



DEL MONTE TRAIL SPEED STUDY



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Del Monte Trail
Speed Study
Final Report

Albuquerque, New Mexico



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City of Albuquerque

March 2018

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INTRODUCTION

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

1.A. PROJECT PURPOSE

A speed study on Del Monte Trail from Benavides Road to Pecos Place was conducted to determine the following:

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

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 0.27 (1425.60 LF) mile section of Del Monte Trail from Benavides Road to Pecos Place. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

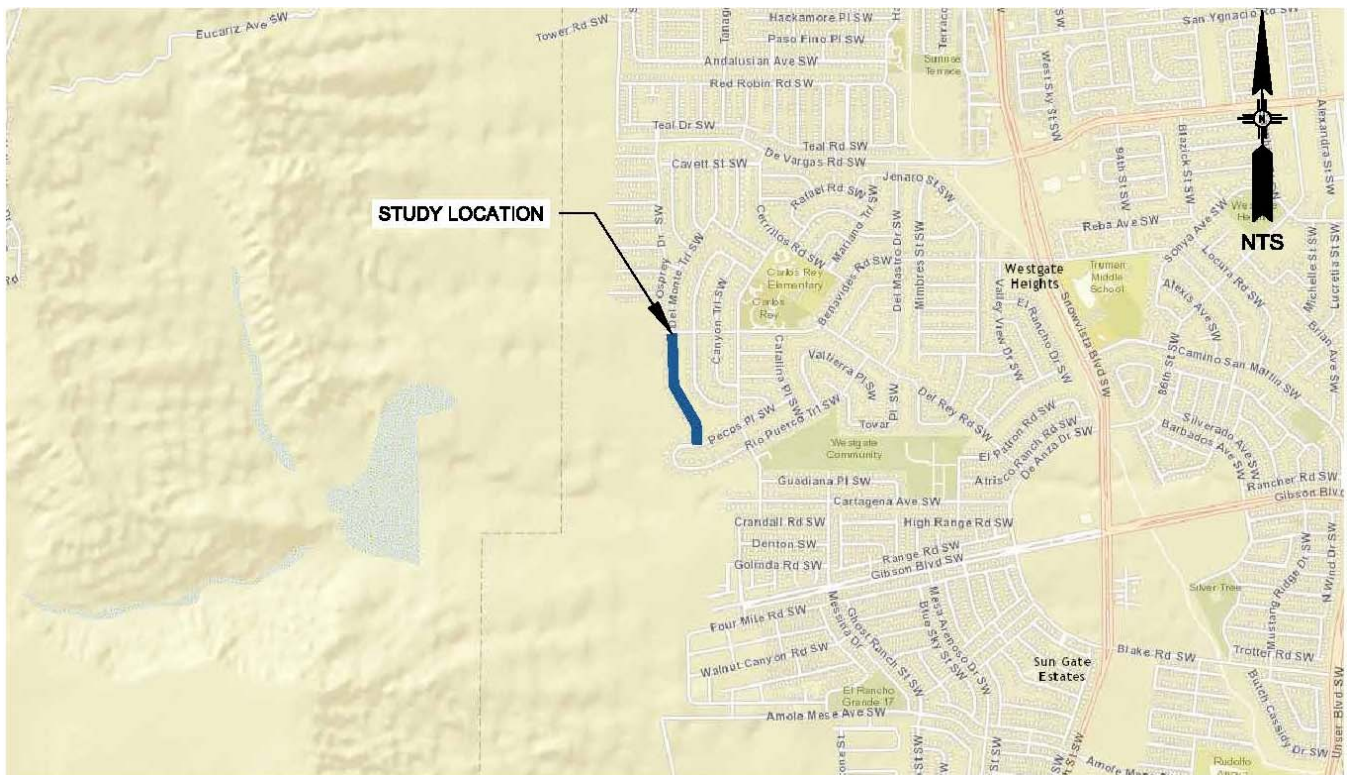


FIGURE 1.B.1.
STUDY LOCATION

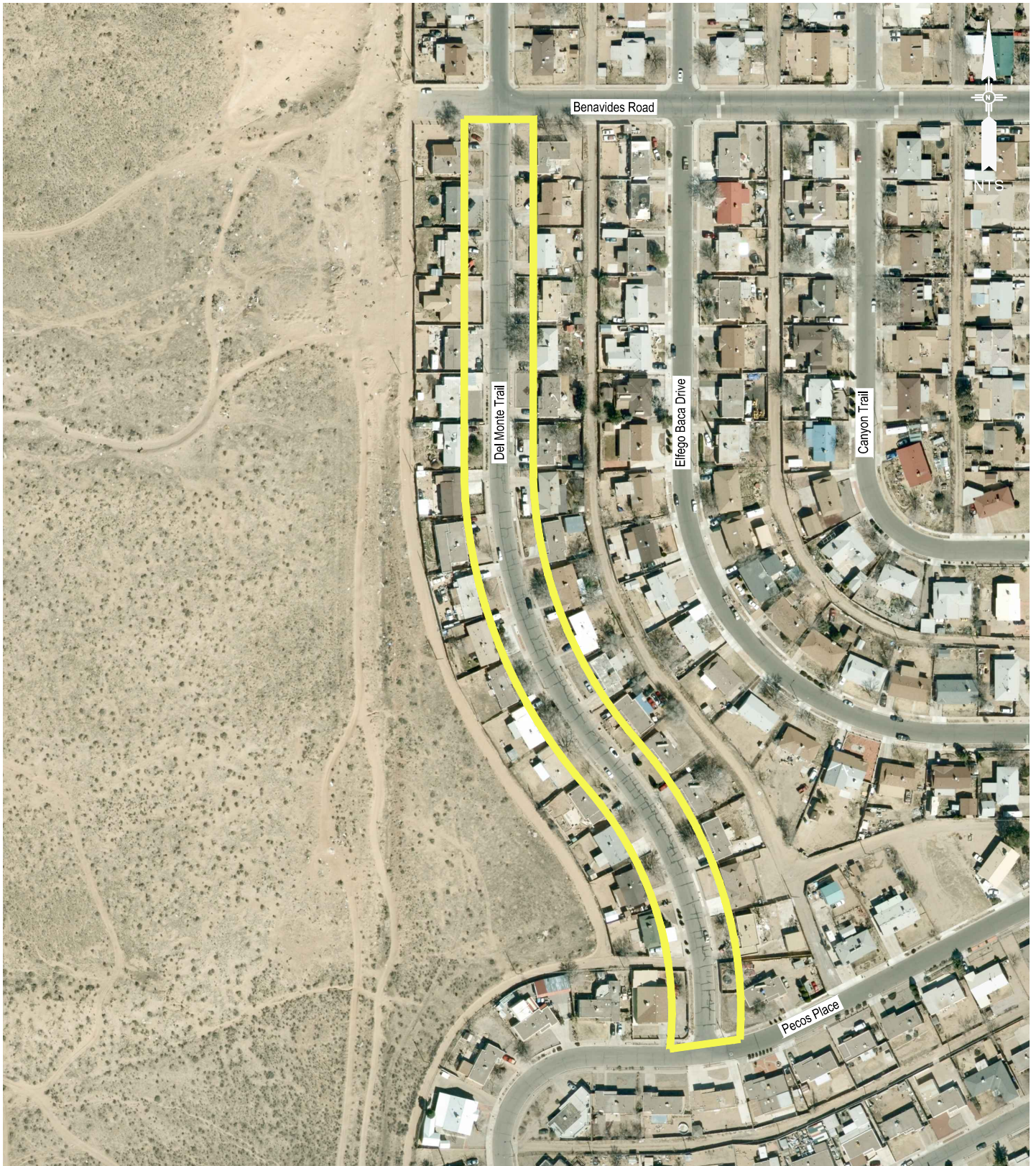


FIGURE 1.B.2.
STUDY LIMITS



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

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

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

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

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

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

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

Formula for Geometric Mean:

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

$X =$ Individual score (speed)

$N =$ Sample size (number of scores)

Geometric Mean Example:

Sample speeds = 51, 52, 55, 58, and 60 mph

Step 1:

$N = 5$, the total number of values, $\frac{1}{N} = 0.2$

Step 2:

Determine geometric mean using the formula.

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

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

2. EXISTING CONDITIONS

2.A. COUNT LOCATIONS

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

- Del Monte Trail North;
- Del Monte Trail Middle;
- Del Monte Trail South.

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 Del Monte Trail. Within the study limits, there are approximately 37 driveways that provide access to residential homes. Also, the posted speed limit within the study limits is 25 mph.





