

# CONEJO ROAD SPEED STUDY

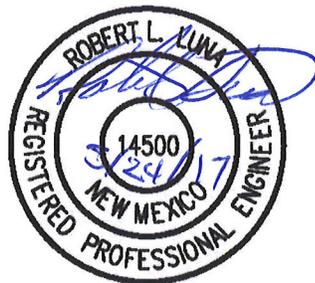


# Conejo Road Speed Study Final Report

Albuquerque, New Mexico



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



City of Albuquerque

May 2017

## Table of Contents

INTRODUCTION .....	1
1.A. PROJECT PURPOSE .....	1
1.B. PROJECT DESCRIPTION .....	1
1.C. BACKGROUND OF SPEED LIMITS .....	3
1.D. SETTING SPEED LIMITS .....	3
2. EXISTING CONDITIONS .....	5
2.A. COUNT LOCATIONS .....	5
2.B. EXISTING CONDITIONS .....	5
3. DATA .....	7
3.A. ADT .....	7
3.B. PEAK HOUR TRAFFIC VOLUMES .....	7
3.C. SPEED STUDY RESULTS .....	8
3.D. CRASH DATA .....	9
4. U.S. LIMITS SPEED LIMITS PROGRAM .....	10
5. CONCLUSION .....	11
Appendices .....	12



## List of Tables

Table 3.A.1.	Conejo Road ADT .....	7
Table 3.B.1.	Conejo Road Peak Hour Traffic Volumes (vph).....	7
Table 3.C.1.	Conejo Road (La Charles Drive) Speed Study.....	8
Table 3.C.2.	Conejo Road (Middle) Speed Study.....	8
Table 3.C.3.	Conejo Road (West) Speed Study.....	8
Table 3.C.4.	Conejo Road ADT $\geq$ 25 mph .....	9
Table 3.D.1.	Conejo Road Crash Summary .....	9
Table 5.1.	COA NMTP Traffic Calming Measures.....	10



## List of Figures

FIGURE 1.B.1. STUDY LOCATION .....	1
FIGURE 1.B.2. STUDY LIMITS .....	2
FIGURE 2.1. COUNT LOCATIONS.....	6
FIGURE 2.2. EXISTING CONEJO ROAD TYPICAL SECTION.....	6



## INTRODUCTION

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

### 1.A. PROJECT PURPOSE

A speed study on Conejo Road from Chelwood Park Boulevard to Chico Road was conducted to determine the following:

- Evaluate the 85<sup>th</sup> percentile speed along Conejo Road at three (3) locations;
- Calculate average and daily peak hour traffic volumes along Conejo 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 0.23 (1214.40 LF) mile section of Conejo Road from Chelwood Park Boulevard to Chico Road. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

