



BURSER A DRIVE SPEED STUDY



Bursera Drive Speed Study Final Report

Albuquerque, New Mexico



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City of Albuquerque

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1. INTRODUCTION

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

1.A. PROJECT PURPOSE

A speed study on Bursera Drive from Butterfield Trail to Calle Nortena was conducted to determine the following:

- Evaluate the 85th percentile speed along Bursera Drive at four (4) locations;
- Calculate average and daily peak hour traffic volumes along Bursera Drive.

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

1.B. PROJECT DESCRIPTION

The study area will be a 0.22 (1161.60 LF) mile section of Bursera Drive from Butterfield Trail to Calle Nortena. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

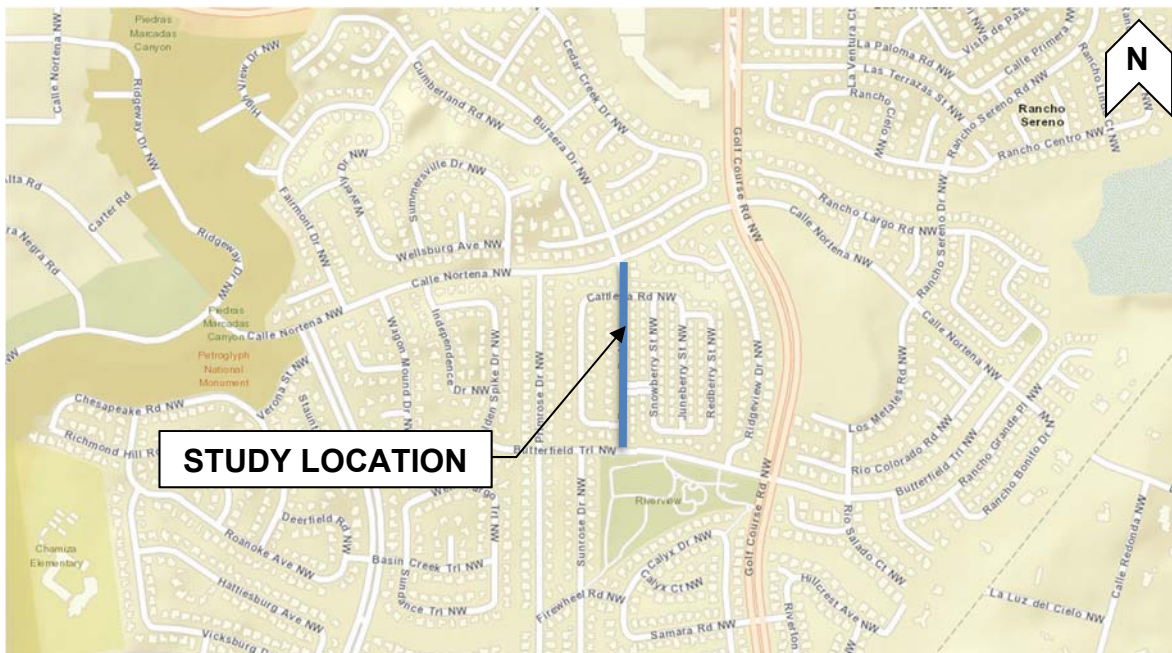


FIGURE 1.B.1.
STUDY LOCATION



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 four (4) volume and speed count locations which were at the following locations:

- Bursera Drive (1) – Butterfield Trail to Mahonia Road;
- Bursera Drive (2) – Mahonia Road to Plumberry Road;
- Bursera Drive (3) – Plumberry Road to Cattleya Road;
- Bursera Drive (4) – Cattleya Road to Calle Nortena.

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 Bursera Drive. Within the study limits, there are approximately 27 driveways that provide access to residential homes, two (2) three-legged intersections at Mahonia Road and Plumberry Road, and one (1) four-legged intersection at Cattleya Road. Because there is no posted limit sign within the project limits, it is speculated that the current speed limit is 25 mph based on City Ordinance.