FIGURE 2.1.
 COUNT LOCATIONS

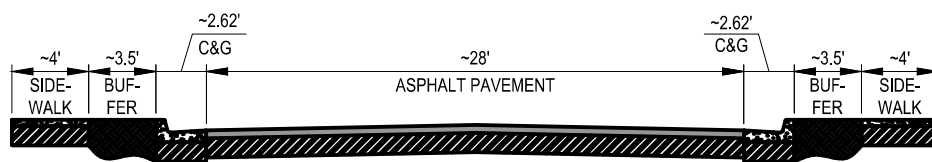


FIGURE 2.2.
 EXISTING DEL MONTE TRAIL TYPICAL SECTION



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. | | | |
|--------------------------|-------|-------|-------|
| Del Monte Trail ADT | | | |
| Count Location | NB | SB | ADT |
| Del Monte Trail (North) | 209 | 257 | 466 |
| Del Monte Trail (Middle) | 140 | 169 | 309 |
| Del Monte Trail (South) | 110 | 142 | 252 |
| Average | 153.0 | 189.3 | 342.3 |

The Del Monte Trail study area directional ADT ranges from 110 to 257 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. | | | |
|---|-----------|--------------------------|-------------------------|
| Del Monte Trail Peak Hour Traffic Volumes (vph) | | | |
| Count Location | Peak Hour | Northbound (Peak Hour) | Southbound (Peak Hour) |
| Del Monte Trail (North) | AM Peak | 18 (10:45 AM - 11:45 AM) | 19 (9:30 AM - 10:30 AM) |
| | PM Peak | 31 (12:00 PM - 1:00 PM) | 45 (12:30 PM - 1:30 PM) |
| Del Monte Trail (Middle) | AM Peak | 13 (6:30 AM - 7:30 AM) | 14 (9:30 AM - 10:30 AM) |
| | PM Peak | 16 (12:00 PM - 1:00 PM) | 20 (3:00 PM - 4:00 PM) |
| Del Monte Trail (South) | AM Peak | 10 (10:45 AM - 11:45 AM) | 10 (9:15 AM - 10:15 AM) |
| | PM Peak | 12 (12:00 PM - 1:00 PM) | 18 (3:00 PM - 4:00 PM) |

The Del Monte Trail study area peak hour traffic volumes range from 10 to 45 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. | | | |
|-------------------------------------|---------------------|---------------------|---------------------|
| Del Monte Trail (North) Speed Study | | | |
| Speed | NB | SB | Total |
| Average | 19.1 | 17.5 | 18.3 |
| 10 mph Pace | 20.1 - 30.0 (42.8%) | 20.1 - 30.0 (42.9%) | 19.9 - 29.8 (43.0%) |
| 50th Percentile | 21.3 | 17.8 | 20.5 |
| 67th Percentile | 24.9 | 23.0 | 23.7 |
| 85th Percentile | 29.1 | 27.4 | 28.1 |

| Table 3.C.2. | | | |
|--------------------------------------|---------------------|---------------------|---------------------|
| Del Monte Trail (Middle) Speed Study | | | |
| Speed | NB | SB | Total |
| Average | 21.0 | 21.3 | 21.1 |
| 10 mph Pace | 20.1 - 30.0 (53.6%) | 20.1 - 30.0 (57.4%) | 20.1 - 30.0 (55.7%) |
| 50th Percentile | 22.7 | 23.1 | 22.9 |
| 67th Percentile | 26.0 | 26.6 | 26.1 |
| 85th Percentile | 29.1 | 29.1 | 29.4 |

| Table 3.C.3. | | | |
|-------------------------------------|---------------------|---------------------|---------------------|
| Del Monte Trail (South) Speed Study | | | |
| Speed | NB | SB | Total |
| Average | 21.9 | 22.3 | 22.1 |
| 10 mph Pace | 20.8 - 30.7 (53.6%) | 20.1 - 30.0 (58.3%) | 20.1 - 30.0 (56.3%) |
| 50th Percentile | 23.4 | 24.2 | 23.8 |
| 67th Percentile | 27.0 | 27.3 | 27.0 |
| 85th Percentile | 29.5 | 30.0 | 30.0 |

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 Del Monte Trail, the posted 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 are two horizontal curves. Table 3.C.4. displays that 35 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. | | | | | | | |
|------------------------------|--------------|-----|---------------|-----|----------|-----|----------|
| Del Monte Trail ADT ≥ 25 mph | | | | | | | |
| Speed (mph) | 0 - 19.9 MPH | | 20 - 24.9 MPH | | ≥ 25 MPH | | Avg. ADT |
| Del Monte Trail (North) | 225.5 | 48% | 114 | 24% | 126 | 27% | 465.5 |
| Del Monte Trail (Middle) | 99.5 | 32% | 89.5 | 29% | 119 | 39% | 308 |
| Del Monte Trail (South) | 72 | 29% | 66.5 | 26% | 113 | 45% | 251.5 |
| Average | 132.3 | 39% | 90 | 26% | 119.3 | 35% | 341.7 |

3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department. The crash data requested showed there was 1 recorded crash within the study area from 2014 to 2017.

| Table 3.D.1. | | | | | |
|-------------------------------|----------------------------------|----------------|-----------------------------------|----------------|-------------------------------------|
| Del Monte Trail Crash Summary | | | | | |
| Date | Location | Cause of Crash | Crash Analysis | Crash Severity | Crash Correct with Traffic Calming? |
| 12/20/2014 | Del Monte Trail / Benavides Road | - | Vehicle Parked in Proper Location | - | No |

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 35% of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is exceeding the posted speed limit by 5 mph or more at one of the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque's Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

| Table 4.1. | |
|---|-------------|
| COA NTMP 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 on the data collected, Del Monte Trail meets one (1) of the four (4) warrants and therefore DOES NOT meet the minimum COA NTMP traffic calming measures threshold.

Appendices

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



Appendix A



Special Speed Study Report: Del Monte Trail (north)

Station ID : Del Monte Trail (north)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DM NORTH.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 - 06/06/2017 To: 23:59 - 06/07/2017

| 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 | |
| 06/06/17 | 00:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Tue | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 06:00 | 3 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 07:00 | 5 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 08:00 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 09:00 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 10:00 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 11:00 | 5 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 12:00 | 3 | 4 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 13:00 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 14:00 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 15:00 | 3 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 16:00 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 17:00 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 18:00 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 19:00 | 5 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 20:00 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 21:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 22:00 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 23:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Daily Total : | | 78 | 45 | 46 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 |
| Percent : | | 40% | 23% | 23% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 40% | 63% | 86% | 97% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |

Average Speed 20.2 mph 50% Speed : 22.4 mph 67% Speed : 26.6 mph 85% Speed : 28.8 mph
10mph Pace: 21.1 - 31.0 (46.4%)

| 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 | | | |
| 06/07/17 | 00:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Wed | 01:00 | 0 | 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 | 0 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 1 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 06:00 | 2 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 07:00 | 2 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 08:00 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 09:00 | 5 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 10:00 | 6 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 11:00 | 8 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| | 12:00 | 28 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| | 13:00 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 14:00 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 15:00 | 8 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 16:00 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 17:00 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 18:00 | 2 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 19:00 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 20:00 | 9 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 21:00 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 22:00 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 23:00 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Daily Total : | | 112 | 47 | 41 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |
| Percent : | | 50% | 21% | 18% | 8% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 50% | 72% | 90% | 98% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |

| | | | | | | | |
|--------------------------------|----------|-------------|----------|-------------|----------|-------------|----------|
| Average Speed | 18.1 mph | 50% Speed : | 13.5 mph | 67% Speed : | 23.3 mph | 85% Speed : | 28.0 mph |
| 10mph Pace: 6.6 - 16.5 (50.5%) | | | | | | | |

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 - 06/06/2017 To: 23:59 - 06/07/2017

| 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 | |
| 06/06/17 | 00:00 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Tue | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 05:00 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 06:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 07:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 08:00 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 09:00 | 8 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 10:00 | 6 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 11:00 | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 12:00 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 13:00 | 5 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 14:00 | 6 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 15:00 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 16:00 | 16 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 17:00 | 12 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 18:00 | 6 | 9 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 19:00 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 20:00 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 21:00 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 22:00 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 23:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Daily Total : | | 101 | 68 | 37 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 |
| Percent : | | 45% | 30% | 16% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Cum. Percent : | | 45% | 75% | 92% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |

| | | | |
|---------------------------------|----------------------|----------------------|----------------------|
| Average Speed 18.5 mph | 50% Speed : 21.1 mph | 67% Speed : 23.5 mph | 85% Speed : 27.7 mph |
| 10mph Pace: 20.4 - 30.3 (46.7%) | | | |

| 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 | | | |
| 06/07/17 | 00:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Wed | 01:00 | 0 | 0 | 2 | 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 | 0 | 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 | 0 | 2 |
| | 05:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 06:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 07:00 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 08:00 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 09:00 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 10:00 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 11:00 | 7 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 12:00 | 34 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| | 13:00 | 10 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 14:00 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 15:00 | 14 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 16:00 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 17:00 | 8 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| | 18:00 | 8 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 19:00 | 14 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 20:00 | 13 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 21:00 | 6 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 22:00 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 23:00 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Daily Total : | | 160 | 68 | 47 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 288 |
| Percent : | | 56% | 24% | 16% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 56% | 79% | 95% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |

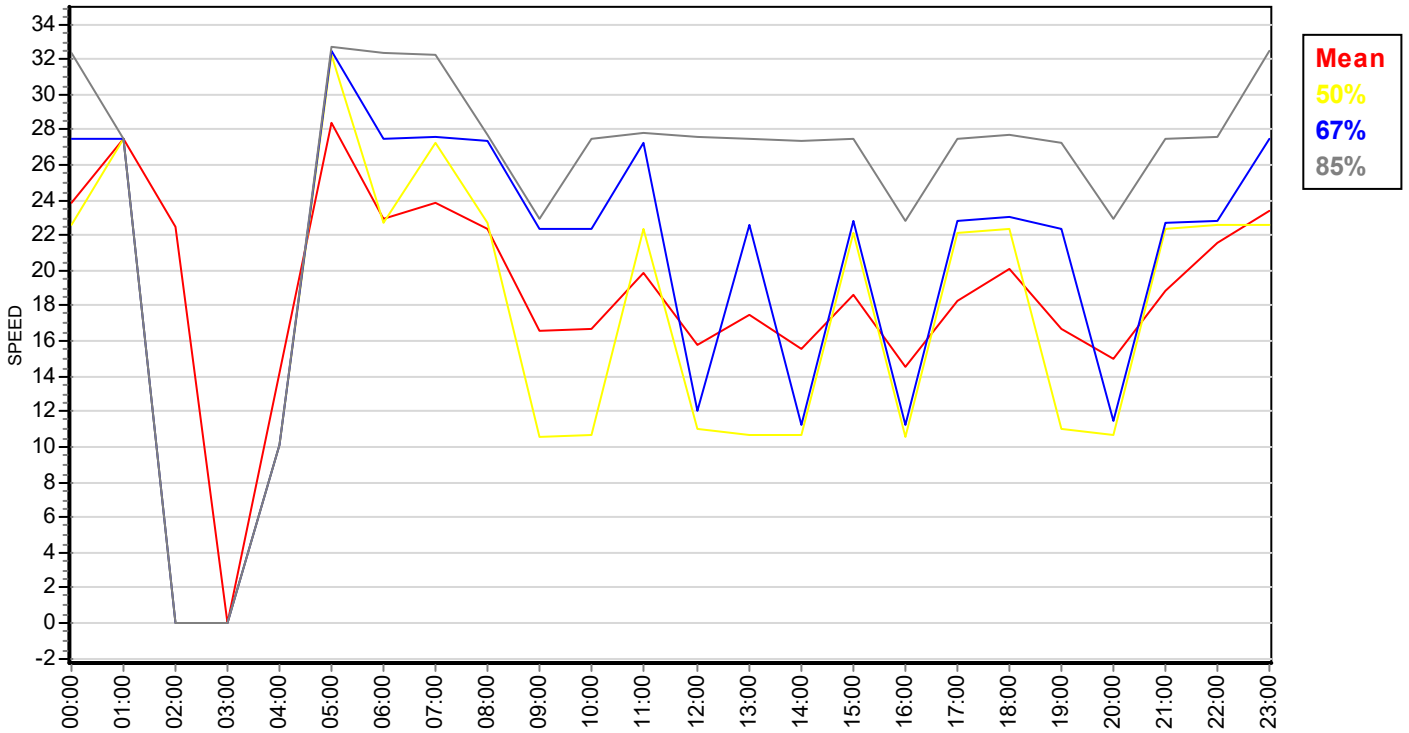
| | | | | | | | |
|---------------|----------|-------------|----------|--------------------|----------|-------------|----------|
| Average Speed | 16.8 mph | 50% Speed : | 14.0 mph | 67% Speed : | 22.4 mph | 85% Speed : | 27.0 mph |
| | | 10mph Pace: | | 5.1 - 15.0 (55.6%) | | | |

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

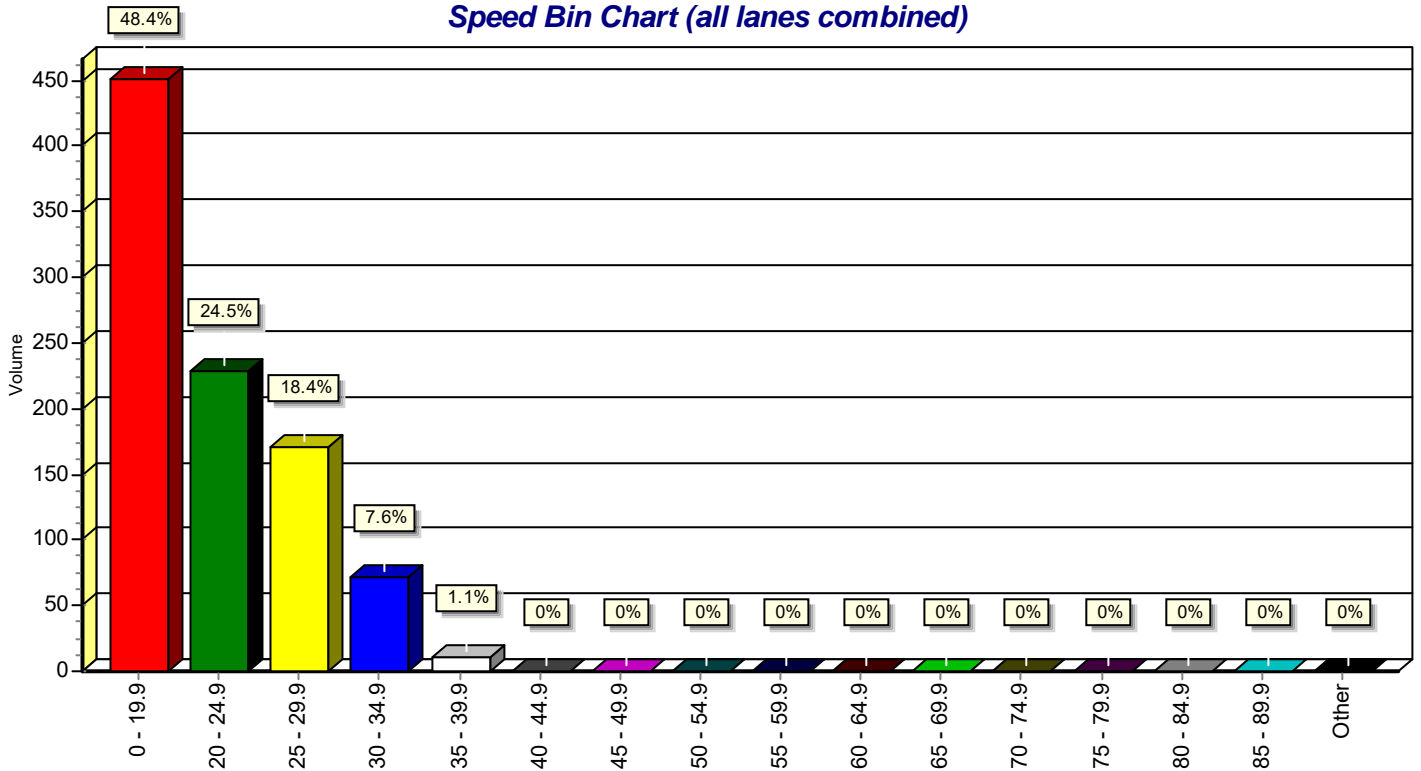
Special Speed Study Summary: Del Monte Trail (north)

| | #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: | 190 | 92 | 87 | 40 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 418 |
| Percent : | 45% | 22% | 21% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 45% | 67% | 88% | 98% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| ADT = 209 | Average Speed 19.1 mph 50% Speed : 21.3 mph 67% Speed : 24.9 mph 85% Speed : 29.1 mph 10mph Pace: 20.1 - 30.0 (42.8%) | | | | | | | | | | | | | | | | |
| Grand Total #3: | 261 | 136 | 84 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 513 |
| Percent : | 51% | 27% | 16% | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 51% | 77% | 94% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| ADT = 256 | Average Speed 17.5 mph 50% Speed : 17.8 mph 67% Speed : 23.0 mph 85% Speed : 27.4 mph 10mph Pace: 20.1 - 30.0 (42.9%) | | | | | | | | | | | | | | | | |
| Comb. Total : | 451 | 228 | 171 | 71 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 931 |
| Percent : | 48% | 24% | 18% | 8% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 48% | 73% | 91% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 9 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| ADT = 465 | Average Speed 18.3 mph 50% Speed : 20.5 mph 67% Speed : 23.7 mph 85% Speed : 28.1 mph 10mph Pace: 19.9 - 29.8 (43.0%) | | | | | | | | | | | | | | | | |

