8TH STREET SPEED STUDY

Souder, Miller & Associates
Engineering • Environmental • Surveying
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8th Street
Speed Study
Final Report

Albuquerque, New Mexico

Souder, Miller & Associates • 3451 Candelaria Road NE, Suite D
Albuquerque, NM 87107-1948 • (505 299-0942 • (877) 299-0942 • fax (505) 293-3430

City of Albuquerque

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INTRODUCTION

The City of Albuquerque – Department of Municipal Development (Traffic Engineering Design Division) has requested that Souder, Miller & Associates conduct at speed study along 8th Street in northwest Albuquerque.

1.A. PROJECT PURPOSE

A speed study on 8th Street from Mountain Road to Slate Avenue was conducted to determine the following:

- Evaluate the 85th percentile speed along 8th Street at three (3) locations;
- Calculate average and daily peak hour traffic volumes along 8th Street.

As part of this study, an evaluation and cataloging of existing roadway conditions, collection of historical ADT, and crash data will be completed.

1.B. PROJECT DESCRIPTION

The study area will be a 0.20 (1056.00 LF) section of 8th Street from Mountain Road to Slate Avenue. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

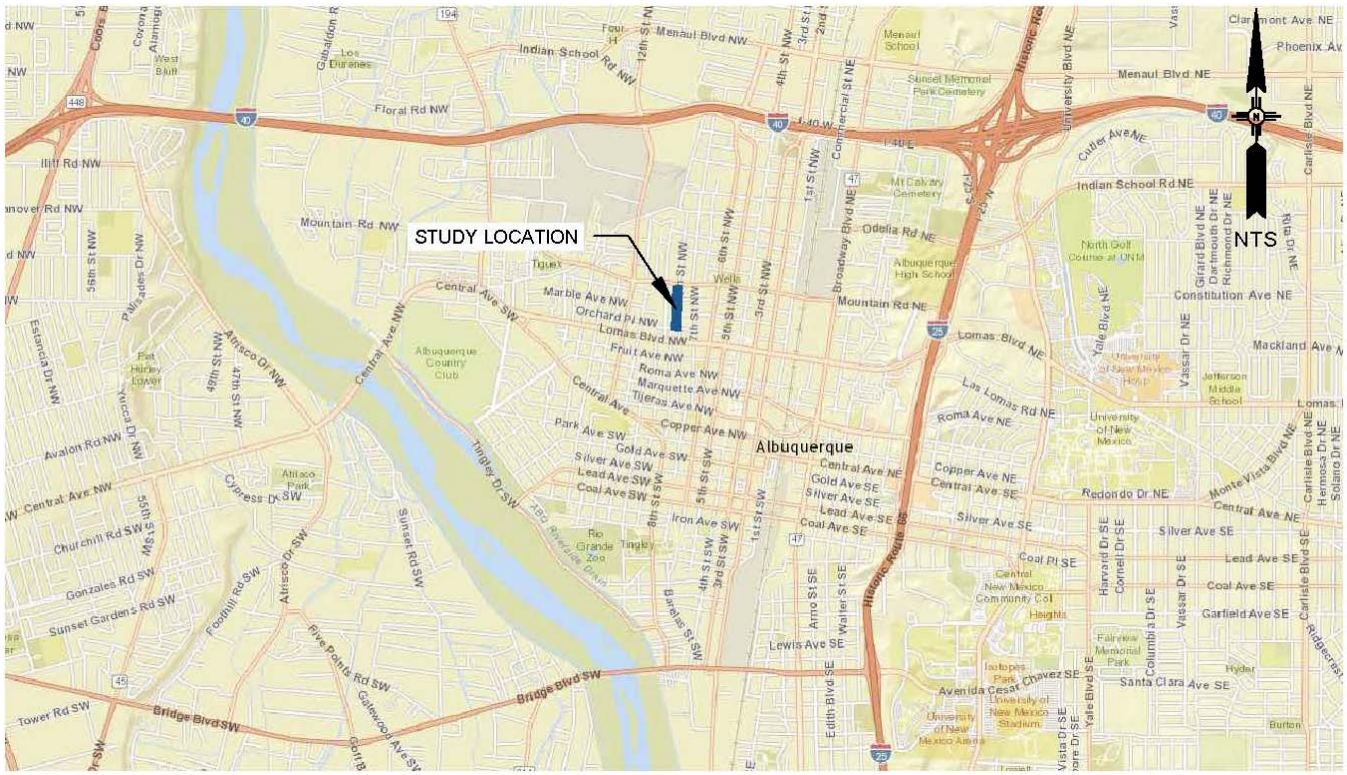


FIGURE 1.B.1.
STUDY LOCATION

FIGURE 1.B.2.
STUDY LIMITS

Date: May 10, 2017 - 3:25pm tay Layout: PROJECT LIMITS
Drawing Name: P:\7-COA 2015 On-Call Traffic and NTMP (7424542)\Task #5.2 - 8th Street (Mountain to Slate Ave.)\COA 6254.06\Studies\CADD\8th Street Exhibits.dwg

1.C. BACKGROUND OF SPEED LIMITS

Speed limits are established on roadways of virtually all classifications, from interstate freeways to low volume local streets. The primary purpose of speed limits is to give motorists clear instruction as to what is a reasonable speed for them to drive at while traveling on a given roadway.

Among regulatory signage, speed limit signs arguably contain the most critical information that motorists need to be informed of while driving (next to stop signs, which are considered the highest impact regulatory sign). Drivers unfamiliar with a roadway often do not realize what characteristics the roadway has, and properly established speed limit signs give them the information they need to drive the roadway safely.

The NMDOT has guidelines for analyzing and establishing posted speed limits; the following text is based on one such example:

Realistic posted speed limits are of public importance for many reasons:

- They invite public compliance by conforming to the behavior or the driving majority
- They give clear reminders of safe and reasonable speeds to non-conforming violators
- They offer the most effective tool for law enforcement of safe driving
- They will minimize public antagonism toward law enforcement that results from unreasonable regulations

Improperly, or artificially low, posted speed limits can cause problems for state and local agencies for several reasons:

- They do not encourage voluntary compliance, since they do not reflect the behavior of the majority
- They make the behavior of the majority unlawful
- The maximize public antagonism toward law enforcement, since the perception is that the police are enforcing a “speed trap”
- The create a bad image for a community in the eyes of tourists / visitors

1.D. SETTING SPEED LIMITS

In accordance with Section 66-7-303 of the New Mexico Criminal and Traffic Law Manual, the speed limit on state highways shall be set by the Cabinet Secretary of the Department of Transportation, based on an engineering survey and traffic investigation that includes the following parameters.

- Spot speed studies (typically consisting of 100 vehicles)
- Roadway geometry/number of lanes
- Roadside environment and characteristics
- Building setbacks (if within a commercial business district)
- Driveway and intersection spacing/density
- Historical crash data for the roadway study area

Many speed limits are established using the theory of 85th percentile. Out of the (typically) 100 vehicles surveyed, beginning with the fasted vehicle speed recorded the 15th vehicle from that speed is determined to show where the 85th percentile speed is. This is assuming that most drivers (85%) drive within reasonable limits. The posted speed limit can be established and is usually the 5 – mph increment just below the 85th percentile speed. For example, if the 85th percentile speed

has been determined by an engineering survey to be 57 mph, the posted speed would be 55 mph. This method of posting speed limits allows for a reasonable posted speed limit that can be enforced by local agencies, without creating a speed trap.

For surveys with a different amount than 100 vehicles, the 85th percentile speed is determined by the following formula: 100/15 = # of vehicles surveyed/X (where x = the vehicle at the 85th percentile). For example, a 50 vehicle survey would result in:

$$\frac{100}{15} = \frac{50}{x}$$

Where *x* = 7.5, or the 8th vehicle in the survey

Other methods are frequently used to further analyze the posting of speed limits – these are the mode, median, and geometric mean:

- Mode is the most frequently clocked vehicle speed in a given survey. For example, in a 100 vehicle survey where 12 vehicles were clocked traveling 55 mph and no other speed was observed as frequently, the mode is 55 mph.
- Median is the numerical midpoint of a given survey. For example, in a survey of 100 vehicles, the speeds of the 50th and 51st vehicles are added and divided by 2 to obtain the median speed. If the 50th vehicle of such a survey was traveling at 56 mph and the 51st vehicle was also traveling at 56 mph, the resulting median would be (56 + 56)÷2 = 112÷2 = 56 mph
- Geometric mean is described as follows: "an average of a set of numbers that is calculated by multiplying all the numbers ("n"), and taking the nth root of the total."