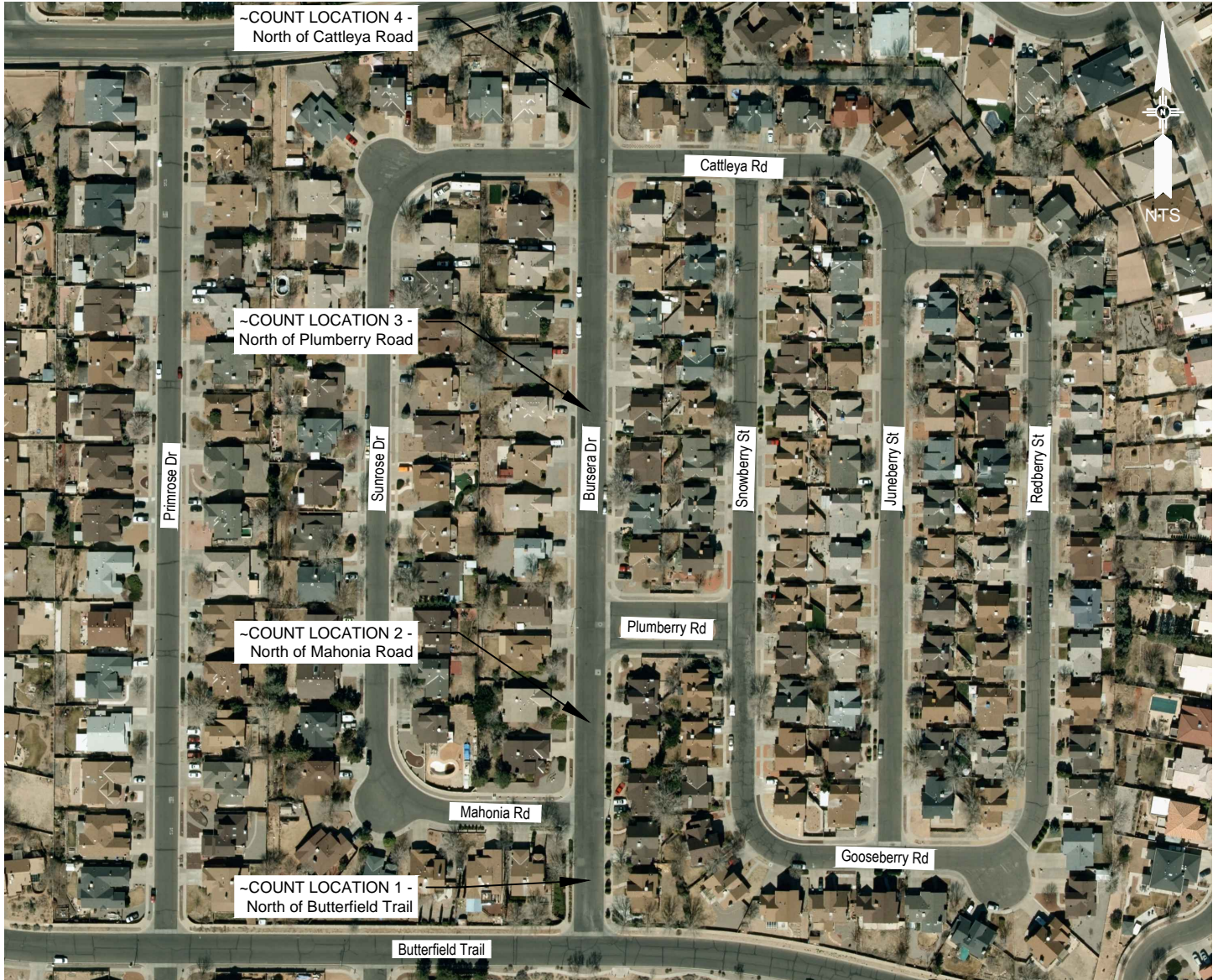


FIGURE 2.1.
 COUNT LOCATIONS

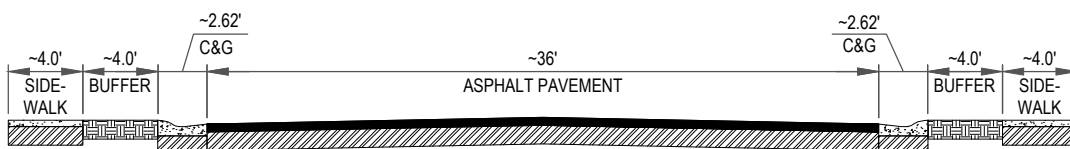


FIGURE 2.2.
 EXISTING BURSEREA DRIVE TYPICAL SECTION



3. DATA

3.A. ADT

The average daily traffic (ADT) for the four (4) count locations are listed below in Table 3.A.1.

Table 3.A.1.			
Bursera Drive ADT			
Count Location	NB	SB	ADT
Bursera Drive (1)	285	248	533
Bursera Drive (2)	250	220	470
Bursera Drive (3)	208	185	393
Bursera Drive (4)	454	414	868
Average	299	267	566

The Bursera Drive study area directional ADT ranges from 185 to 454 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

The peak hour traffic volumes for the four (4) count locations are shown below in Table 3.B.1.

Table 3.B.1.			
Bursera Drive Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
Bursera Drive (1)	AM Peak	17 (9:30 AM – 10:30 AM)	32 (7:00 AM – 8:00 AM)
	PM Peak	37 (5:30 PM – 6:30 PM)	28 (3:00 PM – 4:00 PM)
Bursera Drive (2)	AM Peak	20 (9:30 AM – 10:30 AM)	24 (7:00 AM – 8:00 AM)
	PM Peak	29 (5:30 PM – 6:30 PM)	24 (3:00 PM – 4:00 PM)
Bursera Drive (3)	AM Peak	17 (7:00 AM – 8:00 AM)	12 (6:15 AM – 7:15 AM)
	PM Peak	24 (5:30 PM – 6:30 PM)	24 (2:30 PM – 3:30 PM)
Bursera Drive (4)	AM Peak	49 (6:45 AM – 7:45 AM)	23 (9:45 AM – 10:45 AM)
	PM Peak	36 (5:45 PM – 6:45 PM)	53 (6:00 PM – 7:00 PM)

The Bursera Drive study area peak hour traffic volumes range from 12 to 53 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.4.

Table 3.C.1.			
Bursera Drive (1) Speed Study			
Speed	NB	SB	Total
Average	13.0	13.6	13.3
10 mph Pace	6.6 – 16.5 (47.5%)	15.0 – 24.9 (42.5%)	5.5 – 15.4 (43.9%)
50th Percentile	12.2	13.2	12.9
67th Percentile	16.9	18.5	17.7
85th Percentile	22.1	22.6	22.3

Table 3.C.2.			
Bursera Drive (2) Speed Study			
Speed	NB	SB	Total
Average	19.0	22.2	20.5
10 mph Pace	20.1 – 30.0 (60.3%)	20.1 – 30.0 (68.2%)	20.1 - 30.0 (64.0%)
50th Percentile	21.6	23.2	22.4
67th Percentile	23.4	25.7	24.3
85th Percentile	26.3	28.7	27.8

Table 3.C.3.			
Bursera Drive (3) Speed Study			
Speed	NB	SB	Total
Average	23.5	23.4	23.4
10 mph Pace	20.1 – 30.0 (64.0%)	20.1 – 30.0 (60.3%)	20.1 - 30.0 (62.5%)
50th Percentile	24.5	25.8	25.2
67th Percentile	27.3	27.8	27.6
85th Percentile	31.2	31.3	30.6

Table 3.C.4.			
Bursera Drive (4) Speed Study			
Speed	NB	SB	Total
Average	14.7	15.5	15.1
10 mph Pace	15.0 – 24.9 (43.1%)	15.0 – 24.9 (45.2%)	15.0 – 24.9 (45.5%)
50th Percentile	15.0	15.7	15.8
67th Percentile	20.5	21.4	20.9
85th Percentile	23.5	23.7	23.7

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 should 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 Bursera Drive, roadway conditions are consistent, controlled access, satisfactory pavement conditions, two travel lanes, on-street parking, and has two (2) three-legged intersections at Mahonia Road and Plumberry Road, and one (1) four-legged intersection at Cattleya Road. Table 3.C.5. displays that 17 percent of the total ADT of the four (4) count locations recorded speeds greater than 25 mph.

Table 3.C.5.							
Bursera Drive ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Bursera Drive (1)	394	74%	132	25%	7.5	1%	533.5
Bursera Drive (2)	139	30%	205.5	44%	126	27%	470.5
Bursera Drive (3)	83.5	21%	110	28%	200	51%	393.5
Bursera Drive (4)	536	62%	273.5	32%	58.5	7%	868
Average	289.5	51%	180.5	32%	98	17%	566.5

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 two (2) recorded crashes within the study area.

