0	0	0	0	0	0	0	85
	13:00	2	5	7	26	20	11	4	0	0	0	0	0	0	0	0	0	75
	14:00	6	3	9	26	15	5	3	1	0	0	0	0	0	0	0	0	68
	15:00	1	6	10	30	26	14	3	0	0	0	0	0	0	0	0	1	91
	16:00	2	2	6	23	23	13	3	0	0	1	0	0	0	0	0	0	73
	17:00	1	5	5	15	25	8	2	0	0	0	0	0	0	0	0	0	61
	18:00	1	5	6	18	15	6	1	0	1	0	0	0	0	0	0	0	53
	19:00	2	3	8	12	12	3	0	0	0	0	0	0	0	0	0	0	40
	20:00	1	3	11	8	10	2	0	0	0	0	0	0	0	0	0	0	35
	21:00	1	3	4	13	11	1	1	0	0	0	0	0	0	0	0	0	34
	22:00	1	1	8	13	4	9	1	0	0	0	0	0	0	0	0	0	37
	23:00	1	3	4	13	9	4	0	0	0	0	0	0	0	0	0	0	34
Daily Total :		38	64	140	316	275	130	36	5	1	2	0	0	0	0	0	1	1008
Percent :		4%	6%	14%	31%	27%	13%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	10%	24%	55%	83%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	6	13	11	5	2	0	0	0	0	0	0	0	0	0	42

Average Speed	33.6 mph	50% Speed :	34.1 mph	67% Speed :	37.2 mph	85% Speed :	41.2 mph
				10mph Pace:	30.0 - 39.9 (58.6%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/10/201	00:00	2	1	3	6	6	2	1	0	0	0	0	0	0	0	0	0	21
Sun	01:00	1	2	1	2	3	0	0	0	0	0	0	0	0	0	0	0	9
	02:00	1	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	06:00	1	0	1	3	5	5	1	1	1	0	0	0	0	0	0	0	18
	07:00	0	2	1	4	4	5	0	1	0	0	0	0	0	0	0	0	17
	08:00	1	0	3	8	6	7	0	0	0	0	0	0	0	0	0	0	25
	09:00	1	3	5	14	11	7	2	0	0	0	0	0	0	0	0	0	43
	10:00	3	1	7	16	13	2	3	1	0	0	0	0	0	0	0	0	46
	11:00	1	2	6	13	18	6	2	0	0	0	0	0	0	0	0	0	48
	12:00	2	3	6	13	20	12	1	2	0	0	0	0	0	0	0	0	59
	13:00	5	3	10	19	13	5	3	0	0	0	0	0	0	0	0	0	58
	14:00	4	1	7	16	21	6	1	0	0	0	0	0	0	0	0	0	56
	15:00	5	2	3	26	20	12	3	0	0	0	0	0	0	0	0	0	71
	16:00	4	3	10	15	19	15	2	0	0	0	0	0	0	0	0	0	68
	17:00	6	2	5	18	21	4	1	0	0	0	0	0	0	0	0	0	57
	18:00	3	7	8	16	21	13	3	0	0	0	0	0	0	0	0	0	71
	19:00	1	2	12	15	11	4	1	1	0	0	0	0	0	0	0	0	47
	20:00	2	3	6	15	19	4	0	2	0	0	0	0	0	0	0	0	51
	21:00	3	1	6	11	8	3	2	0	0	0	0	0	0	0	0	0	34
	22:00	3	1	1	8	11	2	0	0	0	1	0	0	0	0	0	0	27
	23:00	1	2	0	8	5	0	1	0	1	0	0	0	0	0	0	0	18
Daily Total :		50	41	106	254	259	115	28	8	2	1	0	0	0	0	0	0	864
Percent :		6%	5%	12%	29%	30%	13%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		6%	11%	23%	52%	82%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	4	11	11	5	1	0	0	0	0	0	0	0	0	0	36

Average Speed	33.6 mph	50% Speed :	34.6 mph	67% Speed :	37.5 mph	85% Speed :	41.4 mph
				10mph Pace: 30.0 - 39.9 (59.4%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/11/2017	00:00	1	0	4	1	3	0	0	0	0	0	0	0	0	0	0	0	9
Mon	01:00	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	4
	02:00	1	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	2	0	0	4	7	2	1	1	0	0	0	0	0	0	0	0	17
	06:00	2	2	9	23	28	13	5	2	0	0	0	0	0	0	0	0	84
	07:00	3	5	20	66	55	26	7	3	0	0	0	0	0	0	0	0	185
	08:00	2	5	13	38	50	19	7	1	0	1	0	0	0	0	0	0	136
	09:00	5	4	12	20	37	12	4	0	0	0	0	0	0	0	0	0	94
	10:00	4	3	12	30	31	15	1	1	0	0	0	0	0	0	0	0	97
	11:00	5	3	11	26	22	8	2	0	0	0	0	0	0	0	0	0	77
	12:00	3	6	29	35	14	4	0	0	0	0	0	0	0	0	0	0	91
	13:00	10	7	33	45	19	4	1	0	0	0	0	0	0	0	0	0	119
	14:00	4	13	14	48	45	8	0	0	0	0	0	0	0	0	0	0	132
	15:00	3	9	23	60	23	4	0	1	0	0	0	0	0	0	0	0	123
	16:00	5	5	28	48	44	8	3	1	0	0	0	0	0	0	0	0	142
	17:00	4	12	22	41	32	14	2	0	0	0	0	0	0	0	0	0	127
	18:00	1	5	18	36	20	8	0	0	0	0	0	0	0	0	0	0	88
	19:00	2	9	18	20	11	5	0	0	0	0	0	0	0	0	0	0	65
	20:00	3	2	12	16	14	2	2	1	0	0	0	0	0	0	0	0	52
	21:00	3	4	6	22	6	2	2	0	0	0	0	0	0	0	0	0	45
	22:00	0	2	3	7	4	4	3	2	0	0	0	0	0	0	0	0	25
	23:00	0	3	2	4	6	3	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		63	101	290	595	478	162	42	13	0	1	0	0	0	0	0	0	1745
Percent :		4%	6%	17%	34%	27%	9%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	9%	26%	60%	88%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	4	12	25	20	7	2	1	0	0	0	0	0	0	0	0	74

Average Speed	33.1 mph	50% Speed :	33.4 mph	67% Speed :	36.3 mph	85% Speed :	39.5 mph
				10mph Pace: 30.0 - 39.9 (61.5%)			

Special Speed Study Summary: Edith Blvd

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	388	883	2198	3025	1730	449	67	14	4	4	1	4	0	0	3	2	8772
Percent :	4%	10%	25%	34%	20%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	4%	14%	40%	74%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	5	13	18	10	3	0	0	0	0	0	0	0	0	0	0	51
ADT = 1253	Average Speed 30.9 mph		50% Speed : 31.5 mph				67% Speed : 34.0 mph				85% Speed : 37.8 mph				10mph Pace: 25.0 - 34.9 (59.5%)		
Grand Total #2:	371	630	1541	3306	3093	1291	300	73	17	7	2	0	0	0	0	1	10632
Percent :	3%	6%	14%	31%	29%	12%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	3%	9%	24%	55%	84%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	4	9	20	18	8	2	0	0	0	0	0	0	0	0	0	63
ADT = 1518	Average Speed 33.6 mph		50% Speed : 34.2 mph				67% Speed : 37.1 mph				85% Speed : 40.4 mph				10mph Pace: 30.0 - 39.9 (60.2%)		
Comb. Total :	759	1513	3739	6331	4823	1740	367	87	21	11	3	4	0	0	3	3	19404
Percent :	4%	8%	19%	33%	25%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	4%	12%	31%	64%	88%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	9	22	38	29	10	2	1	0	0	0	0	0	0	0	0	116
ADT = 2772	Average Speed 32.4 mph		50% Speed : 32.9 mph				67% Speed : 35.7 mph				85% Speed : 39.3 mph				10mph Pace: 30.0 - 39.9 (57.5%)		

Basic Volume Report: Edith Blvd

Station ID : Edith Blvd

Info Line 1 : Between Odelia & Hannett

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : EDITH 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24090

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Northbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	:00	:15	:30	:45	Total
9/5/2017	00:00	0	1	1	0	2
Tue	01:00	1	0	1	3	5
	02:00	1	2	0	1	4
	03:00	1	0	1	0	2
	04:00	0	0	0	3	3
	05:00	3	7	8	9	27
	06:00	5	5	20	22	52
	07:00	23	29	21	22	95
	08:00	15	15	16	27	73
	09:00	11	12	17	12	52
	10:00	13	21	14	21	69
	11:00	10	15	25	18	68
	12:00	34	31	19	15	99
	13:00	17	19	26	26	88
	14:00	30	39	30	23	122
	15:00	27	26	24	32	109
	16:00	29	19	29	27	104
	17:00	22	29	30	30	111
	18:00	31	22	17	13	83
	19:00	21	20	16	15	72
	20:00	11	11	12	8	42
	21:00	6	11	10	9	36
	22:00	4	5	5	3	17
	23:00	6	4	4	4	18

Day Total : 1353

AM Total :	452 (33.4%)	Peak AM Hour : 06:45 =	95 (7.0%)	Peak AM Factor : 0.819	Average Period :	14.1
PM Total :	901 (66.6%)	Peak PM Hour : 13:45 =	125 (9.2%)	Peak PM Factor : 0.801	Average Hour :	56.4

Date	Time	:00	:15	:30	:45	Total
9/6/2017	00:00	1	1	3	0	5
Wed	01:00	0	2	0	2	4
	02:00	0	1	0	2	3
	03:00	0	0	1	1	2
	04:00	0	0	0	1	1
	05:00	2	1	9	11	23
	06:00	5	6	23	21	55
	07:00	19	29	22	28	98
	08:00	13	12	16	16	57
	09:00	22	12	11	16	61
	10:00	17	16	18	15	66
	11:00	21	16	15	16	68
	12:00	20	27	18	16	81
	13:00	27	17	25	20	89
	14:00	21	22	37	28	108
	15:00	22	20	27	19	88
	16:00	25	25	25	24	99
	17:00	27	28	26	27	108
	18:00	22	20	17	25	84
	19:00	16	13	7	11	47
	20:00	8	15	11	7	41
	21:00	7	5	4	11	27
	22:00	5	5	5	4	19
	23:00	3	5	4	2	14

Day Total : 1248

AM Total :	443 (35.5%)	Peak AM Hour : 07:00 =	98 (7.9%)	Peak AM Factor : 0.845	Average Period :	13.0
PM Total :	805 (64.5%)	Peak PM Hour : 14:15 =	109 (8.7%)	Peak PM Factor : 0.736	Average Hour :	52.0

Date	Time	:00	:15	:30	:45	Total
9/7/2017	00:00	5	6	3	0	14
Thu	01:00	1	0	0	0	1
	02:00	0	2	0	1	3
	03:00	2	0	2	1	5
	04:00	0	0	0	3	3
	05:00	3	4	7	12	26
	06:00	9	15	18	16	58
	07:00	22	29	25	22	98
	08:00	14	19	22	34	89
	09:00	26	12	17	20	75
	10:00	13	16	17	23	69
	11:00	22	14	24	23	83
	12:00	31	33	29	22	115
	13:00	23	20	19	21	83
	14:00	21	30	49	31	131
	15:00	27	26	27	30	110
	16:00	31	20	27	35	113
	17:00	47	27	37	30	141
	18:00	30	15	17	19	81
	19:00	20	13	15	16	64
	20:00	17	5	9	6	37
	21:00	6	6	9	11	32
	22:00	11	9	6	10	36
	23:00	5	6	5	5	21

Day Total : 1488

AM Total :	524 (35.2%)	Peak AM Hour : 08:15 =	101 (6.8%)	Peak AM Factor : 0.743	Average Period :	15.5
PM Total :	964 (64.8%)	Peak PM Hour : 16:45 =	146 (9.8%)	Peak PM Factor : 0.745	Average Hour :	62.0

Date	Time	:00	:15	:30	:45	Total
9/8/2017	00:00	3	2	2	3	10
Fri	01:00	1	0	3	0	4
	02:00	1	0	0	2	3
	03:00	0	1	2	1	4
	04:00	0	3	0	4	7
	05:00	2	4	8	13	27
	06:00	4	8	21	20	53
	07:00	17	28	23	18	86
	08:00	16	16	12	13	57
	09:00	18	16	16	14	64
	10:00	11	18	18	23	70
	11:00	43	31	18	20	112
	12:00	30	27	26	23	106
	13:00	27	31	25	20	103
	14:00	18	32	47	20	117
	15:00	30	29	48	32	139
	16:00	28	28	28	27	111
	17:00	36	32	20	30	118
	18:00	23	18	15	13	69
	19:00	13	17	15	17	62
	20:00	16	10	22	11	59
	21:00	7	7	13	12	39
	22:00	10	8	9	6	33
	23:00	6	4	6	6	22

Day Total : 1475

AM Total :	497 (33.7%)	Peak AM Hour : 10:30 =	115 (7.8%)	Peak AM Factor : 0.669	Average Period :	15.4
PM Total :	978 (66.3%)	Peak PM Hour : 15:00 =	139 (9.4%)	Peak PM Factor : 0.724	Average Hour :	61.5

Date	Time	:00	:15	:30	:45	Total
9/9/2017	00:00	3	1	7	5	16
Sat	01:00	2	5	1	0	8
	02:00	4	1	3	4	12
	03:00	1	1	2	0	4
	04:00	1	1	0	2	4
	05:00	1	1	2	3	7
	06:00	3	5	4	12	24
	07:00	5	5	5	10	25
	08:00	6	6	15	9	36
	09:00	8	11	20	13	52
	10:00	14	15	14	14	57
	11:00	25	15	15	21	76
	12:00	23	17	22	19	81
	13:00	22	17	15	18	72
	14:00	20	12	20	17	69
	15:00	12	10	18	10	50
	16:00	15	15	23	14	67
	17:00	17	11	14	25	67
	18:00	23	13	12	15	63
	19:00	15	12	14	7	48
	20:00	18	9	13	16	56
	21:00	9	6	5	7	27
	22:00	9	9	9	9	36
	23:00	8	3	9	5	25
Day Total :						982

AM Total :	321 (32.7%)	Peak AM Hour : 11:00 =	76 (7.7%)	Peak AM Factor : 0.760	Average Period :	10.2
PM Total :	661 (67.3%)	Peak PM Hour : 12:00 =	81 (8.2%)	Peak PM Factor : 0.810	Average Hour :	40.9

Date	Time	:00	:15	:30	:45	Total
9/10/2017	00:00	11	4	7	3	25
Sun	01:00	1	2	2	4	9
	02:00	2	3	0	5	10
	03:00	2	2	1	1	6
	04:00	0	1	0	0	1
	05:00	1	2	1	2	6
	06:00	1	1	4	4	10
	07:00	2	1	5	1	9
	08:00	4	4	6	10	24
	09:00	14	11	7	14	46
	10:00	17	10	22	20	69
	11:00	17	17	13	16	63
	12:00	15	19	18	15	67
	13:00	11	21	15	18	65
	14:00	21	13	13	12	59
	15:00	19	12	12	18	61
	16:00	15	17	18	17	67
	17:00	16	15	12	14	57
	18:00	15	13	6	16	50
	19:00	14	10	14	8	46
	20:00	9	13	9	6	37
	21:00	6	8	2	5	21
	22:00	5	7	3	4	19
	23:00	3	6	1	4	14

Day Total : 841

AM Total :	278 (33.1%)	Peak AM Hour : 10:30 =	76 (9.0%)	Peak AM Factor : 0.864	Average Period :	8.8
PM Total :	563 (66.9%)	Peak PM Hour : 13:15 =	75 (8.9%)	Peak PM Factor : 0.893	Average Hour :	35.0

Date	Time	:00	:15	:30	:45	Total
9/11/2017	00:00	5	4	0	5	14
Mon	01:00	0	2	1	3	6
	02:00	2	1	2	0	5
	03:00	1	1	1	0	3
	04:00	1	1	2	0	4
	05:00	2	4	7	9	22
	06:00	8	7	19	20	54
	07:00	14	26	20	20	80
	08:00	20	16	23	24	83
	09:00	18	15	15	17	65
	10:00	9	20	9	9	47
	11:00	16	11	21	22	70
	12:00	46	34	25	23	128
	13:00	18	23	32	17	90
	14:00	30	18	37	19	104
	15:00	32	29	32	30	123
	16:00	36	27	24	32	119
	17:00	28	24	26	28	106
	18:00	20	30	19	18	87
	19:00	17	17	21	14	69
	20:00	15	9	5	5	34
	21:00	9	9	9	3	30
	22:00	10	4	5	4	23
	23:00	3	5	6	5	19

Day Total : 1385

AM Total :	453 (32.7%)	Peak AM Hour : 07:15 =	86 (6.2%)	Peak AM Factor : 0.827	Average Period :	14.4
PM Total :	932 (67.3%)	Peak PM Hour : 12:00 =	128 (9.2%)	Peak PM Factor : 0.696	Average Hour :	57.7

Lane #2 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	Southbound	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	:00	:15	:30	:45	Total
9/5/2017	00:00	3	1	1	1	6
Tue	01:00	2	0	2	1	5
	02:00	1	0	2	1	4
	03:00	0	0	1	3	4
	04:00	0	1	0	1	2
	05:00	1	1	5	7	14
	06:00	6	13	38	30	87
	07:00	57	28	30	43	158
	08:00	33	34	37	25	129
	09:00	29	25	17	34	105
	10:00	32	22	13	20	87
	11:00	26	25	20	28	99
	12:00	26	38	27	42	133
	13:00	24	28	34	20	106
	14:00	36	36	41	28	141
	15:00	24	30	42	33	129
	16:00	32	35	39	33	139
	17:00	43	32	32	26	133
	18:00	31	17	17	22	87
	19:00	24	15	14	17	70
	20:00	17	14	11	10	52
	21:00	10	10	11	8	39
	22:00	3	4	6	3	16
	23:00	3	2	4	1	10

Day Total : 1755

AM Total :	700 (39.9%)	Peak AM Hour : 07:00 =	158 (9.0%)	Peak AM Factor : 0.693	Average Period :	18.3
PM Total :	1055 (60.1%)	Peak PM Hour : 16:15 =	150 (8.5%)	Peak PM Factor : 0.872	Average Hour :	73.1

Date	Time	:00	:15	:30	:45	Total
9/6/2017	00:00	5	0	1	1	7
Wed	01:00	0	2	1	2	5
	02:00	0	1	2	1	4
	03:00	1	1	2	1	5
	04:00	0	0	1	0	1
	05:00	3	2	5	7	17
	06:00	9	12	23	46	90
	07:00	67	40	35	45	187
	08:00	35	40	29	30	134
	09:00	20	31	27	17	95
	10:00	17	24	22	23	86
	11:00	17	17	18	24	76
	12:00	37	32	39	34	142
	13:00	25	24	31	30	110
	14:00	35	38	29	28	130
	15:00	27	20	33	23	103
	16:00	33	27	36	28	124
	17:00	42	42	32	21	137
	18:00	17	16	25	20	78
	19:00	18	26	19	17	80
	20:00	13	14	9	11	47
	21:00	15	10	4	8	37
	22:00	5	4	2	7	18
	23:00	3	7	2	6	18
Day Total :						1731

AM Total :	707 (40.8%)	Peak AM Hour : 06:45 =	188 (10.9%)	Peak AM Factor : 0.701	Average Period :	18.0
PM Total :	1024 (59.2%)	Peak PM Hour : 16:30 =	148 (8.5%)	Peak PM Factor : 0.881	Average Hour :	72.1

Date	Time	:00	:15	:30	:45	Total
9/7/2017	00:00	3	1	3	2	9
Thu	01:00	1	0	1	2	4
	02:00	0	2	2	1	5
	03:00	0	2	0	2	4
	04:00	2	0	1	0	3
	05:00	4	1	2	8	15
	06:00	7	12	22	38	79
	07:00	52	37	41	42	172
	08:00	33	34	33	36	136
	09:00	28	20	11	23	82
	10:00	20	22	29	21	92
	11:00	16	22	24	31	93
	12:00	26	30	42	22	120
	13:00	38	35	29	18	120
	14:00	34	33	38	32	137
	15:00	34	28	50	34	146
	16:00	29	31	31	23	114
	17:00	37	35	23	36	131
	18:00	20	22	13	19	74
	19:00	15	23	22	13	73
	20:00	17	9	9	8	43
	21:00	9	6	10	11	36
	22:00	8	6	10	5	29
	23:00	5	6	3	6	20