Formula for Geometric Mean:

$$Geometric\ Mean = ((X_1)(X_2) \dots \dots (X_n))^{1/N}$$

X = Individual score (speed)
N = Sample size (number of scores)

Geometric Mean Example:
Sample speeds = 51, 52, 55, 58, and 60 mph

Step 1:
N = 5, the total number of values, $\frac{1}{N} = 0.2$
Step 2:
Determine geometric mean using the formula.

$$Geometric\ Mean = ((51)(52)(55)(58)(60))^{0.2} = 55.09\ mph$$

In most cases, the geometric mean of a speed study will be of similar value of the median, often within 1 to 2 mph of either side of the median. In the above example, the median speed would be the third vehicle surveyed (55 mph), and the geometric mean is 55.09 mph.

2. EXISTING CONDITIONS

2.A. COUNT LOCATIONS

The study area included three (3) volume and speed count locations which were at the following locations:

- 8th Street between Granite Avenue and Mountain Road;
- 8th Street between Marble Avenue and Granite Avenue;
- 8th Street between Slate Avenue and Marble Avenue.

Figure 2.1. on page 6 displays the traffic count locations.

2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of 8th Street. Within the study limits, there are 2 intersections and approximately 31 driveways that provide access to residential homes. Also to be noted, the speed limit within the study limits is 25 mph.

FIGURE 2.1.
COUNT LOCATIONS

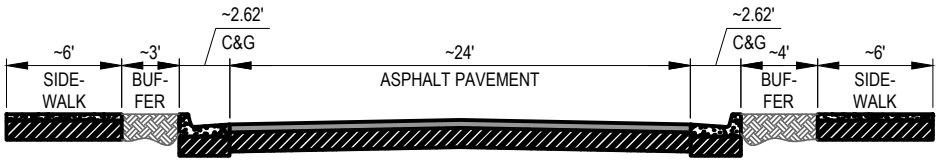


FIGURE 2.2.
EXISTING 8TH STREET TYPICAL SECTION

Date: May 10, 2017 - 3:25pm tay Layout: EXISTING
Drawing Name: P:\7-COA 2015 On-Call Traffic and NTMP (7424542)\Task #5.2 - 8th Street (Mountain to Slate Ave.)\COA 6254.06\Studies\CADD\8th Street Exhibits.dwg

3. DATA

3.A. ADT

The ADT for the three (3) count locations are listed below in Table 3.A.1.

Table 3.A.1.			
8th Street ADT			
Count Location	Northbound	Southbound	ADT
8th Street North	237	255	492
8th Street Middle	227	221	448
8th Street South	211	249	460
Average	225.0	241.7	466.7

The 8th Street study area directional ADT ranges from 211 to 255 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

The peak hour traffic volumes for the three (3) count locations are shown below from Table 3.B.1.

Table 3.B.1.			
8th Street Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
8th Street North	AM Peak	24 (8:00 AM - 9:00 AM)	38 (8:00 AM - 9:00 AM)
	PM Peak	32 (5:00 PM - 6:00 PM)	30 (4:30 PM - 5:30 PM)
8th Street Middle	AM Peak	25 (8:00 AM - 9:00 AM)	21 (8:00 AM - 9:00 AM)
	PM Peak	29 (5:00 PM - 6:00 PM)	33 (4:45 PM - 5:45 PM)
8th Street South	AM Peak	23 (8:00 AM - 9:00 AM)	20 (7:45 AM - 8:45 AM)
	PM Peak	27 (4:30 PM - 5:30 PM)	33 (5:15 PM - 6:15 PM)

The 8th Street study area peak hour traffic volumes range from 20 to 33 vehicles per hour.

3.C. SPEED STUDY RESULTS

The results of the speed study are displayed below in Table 3.C.1., 3.C.2., and 3.C.3.

Table 3.C.1.			
8th Street North Speed Study			
Speed	Northbound	Southbound	Total
Average	15.9	16.0	15.9
10 mph Pace	15.0 - 24.9 (41.1%)	15.0 - 24.9 (45.4%)	15.0 - 24.9 (43.3%)
50th Percentile	16.2	16.3	16.3
67th Percentile	21.7	21.2	21.4
85th Percentile	24.3	24.0	24.2

Table 3.C.2.			
8th Street Middle Speed Study			
Speed	Northbound	Southbound	Total
Average	15.5	17.3	16.4
10 mph Pace	15.0 - 24.9 (40.5%)	20.1 - 30.0 (42.9%)	19.9 - 29.8 (39.3%)
50th Percentile	15.5	16.6	16.2
67th Percentile	21.4	22.6	21.9
85th Percentile	23.9	26.7	25.1

Table 3.C.3.			
8th Street South Speed Study			
Speed	Northbound	Southbound	Total
Average	14.7	14.9	14.9
10 mph Pace	15.0 - 24.9 (40.0%)	15.0 - 24.9 (44.4%)	15.0 - 24.9 (42.4%)
50th Percentile	14.4	15.6	15.0
67th Percentile	20.1	20.8	20.4
85th Percentile	23.2	23.6	23.6

When considering whether to establish a new posted speed limit or not, surveying the existing traffic speeds is crucial to determining a reasonable posted speed limit.

Before a posted speed limit can be adjusted, an analysis must be conducted to ascertain whether or not the speed limit can be adjusted without resulting in further increases of motorists' travel speeds. Motorists usually drive at speeds which they perceive as safe, based on the observable roadway conditions. A flat and straight roadway may result in a different travel speed than the posted speed limit due to the driver's observation of the roadway condition.

In relation to 8th Street, the posted speed limit is 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.4 displays that 11 percent of the total ADT of the three count locations recorded speeds greater than the posted speed limit of 25 mph.

Table 3.C.4.							
8th Street ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
8th Street North	291.5	59%	146.5	30%	53.5	11%	491.5
8th Street Middle	254.5	57%	125	28%	68	15%	447.5
8th Street South	300	65%	124.5	27%	35.5	8%	460
Total	846	60%	396	28%	157	11%	1399

3.D. CRASH DATA

Crash data was requested from the Mid-Region Council of Governments. The crash data requested showed there was 1 recorded crashes within the study area from 2012 to 2014.

Table 3.D.1.					
8th Street Crash Summary					
Year	Location	Cause of Crash	Crash Analysis	Crash Severity	Crash Correct with Traffic Calming?
2014	1016 8th Street	-	Non-intersection - From Opposite Direction / Sideswipe Collision	Property Damage Only	Yes

4. U.S. LIMITS SPEED LIMITS PROGRAM

U.S. Limits is an FHWA sponsored program used to analyze speed limits. This program calculates a recommended speed limit based on the criteria given, which is listed on the website as follows:

- Density of surrounding development (e.g. high density, low density, or rural);
- Frequency of roadside access (e.g. number of residential driveways, commercial, industrial, shopping, and special activity properties, and the number and type of intersection roads);
- Road function (e.g. traffic movement vs. access to abutting properties);
- Road characteristics (e.g. paved width, divided or undivided, lane width, number and lanes, and sight restrictions);
- Road conditions and important high speed road characteristics (e.g. interchange spacing, AADT, and shoulders);
- Existing vehicle operating speeds;
- Adjoining speed limits and;
- Any special conditions that may exist on the road section (e.g. adverse alignment, pedestrian and roadside activities, high crash rates, etc.).

This analysis was used for 8th Street and based on the data entered into http://www.uslimits.com for the above-listed categories. The output sheet is shown in Appendix A – U.S. Limits Output. The U.S. Limits Output recommended a speed limit of 20 mph that should only be reduced as a last measure after other treatments have been tried or ruled out.

5. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that only 11% of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is not exceeding the posted speed limit by 5 mph or more at the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque's Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

Figure 5.1.
COA NMTP Traffic Calming Measures

Description	Warranted?
Reported crashes in the past 3 years that could be corrected with traffic calming	Yes
Peak-hour traffic volume greater than 400 vehicles in one direction	No
25% of peak-hour traffic is non-local cut-through traffic	Not Studied
85th percentile speeds exceeds the posted speed limit by 5 mph or more	No

Based on the data collected, 8th Street DOES NOT meet any of the criteria outlined to warrant traffic calming.