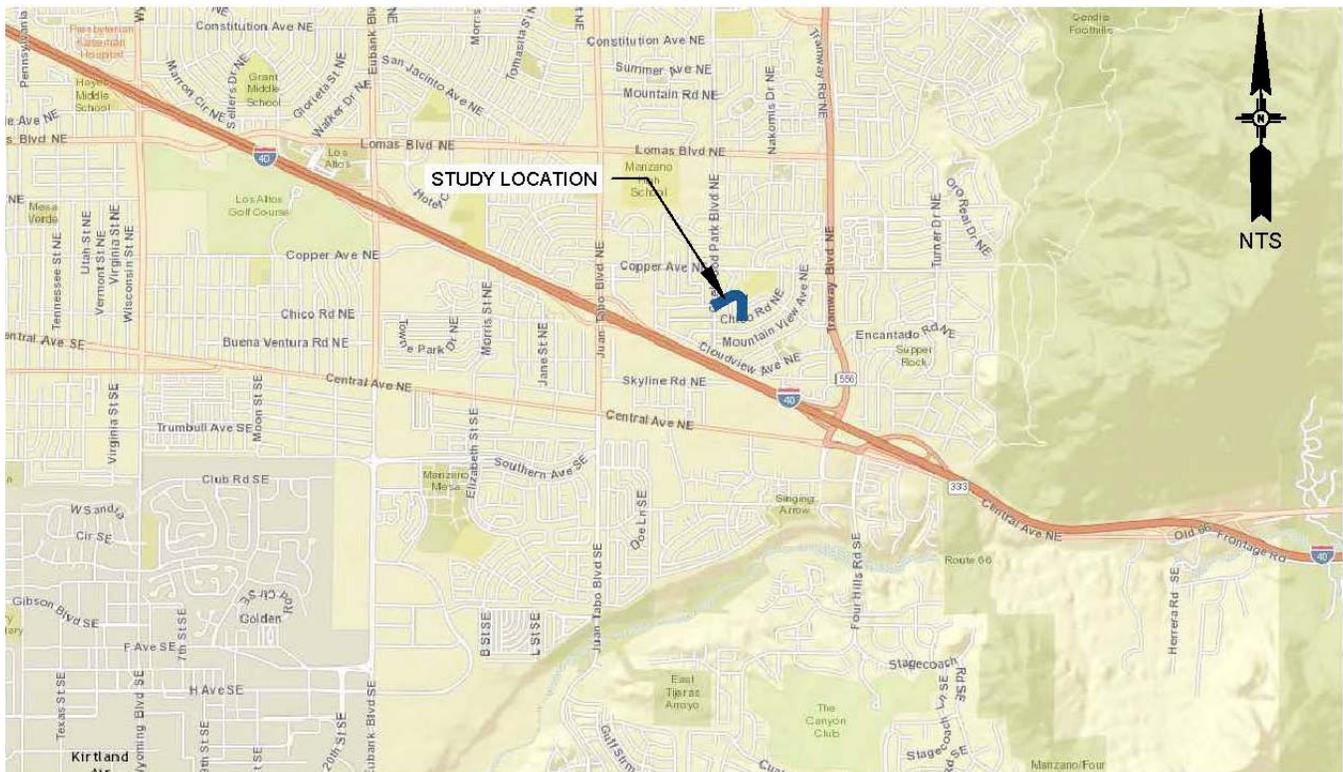


FIGURE 1.B.1.  
STUDY LOCATION

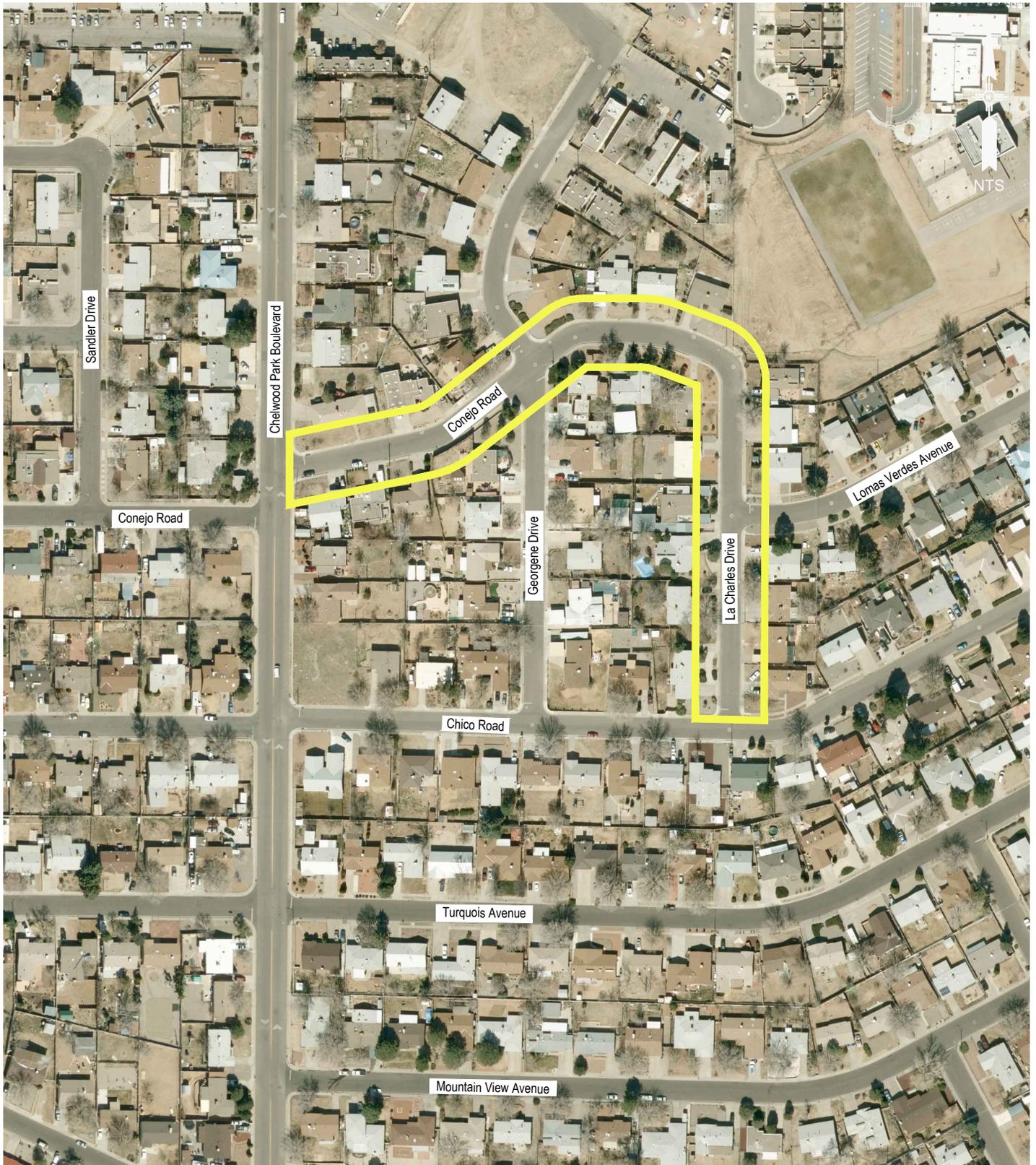


FIGURE 1.B.2.  
STUDY LIMITS



## 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 85<sup>th</sup> percentile. Out of the (typically) 100 vehicles surveyed, beginning with the fastest vehicle speed recorded the 15<sup>th</sup> vehicle from that speed is determined to show where the 85<sup>th</sup> 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 85<sup>th</sup> percentile speed. For example, if the 85<sup>th</sup> 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 85<sup>th</sup> percentile speed is determined by the following formula:  $100/15 = \# \text{ of vehicles surveyed}/X$  (where  $x =$  the vehicle at the 85<sup>th</sup> percentile). For example, a 50 vehicle survey would result in:

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

Where  $x = 7.5$ , or the 8<sup>th</sup> 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 50<sup>th</sup> and 51<sup>st</sup> vehicles are added and divided by 2 to obtain the median speed. If the 50<sup>th</sup> vehicle of such a survey was traveling at 56 mph and the 51<sup>st</sup> 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:

- Conejo Road (La Charles Drive) between Chico Road and Lomas Verdes Avenue;
- Conejo Road (Middle) between Georgene Drive and La Charles Drive;
- Conejo Road (West) between Chelwood Park Boulevard and Georgene Drive.

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 Conejo Road. Within the study limits, there is three intersections and approximately 23 driveways that provide access to residential homes. Also to be noted, the speed limit within the study limits is 25 mph.