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Del Monte Trail (Middle)

Station ID : Del Monte Trail (Middle)

Info Line 1 :
 Info Line 2 : Albuquerque
 GPS Lat/Lon :
 DB File : DM MID.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 - 06/06/2017 To: 23:59 - 06/07/2017

| 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 | |
| 06/06/17 | 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tue | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 06:00 | 3 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 07:00 | 4 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 08:00 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 09:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 10:00 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 11:00 | 3 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 12:00 | 2 | 5 | 4 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 13:00 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 14:00 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 15:00 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 16:00 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 17:00 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 18:00 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 19:00 | 4 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 20:00 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 21:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 22:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 23:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Daily Total : | | 46 | 42 | 35 | 11 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| Percent : | | 33% | 30% | 25% | 8% | 3% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 33% | 62% | 87% | 95% | 98% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

Average Speed 21.3 mph 50% Speed : 22.7 mph 67% Speed : 26.8 mph 85% Speed : 28.3 mph
 10mph Pace: 21.3 - 31.2 (54.6%)

| Date | Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | Total |
|----------------------|-------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-------|
| | | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | Other | |
| 06/07/17 | 00:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Wed | 01:00 | 1 | 0 | 0 | 1 | 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 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 06:00 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 07:00 | 4 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 08:00 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 09:00 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 10:00 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 11:00 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 12:00 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 13:00 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 14:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 15:00 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 16:00 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 17:00 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 18:00 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 19:00 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 20:00 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 21:00 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 22:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 23:00 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Daily Total : | | 47 | 42 | 30 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Percent : | | 34% | 31% | 22% | 12% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 34% | 65% | 87% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |

| | | | | | | | |
|---------------|----------|-------------|----------|-------------|---------------------|-------------|----------|
| Average Speed | 20.7 mph | 50% Speed : | 22.6 mph | 67% Speed : | 26.7 mph | 85% Speed : | 28.3 mph |
| | | | | 10mph Pace: | 21.3 - 31.2 (52.6%) | | |

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 - 06/06/2017 To: 23:59 - 06/07/2017

| 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 | |
| 06/06/17 | 00:00 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 04:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 05:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 06:00 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 07:00 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 08:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 09:00 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 10:00 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 11:00 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 12:00 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 13:00 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 14:00 | 2 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 15:00 | 1 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 16:00 | 3 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 17:00 | 6 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 18:00 | 4 | 3 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 19:00 | 2 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 20:00 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 21:00 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 22:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Daily Total : | | 48 | 46 | 49 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| Percent : | | 30% | 29% | 31% | 8% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Cum. Percent : | | 30% | 59% | 89% | 98% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |

Average Speed 21.4 mph 50% Speed : 23.1 mph 67% Speed : 26.8 mph 85% Speed : 28.6 mph
 10mph Pace: 21.1 - 31.0 (59.4%)

| 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 | | | |
| 06/07/17 | 00:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Wed | 01:00 | 1 | 0 | 0 | 1 | 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 | 0 | 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 | 0 | 2 |
| | 05:00 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 06:00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 07:00 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 08:00 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 09:00 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 10:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 11:00 | 2 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 12:00 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 13:00 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 14:00 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 15:00 | 9 | 5 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| | 16:00 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 17:00 | 5 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 18:00 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 19:00 | 4 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 20:00 | 3 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 21:00 | 7 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| | 22:00 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 23:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Daily Total : | | 58 | 49 | 50 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| Percent : | | 33% | 28% | 28% | 10% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 33% | 60% | 88% | 98% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |

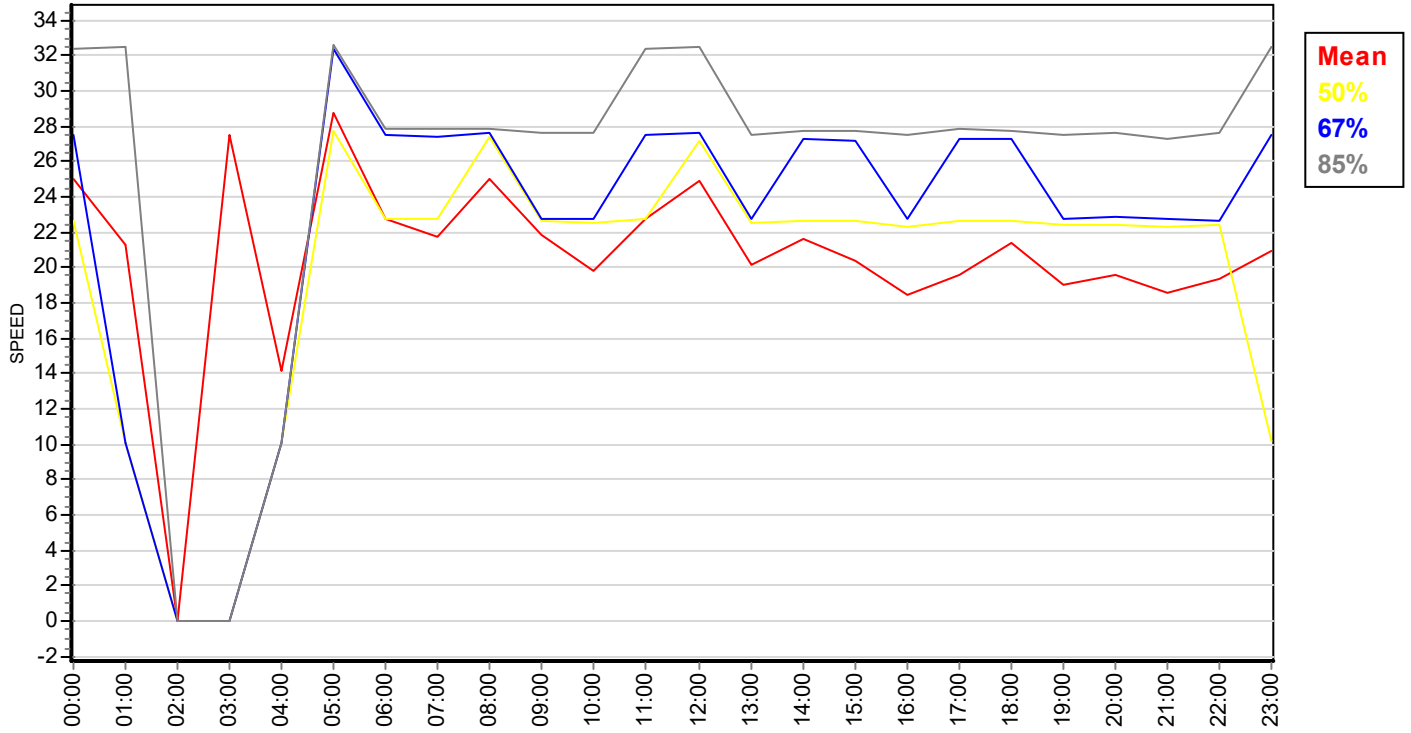
| | | | | | | | |
|---------------|----------|-------------|----------|-------------|---------------------|-------------|----------|
| Average Speed | 21.1 mph | 50% Speed : | 22.9 mph | 67% Speed : | 26.7 mph | 85% Speed : | 28.7 mph |
| | | | | 10mph Pace: | 21.0 - 30.9 (55.6%) | | |