Day Total : 1737

AM Total :	694 (40.0%)	Peak AM Hour : 07:00 =	172 (9.9%)	Peak AM Factor : 0.827	Average Period :	18.1
PM Total :	1043 (60.0%)	Peak PM Hour : 15:00 =	146 (8.4%)	Peak PM Factor : 0.730	Average Hour :	72.4

Date	Time	:00	:15	:30	:45	Total
9/8/2017	00:00	5	2	1	1	9
Fri	01:00	2	1	1	3	7
	02:00	1	3	2	0	6
	03:00	1	1	2	1	5
	04:00	3	1	0	1	5
	05:00	2	4	3	6	15
	06:00	6	12	12	47	77
	07:00	56	43	33	50	182
	08:00	31	25	31	24	111
	09:00	20	28	28	17	93
	10:00	26	23	23	23	95
	11:00	23	19	29	38	109
	12:00	20	25	25	28	98
	13:00	31	34	32	27	124
	14:00	34	44	34	33	145
	15:00	28	31	37	30	126
	16:00	46	33	27	34	140
	17:00	37	36	29	28	130
	18:00	32	20	22	12	86
	19:00	10	20	19	17	66
	20:00	17	19	9	17	62
	21:00	11	6	11	13	41
	22:00	6	13	9	12	40
	23:00	2	3	6	9	20

Day Total : 1792

AM Total :	714 (39.8%)	Peak AM Hour : 07:00 =	182 (10.2%)	Peak AM Factor : 0.812	Average Period :	18.7
PM Total :	1078 (60.2%)	Peak PM Hour : 15:30 =	146 (8.1%)	Peak PM Factor : 0.793	Average Hour :	74.7

Date	Time	:00	:15	:30	:45	Total
9/9/2017	00:00	10	1	5	4	20
Sat	01:00	1	2	5	1	9
	02:00	0	1	4	2	7
	03:00	3	0	3	0	6
	04:00	1	1	0	0	2
	05:00	3	1	2	2	8
	06:00	3	3	7	10	23
	07:00	4	7	10	11	32
	08:00	8	13	5	11	37
	09:00	7	6	12	14	39
	10:00	16	13	14	14	57
	11:00	25	15	27	15	82
	12:00	14	20	20	31	85
	13:00	16	20	18	21	75
	14:00	13	12	16	27	68
	15:00	15	33	23	20	91
	16:00	23	16	16	18	73
	17:00	8	15	20	18	61
	18:00	19	9	15	10	53
	19:00	9	12	6	13	40
	20:00	8	7	13	7	35
	21:00	7	11	6	10	34
	22:00	10	12	10	5	37
	23:00	8	8	12	6	34
Day Total :						1008

AM Total :	322 (31.9%)	Peak AM Hour : 11:00 =	82 (8.1%)	Peak AM Factor : 0.759	Average Period :	10.5
PM Total :	686 (68.1%)	Peak PM Hour : 15:15 =	99 (9.8%)	Peak PM Factor : 0.750	Average Hour :	42.0

Date	Time	:00	:15	:30	:45	Total
9/10/2017	00:00	11	6	1	3	21
Sun	01:00	2	3	2	2	9
	02:00	2	1	5	1	9
	03:00	3	2	2	0	7
	04:00	0	1	0	0	1
	05:00	1	1	1	0	3
	06:00	4	3	3	8	18
	07:00	4	3	6	4	17
	08:00	6	4	6	9	25
	09:00	13	12	9	9	43
	10:00	13	10	7	16	46
	11:00	9	11	12	16	48
	12:00	19	12	11	17	59
	13:00	9	13	18	18	58
	14:00	17	9	11	19	56
	15:00	18	15	16	22	71
	16:00	20	18	19	11	68
	17:00	12	14	15	16	57
	18:00	19	17	20	15	71
	19:00	15	9	12	11	47
	20:00	17	14	11	9	51
	21:00	13	8	8	5	34
	22:00	8	4	7	8	27
	23:00	6	4	5	3	18
Day Total :						864

AM Total :	247 (28.6%)	Peak AM Hour : 10:45 =	48 (5.6%)	Peak AM Factor : 0.750	Average Period :	9.0
PM Total :	617 (71.4%)	Peak PM Hour : 15:45 =	79 (9.1%)	Peak PM Factor : 0.898	Average Hour :	36.0

Date	Time	:00	:15	:30	:45	Total
9/11/2017	00:00	3	3	2	1	9
Mon	01:00	0	3	0	1	4
	02:00	3	2	3	0	8
	03:00	1	1	0	0	2
	04:00	1	0	2	2	5
	05:00	2	5	0	10	17
	06:00	8	15	25	36	84
	07:00	54	40	43	48	185
	08:00	34	37	37	28	136
	09:00	18	27	26	23	94
	10:00	24	21	26	26	97
	11:00	15	16	22	24	77
	12:00	25	13	31	22	91
	13:00	28	34	31	26	119
	14:00	31	37	28	36	132
	15:00	25	25	46	27	123
	16:00	30	32	48	32	142
	17:00	38	33	33	23	127
	18:00	19	21	26	22	88
	19:00	8	17	22	18	65
	20:00	21	14	8	9	52
	21:00	8	17	9	11	45
	22:00	6	8	4	7	25
	23:00	3	5	6	4	18

Day Total : 1745

AM Total :	718 (41.1%)	Peak AM Hour : 07:00 =	185 (10.6%)	Peak AM Factor : 0.856	Average Period :	18.2
PM Total :	1027 (58.9%)	Peak PM Hour : 16:30 =	151 (8.7%)	Peak PM Factor : 0.786	Average Hour :	72.7

Basic Volume Summary: Edith Blvd

Grand Total For Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	8772 (45.2%)	7.00	1253	13.1	52.2	2968 (33.8%)	5804 (66.2%)
#2.	10632 (54.8%)	7.00	1519	15.8	63.3	4102 (38.6%)	6530 (61.4%)
ALL	19404	7.00	2772	28.9	115.5	7070 (36.4%)	12334 (63.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	10:30 = 115	09/08/2017	0.669	16:45 = 146	09/07/2017	0.745
#2.	06:45 = 188	09/06/2017	0.701	16:30 = 151	09/11/2017	0.786

Basic Axle Classification Report: Edith Blvd

Station ID : Edith Blvd

Info Line 1 : Between Odedia & Hannett

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : EDITH 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24090

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/5/2017	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	18	9	0	0	0	0	0	0	0	0	0	0	27
	06:00	0	34	18	0	0	0	0	0	0	0	0	0	0	52
	07:00	2	71	21	0	0	0	0	0	1	0	0	0	0	95
	08:00	0	60	12	1	0	0	0	0	0	0	0	0	0	73
	09:00	2	39	9	0	0	0	1	1	0	0	0	0	0	52
	10:00	2	49	17	0	1	0	0	0	0	0	0	0	0	69
	11:00	1	53	13	0	0	1	0	0	0	0	0	0	0	68
	12:00	1	77	21	0	0	0	0	0	0	0	0	0	0	99
	13:00	0	74	13	0	1	0	0	0	0	0	0	0	0	88
	14:00	2	90	29	0	0	0	0	1	0	0	0	0	0	122
	15:00	2	78	26	0	3	0	0	0	0	0	0	0	0	109
	16:00	1	79	24	0	0	0	0	0	0	0	0	0	0	104
	17:00	4	89	18	0	0	0	0	0	0	0	0	0	0	111
	18:00	1	68	14	0	0	0	0	0	0	0	0	0	0	83
	19:00	3	57	12	0	0	0	0	0	0	0	0	0	0	72
	20:00	0	35	6	0	0	0	0	0	1	0	0	0	0	42
	21:00	0	29	7	0	0	0	0	0	0	0	0	0	0	36
	22:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	23:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		21	1042	278	1	5	1	1	2	2	0	0	0	0	1353
Percent :		2%	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	43	12	0	0	0	0	0	0	0	0	0	0	56

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/6/2017	00:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Wed	01:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	16	7	0	0	0	0	0	0	0	0	0	0	23
	06:00	0	32	23	0	0	0	0	0	0	0	0	0	0	55
	07:00	1	71	25	0	0	1	0	0	0	0	0	0	0	98
	08:00	1	48	6	1	0	0	0	0	1	0	0	0	0	57
	09:00	0	44	16	0	1	0	0	0	0	0	0	0	0	61
	10:00	1	42	20	0	2	0	0	1	0	0	0	0	0	66
	11:00	1	41	25	0	0	0	0	0	1	0	0	0	0	68
	12:00	2	60	18	0	1	0	0	0	0	0	0	0	0	81
	13:00	1	66	20	1	1	0	0	0	0	0	0	0	0	89
	14:00	2	85	21	0	0	0	0	0	0	0	0	0	0	108
	15:00	2	71	13	0	2	0	0	0	0	0	0	0	0	88
	16:00	3	75	21	0	0	0	0	0	0	0	0	0	0	99
	17:00	0	90	18	0	0	0	0	0	0	0	0	0	0	108
	18:00	0	64	19	0	1	0	0	0	0	0	0	0	0	84
	19:00	3	32	12	0	0	0	0	0	0	0	0	0	0	47
	20:00	1	34	5	0	0	0	0	0	1	0	0	0	0	41
	21:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
	22:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
	23:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		19	937	277	2	8	1	0	1	3	0	0	0	0	1248
Percent :		2%	75%	22%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	39	12	0	0	0	0	0	0	0	0	0	0	52

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/7/2017	00:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Thu	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	14	12	0	0	0	0	0	0	0	0	0	0	26
	06:00	0	40	16	0	0	1	0	0	1	0	0	0	0	58
	07:00	2	74	22	0	0	0	0	0	0	0	0	0	0	98
	08:00	1	67	19	1	0	0	0	0	1	0	0	0	0	89
	09:00	2	58	14	0	1	0	0	0	0	0	0	0	0	75
	10:00	3	46	20	0	0	0	0	0	0	0	0	0	0	69
	11:00	1	54	25	0	1	1	0	0	1	0	0	0	0	83
	12:00	3	90	21	0	1	0	0	0	0	0	0	0	0	115
	13:00	1	66	15	0	1	0	0	0	0	0	0	0	0	83
	14:00	2	98	27	0	1	1	0	2	0	0	0	0	0	131
	15:00	2	79	28	0	1	0	0	0	0	0	0	0	0	110
	16:00	1	83	28	0	1	0	0	0	0	0	0	0	0	113
	17:00	4	110	27	0	0	0	0	0	0	0	0	0	0	141
	18:00	2	63	16	0	0	0	0	0	0	0	0	0	0	81
	19:00	4	48	12	0	0	0	0	0	0	0	0	0	0	64
	20:00	0	31	5	0	0	0	0	0	1	0	0	0	0	37
	21:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32
	22:00	0	30	6	0	0	0	0	0	0	0	0	0	0	36
	23:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		28	1120	323	1	7	3	0	2	4	0	0	0	0	1488
Percent :		2%	75%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	47	13	0	0	0	0	0	0	0	0	0	0	61

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/8/2017	00:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Fri	01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	22	4	0	0	0	0	0	1	0	0	0	0	27
	06:00	0	36	16	0	1	0	0	0	0	0	0	0	0	53
	07:00	1	64	20	0	0	1	0	0	0	0	0	0	0	86
	08:00	1	39	13	1	1	2	0	0	0	0	0	0	0	57
	09:00	0	45	18	0	0	1	0	0	0	0	0	0	0	64
	10:00	1	56	11	0	1	0	0	1	0	0	0	0	0	70
	11:00	0	79	32	0	0	0	0	0	1	0	0	0	0	112
	12:00	2	80	24	0	0	0	0	0	0	0	0	0	0	106
	13:00	5	77	19	0	1	0	0	1	0	0	0	0	0	103
	14:00	3	83	30	0	1	0	0	0	0	0	0	0	0	117
	15:00	2	102	31	2	2	0	0	0	0	0	0	0	0	139
	16:00	2	83	25	0	1	0	0	0	0	0	0	0	0	111
	17:00	1	96	19	1	1	0	0	0	0	0	0	0	0	118
	18:00	0	58	9	0	2	0	0	0	0	0	0	0	0	69
	19:00	0	54	7	0	1	0	0	0	0	0	0	0	0	62
	20:00	1	49	8	0	0	0	0	0	1	0	0	0	0	59
	21:00	0	31	8	0	0	0	0	0	0	0	0	0	0	39
	22:00	0	24	9	0	0	0	0	0	0	0	0	0	0	33
	23:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		19	1120	310	4	13	4	0	2	3	0	0	0	0	1475
Percent :		1%	76%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	47	13	0	1	0	0	0	0	0	0	0	0	62

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/9/2017	00:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Sat	01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
	03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	06:00	2	16	5	0	1	0	0	0	0	0	0	0	0	24
	07:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25
	08:00	0	30	6	0	0	0	0	0	0	0	0	0	0	36
	09:00	0	41	11	0	0	0	0	0	0	0	0	0	0	52
	10:00	1	48	8	0	0	0	0	0	0	0	0	0	0	57
	11:00	1	48	27	0	0	0	0	0	0	0	0	0	0	76
	12:00	4	57	19	1	0	0	0	0	0	0	0	0	0	81
	13:00	1	55	15	0	0	0	0	0	1	0	0	0	0	72
	14:00	2	56	11	0	0	0	0	0	0	0	0	0	0	69
	15:00	0	38	12	0	0	0	0	0	0	0	0	0	0	50
	16:00	0	58	8	1	0	0	0	0	0	0	0	0	0	67
	17:00	1	52	14	0	0	0	0	0	0	0	0	0	0	67
	18:00	1	48	12	0	2	0	0	0	0	0	0	0	0	63
	19:00	1	44	3	0	0	0	0	0	0	0	0	0	0	48
	20:00	2	46	7	0	0	0	0	0	1	0	0	0	0	56
	21:00	1	24	2	0	0	0	0	0	0	0	0	0	0	27
	22:00	0	27	9	0	0	0	0	0	0	0	0	0	0	36
	23:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25
Daily Total :		17	773	184	2	4	0	0	0	2	0	0	0	0	982
Percent :		2%	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	32	8	0	0	0	0	0	0	0	0	0	0	41

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/10/201	00:00	0	22	2	0	1	0	0	0	0	0	0	0	0	25
Sun	01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
	03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	06:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	07:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	08:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
	09:00	0	33	13	0	0	0	0	0	0	0	0	0	0	46
	10:00	1	53	15	0	0	0	0	0	0	0	0	0	0	69
	11:00	2	48	12	0	1	0	0	0	0	0	0	0	0	63
	12:00	0	51	14	0	0	0	0	1	0	0	1	0	0	67
	13:00	2	50	12	0	0	0	0	0	0	1	0	0	0	65
	14:00	3	44	12	0	0	0	0	0	0	0	0	0	0	59
	15:00	1	41	19	0	0	0	0	0	0	0	0	0	0	61
	16:00	1	52	14	0	0	0	0	0	0	0	0	0	0	67
	17:00	1	51	5	0	0	0	0	0	0	0	0	0	0	57
	18:00	1	40	8	1	0	0	0	0	0	0	0	0	0	50
	19:00	0	40	6	0	0	0	0	0	0	0	0	0	0	46
	20:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37
	21:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
	22:00	1	14	4	0	0	0	0	0	0	0	0	0	0	19
	23:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		13	663	158	1	3	0	0	1	0	1	1	0	0	841
Percent :		2%	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	28	7	0	0	0	0	0	0	0	0	0	0	36

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/11/2017	00:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Mon	01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	16	4	0	0	2	0	0	0	0	0	0	0	22
	06:00	0	37	17	0	0	0	0	0	0	0	0	0	0	54
	07:00	3	56	20	0	0	1	0	0	0	0	0	0	0	80
	08:00	1	61	19	1	1	0	0	0	0	0	0	0	0	83
	09:00	1	41	20	0	2	1	0	0	0	0	0	0	0	65
	10:00	0	34	12	0	0	1	0	0	0	0	0	0	0	47
	11:00	2	48	19	0	0	0	0	0	1	0	0	0	0	70
	12:00	1	92	33	0	2	0	0	0	0	0	0	0	0	128
	13:00	2	65	21	0	1	0	1	0	0	0	0	0	0	90
	14:00	3	66	33	0	1	0	0	1	0	0	0	0	0	104
	15:00	4	90	27	1	1	0	0	0	0	0	0	0	0	123
	16:00	0	89	29	0	0	1	0	0	0	0	0	0	0	119
	17:00	1	88	17	0	0	0	0	0	0	0	0	0	0	106
	18:00	3	70	14	0	0	0	0	0	0	0	0	0	0	87
	19:00	1	58	10	0	0	0	0	0	0	0	0	0	0	69
	20:00	0	30	3	0	0	0	0	1	0	0	0	0	0	34
	21:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30
	22:00	1	15	7	0	0	0	0	0	0	0	0	0	0	23
	23:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
Daily Total :		23	1016	325	2	9	6	1	2	1	0	0	0	0	1385
Percent :		2%	73%	23%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	42	14	0	0	0	0	0	0	0	0	0	0	57

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Basic Axle Classification Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/5/2017	00:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Tue	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	1	2	0	0	1	0	0	0	0	0	0	0	4
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	7	7	0	0	0	0	0	0	0	0	0	0	14
	06:00	1	65	20	0	1	0	0	0	0	0	0	0	0	87
	07:00	1	127	28	1	0	1	0	0	0	0	0	0	0	158
	08:00	1	95	31	1	0	0	0	0	0	1	0	0	0	129
	09:00	4	64	31	1	3	1	1	0	0	0	0	0	0	105
	10:00	0	55	32	0	0	0	0	0	0	0	0	0	0	87
	11:00	0	73	26	0	0	0	0	0	0	0	0	0	0	99
	12:00	4	98	28	0	3	0	0	0	0	0	0	0	0	133
	13:00	2	64	37	0	1	1	0	0	0	0	0	0	1	106
	14:00	1	102	38	0	0	0	0	0	0	0	0	0	0	141
	15:00	3	86	37	0	2	1	0	0	0	0	0	0	0	129
	16:00	3	89	41	0	3	0	1	0	1	0	1	0	0	139
	17:00	2	99	31	0	1	0	0	0	0	0	0	0	0	133
	18:00	0	64	23	0	0	0	0	0	0	0	0	0	0	87
	19:00	2	44	23	0	0	1	0	0	0	0	0	0	0	70
	20:00	1	38	12	0	1	0	0	0	0	0	0	0	0	52
	21:00	0	30	9	0	0	0	0	0	0	0	0	0	0	39
	22:00	2	14	0	0	0	0	0	0	0	0	0	0	0	16
	23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		27	1236	462	3	15	6	2	0	1	1	1	0	1	1755
Percent :		2%	70%	26%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	52	19	0	1	0	0	0	0	0	0	0	0	73

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/6/2017	00:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
	03:00	1	1	3	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	06:00	1	61	26	0	1	0	1	0	0	0	0	0	0	90
	07:00	0	139	45	1	1	0	1	0	0	0	0	0	0	187
	08:00	0	92	39	1	1	0	0	0	1	0	0	0	0	134
	09:00	3	62	27	1	2	0	0	0	0	0	0	0	0	95
	10:00	3	51	30	0	1	0	0	0	0	1	0	0	0	86
	11:00	2	55	18	0	0	1	0	0	0	0	0	0	0	76
	12:00	2	103	32	0	2	1	0	2	0	0	0	0	0	142
	13:00	0	82	27	0	0	0	0	0	1	0	0	0	0	110
	14:00	0	89	40	0	1	0	0	0	0	0	0	0	0	130
	15:00	1	64	34	0	4	0	0	0	0	0	0	0	0	103
	16:00	1	81	37	0	3	1	0	0	1	0	0	0	0	124
	17:00	3	95	35	1	2	0	0	1	0	0	0	0	0	137
	18:00	1	54	22	0	1	0	0	0	0	0	0	0	0	78
	19:00	2	63	15	0	0	0	0	0	0	0	0	0	0	80
	20:00	2	35	9	0	0	0	0	0	1	0	0	0	0	47
	21:00	1	29	7	0	0	0	0	0	0	0	0	0	0	37
	22:00	1	15	2	0	0	0	0	0	0	0	0	0	0	18
	23:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		24	1206	464	4	19	3	2	3	5	1	0	0	0	1731
Percent :		1%	70%	27%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	50	19	0	1	0	0	0	0	0	0	0	0	71