Appendices

- Appendix A – USLIMITS2 Speed Zoning Report
- Appendix B – Volume and Speed Data
- Appendix C – Crash Data

Appendix A

USLIMITS2 Speed Zoning Report

Project Name: 8th Street Speed Study

Analyst: Thaddeus Yazzie

Date: 05-01-2017

Basic Project Information
Project Number: 6254.06
Route Name: 8th Street
From: Slate Avenue
To: Mountain Road
State: New Mexico
County: Bernalillo County
City: Albuquerque city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: .2 mile(s)
Statutory Speed Limit: 25 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 33
Number of Signals: 0

Crash Data Information
Crash Data Years: 3.08
Crash AADT: 467 veh/day
Total Number of Crashes: 1
Total Number of Injury Crashes: 0
Section Crash Rate: 951 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 67

Traffic Information
85th Percentile Speed: 24 mph
50th Percentile Speed: 16 mph
AADT: 467 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Project Description: 8th Street Speed Study from Slate Avenue to Mountain Road.

Recommended Speed Limit:

Note: The section crash rate of 951 per 100 MVM is more than 30 percent above the average for similar roads (263) but below the critical rate (2028). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Appendix B

Special Speed Study Report: 8th St North

Station ID : 8th St North

Info Line 1 : Between Mountain and Granite
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : 8 SO MTN.DB

Last Connected Device Type : Apollo
Version Number : 1.63
Serial Number : 21495

Number of Lanes : 1
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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	11	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	09:00	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	10:00	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	11:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	14:00	9	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	15:00	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	16:00	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	13	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	19:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		146	54	23	1	0	0	0	0	0	0	0	0	0	0	0	0	224
Percent :		65%	24%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		65%	89%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 14.9 mph 50% Speed : 12.5 mph 67% Speed : 21.1 mph 85% Speed : 23.6 mph
10mph Pace: 5.5 - 15.4 (65.2%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	19	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	13:00	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	14:00	6	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	15:00	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	16:00	6	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	16
	17:00	14	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	18:00	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	9	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		131	82	32	4	1	0	0	0	0	0	0	0	0	0	0	0	250
Percent :		52%	33%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		52%	85%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 16.8 mph 50% Speed : 13.7 mph 67% Speed : 22.3 mph 85% Speed : 24.9 mph
10mph Pace: 6.0 - 15.9 (52.4%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	09:00	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	13:00	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	14:00	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	6	7	3	0	0	0	0	0	0	0	0	0	1	0	0	0	17
	17:00	15	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	18:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	5	3	2	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	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 :		151	68	16	3	0	0	0	0	0	0	0	0	1	0	0	0	239
Percent :		63%	28%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		63%	92%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed 15.3 mph 50% Speed : 12.7 mph 67% Speed : 21.0 mph 85% Speed : 23.7 mph
10mph Pace: 5.3 - 15.2 (63.2%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	25	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	38
	09:00	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	13	6	1	0	0	0	0	0	0	0	1	0	0	0	0	0	21
	13:00	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	5	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	10	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	7	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	17:00	13	8	1	1	0	0	0	0	0	0	1	0	0	0	0	0	24
	18:00	9	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	13
	19:00	16	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	19
	20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		155	89	17	4	1	0	0	0	0	0	2	0	1	1	0	0	270
Percent :		57%	33%	6%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Cum. Percent :		57%	90%	97%	98%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	
Average :		6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed 16.6 mph 50% Speed : 13.6 mph 67% Speed : 21.6 mph 85% Speed : 24.0 mph
10mph Pace: 5.2 - 15.1 (57.4%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total

Special Speed Study Summary: 8th St North

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	277	136	55	5	1	0	0	0	0	0	0	0	0	0	0	0	474
Percent :	58%	29%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	58%	87%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

ADT = 237

Average Speed 15.9 mph 50% Speed : 16.2 mph 67% Speed : 21.7 mph 85% Speed : 24.3 mph
10mph Pace: 15.0 - 24.9 (41.1%)

Grand Total #3:	306	157	33	7	1	0	0	0	0	0	2	0	2	1	0	0	509
Percent :	60%	31%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	60%	91%	97%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	
Average :	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

ADT = 254

Average Speed 16.0 mph 50% Speed : 16.3 mph 67% Speed : 21.2 mph 85% Speed : 24.0 mph
10mph Pace: 15.0 - 24.9 (45.4%)

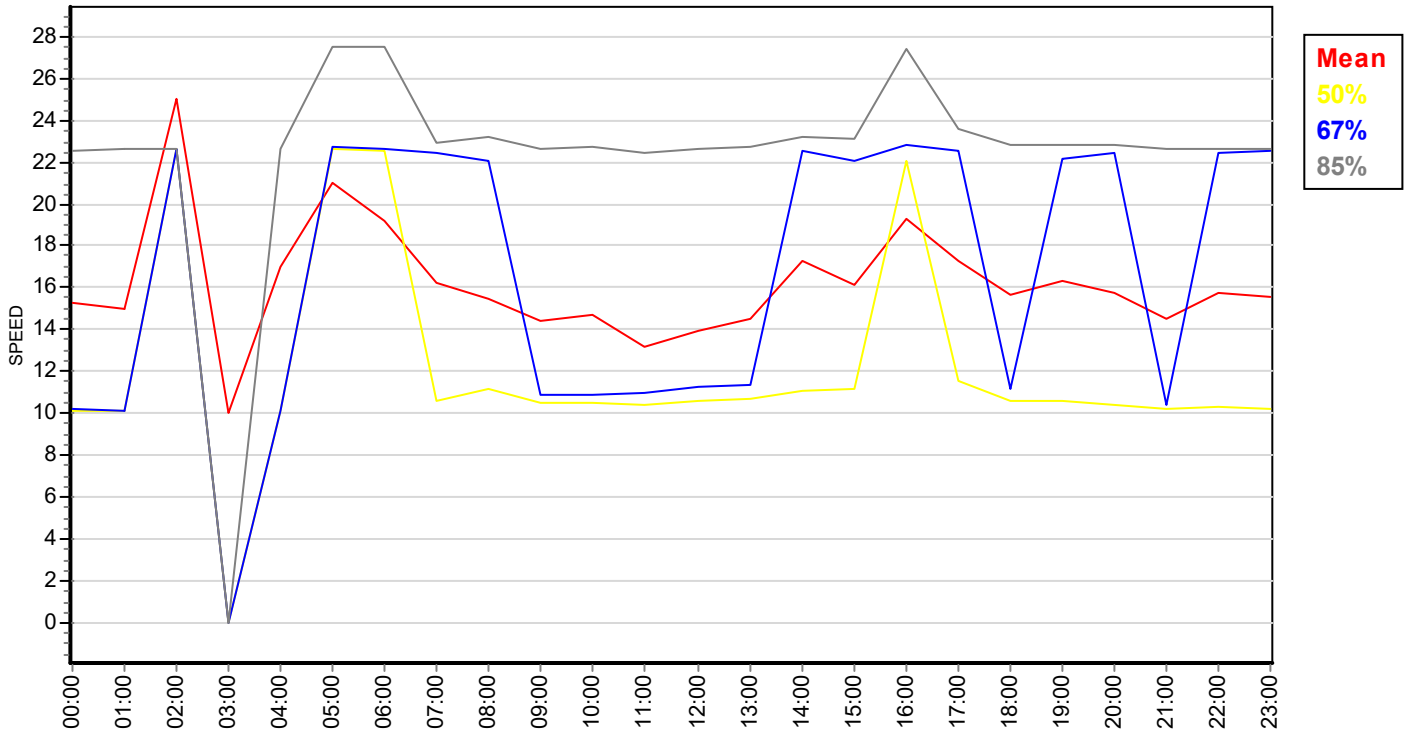
Comb. Total :	583	293	88	12	2	0	0	0	0	0	2	0	2	1	0	0	983
Percent :	59%	30%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	59%	89%	98%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	
Average :	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20