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

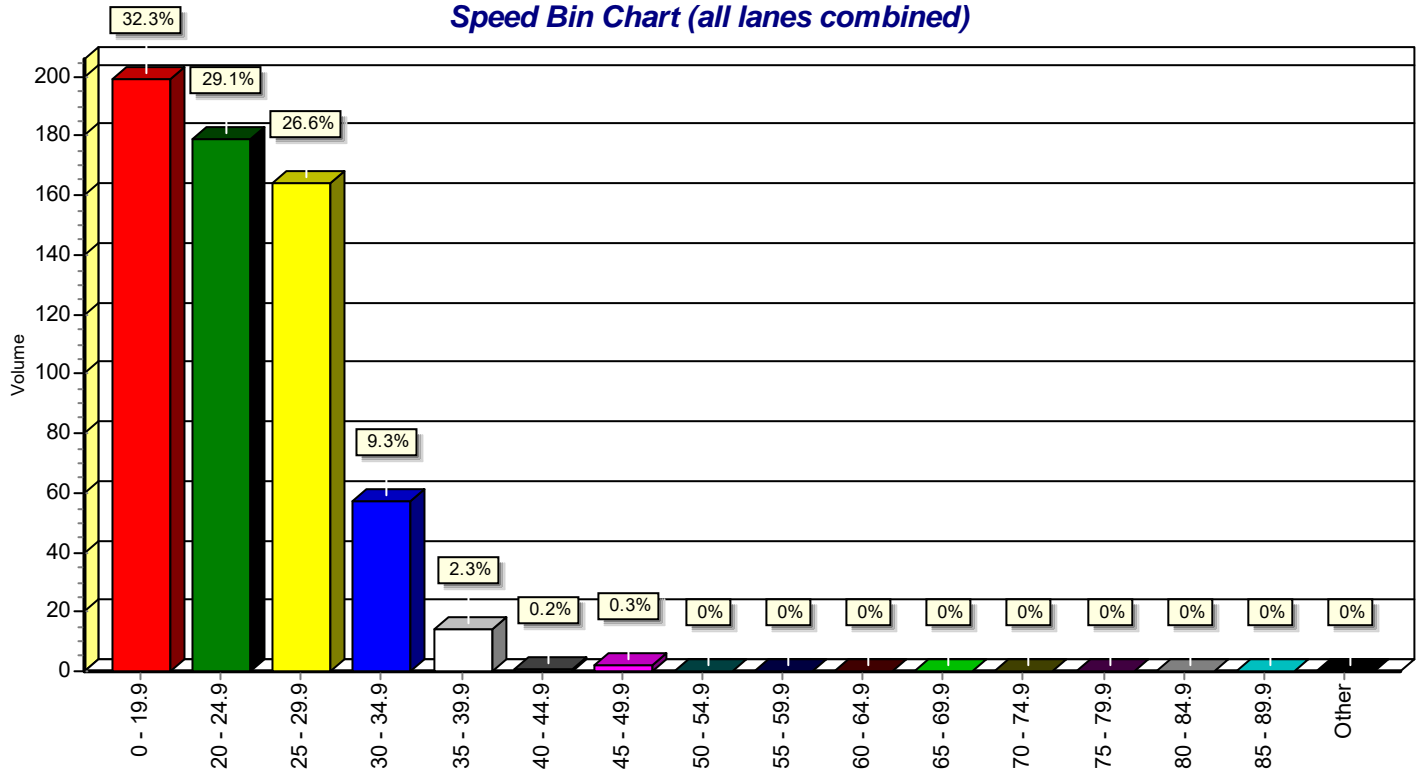
Special Speed Study Summary: Del Monte Trail (Middle)

| | #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 - | | |
| Description | 19.9 | 24.9 | 29.9 | 34.9 | 39.9 | 44.9 | 49.9 | 54.9 | 59.9 | 64.9 | 69.9 | 74.9 | 79.9 | 84.9 | 89.9 | Other | Total |
| Grand Total #1: | 93 | 84 | 65 | 27 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 |
| Percent : | 33% | 30% | 23% | 10% | 2% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 33% | 64% | 87% | 97% | 99% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| ADT = 139 | Average Speed 21.0 mph | | 50% Speed : 22.7 mph | | | | 67% Speed : 26.0 mph | | | | 85% Speed : 29.1 mph | | | | 10mph Pace: 20.1 - 30.0 (53.6%) | | |
| Grand Total #3: | 106 | 95 | 99 | 30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 338 |
| Percent : | 31% | 28% | 29% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 31% | 59% | 89% | 98% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| ADT = 169 | Average Speed 21.3 mph | | 50% Speed : 23.1 mph | | | | 67% Speed : 26.6 mph | | | | 85% Speed : 29.1 mph | | | | 10mph Pace: 20.1 - 30.0 (57.4%) | | |
| Comb. Total : | 199 | 179 | 164 | 57 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 616 |
| Percent : | 32% | 29% | 27% | 9% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 32% | 61% | 88% | 97% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| ADT = 308 | Average Speed 21.1 mph | | 50% Speed : 22.9 mph | | | | 67% Speed : 26.1 mph | | | | 85% Speed : 29.4 mph | | | | 10mph Pace: 20.1 - 30.0 (55.7%) | | |

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Del Monte Trail (south)

Station ID : Del Monte Trail (south)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DM SOUTH.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 - 06/06/2017 To: 23:59 - 06/07/2017

| 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 | |
| 06/06/17 | 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tue | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 06:00 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 07:00 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 08:00 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 09:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 10:00 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 11:00 | 3 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 12:00 | 5 | 0 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 13:00 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 14:00 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 15:00 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 16:00 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 17:00 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 18:00 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 19:00 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 20:00 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 21:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 22:00 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 23:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Daily Total : | | 34 | 27 | 30 | 15 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| Percent : | | 31% | 25% | 27% | 14% | 2% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 31% | 55% | 83% | 96% | 98% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |

Average Speed 22.0 mph 50% Speed : 23.0 mph 67% Speed : 27.3 mph 85% Speed : 32.1 mph
10mph Pace: 21.7 - 31.6 (51.8%)

| Date | Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | Total |
|----------------------|-------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-------|
| | | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | Other | |
| 06/07/17 | 00:00 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Wed | 01:00 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 05:00 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 06:00 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 07:00 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 08:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 09:00 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 10:00 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 11:00 | 3 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 12:00 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 13:00 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 14:00 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 15:00 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 16:00 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 17:00 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| | 18:00 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 19:00 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 20:00 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 21:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 22:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 23:00 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Daily Total : | | 35 | 29 | 32 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 110 |
| Percent : | | 32% | 26% | 29% | 9% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 32% | 58% | 87% | 96% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| | | | | | | | |
|---------------|----------|-------------|----------|-------------|---------------------|-------------|----------|
| Average Speed | 21.7 mph | 50% Speed : | 22.9 mph | 67% Speed : | 27.1 mph | 85% Speed : | 28.3 mph |
| | | | | 10mph Pace: | 21.6 - 31.5 (55.5%) | | |

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 - 06/06/2017 To: 23:59 - 06/07/2017

| 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 | |
| 06/06/17 | 00:00 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 04:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 05:00 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 06:00 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 07:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 08:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 09:00 | 4 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 10:00 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 11:00 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 12:00 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 13:00 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 14:00 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 15:00 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 16:00 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 17:00 | 1 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 18:00 | 2 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 19:00 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 20:00 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 21:00 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 22:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 23:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Daily Total : | | 37 | 34 | 39 | 18 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| Percent : | | 28% | 26% | 29% | 14% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Cum. Percent : | | 28% | 53% | 83% | 96% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |

| | | | |
|---------------------------------|----------------------|----------------------|----------------------|
| Average Speed 22.4 mph | 50% Speed : 23.3 mph | 67% Speed : 27.4 mph | 85% Speed : 32.1 mph |
| 10mph Pace: 21.5 - 31.4 (54.9%) | | | |

| Date | Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | Other | Total |
|----------------------|-------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|-------|-------|
| | | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | | | |
| 06/07/17 | 00:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Wed | 01:00 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 04:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 05:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 06:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 07:00 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 08:00 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 09:00 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 10:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 11:00 | 2 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 12:00 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 13:00 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 14:00 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 15:00 | 7 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| | 16:00 | 1 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 17:00 | 4 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| | 18:00 | 2 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 19:00 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 20:00 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 21:00 | 4 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 22:00 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 23:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Daily Total : | | 38 | 43 | 49 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 150 |
| Percent : | | 25% | 29% | 33% | 8% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | |
| Cum. Percent : | | 25% | 54% | 87% | 95% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 99% | 100% | | |
| Average : | | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |

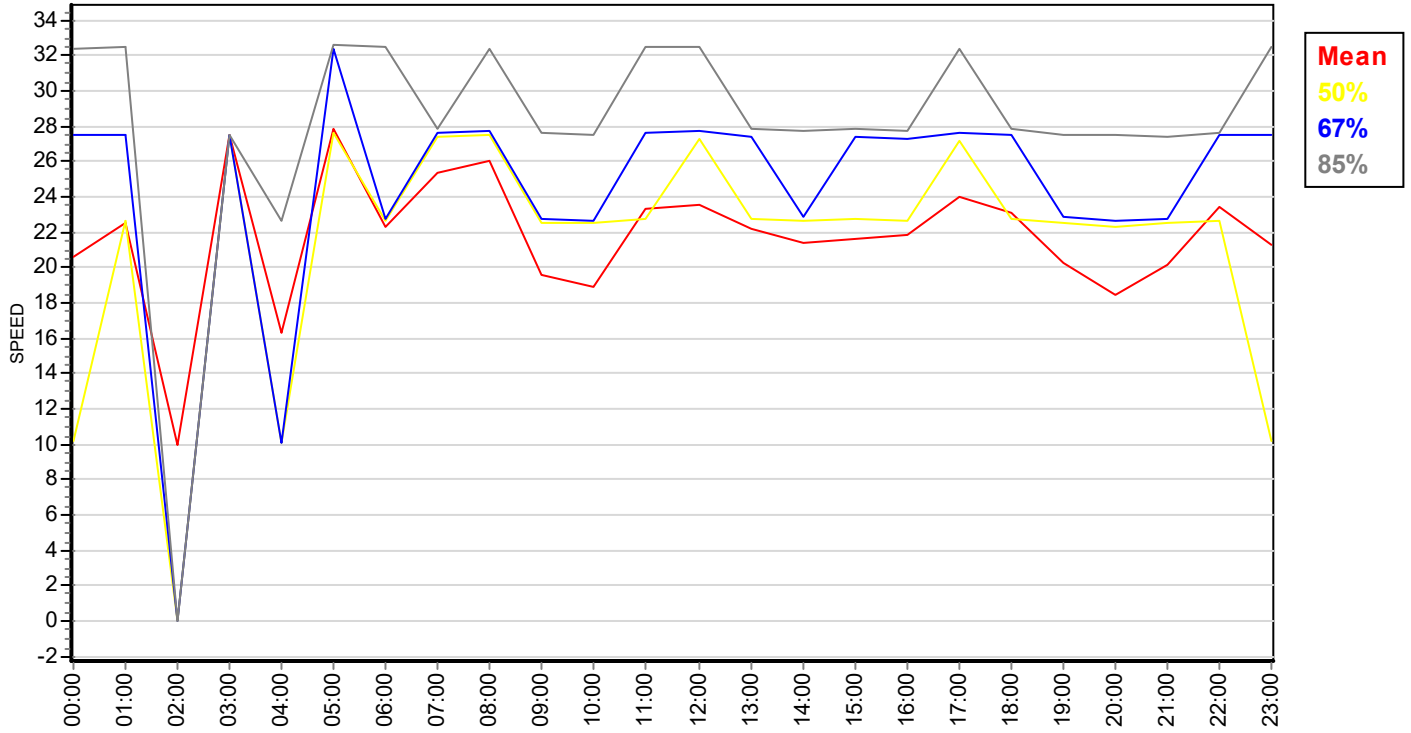
| | | | | | | | |
|---------------|----------|-------------|----------|-------------|---------------------|-------------|----------|
| Average Speed | 22.3 mph | 50% Speed : | 23.5 mph | 67% Speed : | 27.2 mph | 85% Speed : | 28.8 mph |
| | | | | 10mph Pace: | 21.2 - 31.1 (61.3%) | | |

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

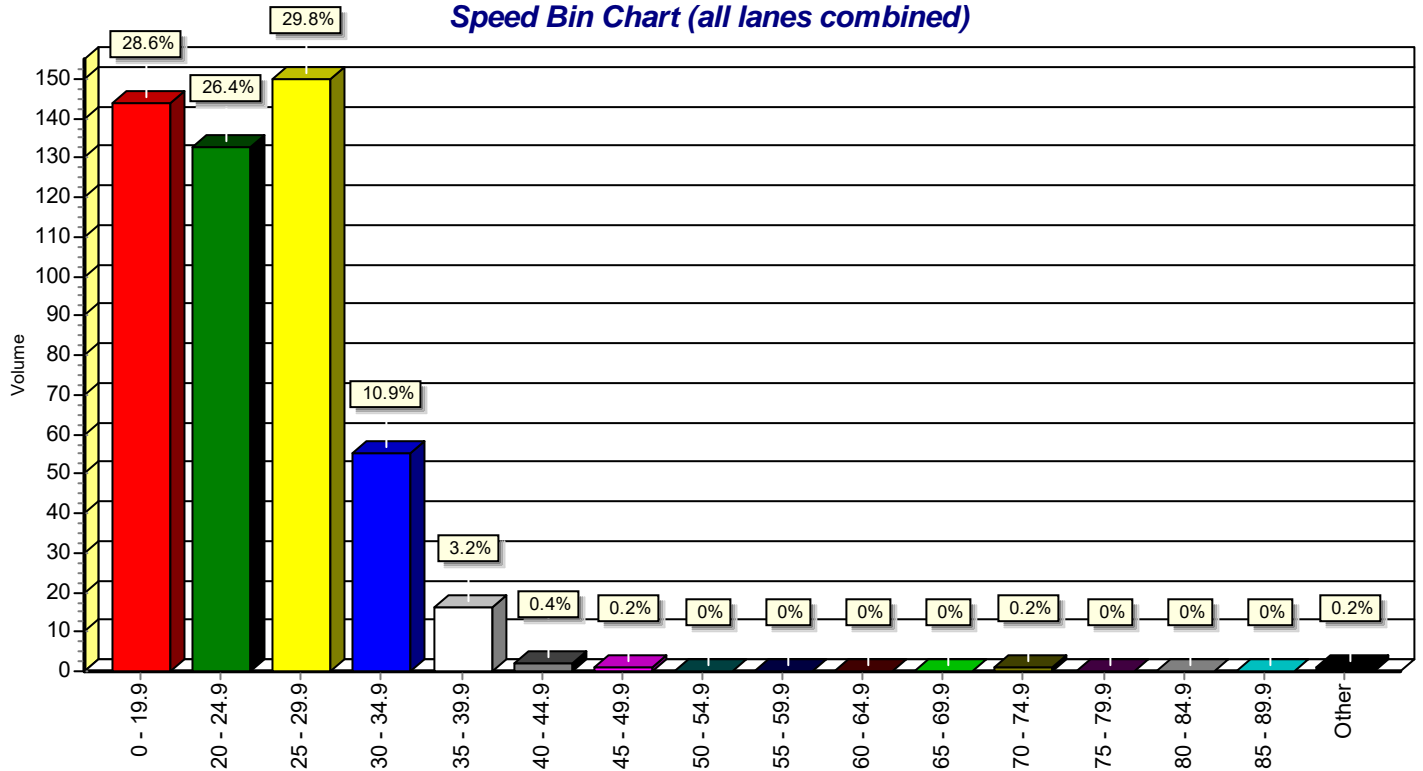
Special Speed Study Summary: Del Monte Trail (south)

| | #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: | 69 | 56 | 62 | 25 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 220 |
| Percent : | 31% | 25% | 28% | 11% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 31% | 57% | 85% | 96% | 99% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| ADT = 110 | Average Speed 21.9 mph 50% Speed : 23.4 mph 67% Speed : 27.0 mph 85% Speed : 29.5 mph 10mph Pace: 20.8 - 30.7 (53.6%) | | | | | | | | | | | | | | | | |
| Grand Total #3: | 75 | 77 | 88 | 30 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 283 |
| Percent : | 27% | 27% | 31% | 11% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 27% | 54% | 85% | 95% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| ADT = 141 | Average Speed 22.3 mph 50% Speed : 24.2 mph 67% Speed : 27.3 mph 85% Speed : 30.0 mph 10mph Pace: 20.1 - 30.0 (58.3%) | | | | | | | | | | | | | | | | |
| Comb. Total : | 144 | 133 | 150 | 55 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 503 |
| Percent : | 29% | 26% | 30% | 11% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 29% | 55% | 85% | 96% | 99% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 3 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| ADT = 251 | Average Speed 22.1 mph 50% Speed : 23.8 mph 67% Speed : 27.0 mph 85% Speed : 30.0 mph 10mph Pace: 20.1 - 30.0 (56.3%) | | | | | | | | | | | | | | | | |

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Del Monte Trail (north)

Station ID : Del Monte Trail (north)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DM NORTH.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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 196

| | | | | | | |
|------------|-------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 76 (38.8%) | Peak AM Hour : 06:30 = | 17 (8.7%) | Peak AM Factor : 0.531 | Average Period : | 2.0 |
| PM Total : | 120 (61.2%) | Peak PM Hour : 12:00 = | 19 (9.7%) | Peak PM Factor : 0.528 | Average Hour : | 8.2 |

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

Day Total : 222

| | | | | | | |
|------------|-------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 79 (35.6%) | Peak AM Hour : 10:45 = | 18 (8.1%) | Peak AM Factor : 0.750 | Average Period : | 2.3 |
| PM Total : | 143 (64.4%) | Peak PM Hour : 12:00 = | 31 (14.0%) | Peak PM Factor : 0.646 | Average Hour : | 9.3 |