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/7/2017	00:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Thu	01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
	03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	1	8	6	0	0	0	0	0	0	0	0	0	0	15
	06:00	2	53	22	0	2	0	0	0	0	0	0	0	0	79
	07:00	2	135	31	1	0	2	0	0	1	0	0	0	0	172
	08:00	4	93	37	0	2	0	0	0	0	0	0	0	0	136
	09:00	1	52	24	1	1	1	0	1	0	0	0	0	1	82
	10:00	1	57	34	0	0	0	0	0	0	0	0	0	0	92
	11:00	0	68	25	0	0	0	0	0	0	0	0	0	0	93
	12:00	4	82	34	0	0	0	0	0	0	0	0	0	0	120
	13:00	1	77	40	0	1	1	0	0	0	0	0	0	0	120
	14:00	4	102	27	1	0	1	0	1	1	0	0	0	0	137
	15:00	3	99	40	0	2	1	0	1	0	0	0	0	0	146
	16:00	2	80	27	0	4	0	0	0	1	0	0	0	0	114
	17:00	2	95	33	1	0	0	0	0	0	0	0	0	0	131
	18:00	2	51	21	0	0	0	0	0	0	0	0	0	0	74
	19:00	3	53	17	0	0	0	0	0	0	0	0	0	0	73
	20:00	0	31	11	0	0	0	0	0	1	0	0	0	0	43
	21:00	1	28	7	0	0	0	0	0	0	0	0	0	0	36
	22:00	1	25	3	0	0	0	0	0	0	0	0	0	0	29
	23:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		34	1221	451	4	12	6	0	3	5	0	0	0	1	1737
Percent :		2%	70%	26%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	51	19	0	1	0	0	0	0	0	0	0	0	72

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/8/2017	00:00	1	8	0	0	0	0	0	0	0	0	0	0	0	9
Fri	01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	1	3	0	0	0	0	0	1	0	0	0	0	5
	05:00	0	11	3	0	0	0	0	0	1	0	0	0	0	15
	06:00	1	54	21	0	1	0	0	0	0	0	0	0	0	77
	07:00	1	133	46	0	1	1	0	0	0	0	0	0	0	182
	08:00	1	85	23	1	0	1	0	0	0	0	0	0	0	111
	09:00	2	66	20	1	3	0	0	1	0	0	0	0	0	93
	10:00	2	60	30	0	0	0	0	2	1	0	0	0	0	95
	11:00	2	75	31	0	1	0	0	0	0	0	0	0	0	109
	12:00	3	62	31	0	2	0	0	0	0	0	0	0	0	98
	13:00	1	77	40	0	3	0	1	0	1	0	1	0	0	124
	14:00	3	93	47	0	1	0	0	1	0	0	0	0	0	145
	15:00	0	87	35	0	1	3	0	0	0	0	0	0	0	126
	16:00	1	101	34	0	2	1	0	0	1	0	0	0	0	140
	17:00	3	95	31	0	1	0	0	0	0	0	0	0	0	130
	18:00	0	66	20	0	0	0	0	0	0	0	0	0	0	86
	19:00	1	48	17	0	0	0	0	0	0	0	0	0	0	66
	20:00	0	50	11	0	0	1	0	0	0	0	0	0	0	62
	21:00	0	35	6	0	0	0	0	0	0	0	0	0	0	41
	22:00	0	31	8	0	0	1	0	0	0	0	0	0	0	40
	23:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		22	1263	470	2	16	8	1	4	5	0	1	0	0	1792
Percent :		1%	70%	26%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	53	20	0	1	0	0	0	0	0	0	0	0	75

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/9/2017	00:00	1	13	5	0	0	0	0	0	1	0	0	0	0	20
Sat	01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	6	1	0	0	1	0	0	0	0	0	0	0	8
	06:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
	07:00	0	25	6	0	1	0	0	0	0	0	0	0	0	32
	08:00	1	26	9	0	1	0	0	0	0	0	0	0	0	37
	09:00	1	26	12	0	0	0	0	0	0	0	0	0	0	39
	10:00	0	37	19	0	0	1	0	0	0	0	0	0	0	57
	11:00	1	56	24	0	0	1	0	0	0	0	0	0	0	82
	12:00	2	59	23	0	0	0	0	1	0	0	0	0	0	85
	13:00	2	54	19	0	0	0	0	0	0	0	0	0	0	75
	14:00	0	54	14	0	0	0	0	0	0	0	0	0	0	68
	15:00	4	70	15	1	1	0	0	0	0	0	0	0	0	91
	16:00	2	54	16	0	0	0	0	0	1	0	0	0	0	73
	17:00	1	40	20	0	0	0	0	0	0	0	0	0	0	61
	18:00	1	40	11	0	1	0	0	0	0	0	0	0	0	53
	19:00	0	34	6	0	0	0	0	0	0	0	0	0	0	40
	20:00	0	26	9	0	0	0	0	0	0	0	0	0	0	35
	21:00	1	26	7	0	0	0	0	0	0	0	0	0	0	34
	22:00	0	28	9	0	0	0	0	0	0	0	0	0	0	37
	23:00	1	30	3	0	0	0	0	0	0	0	0	0	0	34
Daily Total :		18	740	239	1	4	3	0	1	2	0	0	0	0	1008
Percent :		2%	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	31	10	0	0	0	0	0	0	0	0	0	0	42

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/10/201	00:00	0	18	2	0	0	1	0	0	0	0	0	0	0	21
Sun	01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
	07:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	08:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
	09:00	1	32	10	0	0	0	0	0	0	0	0	0	0	43
	10:00	0	34	12	0	0	0	0	0	0	0	0	0	0	46
	11:00	1	32	14	0	0	1	0	0	0	0	0	0	0	48
	12:00	1	46	10	0	2	0	0	0	0	0	0	0	0	59
	13:00	2	41	15	0	0	0	0	0	0	0	0	0	0	58
	14:00	1	44	10	0	1	0	0	0	0	0	0	0	0	56
	15:00	2	51	16	0	0	2	0	0	0	0	0	0	0	71
	16:00	1	53	13	0	0	0	0	0	0	0	1	0	0	68
	17:00	0	45	10	0	0	2	0	0	0	0	0	0	0	57
	18:00	3	52	16	0	0	0	0	0	0	0	0	0	0	71
	19:00	0	33	14	0	0	0	0	0	0	0	0	0	0	47
	20:00	1	42	7	0	0	1	0	0	0	0	0	0	0	51
	21:00	0	24	9	0	0	1	0	0	0	0	0	0	0	34
	22:00	0	20	5	0	0	2	0	0	0	0	0	0	0	27
	23:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		13	656	181	0	3	10	0	0	0	0	1	0	0	864
Percent :		2%	76%	21%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	27	8	0	0	0	0	0	0	0	0	0	0	36

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/11/2017	00:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Mon	01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	2	5	1	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
	05:00	0	11	5	0	0	0	1	0	0	0	0	0	0	17
	06:00	3	59	19	0	2	0	0	1	0	0	0	0	0	84
	07:00	0	141	40	1	0	0	2	0	0	0	0	0	1	185
	08:00	3	105	24	2	1	1	0	0	0	0	0	0	0	136
	09:00	3	57	27	0	2	1	2	2	0	0	0	0	0	94
	10:00	1	64	26	0	0	1	3	1	0	0	1	0	0	97
	11:00	0	51	24	0	1	1	0	0	0	0	0	0	0	77
	12:00	1	69	20	0	0	0	1	0	0	0	0	0	0	91
	13:00	2	84	32	0	1	0	0	0	0	0	0	0	0	119
	14:00	1	99	29	1	2	0	0	0	0	0	0	0	0	132
	15:00	2	86	33	0	2	0	0	0	0	0	0	0	0	123
	16:00	5	93	42	0	0	1	0	0	1	0	0	0	0	142
	17:00	0	102	24	0	1	0	0	0	0	0	0	0	0	127
	18:00	0	65	22	0	0	1	0	0	0	0	0	0	0	88
	19:00	0	48	17	0	0	0	0	0	0	0	0	0	0	65
	20:00	0	40	11	0	0	1	0	0	0	0	0	0	0	52
	21:00	1	37	7	0	0	0	0	0	0	0	0	0	0	45
	22:00	1	21	3	0	0	0	0	0	0	0	0	0	0	25
	23:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		25	1270	410	4	12	8	9	4	1	0	1	0	1	1745
Percent :		1%	73%	23%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	
Average :		1	53	17	0	1	0	0	0	0	0	0	0	0	72

Basic Axle Class Summary: Edith Blvd

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	140	6671	1855	13	49	15	2	10	15	1	1	0	0	8772
	#2.	163	7592	2677	18	81	44	14	15	19	2	4	0	3	10632
		<u>303</u>	<u>14263</u>	<u>4532</u>	<u>31</u>	<u>130</u>	<u>59</u>	<u>16</u>	<u>25</u>	<u>34</u>	<u>3</u>	<u>5</u>	<u>0</u>	<u>3</u>	<u>19404</u>
Percents :	#1.	2%	76%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	45%
	#2.	2%	71%	25%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	55%
		<u>2%</u>	<u>74%</u>	<u>23%</u>	<u>0%</u>	<u>1%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	
Average :	#1.	1	40	11	0	0	0	0	0	0	0	0	0	0	52
	#2.	1	45	16	0	0	0	0	0	0	0	0	0	0	62
		<u>2</u>	<u>85</u>	<u>27</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>114</u>
Days & ADT :	#1.	7.0	1253												
	#2.	7.0	1518												
		<u>7.0</u>	<u>2772</u>												

Special Speed Study Report: EB Mountain Rd

Station ID : EB Mountain Rd

Info Line 1 : Between Broadway & Edith
 Info Line 2 : Albuquerque

GPS Lat/Lon :
 DB File : EB MTN.DB

Last Connected Device Type : Apollo
 Version Number : 1.62
 Serial Number : 24087

Number of Lanes : 1
 Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/5/2017	00:00	0	2	0	2	1	1	1	0	0	0	0	0	0	0	0	0	7
Tue	01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	3	4	1	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	3	0	4	7	5	1	0	0	0	0	0	0	0	0	0	0	20
	06:00	5	12	24	31	17	3	0	0	0	0	0	0	0	0	0	0	92
	07:00	8	33	72	65	27	3	1	0	0	0	0	0	0	0	0	0	209
	08:00	6	20	40	45	21	5	1	0	0	0	0	0	0	0	0	0	138
	09:00	7	17	39	44	19	3	1	0	0	0	0	0	0	0	0	0	130
	10:00	2	16	31	30	19	6	0	0	0	0	0	0	0	0	0	0	104
	11:00	5	18	41	48	12	2	1	1	0	0	0	0	0	0	0	0	128
	12:00	10	19	41	43	22	3	2	0	0	0	0	0	0	0	0	0	140
	13:00	6	24	51	45	15	2	2	0	0	0	0	0	0	0	0	0	145
	14:00	3	31	56	52	18	1	1	0	0	0	0	0	0	0	0	0	162
	15:00	1	11	47	47	21	1	1	0	0	0	0	0	0	0	0	0	129
	16:00	8	17	52	50	20	8	0	1	0	0	0	0	0	0	0	0	156
	17:00	3	17	48	75	21	4	0	0	0	0	0	0	0	0	0	0	168
	18:00	4	8	20	19	10	0	0	0	0	0	0	0	0	0	0	0	61
	19:00	0	3	16	9	2	0	2	0	0	0	0	0	0	0	0	0	32
	20:00	4	5	16	7	1	0	0	0	0	0	0	0	0	0	0	0	33
	21:00	0	1	9	3	4	1	0	0	0	0	0	0	0	0	0	0	18
	22:00	0	2	2	6	1	1	1	0	0	0	0	0	0	0	0	0	13
	23:00	1	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	5
Daily Total :		77	257	613	639	259	47	15	3	0	0	0	0	0	0	0	0	1910
Percent :		4%	13%	32%	33%	14%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	17%	50%	83%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	11	26	27	11	2	1	0	0	0	0	0	0	0	0	0	81

Average Speed	29.6 mph	50% Speed : 30.1 mph	67% Speed : 32.6 mph
			85% Speed : 35.9 mph
			10mph Pace: 25.0 - 34.9 (65.5%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/6/2017	00:00	1	0	3	1	3	1	0	0	0	0	0	0	0	0	0	0	9
Wed	01:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	2	0	5	9	6	2	1	0	0	0	0	0	0	0	0	0	25
	06:00	8	8	23	45	15	5	0	0	0	0	0	0	0	0	0	0	104
	07:00	18	26	71	84	27	4	0	0	0	0	0	0	1	0	0	0	231
	08:00	11	21	43	37	20	4	0	0	0	0	0	0	0	0	0	0	136
	09:00	2	11	45	40	9	2	0	0	0	0	0	0	0	0	0	0	109
	10:00	3	12	33	24	11	2	1	1	0	0	0	0	0	0	0	0	87
	11:00	6	26	37	31	11	2	0	0	0	0	0	0	0	0	0	0	113
	12:00	2	32	48	41	17	3	0	0	0	0	0	0	0	0	0	0	143
	13:00	10	19	58	46	16	1	0	2	0	0	0	0	0	0	0	0	152
	14:00	4	17	66	55	18	1	0	0	0	0	0	0	0	0	0	0	161
	15:00	10	20	38	48	13	1	0	0	0	0	0	0	0	0	0	0	130
	16:00	7	21	54	47	11	3	1	0	0	0	0	0	0	0	0	0	144
	17:00	11	29	68	58	17	0	0	0	0	0	0	0	0	0	0	0	183
	18:00	7	13	21	24	5	3	2	0	0	0	0	0	0	0	0	0	75
	19:00	0	3	25	13	4	0	0	0	0	0	0	0	0	0	0	0	45
	20:00	2	2	11	12	3	0	1	0	0	0	0	0	0	0	0	0	31
	21:00	4	2	6	6	3	0	0	0	0	0	0	0	0	0	0	0	21
	22:00	0	1	16	10	2	0	0	0	0	0	0	0	0	0	0	0	29
	23:00	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		109	264	679	640	217	35	6	3	0	0	0	0	1	0	0	0	1954
Percent :		6%	14%	35%	33%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		6%	19%	54%	87%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	11	28	27	9	1	0	0	0	0	0	0	0	0	0	0	81

Average Speed	28.9 mph	50% Speed :	29.4 mph	67% Speed :	32.0 mph	85% Speed :	34.7 mph
				10mph Pace:	25.0 - 34.9 (67.5%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/7/2017	00:00	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	5
Thu	01:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	6
	05:00	2	1	4	9	5	4	0	0	0	0	0	0	0	0	0	0	25
	06:00	4	13	31	39	13	1	0	0	0	0	0	0	0	0	0	0	101
	07:00	4	32	74	68	37	4	2	0	0	0	0	0	0	0	0	0	221
	08:00	6	13	42	54	15	1	0	0	0	0	0	0	0	0	0	0	131
	09:00	9	14	33	27	8	0	0	0	0	0	0	0	0	0	0	0	91
	10:00	5	15	29	30	10	3	0	0	0	0	0	0	0	0	0	0	92
	11:00	7	11	44	40	12	2	2	0	0	0	0	0	0	0	0	0	118
	12:00	3	23	43	44	20	4	0	0	0	0	0	0	0	0	0	0	137
	13:00	3	25	40	38	16	7	1	1	0	0	0	0	0	0	0	0	131
	14:00	8	28	57	59	15	4	0	0	0	0	0	0	0	0	0	0	171
	15:00	5	25	34	46	17	4	0	0	0	0	0	0	0	0	0	0	131
	16:00	8	20	43	55	18	4	0	0	0	0	0	0	0	0	0	0	148
	17:00	9	28	56	53	20	2	2	0	0	0	0	0	0	0	0	0	170
	18:00	3	8	14	32	10	5	0	0	0	0	0	0	0	0	0	0	72
	19:00	1	10	16	22	4	1	0	0	0	0	0	0	0	0	0	0	54
	20:00	6	7	10	9	5	2	0	0	0	0	0	0	0	0	0	0	39
	21:00	3	2	4	12	3	0	0	0	0	0	0	0	0	0	0	0	24
	22:00	2	0	4	7	3	0	0	0	0	0	0	0	0	0	0	0	16
	23:00	0	3	8	4	0	1	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		89	280	591	659	233	50	8	1	0	0	0	0	0	0	0	0	1911
Percent :		5%	15%	31%	34%	12%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	19%	50%	85%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	12	25	27	10	2	0	0	0	0	0	0	0	0	0	0	80

Average Speed	29.3 mph	50% Speed :	30.0 mph	67% Speed :	32.4 mph	85% Speed :	35.2 mph
				10mph Pace:	25.0 - 34.9 (65.4%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/8/2017	00:00	0	0	2	2	5	0	1	0	0	0	0	0	0	0	0	0	10
Fri	01:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	1	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	04:00	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	3	6	10	4	2	0	0	0	0	0	0	0	0	0	25
	06:00	6	9	38	31	15	2	0	0	0	0	0	0	0	0	0	0	101
	07:00	10	23	84	75	25	7	1	0	0	0	0	0	0	0	0	0	225
	08:00	5	9	40	41	20	4	2	0	0	0	0	0	0	0	0	0	121
	09:00	7	12	31	24	16	5	0	0	0	0	0	0	0	0	0	0	95
	10:00	4	14	33	31	13	3	0	1	0	0	0	0	0	0	0	0	99
	11:00	8	26	40	36	20	2	0	0	0	0	0	0	0	0	0	0	132
	12:00	6	18	56	66	18	6	1	0	1	0	0	0	0	0	0	0	172
	13:00	3	17	50	35	25	7	1	0	0	0	0	0	0	0	0	0	138
	14:00	5	17	59	57	23	4	2	1	0	0	0	0	0	0	0	0	168
	15:00	9	21	50	49	20	2	0	0	0	0	0	0	0	0	0	0	151
	16:00	3	19	47	48	8	3	2	0	0	1	0	0	0	0	0	0	131
	17:00	7	15	44	47	21	5	0	0	0	0	0	0	0	0	0	0	139
	18:00	4	6	31	32	8	0	0	0	0	0	0	0	0	0	0	0	81
	19:00	2	6	25	20	9	7	0	0	0	0	0	0	0	0	0	0	69
	20:00	3	4	29	7	6	0	0	0	0	0	0	0	0	0	0	0	49
	21:00	2	4	13	9	5	0	0	0	0	0	0	0	0	0	0	0	33
	22:00	0	5	12	8	6	2	0	0	0	1	0	0	0	0	0	0	34
	23:00	0	4	6	8	4	2	0	2	1	0	0	0	0	0	0	0	27
Daily Total :		86	230	698	638	281	66	12	5	2	2	0	0	0	0	0	0	2020
Percent :		4%	11%	35%	32%	14%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	16%	50%	82%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	10	29	27	12	3	1	0	0	0	0	0	0	0	0	0	86

Average Speed	29.8 mph	50% Speed :	30.0 mph	67% Speed :	32.6 mph	85% Speed :	36.4 mph
				10mph Pace:	25.0 - 34.9 (66.1%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/9/2017	00:00	1	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	8
Sat	01:00	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	10
	03:00	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	0	5	6	4	2	2	0	0	0	0	0	0	0	0	0	19
	07:00	0	2	8	13	17	3	0	0	0	0	0	0	0	0	0	0	43
	08:00	2	4	4	16	8	3	0	0	0	0	0	0	0	0	0	0	37
	09:00	1	4	15	21	8	2	0	1	0	0	0	0	0	0	0	0	52
	10:00	7	9	24	21	7	8	2	0	0	0	0	0	0	0	0	0	78
	11:00	1	3	28	27	12	2	0	0	0	0	0	0	0	0	0	0	73
	12:00	4	1	16	26	8	2	0	1	0	0	0	0	0	0	0	0	58
	13:00	6	9	28	22	14	1	0	0	0	0	0	0	0	0	0	0	80
	14:00	4	7	29	31	10	0	0	0	0	0	0	0	0	0	0	0	81
	15:00	3	3	22	35	16	2	2	0	0	0	0	0	0	0	0	0	83
	16:00	3	10	20	28	12	6	0	0	0	0	0	0	0	0	0	0	79
	17:00	2	10	20	27	9	1	0	0	0	0	0	0	0	0	0	0	69
	18:00	3	8	14	12	11	3	0	0	0	0	0	0	0	0	0	0	51
	19:00	5	7	12	18	1	2	0	0	0	0	0	0	0	0	0	0	45
	20:00	2	5	19	11	1	0	0	0	0	0	0	0	0	0	0	0	38
	21:00	1	4	12	13	5	1	0	0	0	0	0	0	0	0	0	0	36
	22:00	3	5	11	11	2	0	1	1	0	0	0	0	0	0	0	0	34
	23:00	0	2	9	6	7	1	0	2	0	0	0	0	0	0	0	0	27
Daily Total :		49	93	306	365	160	39	7	5	0	0	0	0	0	0	0	0	1024
Percent :		5%	9%	30%	36%	16%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	14%	44%	79%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	4	13	15	7	2	0	0	0	0	0	0	0	0	0	0	43

