



AZTEC ROAD SPEED STUDY

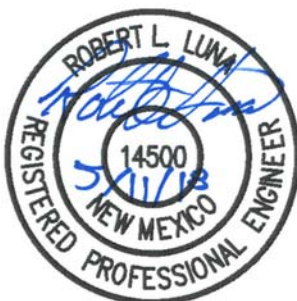


Aztec Road Speed Study Final Report

Albuquerque, New Mexico



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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 a speed study along Aztec Road in northeast Albuquerque.

1.A. PROJECT PURPOSE

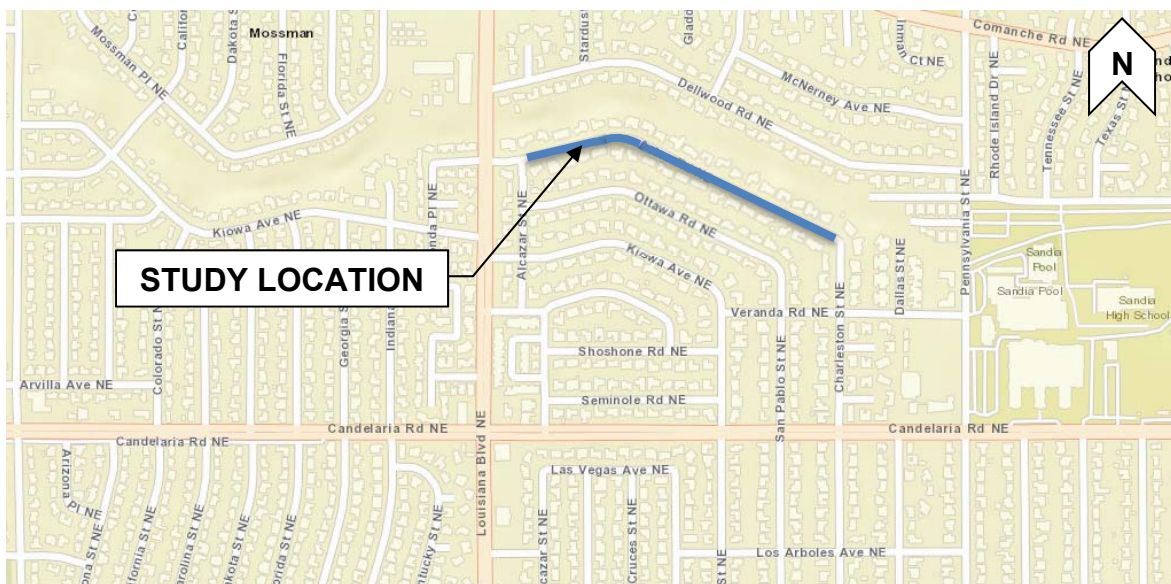
A speed study on Aztec Road from Charleston Street to Louisiana Boulevard was conducted to determine the following:

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

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 0.40 (2112.00 LF) mile section of Aztec Road from Charleston Street to Louisiana Boulevard. 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**