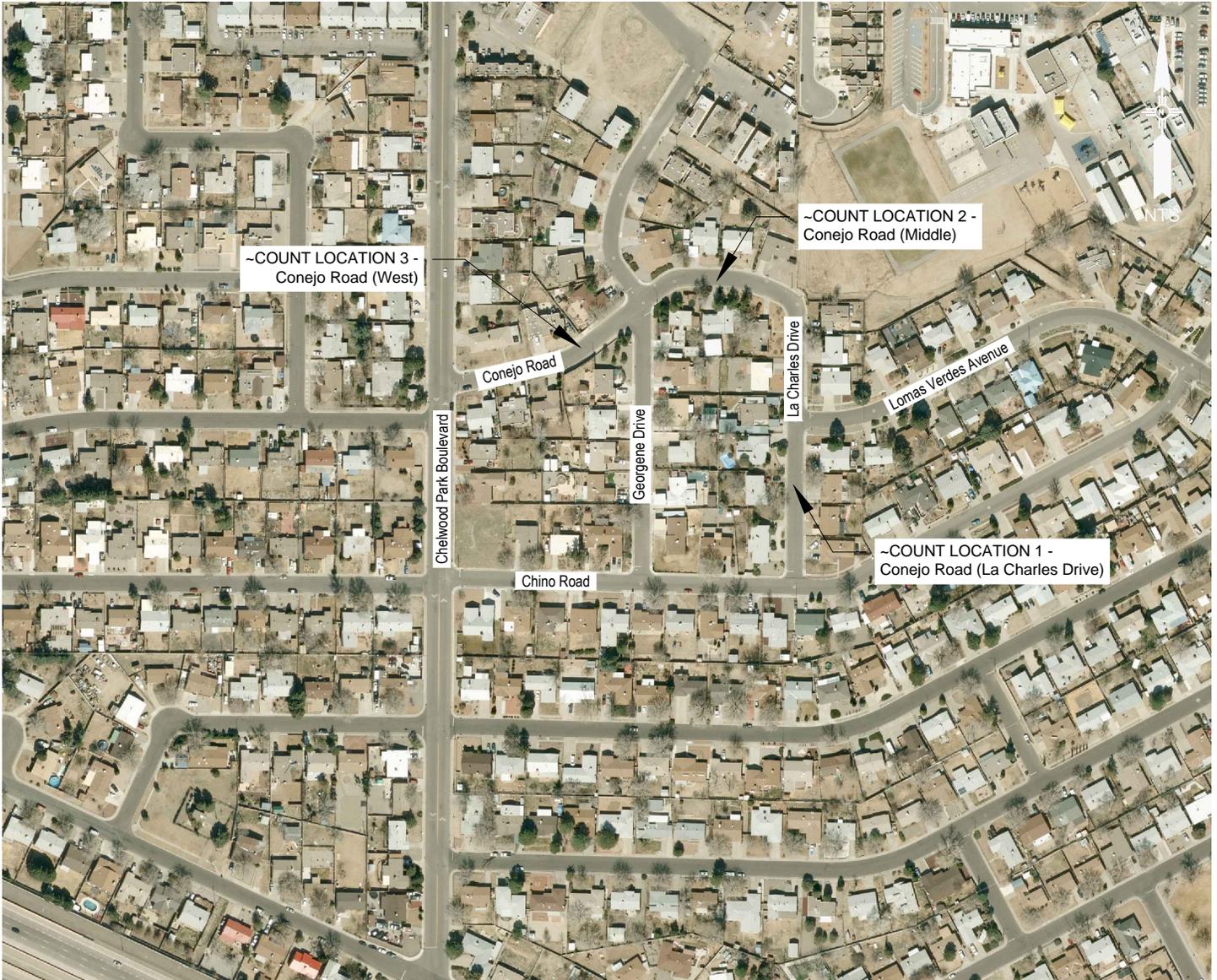


FIGURE 2.1.  
 COUNT LOCATIONS

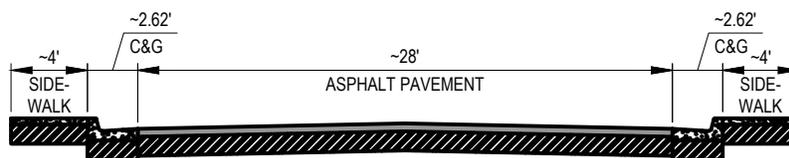


FIGURE 2.2.  
 EXISTING CONEJO ROAD TYPICAL SECTION



### 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.			
Conejo Road ADT			
Count Location	WB/NB	EB/SB	ADT
Conejo Road (La Charles Drive)	26	42	68
Conejo Road (Middle)	114	93	207
Conejo Road (West)	120	77	197
Average	86.7	70.7	157.3

The Conejo Road study area directional ADT ranges from 26 to 120 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.			
Conejo Road Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Westbound / Northbound (Peak Hour)	Eastbound / Southbound (Peak Hour)
Conejo Road (La Charles Drive)	AM Peak	5 (6:30 AM - 7:30 AM)	9 (6:45 AM - 7:45 AM)
	PM Peak	4 (2:30 PM - 3:30 PM)	12 (2:00 PM - 3:00 PM)
Conejo Road (Middle)	AM Peak	16 (6:30 AM - 7:30 AM)	9 (10:45 AM - 11:45 AM)
	PM Peak	14 (3:15 PM - 4:15 PM)	17 (2:45 PM - 2:45 PM)
Conejo Road (West)	AM Peak	16 (6:00 AM - 7:00 AM)	8 (10:00 AM - 11:00 AM)
	PM Peak	14 (3:30 PM - 4:30 PM)	12 (1:45 PM - 2:45 PM)

The Conejo Road study area peak hour traffic volumes range from 4 to 17 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.			
Conejo Road (La Charles Drive) Speed Study			
Speed	WB / NB	EB / SB	Total
Average	12.4	14.6	13.8
10 mph Pace	8.8 - 18.7 (80.4%)	8.3 - 18.2 (68.7%)	7.0 - 16.9 (73.1%)
50th Percentile	10.3	10.8	11.2
67th Percentile	10.9	11.7	12.6
85th Percentile	22.4	22.8	22.6

Table 3.C.2.			
Conejo Road (Middle) Speed Study			
Speed	WB / NB	EB / SB	Total
Average	18.3	16.1	17.3
10 mph Pace	20.1 - 30.0 (59.5%)	6.7 - 16.6 (57.5%)	20.1 - 30.0 (50.6%)
50th Percentile	21.6	12.5	20.4
67th Percentile	22.8	21.7	22.4
85th Percentile	24.5	23.8	24.5

Table 3.C.3.			
Conejo Road (West) Speed Study			
Speed	WB / SB	EB / SB	Total
Average	19.5	17.2	18.6
10 mph Pace	20.1 - 30.0 (63.8%)	20.6 - 30.5 (52.9%)	20.1 - 30.0 (59.5%)
50th Percentile	22.1	20.8	21.4
67th Percentile	23.4	22.4	23.2
85th Percentile	27.2	24.2	26.3

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 Conejo Road, the speed limit is 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking, but in the middle of the study area is a horizontal curve. Table 3.C.4. displays that 14 percent of the total ADT of the three count locations recorded speeds greater than the posted speed limit of 25 mph.

Table 3.C.4.							
Conejo Road ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Conejo Road (La Charles Drive)	49	73%	13.5	20%	4.5	7%	67
Conejo Road (Middle)	98	47%	86	42%	22.5	11%	206.5
Conejo Road (West)	76.5	39%	83.5	42%	36.5	19%	196.5
Total	223.5	48%	183	39%	63.5	14%	470

### 3.D. CRASH DATA

Crash data was requested from the Mid-Region Council of Governments. The crash data requested showed there was 3 recorded crashes within the study area from 2012 to 2014.