Average Speed	30.3 mph	50% Speed :	30.9 mph	67% Speed :	33.2 mph	85% Speed :	36.8 mph
				10mph Pace:	25.0 - 34.9 (65.5%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/10/201	00:00	0	3	8	6	1	0	0	0	0	0	0	0	0	0	0	0	18
Sun	01:00	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	1	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8
	08:00	3	5	5	9	2	1	0	0	0	0	0	0	0	0	0	0	25
	09:00	2	2	13	15	7	1	0	0	0	0	0	0	0	0	0	0	40
	10:00	3	2	17	14	8	1	0	0	0	0	0	0	0	0	0	0	45
	11:00	5	10	20	18	7	2	1	0	0	0	0	0	0	0	0	0	63
	12:00	7	8	11	20	13	1	0	0	0	0	0	0	0	0	0	0	60
	13:00	3	4	16	23	7	1	0	0	0	0	0	0	0	0	0	0	54
	14:00	3	10	15	19	6	2	0	0	0	0	0	0	0	0	0	0	55
	15:00	2	7	20	20	7	1	0	0	0	0	0	0	0	0	0	0	57
	16:00	2	2	16	12	15	4	0	0	0	0	0	0	0	0	0	0	51
	17:00	0	4	15	19	10	2	1	1	0	0	0	0	0	0	0	0	52
	18:00	1	2	15	13	6	0	0	0	0	0	0	0	0	0	0	0	37
	19:00	1	7	11	13	4	1	1	0	0	0	0	0	0	0	0	0	38
	20:00	2	5	11	15	3	1	0	0	0	0	0	0	0	0	0	0	37
	21:00	0	2	4	7	4	2	0	0	0	0	0	0	0	0	0	0	19
	22:00	2	2	4	2	3	0	0	1	0	0	0	0	0	0	0	0	14
	23:00	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		37	78	217	243	111	21	3	2	0	0	0	0	0	0	0	0	712
Percent :		5%	11%	30%	34%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	16%	47%	81%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	9	10	5	1	0	0	0	0	0	0	0	0	0	0	30

Average Speed	29.8 mph	50% Speed :	30.4 mph	67% Speed :	33.0 mph	85% Speed :	36.7 mph
				10mph Pace:	25.0 - 34.9 (64.6%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/11/2017	00:00	1	0	0	3	4	0	0	0	1	1	0	0	0	0	0	0	10
Mon	01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	2	2	2	0	1	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	3	7	4	0	0	0	0	0	0	0	0	0	0	0	14
	06:00	5	10	30	45	17	1	0	0	0	0	0	0	1	0	0	0	109
	07:00	10	25	83	70	30	3	1	0	0	0	0	0	0	0	0	0	222
	08:00	14	13	50	41	24	5	1	0	0	0	0	0	0	0	0	0	148
	09:00	5	12	35	36	12	0	0	0	0	0	0	0	0	0	0	0	100
	10:00	4	13	21	25	15	4	1	0	0	0	0	0	0	0	0	0	83
	11:00	2	12	49	36	17	2	0	0	0	0	0	0	0	0	0	0	118
	12:00	8	22	64	48	15	5	0	0	0	0	0	0	0	0	0	0	162
	13:00	4	13	53	35	24	4	0	0	0	0	0	0	0	0	0	0	133
	14:00	5	19	67	65	22	4	0	0	0	0	0	0	0	0	0	0	182
	15:00	9	14	44	37	16	3	0	0	0	0	0	0	0	0	0	1	124
	16:00	4	14	39	58	16	3	0	0	0	0	0	0	0	0	0	0	134
	17:00	9	19	47	62	26	2	0	0	0	0	0	0	0	0	0	0	165
	18:00	1	11	13	26	7	2	0	0	0	0	0	0	0	0	0	0	60
	19:00	2	6	14	16	6	0	0	0	0	0	0	0	0	0	0	0	44
	20:00	2	3	17	14	5	1	0	0	0	0	0	0	0	0	0	0	42
	21:00	2	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	0	1	2	9	1	0	0	0	0	0	0	0	0	0	0	0	13
	23:00	0	1	2	5	1	1	1	0	0	0	0	0	0	0	0	0	11
Daily Total :		87	211	642	642	267	41	6	0	1	1	0	0	1	0	0	1	1900
Percent :		5%	11%	34%	34%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	16%	49%	83%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	9	27	27	11	2	0	0	0	0	0	0	0	0	0	0	80

Average Speed	29.6 mph	50% Speed :	30.1 mph	67% Speed :	32.6 mph	85% Speed :	35.7 mph
				10mph Pace: 25.0 - 34.9 (67.6%)			

Special Speed Study Summary: EB Mountain Rd

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
	0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9			
Grand Total :	534	1413	3746	3826	1528	299	57	19	3	3	0	0	2	0	0	1	11431	
Percent :	5%	12%	33%	33%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :	5%	17%	50%	83%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :	3	8	22	23	9	2	0	0	0	0	0	0	0	0	0	0	67	
ADT = 1633	Average Speed 29.6 mph		50% Speed : 30.0 mph				67% Speed : 32.6 mph				85% Speed : 35.7 mph				10mph Pace: 25.0 - 34.9 (66.2%)			

Special Speed Study Report: WB Mountain Rd

Station ID : WB Mountain Rd

Info Line 1 : Between Edith & Broadway
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : WB MTN.DB

Last Connected Device Type : Apollo

Version Number : 1.66

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	Westbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/5/2017	00:00	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	6
Tue	01:00	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	3	0	2	0	4	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	2	5	0	2	0	2	0	1	0	0	0	0	0	0	0	12
	05:00	2	6	15	22	9	3	1	0	0	0	0	0	0	0	0	0	58
	06:00	2	10	41	38	14	4	2	0	0	0	0	0	0	0	0	0	111
	07:00	7	55	112	67	19	4	1	0	0	0	0	0	0	0	0	0	265
	08:00	7	30	86	71	30	4	0	0	0	0	0	0	0	0	0	0	228
	09:00	5	31	73	48	18	4	2	0	0	0	0	0	0	0	0	0	181
	10:00	7	35	56	40	17	4	0	0	1	0	0	0	0	0	0	0	160
	11:00	5	38	54	55	22	4	1	0	1	0	0	0	0	0	0	0	180
	12:00	4	40	78	58	11	0	0	0	0	0	0	0	0	0	0	0	191
	13:00	9	36	75	40	8	1	0	0	0	0	0	0	0	0	0	0	169
	14:00	11	76	120	66	10	0	0	0	0	0	0	0	0	0	0	0	283
	15:00	10	41	78	67	12	2	0	0	0	0	1	0	0	0	0	0	211
	16:00	10	31	86	50	24	4	0	0	0	0	0	0	0	0	0	0	205
	17:00	6	41	85	66	15	1	1	0	0	0	0	0	0	0	0	0	215
	18:00	5	18	30	33	10	2	1	0	0	0	0	0	0	0	0	0	99
	19:00	3	12	17	20	6	3	0	0	0	0	0	0	0	0	0	0	61
	20:00	0	15	17	15	5	3	0	0	0	0	0	0	0	0	0	0	55
	21:00	2	5	9	3	5	1	0	0	0	0	0	0	0	0	0	0	25
	22:00	0	1	6	3	5	0	0	0	0	0	0	0	0	0	0	0	15
	23:00	1	3	0	2	1	1	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		99	531	1049	771	245	51	11	0	3	0	1	0	0	0	0	0	2761
Percent :		4%	19%	38%	28%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	23%	61%	89%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	22	44	32	10	2	0	0	0	0	0	0	0	0	0	0	114

Average Speed	28.5 mph	50% Speed : 28.5 mph	67% Speed : 31.1 mph
			85% Speed : 34.3 mph
10mph Pace: 25.0 - 34.9 (65.9%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/6/2017	00:00	0	2	5	3	1	1	2	0	0	0	0	0	0	0	0	0	14
Wed	01:00	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	2	1	3	0	4	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	2	3	2	2	0	0	1	0	0	0	0	0	0	0	0	10
	05:00	0	2	13	20	13	3	2	0	0	0	0	0	0	0	0	0	53
	06:00	4	14	40	30	11	4	0	0	0	0	0	0	0	0	0	0	103
	07:00	6	44	108	82	18	1	0	0	0	0	0	0	0	0	0	0	259
	08:00	2	32	94	69	14	4	0	0	0	0	0	0	0	0	0	0	215
	09:00	17	44	83	44	17	3	0	0	0	0	0	0	0	0	0	0	208
	10:00	11	31	50	39	11	3	1	0	0	0	0	0	0	0	0	0	146
	11:00	6	31	62	47	20	0	0	0	0	0	0	0	0	0	0	0	166
	12:00	11	48	88	37	11	3	0	0	0	0	0	0	0	0	0	0	198
	13:00	5	33	79	51	15	2	1	0	0	0	0	0	0	0	0	0	186
	14:00	11	65	130	49	13	1	0	0	0	0	0	0	0	0	0	0	269
	15:00	9	44	88	48	12	2	0	0	0	0	0	0	0	0	0	0	203
	16:00	9	33	98	64	20	0	0	0	0	0	0	0	0	0	0	0	224
	17:00	9	53	116	66	12	1	2	1	0	0	0	0	0	0	0	0	260
	18:00	11	17	32	24	10	0	1	0	0	0	0	0	0	0	0	0	95
	19:00	4	8	27	14	7	2	0	1	0	0	0	0	0	0	0	0	63
	20:00	4	9	20	11	8	2	1	0	0	0	0	0	0	0	0	0	55
	21:00	2	13	15	6	1	3	0	0	0	0	0	0	0	0	0	0	40
	22:00	0	3	8	6	4	1	0	0	0	0	0	0	0	0	0	0	22
	23:00	0	2	5	3	4	1	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		121	532	1171	724	224	41	10	3	0	0	0	0	0	0	0	0	2826
Percent :		4%	19%	41%	26%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	23%	65%	90%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	22	49	30	9	2	0	0	0	0	0	0	0	0	0	0	117

Average Speed	28.1 mph	50% Speed :	28.3 mph	67% Speed :	30.4 mph	85% Speed :	34.0 mph
				10mph Pace:	25.0 - 34.9 (67.1%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/7/2017	00:00	1	0	2	3	0	2	1	0	0	0	0	0	0	0	0	0	9
Thu	01:00	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	1	0	4	2	1	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	5	3	4	2	0	0	0	0	0	0	0	0	0	0	14
	05:00	0	5	12	20	12	5	1	0	1	0	0	0	0	0	0	0	56
	06:00	4	16	30	34	8	0	1	0	0	0	0	0	0	0	0	0	93
	07:00	5	42	109	73	14	3	0	0	0	0	0	0	0	0	0	0	246
	08:00	5	41	97	62	21	2	1	0	0	0	0	0	0	0	0	0	229
	09:00	5	25	69	52	12	4	0	0	0	0	0	0	0	0	0	0	167
	10:00	6	29	57	47	13	0	1	1	0	0	0	0	0	0	0	0	154
	11:00	11	29	68	35	11	5	1	0	0	0	0	0	0	0	0	0	160
	12:00	9	42	99	52	7	2	0	0	0	0	0	0	0	0	0	0	211
	13:00	11	38	96	52	13	2	1	0	0	0	0	0	0	0	0	0	213
	14:00	8	53	128	59	10	0	1	0	0	0	0	0	0	0	0	0	259
	15:00	8	36	61	54	11	4	0	0	0	0	0	0	0	0	0	0	174
	16:00	11	36	113	52	18	0	1	0	0	0	0	0	0	0	0	0	231
	17:00	10	53	132	51	14	0	0	0	0	0	0	0	0	0	0	0	260
	18:00	7	20	48	28	10	1	0	0	0	0	0	0	0	0	0	0	114
	19:00	2	16	26	15	8	1	0	0	0	0	0	0	0	0	0	0	68
	20:00	2	7	27	13	6	0	1	0	0	0	0	0	0	0	0	0	56
	21:00	1	7	11	16	7	3	1	0	0	0	0	0	0	0	0	0	46
	22:00	0	4	10	5	7	0	0	0	0	0	0	0	0	0	0	0	26
	23:00	0	2	11	3	1	2	0	0	0	0	0	0	0	0	0	0	19
Daily Total :		106	502	1216	735	213	40	11	1	1	0	0	0	0	0	0	0	2825
Percent :		4%	18%	43%	26%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	22%	65%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	21	51	31	9	2	0	0	0	0	0	0	0	0	0	0	118

Average Speed	28.3 mph	50% Speed :	28.3 mph	67% Speed :	30.4 mph	85% Speed :	33.9 mph
				10mph Pace:	25.0 - 34.9 (69.1%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/8/2017	00:00	0	2	1	1	2	0	1	0	0	0	0	0	0	0	0	0	7
Fri	01:00	0	1	0	7	3	0	0	0	0	0	0	0	0	0	0	0	11
	02:00	1	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	1	0	1	2	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	3	5	3	4	2	0	1	1	0	0	0	0	0	0	0	19
	05:00	0	4	8	15	12	4	0	1	0	0	0	0	0	0	0	0	44
	06:00	4	14	31	27	13	0	0	1	0	0	0	0	0	0	0	0	90
	07:00	8	33	110	71	19	3	0	1	0	0	0	0	0	0	0	0	245
	08:00	8	24	72	67	34	3	0	0	0	0	0	0	0	0	0	0	208
	09:00	5	30	61	64	20	2	0	0	0	0	0	0	0	0	0	0	182
	10:00	9	37	61	39	17	4	0	0	0	0	0	0	0	0	0	0	167
	11:00	5	33	69	43	9	3	0	0	0	0	0	0	0	0	0	0	162
	12:00	7	41	85	55	23	3	1	0	0	0	0	0	0	0	0	0	215
	13:00	2	43	100	45	11	3	0	0	0	0	0	0	0	0	0	0	204
	14:00	6	39	134	77	16	1	1	0	0	0	0	0	0	0	0	0	274
	15:00	2	30	90	63	14	3	2	0	0	0	0	0	0	0	0	0	204
	16:00	3	36	88	53	18	3	1	0	0	0	0	0	0	0	0	0	202
	17:00	6	14	73	58	20	1	0	0	0	0	0	0	0	0	0	0	172
	18:00	2	12	43	32	12	0	1	0	0	0	0	0	0	0	0	0	102
	19:00	4	17	33	23	5	0	0	0	0	0	0	0	0	0	0	0	82
	20:00	3	15	26	19	9	2	1	0	0	0	0	0	0	0	0	0	75
	21:00	0	9	13	16	5	0	0	0	0	0	0	0	0	0	0	0	43
	22:00	0	4	16	11	2	0	0	0	0	0	0	0	0	0	0	0	33
	23:00	0	4	8	7	1	0	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		75	448	1128	802	271	39	8	4	1	0	0	0	0	0	0	0	2776
Percent :		3%	16%	41%	29%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		3%	19%	59%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	19	47	33	11	2	0	0	0	0	0	0	0	0	0	0	115

Average Speed	28.9 mph	50% Speed :	28.8 mph	67% Speed :	31.3 mph	85% Speed :	34.4 mph
				10mph Pace:	25.0 - 34.9 (69.5%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/9/2017	00:00	1	0	1	2	3	5	0	0	0	1	0	0	0	0	0	0	13
Sat	01:00	0	1	4	9	7	0	1	0	0	0	0	0	0	0	0	0	22
	02:00	0	1	5	3	2	1	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	1	1	3	0	2	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
	05:00	1	0	3	4	4	2	0	0	0	0	0	0	0	0	0	0	14
	06:00	2	3	10	12	5	0	1	0	0	0	0	0	0	0	0	0	33
	07:00	0	5	19	24	6	3	1	1	0	0	0	0	0	0	0	0	59
	08:00	1	8	19	24	12	7	0	0	0	0	0	0	0	0	0	0	71
	09:00	2	22	28	26	18	2	2	0	0	0	0	0	0	0	0	0	100
	10:00	6	15	31	16	13	6	1	0	0	0	0	0	0	0	0	0	88
	11:00	6	19	25	24	13	3	0	0	0	0	0	0	0	0	0	0	90
	12:00	2	7	24	28	7	2	0	0	0	0	0	0	0	0	0	0	70
	13:00	6	13	35	21	8	4	1	0	0	0	0	0	0	0	0	0	88
	14:00	10	12	24	29	6	1	0	0	0	0	0	0	0	0	0	0	82
	15:00	3	11	33	24	13	3	1	0	0	0	0	0	0	0	0	0	88
	16:00	4	16	32	28	6	1	0	0	0	0	0	0	0	0	0	0	87
	17:00	2	9	18	15	6	1	0	0	0	0	0	0	0	0	0	0	51
	18:00	3	14	30	19	5	3	0	1	0	0	0	0	0	0	0	0	75
	19:00	3	10	21	15	3	0	1	0	0	0	0	0	0	0	0	0	53
	20:00	0	13	16	18	3	2	1	0	0	0	0	0	0	0	0	0	53
	21:00	1	3	17	12	3	1	0	0	0	0	0	0	0	0	0	0	37
	22:00	0	13	13	7	0	2	0	0	0	0	0	0	0	0	0	0	35
	23:00	0	5	6	6	3	1	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		53	201	419	370	146	53	10	2	0	1	0	0	0	0	0	0	1255
Percent :		4%	16%	33%	29%	12%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	20%	54%	83%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	8	17	15	6	2	0	0	0	0	0	0	0	0	0	0	50

Average Speed	29.4 mph	50% Speed :	29.4 mph	67% Speed :	32.2 mph	85% Speed :	36.0 mph
				10mph Pace:	25.0 - 34.9 (62.9%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9			
9/10/201	00:00	1	0	7	2	3	0	1	0	0	0	0	0	0	0	0	0	0	14
Sun	01:00	0	1	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	9
	02:00	2	1	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	9
	06:00	1	1	4	2	0	0	0	0	1	0	0	0	0	0	0	0	0	9
	07:00	3	2	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	4	4	5	9	2	5	1	0	0	0	0	0	0	0	0	0	0	30
	09:00	6	10	17	17	4	0	0	0	0	0	0	0	0	0	0	0	0	54
	10:00	7	13	19	18	10	1	0	0	0	0	0	0	0	0	0	0	0	68
	11:00	1	12	17	14	10	0	0	0	0	0	0	0	0	0	0	0	0	54
	12:00	7	19	19	17	8	3	0	0	0	0	0	0	0	0	0	0	0	73
	13:00	3	13	25	19	7	1	0	0	0	0	0	0	0	0	0	0	0	68
	14:00	2	10	21	17	5	2	0	0	0	0	0	0	0	0	0	0	0	57
	15:00	4	13	30	20	4	0	0	0	0	0	0	0	0	0	0	0	0	71
	16:00	4	8	21	18	8	2	0	0	0	0	0	0	0	0	0	0	0	61
	17:00	4	7	20	13	5	4	0	0	0	0	0	0	0	0	0	0	0	53
	18:00	4	8	9	16	4	2	0	0	0	0	0	0	0	0	0	0	0	43
	19:00	3	9	21	9	2	0	0	0	0	0	0	0	0	0	0	0	0	44
	20:00	1	6	17	8	7	2	0	0	0	0	0	0	0	0	0	0	0	41
	21:00	2	3	16	15	11	2	0	0	0	0	0	0	0	0	0	0	0	49
	22:00	2	2	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	23:00	2	1	5	4	2	4	0	1	1	0	0	0	0	0	0	0	0	20
Daily Total :		63	144	297	238	100	34	3	1	2	0	0	0	0	0	0	0	0	882
Percent :		7%	16%	34%	27%	11%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		7%	23%	57%	84%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	6	12	10	4	1	0	0	0	0	0	0	0	0	0	0	0	36