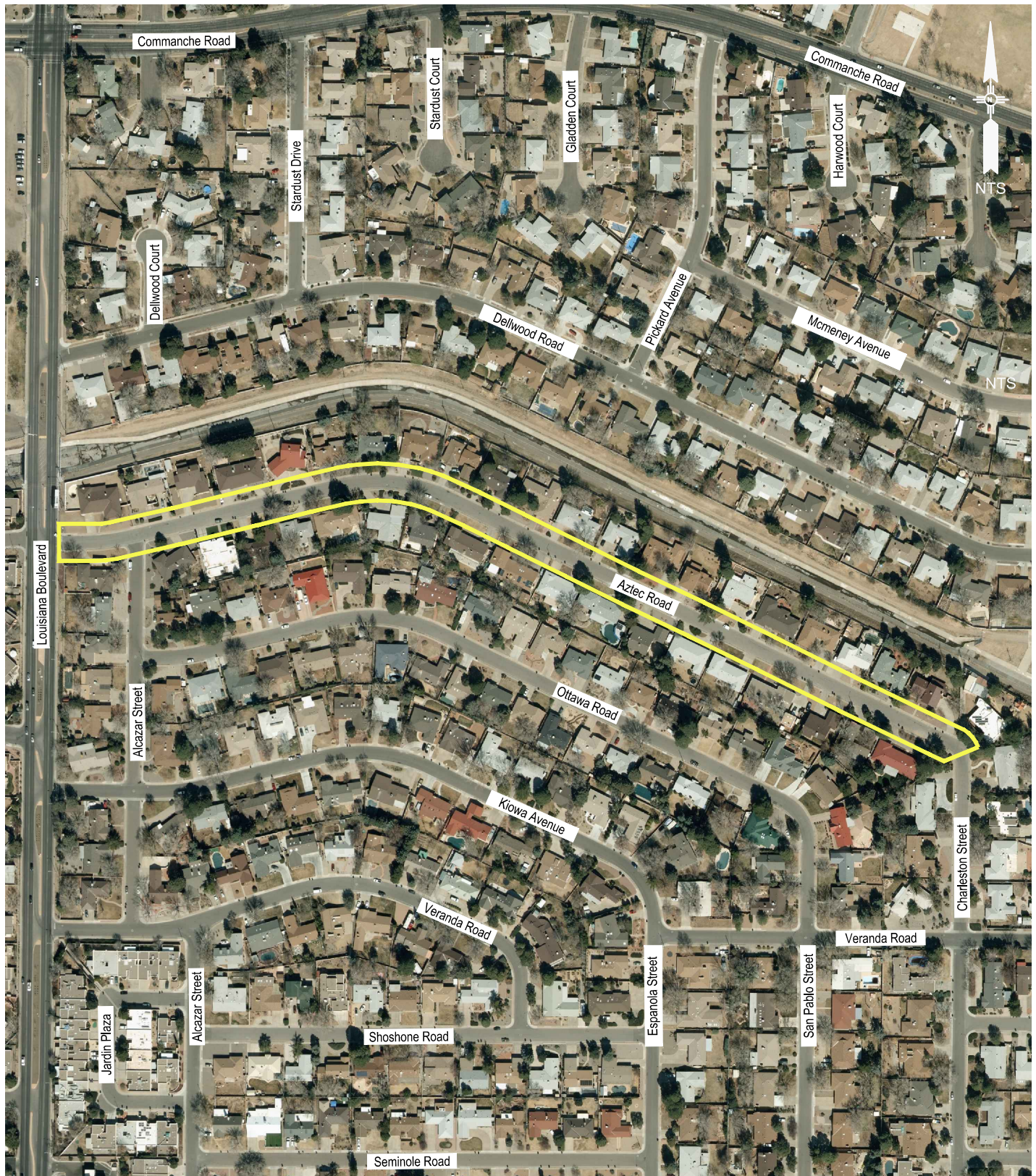


FIGURE 1.B.2.
STUDY LIMITS



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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
- They maximize public antagonism toward law enforcement, since the perception is that the police are enforcing a “speed trap”
- They 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 fastest 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: $100/15 = \# \text{ of vehicles surveyed}/X$ (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 $(56 + 56) \div 2 = 112 \div 2 = 56$ 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:

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

$X =$ 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.

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

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:

- Aztec Road East – Charleston Street to mid Aztec Road;
- Aztec Road Middle – Mid Aztec Road to Alcazar Street;
- Aztec Road West – Alcazar Street to Louisiana Boulevard.

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

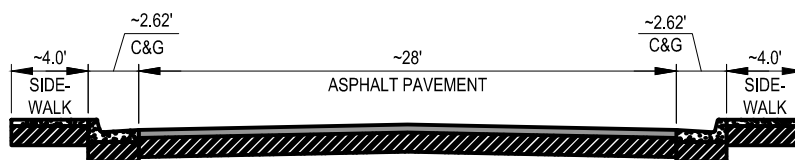
2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of Aztec Road. Within the study limits, there are approximately 40 driveways that provide access to residential homes. Also to be noted, the posted speed limit within the study limits is 25 mph.





**FIGURE 2.1.
COUNT LOCATIONS**



**FIGURE 2.2.
EXISTING AZTEC ROAD TYPICAL SECTION**



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.			
Aztec Road ADT			
Count Location	EB	WB	ADT
Aztec Road (East)	116	120	236
Aztec Road (Middle)	127	124	251
Aztec Road (West)	159	156	315
Average	134	133.3	267.3

The Aztec Road study area directional ADT ranges from 116 to 159 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

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

Table 3.B.1.			
Aztec Road Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Eastbound (Peak Hour)	Westbound (Peak Hour)
Aztec Road (East)	AM Peak	13 (9:15 AM – 10:15 AM)	15 (8:00 AM – 9:00 AM)
	PM Peak	17 (5:30 PM – 6:30 PM)	17 (1:15 PM – 2:15 PM)
Aztec Road (Middle)	AM Peak	12 (8:00 AM – 9:00 AM)	14 (7:30 AM – 8:30 AM)
	PM Peak	19 (1:30 PM – 2:30 PM)	16 (5:30 PM – 6:30 PM)
Aztec Road (West)	AM Peak	13 (10:45 AM – 11:45 AM)	22 (7:15 AM – 8:15 AM)
	PM Peak	24 (3:15 PM – 4:15 PM)	17 (5:30 PM – 6:30 PM)

The Aztec Road study area peak hour traffic volumes range from 12 to 24 vehicles per hour.

3.C. SPEED STUDY RESULTS

The results of the speed study are displayed below in Table 3.C.1. through 3.C.3.

Table 3.C.1.			
Aztec Road (East) Speed Study			
Speed	EB	WB	Total
Average	21.3	20.8	21.0
10 mph Pace	20.2 – 30.1 (60.8%)	20.1 – 30.0 (56.1%)	20.1 – 30.0 (58.4%)
50th Percentile	23.2	22.6	22.9
67th Percentile	26.2	26.0	26.0
85th Percentile	28.8	28.6	28.8

Table 3.C.2.			
Aztec Road (Middle) Speed Study			
Speed	EB	WB	Total
Average	20.2	20.8	20.5
10 mph Pace	20.1 – 30.0 (54.7%)	20.1 – 30.0 (59.7%)	20.1 – 30.0 (57.2%)
50th Percentile	22.4	22.7	22.6
67th Percentile	24.7	25.8	25.1
85th Percentile	28.3	28.5	28.5

Table 3.C.3.			
Aztec Road (West) Speed Study			
Speed	EB	WB	Total
Average	21.3	22.6	21.9
10 mph Pace	20.1 – 30.0 (60.3%)	20.1 – 30.0 (65.6%)	20.1 – 30.0 (62.9%)
50th Percentile	22.9	23.8	23.5
67th Percentile	25.7	27.0	26.4
85th Percentile	29.1	29.3	29.2

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 Aztec Road, the posted speed limit is 25 mph; roadway conditions are consistent; on the eastern end of Aztec Road, the roadway curves southward and turns into Charleston Street; controlled access; satisfactory pavement conditions; two travel lanes; and on-street parking. Table 3.C.4. displays that 37 percent of the total ADT of the three (3) count locations recorded speeds greater than the posted speed limit of 25 mph.