Table 3.D.1.					
Conejo Road Crash Summary					
Year	Location	Cause of Crash	Crash Analysis	Crash Severity	Crash Correct with Traffic Calming?
2012	424 La Charles Drive	-	Parked Vehicle - Unknown	Property Damage Only Crash	No
2013	La Charles Drive / Lomas Verde Avenue	Driver Inattention (includes cell phone)	Vehicle Backed into Parked Vehicle	Property Damage Only Crash	No
2013	Conejo Road / Georgene Drive	Too Fast for Conditions	Fixed Object - Unknown/Not Stated	Property Damage Only Crash	Yes

## 4. U.S. LIMITS SPEED LIMITS PROGRAM

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

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

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



## 5. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 14% of the traffic is exceeding 25 mph and the 85<sup>th</sup> percentile speed of traffic is not exceeding the posted speed limit by 5 mph or more at the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque’s Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

Figure 5.1. COA NMTP Traffic Calming Measures	
Description	Warranted?
Reported crashes in the past 3 years that could be corrected with traffic calming	Yes
Peak-hour traffic volume greater than 400 vehicles in one direction	No
25% of peak-hour traffic is non-local cut-through traffic	Not Studied
85th percentile speeds exceeds the posted speed limit by 5 mph or more	No

Based on the data collected, Conejo Road DOES NOT meet any of the criteria outlined to warrant traffic calming.

## Appendices

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



Appendix A



# USLIMITS2 Speed Zoning Report

## Project Name: Conejo Road Speed Study

**Analyst:** Thaddeus Yazzie

**Date:** 05-22-2017

### Basic Project Information

Project Number: 6254.14  
Route Name: Conejo Road  
From: Chelwood Park Boulevard  
To: Chico Road  
State: New Mexico  
County: Bernalillo County  
City: Albuquerque city  
Route Type: Road Section in Developed Area  
Route Status: Existing

### Roadway Information

Section Length: .23 mile(s)  
Statutory Speed Limit: 25 mph  
Adverse Alignment: Yes  
One-Way Street: No  
Divided/Undivided: Undivided  
Number of Through Lanes: 2  
Area Type: Residential-Subdivision  
Number of Driveways: 26  
Number of Signals: 0

### Crash Data Information

Crash Data Years: 3.25  
Crash AADT: 157 veh/day  
Total Number of Crashes: 3  
Total Number of Injury Crashes: 0  
Section Crash Rate: 7004 per 100 MVM  
Section Injury Crash Rate: 0 per 100 MVM  
Crash Rate Average for Similar Roads: 263  
Injury Rate Average for Similar Roads: 67

### Traffic Information

85th Percentile Speed: 25 mph  
50th Percentile Speed: 18 mph  
AADT: 157 veh/day  
On Street Parking and Usage: Not High  
Pedestrian / Bicyclist Activity: Not High

**Project Description:** Conejo Road Speed Study from Chelwood Park Boulevard to Chico Road.

## Recommended Speed Limit:



**Note:** Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See [Procedures for Setting Advisory Speeds on Curves](#), Publication No. FHWA-SA-11-22, June 2011, for more guidance.

**Note:** The section crash rate of 7004 per 100 MVM is above the critical rate (3450). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

## Appendix B



# Special Speed Study Report: Conejo Rd (La Charles)

## Station ID : Conejo Rd (La Charles)

Info Line 1 : Between Chico and Lomas Verdes  
 Info Line 2 : Albuquerque

GPS Lat/Lon : 35 04.5969,N / 106 30.2448,W

DB File : Conejo Rd (La Charles).DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33034

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

### Lane #1 Configuration

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

### Lane #1 Special Speed Study Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
4/10/2017	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	2	1	0	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
<b>Daily Total :</b>		30	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	45
Percent :		67%	24%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		67%	91%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Average Speed 14.6 mph      50% Speed : 10.5 mph      67% Speed : 11.0 mph      85% Speed : 22.7 mph  
 10mph Pace: 9.1 - 19.0 (66.7%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
4/11/2017	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:00	9	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12
	15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	16:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	18:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Daily Total :</b>		27	6	4	0	0	1	0	0	0	0	0	0	0	0	0	0	38
Percent :		71%	16%	11%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		71%	87%	97%	97%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Average Speed	14.7 mph	50% Speed :	10.4 mph	67% Speed :	10.7 mph	85% Speed :	22.7 mph
				10mph Pace: 9.2 - 19.1 (71.1%)			

## Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Northbound	Ax-Ax	6.0 ft	0.0 ft	

### Lane #3 Special Speed Study Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
4/10/2017	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

<b>Daily Total :</b>	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
Percent :	80%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	80%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Average Speed 12.5 mph	50% Speed : 10.2 mph	67% Speed : 10.4 mph
85% Speed : 22.4 mph		
10mph Pace: 9.4 - 19.3 (80.0%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
4/11/2017	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
Percent :		81%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		81%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Average Speed	12.4 mph	50% Speed :	10.2 mph	67% Speed :	10.4 mph	85% Speed :	22.4 mph
				10mph Pace:	9.4 - 19.3 (80.8%)		

# Special Speed Study Summary: Conejo Rd (La Charles)

	#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
<b>Grand Total #1:</b>	57	17	8	0	0	1	0	0	0	0	0	0	0	0	0	0	83
Percent :	69%	20%	10%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	69%	89%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>ADT = 41</b>	Average Speed 14.6 mph      50% Speed : 10.8 mph      67% Speed : 11.7 mph      85% Speed : 22.8 mph 10mph Pace: 8.3 - 18.2 (68.7%)																
<b>Grand Total #3:</b>	41	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
Percent :	80%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	80%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>ADT = 25</b>	Average Speed 12.4 mph      50% Speed : 10.3 mph      67% Speed : 10.9 mph      85% Speed : 22.4 mph 10mph Pace: 8.8 - 18.7 (80.4%)																
<b>Comb. Total :</b>	98	27	8	0	0	1	0	0	0	0	0	0	0	0	0	0	134
Percent :	73%	20%	6%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	73%	93%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>ADT = 67</b>	Average Speed 13.8 mph      50% Speed : 11.2 mph      67% Speed : 12.6 mph      85% Speed : 22.6 mph 10mph Pace: 7.0 - 16.9 (73.1%)																

# Special Speed Study Report: Conejo Rd (mid)

## Station ID : Conejo Rd (mid)

Info Line 1 : Between Georgene and La Charle  
 Info Line 2 : Albuquerque

GPS Lat/Lon : 35 04.6558,N / 106 30.2456,W

DB File : WOOLA CHAR.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33035

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

### Lane #1 Configuration

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

### Lane #1 Special Speed Study Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
4/10/2017	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	16:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	17:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	18:00	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		52	40	9	2	0	0	0	0	0	0	0	0	0	0	0	0	103
Percent :		50%	39%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		50%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 16.8 mph	50% Speed : 11.6 mph	67% Speed : 22.4 mph
		85% Speed : 23.5 mph
10mph Pace: 8.5 - 18.4 (50.5%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
4/11/2017	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	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	2	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	13
	07:00	3	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	16:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	2	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	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Daily Total :</b>		37	70	16	0	1	0	0	0	0	0	0	0	0	0	0	0	124
Percent :		30%	56%	13%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		30%	86%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	19.5 mph	50% Speed :	21.9 mph	67% Speed :	23.2 mph	85% Speed :	24.6 mph
				10mph Pace:	20.4 - 30.3 (69.4%)		