ADT = 491

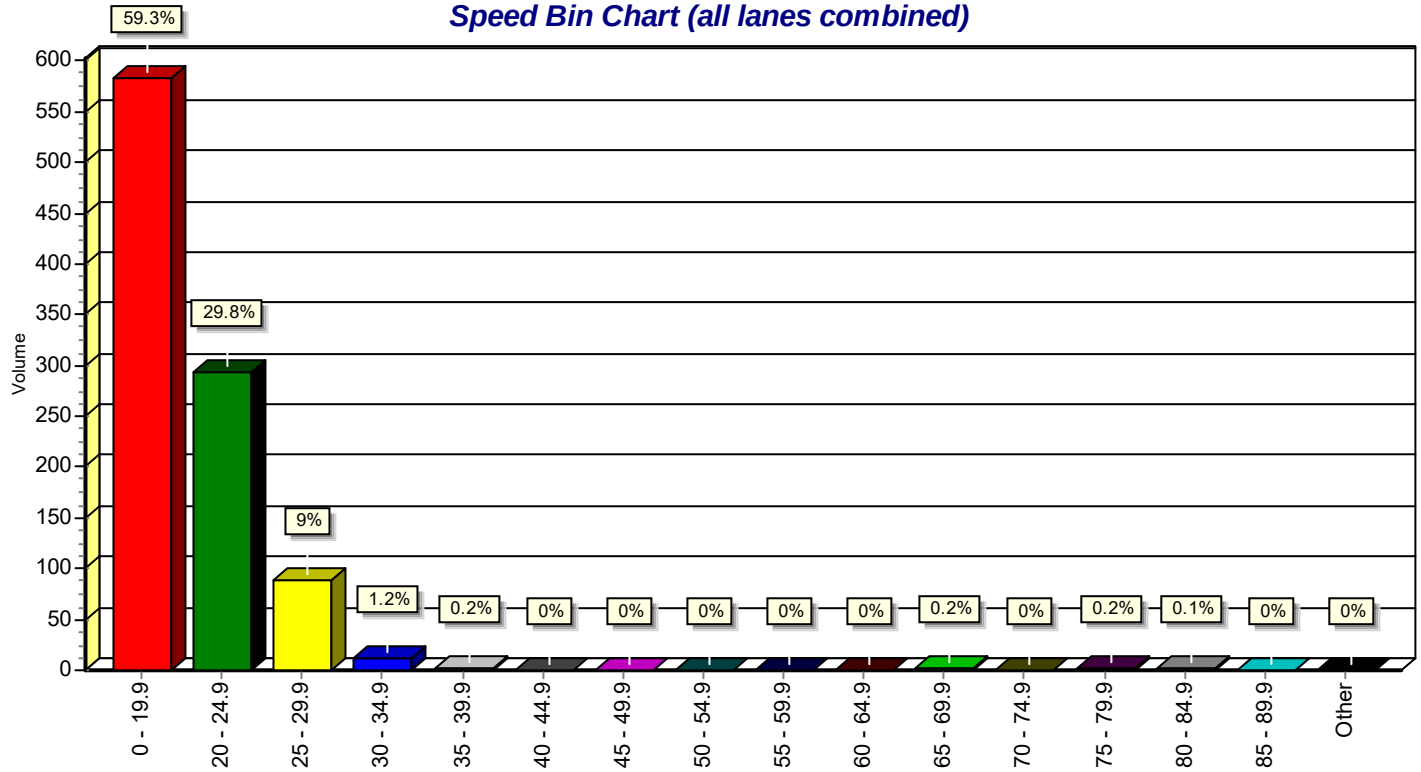
Average Speed 15.9 mph 50% Speed : 16.3 mph 67% Speed : 21.4 mph 85% Speed : 24.2 mph
10mph Pace: 15.0 - 24.9 (43.3%)

8th St North Charts For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: 8th St Middle

Station ID : 8th St Middle

Info Line 1 : Between Granite and Marble
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : NB 8 MID.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24088

Number of Lanes : 1
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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	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	0	0	0	1
	05:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	08:00	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	09:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	12:00	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	16:00	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	17:00	18	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	18:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	20:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		134	62	19	4	0	0	0	0	0	0	0	0	0	0	0	0	219
Percent :		61%	28%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		61%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed 15.5 mph 50% Speed : 12.7 mph 67% Speed : 21.4 mph 85% Speed : 23.9 mph
10mph Pace: 5.9 - 15.8 (61.2%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Wed	01:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	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	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	11	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	25
	09:00	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	12:00	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	13:00	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	11
	15:00	16	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	17:00	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	18:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	3	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	7
	22:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		146	61	20	5	2	0	0	0	1	0	0	0	0	0	0	0	235
Percent :		62%	26%	9%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		62%	88%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed 15.7 mph 50% Speed : 12.8 mph 67% Speed : 21.3 mph 85% Speed : 23.9 mph
10mph Pace: 5.5 - 15.4 (62.1%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	8	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	21
	09:00	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	8	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	8	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	15:00	9	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	17:00	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	18:00	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	1	1	0	0	0	0	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	0	0	0	2
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		108	55	27	12	0	0	0	0	0	0	0	0	0	0	0	0	202
Percent :		53%	27%	13%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		53%	81%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 17.1 mph 50% Speed : 13.0 mph 67% Speed : 22.5 mph 85% Speed : 27.2 mph
10mph Pace: 6.7 - 16.6 (53.5%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	08:00	5	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	3	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	11:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	15	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	14:00	7	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	15:00	11	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	20
	16:00	7	7	2	0	0	0	0	0	1	0	0	0	0	0	0	0	17
	17:00	17	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	31
	18:00	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	19:00	7	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	6	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		121	72	35	5	5	0	0	0	1	0	0	0	0	0	0	0	239
Percent :		51%	30%	15%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		51%	81%	95%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 17.5 mph 50% Speed : 13.7 mph 67% Speed : 22.7 mph 85% Speed : 27.0 mph
10mph Pace: 6.3 - 16.2 (50.6%)

		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Date	Time	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

Special Speed Study Summary: 8th St Middle

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	280	123	39	9	2	0	0	0	1	0	0	0	0	0	0	0	454
Percent :	62%	27%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	62%	89%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

ADT = 227

Average Speed 15.5 mph 50% Speed : 15.5 mph 67% Speed : 21.4 mph 85% Speed : 23.9 mph
10mph Pace: 15.0 - 24.9 (40.5%)

Grand Total #3:	229	127	62	17	5	0	0	0	1	0	0	0	0	0	0	0	441
Percent :	52%	29%	14%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	52%	81%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

ADT = 220

Average Speed 17.3 mph 50% Speed : 16.6 mph 67% Speed : 22.6 mph 85% Speed : 26.7 mph
10mph Pace: 20.1 - 30.0 (42.9%)