Table 3.C.4.							
Aztec Road ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Aztec Road (East)	72.5	31%	77.5	33%	85.5	36%	236
Aztec Road (Middle)	84	33%	83.5	33%	83.5	33%	251
Aztec Road (West)	81.5	26%	106.5	34%	126	40%	314
Average	79.3	30%	89.2	33%	98.3	37%	267

3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department for the most recent three (3) years. The crash data requested showed there were no recorded crashes within the study area.

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 37 percent of the traffic is exceeding the posted speed limit of 25 mph and the 85th percentile speed of traffic is 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:

Table 4.1.	
COA NTMP (Neighborhood Traffic Management Program) Traffic Calming Measures	
Description	Warranted?
Reported crashes in the past 3 years that could be corrected with traffic calming	No
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 upon the data collected, Aztec Road DOES NOT meet any of the criteria outlined to warrant traffic calming.

Appendices

- Appendix A – Volume and Speed Data
- Appendix B – Neighborhood Traffic Calming Petition



Appendix A



Special Speed Study Report: Aztec Rd (1)

Station ID : Aztec Rd (1)

Info Line 1 : Near 7016 Aztec Rd
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AZT2 WEST.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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	
08/22/17	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:00	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	3	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	14:00	2	5	1	2	0	1	0	0	0	0	0	0	0	0	0	0	11
	15:00	6	4	3	1	0	0	0	0	0	0	0	0	1	0	0	0	15
	16:00	3	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	17:00	4	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	18:00	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	19:00	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		41	49	33	18	0	1	0	0	0	0	0	0	1	0	0	0	143
Percent :		29%	34%	23%	13%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	
Cum. Percent :		29%	63%	86%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	
Average :		2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	21.8 mph	50% Speed : 22.9 mph	67% Speed : 26.8 mph
			85% Speed : 28.4 mph
10mph Pace: 21.0 - 30.9 (57.3%)			

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	
08/23/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	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	0	0	0	1
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	3	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	3	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	2	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	4	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	16:00	3	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	5	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	18:00	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	10
	20:00	4	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		51	61	48	13	0	0	0	0	0	0	0	0	0	0	0	1	174
Percent :		29%	35%	28%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Cum. Percent :		29%	64%	92%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%		
Average :		2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed	20.8 mph	50% Speed :	22.9 mph	67% Speed :	26.3 mph	85% Speed :	28.2 mph
				10mph Pace:	20.6 - 30.5 (62.6%)		

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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	
08/22/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	3	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	08:00	0	2	7	1	1	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	1	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	3	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	14:00	3	2	3	2	0	0	1	0	0	0	0	0	0	0	0	0	11
	15:00	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	2	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	1	2	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	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Daily Total :	36	54	50	10	2	0	1	0	0	0	0	0	0	0	0	0	0	153
Percent :	24%	35%	33%	7%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	24%	59%	92%	98%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed 22.2 mph	50% Speed : 23.4 mph	67% Speed : 26.7 mph
85% Speed : 28.5 mph		
10mph Pace: 20.9 - 30.8 (68.0%)		

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			
08/23/17	00:00	0	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	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	3	6	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	08:00	4	3	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	18
	09:00	3	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	2	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		35	49	51	20	2	1	0	0	0	0	0	0	0	0	0	0	0	158
Percent :		22%	31%	32%	13%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		22%	53%	85%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	22.9 mph	50% Speed :	23.7 mph	67% Speed :	27.2 mph	85% Speed :	29.0 mph
				10mph Pace:	21.0 - 30.9 (63.3%)		

	#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: Aztec Rd (1)

	#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:	92	110	81	31	0	1	0	0	0	0	0	0	1	0	0	1	317
Percent :	29%	35%	26%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	29%	64%	89%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	
Average :	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
ADT = 158	Average Speed 21.3 mph 50% Speed : 22.9 mph 67% Speed : 25.7 mph 85% Speed : 29.1 mph 10mph Pace: 20.1 - 30.0 (60.3%)																
Grand Total #3:	71	103	101	30	4	1	1	0	0	0	0	0	0	0	0	0	311
Percent :	23%	33%	32%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	23%	56%	88%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
ADT = 155	Average Speed 22.6 mph 50% Speed : 23.8 mph 67% Speed : 27.0 mph 85% Speed : 29.3 mph 10mph Pace: 20.1 - 30.0 (65.6%)																
Comb. Total :	163	213	182	61	4	2	1	0	0	0	0	0	1	0	0	1	628
Percent :	26%	34%	29%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	26%	60%	89%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12
ADT = 314	Average Speed 21.9 mph 50% Speed : 23.5 mph 67% Speed : 26.4 mph 85% Speed : 29.2 mph 10mph Pace: 20.1 - 30.0 (62.9%)																

Special Speed Study Report: Aztec Rd (2)

Station ID : Aztec Rd (2)

Info Line 1 : Near 7204 Aztec Rd
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AZT2 MID.DB

Last Connected Device Type : Apollo

Version Number : 1.62

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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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	
08/22/17	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	5	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	14:00	3	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	3	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		41	35	25	11	1	0	0	0	0	0	0	0	0	0	0	0	113
Percent :		36%	31%	22%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		36%	67%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 20.1 mph	50% Speed : 22.4 mph	67% Speed : 23.5 mph	85% Speed : 28.0 mph
10mph Pace: 21.4 - 31.3 (53.1%)			