Table 3.D.1.				
Bursera Drive Crash Summary				
Date	Location (Primary Street / Intersecting Street)	Cause of Crash	Crash Analysis	Crash Correct with Traffic Calming?
11/07/15	Calle Nortena / Bursera Drive	Driver Inattention/ Failure to Yield	Same Direction	No
4/18/16	Butterfield Trail / Bursera Drive	Driver Inattention/ Disregarded Traffic Signal	Crash into Tree	No

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 17 percent of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is exceeding 25 mph by 5 mph or more at one (1) of the four (4) count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque's Neighborhood Traffic Management Program (NTMP), at least two (2) of the following threshold criteria must be met:

Table 4.1.	
COA NTMP 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	Yes

Based upon the data collected, Bursera Drive meets one (1) of the two (2) minimum required criteria of four (4) warrants outlined for traffic calming measures threshold and therefore DOES NOT require traffic calming improvements.

Appendices

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



Appendix A



Special Speed Study Report: Bursera North of Butterfield

Station ID : Bursera North of Butterfield

Info Line 1 : South of Mahonia
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 1 SO MAH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 21494

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 - 05/08/2018 To: 23:59 - 05/09/2018

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	
5/8/2018	00:00	4	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	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	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	10:00	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	13:00	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	15:00	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	17:00	24	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
	18:00	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	19:00	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	20:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		206	60	1	0	0	0	0	0	0	0	0	0	0	0	0	0	267
Percent :		77%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		77%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12

Average Speed 12.9 mph 50% Speed : 11.9 mph 67% Speed : 14.7 mph 85% Speed : 21.9 mph
 10mph Pace: 6.5 - 16.4 (60.3%)

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			
5/9/2018	00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	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	0	2
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	08:00	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	09:00	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	10:00	7	3	0	0	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	0	13
	12:00	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	13:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	15:00	18	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	17:00	25	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	18:00	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	19:00	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	20:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		225	74	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	303
Percent :		74%	24%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		74%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12

Average Speed	13.3 mph	50% Speed :	12.4 mph	67% Speed :	15.7 mph	85% Speed :	22.2 mph
				10mph Pace:	7.0 - 16.9 (53.1%)		

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 - 05/08/2018 To: 23:59 - 05/09/2018

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	
5/8/2018	00:00	3	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	08:00	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	09:00	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	11:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	18	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	17:00	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		169	58	3	0	0	0	0	0	0	0	0	0	0	0	0	0	230
Percent :		73%	25%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		73%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 13.4 mph	50% Speed : 11.9 mph	67% Speed : 14.4 mph	85% Speed : 22.4 mph
10mph Pace: 5.3 - 15.2 (70.0%)			

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			
5/9/2018	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	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	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	24	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	08:00	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	09:00	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	10:00	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	11	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	14:00	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	15:00	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	16:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	18:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	20:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		188	72	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	267
Percent :		70%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		70%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed	13.9 mph	50% Speed :	12.5 mph	67% Speed :	15.3 mph	85% Speed :	22.7 mph
				10mph Pace:	5.9 - 15.8 (60.3%)		

Special Speed Study Summary: Bursera North of Butterfield

	#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:	431	134	4	1	0	0	0	0	0	0	0	0	0	0	0	0	570
Percent :	76%	24%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	76%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
ADT = 285	Average Speed 13.0 mph 50% Speed : 12.2 mph 67% Speed : 16.9 mph 85% Speed : 22.1 mph 10mph Pace: 6.6 - 16.5 (47.5%)																
Grand Total #3:	357	130	9	1	0	0	0	0	0	0	0	0	0	0	0	0	497
Percent :	72%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	72%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
ADT = 248	Average Speed 13.6 mph 50% Speed : 13.2 mph 67% Speed : 18.5 mph 85% Speed : 22.6 mph 10mph Pace: 15.0 - 24.9 (42.5%)																
Comb. Total :	788	264	13	2	0	0	0	0	0	0	0	0	0	0	0	0	1067
Percent :	74%	25%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	74%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
ADT = 533	Average Speed 13.3 mph 50% Speed : 12.9 mph 67% Speed : 17.7 mph 85% Speed : 22.3 mph 10mph Pace: 5.5 - 15.4 (43.9%)																

Special Speed Study Report: Bursera North of Mahonia

Station ID : Bursera North of Mahonia

Info Line 1 : South of Plumberry Rd
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 2 NO MAH.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.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/08/2018 To: 23:59 - 05/09/2018

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	
05/08/18	00:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	5	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	08:00	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	10:00	3	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	14:00	3	6	1	0	2	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	5	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	16:00	2	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	7	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	18:00	8	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	19:00	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	20:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		83	110	38	6	2	0	0	0	0	0	0	0	0	0	0	0	239
Percent :		35%	46%	16%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		35%	81%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Average Speed 19.3 mph 50% Speed : 21.9 mph 67% Speed : 23.2 mph 85% Speed : 27.0 mph
 10mph Pace: 20.1 - 30.0 (61.9%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/09/18	00:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	9	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	08:00	3	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	09:00	6	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	10:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	13:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	7	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	15:00	4	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	16:00	10	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	17:00	3	14	7	3	0	0	0	0	0	0	0	0	0	0	0	0	27
	18:00	11	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	19:00	7	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	20:00	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		101	111	43	7	0	0	0	0	0	0	0	0	0	0	0	0	262
Percent :		39%	42%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		39%	81%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed	18.7 mph	50% Speed :	21.7 mph	67% Speed :	23.1 mph	85% Speed :	26.8 mph
				10mph Pace:	20.1 - 30.0 (58.8%)		

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 - 05/08/2018 To: 23:59 - 05/09/2018

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

Daily Total :	44	86	52	15	4	1	0	0	0	0	0	0	0	0	0	0	0	202
Percent :	22%	43%	26%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	22%	64%	90%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed	22.2 mph	50% Speed : 23.2 mph	67% Speed : 26.2 mph
		85% Speed : 28.5 mph	
10mph Pace: 20.1 - 30.0 (68.3%)			

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			
05/09/18	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	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	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	3	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	08:00	2	8	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	09:00	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	4	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	13:00	1	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	14:00	5	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	3	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	3	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	17:00	2	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	18:00	5	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	5	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	20:00	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	3	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		50	104	58	17	8	1	0	0	0	0	0	0	0	0	0	0	0	238
Percent :		21%	44%	24%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	65%	89%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed	22.4 mph	50% Speed :	23.1 mph	67% Speed :	26.0 mph	85% Speed :	28.7 mph
				10mph Pace:	20.1 - 30.0 (68.1%)		