## Lane #2 Configuration

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

### Lane #2 Special Speed Study Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
4/10/2017	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	14:00	8	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	12
	15:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

<b>Daily Total :</b>	58	29	6	2	0	0	0	0	0	0	0	1	0	0	0	0	0	96
Percent :	60%	30%	6%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Cum. Percent :	60%	91%	97%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed 15.9 mph	50% Speed : 11.2 mph	67% Speed : 22.0 mph
85% Speed : 23.1 mph		
10mph Pace: 8.3 - 18.2 (60.4%)		

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			
4/11/2017	00:00	0	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	0
	02:00	1	0	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	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	8	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	15:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	16:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Daily Total :</b>		49	33	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	90
Percent :		54%	37%	7%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		54%	91%	98%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed	16.3 mph	50% Speed :	11.3 mph	67% Speed :	22.2 mph	85% Speed :	23.2 mph
10mph Pace: 8.5 - 18.4 (54.4%)							

---

	#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 -			
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: Conejo Rd (mid)

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															
<b>Grand Total #1:</b>	89	110	25	2	1	0	0	0	0	0	0	0	0	0	0	0	227															
Percent :	39%	48%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	39%	88%	99%	100%	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															
<b>ADT = 113</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Average Speed</td> <td>18.3 mph</td> <td>50% Speed :</td> <td>21.6 mph</td> <td>67% Speed :</td> <td>22.8 mph</td> <td>85% Speed :</td> <td>24.5 mph</td> </tr> <tr> <td>10mph Pace:</td> <td colspan="7">20.1 - 30.0 (59.5%)</td> </tr> </table>																Average Speed	18.3 mph	50% Speed :	21.6 mph	67% Speed :	22.8 mph	85% Speed :	24.5 mph	10mph Pace:	20.1 - 30.0 (59.5%)						
Average Speed	18.3 mph	50% Speed :	21.6 mph	67% Speed :	22.8 mph	85% Speed :	24.5 mph																									
10mph Pace:	20.1 - 30.0 (59.5%)																															
<b>Grand Total #2:</b>	107	62	12	2	2	0	0	0	0	0	1	0	0	0	0	0	186															
Percent :	58%	33%	6%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%																
Cum. Percent :	58%	91%	97%	98%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%																
Average :	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3															
<b>ADT = 93</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Average Speed</td> <td>16.1 mph</td> <td>50% Speed :</td> <td>12.5 mph</td> <td>67% Speed :</td> <td>21.7 mph</td> <td>85% Speed :</td> <td>23.8 mph</td> </tr> <tr> <td>10mph Pace:</td> <td colspan="7">6.7 - 16.6 (57.5%)</td> </tr> </table>																Average Speed	16.1 mph	50% Speed :	12.5 mph	67% Speed :	21.7 mph	85% Speed :	23.8 mph	10mph Pace:	6.7 - 16.6 (57.5%)						
Average Speed	16.1 mph	50% Speed :	12.5 mph	67% Speed :	21.7 mph	85% Speed :	23.8 mph																									
10mph Pace:	6.7 - 16.6 (57.5%)																															
<b>Comb. Total :</b>	196	172	37	4	3	0	0	0	0	0	1	0	0	0	0	0	413															
Percent :	47%	42%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	47%	89%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9															
<b>ADT = 206</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Average Speed</td> <td>17.3 mph</td> <td>50% Speed :</td> <td>20.4 mph</td> <td>67% Speed :</td> <td>22.4 mph</td> <td>85% Speed :</td> <td>24.5 mph</td> </tr> <tr> <td>10mph Pace:</td> <td colspan="7">20.1 - 30.0 (50.6%)</td> </tr> </table>																Average Speed	17.3 mph	50% Speed :	20.4 mph	67% Speed :	22.4 mph	85% Speed :	24.5 mph	10mph Pace:	20.1 - 30.0 (50.6%)						
Average Speed	17.3 mph	50% Speed :	20.4 mph	67% Speed :	22.4 mph	85% Speed :	24.5 mph																									
10mph Pace:	20.1 - 30.0 (50.6%)																															

# Special Speed Study Report: Conejo Rd

## Station ID : Conejo Rd

Info Line 1 : Between Chelwood Park & George  
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : Conejo Rd.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33036

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

### Lane #1 Configuration

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

### Lane #1 Special Speed Study Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
04/10/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mon	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	12:00	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	17:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		46	47	17	2	0	0	0	0	0	0	0	0	0	0	0	0	112
Percent :		41%	42%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		41%	83%	98%	100%	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	18.3 mph	50% Speed : 21.7 mph	67% Speed : 22.9 mph
			85% Speed : 27.1 mph
10mph Pace: 21.1 - 31.0 (57.1%)			

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	
04/11/17	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	16
	07:00	2	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	3	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	18:00	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	1	0	1	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	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		35	57	32	3	1	0	0	0	0	0	0	0	0	0	0	0	128
Percent :		27%	45%	25%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		27%	72%	97%	99%	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	20.6 mph	50% Speed :	22.6 mph	67% Speed :	23.9 mph	85% Speed :	27.5 mph
				10mph Pace:	20.8 - 30.7 (69.5%)		

## Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Eastbound	Ax-Ax	6.0 ft	0.0 ft	

### Lane #3 Special Speed Study Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

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

<b>Daily Total :</b>	35	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
Percent :	51%	40%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	51%	91%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Average Speed 16.5 mph      50% Speed : 11.1 mph      67% Speed : 22.3 mph      85% Speed : 23.1 mph  
 10mph Pace: 8.9 - 18.8 (51.5%)

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			
04/11/17	00:00	0	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	0
	02:00	1	0	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	0
	04:00	0	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	0	1
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	09:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	14:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		37	36	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
Percent :		44%	42%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		44%	86%	100%	100%	100%	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	0	5

Average Speed	17.8 mph	50% Speed :	21.7 mph	67% Speed :	22.6 mph	85% Speed :	23.6 mph
				10mph Pace:	21.4 - 31.3 (56.5%)		