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	
08/23/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	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	0	0	0	0	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	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	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	2	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	8
	11:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	14:00	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	16:00	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	0	0	1	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 :		48	51	28	13	0	1	0	0	0	0	0	0	0	0	0	0	141
Percent :		34%	36%	20%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		34%	70%	90%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	20.3 mph	50% Speed :	22.3 mph	67% Speed :	23.8 mph	85% Speed :	27.9 mph
				10mph Pace:	20.9 - 30.8 (56.0%)		

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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	
08/22/17	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	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	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	1	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	2	0	1	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	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		39	42	32	6	1	0	0	0	0	0	0	0	0	0	0	0	120
Percent :		33%	35%	27%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		33%	68%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed 20.4 mph	50% Speed : 22.6 mph	67% Speed : 23.8 mph	85% Speed : 27.8 mph
10mph Pace: 21.3 - 31.2 (61.7%)			

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	
08/23/17	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	0	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	1
	07:00	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	5	3	2	1	1	0	1	0	0	0	0	0	0	0	0	0	13
	09:00	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	3	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	7
	12:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	4	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	14:00	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	16:00	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		40	39	35	10	2	1	1	0	0	0	0	0	0	0	0	0	128
Percent :		31%	30%	27%	8%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		31%	62%	89%	97%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed	21.3 mph	50% Speed :	22.8 mph	67% Speed :	26.8 mph	85% Speed :	28.2 mph
10mph Pace: 21.3 - 31.2 (57.8%)							

	#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: Aztec Rd (2)

	#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:	89	86	53	24	1	1	0	0	0	0	0	0	0	0	0	0	254									
Percent :	35%	34%	21%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	35%	69%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6									
ADT = 127	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">20.2 mph</td> <td style="width: 25%;">50% Speed : 22.4 mph</td> <td style="width: 25%;">67% Speed : 24.7 mph</td> <td style="width: 25%;">85% Speed : 28.3 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (54.7%)</td> </tr> </table>																Average Speed	20.2 mph	50% Speed : 22.4 mph	67% Speed : 24.7 mph	85% Speed : 28.3 mph	10mph Pace: 20.1 - 30.0 (54.7%)				
Average Speed	20.2 mph	50% Speed : 22.4 mph	67% Speed : 24.7 mph	85% Speed : 28.3 mph																						
10mph Pace: 20.1 - 30.0 (54.7%)																										
Grand Total #3:	79	81	67	16	3	1	1	0	0	0	0	0	0	0	0	0	248									
Percent :	32%	33%	27%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	32%	65%	92%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5									
ADT = 124	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">20.8 mph</td> <td style="width: 25%;">50% Speed : 22.7 mph</td> <td style="width: 25%;">67% Speed : 25.8 mph</td> <td style="width: 25%;">85% Speed : 28.5 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (59.7%)</td> </tr> </table>																Average Speed	20.8 mph	50% Speed : 22.7 mph	67% Speed : 25.8 mph	85% Speed : 28.5 mph	10mph Pace: 20.1 - 30.0 (59.7%)				
Average Speed	20.8 mph	50% Speed : 22.7 mph	67% Speed : 25.8 mph	85% Speed : 28.5 mph																						
10mph Pace: 20.1 - 30.0 (59.7%)																										
Comb. Total :	168	167	120	40	4	2	1	0	0	0	0	0	0	0	0	0	502									
Percent :	33%	33%	24%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	33%	67%	91%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11									
ADT = 251	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">20.5 mph</td> <td style="width: 25%;">50% Speed : 22.6 mph</td> <td style="width: 25%;">67% Speed : 25.1 mph</td> <td style="width: 25%;">85% Speed : 28.5 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (57.2%)</td> </tr> </table>																Average Speed	20.5 mph	50% Speed : 22.6 mph	67% Speed : 25.1 mph	85% Speed : 28.5 mph	10mph Pace: 20.1 - 30.0 (57.2%)				
Average Speed	20.5 mph	50% Speed : 22.6 mph	67% Speed : 25.1 mph	85% Speed : 28.5 mph																						
10mph Pace: 20.1 - 30.0 (57.2%)																										

Special Speed Study Report: Aztec Rd (3)

Station ID : Aztec Rd (3)

Info Line 1 : Near 7304 Aztec Rd
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AZT2 EAST.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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	
08/22/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	3	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	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		30	39	33	10	0	0	0	0	0	0	0	0	0	0	0	0	112
Percent :		27%	35%	29%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		27%	62%	91%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed	21.5 mph	50% Speed : 22.9 mph	67% Speed : 26.8 mph
			85% Speed : 28.1 mph
10mph Pace: 21.3 - 31.2 (64.3%)			

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			
08/23/17	00:00	0	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	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	0	0	0	0	0	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	0	0	0	1	2
	07:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	1	4	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	9
	09:00	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	3	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	6	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	17:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		37	37	32	11	0	1	1	0	0	0	0	0	0	0	0	0	1	120
Percent :		31%	31%	27%	9%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Cum. Percent :		31%	62%	88%	98%	98%	98%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%		
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed	21.1 mph	50% Speed :	22.8 mph	67% Speed :	26.9 mph	85% Speed :	28.3 mph
				10mph Pace: 21.4 - 31.3 (57.5%)			

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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	
08/22/17	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	1	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	3	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	15
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	2	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	11
	15:00	1	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	5	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		32	36	28	8	4	0	0	0	0	0	0	0	0	0	0	0	108
Percent :		30%	33%	26%	7%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		30%	63%	89%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 21.4 mph 50% Speed : 22.8 mph 67% Speed : 26.9 mph 85% Speed : 28.1 mph
 10mph Pace: 21.4 - 31.3 (59.3%)