Special Speed Study Summary: Bursera North of Mahonia

	#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:	184	221	81	13	2	0	0	0	0	0	0	0	0	0	0	0	501
Percent :	37%	44%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	37%	81%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
ADT = 250	Average Speed 19.0 mph 50% Speed : 21.6 mph 67% Speed : 23.4 mph 85% Speed : 26.3 mph 10mph Pace: 20.1 - 30.0 (60.3%)																
Grand Total #3:	94	190	110	32	12	2	0	0	0	0	0	0	0	0	0	0	440
Percent :	21%	43%	25%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	21%	65%	90%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
ADT = 220	Average Speed 22.2 mph 50% Speed : 23.2 mph 67% Speed : 25.7 mph 85% Speed : 28.7 mph 10mph Pace: 20.1 - 30.0 (68.2%)																
Comb. Total :	278	411	191	45	14	2	0	0	0	0	0	0	0	0	0	0	941
Percent :	30%	44%	20%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	30%	73%	94%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	20
ADT = 470	Average Speed 20.5 mph 50% Speed : 22.4 mph 67% Speed : 24.3 mph 85% Speed : 27.8 mph 10mph Pace: 20.1 - 30.0 (64.0%)																

Special Speed Study Report: Bursera North of Plumberry

Station ID : Bursera North of Plumberry

Info Line 1 : South of Cattleya
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 3 NO PLUM 1NB.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.		Northbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/08/2018 To: 23:59 - 05/09/2018

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	
5/8/2018	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	1	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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	07:00	3	4	4	2	3	0	0	0	0	0	0	0	0	0	0	0	16
	08:00	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	2	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	13
	10:00	1	3	2	2	0	1	0	0	0	0	0	0	0	0	0	0	9
	11:00	4	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	14
	12:00	3	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	4	4	4	0	0	2	0	0	0	0	0	0	1	0	0	0	15
	15:00	3	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	3	7	3	3	0	1	0	0	0	0	0	0	0	0	0	0	17
	18:00	4	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	19:00	3	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		42	66	63	25	6	4	0	0	0	0	0	0	1	0	0	0	207
Percent :		20%	32%	30%	12%	3%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		20%	52%	83%	95%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed	23.7 mph	50% Speed : 24.3 mph	67% Speed : 27.4 mph	85% Speed : 31.9 mph
10mph Pace: 20.5 - 30.4 (62.3%)				

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	
5/9/2018	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	3	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	17
	08:00	1	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	4	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	10:00	1	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	3	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	4	3	6	1	1	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	16:00	1	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	6	7	4	3	2	0	1	0	0	0	0	0	0	0	0	0	23
	18:00	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	0	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	15
	20:00	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		43	65	73	21	7	0	1	0	0	0	0	0	0	0	0	0	210
Percent :		20%	31%	35%	10%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		20%	51%	86%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed	23.2 mph	50% Speed :	24.4 mph	67% Speed :	27.2 mph	85% Speed :	29.6 mph
				10mph Pace:	20.5 - 30.4 (65.7%)		

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 - 05/08/2018 To: 23:59 - 05/09/2018

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	
5/8/2018	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	3	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	2	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	14:00	1	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	4	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	16:00	3	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	4	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	17
	18:00	8	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	19:00	5	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	18
	20:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		43	44	61	27	2	0	0	0	0	0	0	0	0	0	0	0	177
Percent :		24%	25%	34%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		24%	49%	84%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 22.9 mph 50% Speed : 25.7 mph 67% Speed : 27.5 mph 85% Speed : 31.8 mph
 10mph Pace: 21.2 - 31.1 (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	
5/9/2018	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	0	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	1	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	3	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	14:00	4	6	9	2	1	0	0	0	0	0	0	0	0	0	0	0	22
	15:00	2	5	10	3	0	0	0	0	0	0	0	0	0	0	0	0	20
	16:00	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	17:00	4	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	17
	18:00	3	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	2	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	5	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		39	45	73	31	5	0	0	0	0	0	0	0	0	0	0	0	193
Percent :		20%	23%	38%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		20%	44%	81%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed	23.8 mph	50% Speed :	26.0 mph	67% Speed :	28.0 mph	85% Speed :	31.9 mph
				10mph Pace: 21.1 - 31.0 (61.1%)			

Special Speed Study Summary: Bursera North of Plumberry

	#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:	85	131	136	46	13	4	1	0	0	0	0	0	1	0	0	0	417
Percent :	20%	31%	33%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	20%	52%	84%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
ADT = 208	Average Speed 23.5 mph 50% Speed : 24.5 mph 67% Speed : 27.3 mph 85% Speed : 31.2 mph 10mph Pace: 20.1 - 30.0 (64.0%)																
Grand Total #3:	82	89	134	58	7	0	0	0	0	0	0	0	0	0	0	0	370
Percent :	22%	24%	36%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	22%	46%	82%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
ADT = 185	Average Speed 23.4 mph 50% Speed : 25.8 mph 67% Speed : 27.8 mph 85% Speed : 31.3 mph 10mph Pace: 20.1 - 30.0 (60.3%)																
Comb. Total :	167	220	270	104	20	4	1	0	0	0	0	0	1	0	0	0	787
Percent :	21%	28%	34%	13%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	21%	49%	83%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	16
ADT = 393	Average Speed 23.4 mph 50% Speed : 25.2 mph 67% Speed : 27.6 mph 85% Speed : 30.6 mph 10mph Pace: 20.1 - 30.0 (62.5%)																

Special Speed Study Report: Bursera North of Cattleya

Station ID : Bursera North of Cattleya

Info Line 1 : South of Calle Nortena
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 4 SO CN.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 - 05/08/2018 To: 23:59 - 05/09/2018

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	
5/8/2018	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	06:00	20	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	07:00	34	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	48
	08:00	20	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	09:00	15	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	19	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	11:00	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	12:00	19	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	13:00	13	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	14:00	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	15:00	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	16:00	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	17:00	23	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	32
	18:00	15	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	19:00	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	20:00	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	21:00	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	22:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		301	115	29	3	0	0	0	0	0	0	0	0	0	0	0	0	448
Percent :		67%	26%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		67%	93%	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

Average Speed 14.5 mph 50% Speed : 14.6 mph 67% Speed : 19.3 mph 85% Speed : 23.2 mph
 10mph Pace: 15.0 - 24.9 (41.5%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
5/9/2018	00:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
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	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	06:00	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	07:00	26	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	46
	08:00	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	09:00	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	10:00	14	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	11:00	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	12:00	13	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	13:00	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	14:00	17	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	15:00	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	16:00	11	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	17:00	20	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	18:00	18	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	19:00	15	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	20:00	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	21:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		287	141	31	1	0	0	0	0	0	0	0	0	0	0	0	0	460
Percent :		62%	31%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		62%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19

Average Speed	15.0 mph	50% Speed :	15.4 mph	67% Speed :	21.0 mph	85% Speed :	23.6 mph
				10mph Pace:	15.0 - 24.9 (44.6%)		

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 - 05/08/2018 To: 23:59 - 05/09/2018