---

	#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: Conejo Rd

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
<b>Grand Total #1:</b>	81	104	49	5	1	0	0	0	0	0	0	0	0	0	0	0	240
Percent :	34%	43%	20%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	34%	77%	98%	100%	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
<b>ADT = 120</b>	Average Speed 19.5 mph				50% Speed : 22.1 mph				67% Speed : 23.4 mph				85% Speed : 27.2 mph				
	10mph Pace: 20.1 - 30.0 (63.8%)																
<b>Grand Total #3:</b>	72	63	18	0	0	0	0	0	0	0	0	0	0	0	0	0	153
Percent :	47%	41%	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	47%	88%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>ADT = 76</b>	Average Speed 17.2 mph				50% Speed : 20.8 mph				67% Speed : 22.4 mph				85% Speed : 24.2 mph				
	10mph Pace: 20.6 - 30.5 (52.9%)																
<b>Comb. Total :</b>	153	167	67	5	1	0	0	0	0	0	0	0	0	0	0	0	393
Percent :	39%	42%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	39%	81%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
<b>ADT = 196</b>	Average Speed 18.6 mph				50% Speed : 21.4 mph				67% Speed : 23.2 mph				85% Speed : 26.3 mph				
	10mph Pace: 20.1 - 30.0 (59.5%)																

# Basic Volume Report: Conejo Rd (La Charles)

## Station ID : Conejo Rd (La Charles)

Info Line 1 : Between Chico and Lomas Verdes

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 04.5969,N / 106 30.2448,W

DB File : Conejo Rd (La Charles).DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33034

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

### Lane #1 Configuration

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

### Lane #1 Basic Volume Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	:00	:15	:30	:45	Total
4/10/2017	00:00	0	0	0	0	0
Mon	01:00	0	1	0	0	1
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	1	1	2
	07:00	1	4	3	1	9
	08:00	0	0	0	2	2
	09:00	0	0	0	0	0
	10:00	0	1	0	0	1
	11:00	0	0	1	1	2
	12:00	0	1	1	2	4
	13:00	1	0	0	0	1
	14:00	6	2	2	0	10
	15:00	0	1	2	0	3
	16:00	0	0	0	0	0
	17:00	0	1	1	1	3
	18:00	1	0	0	0	1
	19:00	1	0	0	0	1
	20:00	1	0	0	0	1
	21:00	0	0	0	0	0
	22:00	1	0	1	1	3
	23:00	0	0	0	0	0

Day Total : 45

AM Total :	18 (40.0%)	Peak AM Hour : 06:45 =	9 (20.0%)	Peak AM Factor : 0.562	Average Period :	0.5
PM Total :	27 (60.0%)	Peak PM Hour : 13:45 =	10 (22.2%)	Peak PM Factor : 0.417	Average Hour :	1.9

Date	Time	:00	:15	:30	:45	Total
4/11/2017	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	1	0	0	1	2
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	0	4	2	0	6
	08:00	0	0	2	1	3
	09:00	0	0	0	0	0
	10:00	0	0	1	0	1
	11:00	0	1	0	0	1
	12:00	0	0	0	1	1
	13:00	1	0	0	0	1
	14:00	8	1	1	2	12
	15:00	0	0	0	1	1
	16:00	0	1	0	1	2
	17:00	1	0	0	1	2
	18:00	1	1	0	1	3
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	1	0	1
	23:00	0	0	1	1	2
Day Total :						38

AM Total :	13 (34.2%)	Peak AM Hour : 06:45 =	6 (15.8%)	Peak AM Factor : 0.375	Average Period :	0.4
PM Total :	25 (65.8%)	Peak PM Hour : 14:00 =	12 (31.6%)	Peak PM Factor : 0.375	Average Hour :	1.6

## Lane #3 Configuration

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

## Lane #3 Basic Volume Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	:00	:15	:30	:45	Total
4/10/2017	00:00	0	0	0	0	0
Mon	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	1	0	0	1
	06:00	0	1	1	0	2
	07:00	0	3	0	0	3
	08:00	0	2	0	0	2
	09:00	0	0	1	1	2
	10:00	1	0	0	0	1
	11:00	0	0	1	1	2
	12:00	0	0	1	0	1
	13:00	0	0	0	2	2
	14:00	0	1	0	0	1
	15:00	0	1	1	0	2
	16:00	0	1	0	0	1
	17:00	0	1	0	0	1
	18:00	0	0	0	0	0
	19:00	0	1	1	0	2
	20:00	0	1	0	0	1
	21:00	0	0	0	0	0
	22:00	0	0	1	0	1
	23:00	0	0	0	0	0

Day Total : 25

AM Total :	13 (52.0%)	Peak AM Hour : 06:30 =	4 (16.0%)	Peak AM Factor : 0.333	Average Period :	0.3
PM Total :	12 (48.0%)	Peak PM Hour : 13:30 =	3 (12.0%)	Peak PM Factor : 0.375	Average Hour :	1.0

Date	Time	:00	:15	:30	:45	Total
4/11/2017	00:00	0	1	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	1	1	2
	06:00	0	1	2	0	3
	07:00	1	2	1	0	4
	08:00	0	0	1	1	2
	09:00	0	0	0	0	0
	10:00	0	1	0	0	1
	11:00	0	0	0	0	0
	12:00	0	1	0	1	2
	13:00	0	0	0	1	1
	14:00	0	0	1	1	2
	15:00	1	1	0	0	2
	16:00	0	0	0	2	2
	17:00	1	0	0	1	2
	18:00	0	0	0	1	1
	19:00	0	0	0	0	0
	20:00	0	0	0	0	0
	21:00	0	1	0	0	1
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						26

AM Total :	13 (50.0%)	Peak AM Hour : 06:30 =	5 (19.2%)	Peak AM Factor : 0.625	Average Period :	0.3
PM Total :	13 (50.0%)	Peak PM Hour : 14:30 =	4 (15.4%)	Peak PM Factor : 0.500	Average Hour :	1.1

# Basic Volume Summary: Conejo Rd (La Charles)

Grand Total For Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	83 (61.9%)	2.00	42	0.4	1.7	31 (37.3%)	52 (62.7%)
#3.	51 (38.1%)	2.00	26	0.3	1.1	26 (51.0%)	25 (49.0%)
ALL	134	2.00	68	0.7	2.8	57 (42.5%)	77 (57.5%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:45 =	9 04/10/2017	0.562	14:00 =	12 04/11/2017	0.375
#3.	06:30 =	5 04/11/2017	0.625	14:30 =	4 04/11/2017	0.500