Average Speed	28.6 mph	50% Speed :	28.8 mph	67% Speed :	31.8 mph	85% Speed :	35.5 mph
				10mph Pace:	25.0 - 34.9 (60.7%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
9/11/2017	00:00	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	7
Mon	01:00	2	3	0	5	1	0	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	04:00	0	2	2	5	1	3	0	1	0	0	0	0	0	0	0	0	14
	05:00	2	3	13	18	14	3	1	0	0	0	0	0	0	0	0	0	54
	06:00	4	15	43	31	12	4	0	0	0	0	0	0	0	0	0	0	109
	07:00	3	48	94	82	21	3	2	0	0	0	0	0	0	0	0	0	253
	08:00	8	41	96	73	16	3	0	0	0	0	0	0	0	0	0	0	237
	09:00	9	22	53	46	16	5	0	0	0	0	0	0	0	0	0	0	151
	10:00	6	37	50	35	14	3	0	0	0	0	0	0	0	0	0	0	145
	11:00	11	30	50	48	21	1	0	0	0	0	0	0	0	0	0	0	161
	12:00	6	44	82	34	14	2	0	0	0	0	0	0	0	0	0	0	182
	13:00	5	47	78	54	14	4	0	0	0	0	0	0	0	0	0	0	202
	14:00	10	64	125	55	9	1	1	0	0	0	0	0	0	0	0	0	265
	15:00	7	30	98	58	9	3	1	0	0	0	0	0	0	0	0	0	206
	16:00	8	26	75	51	20	4	1	0	0	0	0	0	0	0	0	0	185
	17:00	11	32	99	60	17	1	0	0	0	0	0	0	0	0	0	0	220
	18:00	8	17	30	29	12	1	2	0	0	0	0	0	0	0	0	0	99
	19:00	7	23	28	12	7	0	0	0	0	0	0	0	0	0	0	0	77
	20:00	5	13	17	13	11	0	0	0	0	1	0	0	0	0	0	0	60
	21:00	2	4	4	9	1	0	0	0	0	0	0	0	0	0	0	0	20
	22:00	0	1	3	6	3	2	0	0	0	0	0	0	0	0	0	0	15
	23:00	1	1	5	3	0	1	0	0	0	0	0	0	0	0	0	0	11
Daily Total :		115	504	1048	730	238	46	9	1	0	1	0	0	0	0	0	0	2692
Percent :		4%	19%	39%	27%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	23%	62%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	21	44	30	10	2	0	0	0	0	0	0	0	0	0	0	112

Average Speed	28.3 mph	50% Speed :	28.5 mph	67% Speed :	30.9 mph	85% Speed :	34.2 mph
				10mph Pace:	25.0 - 34.9 (66.0%)		

Special Speed Study Summary: WB Mountain Rd

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total															
	0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9																		
Grand Total :	632	2862	6328	4370	1437	304	62	12	7	2	1	0	0	0	0	0	0	16017															
Percent :	4%	18%	40%	27%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	4%	22%	61%	89%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	4	17	38	26	9	2	0	0	0	0	0	0	0	0	0	0	0	96															
ADT = 2288	<table style="width: 100%; border: 1px solid black; padding: 5px;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">28.5 mph</td> <td style="width: 25%;">50% Speed :</td> <td style="width: 25%;">28.6 mph</td> <td style="width: 25%;">67% Speed :</td> <td style="width: 25%;">31.0 mph</td> <td style="width: 25%;">85% Speed :</td> <td style="width: 25%;">34.4 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 25.0 - 34.9 (66.8%)</td> </tr> </table>																	Average Speed	28.5 mph	50% Speed :	28.6 mph	67% Speed :	31.0 mph	85% Speed :	34.4 mph					10mph Pace: 25.0 - 34.9 (66.8%)			
Average Speed	28.5 mph	50% Speed :	28.6 mph	67% Speed :	31.0 mph	85% Speed :	34.4 mph																										
				10mph Pace: 25.0 - 34.9 (66.8%)																													

Basic Volume Report: EB Mountain Rd

Station ID : EB Mountain Rd

Info Line 1 : Between Broadway & Edith

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : EB MTN.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24087

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Eastbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	:00	:15	:30	:45	Total
9/5/2017	00:00	5	0	0	2	7
Tue	01:00	0	0	1	1	2
	02:00	0	4	2	4	10
	03:00	1	0	0	2	3
	04:00	0	1	0	4	5
	05:00	2	2	5	11	20
	06:00	15	21	33	23	92
	07:00	70	63	38	38	209
	08:00	32	36	35	35	138
	09:00	30	24	35	41	130
	10:00	33	23	23	25	104
	11:00	21	26	46	35	128
	12:00	37	33	28	42	140
	13:00	36	26	42	41	145
	14:00	39	47	49	27	162
	15:00	31	28	39	31	129
	16:00	37	42	43	34	156
	17:00	67	53	28	20	168
	18:00	15	11	13	22	61
	19:00	13	5	5	9	32
	20:00	17	7	3	6	33
	21:00	7	4	4	3	18
	22:00	1	6	2	4	13
	23:00	2	1	0	2	5

Day Total : 1910

AM Total :	848 (44.4%)	Peak AM Hour : 07:00 =	209 (10.9%)	Peak AM Factor : 0.746	Average Period :	19.9
PM Total :	1062 (55.6%)	Peak PM Hour : 16:30 =	197 (10.3%)	Peak PM Factor : 0.735	Average Hour :	79.6

Date	Time	:00	:15	:30	:45	Total
9/6/2017	00:00	4	1	2	2	9
Wed	01:00	0	3	2	0	5
	02:00	0	0	3	0	3
	03:00	1	0	0	0	1
	04:00	1	2	2	2	7
	05:00	3	5	4	13	25
	06:00	14	17	31	42	104
	07:00	73	68	48	42	231
	08:00	30	37	30	39	136
	09:00	20	32	29	28	109
	10:00	24	14	19	30	87
	11:00	29	21	30	33	113
	12:00	31	38	37	37	143
	13:00	37	28	39	48	152
	14:00	38	46	42	35	161
	15:00	32	32	41	25	130
	16:00	43	31	44	26	144
	17:00	69	52	39	23	183
	18:00	19	15	25	16	75
	19:00	15	12	6	12	45
	20:00	9	6	9	7	31
	21:00	5	5	6	5	21
	22:00	11	7	6	5	29
	23:00	5	2	2	1	10

Day Total : 1954

AM Total :	830 (42.5%)	Peak AM Hour : 06:45 =	231 (11.8%)	Peak AM Factor : 0.791	Average Period :	20.4
PM Total :	1124 (57.5%)	Peak PM Hour : 16:30 =	191 (9.8%)	Peak PM Factor : 0.692	Average Hour :	81.4

Date	Time	:00	:15	:30	:45	Total
9/7/2017	00:00	2	0	2	1	5
Thu	01:00	0	0	1	3	4
	02:00	0	1	1	2	4
	03:00	2	0	1	1	4
	04:00	0	2	1	3	6
	05:00	5	4	4	12	25
	06:00	13	15	25	48	101
	07:00	72	57	53	39	221
	08:00	33	33	34	31	131
	09:00	21	20	27	23	91
	10:00	16	24	23	29	92
	11:00	24	29	29	36	118
	12:00	26	38	43	30	137
	13:00	26	28	35	42	131
	14:00	44	48	38	41	171
	15:00	33	28	36	34	131
	16:00	29	34	37	48	148
	17:00	64	44	33	29	170
	18:00	21	19	21	11	72
	19:00	23	15	7	9	54
	20:00	10	9	11	9	39
	21:00	9	5	7	3	24
	22:00	2	6	5	3	16
	23:00	4	4	4	4	16
Day Total :						1911

AM Total :	802 (42.0%)	Peak AM Hour : 06:45 =	230 (12.0%)	Peak AM Factor : 0.799	Average Period :	19.9
PM Total :	1109 (58.0%)	Peak PM Hour : 16:30 =	193 (10.1%)	Peak PM Factor : 0.754	Average Hour :	79.6

Date	Time	:00	:15	:30	:45	Total
9/8/2017	00:00	4	3	1	2	10
Fri	01:00	1	0	0	2	3
	02:00	1	1	0	5	7
	03:00	0	0	1	0	1
	04:00	3	0	0	6	9
	05:00	4	3	9	9	25
	06:00	11	19	21	50	101
	07:00	80	62	47	36	225
	08:00	30	31	24	36	121
	09:00	21	22	26	26	95
	10:00	18	29	20	32	99
	11:00	25	39	31	37	132
	12:00	33	46	49	44	172
	13:00	26	36	37	39	138
	14:00	43	50	38	37	168
	15:00	33	46	36	36	151
	16:00	37	35	23	36	131
	17:00	56	29	27	27	139
	18:00	29	19	19	14	81
	19:00	13	16	23	17	69
	20:00	16	13	9	11	49
	21:00	7	7	12	7	33
	22:00	11	9	10	4	34
	23:00	5	11	3	8	27

Day Total : 2020

AM Total :	828 (41.0%)	Peak AM Hour : 06:45 =	239 (11.8%)	Peak AM Factor : 0.747	Average Period :	21.0
PM Total :	1192 (59.0%)	Peak PM Hour : 12:00 =	172 (8.5%)	Peak PM Factor : 0.768	Average Hour :	84.2

Date	Time	:00	:15	:30	:45	Total
9/9/2017	00:00	1	3	0	4	8
Sat	01:00	2	2	3	0	7
	02:00	5	1	3	1	10
	03:00	0	1	2	1	4
	04:00	3	2	0	3	8
	05:00	3	0	0	1	4
	06:00	3	6	5	5	19
	07:00	5	14	9	15	43
	08:00	3	9	12	13	37
	09:00	12	11	12	17	52
	10:00	24	16	15	23	78
	11:00	17	14	21	21	73
	12:00	15	15	14	14	58
	13:00	17	19	20	24	80
	14:00	18	29	18	16	81
	15:00	24	18	25	16	83
	16:00	21	16	22	20	79
	17:00	15	19	16	19	69
	18:00	12	13	13	13	51
	19:00	5	9	19	12	45
	20:00	18	4	8	8	38
	21:00	14	9	9	4	36
	22:00	10	8	6	10	34
	23:00	6	7	7	7	27

Day Total : 1024

AM Total :	343 (33.5%)	Peak AM Hour : 10:00 =	78 (7.6%)	Peak AM Factor : 0.812	Average Period :	10.7
PM Total :	681 (66.5%)	Peak PM Hour : 13:30 =	91 (8.9%)	Peak PM Factor : 0.784	Average Hour :	42.7

Date	Time	:00	:15	:30	:45	Total
9/10/2017	00:00	6	6	5	1	18
Sun	01:00	3	1	2	2	8
	02:00	0	4	1	2	7
	03:00	2	1	0	1	4
	04:00	0	0	2	2	4
	05:00	2	0	2	0	4
	06:00	2	2	2	1	7
	07:00	1	4	2	1	8
	08:00	3	7	9	6	25
	09:00	4	16	9	11	40
	10:00	8	8	12	17	45
	11:00	13	6	13	31	63
	12:00	12	16	14	18	60
	13:00	17	11	17	9	54
	14:00	18	8	17	12	55
	15:00	11	16	16	14	57
	16:00	12	8	13	18	51
	17:00	17	10	13	12	52
	18:00	10	4	11	12	37
	19:00	9	14	11	4	38
	20:00	11	5	12	9	37
	21:00	3	3	6	7	19
	22:00	4	1	5	4	14
	23:00	0	0	2	3	5

Day Total : 712

AM Total :	233 (32.7%)	Peak AM Hour : 11:00 =	63 (8.8%)	Peak AM Factor : 0.508	Average Period :	7.4
PM Total :	479 (67.3%)	Peak PM Hour : 12:15 =	65 (9.1%)	Peak PM Factor : 0.903	Average Hour :	29.7

Date	Time	:00	:15	:30	:45	Total
9/11/2017	00:00	5	2	1	2	10
Mon	01:00	1	0	0	0	1
	02:00	0	0	1	1	2
	03:00	1	0	1	1	3
	04:00	1	3	2	1	7
	05:00	3	0	2	9	14
	06:00	17	14	36	42	109
	07:00	72	73	33	44	222
	08:00	48	44	26	30	148
	09:00	20	23	24	33	100
	10:00	22	19	25	17	83
	11:00	25	23	35	35	118
	12:00	44	40	41	37	162
	13:00	26	28	37	42	133
	14:00	36	61	45	40	182
	15:00	32	29	34	29	124
	16:00	36	29	31	38	134
	17:00	59	45	33	28	165
	18:00	16	15	15	14	60
	19:00	11	9	13	11	44
	20:00	6	10	14	12	42
	21:00	3	3	6	1	13
	22:00	7	3	1	2	13
	23:00	2	3	2	4	11

Day Total : 1900

AM Total :	817 (43.0%)	Peak AM Hour : 06:30 =	223 (11.7%)	Peak AM Factor : 0.764	Average Period :	19.8
PM Total :	1083 (57.0%)	Peak PM Hour : 13:45 =	184 (9.7%)	Peak PM Factor : 0.754	Average Hour :	79.2

Basic Volume Summary: EB Mountain Rd

Grand Total For Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	11431 (100.0%)	7.00	1633	17.0	68.0	4701 (41.1%)	6730 (58.9%)
ALL	11431	7.00	1633	17.0	68.0	4701 (41.1%)	6730 (58.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:45 = 239	09/08/2017	0.747	16:30 = 197	09/05/2017	0.735

Basic Volume Report: WB Mountain Rd

Station ID : WB Mountain Rd

Info Line 1 : Between Edith & Broadway

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : WB MTN.DB

Last Connected Device Type : Apollo

Version Number : 1.66

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Westbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Date	Time	:00	:15	:30	:45	Total
9/5/2017	00:00	2	2	2	0	6
Tue	01:00	0	4	2	1	7
	02:00	1	1	1	4	7
	03:00	2	1	1	5	9
	04:00	2	1	0	9	12
	05:00	8	7	19	24	58
	06:00	20	21	31	39	111
	07:00	55	74	56	80	265
	08:00	69	54	51	54	228
	09:00	47	29	48	57	181
	10:00	36	38	50	36	160
	11:00	47	46	35	52	180
	12:00	46	45	50	50	191
	13:00	27	39	41	62	169
	14:00	72	78	78	55	283
	15:00	63	44	56	48	211
	16:00	59	42	50	54	205
	17:00	71	60	50	34	215
	18:00	31	26	22	20	99
	19:00	13	19	15	14	61
	20:00	18	19	9	9	55
	21:00	3	10	4	8	25
	22:00	6	3	3	3	15
	23:00	3	2	3	0	8

Day Total : 2761

AM Total :	1224 (44.3%)	Peak AM Hour : 07:15 =	279 (10.1%)	Peak AM Factor : 0.872	Average Period :	28.8
PM Total :	1537 (55.7%)	Peak PM Hour : 13:45 =	290 (10.5%)	Peak PM Factor : 0.929	Average Hour :	115.0

Date	Time	:00	:15	:30	:45	Total
9/6/2017	00:00	8	2	2	2	14
Wed	01:00	2	5	2	1	10
	02:00	0	0	1	1	2
	03:00	5	1	1	3	10
	04:00	2	1	2	5	10
	05:00	5	11	12	25	53
	06:00	13	30	30	30	103
	07:00	52	77	59	71	259
	08:00	65	50	54	46	215
	09:00	50	35	51	72	208
	10:00	32	45	44	25	146
	11:00	36	34	46	50	166
	12:00	49	47	53	49	198
	13:00	36	48	33	69	186
	14:00	54	63	85	67	269
	15:00	55	39	51	58	203
	16:00	49	50	64	61	224
	17:00	69	69	79	43	260
	18:00	33	26	19	17	95
	19:00	21	10	20	12	63
	20:00	15	21	10	9	55
	21:00	9	12	8	11	40
	22:00	10	7	3	2	22
	23:00	6	5	2	2	15

Day Total : 2826

AM Total :	1196 (42.3%)	Peak AM Hour : 07:15 =	272 (9.6%)	Peak AM Factor : 0.883	Average Period :	29.4
PM Total :	1630 (57.7%)	Peak PM Hour : 16:45 =	278 (9.8%)	Peak PM Factor : 0.818	Average Hour :	117.8

Date	Time	:00	:15	:30	:45	Total
9/7/2017	00:00	3	3	1	2	9
Thu	01:00	0	2	4	0	6
	02:00	2	1	2	1	6
	03:00	1	2	2	3	8
	04:00	4	1	1	8	14
	05:00	10	6	16	24	56
	06:00	17	16	26	34	93
	07:00	37	77	60	72	246
	08:00	60	53	62	54	229
	09:00	37	38	45	47	167
	10:00	44	31	35	44	154
	11:00	36	43	30	51	160
	12:00	46	55	52	58	211
	13:00	42	45	45	81	213
	14:00	51	51	98	59	259
	15:00	53	29	53	39	174
	16:00	49	48	65	69	231
	17:00	72	60	80	48	260
	18:00	40	34	20	20	114
	19:00	22	20	13	13	68
	20:00	18	22	8	8	56
	21:00	8	12	10	16	46
	22:00	3	10	5	8	26
	23:00	3	7	6	3	19

Day Total : 2825

AM Total :	1148 (40.6%)	Peak AM Hour : 07:15 =	269 (9.5%)	Peak AM Factor : 0.873	Average Period :	29.4
PM Total :	1677 (59.4%)	Peak PM Hour : 13:45 =	281 (9.9%)	Peak PM Factor : 0.717	Average Hour :	117.7

Date	Time	:00	:15	:30	:45	Total
9/8/2017	00:00	2	0	4	1	7
Fri	01:00	1	2	4	4	11
	02:00	3	1	3	2	9
	03:00	0	2	1	3	6
	04:00	3	3	1	12	19
	05:00	4	10	10	20	44
	06:00	9	24	22	35	90
	07:00	51	76	55	63	245
	08:00	52	49	62	45	208
	09:00	35	37	46	64	182
	10:00	45	38	36	48	167
	11:00	42	37	34	49	162
	12:00	46	53	62	54	215
	13:00	44	53	41	66	204
	14:00	63	53	93	65	274
	15:00	55	56	54	39	204
	16:00	59	59	48	36	202
	17:00	60	41	33	38	172
	18:00	32	25	25	20	102
	19:00	21	25	21	15	82
	20:00	19	28	15	13	75
	21:00	13	9	12	9	43
	22:00	11	10	5	7	33
	23:00	4	11	4	1	20

Day Total : 2776

AM Total :	1150 (41.4%)	Peak AM Hour : 07:15 =	246 (8.9%)	Peak AM Factor : 0.809	Average Period :	28.9
PM Total :	1626 (58.6%)	Peak PM Hour : 13:45 =	275 (9.9%)	Peak PM Factor : 0.739	Average Hour :	115.7

Date	Time	:00	:15	:30	:45	Total
9/9/2017	00:00	4	3	0	6	13
Sat	01:00	5	2	4	11	22
	02:00	9	0	1	2	12
	03:00	1	1	0	5	7
	04:00	2	1	2	1	6
	05:00	3	2	4	5	14
	06:00	4	4	12	13	33
	07:00	15	6	18	20	59
	08:00	16	19	16	20	71
	09:00	26	20	23	31	100
	10:00	17	22	22	27	88
	11:00	20	24	23	23	90
	12:00	23	15	14	18	70
	13:00	19	24	30	15	88
	14:00	19	25	22	16	82
	15:00	26	23	20	19	88
	16:00	20	28	16	23	87
	17:00	11	13	13	14	51
	18:00	34	17	12	12	75
	19:00	13	10	13	17	53
	20:00	16	15	8	14	53
	21:00	14	6	7	10	37
	22:00	9	7	12	7	35
	23:00	4	7	6	4	21

Day Total : 1255

AM Total :	515 (41.0%)	Peak AM Hour : 09:00 =	100 (8.0%)	Peak AM Factor : 0.806	Average Period :	13.1
PM Total :	740 (59.0%)	Peak PM Hour : 12:45 =	91 (7.3%)	Peak PM Factor : 0.669	Average Hour :	52.3

Date	Time	:00	:15	:30	:45	Total
9/10/2017	00:00	4	3	4	3	14
Sun	01:00	4	1	1	3	9
	02:00	1	3	4	2	10
	03:00	1	1	2	1	5
	04:00	0	0	2	3	5
	05:00	2	1	2	4	9
	06:00	1	2	4	2	9
	07:00	1	2	6	10	19
	08:00	5	4	10	11	30
	09:00	9	10	16	19	54
	10:00	14	11	16	27	68
	11:00	14	8	14	18	54
	12:00	20	15	15	23	73
	13:00	12	15	20	21	68
	14:00	13	14	9	21	57
	15:00	14	13	18	26	71
	16:00	14	12	16	19	61
	17:00	15	10	10	18	53
	18:00	7	14	14	8	43
	19:00	11	10	12	11	44
	20:00	12	14	8	7	41
	21:00	11	17	10	11	49
	22:00	4	7	2	3	16
	23:00	2	7	6	5	20

Day Total : 882

AM Total :	286 (32.4%)	Peak AM Hour : 10:00 =	68 (7.7%)	Peak AM Factor : 0.630	Average Period :	9.2
PM Total :	596 (67.6%)	Peak PM Hour : 12:00 =	73 (8.3%)	Peak PM Factor : 0.702	Average Hour :	36.8

Date	Time	:00	:15	:30	:45	Total
9/11/2017	00:00	3	2	2	0	7
Mon	01:00	4	1	3	3	11
	02:00	1	3	0	1	5
	03:00	0	0	1	2	3
	04:00	2	2	2	8	14
	05:00	10	6	16	22	54
	06:00	27	14	30	38	109
	07:00	48	64	69	72	253
	08:00	63	53	67	54	237
	09:00	36	34	37	44	151
	10:00	37	35	32	41	145
	11:00	35	44	40	42	161
	12:00	45	50	48	39	182
	13:00	38	45	52	67	202
	14:00	54	59	104	48	265
	15:00	58	36	55	57	206
	16:00	41	44	49	51	185
	17:00	51	64	60	45	220
	18:00	30	31	21	17	99
	19:00	23	16	19	19	77
	20:00	22	19	14	5	60
	21:00	5	3	4	8	20
	22:00	7	2	2	4	15
	23:00	3	3	3	2	11