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	
5/8/2018	00:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	09:00	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	11:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	12:00	9	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	13:00	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	14:00	13	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	22	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	16:00	14	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	17:00	28	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
	18:00	37	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	53
	19:00	21	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38
	20:00	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	21:00	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	22:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	23:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		249	143	18	1	0	0	0	0	0	0	0	0	0	0	0	0	411
Percent :		61%	35%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		61%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed 15.2 mph 50% Speed : 15.0 mph 67% Speed : 21.1 mph 85% Speed : 23.4 mph
 10mph Pace: 15.0 - 24.9 (45.7%)

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	
5/9/2018	00:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
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	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	10:00	11	11	0	0	0	0	0	0	0	0	0	1	0	0	0	0	23
	11:00	8	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	13	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	14:00	19	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	15:00	16	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36
	16:00	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	17:00	25	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	18:00	32	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42
	19:00	18	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	20:00	15	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	21:00	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		235	148	32	1	0	0	0	0	0	0	0	1	0	0	0	0	417
Percent :		56%	35%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	92%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed	16.0 mph	50% Speed :	15.7 mph	67% Speed :	21.6 mph	85% Speed :	23.9 mph
				10mph Pace: 15.0 - 24.9 (44.6%)			

Special Speed Study Summary: Bursera North of Cattleya

	#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:	588	256	60	4	0	0	0	0	0	0	0	0	0	0	0	0	908
Percent :	65%	28%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	65%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
ADT = 454	Average Speed 14.7 mph 50% Speed : 15.0 mph 67% Speed : 20.5 mph 85% Speed : 23.5 mph 10mph Pace: 15.0 - 24.9 (43.1%)																
Grand Total #3:	484	291	50	2	0	0	0	0	0	0	0	1	0	0	0	0	828
Percent :	58%	35%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	58%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
ADT = 414	Average Speed 15.5 mph 50% Speed : 15.7 mph 67% Speed : 21.4 mph 85% Speed : 23.7 mph 10mph Pace: 15.0 - 24.9 (45.2%)																
Comb. Total :	1072	547	110	6	0	0	0	0	0	0	0	1	0	0	0	0	1736
Percent :	62%	32%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	62%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	22	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35
ADT = 868	Average Speed 15.1 mph 50% Speed : 15.8 mph 67% Speed : 20.9 mph 85% Speed : 23.7 mph 10mph Pace: 15.0 - 24.9 (45.5%)																

Basic Volume Report: Bursera North of Butterfield

Station ID : Bursera North of Butterfield

Info Line 1 : South of Mahonia

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 1 SO MAH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 21494

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 - 05/08/2018 To: 23:59 - 05/09/2018

Date	Time	:00	:15	:30	:45	Total
5/8/2018	00:00	0	2	0	2	4
Tue	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	1	0	0	1	2
	04:00	0	0	0	0	0
	05:00	0	1	1	0	2
	06:00	0	1	2	1	4
	07:00	2	2	4	5	13
	08:00	2	3	5	2	12
	09:00	1	4	5	3	13
	10:00	3	6	2	3	14
	11:00	2	2	5	3	12
	12:00	4	4	2	3	13
	13:00	4	5	2	4	15
	14:00	4	3	2	4	13
	15:00	5	9	7	5	26
	16:00	6	3	3	6	18
	17:00	9	7	10	10	36
	18:00	7	6	3	9	25
	19:00	4	4	6	5	19
	20:00	3	1	2	5	11
	21:00	5	2	0	0	7
	22:00	1	2	1	1	5
	23:00	0	1	1	0	2

Day Total : 267

AM Total :	77 (28.8%)	Peak AM Hour : 09:30 =	17 (6.4%)	Peak AM Factor : 0.708	Average Period :	2.8
PM Total :	190 (71.2%)	Peak PM Hour : 17:00 =	36 (13.5%)	Peak PM Factor : 0.900	Average Hour :	11.1

Date	Time	:00	:15	:30	:45	Total
5/9/2018	00:00	0	0	0	2	2
Wed	01:00	1	0	1	0	2
	02:00	0	0	0	0	0
	03:00	1	0	0	2	3
	04:00	0	0	0	0	0
	05:00	1	0	1	0	2
	06:00	0	1	0	0	1
	07:00	4	2	5	1	12
	08:00	2	5	3	4	14
	09:00	4	4	5	3	16
	10:00	2	3	4	1	10
	11:00	2	3	2	6	13
	12:00	6	5	5	3	19
	13:00	1	3	3	4	11
	14:00	11	3	6	4	24
	15:00	4	9	8	7	28
	16:00	8	7	2	8	25
	17:00	8	4	12	10	34
	18:00	8	7	6	7	28
	19:00	4	4	6	8	22
	20:00	4	4	3	0	11
	21:00	5	3	1	1	10
	22:00	3	3	1	3	10
	23:00	3	1	2	0	6

Day Total : 303

AM Total :	75 (24.8%)	Peak AM Hour : 08:45 =	17 (5.6%)	Peak AM Factor : 0.708	Average Period :	3.2
PM Total :	228 (75.2%)	Peak PM Hour : 17:30 =	37 (12.2%)	Peak PM Factor : 0.771	Average Hour :	12.6

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 - 05/08/2018 To: 23:59 - 05/09/2018

Date	Time	:00	:15	:30	:45	Total
5/8/2018	00:00	0	1	2	1	4
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	1	1	1	3
	05:00	0	0	1	1	2
	06:00	2	3	1	0	6
	07:00	10	10	4	7	31
	08:00	5	3	2	4	14
	09:00	6	6	2	3	17
	10:00	3	4	4	4	15
	11:00	3	1	1	2	7
	12:00	2	3	4	1	10
	13:00	2	2	4	2	10
	14:00	4	3	3	5	15
	15:00	8	8	6	6	28
	16:00	2	1	3	4	10
	17:00	3	2	7	1	13
	18:00	4	0	6	8	18
	19:00	1	2	3	0	6
	20:00	0	0	2	3	5
	21:00	2	2	1	1	6
	22:00	2	0	1	3	6
	23:00	2	1	0	0	3

Day Total : 230

AM Total :	100 (43.5%)	Peak AM Hour : 07:00 =	31 (13.5%)	Peak AM Factor : 0.775	Average Period :	2.4
PM Total :	130 (56.5%)	Peak PM Hour : 15:00 =	28 (12.2%)	Peak PM Factor : 0.875	Average Hour :	9.6