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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 225

| | | | | | |
|------------|-------------|------------------------|------------|------------------------|----------------------|
| AM Total : | 58 (25.8%) | Peak AM Hour : 09:30 = | 19 (8.4%) | Peak AM Factor : 0.792 | Average Period : 2.3 |
| PM Total : | 167 (74.2%) | Peak PM Hour : 16:15 = | 29 (12.9%) | Peak PM Factor : 0.725 | Average Hour : 9.4 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 06/07/17 | 00:00 | 0 | 1 | 1 | 0 | 2 |
| Wed | 01:00 | 1 | 1 | 0 | 0 | 2 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 0 | 0 | 0 | 0 | 0 |
| | 04:00 | 0 | 1 | 1 | 0 | 2 |
| | 05:00 | 0 | 1 | 2 | 1 | 4 |
| | 06:00 | 0 | 0 | 0 | 2 | 2 |
| | 07:00 | 1 | 1 | 3 | 1 | 6 |
| | 08:00 | 2 | 1 | 0 | 2 | 5 |
| | 09:00 | 1 | 1 | 3 | 5 | 10 |
| | 10:00 | 6 | 4 | 2 | 2 | 14 |
| | 11:00 | 2 | 2 | 3 | 6 | 13 |
| | 12:00 | 5 | 3 | 13 | 18 | 39 |
| | 13:00 | 10 | 4 | 1 | 1 | 16 |
| | 14:00 | 5 | 6 | 7 | 2 | 20 |
| | 15:00 | 14 | 5 | 0 | 7 | 26 |
| | 16:00 | 4 | 4 | 2 | 5 | 15 |
| | 17:00 | 7 | 5 | 6 | 6 | 24 |
| | 18:00 | 3 | 3 | 6 | 3 | 15 |
| | 19:00 | 7 | 6 | 6 | 3 | 22 |
| | 20:00 | 2 | 12 | 5 | 4 | 23 |
| | 21:00 | 4 | 3 | 9 | 0 | 16 |
| | 22:00 | 2 | 1 | 6 | 0 | 9 |
| | 23:00 | 0 | 1 | 1 | 1 | 3 |

Day Total : 288

| | | | | | | |
|------------|-------------|------------------------|------------|------------------------|------------------|------|
| AM Total : | 60 (20.8%) | Peak AM Hour : 09:30 = | 18 (6.3%) | Peak AM Factor : 0.750 | Average Period : | 3.0 |
| PM Total : | 228 (79.2%) | Peak PM Hour : 12:30 = | 45 (15.6%) | Peak PM Factor : 0.625 | Average Hour : | 12.0 |

Basic Volume Summary: Del Monte Trail (north)

Grand Total For Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|------|-------------|-----------|-----|-------------|-----------|--------------------|--------------------|
| #1. | 418 (44.9%) | 2.00 | 209 | 2.2 | 8.7 | 155 (37.1%) | 263 (62.9%) |
| #3. | 513 (55.1%) | 2.00 | 257 | 2.7 | 10.7 | 118 (23.0%) | 395 (77.0%) |
| ALL | 931 | 2.00 | 466 | 4.9 | 19.4 | 273 (29.3%) | 658 (70.7%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|------|--------------|---------------|----------------|--------------|---------------|----------------|
| #1. | 10:45 = | 18 06/07/2017 | 0.750 | 12:00 = | 31 06/07/2017 | 0.646 |
| #3. | 09:30 = | 19 06/06/2017 | 0.792 | 12:30 = | 45 06/07/2017 | 0.625 |

Basic Volume Report: Del Monte Trail (Middle)

Station ID : Del Monte Trail (Middle)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DM MID.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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 142

| | | | | | | |
|------------|------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 55 (38.7%) | Peak AM Hour : 06:30 = | 13 (9.2%) | Peak AM Factor : 0.650 | Average Period : | 1.5 |
| PM Total : | 87 (61.3%) | Peak PM Hour : 12:00 = | 16 (11.3%) | Peak PM Factor : 0.500 | Average Hour : | 5.9 |

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

Day Total : 138

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 56 (40.6%) | Peak AM Hour : 06:45 = | 12 (8.7%) | Peak AM Factor : 0.600 | Average Period : | 1.4 |
| PM Total : | 82 (59.4%) | Peak PM Hour : 19:00 = | 12 (8.7%) | Peak PM Factor : 0.500 | Average Hour : | 5.8 |

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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 160

| | | | | | | |
|------------|-------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 45 (28.1%) | Peak AM Hour : 09:30 = | 14 (8.8%) | Peak AM Factor : 0.700 | Average Period : | 1.7 |
| PM Total : | 115 (71.9%) | Peak PM Hour : 16:30 = | 16 (10.0%) | Peak PM Factor : 0.667 | Average Hour : | 6.7 |

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

Day Total : 178

| | | | | | | |
|------------|-------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 41 (23.0%) | Peak AM Hour : 11:00 = | 9 (5.1%) | Peak AM Factor : 0.450 | Average Period : | 1.9 |
| PM Total : | 137 (77.0%) | Peak PM Hour : 15:00 = | 20 (11.2%) | Peak PM Factor : 0.500 | Average Hour : | 7.4 |

Basic Volume Summary: Del Monte Trail (Middle)

Grand Total For Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|------|-------------|-----------|-----|-------------|-----------|--------------------|--------------------|
| #1. | 280 (45.3%) | 2.00 | 140 | 1.5 | 5.8 | 111 (39.6%) | 169 (60.4%) |
| #3. | 338 (54.7%) | 2.00 | 169 | 1.8 | 7.0 | 86 (25.4%) | 252 (74.6%) |
| ALL | 618 | 2.00 | 309 | 3.3 | 12.8 | 197 (31.9%) | 421 (68.1%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|------|--------------|------------|----------------|--------------|------------|----------------|
| #1. | 06:30 = 13 | 06/06/2017 | 0.650 | 12:00 = 16 | 06/06/2017 | 0.500 |
| #3. | 09:30 = 14 | 06/06/2017 | 0.700 | 15:00 = 20 | 06/07/2017 | 0.500 |

Basic Volume Report: Del Monte Trail (south)

Station ID : Del Monte Trail (south)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DM SOUTH.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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 110

| | | | | | | |
|------------|------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 38 (34.5%) | Peak AM Hour : 11:00 = | 9 (8.2%) | Peak AM Factor : 0.562 | Average Period : | 1.1 |
| PM Total : | 72 (65.5%) | Peak PM Hour : 12:00 = | 12 (10.9%) | Peak PM Factor : 0.429 | Average Hour : | 4.6 |

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

Day Total : 110

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 43 (39.1%) | Peak AM Hour : 10:45 = | 10 (9.1%) | Peak AM Factor : 0.417 | Average Period : | 1.1 |
| PM Total : | 67 (60.9%) | Peak PM Hour : 16:15 = | 10 (9.1%) | Peak PM Factor : 0.500 | Average Hour : | 4.6 |

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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 133

| | | | | | | |
|------------|------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 37 (27.8%) | Peak AM Hour : 09:15 = | 10 (7.5%) | Peak AM Factor : 0.833 | Average Period : | 1.4 |
| PM Total : | 96 (72.2%) | Peak PM Hour : 19:30 = | 14 (10.5%) | Peak PM Factor : 0.583 | Average Hour : | 5.5 |

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

Day Total : 150

| | | | | | | |
|------------|-------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 37 (24.7%) | Peak AM Hour : 11:00 = | 10 (6.7%) | Peak AM Factor : 0.500 | Average Period : | 1.6 |
| PM Total : | 113 (75.3%) | Peak PM Hour : 15:00 = | 18 (12.0%) | Peak PM Factor : 0.500 | Average Hour : | 6.3 |

Basic Volume Summary: Del Monte Trail (south)

Grand Total For Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|------|-------------|-----------|-----|-------------|-----------|--------------------|--------------------|
| #1. | 220 (43.7%) | 2.00 | 110 | 1.1 | 4.6 | 81 (36.8%) | 139 (63.2%) |
| #3. | 283 (56.3%) | 2.00 | 142 | 1.5 | 5.9 | 74 (26.1%) | 209 (73.9%) |
| ALL | 503 | 2.00 | 252 | 2.6 | 10.5 | 155 (30.8%) | 348 (69.2%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|------|--------------|------------|----------------|--------------|------------|----------------|
| #1. | 10:45 = 10 | 06/07/2017 | 0.417 | 12:00 = 12 | 06/06/2017 | 0.429 |
| #3. | 09:15 = 10 | 06/06/2017 | 0.833 | 15:00 = 18 | 06/07/2017 | 0.500 |