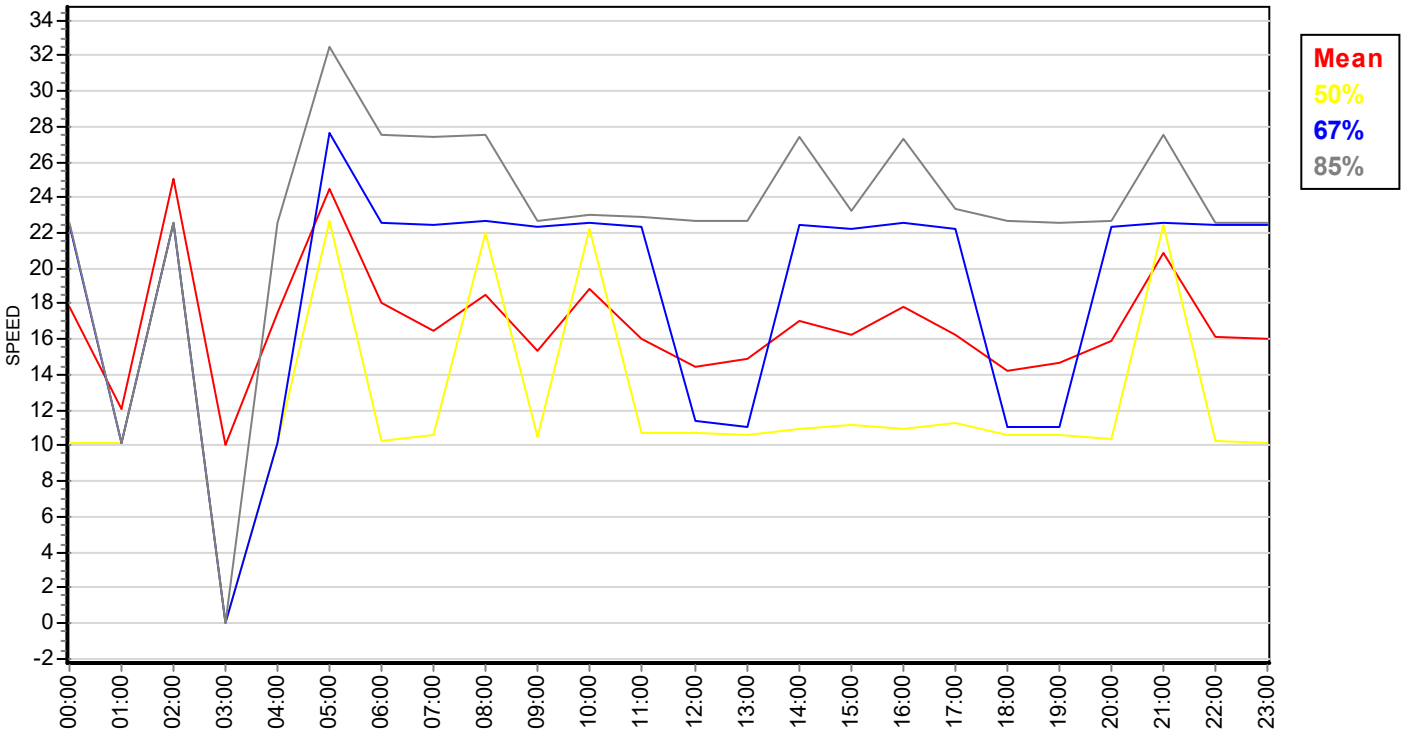
Comb. Total :	509	250	101	26	7	0	0	0	2	0	0	0	0	0	0	0	895
Percent :	57%	28%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	57%	85%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	19

ADT = 447

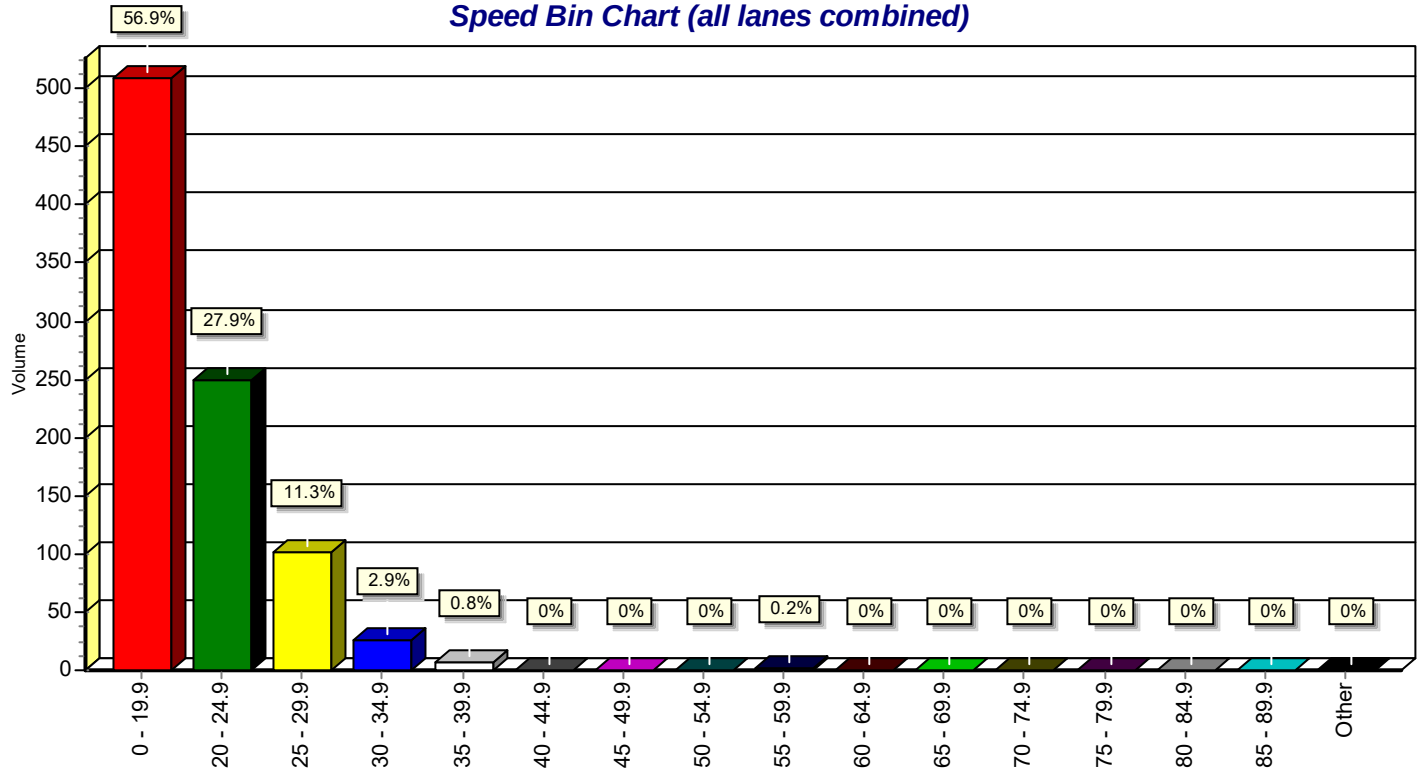
Average Speed 16.4 mph 50% Speed : 16.2 mph 67% Speed : 21.9 mph 85% Speed : 25.1 mph
10mph Pace: 19.9 - 29.8 (39.3%)

8th St Middle Charts For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: 8th St South

Station ID : 8th St South

Info Line 1 : Between Marble and Slate
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : 8 SOUTH.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 97001

Number of Lanes : 1
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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	13:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	16:00	11	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	16
	17:00	13	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	18:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	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 :		136	48	9	2	0	0	0	0	0	0	0	0	0	1	0	0	196
Percent :		69%	24%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Cum. Percent :		69%	94%	98%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	
Average :		6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 14.5 mph 50% Speed : 11.9 mph 67% Speed : 14.0 mph 85% Speed : 22.9 mph
10mph Pace: 5.8 - 15.7 (69.4%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	11	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	09:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	12:00	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	13:00	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	16:00	16	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	17:00	12	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	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	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		145	60	18	3	0	0	0	0	0	0	0	0	0	0	0	0	226
Percent :		64%	27%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		64%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed 15.0 mph 50% Speed : 12.6 mph 67% Speed : 21.1 mph 85% Speed : 23.6 mph
10mph Pace: 5.5 - 15.4 (64.2%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	8	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	12:00	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	14:00	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	15:00	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	16:00	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	8	2	0	0	0	0	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	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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		149	56	15	1	0	0	0	0	0	0	0	0	0	0	0	0	221
Percent :		67%	25%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		67%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 14.4 mph 50% Speed : 12.2 mph 67% Speed : 14.6 mph 85% Speed : 23.2 mph
10mph Pace: 5.4 - 15.3 (67.4%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	09:00	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	10:00	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	22	5	1	0	0	0	0	1	1	0	0	0	0	0	0	1	31
	13:00	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	14:00	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	15:00	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	16:00	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	17:00	18	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	18:00	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	19:00	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	20:00	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		170	85	16	3	0	0	0	1	1	0	0	0	0	0	0	1	277
Percent :		61%	31%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		61%	92%	98%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12

Average Speed 15.3 mph 50% Speed : 13.4 mph 67% Speed : 21.0 mph 85% Speed : 23.7 mph
10mph Pace: 5.3 - 15.2 (58.1%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total

Special Speed Study Summary: 8th St South

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	281	108	27	5	0	0	0	0	0	0	0	0	0	1	0	0	422
Percent :	67%	26%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	67%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

ADT = 211

Average Speed 14.7 mph 50% Speed : 14.4 mph 67% Speed : 20.1 mph 85% Speed : 23.2 mph
10mph Pace: 15.0 - 24.9 (40.0%)

Grand Total #3:	319	141	31	4	0	0	0	1	1	0	0	0	0	0	0	1	498
Percent :	64%	28%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	64%	92%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11