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	
08/23/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	13:00	4	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	3	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	11
	15:00	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	1	0	1	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 :		46	43	27	14	1	0	0	0	0	0	0	0	0	0	0	0	131
Percent :		35%	33%	21%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		35%	68%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	20.3 mph	50% Speed :	22.4 mph	67% Speed :	23.7 mph	85% Speed :	28.0 mph
				10mph Pace:	21.2 - 31.1 (53.4%)		

	#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 -			
<i>Date</i>	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	<i>Other</i>	<i>Total</i>	

Special Speed Study Summary: Aztec Rd (3)

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:	67	76	65	21	0	1	1	0	0	0	0	0	0	0	0	1	232									
Percent :	29%	33%	28%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	29%	62%	90%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4									
ADT = 116	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">21.3 mph</td> <td style="width: 25%;">50% Speed : 23.2 mph</td> <td style="width: 25%;">67% Speed : 26.2 mph</td> <td style="width: 25%;">85% Speed : 28.8 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.2 - 30.1 (60.8%)</td> </tr> </table>																Average Speed	21.3 mph	50% Speed : 23.2 mph	67% Speed : 26.2 mph	85% Speed : 28.8 mph	10mph Pace: 20.2 - 30.1 (60.8%)				
Average Speed	21.3 mph	50% Speed : 23.2 mph	67% Speed : 26.2 mph	85% Speed : 28.8 mph																						
10mph Pace: 20.2 - 30.1 (60.8%)																										
Grand Total #3:	78	79	55	22	5	0	0	0	0	0	0	0	0	0	0	0	239									
Percent :	33%	33%	23%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	33%	66%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5									
ADT = 119	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">20.8 mph</td> <td style="width: 25%;">50% Speed : 22.6 mph</td> <td style="width: 25%;">67% Speed : 26.0 mph</td> <td style="width: 25%;">85% Speed : 28.6 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (56.1%)</td> </tr> </table>																Average Speed	20.8 mph	50% Speed : 22.6 mph	67% Speed : 26.0 mph	85% Speed : 28.6 mph	10mph Pace: 20.1 - 30.0 (56.1%)				
Average Speed	20.8 mph	50% Speed : 22.6 mph	67% Speed : 26.0 mph	85% Speed : 28.6 mph																						
10mph Pace: 20.1 - 30.0 (56.1%)																										
Comb. Total :	145	155	120	43	5	1	1	0	0	0	0	0	0	0	0	1	471									
Percent :	31%	33%	25%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	31%	64%	89%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10									
ADT = 235	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">21.0 mph</td> <td style="width: 25%;">50% Speed : 22.9 mph</td> <td style="width: 25%;">67% Speed : 26.0 mph</td> <td style="width: 25%;">85% Speed : 28.8 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (58.4%)</td> </tr> </table>																Average Speed	21.0 mph	50% Speed : 22.9 mph	67% Speed : 26.0 mph	85% Speed : 28.8 mph	10mph Pace: 20.1 - 30.0 (58.4%)				
Average Speed	21.0 mph	50% Speed : 22.9 mph	67% Speed : 26.0 mph	85% Speed : 28.8 mph																						
10mph Pace: 20.1 - 30.0 (58.4%)																										

Basic Volume Report: Aztec Rd (1)

Station ID : Aztec Rd (1)

Info Line 1 : Near 7016 Aztec Rd

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AZT2 WEST.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.	Eastbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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

Day Total : 143

AM Total :	29 (20.3%)	Peak AM Hour : 07:45 =	10 (7.0%)	Peak AM Factor : 0.500	Average Period :	1.5
PM Total :	114 (79.7%)	Peak PM Hour : 17:15 =	19 (13.3%)	Peak PM Factor : 0.679	Average Hour :	6.0

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

Day Total : 174

AM Total :	48 (27.6%)	Peak AM Hour : 10:45 =	13 (7.5%)	Peak AM Factor : 0.542	Average Period :	1.8
PM Total :	126 (72.4%)	Peak PM Hour : 15:15 =	24 (13.8%)	Peak PM Factor : 0.667	Average Hour :	7.3

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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

Day Total : 153

AM Total :	59 (38.6%)	Peak AM Hour : 07:15 =	20 (13.1%)	Peak AM Factor : 0.625	Average Period : 1.6
PM Total :	94 (61.4%)	Peak PM Hour : 17:30 =	17 (11.1%)	Peak PM Factor : 0.708	Average Hour : 6.4

Date	Time	:00	:15	:30	:45	Total
08/23/17	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	2	2
	05:00	1	0	0	0	1
	06:00	1	1	1	1	4
	07:00	1	6	6	7	20
	08:00	3	4	2	9	18
	09:00	2	5	1	4	12
	10:00	2	2	2	4	10
	11:00	0	1	2	1	4
	12:00	2	5	2	2	11
	13:00	2	3	2	3	10
	14:00	1	3	2	4	10
	15:00	4	1	2	1	8
	16:00	2	4	0	5	11
	17:00	0	4	6	2	12
	18:00	1	1	2	1	5
	19:00	3	2	0	2	7
	20:00	2	0	3	2	7
	21:00	2	0	1	1	4
	22:00	0	1	0	0	1
	23:00	1	0	0	0	1
Day Total :						158

AM Total :	71 (44.9%)	Peak AM Hour : 07:15 =	22 (13.9%)	Peak AM Factor : 0.611	Average Period :	1.6
PM Total :	87 (55.1%)	Peak PM Hour : 16:45 =	15 (9.5%)	Peak PM Factor : 0.625	Average Hour :	6.6