Date	Time	:00	:15	:30	:45	Total
5/9/2018	00:00	0	0	0	0	0
Wed	01:00	0	0	0	1	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	1	1	0	3
	05:00	0	0	0	4	4
	06:00	3	1	0	3	7
	07:00	7	9	10	6	32
	08:00	7	3	3	5	18
	09:00	3	3	5	4	15
	10:00	3	4	4	3	14
	11:00	2	5	1	5	13
	12:00	5	3	5	4	17
	13:00	3	1	4	4	12
	14:00	6	8	2	4	20
	15:00	8	7	8	4	27
	16:00	1	8	0	3	12
	17:00	3	3	7	9	22
	18:00	4	3	2	2	11
	19:00	4	4	1	5	14
	20:00	0	2	4	0	6
	21:00	2	2	0	1	5
	22:00	2	5	2	1	10
	23:00	2	0	2	0	4
Day Total :						267

AM Total :	107 (40.1%)	Peak AM Hour : 07:00 =	32 (12.0%)	Peak AM Factor : 0.800	Average Period :	2.8
PM Total :	160 (59.9%)	Peak PM Hour : 14:45 =	27 (10.1%)	Peak PM Factor : 0.750	Average Hour :	11.1

Basic Volume Summary: Bursera North of Butterfield

Grand Total For Data From: 00:00 - 05/08/2018 To: 23:59 - 05/09/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	570 (53.4%)	2.00	285	3.0	11.9	152 (26.7%)	418 (73.3%)
#3.	497 (46.6%)	2.00	249	2.6	10.4	207 (41.6%)	290 (58.4%)
ALL	1067	2.00	534	5.6	22.3	359 (33.6%)	708 (66.4%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	09:30 = 17	05/08/2018	0.708	17:30 = 37	05/09/2018	0.771
#3.	07:00 = 32	05/09/2018	0.800	15:00 = 28	05/08/2018	0.875

Basic Volume Report: Bursera North of Mahonia

Station ID : Bursera North of Mahonia

Info Line 1 : South of Plumberry Rd

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 2 NO MAH.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.		Northbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 05/08/2018 To: 23:59 - 05/09/2018

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

Day Total : 239

AM Total :	86 (36.0%)	Peak AM Hour : 09:30 =	20 (8.4%)	Peak AM Factor : 0.714	Average Period :	2.5
PM Total :	153 (64.0%)	Peak PM Hour : 17:30 =	29 (12.1%)	Peak PM Factor : 0.806	Average Hour :	10.0

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

Day Total : 262

AM Total :	77 (29.4%)	Peak AM Hour : 07:30 =	17 (6.5%)	Peak AM Factor : 0.607	Average Period :	2.7
PM Total :	185 (70.6%)	Peak PM Hour : 16:45 =	28 (10.7%)	Peak PM Factor : 0.778	Average Hour :	10.9

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 - 05/08/2018 To: 23:59 - 05/09/2018

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

Day Total : 202

AM Total :	84 (41.6%)	Peak AM Hour : 07:00 =	23 (11.4%)	Peak AM Factor : 0.639	Average Period :	2.1
PM Total :	118 (58.4%)	Peak PM Hour : 15:00 =	24 (11.9%)	Peak PM Factor : 0.857	Average Hour :	8.4

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

Day Total : 238

AM Total :	90 (37.8%)	Peak AM Hour : 07:00 =	24 (10.1%)	Peak AM Factor : 0.667	Average Period :	2.5
PM Total :	148 (62.2%)	Peak PM Hour : 17:30 =	22 (9.2%)	Peak PM Factor : 0.611	Average Hour :	9.9

Basic Volume Summary: Bursera North of Mahonia

Grand Total For Data From: 00:00 - 05/08/2018 To: 23:59 - 05/09/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	501 (53.2%)	2.00	251	2.6	10.4	163 (32.5%)	338 (67.5%)
#3.	440 (46.8%)	2.00	220	2.3	9.2	174 (39.5%)	266 (60.5%)
ALL	941	2.00	471	4.9	19.6	337 (35.8%)	604 (64.2%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	09:30 = 20	05/08/2018	0.714	17:30 = 29	05/08/2018	0.806
#3.	07:00 = 24	05/09/2018	0.667	15:00 = 24	05/08/2018	0.857

Basic Volume Report: Bursera North of Plumberry

Station ID : Bursera North of Plumberry

Info Line 1 : South of Cattleya

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 3 NO PLUM 1NB.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.		Northbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 05/08/2018 To: 23:59 - 05/09/2018

Date	Time	:00	:15	:30	:45	Total
5/8/2018	00:00	0	1	0	1	2
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	1	0	1	2
	04:00	0	0	0	1	1
	05:00	1	0	1	2	4
	06:00	3	1	4	4	12
	07:00	3	1	4	8	16
	08:00	2	2	1	2	7
	09:00	3	2	5	3	13
	10:00	4	4	1	0	9
	11:00	3	4	5	2	14
	12:00	3	2	4	1	10
	13:00	3	3	1	3	10
	14:00	4	4	3	4	15
	15:00	4	4	3	1	12
	16:00	2	3	1	6	12
	17:00	3	5	5	4	17
	18:00	9	6	4	1	20
	19:00	3	2	2	4	11
	20:00	3	2	3	1	9
	21:00	2	2	0	1	5
	22:00	0	2	1	0	3
	23:00	0	1	1	0	2

Day Total : 207

AM Total :	81 (39.1%)	Peak AM Hour : 07:00 =	16 (7.7%)	Peak AM Factor : 0.500	Average Period :	2.2
PM Total :	126 (60.9%)	Peak PM Hour : 17:30 =	24 (11.6%)	Peak PM Factor : 0.667	Average Hour :	8.6

Date	Time	:00	:15	:30	:45	Total
5/9/2018	00:00	1	1	0	0	2
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	1	0	0	1	2
	04:00	0	0	1	0	1
	05:00	1	0	1	2	4
	06:00	0	1	4	2	7
	07:00	5	2	7	3	17
	08:00	0	4	1	5	10
	09:00	1	3	4	6	14
	10:00	2	4	1	3	10
	11:00	1	1	2	4	8
	12:00	4	1	3	3	11
	13:00	2	1	2	1	6
	14:00	6	2	2	5	15
	15:00	5	4	5	0	14
	16:00	2	5	2	4	13
	17:00	6	3	7	7	23
	18:00	2	3	5	3	13
	19:00	6	1	5	3	15
	20:00	3	2	2	3	10
	21:00	2	2	1	0	5
	22:00	1	3	0	2	6
	23:00	1	1	2	0	4

Day Total : 210

AM Total :	75 (35.7%)	Peak AM Hour : 07:00 =	17 (8.1%)	Peak AM Factor : 0.607	Average Period :	2.2
PM Total :	135 (64.3%)	Peak PM Hour : 17:00 =	23 (11.0%)	Peak PM Factor : 0.821	Average Hour :	8.8