# Basic Volume Report: Conejo Rd (mid)

## Station ID : Conejo Rd (mid)

Info Line 1 : Between Georgene and La Charle

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 04.6558,N / 106 30.2456,W

DB File : WOOLA CHAR.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33035

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

### Lane #1 Configuration

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

### Lane #1 Basic Volume Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	:00	:15	:30	:45	Total
4/10/2017	00:00	0	0	0	0	0
Mon	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	1	0	1	2
	05:00	1	0	1	3	5
	06:00	2	1	1	1	5
	07:00	2	2	1	2	7
	08:00	2	4	0	2	8
	09:00	0	2	1	2	5
	10:00	3	0	0	1	4
	11:00	2	2	2	0	6
	12:00	4	0	3	1	8
	13:00	0	0	5	0	5
	14:00	5	1	3	1	10
	15:00	1	1	3	2	7
	16:00	2	2	1	2	7
	17:00	1	1	2	0	4
	18:00	1	1	1	2	5
	19:00	0	2	1	2	5
	20:00	1	2	2	1	6
	21:00	1	0	1	0	2
	22:00	0	0	1	0	1
	23:00	0	0	0	0	0

Day Total : 103

AM Total :	43 (41.7%)	Peak AM Hour : 07:30 =	9 (8.7%)	Peak AM Factor : 0.562	Average Period :	1.1
PM Total :	60 (58.3%)	Peak PM Hour : 13:30 =	11 (10.7%)	Peak PM Factor : 0.550	Average Hour :	4.3

Date	Time	:00	:15	:30	:45	Total
4/11/2017	00:00	0	1	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	2	0	2
	06:00	2	3	4	4	13
	07:00	2	6	2	3	13
	08:00	0	2	3	4	9
	09:00	0	2	1	1	4
	10:00	1	3	1	0	5
	11:00	0	1	2	1	4
	12:00	0	1	5	2	8
	13:00	3	2	4	2	11
	14:00	4	0	2	2	8
	15:00	2	6	2	3	13
	16:00	3	5	0	3	11
	17:00	3	1	1	0	5
	18:00	1	4	2	0	7
	19:00	1	2	0	0	3
	20:00	3	0	0	0	3
	21:00	0	1	1	0	2
	22:00	0	1	0	0	1
	23:00	0	1	0	0	1

Day Total : 124

AM Total :	51 (41.1%)	Peak AM Hour : 06:30 =	16 (12.9%)	Peak AM Factor : 0.667	Average Period :	1.3
PM Total :	73 (58.9%)	Peak PM Hour : 15:15 =	14 (11.3%)	Peak PM Factor : 0.583	Average Hour :	5.2

## Lane #2 Configuration

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

## Lane #2 Basic Volume Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	:00	:15	:30	:45	Total
4/10/2017	00:00	0	0	0	0	0
Mon	01:00	0	0	0	0	0
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	0	0	0	2	2
	05:00	0	0	1	1	2
	06:00	0	0	0	2	2
	07:00	1	2	2	1	6
	08:00	1	1	2	1	5
	09:00	0	0	0	0	0
	10:00	0	3	0	3	6
	11:00	1	0	5	1	7
	12:00	2	1	2	2	7
	13:00	4	0	1	2	7
	14:00	3	4	4	1	12
	15:00	1	4	1	3	9
	16:00	1	1	5	2	9
	17:00	2	2	3	2	9
	18:00	1	0	1	0	2
	19:00	0	1	2	0	3
	20:00	1	0	2	0	3
	21:00	1	0	0	0	1
	22:00	1	0	1	0	2
	23:00	0	0	0	1	1
Day Total :						96

AM Total :	31 (32.3%)	Peak AM Hour : 10:45 =	9 (9.4%)	Peak AM Factor : 0.450	Average Period : 1.0
PM Total :	65 (67.7%)	Peak PM Hour : 13:45 =	13 (13.5%)	Peak PM Factor : 0.650	Average Hour : 4.0

Date	Time	:00	:15	:30	:45	Total
4/11/2017	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	0	0	0	0	0
	06:00	0	0	1	1	2
	07:00	1	2	0	1	4
	08:00	1	1	3	1	6
	09:00	0	1	2	2	5
	10:00	0	0	4	3	7
	11:00	0	1	1	0	2
	12:00	2	1	0	1	4
	13:00	2	0	2	6	10
	14:00	2	4	5	3	14
	15:00	0	1	3	1	5
	16:00	3	2	0	1	6
	17:00	2	1	2	1	6
	18:00	1	2	3	3	9
	19:00	1	1	0	0	2
	20:00	1	0	1	0	2
	21:00	0	1	0	0	1
	22:00	0	1	0	1	2
	23:00	0	0	0	1	1

Day Total : 90

AM Total :	28 (31.1%)	Peak AM Hour : 10:30 =	8 (8.9%)	Peak AM Factor : 0.500	Average Period :	0.9
PM Total :	62 (68.9%)	Peak PM Hour : 13:45 =	17 (18.9%)	Peak PM Factor : 0.708	Average Hour :	3.8

# Basic Volume Summary: Conejo Rd (mid)

**Grand Total For Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	227 (55.0%)	2.00	114	1.2	4.7	94 (41.4%)	133 (58.6%)
#2.	186 (45.0%)	2.00	93	1.0	3.9	59 (31.7%)	127 (68.3%)
ALL	413	2.00	207	2.2	8.6	153 (37.0%)	260 (63.0%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:30 = 16	04/11/2017	0.667	15:15 = 14	04/11/2017	0.583
#2.	10:45 = 9	04/10/2017	0.450	13:45 = 17	04/11/2017	0.708

# Basic Volume Report: Conejo Rd

**Station ID : Conejo Rd**

Info Line 1 : Between Chelwood Park & George

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : Conejo Rd.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33036

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

## Lane #1 Configuration

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

## Lane #1 Basic Volume Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	:00	:15	:30	:45	Total
4/10/2017	00:00	0	0	0	0	0
Mon	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	4	4
	06:00	2	2	2	2	8
	07:00	4	2	3	1	10
	08:00	2	3	0	2	7
	09:00	0	2	4	3	9
	10:00	3	2	1	2	8
	11:00	3	5	2	1	11
	12:00	3	0	3	1	7
	13:00	0	0	2	0	2
	14:00	4	1	4	1	10
	15:00	4	0	2	2	8
	16:00	1	1	1	1	4
	17:00	2	2	0	1	5
	18:00	1	2	1	2	6
	19:00	0	2	2	2	6
	20:00	1	1	2	1	5
	21:00	1	0	0	0	1
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0

Day Total : 112

AM Total :	58 (51.8%)	Peak AM Hour : 09:15 =	12 (10.7%)	Peak AM Factor : 0.600	Average Period :	1.2
PM Total :	54 (48.2%)	Peak PM Hour : 14:00 =	10 (8.9%)	Peak PM Factor : 0.625	Average Hour :	4.7