ADT = 249

Average Speed 14.9 mph 50% Speed : 15.6 mph 67% Speed : 20.8 mph 85% Speed : 23.6 mph
10mph Pace: 15.0 - 24.9 (44.4%)

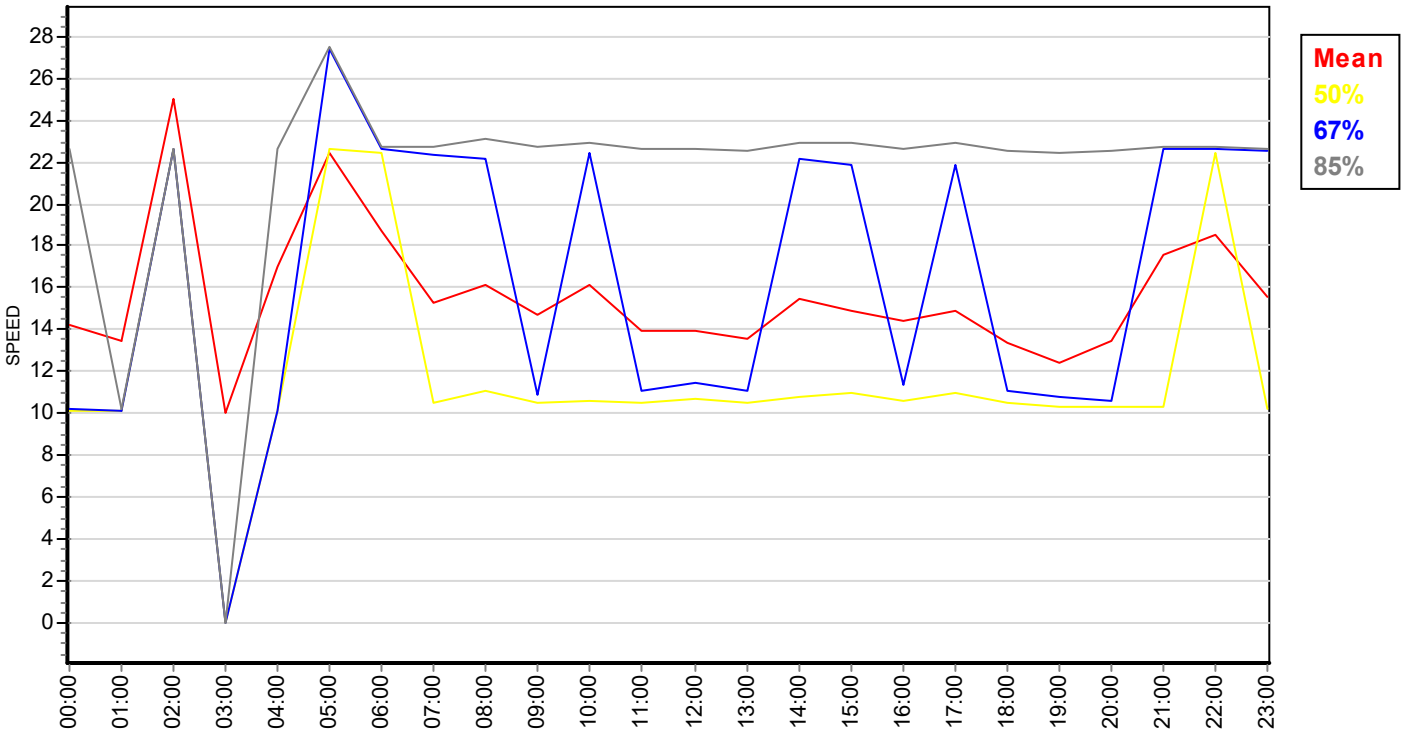
Comb. Total :	600	249	58	9	0	0	0	1	1	0	0	0	0	1	0	1	920
Percent :	65%	27%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	65%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19

ADT = 460

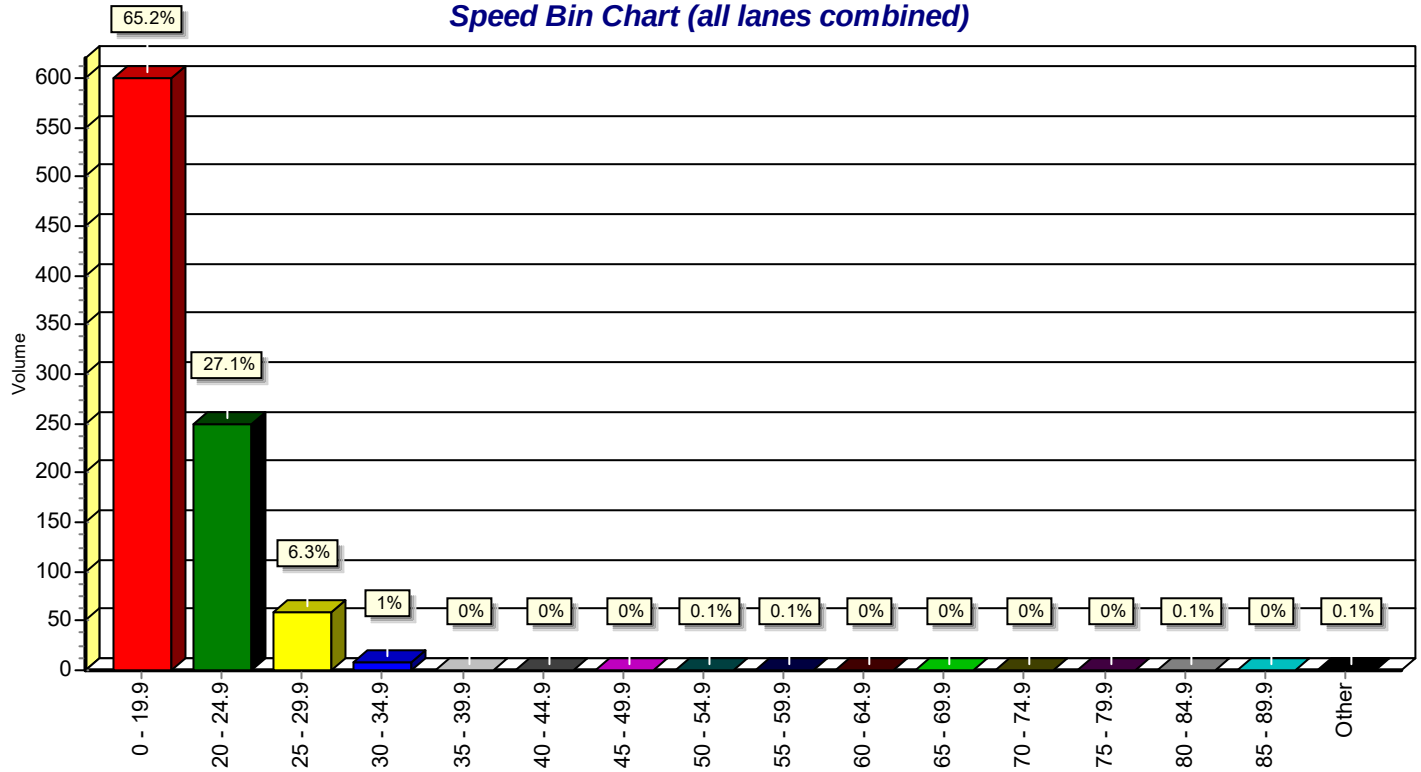
Average Speed 14.9 mph 50% Speed : 15.0 mph 67% Speed : 20.4 mph 85% Speed : 23.6 mph
10mph Pace: 15.0 - 24.9 (42.4%)

8th St South Charts For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: 8th St North

Station ID : 8th St North
Info Line 1 : Between Mountain and Granite
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : 8 SO MTN.DB

Last Connected Device Type : Apollo
Version Number : 1.63
Serial Number : 21495
Number of Lanes : 1
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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	0	0	0	0	0
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	0	1
	05:00	0	1	0	2	3
	06:00	0	1	4	0	5
	07:00	4	1	1	3	9
	08:00	10	2	5	7	24
	09:00	4	3	3	4	14
	10:00	4	0	4	7	15
	11:00	1	3	0	2	6
	12:00	2	2	0	6	10
	13:00	4	7	5	3	19
	14:00	1	8	3	9	21
	15:00	5	3	4	3	15
	16:00	3	1	4	5	13
	17:00	4	5	3	7	19
	18:00	5	5	4	5	19
	19:00	3	2	4	2	11
	20:00	1	2	5	3	11
	21:00	3	0	0	0	3
	22:00	2	1	0	0	3
	23:00	2	0	1	0	3
Day Total :						224