Basic Volume Summary: Aztec Rd (1)

Grand Total For Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	317 (50.5%)	2.00	159	1.7	6.6	77 (24.3%)	240 (75.7%)
#3.	311 (49.5%)	2.00	156	1.6	6.5	130 (41.8%)	181 (58.2%)
ALL	628	2.00	315	3.3	13.1	207 (33.0%)	421 (67.0%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	10:45 =	13 08/23/2017	0.542	15:15 =	24 08/23/2017	0.667
#3.	07:15 =	22 08/23/2017	0.611	17:30 =	17 08/22/2017	0.708

Basic Volume Report: Aztec Rd (2)

Station ID : Aztec Rd (2)

Info Line 1 : Near 7204 Aztec Rd

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AZT2 MID.DB

Last Connected Device Type : Apollo

Version Number : 1.62

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.	Eastbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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

Day Total : 113

AM Total :	28 (24.8%)	Peak AM Hour : 08:00 =	12 (10.6%)	Peak AM Factor : 0.500	Average Period :	1.2
PM Total :	85 (75.2%)	Peak PM Hour : 13:45 =	14 (12.4%)	Peak PM Factor : 0.583	Average Hour :	4.7

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

Day Total : 141

AM Total :	38 (27.0%)	Peak AM Hour : 10:45 =	10 (7.1%)	Peak AM Factor : 0.417	Average Period :	1.5
PM Total :	103 (73.0%)	Peak PM Hour : 13:30 =	19 (13.5%)	Peak PM Factor : 0.594	Average Hour :	5.9

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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

Day Total : 120

AM Total :	41 (34.2%)	Peak AM Hour : 07:30 =	13 (10.8%)	Peak AM Factor : 0.650	Average Period : 1.3
PM Total :	79 (65.8%)	Peak PM Hour : 17:30 =	16 (13.3%)	Peak PM Factor : 0.800	Average Hour : 5.0

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

Day Total : 128

AM Total :	52 (40.6%)	Peak AM Hour : 07:30 =	14 (10.9%)	Peak AM Factor : 0.700	Average Period :	1.3
PM Total :	76 (59.4%)	Peak PM Hour : 16:45 =	13 (10.2%)	Peak PM Factor : 0.650	Average Hour :	5.3

Basic Volume Summary: Aztec Rd (2)

Grand Total For Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	254 (50.6%)	2.00	127	1.3	5.3	66 (26.0%)	188 (74.0%)
#3.	248 (49.4%)	2.00	124	1.3	5.2	93 (37.5%)	155 (62.5%)
ALL	502	2.00	251	2.6	10.5	159 (31.7%)	343 (68.3%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:00 = 12	08/22/2017	0.500	13:30 = 19	08/23/2017	0.594
#3.	07:30 = 14	08/23/2017	0.700	17:30 = 16	08/22/2017	0.800

Basic Volume Report: Aztec Rd (3)

Station ID : Aztec Rd (3)

Info Line 1 : Near 7304 Aztec Rd

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AZT2 EAST.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.	Eastbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

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

Day Total : 112

AM Total :	34 (30.4%)	Peak AM Hour : 07:30 =	9 (8.0%)	Peak AM Factor : 0.562	Average Period :	1.2
PM Total :	78 (69.6%)	Peak PM Hour : 17:30 =	17 (15.2%)	Peak PM Factor : 0.708	Average Hour :	4.7

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

Day Total : 120

AM Total :	43 (35.8%)	Peak AM Hour : 09:15 =	13 (10.8%)	Peak AM Factor : 0.464	Average Period :	1.3
PM Total :	77 (64.2%)	Peak PM Hour : 14:30 =	11 (9.2%)	Peak PM Factor : 0.688	Average Hour :	5.0

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

Date	Time	:00	:15	:30	:45	Total
08/22/17	00:00	0	0	0	0	0
Tue	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	1	0	0	1
	06:00	1	0	0	1	2
	07:00	0	2	1	0	3
	08:00	3	6	2	4	15
	09:00	0	0	0	0	0
	10:00	2	1	1	4	8
	11:00	1	0	1	0	2
	12:00	2	1	0	0	3
	13:00	1	2	1	2	6
	14:00	3	4	3	1	11
	15:00	2	3	3	2	10
	16:00	4	3	2	3	12
	17:00	0	3	3	2	8
	18:00	2	4	3	2	11
	19:00	3	4	1	3	11
	20:00	0	0	1	0	1
	21:00	0	1	0	0	1
	22:00	0	1	0	0	1
	23:00	1	0	0	0	1
Day Total :						108

AM Total :	32 (29.6%)	Peak AM Hour : 08:00 =	15 (13.9%)	Peak AM Factor : 0.625	Average Period : 1.1
PM Total :	76 (70.4%)	Peak PM Hour : 13:45 =	12 (11.1%)	Peak PM Factor : 0.750	Average Hour : 4.5

Date	Time	:00	:15	:30	:45	Total
08/23/17	00:00	0	1	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	2	0	0	1	3
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	1	0	1	2
	06:00	0	1	0	0	1
	07:00	1	1	1	0	3
	08:00	6	2	2	1	11
	09:00	1	3	1	0	5
	10:00	3	1	0	5	9
	11:00	3	0	2	0	5
	12:00	3	3	1	2	9
	13:00	0	3	7	3	13
	14:00	4	3	3	1	11
	15:00	2	4	2	3	11
	16:00	2	3	0	4	9
	17:00	2	2	1	8	13
	18:00	2	0	3	2	7
	19:00	2	2	0	2	6
	20:00	1	2	1	2	6
	21:00	0	2	1	1	4
	22:00	0	2	0	0	2
	23:00	0	0	0	0	0
Day Total :						131