Day Total : 2692

AM Total :	1150 (42.7%)	Peak AM Hour : 07:15 =	268 (10.0%)	Peak AM Factor : 0.931	Average Period :	28.0
PM Total :	1542 (57.3%)	Peak PM Hour : 13:45 =	284 (10.5%)	Peak PM Factor : 0.683	Average Hour :	112.2

Basic Volume Summary: WB Mountain Rd

Grand Total For Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	16017 (100.0%)	7.00	2288	23.8	95.3	6669 (41.6%)	9348 (58.4%)
ALL	16017	7.00	2288	23.8	95.3	6669 (41.6%)	9348 (58.4%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:15 = 279	09/05/2017	0.872	13:45 = 290	09/05/2017	0.929

Basic Axle Classification Report: EB Mountain Rd

Station ID : EB Mountain Rd

Info Line 1 : Between Broadway & Edith

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : EB MTN.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24087

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/5/2017	00:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Tue	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	2	17	1	0	0	0	0	0	0	0	0	0	0	20
	06:00	5	69	14	2	1	0	1	0	0	0	0	0	0	92
	07:00	3	172	30	1	2	0	0	1	0	0	0	0	0	209
	08:00	1	111	21	4	0	0	0	1	0	0	0	0	0	138
	09:00	2	98	27	1	1	0	0	0	1	0	0	0	0	130
	10:00	1	75	24	3	1	0	0	0	0	0	0	0	0	104
	11:00	2	100	23	2	1	0	0	0	0	0	0	0	0	128
	12:00	0	105	30	3	1	0	0	0	1	0	0	0	0	140
	13:00	3	110	28	2	2	0	0	0	0	0	0	0	0	145
	14:00	4	118	36	3	0	0	0	1	0	0	0	0	0	162
	15:00	1	96	27	2	1	1	0	1	0	0	0	0	0	129
	16:00	3	120	28	3	0	0	0	0	0	1	0	1	0	156
	17:00	1	140	23	3	1	0	0	0	0	0	0	0	0	168
	18:00	1	46	11	3	0	0	0	0	0	0	0	0	0	61
	19:00	0	26	5	1	0	0	0	0	0	0	0	0	0	32
	20:00	2	27	2	1	1	0	0	0	0	0	0	0	0	33
	21:00	1	15	1	1	0	0	0	0	0	0	0	0	0	18
	22:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	23:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		33	1484	336	35	12	1	1	4	2	1	0	1	0	1910
Percent :		2%	78%	18%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	62	14	1	1	0	0	0	0	0	0	0	0	79

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/6/2017	00:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Wed	01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
	05:00	2	23	0	0	0	0	0	0	0	0	0	0	0	25
	06:00	4	81	17	2	0	0	0	0	0	0	0	0	0	104
	07:00	4	188	32	2	2	3	0	0	0	0	0	0	0	231
	08:00	4	102	26	3	0	1	0	0	0	0	0	0	0	136
	09:00	0	78	26	2	2	1	0	0	0	0	0	0	0	109
	10:00	0	55	24	3	1	2	0	1	0	0	1	0	0	87
	11:00	1	83	25	2	1	0	0	1	0	0	0	0	0	113
	12:00	0	106	29	3	2	0	0	3	0	0	0	0	0	143
	13:00	1	118	26	3	2	1	0	1	0	0	0	0	0	152
	14:00	2	128	26	2	1	1	0	1	0	0	0	0	0	161
	15:00	3	102	22	2	1	0	0	0	0	0	0	0	0	130
	16:00	4	116	18	2	2	1	0	1	0	0	0	0	0	144
	17:00	2	148	29	3	1	0	0	0	0	0	0	0	0	183
	18:00	3	51	18	3	0	0	0	0	0	0	0	0	0	75
	19:00	1	37	6	1	0	0	0	0	0	0	0	0	0	45
	20:00	2	24	3	0	2	0	0	0	0	0	0	0	0	31
	21:00	3	13	4	1	0	0	0	0	0	0	0	0	0	21
	22:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
	23:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		37	1504	343	34	17	10	0	8	0	0	1	0	0	1954
Percent :		2%	77%	18%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	
Average :		2	63	14	1	1	0	0	0	0	0	0	0	0	81

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/7/2017	00:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Thu	01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	1	4	0	0	0	1	0	0	0	0	0	0	0	6
	05:00	2	21	2	0	0	0	0	0	0	0	0	0	0	25
	06:00	2	79	17	2	0	0	0	0	0	0	1	0	0	101
	07:00	3	181	32	1	3	0	0	1	0	0	0	0	0	221
	08:00	4	84	38	3	1	0	0	1	0	0	0	0	0	131
	09:00	4	61	18	2	3	1	0	2	0	0	0	0	0	91
	10:00	4	69	16	3	0	0	0	0	0	0	0	0	0	92
	11:00	4	91	20	1	1	0	0	1	0	0	0	0	0	118
	12:00	0	105	23	3	3	1	0	1	0	0	1	0	0	137
	13:00	0	98	28	3	2	0	0	0	0	0	0	0	0	131
	14:00	2	116	48	3	1	0	0	0	0	0	0	1	0	171
	15:00	1	101	27	2	0	0	0	0	0	0	0	0	0	131
	16:00	5	113	25	3	2	0	0	0	0	0	0	0	0	148
	17:00	1	127	36	3	1	0	0	2	0	0	0	0	0	170
	18:00	3	56	11	2	0	0	0	0	0	0	0	0	0	72
	19:00	1	45	6	1	1	0	0	0	0	0	0	0	0	54
	20:00	4	28	4	1	1	0	0	0	0	0	0	0	1	39
	21:00	1	20	2	0	1	0	0	0	0	0	0	0	0	24
	22:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
	23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		42	1441	360	33	20	3	0	8	0	0	2	1	1	1911
Percent :		2%	75%	19%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		2	60	15	1	1	0	0	0	0	0	0	0	0	79

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/8/2017	00:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Fri	01:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
	06:00	3	82	13	2	0	1	0	0	0	0	0	0	0	101
	07:00	2	187	32	1	3	0	0	0	0	0	0	0	0	225
	08:00	3	88	24	2	2	1	1	0	0	0	0	0	0	121
	09:00	4	61	24	2	2	1	0	0	0	0	1	0	0	95
	10:00	0	74	20	2	2	0	0	0	1	0	0	0	0	99
	11:00	2	97	29	1	1	0	1	1	0	0	0	0	0	132
	12:00	3	140	24	3	2	0	0	0	0	0	0	0	0	172
	13:00	1	102	29	4	2	0	0	0	0	0	0	0	0	138
	14:00	1	126	38	3	0	0	0	0	0	0	0	0	0	168
	15:00	2	113	32	3	0	0	0	1	0	0	0	0	0	151
	16:00	0	98	31	1	1	0	0	0	0	0	0	0	0	131
	17:00	6	114	16	2	1	0	0	0	0	0	0	0	0	139
	18:00	2	60	16	2	1	0	0	0	0	0	0	0	0	81
	19:00	0	56	12	1	0	0	0	0	0	0	0	0	0	69
	20:00	3	35	8	0	3	0	0	0	0	0	0	0	0	49
	21:00	1	25	5	1	1	0	0	0	0	0	0	0	0	33
	22:00	0	29	4	1	0	0	0	0	0	0	0	0	0	34
	23:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
Daily Total :		34	1561	364	31	21	3	2	2	1	0	1	0	0	2020
Percent :		2%	77%	18%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	65	15	1	1	0	0	0	0	0	0	0	0	83

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/9/2017	00:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Sat	01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
	07:00	0	30	13	0	0	0	0	0	0	0	0	0	0	43
	08:00	1	25	8	1	0	1	0	1	0	0	0	0	0	37
	09:00	1	33	15	2	0	0	0	1	0	0	0	0	0	52
	10:00	2	59	14	1	1	0	0	0	0	0	0	0	1	78
	11:00	0	53	18	2	0	0	0	0	0	0	0	0	0	73
	12:00	2	49	6	1	0	0	0	0	0	0	0	0	0	58
	13:00	2	63	11	2	0	0	0	2	0	0	0	0	0	80
	14:00	3	63	14	1	0	0	0	0	0	0	0	0	0	81
	15:00	2	68	11	2	0	0	0	0	0	0	0	0	0	83
	16:00	1	60	16	1	0	0	0	1	0	0	0	0	0	79
	17:00	0	56	10	2	1	0	0	0	0	0	0	0	0	69
	18:00	2	41	8	0	0	0	0	0	0	0	0	0	0	51
	19:00	0	40	5	0	0	0	0	0	0	0	0	0	0	45
	20:00	2	30	6	0	0	0	0	0	0	0	0	0	0	38
	21:00	1	29	6	0	0	0	0	0	0	0	0	0	0	36
	22:00	0	27	7	0	0	0	0	0	0	0	0	0	0	34
	23:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27
Daily Total :		20	803	177	15	2	1	0	5	0	0	0	0	1	1024
Percent :		2%	78%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	33	7	1	0	0	0	0	0	0	0	0	0	42

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/10/201	00:00	1	13	4	0	0	0	0	0	0	0	0	0	0	18
Sun	01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	08:00	3	18	3	1	0	0	0	0	0	0	0	0	0	25
	09:00	1	34	3	2	0	0	0	0	0	0	0	0	0	40
	10:00	2	30	11	1	0	0	0	0	1	0	0	0	0	45
	11:00	4	48	8	2	0	0	0	1	0	0	0	0	0	63
	12:00	2	51	6	1	0	0	0	0	0	0	0	0	0	60
	13:00	3	42	7	2	0	0	0	0	0	0	0	0	0	54
	14:00	3	41	9	1	0	0	0	0	1	0	0	0	0	55
	15:00	1	47	7	2	0	0	0	0	0	0	0	0	0	57
	16:00	1	42	6	1	0	0	0	0	1	0	0	0	0	51
	17:00	0	45	6	1	0	0	0	0	0	0	0	0	0	52
	18:00	1	30	6	0	0	0	0	0	0	0	0	0	0	37
	19:00	0	34	4	0	0	0	0	0	0	0	0	0	0	38
	20:00	0	33	4	0	0	0	0	0	0	0	0	0	0	37
	21:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
	22:00	1	7	6	0	0	0	0	0	0	0	0	0	0	14
	23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		23	577	94	14	0	0	0	1	3	0	0	0	0	712
Percent :		3%	81%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	24	4	1	0	0	0	0	0	0	0	0	0	30

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/11/2017	00:00	2	6	2	0	0	0	0	0	0	0	0	0	0	10
Mon	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
	05:00	0	11	2	0	0	0	0	1	0	0	0	0	0	14
	06:00	3	88	15	3	0	0	0	0	0	0	0	0	0	109
	07:00	7	180	30	2	1	0	0	0	0	0	1	0	1	222
	08:00	2	115	23	3	3	1	0	1	0	0	0	0	0	148
	09:00	4	70	22	3	1	0	0	0	0	0	0	0	0	100
	10:00	2	61	15	3	1	1	0	0	0	0	0	0	0	83
	11:00	1	80	33	2	1	0	0	1	0	0	0	0	0	118
	12:00	3	117	38	3	1	0	0	0	0	0	0	0	0	162
	13:00	2	100	26	2	3	0	0	0	0	0	0	0	0	133
	14:00	0	135	42	3	1	0	0	0	1	0	0	0	0	182
	15:00	1	98	22	3	0	0	0	0	0	0	0	0	0	124
	16:00	2	106	23	3	0	0	0	0	0	0	0	0	0	134
	17:00	3	133	27	0	1	0	0	1	0	0	0	0	0	165
	18:00	1	40	16	3	0	0	0	0	0	0	0	0	0	60
	19:00	4	35	4	1	0	0	0	0	0	0	0	0	0	44
	20:00	2	32	6	2	0	0	0	0	0	0	0	0	0	42
	21:00	0	12	0	1	0	0	0	0	0	0	0	0	0	13
	22:00	2	9	2	0	0	0	0	0	0	0	0	0	0	13
	23:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
Daily Total :		41	1447	352	37	14	2	0	4	1	0	1	0	1	1900
Percent :		2%	76%	19%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		2	60	15	2	1	0	0	0	0	0	0	0	0	80

Basic Axle Class Summary: EB Mountain Rd

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	230	8817	2026	199	86	20	3	32	7	1	5	2	3	11431
		230	8817	2026	199	86	20	3	32	7	1	5	2	3	11431
Percents :	#1.	2%	77%	18%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	100%
		2%	77%	18%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	1	52	12	1	1	0	0	0	0	0	0	0	0	67
		1	52	12	1	1	0	0	0	0	0	0	0	0	67
Days & ADT :	#1.	7.0	1633												
		7.0	1633												

Basic Axle Classification Report: WB Mountain Rd

Station ID : WB Mountain Rd

Info Line 1 : Between Edith & Broadway

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : WB MTN.DB

Last Connected Device Type : Apollo

Version Number : 1.66

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	Westbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 09/05/2017 To: 23:59 - 09/11/2017

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/5/2017	00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Tue	01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	6	5	0	0	0	0	0	1	0	0	0	0	12
	05:00	1	50	6	1	0	0	0	0	0	0	0	0	0	58
	06:00	1	81	26	0	2	0	0	1	0	0	0	0	0	111
	07:00	2	199	54	0	7	1	0	2	0	0	0	0	0	265
	08:00	2	167	52	2	3	0	0	1	1	0	0	0	0	228
	09:00	2	141	30	2	2	0	0	1	2	0	1	0	0	181
	10:00	1	106	46	1	2	1	0	3	0	0	0	0	0	160
	11:00	1	131	46	1	1	0	0	0	0	0	0	0	0	180
	12:00	2	134	43	2	6	2	0	1	1	0	0	0	0	191
	13:00	1	123	36	1	5	0	0	2	0	0	1	0	0	169
	14:00	3	184	82	1	7	2	0	2	1	1	0	0	0	283
	15:00	3	149	45	2	6	2	0	3	0	0	0	1	0	211
	16:00	2	153	41	2	3	0	0	3	1	0	0	0	0	205
	17:00	3	170	32	2	5	1	0	2	0	0	0	0	0	215
	18:00	3	79	14	0	3	0	0	0	0	0	0	0	0	99
	19:00	0	54	4	2	0	0	0	1	0	0	0	0	0	61
	20:00	1	42	9	1	2	0	0	0	0	0	0	0	0	55
	21:00	2	19	3	1	0	0	0	0	0	0	0	0	0	25
	22:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
	23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		30	2030	583	21	55	9	0	22	7	1	2	1	0	2761
Percent :		1%	74%	21%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		1	85	24	1	2	0	0	1	0	0	0	0	0	114

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/6/2017	00:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
Wed	01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	05:00	0	43	9	1	0	0	0	0	0	0	0	0	0	53
	06:00	2	75	22	1	1	0	1	0	0	1	0	0	0	103
	07:00	3	189	54	1	8	1	0	3	0	0	0	0	0	259
	08:00	2	154	47	1	3	3	0	5	0	0	0	0	0	215
	09:00	7	145	42	3	3	1	0	6	1	0	0	0	0	208
	10:00	3	106	34	0	2	1	0	0	0	0	0	0	0	146
	11:00	3	108	48	1	3	2	0	0	0	0	1	0	0	166
	12:00	2	146	42	1	6	0	0	1	0	0	0	0	0	198
	13:00	3	140	36	1	4	1	0	1	0	0	0	0	0	186
	14:00	0	187	65	1	11	1	0	2	1	0	1	0	0	269
	15:00	6	143	45	0	5	1	0	3	0	0	0	0	0	203
	16:00	1	179	37	1	4	1	0	0	0	0	1	0	0	224
	17:00	7	199	44	1	8	0	0	0	0	1	0	0	0	260
	18:00	4	72	16	1	1	0	1	0	0	0	0	0	0	95
	19:00	3	47	11	1	1	0	0	0	0	0	0	0	0	63
	20:00	2	44	6	1	2	0	0	0	0	0	0	0	0	55
	21:00	2	26	11	0	1	0	0	0	0	0	0	0	0	40
	22:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
	23:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		50	2070	585	16	63	12	2	21	2	2	3	0	0	2826
Percent :		2%	73%	21%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		2	86	24	1	3	1	0	1	0	0	0	0	0	118

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/7/2017	00:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Thu	01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
	03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	05:00	1	43	11	1	0	0	0	0	0	0	0	0	0	56
	06:00	2	68	21	1	1	0	0	0	0	0	0	0	0	93
	07:00	3	186	50	2	5	0	0	0	0	0	0	0	0	246
	08:00	5	167	53	2	1	1	0	0	0	0	0	0	0	229
	09:00	2	122	34	2	4	0	0	2	0	0	0	1	0	167
	10:00	2	100	44	2	2	1	0	0	3	0	0	0	0	154
	11:00	3	110	42	1	2	1	0	0	0	0	0	1	0	160
	12:00	1	158	42	1	6	2	0	1	0	0	0	0	0	211
	13:00	4	153	48	0	6	0	0	1	0	0	1	0	0	213
	14:00	6	184	52	2	10	0	0	2	0	2	0	0	1	259
	15:00	5	126	39	2	1	0	0	1	0	0	0	0	0	174
	16:00	2	172	49	3	4	0	0	1	0	0	0	0	0	231
	17:00	4	208	40	1	6	0	0	1	0	0	0	0	0	260
	18:00	5	80	24	1	2	0	0	2	0	0	0	0	0	114
	19:00	5	56	6	1	0	0	0	0	0	0	0	0	0	68
	20:00	2	47	5	0	2	0	0	0	0	0	0	0	0	56
	21:00	0	38	7	1	0	0	0	0	0	0	0	0	0	46
	22:00	0	19	7	0	0	0	0	0	0	0	0	0	0	26
	23:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Daily Total :		52	2087	585	23	52	5	0	11	4	2	1	2	1	2825
Percent :		2%	74%	21%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		2	87	24	1	2	0	0	0	0	0	0	0	0	116

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/8/2017	00:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Fri	01:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
	05:00	0	37	6	1	0	0	0	0	0	0	0	0	0	44
	06:00	2	66	20	0	2	0	0	0	0	0	0	0	0	90
	07:00	2	188	42	1	7	1	0	3	0	0	1	0	0	245
	08:00	6	153	42	0	4	0	0	2	0	0	0	0	1	208
	09:00	1	134	38	2	4	1	0	1	1	0	0	0	0	182
	10:00	3	115	43	0	5	0	0	0	0	0	0	0	1	167
	11:00	4	123	30	1	4	0	0	0	0	0	0	0	0	162
	12:00	4	146	54	1	4	0	0	3	1	0	1	0	1	215
	13:00	1	150	48	1	2	0	0	2	0	0	0	0	0	204
	14:00	2	193	67	2	6	0	0	3	1	0	0	0	0	274
	15:00	2	137	57	2	3	0	0	3	0	0	0	0	0	204
	16:00	2	153	42	1	4	0	0	0	0	0	0	0	0	202
	17:00	2	136	26	1	5	1	0	1	0	0	0	0	0	172
	18:00	3	86	12	1	0	0	0	0	0	0	0	0	0	102
	19:00	2	61	10	2	5	0	0	2	0	0	0	0	0	82
	20:00	3	57	12	0	2	0	0	1	0	0	0	0	0	75
	21:00	1	35	4	0	3	0	0	0	0	0	0	0	0	43
	22:00	0	30	2	0	0	0	0	1	0	0	0	0	0	33
	23:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		40	2056	571	16	60	3	0	22	3	0	2	0	3	2776
Percent :		1%	74%	21%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		2	86	24	1	3	0	0	1	0	0	0	0	0	117