AM Total :	77 (34.4%)	Peak AM Hour : 08:00 =	24 (10.7%)	Peak AM Factor : 0.600	Average Period : 2.3
PM Total :	147 (65.6%)	Peak PM Hour : 14:15 =	25 (11.2%)	Peak PM Factor : 0.694	Average Hour : 9.3

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	0	1	0	0	1
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	2	0	1	0	3
	06:00	0	1	2	0	3
	07:00	3	1	5	4	13
	08:00	5	2	2	1	10
	09:00	5	2	3	1	11
	10:00	1	1	6	1	9
	11:00	3	2	2	5	12
	12:00	3	9	8	7	27
	13:00	0	2	7	7	16
	14:00	2	4	4	7	17
	15:00	7	3	4	4	18
	16:00	4	1	5	6	16
	17:00	5	7	13	7	32
	18:00	4	6	4	4	18
	19:00	6	6	0	5	17
	20:00	2	1	4	1	8
	21:00	0	5	2	2	9
	22:00	1	1	3	1	6
	23:00	1	0	0	1	2
Day Total :						250

AM Total :	64 (25.6%)	Peak AM Hour : 07:30 =	16 (6.4%)	Peak AM Factor : 0.667	Average Period : 2.6
PM Total :	186 (74.4%)	Peak PM Hour : 17:00 =	32 (12.8%)	Peak PM Factor : 0.615	Average Hour : 10.4

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	2	1	0	1	4
Tue	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	1	0	0	1
	04:00	0	0	1	1	2
	05:00	3	0	0	0	3
	06:00	0	0	2	1	3
	07:00	0	5	3	5	13
	08:00	2	7	11	8	28
	09:00	2	1	0	6	9
	10:00	4	2	1	3	10
	11:00	4	3	4	7	18
	12:00	7	0	4	4	15
	13:00	5	2	2	5	14
	14:00	2	4	5	4	15
	15:00	7	11	2	8	28
	16:00	3	2	6	6	17
	17:00	9	9	6	4	28
	18:00	3	3	1	2	9
	19:00	1	2	1	2	6
	20:00	2	3	4	1	10
	21:00	1	1	0	0	2
	22:00	1	0	0	0	1
	23:00	1	0	0	1	2
Day Total :						239

AM Total :	92 (38.5%)	Peak AM Hour :	08:00 =	28 (11.7%)	Peak AM Factor : 0.636	Average Period :	2.5
PM Total :	147 (61.5%)	Peak PM Hour :	16:30 =	30 (12.6%)	Peak PM Factor : 0.682	Average Hour :	10.0

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	1	0	0	1	2
Wed	01:00	3	1	0	0	4
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	2	1	0	0	3
	06:00	0	0	1	1	2
	07:00	2	1	3	3	9
	08:00	9	13	8	8	38
	09:00	2	4	3	3	12
	10:00	5	2	1	2	10
	11:00	2	9	3	4	18
	12:00	4	3	11	3	21
	13:00	2	6	4	3	15
	14:00	2	4	4	2	12
	15:00	12	4	9	3	28
	16:00	3	4	6	7	20
	17:00	5	12	5	2	24
	18:00	5	4	1	3	13
	19:00	6	2	2	9	19
	20:00	0	0	0	3	3
	21:00	1	2	2	0	5
	22:00	3	0	2	0	5
	23:00	2	0	1	2	5
Day Total :						270

AM Total :	100 (37.0%)	Peak AM Hour : 08:00 =	38 (14.1%)	Peak AM Factor : 0.731	Average Period : 2.8
PM Total :	170 (63.0%)	Peak PM Hour : 16:30 =	30 (11.1%)	Peak PM Factor : 0.625	Average Hour : 11.3

Basic Volume Summary: 8th St North

Grand Total For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	474	(48.2%)	2.00	237	2.5	9.9	141 (29.7%)	333 (70.3%)
#3.	509	(51.8%)	2.00	255	2.7	10.6	192 (37.7%)	317 (62.3%)
ALL	983		2.00	492	5.2	20.5	333 (33.9%)	650 (66.1%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:00 =	24	04/25/2017	0.600	17:00 =	32	04/26/2017	0.615
#3.	08:00 =	38	04/26/2017	0.731	16:30 =	30	04/25/2017	0.682

Basic Volume Report: 8th St Middle

Station ID : 8th St Middle
Info Line 1 : Between Granite and Marble
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : NB 8 MID.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24088
Number of Lanes : 1
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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	2	1	0	1	4
Tue	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	1	0	0	1
	04:00	0	0	0	1	1
	05:00	3	0	0	0	3
	06:00	0	0	2	1	3
	07:00	0	4	3	5	12
	08:00	1	3	9	6	19
	09:00	1	2	0	6	9
	10:00	4	1	1	2	8
	11:00	3	5	3	4	15
	12:00	5	2	5	5	17
	13:00	3	2	2	6	13
	14:00	2	4	2	4	12
	15:00	4	7	4	8	23
	16:00	3	3	6	3	15
	17:00	9	8	5	7	29
	18:00	4	2	1	2	9
	19:00	2	2	1	5	10
	20:00	0	3	5	1	9
	21:00	1	1	0	0	2
	22:00	1	0	0	0	1
	23:00	1	1	0	1	3
Day Total :						219

AM Total :	76 (34.7%)	Peak AM Hour : 08:00 =	19 (8.7%)	Peak AM Factor : 0.528	Average Period :	2.3
PM Total :	143 (65.3%)	Peak PM Hour : 17:00 =	29 (13.2%)	Peak PM Factor : 0.806	Average Hour :	9.1

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	1	0	0	2	3
Wed	01:00	3	1	1	1	6
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	2	1	0	0	3
	06:00	0	0	1	1	2
	07:00	0	3	3	3	9
	08:00	7	5	6	7	25
	09:00	3	3	1	2	9
	10:00	4	2	1	1	8
	11:00	3	7	5	4	19
	12:00	4	1	8	3	16
	13:00	5	4	1	1	11
	14:00	2	3	4	2	11
	15:00	12	4	6	4	26
	16:00	2	4	4	5	15
	17:00	7	10	3	1	21
	18:00	6	3	2	2	13
	19:00	3	2	4	7	16
	20:00	0	0	1	2	3
	21:00	2	2	3	0	7
	22:00	3	0	4	0	7
	23:00	1	1	0	2	4
Day Total :						235

AM Total :	85 (36.2%)	Peak AM Hour : 08:00 =	25 (10.6%)	Peak AM Factor : 0.893	Average Period : 2.4
PM Total :	150 (63.8%)	Peak PM Hour : 15:00 =	26 (11.1%)	Peak PM Factor : 0.542	Average Hour : 9.8

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	0	0	0	0	0
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	0	1
	05:00	0	1	0	2	3
	06:00	0	1	4	1	6
	07:00	4	1	1	3	9
	08:00	10	2	5	4	21
	09:00	3	3	1	4	11
	10:00	1	0	2	7	10
	11:00	4	4	1	3	12
	12:00	4	1	1	5	11
	13:00	2	5	5	1	13
	14:00	2	5	5	6	18
	15:00	5	4	7	3	19
	16:00	2	1	1	6	10
	17:00	4	4	4	6	18
	18:00	2	5	3	4	14
	19:00	2	2	4	3	11
	20:00	2	1	4	2	9
	21:00	2	0	0	0	2
	22:00	1	0	0	1	2
	23:00	1	0	1	0	2
Day Total :						202

AM Total :	73 (36.1%)	Peak AM Hour :	08:00 =	21 (10.4%)	Peak AM Factor : 0.525	Average Period :	2.1
PM Total :	129 (63.9%)	Peak PM Hour :	14:45 =	22 (10.9%)	Peak PM Factor : 0.786	Average Hour :	8.4