AM Total :	40 (30.5%)	Peak AM Hour : 08:00 =	11 (8.4%)	Peak AM Factor : 0.458	Average Period :	1.4
PM Total :	91 (69.5%)	Peak PM Hour : 13:15 =	17 (13.0%)	Peak PM Factor : 0.531	Average Hour :	5.5

Basic Volume Summary: Aztec Rd (3)

Grand Total For Data From: 00:00 - 08/22/2017 To: 23:59 - 08/23/2017

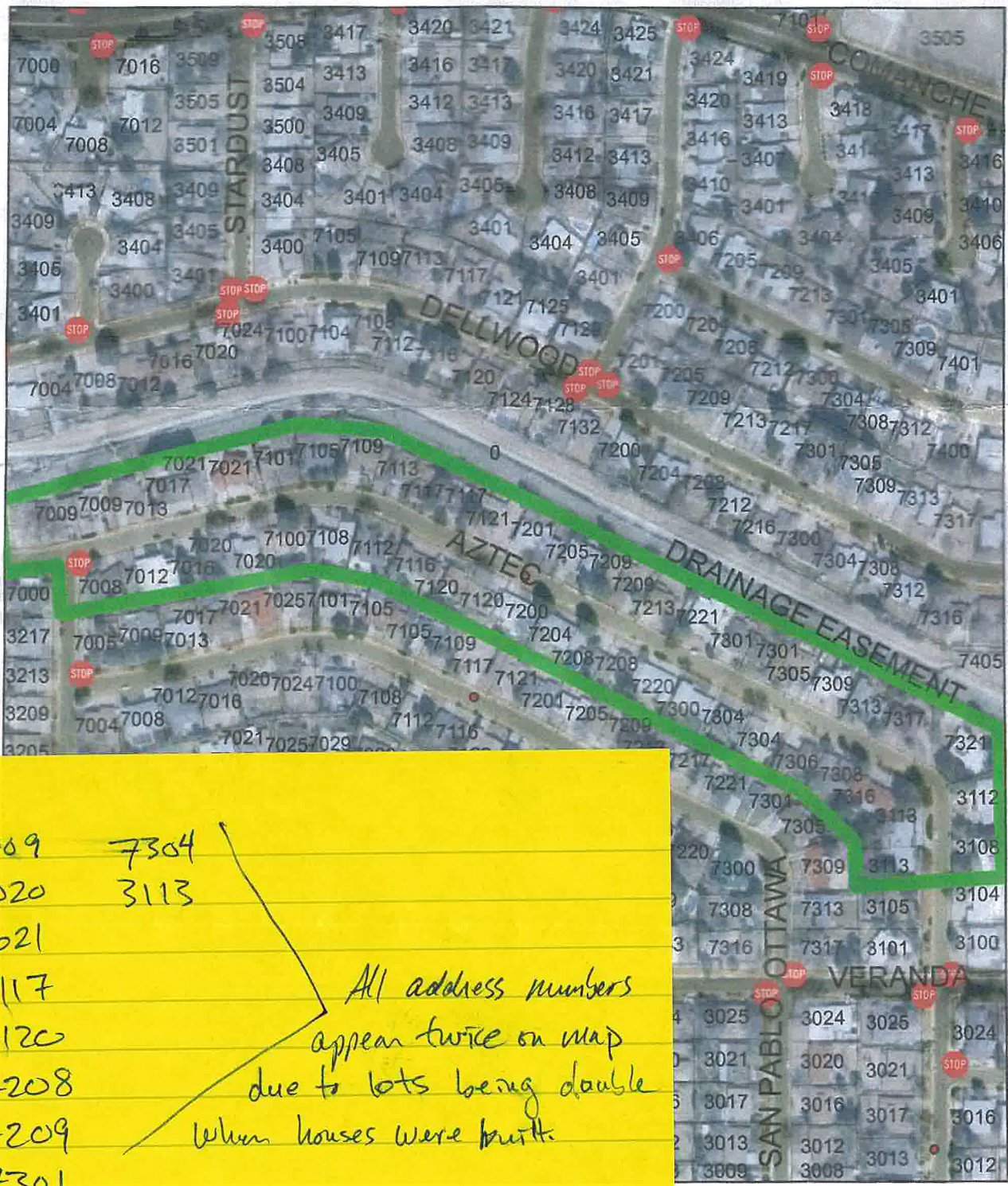
Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	232 (49.3%)	2.00	116	1.2	4.8	77 (33.2%)	155 (66.8%)
#3.	239 (50.7%)	2.00	120	1.2	5.0	72 (30.1%)	167 (69.9%)
ALL	471	2.00	236	2.4	9.8	149 (31.6%)	322 (68.4%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	09:15 = 13	08/23/2017	0.464	17:30 = 17	08/22/2017	0.708
#3.	08:00 = 15	08/22/2017	0.625	13:15 = 17	08/23/2017	0.531

Appendix B

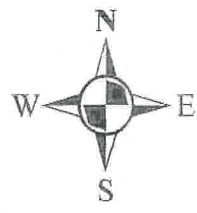


NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM NTMP



7009 7304
 7020 3113
 7021
 7117
 7120
 7208
 7209
 7301

All address numbers appear twice on map due to lots being double when houses were built.



This document includes the petition that must be completed by at least two-thirds of the affected households for the street segment. The map above is what the COA has determined to be the affected area. This must be filled out and sent back to Traffic Engineering within 2-3 weeks to be considered for traffic calming.