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 - 05/08/2018 To: 23:59 - 05/09/2018

Date	Time	:00	:15	:30	:45	Total
5/8/2018	00:00	0	1	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	1	1	0	3
	05:00	0	1	0	1	2
	06:00	1	2	2	1	6
	07:00	7	1	0	2	10
	08:00	2	0	3	1	6
	09:00	2	2	2	1	7
	10:00	3	2	4	3	12
	11:00	0	1	2	1	4
	12:00	1	3	5	3	12
	13:00	0	1	3	3	7
	14:00	5	2	1	4	12
	15:00	6	4	2	5	17
	16:00	3	0	2	7	12
	17:00	4	5	6	2	17
	18:00	4	6	5	5	20
	19:00	4	4	4	6	18
	20:00	1	1	1	1	4
	21:00	2	2	0	0	4
	22:00	3	0	0	0	3
	23:00	0	0	0	0	0

Day Total : 177

AM Total :	51 (28.8%)	Peak AM Hour : 06:15 =	12 (6.8%)	Peak AM Factor : 0.429	Average Period :	1.8
PM Total :	126 (71.2%)	Peak PM Hour : 16:45 =	22 (12.4%)	Peak PM Factor : 0.786	Average Hour :	7.4

Date	Time	:00	:15	:30	:45	Total
5/9/2018	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	2	0	0	2
	05:00	0	0	0	2	2
	06:00	3	2	0	3	8
	07:00	3	2	4	1	10
	08:00	3	2	0	3	8
	09:00	3	1	2	0	6
	10:00	2	1	1	5	9
	11:00	2	1	2	5	10
	12:00	4	0	2	5	11
	13:00	1	2	2	2	7
	14:00	7	5	4	6	22
	15:00	6	8	2	4	20
	16:00	2	4	3	1	10
	17:00	3	2	8	4	17
	18:00	1	6	5	1	13
	19:00	4	3	1	4	12
	20:00	4	3	5	1	13
	21:00	0	0	2	3	5
	22:00	0	3	0	1	4
	23:00	0	0	2	0	2

Day Total : 193

AM Total :	57 (29.5%)	Peak AM Hour : 06:45 =	12 (6.2%)	Peak AM Factor : 0.600	Average Period :	2.0
PM Total :	136 (70.5%)	Peak PM Hour : 14:30 =	24 (12.4%)	Peak PM Factor : 0.750	Average Hour :	8.0

Basic Volume Summary: Bursera North of Plumberry

Grand Total For Data From: 00:00 - 05/08/2018 To: 23:59 - 05/09/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	417 (53.0%)	2.00	209	2.2	8.7	156 (37.4%)	261 (62.6%)
#3.	370 (47.0%)	2.00	185	1.9	7.7	108 (29.2%)	262 (70.8%)
ALL	787	2.00	394	4.1	16.4	264 (33.5%)	523 (66.5%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:00 = 17	05/09/2018	0.607	17:30 = 24	05/08/2018	0.667
#3.	06:15 = 12	05/08/2018	0.429	14:30 = 24	05/09/2018	0.750

Basic Volume Report: Bursera North of Cattleya

Station ID : Bursera North of Cattleya

Info Line 1 : South of Calle Nortena

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 4 SO CN.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 - 05/08/2018 To: 23:59 - 05/09/2018

Date	Time	:00	:15	:30	:45	Total
5/8/2018	00:00	0	1	0	1	2
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	2	1	3
	04:00	0	0	1	1	2
	05:00	1	1	3	5	10
	06:00	8	3	8	13	32
	07:00	11	12	9	16	48
	08:00	8	7	7	7	29
	09:00	7	7	4	9	27
	10:00	9	7	6	4	26
	11:00	7	4	2	4	17
	12:00	4	4	8	7	23
	13:00	6	5	5	7	23
	14:00	7	5	10	6	28
	15:00	6	7	5	3	21
	16:00	5	6	2	12	25
	17:00	7	8	8	9	32
	18:00	9	5	7	6	27
	19:00	4	4	8	7	23
	20:00	2	3	6	5	16
	21:00	8	5	3	3	19
	22:00	1	4	2	0	7
	23:00	2	1	3	1	7

Day Total : 448

AM Total :	197 (44.0%)	Peak AM Hour : 07:00 =	48 (10.7%)	Peak AM Factor : 0.750	Average Period :	4.7
PM Total :	251 (56.0%)	Peak PM Hour : 16:45 =	35 (7.8%)	Peak PM Factor : 0.729	Average Hour :	18.7

Date	Time	:00	:15	:30	:45	Total
5/9/2018	00:00	1	1	1	2	5
Wed	01:00	0	0	0	0	0
	02:00	0	0	1	0	1
	03:00	1	0	0	1	2
	04:00	0	0	2	0	2
	05:00	2	2	3	6	13
	06:00	6	3	6	13	28
	07:00	8	11	17	10	46
	08:00	3	6	14	7	30
	09:00	10	5	5	8	28
	10:00	8	7	5	4	24
	11:00	3	4	8	7	22
	12:00	8	3	5	9	25
	13:00	7	5	5	5	22
	14:00	10	5	3	10	28
	15:00	5	8	11	4	28
	16:00	2	8	6	7	23
	17:00	8	7	5	11	31
	18:00	5	10	10	3	28
	19:00	7	3	10	6	26
	20:00	5	7	6	5	23
	21:00	2	3	3	2	10
	22:00	3	3	2	3	11
	23:00	2	0	2	0	4
Day Total :						460

AM Total :	201 (43.7%)	Peak AM Hour : 06:45 =	49 (10.7%)	Peak AM Factor : 0.721	Average Period :	4.8
PM Total :	259 (56.3%)	Peak PM Hour : 17:45 =	36 (7.8%)	Peak PM Factor : 0.818	Average Hour :	19.2

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 - 05/08/2018 To: 23:59 - 05/09/2018

Date	Time	:00	:15	:30	:45	Total
5/8/2018	00:00	0	1	1	0	2
Tue	01:00	1	0	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	1	0	1	0	2
	05:00	0	1	1	2	4
	06:00	1	2	1	1	5
	07:00	5	2	2	4	13
	08:00	5	3	3	3	14
	09:00	4	6	0	2	12
	10:00	4	4	4	8	20
	11:00	0	2	3	6	11
	12:00	2	5	6	8	21
	13:00	1	3	9	12	25
	14:00	6	2	6	9	23
	15:00	9	10	8	7	34
	16:00	9	1	5	11	26
	17:00	15	13	9	7	44
	18:00	9	19	13	12	53
	19:00	4	10	12	12	38
	20:00	5	3	7	6	21
	21:00	7	8	2	6	23
	22:00	5	4	0	3	12
	23:00	2	1	2	1	6