Date	Time	:00	:15	:30	:45	Total
4/11/2017	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	1	1
	04:00	0	0	0	0	0
	05:00	0	0	1	1	2
	06:00	3	3	4	6	16
	07:00	1	5	4	1	11
	08:00	0	2	4	3	9
	09:00	1	2	1	2	6
	10:00	0	3	3	3	9
	11:00	0	0	2	1	3
	12:00	0	1	4	1	6
	13:00	6	1	4	2	13
	14:00	4	0	2	2	8
	15:00	2	2	2	4	10
	16:00	3	5	0	3	11
	17:00	2	0	2	0	4
	18:00	1	3	1	0	5
	19:00	1	2	0	1	4
	20:00	5	1	0	0	6
	21:00	0	1	1	0	2
	22:00	0	1	0	0	1
	23:00	0	0	0	0	0
Day Total :						128

AM Total :	58 (45.3%)	Peak AM Hour : 06:00 =	16 (12.5%)	Peak AM Factor : 0.667	Average Period :	1.3
PM Total :	70 (54.7%)	Peak PM Hour : 15:30 =	14 (10.9%)	Peak PM Factor : 0.583	Average Hour :	5.3

## Lane #3 Configuration

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

## Lane #3 Basic Volume Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017

Date	Time	:00	:15	:30	:45	Total
4/10/2017	00:00	0	0	0	0	0
Mon	01:00	0	0	0	0	0
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	1	1	2
	06:00	1	1	0	1	3
	07:00	0	1	1	1	3
	08:00	1	0	2	1	4
	09:00	0	0	0	0	0
	10:00	0	2	0	4	6
	11:00	0	0	3	2	5
	12:00	1	1	1	1	4
	13:00	2	1	2	2	7
	14:00	0	6	2	0	8
	15:00	2	1	0	1	4
	16:00	0	1	3	3	7
	17:00	2	1	1	2	6
	18:00	2	0	1	1	4
	19:00	0	0	1	0	1
	20:00	0	0	2	0	2
	21:00	0	0	0	0	0
	22:00	1	0	0	0	1
	23:00	0	0	0	0	0

Day Total : 68

AM Total :	24 (35.3%)	Peak AM Hour : 10:45 =	7 (10.3%)	Peak AM Factor : 0.438	Average Period :	0.7
PM Total :	44 (64.7%)	Peak PM Hour : 13:30 =	10 (14.7%)	Peak PM Factor : 0.417	Average Hour :	2.8

Date	Time	:00	:15	:30	:45	Total
4/11/2017	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	0	0	1
	06:00	0	1	1	0	2
	07:00	1	1	1	2	5
	08:00	1	1	1	0	3
	09:00	0	1	1	2	4
	10:00	0	0	4	4	8
	11:00	0	0	1	0	1
	12:00	2	0	0	2	4
	13:00	2	1	2	4	9
	14:00	1	4	3	2	10
	15:00	1	1	2	4	8
	16:00	4	2	1	2	9
	17:00	5	0	0	0	5
	18:00	1	0	3	3	7
	19:00	2	0	0	2	4
	20:00	1	0	0	0	1
	21:00	0	1	0	0	1
	22:00	0	2	0	0	2
	23:00	0	0	0	0	0

Day Total : 85

AM Total :	25 (29.4%)	Peak AM Hour : 10:00 =	8 (9.4%)	Peak AM Factor : 0.500	Average Period :	0.9
PM Total :	60 (70.6%)	Peak PM Hour : 13:45 =	12 (14.1%)	Peak PM Factor : 0.600	Average Hour :	3.5

# Basic Volume Summary: Conejo Rd

**Grand Total For Data From: 00:00 - 04/10/2017 To: 23:59 - 04/11/2017**

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	240 (61.1%)	2.00	120	1.3	5.0	116 (48.3%)	124 (51.7%)
#3.	153 (38.9%)	2.00	77	0.8	3.2	49 (32.0%)	104 (68.0%)
ALL	393	2.00	197	2.1	8.2	165 (42.0%)	228 (58.0%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:00 = 16	04/11/2017	0.667	15:30 = 14	04/11/2017	0.583
#3.	10:00 = 8	04/11/2017	0.500	13:45 = 12	04/11/2017	0.600

## Appendix C



OBJECTID	ReportIDSt	Date	CrashDate	Year
299865	12.23310270	9/5/2012	20120905	2012
308788	13.710125383	5/14/2013	20130514	2013
317849	13.23392092	12/5/2013	20131205	2013

OBJECTID	Day	Month	Time24	Hour24
299865	4	9	1400	14
308788	3	5	957	9
317849	5	12	1945	19

OBJECTID	Agency	County	City	AStreet
				424 LA CHARLES DR
299865	45	1	7825	NE
308788	3	1	7825	LA CHARLES DR NE
317849	45	1	7825	CONEJO RD NE

OBJECTID	BStreet	Landmark	Route	MilePost
299865	LA CHARLES DR NE			0
308788		LOMAS VERDE AVE NE		0
317849	GEORGENE			0

OBJECTID	NumVeh	NumPersons	NumKilled	NumClassA
299865	1	1	0	0
308788	2	2	0	0
317849	1	4	0	0

OBJECTID	NumClassB	NumClassC	NumInjured	NumUnhurt
299865	0	0	0	1
308788	0	0	0	2
317849	0	0	0	4

OBJECTID	Severity	Class	Analysis	TOPCACC
	Property Damage			
299865	Only Crash	6	Parked Veh-Unk	-
	Property Damage			
308788	Only Crash	6	Vehicle Backed Into Parked Vehicle	Driver Inattention (includes cell phone)
	Property Damage			
317849	Only Crash	10	Fixed Object - Unknown/Not Stated	Too Fast For Conditions

OBJECTID	Weather	Lighting	ALCInv	DRUGInv
299865	0	6	T	T
308788	0	0	F	F
317849	1	5	F	F

OBJECTID	PEDInv	MCIInv	PECInv	TrkInv
299865	F	F	F	F
308788	F	F	F	F
317849	F	F	F	F

OBJECTID	HZInv	HitRun	SHTDProp	System
299865	F	T	0	2
308788	F	F	0	2
317849	F	F	0	2

OBJECTID	MaxDam	RoadRel	Character	Grade
299865	0			0
308788	3	T		0
317849	0	T	T	9

OBJECTID	NonLocal	Measure
299865	0	
308788	2	100 FT
317849	2	



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

---