REQUEST DATE: 10/24/16
 RETURN DATE: 12/5/16

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP

*** NEIGHBORHOOD TRAFFIC CALMING PETITION ***

Section I

Date: 11/08/16

Representatives from the La Jolla Park neighborhood, on 10/24/16 requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached Exhibit 1 are considered to be in the affected area. An initial assessment of available data has been conducted and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (600 Second NW, Albuquerque, NM 87103 or STEP@cabq.gov)

Request date? 10/24/16
original petition was Feb 2015

(ONLY ONE SIGNATURE PER ADDRESS)

James E Twohig	7301 Aztec Rd	884-4715	jk+twohig@gmail.com	James E Twohig
Karen Twohig				Karen Twohig
Jeff Simms	7213 Aztec Rd	459-2743	simms4136@gmail.com	Jeff Simms
Danny Brown	7220 Aztec Rd	379-2195	lieneelbrown@yahoo.com	Danny Brown
RICHARD URRUTIA	7304 AZTEC RD	379-8204		Richard Urrutia
Mary Linn Furnish	7120 Aztec RINE	884-6626	swimscw@comcast.net	Mary Linn Furnish
Michael D Furnish	7179 Aztec Rd NE	884-6626	mfdurnish@comcast.net	Michael D Furnish
TOM CLEAR	7112 AZTEC RD NE	883-6944	tyclear@ieplac.com	Tom Clear
Anne Rubin	7305 Aztec Rd NE	883-0509	jaazrubia@aol.com	Anne Rubin
Ken Browning	7306 Aztec Rd NE	508-3114	kbrowning44@comcast.net	Ken Browning
Savannah Sandy	7300 Aztec RINE	575-626-7235	firecatenterprises@juno.com	Savannah Sandy
DAVID MARRAS	2201 AZTEC	505 780-6411	davidmarras@juno.com	David Marras
Rudi Salazar	7309 Aztec	505 900 2387	Rudisalazar@gmail.com	Rudi Salazar
Bonnie Conrad	7201 Aztec Rd	385 5386	bkconrad@gmail.com	Bonnie Conrad
Larry Alcorn	7308 AZTEC RD	844-2929	chickalcorn@yahoo.com	Larry Alcorn
Bill Kahn	7313 Aztec Rd NE	888 5070		Bill Kahn
John Howard	7316 Aztec RINE	888-0494	john.howard@baca-howard.com	John Howard
Marna Herrick	7321 Aztec Rd NE	982 5990	marnaherrick@gmail.com	Marna Herrick
JAMES KRIBER	3112 CHARLTON ST	769-4138	SKRIBER@GMAIL.COM	James Kriber
David Wiles	7309 Aztec Rd NE	(505) 307-2127	dawiles8574@hotmail.com	David Wiles

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

- 7113 - Bank Owned / Vacant
- 7316 - Wasn't home / Didn't Answer
- 3113 - Vacant - Recently Dred
- 3108 - Wasn't home / Didn't Answer

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP

*** NEIGHBORHOOD TRAFFIC CALMING PETITION ***

Section I

Date: _____

Representatives from the _____ neighborhood, on _____ requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached Exhibit 1 are considered to be in the affected area. An initial assessment of available data has been conducted, and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (600 Second NW, Albuquerque, NM 87103 or STEP@cabq.gov)

(ONLY ONE SIGNATURE PER ADDRESS)

Name	Address	Telephone	Email	Signature
Tim Williams	7121 Aztec Rd	505-872-1408	williams td@hotmail.com	Tim Williams
Chris Williamson	7117 Aztec Rd	(505) 266-0077	chrisdoby@comcast.net	Chris Williamson
DERPS LIU	7108 Aztec Rd	505-589-0580		
Catherine Klein	7112 Aztec	505-584-5055		Catherine Klein
Melissa Jarvis	7208 Aztec Rd	573-8449	jarrishgh@msn.com	Melissa Jarvis
ANDREW BROWNING	7020 AZTEC RD	505-280-8346	BOXER.DAD7020@gmail.com	Andrew Browning
JOHN MUTTER	7021 AZTEC NE	(505) 659-5342	ragpickerantiques@gmail.com	John Mutter
Kelly Ortman	7100 Aztec NE	(505) 821-5141	kellyortman@hotmail.com	Kelly Ortman
Jenna Deal	7205 Aztec Rd. NE	505) 688-2408	dmatsuri721@gmail.com	Jenna Deal
Melissa Buksas	7200 Aztec NE	505-472-8962	melissadva@gmail.com	Melissa Buksas
Simone Seagle	7109 Aztec NE	301 980 5756	sseagle@gmail.com	Simone Seagle
Rosa Lopez Gaston	7105 Aztec NE	505-615-3481	rgastm@latino-world.com	Rosa Lopez Gaston
Linda Charzak	7221 Aztec NE	505-261-4731	charzak51@hotmail.com	Linda Charzak
Aaron Geitenfeldt	7016 Aztec NE	505-681-7298	SK8aaron@gmail.com	Aaron Geitenfeldt
Molly McCollum	7017 Aztec Rd. NE			Molly McCollum
Dixon Duval	7013 Aztec	(505) 880-0844		Dixon Duval
JIM WEISBER	7009 AZTEC NE	505 269 6814	Duval9146@MSN.COM	JIM WEISBER
Francis Eggert	7001 Aztec NE			Francis Eggert
Jan B. Beveridge	7012 Aztec NE		JAN.B.BEVERIDGE@AOL.COM	Jan B. Beveridge



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