Day Total : 411

AM Total :	85 (20.7%)	Peak AM Hour : 10:00 =	20 (4.9%)	Peak AM Factor : 0.625	Average Period :	4.3
PM Total :	326 (79.3%)	Peak PM Hour : 18:00 =	53 (12.9%)	Peak PM Factor : 0.697	Average Hour :	17.1

Date	Time	:00	:15	:30	:45	Total
5/9/2018	00:00	4	1	1	0	6
Wed	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	2	0	0	2
	05:00	0	0	0	2	2
	06:00	2	2	2	3	9
	07:00	1	3	3	4	11
	08:00	4	1	2	4	11
	09:00	4	2	4	5	15
	10:00	9	4	5	5	23
	11:00	4	3	1	10	18
	12:00	9	1	9	5	24
	13:00	4	6	5	10	25
	14:00	10	7	8	14	39
	15:00	9	12	7	8	36
	16:00	6	7	4	8	25
	17:00	6	12	10	11	39
	18:00	9	11	15	7	42
	19:00	11	5	4	8	28
	20:00	9	6	9	6	30
	21:00	1	3	3	6	13
	22:00	2	6	0	3	11
	23:00	1	2	3	1	7
Day Total :						417

AM Total :	98 (23.5%)	Peak AM Hour : 09:45 =	23 (5.5%)	Peak AM Factor : 0.575	Average Period :	4.3
PM Total :	319 (76.5%)	Peak PM Hour : 17:45 =	46 (11.0%)	Peak PM Factor : 0.767	Average Hour :	17.4

Basic Volume Summary: Bursera North of Cattleya

Grand Total For Data From: 00:00 - 05/08/2018 To: 23:59 - 05/09/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	908 (52.3%)	2.00	454	4.7	18.9	398 (43.8%)	510 (56.2%)
#3.	828 (47.7%)	2.00	414	4.3	17.3	183 (22.1%)	645 (77.9%)
ALL	1736	2.00	868	9.0	36.2	581 (33.5%)	1155 (66.5%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:45 = 49	05/09/2018	0.721	17:45 = 36	05/09/2018	0.818
#3.	09:45 = 23	05/09/2018	0.575	18:00 = 53	05/08/2018	0.697

Appendix B



Crash Date	PrdTime	Agency Case Number	Crash Intersecting Street	Crash Primary Street	Crash Analysis	
4/18/2016	23:04	160035238	BURSER DR NW	BUTTERFIELD TR NW	23 - TREE	
11/7/2015	19:13	150102904	BURSER DR NW	CALLE NORTENA NW	08 - BOTH GOING STRAIGHT/FROM SAME DIR	
11/7/2015	19:13	150102904	BURSER DR NW	CALLE NORTENA NW	08 - BOTH GOING STRAIGHT/FROM SAME DIR	
Lighting	Weather	Severity	Contributing Factors			
Dark Lighted	Clear	Damage 500 or more	Avoid no contact - other, Disregarded traffic signal, Driver inattention, Excessive Speed, Passed stop sign			
		Damage 500 or more	Other - No driver error, None			
		Damage 500 or more	Driver inattention, Failed to yield right of way, Made improper turn			

Appendix C



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM NTMP



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: 10/17/17
RETURN DATE: 1/5/18

96471

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

96471

CITY OF ALBUQUERQUE — NTMP

*** NEIGHBORHOOD TRAFFIC CALMING PETITION ***

Section I

Date: Nov. 30th 2017 (Bursera Dr)

Representatives from the Michael Taylor neighborhood, on Nov. 30th 2017 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 (P.O. Box 1293, Albuquerque, NM 87103 or NTMP@cabq.gov)

Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Michael Taylor	7800	263-3998	MYTALLIA@comcast.net	[Signature]
Marcos Treviño	7704 Bursera	505-414-9682	Plac@TrevinoDh.com	[Signature]
Dominic Romero	7821 Bursera	505-775-2925	nickyromer@me.com	[Signature]
Paula D. Rodriguez	7805 Bursera Dr NW	303 396-3366	Paula D. Rodriguez	[Signature]
J. Samor	7810	505 899 9661	JAN SAMOR 29@gmail.com	[Signature]
Karla Barela	7809 Bursera NW	505-417-6388	[Signature]	[Signature]
Pat Vargas	7708 Bursera	505-440-2069	[Signature]	[Signature]
Linda Barela	7815 Bursera Dr NW	520 345-6390	[Signature]	[Signature]
DAVID NUÑEZ	7830 BURSERA NW.		BARUNCE@gmail.com	3215445
Sarah Hooper	7829 Bursera Dr. NW		sahooper91@gmail.com	[Signature]
Scott Ellis	7804 Bursera Dr. W	505 475 8799	Scott.Ellis.Ferguson@aol.com	[Signature]
Sandra Krehler	7801 Bursera Dr. NW.	87120	505-292-2238	SandraKrehler
Andres Landell	7808 Bursera Dr. NW	87120	505-294-7042	[Signature]
Jh Wm	7831 BURSERADr NW	87120		[Signature]
MARILYN FARMER	7820 BURSERA DR NW	87120	505400 4461	hereztelle@gmail.com
Reza Kazimi	4600 Nahonia RD	505 917 0131	Reza Kazimi	[Signature]
Sm Bride	7700 Bursera NW	505-502-2077		[Signature]
WIDEAN KIRB	7717 BURSERADr NW	505-792-2796		[Signature]
Stan Coluz	7824 Bursera NW	505-795-4892	sgloria@msa.com	[Signature]
Corrine Cooke	7721 Bursera NW	280-2044	cwostron@aol.com	[Signature]

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

C. Cooke

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

96471

CITY OF ALBUQUERQUE — NTMP

*** NEIGHBORHOOD TRAFFIC CALMING PETITION ***

Section I

Date: Nov 30th 2017 (Bursera Dr)

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Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Teresa Mata	4505 Cathera Rd	505-410-7541		<i>Teresa Mata</i>
JOMAS	2874 BURSER DR			<i>JOMAS</i>
BIVIA OLIVER	7109 BURSER DR	505 294 4585		<i>Bivia Oliver</i>
LAURA LACOUR-JOHNSON	7109 Bursera Dr NW	505 891 6915	la.johnson@nmhu.edu	<i>Laura Lacour Johnson</i>
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
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Name (print)	Address	Telephone	Email	Signature

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)



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