Date	Time	:00	:15	:30	:45	Total
04/26/17	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	2	0	0	0	2
	05:00	2	0	1	0	3
	06:00	0	1	2	2	5
	07:00	2	1	4	5	12
	08:00	2	3	5	1	11
	09:00	4	1	2	2	9
	10:00	3	0	6	2	11
	11:00	2	1	2	3	8
	12:00	5	5	8	6	24
	13:00	2	2	7	3	14
	14:00	1	5	4	8	18
	15:00	8	5	4	3	20
	16:00	5	1	4	7	17
	17:00	4	8	14	5	31
	18:00	4	5	4	3	16
	19:00	5	7	1	4	17
	20:00	3	1	4	1	9
	21:00	0	1	3	1	5
	22:00	2	0	2	0	4
	23:00	1	0	0	2	3
Day Total :						239

AM Total :	61 (25.5%)	Peak AM Hour : 07:45 =	15 (6.3%)	Peak AM Factor : 0.625	Average Period : 2.5
PM Total :	178 (74.5%)	Peak PM Hour : 16:45 =	33 (13.8%)	Peak PM Factor : 0.589	Average Hour : 10.0

Basic Volume Summary: 8th St Middle

Grand Total For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	454	(50.7%)	2.00	227	2.4	9.5	161 (35.5%)	293 (64.5%)
#3.	441	(49.3%)	2.00	221	2.3	9.2	134 (30.4%)	307 (69.6%)
ALL	895		2.00	448	4.7	18.7	295 (33.0%)	600 (67.0%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:00 =	25	04/26/2017	0.893	17:00 =	29	04/25/2017	0.806
#3.	08:00 =	21	04/25/2017	0.525	16:45 =	33	04/26/2017	0.589

Basic Volume Report: 8th St South

Station ID : 8th St South
Info Line 1 : Between Marble and Slate
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : 8 SOUTH.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 97001

Number of Lanes : 1
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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	0	1	0	1	2
Tue	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	1	0	0	1
	04:00	0	0	1	1	2
	05:00	3	0	0	0	3
	06:00	0	1	0	0	1
	07:00	1	5	2	3	11
	08:00	2	4	7	7	20
	09:00	0	1	1	4	6
	10:00	3	2	1	4	10
	11:00	2	1	3	7	13
	12:00	5	2	3	5	15
	13:00	3	1	2	4	10
	14:00	4	4	1	6	15
	15:00	3	2	7	6	18
	16:00	2	1	7	6	16
	17:00	8	6	4	5	23
	18:00	5	1	1	2	9
	19:00	2	3	1	0	6
	20:00	0	4	3	0	7
	21:00	1	1	2	0	4
	22:00	1	0	0	0	1
	23:00	1	0	0	1	2
Day Total :						196

AM Total :	70 (35.7%)	Peak AM Hour : 08:00 =	20 (10.2%)	Peak AM Factor : 0.714	Average Period :	2.0
PM Total :	126 (64.3%)	Peak PM Hour : 16:30 =	27 (13.8%)	Peak PM Factor : 0.844	Average Hour :	8.2

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	1	0	2	1	4
Wed	01:00	3	1	0	1	5
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	2	1	0	0	3
	06:00	0	0	0	0	0
	07:00	0	3	2	1	6
	08:00	7	5	6	5	23
	09:00	3	2	1	3	9
	10:00	3	4	2	0	9
	11:00	4	6	3	3	16
	12:00	4	5	8	4	21
	13:00	4	3	2	1	10
	14:00	3	4	1	2	10
	15:00	9	3	6	3	21
	16:00	4	4	5	7	20
	17:00	5	10	3	1	19
	18:00	5	2	2	4	13
	19:00	3	1	4	8	16
	20:00	2	0	1	2	5
	21:00	0	2	3	0	5
	22:00	2	0	4	0	6
	23:00	1	1	0	1	3
Day Total :						226

AM Total :	77 (34.1%)	Peak AM Hour : 08:00 =	23 (10.2%)	Peak AM Factor : 0.821	Average Period : 2.4
PM Total :	149 (65.9%)	Peak PM Hour : 16:30 =	27 (11.9%)	Peak PM Factor : 0.675	Average Hour : 9.4

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	0	0	0	0	0
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	0	1
	05:00	0	1	0	2	3
	06:00	1	1	4	1	7
	07:00	3	1	1	5	10
	08:00	10	2	3	5	20
	09:00	2	4	3	3	12
	10:00	2	0	4	6	12
	11:00	5	3	1	5	14
	12:00	4	3	0	4	11
	13:00	2	7	4	1	14
	14:00	2	5	6	7	20
	15:00	7	4	8	5	24
	16:00	6	2	1	4	13
	17:00	2	3	8	6	19
	18:00	3	5	1	3	12
	19:00	3	3	4	2	12
	20:00	0	1	3	6	10
	21:00	1	1	0	0	2
	22:00	1	0	0	1	2
	23:00	1	1	1	0	3
Day Total :						221

AM Total :	79 (35.7%)	Peak AM Hour :	07:45 =	20 (9.0%)	Peak AM Factor :	0.500	Average Period : 2.3
PM Total :	142 (64.3%)	Peak PM Hour :	14:45 =	26 (11.8%)	Peak PM Factor :	0.812	Average Hour : 9.2

Date	Time	:00	:15	:30	:45	Total
04/26/17	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	1	0	0	0	1
	05:00	2	0	1	0	3
	06:00	0	1	2	3	6
	07:00	1	1	3	6	11
	08:00	1	5	7	1	14
	09:00	4	1	6	2	13
	10:00	4	1	6	3	14
	11:00	3	1	3	3	10
	12:00	6	7	10	8	31
	13:00	4	3	8	5	20
	14:00	2	6	4	8	20
	15:00	10	6	4	4	24
	16:00	5	3	7	9	24
	17:00	1	8	14	5	28
	18:00	6	5	7	4	22
	19:00	5	5	0	5	15
	20:00	5	2	2	0	9
	21:00	0	0	3	1	4
	22:00	2	0	2	0	4
	23:00	1	1	0	2	4
Day Total :						277

AM Total :	72 (26.0%)	Peak AM Hour : 07:45 =	19 (6.9%)	Peak AM Factor : 0.679	Average Period : 2.9
PM Total :	205 (74.0%)	Peak PM Hour : 17:15 =	33 (11.9%)	Peak PM Factor : 0.589	Average Hour : 11.5

Basic Volume Summary: 8th St South

Grand Total For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	422	(45.9%)	2.00	211	2.2	8.8	147 (34.8%)	275 (65.2%)
#3.	498	(54.1%)	2.00	249	2.6	10.4	151 (30.3%)	347 (69.7%)
ALL	920		2.00	460	4.8	19.2	298 (32.4%)	622 (67.6%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:00 =	23	04/26/2017	0.821	16:30 =	27	04/25/2017	0.844
#3.	07:45 =	20	04/25/2017	0.500	17:15 =	33	04/26/2017	0.589

Appendix C

OBJECTID	ReportIDSt	Date	CrashDate	Year
344718	14.710206534	8/6/2014	20140806	2014

OBJECTID	Day	Month	Time24	Hour24
344718	4	8	1548	15

OBJECTID	Agency	County	City	AStreet
344718	3	1	7825	8TH ST NW

OBJECTID	BStreet	Landmark	Route	MilePost
344718		1016 8TH ST NW		0

OBJECTID	NumVeh	NumPersons	NumKilled	NumClassA
344718	1	1	0	0

OBJECTID	NumClassB	NumClassC	NumInjured	NumUnhurt
344718	0	0	0	1

OBJECTID	Severity	Class	Analysis	TOPCACC
344718	Property Damage Only Crash	4	Non-Intersection - From Opposite Direction/Sideswipe Collision	0

OBJECTID	Weather	Lighting	ALCInv	DRUGInv
344718	1	1	F	F

OBJECTID	PEDInv	MCInv	PECInv	TrkInv
344718	F	F	F	F

OBJECTID	HZInv	HitRun	SHTDProp	System
344718	F	T	0	2

OBJECTID	MaxDam	RoadRel	Character	Grade
344718	3	T	F	8

OBJECTID	NonLocal	Measure	MeasureUni	Direction
344718	0		99	

OBJECTID	TranDist	MaintDist	SPDist
344718	3	3	5

Souder, Miller & Associates • 3451 Candelaria Road NE, Suite D
Albuquerque, NM 87107-1948 • (505 299-0942 • (877) 299-0942 • fax (505) 293-3430