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/9/2017	00:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Sat	01:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	02:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	05:00	1	10	2	0	0	0	0	1	0	0	0	0	0	14
	06:00	1	24	7	0	1	0	0	0	0	0	0	0	0	33
	07:00	1	42	16	0	0	0	0	0	0	0	0	0	0	59
	08:00	1	54	15	1	0	0	0	0	0	0	0	0	0	71
	09:00	3	74	22	0	1	0	0	0	0	0	0	0	0	100
	10:00	3	66	17	2	0	0	0	0	0	0	0	0	0	88
	11:00	0	64	23	1	1	0	0	1	0	0	0	0	0	90
	12:00	3	58	7	2	0	0	0	0	0	0	0	0	0	70
	13:00	4	71	12	1	0	0	0	0	0	0	0	0	0	88
	14:00	2	64	12	2	1	0	0	1	0	0	0	0	0	82
	15:00	2	70	15	1	0	0	0	0	0	0	0	0	0	88
	16:00	4	73	7	1	1	1	0	0	0	0	0	0	0	87
	17:00	1	35	13	1	1	0	0	0	0	0	0	0	0	51
	18:00	1	63	9	2	0	0	0	0	0	0	0	0	0	75
	19:00	1	39	12	1	0	0	0	0	0	0	0	0	0	53
	20:00	0	48	5	0	0	0	0	0	0	0	0	0	0	53
	21:00	0	34	3	0	0	0	0	0	0	0	0	0	0	37
	22:00	1	30	4	0	0	0	0	0	0	0	0	0	0	35
	23:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		29	986	215	15	6	1	0	3	0	0	0	0	0	1255
Percent :		2%	79%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	41	9	1	0	0	0	0	0	0	0	0	0	52

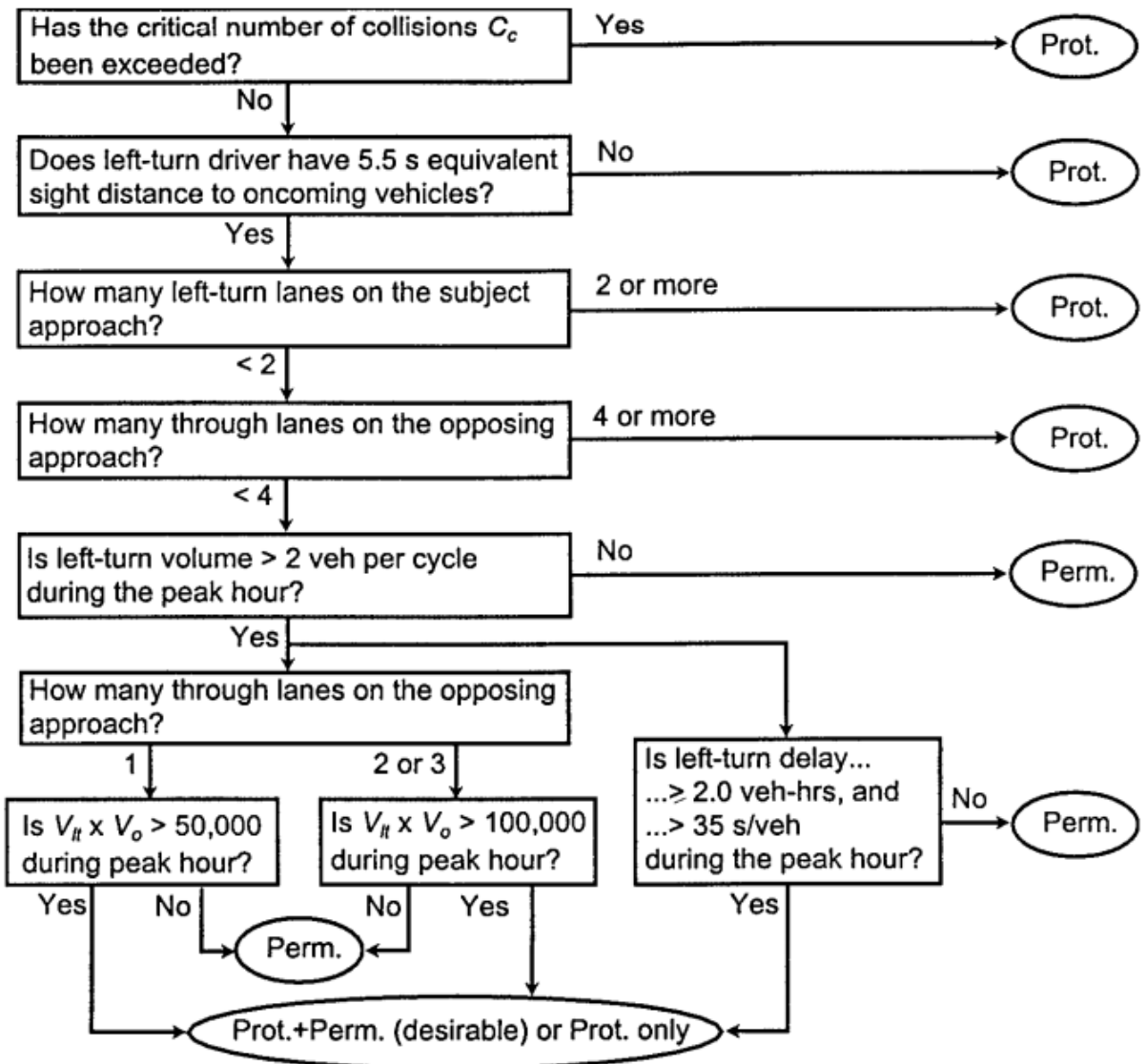
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
9/10/201	00:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
Sun	01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	1	3	0	1	0	0	0	0	0	0	0	0	5
	05:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	06:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9
	07:00	2	13	3	0	0	0	0	0	0	1	0	0	0	19
	08:00	4	19	7	0	0	0	0	0	0	0	0	0	0	30
	09:00	4	43	4	3	0	0	0	0	0	0	0	0	0	54
	10:00	4	47	16	1	0	0	0	0	0	0	0	0	0	68
	11:00	0	43	9	2	0	0	0	0	0	0	0	0	0	54
	12:00	2	55	13	1	1	0	0	0	0	0	1	0	0	73
	13:00	3	57	7	1	0	0	0	0	0	0	0	0	0	68
	14:00	3	47	6	1	0	0	0	0	0	0	0	0	0	57
	15:00	0	49	17	1	1	0	0	2	1	0	0	0	0	71
	16:00	1	49	9	1	0	0	0	1	0	0	0	0	0	61
	17:00	4	44	3	2	0	0	0	0	0	0	0	0	0	53
	18:00	2	34	7	0	0	0	0	0	0	0	0	0	0	43
	19:00	1	40	3	0	0	0	0	0	0	0	0	0	0	44
	20:00	1	33	6	0	0	1	0	0	0	0	0	0	0	41
	21:00	1	44	4	0	0	0	0	0	0	0	0	0	0	49
	22:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
	23:00	2	14	3	0	0	0	0	0	1	0	0	0	0	20
Daily Total :		34	692	131	13	4	1	0	3	2	1	1	0	0	882
Percent :		4%	78%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	29	5	1	0	0	0	0	0	0	0	0	0	36

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
9/11/201	00:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Mon	01:00	0	7	3	0	0	0	0	0	1	0	0	0	0	11
	02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
	05:00	2	41	9	0	1	0	0	1	0	0	0	0	0	54
	06:00	3	82	23	1	0	0	0	0	0	0	0	0	0	109
	07:00	1	190	50	2	6	0	0	4	0	0	0	0	0	253
	08:00	3	167	53	2	1	1	1	4	4	0	1	0	0	237
	09:00	2	106	35	1	4	0	0	1	2	0	0	0	0	151
	10:00	0	106	35	2	0	1	0	0	1	0	0	0	0	145
	11:00	4	118	33	0	4	0	0	1	1	0	0	0	0	161
	12:00	5	131	37	3	2	0	0	4	0	0	0	0	0	182
	13:00	3	154	38	1	4	0	0	2	0	0	0	0	0	202
	14:00	2	193	56	3	7	0	0	2	1	0	1	0	0	265
	15:00	5	155	37	0	5	1	1	1	1	0	0	0	0	206
	16:00	6	138	34	3	2	0	0	2	0	0	0	0	0	185
	17:00	8	175	28	2	5	0	0	2	0	0	0	0	0	220
	18:00	5	70	20	2	2	0	0	0	0	0	0	0	0	99
	19:00	6	59	10	2	0	0	0	0	0	0	0	0	0	77
	20:00	2	48	8	1	0	0	0	1	0	0	0	0	0	60
	21:00	0	18	1	1	0	0	0	0	0	0	0	0	0	20
	22:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Daily Total :		57	1999	524	26	43	3	2	25	11	0	2	0	0	2692
Percent :		2%	74%	19%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		2	83	22	1	2	0	0	1	0	0	0	0	0	111

Basic Axle Class Summary: WB Mountain Rd

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	292	11920	3194	130	283	34	4	107	29	6	11	3	4	16017
		292	11920	3194	130	283	34	4	107	29	6	11	3	4	16017
Percents :	#1.	2%	74%	20%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	100%
		2%	74%	20%	1%	2%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :	#1.	2	71	19	1	2	0	0	1	0	0	0	0	0	96
		2	71	19	1	2	0	0	1	0	0	0	0	0	96
Days & ADT :	#1.	7.0	2288												
		7.0	2288												

Appendix D – FHWA Protected Left-Turn Phase Guidelines



Critical Number of Collisions C_c

On one approach, $C_c = 4$ left-turn collisions per 1 year or 6 left-turn collisions per 2 years.

On both approaches, $C_c = 6$ left-turn collisions per 1 year or 10 left-turn collisions per 2 years.

Variables

V_{lt} = left-turn volume on the subject approach, veh/h

V_o = through plus right-turn volume opposing the subject left-turn movement, veh/h

Figure 3-5. Guidelines for determining the potential need for a separate left-turn phase.

Appendix E – Crash Data

DATE	Day	TIME	ASTREET	BSTREET	ANALYSIS	TOPCFACC	WEATHER
1/8/2013	Tuesday	10:54	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - From Opposite Direction/One Left Turn	Failure To Yield	CLEAR
1/23/2013	Wednesday	9:16	BROADWAY BLVD NE	ODELIA RD NE	Intersection - One Left Turn/Entering At Angle	Red Light Running	CLEAR
3/7/2013	Thursday	17:30	ODELIA	BROADWAY	Intersection - Not Stated	Following Too Closely	CLEAR
3/14/2013	Thursday	12:08	BROADWAY	MOUNTAIN RD	Non-Intersection - From Same Direction/Rear End Collision	Following Too Closely	CLEAR
4/23/2013	Tuesday	13:37	PROSPECT AVE NE	BROADWAY BLVD NE	Intersection - Not Stated	Passed Stop Sign	CLEAR
4/24/2013	Wednesday	14:15	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - From Same Direction/One Stopped	Following Too Closely	CLEAR
5/23/2013	Thursday	20:02	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - Both Going Straight/Entering At Angle	Red Light Running	LB
6/4/2013	Tuesday	13:50	BROADWAY BLVD NE		Intersection - One Right Turn/Entering At Angle	Improper Turn	CLEAR
6/13/2013	Thursday	17:26	MOUNTAIN RD NE	BROADWAY BLVD NE	Intersection - From Opposite Direction/Both Going Straight	Red Light Running	CLEAR
6/28/2013	Friday	19:55	BROADWAY BLVD NE	ODELIA RD NE	Intersection - From Same Direction/One Left Turn	Following Too Closely	CLEAR
8/3/2013	Saturday	14:10	BROADWAY BLVD NE	ARVADA AVE NE	Intersection - Both Going Straight/Entering At Angle	Failure To Yield	CLEAR
9/2/2013	Monday	8:52	BROADWAY BL NE	ODELIA RD NE	Intersection - Both Going Straight/Entering At Angle	None	CLEAR
9/10/2013	Tuesday	11:54	BROADWAY BLVD NE	ODELIA RD NE	Intersection - From Opposite Direction/One Left Turn	Driver Inattention	CLEAR
9/12/2013	Thursday	17:05	BROADWAY BLVD NE	ARVADA AVE NE	Intersection - From Same Direction/Both Going Straight	Driver Inattention	LB
9/13/2013	Friday	9:08	BROADWAY	ODELIA	Non-Intersection - From Same Direction/Rear End Collision	No Indication	RAINING
9/19/2013	Thursday	18:16	BROADWAY		Intersection - From Same Direction/Both Going Straight	Improper Turn	CLEAR
9/30/2013	Monday	13:56	BROADWAY	1135 BROADWAY	Intersection - One Left Turn/Entering At Angle	Failure To Yield	CLEAR
9/30/2013	Monday	16:46	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - From Same Direction/One Stopped	Driver Inattention	CLEAR
10/4/2013	Friday	0:00	ODELIA	BROADWAY	Intersection - Not Stated	Drove Left Of Center	CLEAR
10/24/2013	Thursday	8:45	BROADWAY	ODELIA	Invalid Code	Failure To Yield	CLEAR
10/25/2013	Friday	12:44	BROADWAY BLVD NE	ODELIA RD NE	Intersection - One Left Turn/Entering At Angle	Improper Turn	CLEAR
11/14/2013	Thursday	8:50	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - Both Going Straight/Entering At Angle	Failure To Yield	CLEAR
11/17/2013	Sunday	9:15	BROADWAY BLVD NE	MOUNTAIN RD NE	Non-Intersection - Vehicle Wrong Way On Divided Hwy - Ramp Used Incorrectly	Defective Brakes	LB
12/16/2013	Monday	9:04	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - All Others/Entering At Angle	Failure To Yield	CLEAR

DATE	TIME	ASTREET	BSTREET	ANALYSIS	TOPCFACC
4/14/2014	18:27	MOUNTAIN RD NE	BROADWAY BLVD NE	Fixed Object - Traffic Signal Standard	Made Improper Turn
8/25/2014	Invalid Code	BROADWAY BLVD	MOUNTAIN RD	Left Blank	Missing Data
11/7/2014	12:10	BROADWAY NW	MOUNTAIN MTN NW	Intersection - From Opposite Direction	Missing Data
1/10/2014	Invalid Code	BROADWAY BLVD NE	MOUNTAIN PL	Invalid Code	Made Improper Turn
11/13/2014	9:00	MOUNTAIN RD NW	BROADWAY	Invalid Code	Missing Data
9/18/2014	14:40	BROADWAY	MOUNTAIN RD	Intersection - From Opposite Direction	Failed to Yield Right of Way
2/27/2014	19:33	MOUNTAIN RD NE	BROADWAY BLVD NE	Intersection - One Left Turn/Entering At Angle	None
6/14/2014	0:38	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - From Same Direction/Both Going Straight	Avoid No Contact - Other
1/15/2014	14:47	BROADWAY BLVD NE		Non-Intersection - From Same Direction/Rear End Collision	Following Too Closely
4/25/2014	16:35	BROADWAY BLVD NE	MOUNTAIN RD NE	Non-Intersection - From Same Direction/Sideswipe Collision	Improper Lane Change
6/3/2014	9:16	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - One Left Turn/Entering At Angle	Disregarded Traffic Signal
3/25/2014	6:52	BROADWAY	MOUNTAIN AVE	Pedestrian Collision - Vehicle Going Straight	Pedestrian Error
1/21/2014	9:43	BROADWAY	MOUNTAIN RD NW	Intersection - From Opposite Direction/Both Going Straight	Other Mechanical Defect
5/20/2014	13:50	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - From Opposite Direction/Both Going Straight	Driver Inattention
4/1/2014	9:01	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - From Opposite Direction/One Left Turn	Failed to Yield Right of Way
4/25/2014	9:30	MOUNTAIN RD NE	BROADWAY BLVD NE	Fixed Object - Median Raised Or Curb	Driver Inattention
6/2/2014	9:31	BROADWAY BLVD NE	MOUNTAIN RD NE	Non-Intersection - From Same Direction/Rear End Collision	Driver Inattention
7/15/2014	17:03	MOUNTAIN RD NE	BROADWAY BLVD NE	Intersection - One Left Turn/Entering At Angle	Failed to Yield Right of Way
11/13/2014	15:25	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - All Others/Entering At Angle	Driver Inattention
10/27/2014	12:01	BROADWAY BLVD NE	MOUNTAIN RD NE	Intersection - One Left Turn/Entering At Angle	Failed to Yield Right of Way
8/14/2014	8:35	BROADWAY	MOUNTAIN AVE	Intersection - One Left Turn/Entering At Angle	Failed to Yield Right of Way
9/12/2014	13:23	BROADWAY BLVD NE	MOUNTAIN AVE	Intersection - One Left Turn/Entering At Angle	Failed to Yield Right of Way
9/26/2014	9:44	BROADWAY	MOUNTAIN RD	Intersection - One Left Turn/Entering At Angle	Failed to Yield Right of Way
12/2/2014	11:55	MOUNTAIN RD		Intersection - All Others/Entering At Angle	None

CrashDate	MilTime	AStreet	BStreet	Analysis	TopCFacc
1/15/2015	17:04	BROADWAY	MOUNTAIN	Other Vehicle - From Same Direction/Rear End Collision	Driver Inattention
2/3/2015	16:03	BROADWAY BLVD NE	ODELIA RD NE	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way
2/20/2015	11:11	BROADWAY	ODELIA RD NE	Fixed Object - Bridge	Other Improper Driving
2/26/2015	20:08	ODELIA RD NE	BROADWAY BLVD NE	Fixed Object - Sign or Sign Post (Traffic)	Excessive Speed
2/27/2015	21:30	BROADWAY & ODELIA	BROADWAY & ODELIA	Other Vehicle - From Opposite Direction	Speed Too Fast for Conditions
3/10/2015	17:57	BROADWAY PL NE	MOUNTAIN RD NE	Fixed Object - Traffic Signal Standard	Made Improper Turn
3/30/2015	17:08	BROADWAY BLVD NE	MOUNTAIN RD NE	Other Vehicle - From Opposite Direction/Both Going Straight	Failed to Yield Right of Way
4/15/2015	10:50	BROADWAY BLVD NE	ARVADA AVE NE	Other Vehicle - From Same Direction/Rear End Collision	Following Too Closely
4/21/2015	18:47	BROADWAY BLVD NE	MOUNTAIN RD NE	Other Vehicle - All Others/Entering At Angle	Following Too Closely
5/6/2015	14:50	BROADWAY BLVD NE	ODELIA RD NE	Other Vehicle - One Left Turn/Entering At Angle	Disregarded Traffic Signal
5/19/2015	10:20	BROADWAY BLVD NE	MOUNTAIN RD NE	Other Vehicle - One Left Turn/Entering At Angle	Driver Inattention
5/22/2015	22:09	BROADWAY BLVD NE	ODELIA RD NE	Vehicle Struck Pedalcyclist From Behind	None
6/6/2015	17:28	BROADWAY BLVD NE	MOUNTAIN RD NE	Other Vehicle - From Opposite Direction	Driver Inattention
6/12/2015	16:00	BROADWAY	MOUNTAIN	Other Vehicle - From Opposite Direction	Following Too Closely
6/12/2015	18:16	ODELIA RD NE	BROADWAY BLVD NE	Other Vehicle - From Opposite Direction	Alcohol/Drug Involved
8/3/2015	13:47	ODELIA RD NE	BROADWAY BLVD NE	Invalid Code	Failed to Yield Right of Way
8/3/2015	10:08	BROADWAY BLVD NE		Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention
8/9/2015	9:32	BROADWAY BLVD NE	ODELIA RD NE	Other Vehicle - Both Going Straight/Entering At Angle	Failed to Yield Right of Way
8/19/2015	8:06	BROADWAY BLVD NE	MOUNTAIN RD NE	Other Vehicle - One Right Turn/Entering At Angle	Failed to Yield Right of Way
8/21/2015	14:00	BROADWAY	MOUNTAIN AVE	Other Vehicle - From Opposite Direction/Both Going Straight	None
8/21/2015	16:10	MOUNTAIN RD NE	BROADWAY BLVD NE	Other Vehicle - Both Going Straight/Entering At Angle	Other Mechanical Defect
8/24/2015	8:09	BROADWAY BLVD NE	MOUNTAIN RD NE	Other Vehicle - One Left Turn/Entering At Angle	Failed to Yield Right of Way
8/25/2015	15:49	BROADWAY	ARVADA AVE NE	Other Vehicle - Both Going Straight/Entering At Angle	Avoid No Contact - Vehicle
8/25/2015	11:18	BROADWAY BLVD NE	MOUNTAIN AVE	Other Vehicle - From Same Direction/Both Going Straight	Driver Inattention
9/21/2015	13:45	BROADWAY BLVD NE		Other Vehicle - From Same Direction/One Stopped	Driver Inattention
9/25/2015	7:42	BROADWAY BLVD NE	MOUNTAIN RD NE	Other Vehicle - From Opposite Direction	Disregarded Traffic Signal
10/2/2015	15:34	MOUNTAIN RD NE	BROADWAY BLVD NE	Fixed Object - Sign or Sign Post (Traffic)	Driver Inattention
10/13/2015	20:42	BROADWAY BLVD NE		Other Vehicle - From Opposite Direction/Both Going Straight	Drove Left Of Center
10/16/2015	8:25	BROADWAY	MOUNTAIN	Other Vehicle - From Opposite Direction	Disregarded Traffic Signal
10/26/2015	14:30	BROADWAY BLVD NE	MOUNTAIN RD NE	Other Vehicle - From Opposite Direction	Disregarded Traffic Signal
11/7/2015	12:10	MOUNTAIN RD NE	BROADWAY BLVD NE	Other Vehicle - Both Going Straight/Entering At Angle	Disregarded Traffic Signal
12/28/2015	19:24	BROADWAY BLVD NE	MOUNTAIN RD NE	Other Vehicle - From Opposite Direction/One Left Turn	Failed to Yield Right of Way

Appendix F – Public Comments

Martineztown – Santa Barbara Traffic Study

Public Meeting #1

Summary of the Public Information Meeting held on November 16, 2017

A public meeting for the Martineztown-Santa Barbara Traffic Study was held on November 16, 2017. The meeting was held at the Santa Barbara School located at 1420 Edith Boulevard, NE as part of the Santa Barbara – Martineztown Neighborhood Association meeting. The meeting was attended by area residents, SBM board members, City of Albuquerque staff, and consultant staff. The meeting included a short presentation summarizing the recommendations from the draft traffic study with a question and answer session afterwards.

The purpose of the meeting was to:

- Keep the public informed of study progress and involved in the study.
- Provide information about the recommended short and long term solutions to neighborhood traffic issues from the draft traffic study.
- Receive input from the public on the recommendations that were presented.

In addition, display boards presented included:

- Aerial map of the study area showing the location of turning movement and tube counts.
- Layouts for two options on Mountain Road.

All meeting participants were provided with a comment form. Attendees were able to provide written comments at the meeting, mail the comments to the City of Albuquerque, or send their comments to the City in an email.

Questions and comments made at the meeting are summarized below (responses that were provided at the meeting are shown in bold):

- Broadway, north of I-40 – residents want the center turn lane removed.
- Mountain between Edith and Broadway - Resident wants the sidewalk on the south side of mountain widened.
- Broadway south of I-40 – Residents in favor of road diet to reduce the two through lanes to one through lane and add left turn lanes at the traffic signals at Mountain and Odelia.
- Some areas of the neighborhood such as Edith and Mountain are dark and need better lighting.
- The railroad crossing has been upgraded recently.
- The neighborhood would like a committee to be formed and involved during the design process for any improvements.
- Residents want speed humps on Commercial south of I-40
- Discussion regarding Mountain and I-25 Frontage Road (not part of this study but NMDOT presented recommendations in earlier presentation and discussion bled into this study).

- Discussion regarding ADA facilities within the City of Albuquerque and a transition plan.

Written comments received on comment forms are listed below:

- I am assistant principal at CEC for past four years and strongly believe there needs to be a 100% solution to ensure the safety of potential danger and/or fatalities. I firmly believe we need to close access to Mountain Rd at Frontage permanently – unless there is a solution that can guarantee 100%, all lives will be safe taking that/those pathways. Next survey I suggest you do a survey link as I have more input to give, and limited space.
- Should close Mountain Road since what past Mayor Jim Baca had planned. There is too much traffic going through Mountain Road. How can someone reopen case what past Mayor Jim Baca was looking at closing Mountain Road? Thank you.
- Blocking off access to Mountain Road from the Frontage is the most cost effective and safest solution. Will stop potential serious accidents, will stop getaway auto thefts, stops speeders or racing in the neighborhood. Embassy Suites and Tricore should be involved in offering assistance to these issues. Immensely

Comments received by email:

Sent: Thursday, November 30, 2017 10:18 AM

To: Dolan, Diane R.

Subject: RE: Martineztown - Santa Barbara Traffic Study

Ms. Dolan,

TriCore Reference Laboratories is located at 1001 Woodward Place NE, across from the Embassy Suites. We understand that Martineztown is petitioning the city and NMDOT to close Mountain Road at the I-25 frontage road. TriCore has hundreds of employees coming to the property twenty-four hours a day and also receives over two-hundred (200) courier transport vehicles every day bringing thousands of specimens to our lab from across the state. TriCore management feels that closing Mountain Road would be a great detriment to our employees and also could affect the outcome of patient specimens and impact patient care due to the closure. The closure of Mountain would effectively force the flow of traffic to I-25 and the frontage road south on Woodward and east on Lomas. This intersection does not have the benefit of a signal and left hand turns onto Lomas are very dangerous. We are just shifting accidents from Mountain and the frontage road to the Lomas/Woodward intersection. This closure would also push most of the current high school traffic using Mountain and the frontage road up Woodward to Lomas. Our stand is to allow the NMDOT to continue working on making the Mountain/Frontage Road intersection safer including better traffic lights, additional warning signage and the recently added rumble strips and to not close the Mountain/Frontage road intersection.

As to the remaining issues on this document, TriCore has no comment.

Regards,

Wes Nestor
Director, Supply Chain and Facilities

Sent: Friday, November 24, 2017 4:38 PM
To: Dolan, Diane R.
Subject: Martineztown - Santa Barbara Traffic Study

Ms. Dolan,

I live in Martineztown, at 412 Placido Martinez Ct NE. I have the following comments about the recently completed Martineztown - Santa Barbara Traffic Study:

- I do not currently use the bicycle lane on Broadway between I-40 and Menaul, as I rarely travel that direction. However, I used to commute by bicycle to the North Valley, and would have found that lane useful and would have used it every day. As the study indicates, detouring over to Edith is awkward and inconvenient. Those lanes should be continued, and definitely extended south to Mountain or Lomas as the study recommends. Eventually they should be extended the final 3 blocks or so to the lanes at MLK Blvd. In light of development near Broadway and Central, including ART, it seems like it would make sense to extend single lanes with shared center left turn lane all the way south to Central or beyond. Among other things, this might help with the chaos that happens around the westside driveway for the Shell station and McDonalds at Lomas and Broadway.
- **Yes to road diet and dedicated left turn lanes at Mountain and Odelia!** I have lived here for about ten years, and the lack of north/south left turn lanes at the intersections of Broadway with Odelia and Mountain have long been a hassle--especially in the case of Mountain. Traffic regularly backs up behind left turners, especially when drivers fail to signal their intention to turn. Reducing the number of lanes is unlikely to increase the backups over the current situation if the reduction means left turn lanes put in place. A central shared left turn lane would also be helpful when accessing side streets. For example, turning left onto Marble off southbound Broadway often feels like risking a rear-end collision, especially at peak hours.
- Yes to narrowing Mountain as it approaches from the east. The two blocks or so between Edith and Broadway is incongruous to pretty much the entire rest of Mountain Road. Either option in the study is good, but the added curb option with pedestrian buffer and bike lanes makes the most sense to me. It is hard to imagine much need for on street parking there.
- I know some in our neighborhood would like to see Mountain Road closed at the I-25 frontage road, but I do not see the sense of this. I completely sympathize with the need to slow traffic on Mountain, but I suspect the speed has as much to do with the downhill grade as with the frontage road. It makes more sense to look at road narrowing and traffic calming options. That said, I would be all for a traffic circle going in at Mountain and I-25, but I suspect there is no funding for that anytime soon.

Thanks,
Ray Maseman, Printmaker

Sent: Saturday, December 02, 2017 9:18 AM

To: Dolan, Diane R.

Subject: Re: RE: Martineztown Traffic Study

Street lighting and street marking should be top priority. We have several areas that are dark and unsafe and street striping is faded.

Lights, Corner of Mountain and High St, Marble between Edith and Fransiscan, Gomez, Aspen and Martinez Streets between Edith and Broadway

Street striping: All including speed bumps. Mountain between Edith and Broadway: North side of street needs street parking marked and at corner of Broadway the street needs to be marked to close north side to keep people from using closed space as a second right turn lane. This causes confusion and damage to the corner building.

Broadway: Because of some future plan for the busiest North/South street Broadway to become a bike friendly lane, which is ridiculous and unsafe due to its high volume and speed. Our residents are suffering without their turn lanes between Manual and I40. For safety alone the bike lane should be moved to Edith all the way down. Give our residents back the turn lane so they can safely get to their homes.

Turn lights at Mountain/Broadway and Odelia/Broadway

Speed bumps On Edith north of Odelia

UNDER NO CIRCUMSTANCES SHOULD ACCESS TO MOUNTAIN RD AT FRONTAGE BE CONSIDERED, this road is vital to its own residents, buses, EMS.

Thank you

Sent: Monday, December 04, 2017 10:46 AM

To: Dolan, Diane R.

Cc: Tom Tollison

Subject: MartinezTown - Santa Barbara Traffic Study

Dear Ms. Dolan:

My name is Tom Tollison, I am the long time owner of the large two story building with accompanying property at the SW Corner of Edith and Mountain Road. Not to mention, that I am a Martinez, a descendant of the Martinez Family for which Martineztown is named. Please consider the following:

1. I absolutely oppose any closure to the I-25 Frontage Road access at Mountain Road. Any closure of this access would affect the highest and best use of my property which maintains certain commercial uses. I would consider any closure a material taking of my property and I would seek the City of Albuquerque to compensate me for any such taking.

2. Mountain Road changes between Edith and Broadway - I support any and all efforts to improve and beautify this corridor. Whether it be via improvements to sidewalks, roads, striping, landscaping, etc, I think this corridor needs a "makeover". I do not, however, support the narrowing of the corridor by adding on-street parking. It is not necessary at this time and for sure not until more development occurs, commercial and/or residential.

3. I have no other comments at this time re: the other topics on the Study Handout: ADA, Broadway Blvd, Intersection Analysis, Speed Control, Pedestrian Access to Coronado Park.

Finally, I want to thank the City of Albuquerque for its efforts to improve the Martineztown/SB Area and as long as owner's property rights/property values/property uses are respected and not lessened, there is no reason we can't all support the City's efforts.

Thank you.
Sincerely,
Tom Tollison

Sent: Monday, December 04, 2017 2:26 PM
To: Dolan, Diane R.
Subject: Parametrix Study Feedback and more

Diane,

Please find attached a feedback letter from the Parametrix study. I also took the liberty of adding repeated feedback not related to the study but regarding street safety and other matters in our neighborhood from our residents and businesses.

Thank you for forwarding this to Councilor Benton.

Respectfully and in service to our community,

Nique

505/319-0839

¡Semillas y Raices!

Website: www.s33dsnrroots.org

Twitter: <https://twitter.com/S33dsnrroots>

Facebook: <https://www.facebook.com/groups/seedsandroots/>

Instagram: @semillasyraices

Nextdoor: <https://santabarabaramartineztownnm.nextdoor.com/groups/17236875/>

Sent: Thursday, December 07, 2017 8:16 AM

To: Benton, Isaac

Cc: Dolan, Diane R.; joaquinbaca@yahoo.com; rosalimartinez06@gmail.com; Jesse Lopez; Christina Dauber; gilsman1; Angela Vigil

Subject: Martineztown Traffic Study

At the SBMTNA Board meeting on November 16, 2017, the City Representatives stated that SBMTNA letter on traffic mitigation dated September 26, 2017 would be included in the traffic report. SBMTNA would also like the comments received by residents at the board meeting and on record to be included in the report.

The other concerns raised by the Martineztown Santa Barbara residents at the meeting is the bike lane on Broadway between I-40 and Menaul should be removed and the turning lane placed back so that there is no accidents while residents are turning into their driveways. The traffic report did not recommend this change, but residents that live in this area stated that without a turning lane they have more chance for accidents.

On Mountain Road, drivers are speeding and the 5 ton trucks continue to use Mountain Road. The attached letter recommends mitigation measures. The sidewalks on Mountain Road need to comply with American Disabilities Act. There were recommendations made at the board meeting of the removal of electrical utility poles and to widen the sidewalk on Mountain NE between Edith and Broadway on the south side. While reviewing to widen the sidewalks in Martineztown landscaping should be included and lighting.

Thank you for your attention to this email. The SBMTNA would like this email and letter for the record on the Martineztown Santa Barbara Traffic Report completed by Parametrix. If you should have any questions, please email or call me at (505)270-7716.

Loretta Naranjo Lopez, President
Santa Barbara Martineztown Neighborhood Association

Appendix G – Cost Estimates

Martineztown-Santa Barbara

Conceptual Cost Estimate

Date: 1-09-2018

ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	COST	
				Unit Cost	Cost
<u>1. Sidewalk along Indian School Road</u>					
340.01	SIDEWALK, 4", PCC	SY	300	\$27.00	\$8,100
340.02	DRIVEPAD, 6", PCC	SY	80	\$55.00	\$4,400
340.0231a	DETECTABLE WARNING SURFACE	SF	70	\$24.00	\$1,680
340.025	WHEELCHAIR ACCESS RAMP	EA	7	\$1,225.00	\$8,575
340.05	CURB & GUTTER, STANDARD, PCC	LF	365	\$24.00	\$8,760
343.08	CURB & GUTTER, PCC, REMOVE AND DISPOSE	LF	85	\$7.00	\$595
343.09	EXISTING SIDEWALK AND/OR DRIVEPAD, SAWCUT, REMOVE AND DISPOSE	SY	230	\$7.00	\$1,610
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24"	LF	100	\$2.76	\$276
				Subtotal	\$33,996
				Contingency, 30%	\$10,199
				Subtotal	\$44,195
<u>2. Mountain Road - Conceptual Layout #1</u>					
440.001	REFLECTORIZED PAINTED MARKINGS, 4"	LF	8,000	\$0.84	\$6,720
441.01	REFLECTORIZED PLASTIC ARROW, RIGHT	EACH	5	\$110.00	\$550
441.011	REFLECTORIZED PLASTIC ARROW, LEFT	EACH	3	\$130.00	\$390
441.012	REFLECTORIZED PLASTIC ARROW, THRU	EACH	2	\$110.00	\$220
441.02	REFLECTORIZED PLASTIC WORD, ONLY	EACH	5	\$160.00	\$800
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	7	\$240.00	\$1,680
				Subtotal	\$10,360
				Contingency, 30%	\$3,108
				Subtotal	\$13,468
<u>3. Mountain Road - Conceptual Layout #2</u>					
340.05	CURB & GUTTER, STANDARD, PCC	LF	480	\$24.00	\$11,520
440.001	REFLECTORIZED PAINTED MARKINGS, 4"	LF	6,000	\$0.84	\$5,040
441.01	REFLECTORIZED PLASTIC ARROW, RIGHT	EACH	3	\$110.00	\$330
441.011	REFLECTORIZED PLASTIC ARROW, LEFT	EACH	3	\$130.00	\$390
441.012	REFLECTORIZED PLASTIC ARROW, THRU	EACH	2	\$110.00	\$220
441.02	REFLECTORIZED PLASTIC WORD, ONLY	EACH	3	\$160.00	\$480
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	7	\$240.00	\$1,680
	LANDSCAPING, INCL. IRRIGATION	LS	1	\$20,000.00	\$20,000
				Subtotal	\$39,660
				Contingency, 30%	\$11,898
				Subtotal	\$51,558
<u>4. Mountain Road - Conceptual Layout #3</u>					
340.01	SIDEWALK, 4", PCC	SY	400	\$27.00	\$10,800
340.02	DRIVEPAD, 6", PCC	SY	150	\$55.00	\$8,250
340.05	CURB & GUTTER, STANDARD, PCC	LF	1350	\$24.00	\$32,400
343.08	CURB & GUTTER, PCC, REMOVE AND DISPOSE	LF	810	\$7.00	\$5,670
343.09	EXISTING SIDEWALK AND/OR DRIVEPAD, SAWCUT, REMOVE AND DISPOSE	SY	270	\$7.00	\$1,890
440.001	REFLECTORIZED PAINTED MARKINGS, 4"	LF	6,000	\$0.84	\$5,040
441.01	REFLECTORIZED PLASTIC ARROW, RIGHT	EACH	3	\$110.00	\$330
441.011	REFLECTORIZED PLASTIC ARROW, LEFT	EACH	3	\$130.00	\$390
441.012	REFLECTORIZED PLASTIC ARROW, THRU	EACH	2	\$110.00	\$220
441.02	REFLECTORIZED PLASTIC WORD, ONLY	EACH	3	\$160.00	\$480
441.031	REFLECTORIZED PLASTIC SYMBOL, BIKE	EACH	4	\$240.00	\$960
441.04	REFLECTORIZED PLASTIC MKG; ARROW, SYMBOL OR WORD (SHARROW)	EACH	3	\$150.00	\$450
	LANDSCAPING, INCL. IRRIGATION	LS	1	\$20,000.00	\$20,000
				Subtotal	\$86,880
				Contingency, 30%	\$26,064
				Subtotal	\$112,944
<u>5. Broadway between Mountain and Odelia - Restripe to one lane</u>					
443.101	REMOVAL OF PAVEMENT STRIPE	LF	8,400	\$1.26	\$10,584
440.001	REFLECTORIZED PAINTED MARKINGS, 4"	LF	11,200	\$0.84	\$9,408

440.005	REFLECTORIZED PAINTED MARKINGS, 24"	LF	1,200	\$2.80	\$3,360
441.01	REFLECTORIZED PLASTIC ARROW, RIGHT	EACH	2	\$110.00	\$220
441.011	REFLECTORIZED PLASTIC ARROW, LEFT	EACH	4	\$130.00	\$520
441.02	REFLECTORIZED PLASTIC WORD, ONLY	EACH	6	\$160.00	\$960
				Subtotal	\$25,052
				Contingency, 30%	\$7,516
				Subtotal	\$32,568

ADA Improvements

Conceptual Cost Estimate

Date: 1-09-2018

ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	COST	
				Unit Cost	Cost
<u>1. Remove and Replace Deficient Curb Ramp</u>					
340.0231a	Detectable Warning Surface	SF	10	\$24.00	\$240
340.025	Wheelchair Access Ramp	EA	1	\$1,225.00	\$1,225
340.05	Curb and Gutter, Standard	LF	20	\$24.00	\$480
343.08	Existing Curb and Gutter, Remove and Dispose	LF	20	\$7.00	\$140
343.09	Existing Sidewalk and/or Drivepad, Sawcut, Remove and Dispose	SY	11	\$7.00	\$77
				Subtotal	\$2,162
				Contingency, 30%	\$649
				Subtotal	\$2,811
<u>2. Remove and Replace Deficient Drivepad</u>					
340.02	Drivepad 6" Thick	SY	30	\$55.00	\$1,650
340.05	Curb and Gutter, Standard	LF	55	\$24.00	\$1,320
343.08	Existing Curb and Gutter, Remove and Dispose	LF	55	\$7.00	\$385
343.09	Existing Sidewalk and/or Drivepad, Sawcut, Remove and Dispose	SY	30	\$7.00	\$210
				Subtotal	\$3,565
				Contingency, 30%	\$1,070
				Subtotal	\$4,635
<u>3. Remove and Replace Sidewalk</u>					
340.01	Sidewalk 4" Thick	SY	20	\$35.00	\$700
343.09	Existing Sidewalk and/or Drivepad, Sawcut, Remove and Dispose	SY	20	\$7.00	\$140
				Subtotal	\$840
				Contingency, 30%	\$252
				Subtotal	\$1,092
				Per LF	\$36
<u>4. Remove and Reset Light Pole</u>					
422.132	Street Light Standard, any size, Remove and Relocate	EA	1	\$665.00	\$665
423.121	Street Light Foundation, Remove and Dispose	EA	1	\$425.00	\$425
424.005	Electrical Conduit, 2"	LF	15	\$7.00	\$105
425.002	Electrical Pull Box (Standard)	EA	1	\$550.00	\$550
				Subtotal	\$1,745
				Contingency, 30%	\$524
				Subtotal	\$2,269
<u>5. Remove and Reset Pedestal Pole</u>					
422.132	Traffic signal Pedestal Pole, Any Size, Remove and Relocate	EA	1	\$545.00	\$545
423.001	Traffic Signal Foundation For Pedestal Pole	EA	1	\$600.00	\$600
423.102	Traffic Signal Foundation for Pedestal Pole, Remove and Dispose	EA	1	\$450.00	\$450
				Subtotal	\$1,595
				Contingency, 30%	\$479
				Subtotal	\$2,074
<u>6. New Pedestal Pole</u>					
422.001	4' Traffic Signal Pedestal Pole	EA	1	\$460.00	\$460
423.001	Traffic Signal Foundation For Pedestal Pole	EA	1	\$600.00	\$600
424.005	Electrical Conduit, 2"	LF	15	\$7.00	\$105
425.002	Electrical Pull Box (Standard)	EA	1	\$550.00	\$550
				Subtotal	\$1,715
				Contingency, 30%	\$515
				Subtotal	\$2,230

	7. Push Button Station				
428.01	Push Button Station	EA	1	\$300.00	\$300
				Subtotal	\$300
				Contingency, 30%	\$90
				Subtotal	\$390