Appendix B

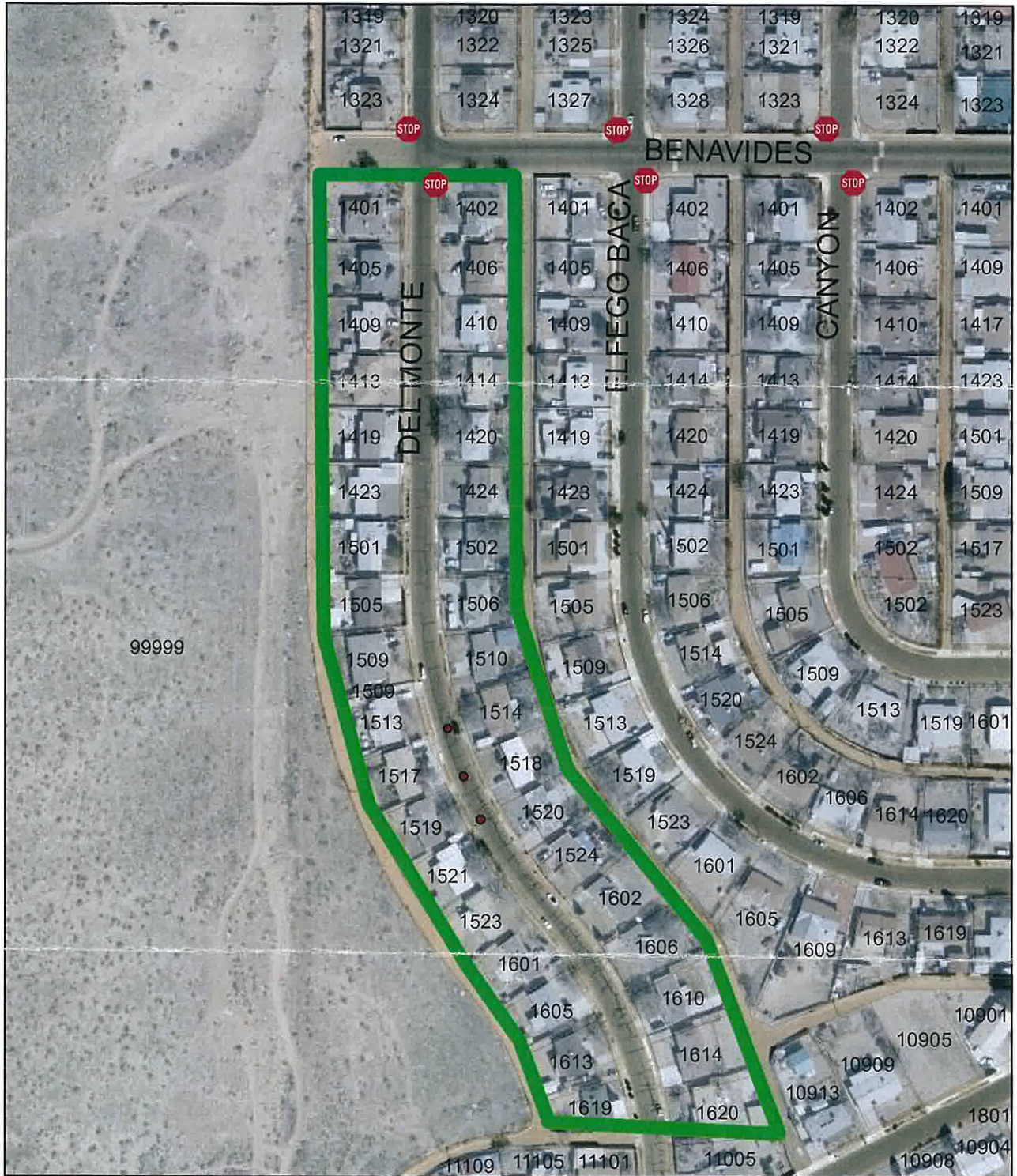


| | | | | | |
|--------------------|----------------------|------------|---------------------------|----------------------|----------------------|
| Agency Case Number | Crash Analysis | Crash Date | Crash Intersecting Street | Crash Primary Street | Contributing Factors |
| 140115956 | 01 - VEH PARKED IN P | 12/20/2014 | BENAVIDES RD SW | DEL MONTE TR SW | None |

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

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP

*** NEIGHBORHOOD TRAFFIC CALMING PETITION ***

Section I

Date: 11/4/16 <INSERT DATE OF NEIGHBORHOOD CONTACT>

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

Section II (ONLY ONE SIGNATURE PER ADDRESS)

| | | | | |
|--------------------|-----------------------|--|-----------------------------|--------------------|
| Diana Gomez | 1419 Del Monte Telsa | | | Diana Gomez |
| Reg Suarez | 1401 Del Monte Trl SW | | reg.juarez@gmail.com | Reg Suarez |
| Christopher Esguda | 1413 Del Monte Trl SW | | esgudachristopher@gmail.com | Christopher Esguda |
| Elisa N Salas | 1502 Del Monte Trl | | ElisaSalas718@gmail.com | Elisa N Salas |
| Mary R. Carroll | 1506 Del Monte Trl SW | | dr1506@comcast.net | Mary R. Carroll |
| Luendo Salazar | 1509 del monte Trl SW | | | Luendo Salazar |
| A Torres-Lemus | 1510 Del Monte Trl SW | | | A Torres-Lemus |
| Alex Baca | 1514 Del Monte Trl | | xlxbaca@comcast | Alex Baca |
| Liz Baca | 1514 Del Monte Trl SW | | | Liz Baca |
| Edwin Rodriguez | 1517 Del Monte Tr SW | | | Edwin Rodriguez |
| Erika Terango | 1519 Del Monte Trl SW | | | Erika Terango |
| Sylvia Jaeger | 1601 Del Monte Tr SW | | | Sylvia Jaeger |
| Maria M. Lucero | 1505 Del Monte Tr SW | | | Maria M. Lucero |
| Dale A. Trubitt | 1501 Del Monte SW | | | Dale A. Trubitt |
| Epie Sedillo | 1410 Del Monte Tr SW | | | Epie Sedillo |
| ALFREDO RAMIREZ | 1414 Del Monte SW | | | Alfredo Ramirez |
| Erick Ramirez | 1423 del monte Trl SW | | | Erick Ramirez |
| Tony Atamirvan | 1406 DEL MONTE TR SW | | | Tony Atamirvan |
| TERESA PEREZ | 1420 DEL MONTE TR SW | | | Teresa Perez |
| DAVID SCHULTZ | 1613 Del Monte Tr SW | | | David Schultz |

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

Speed Hump Study Request Petition
city of albuquerque

We the undersigned, representing ten households, request a traffic study on the street noted below. Depending on the outcome of the study, we may want to pursue the installation of speed humps on our street. However, our signatures on this form do not in any way commit us to support the future installation of speed humps.

| | |
|---|--|
| Contact Name and Date: <i>CHARLES VALERIO</i> | Daytime Phone: () <i>505-323-5205</i> |
| Address: <i>2701 MARY ELLEN NE</i> | Zip Code: <i>87112</i> |
| Neighborhood Name: <i>SNOW HIGHTS EDITION</i> | E-mail Address (Optional): <i>CHARLES@C.COM</i> |
| On which segment of roadway should the study be conducted (Example: 1st street between Roma and Lomas)? (Please note it may not be possible to conduct the study in the exact location requested.) <i>CLAIREMONT & LOS ARBOLES NE.</i> <i>87112</i> | |

Are there any particular days and times when you feel the study should be conducted?
between 2:00 P.M. & 7:00 P.M.

Please note all signatures must be from the same street.

| Signature (One per household) | Address: | Phone: () |
|-------------------------------|---------------------------|-----------------------|
| <i>[Signature]</i> | <i>2709 MARY ELLEN</i> | <i>(505) 310-0073</i> |
| <i>[Signature]</i> | <i>2705 MARY ELLEN</i> | <i>505-401-8722</i> |
| <i>[Signature]</i> | <i>2616 MARY ELLEN</i> | <i>505-250-3900</i> |
| <i>[Signature]</i> | <i>2704 MARY ELLEN</i> | <i>505-449-3454</i> |
| <i>[Signature]</i> | <i>2613 MARY ELLEN</i> | <i>505-292-9297</i> |
| <i>[Signature]</i> | <i>2605 MARY ELLEN</i> | <i>505-292-6801</i> |
| <i>[Signature]</i> | <i>2602 MARY ELLEN</i> | <i>505-934-4389</i> |
| <i>[Signature]</i> | <i>2510 MARY ELLEN</i> | <i>775-343-8968</i> |
| <i>[Signature]</i> | <i>2511 MARY ELLEN</i> | <i>505-239-9698</i> |
| <i>[Signature]</i> | <i>2701 MARY ELLEN NE</i> | <i>505-323-5205</i> |

Return Address:
 Attn: Traffic Engineering
 Speed Hump Request
 City of Albuquerque
 P.O. Box 1293
 Albuquerque, New Mexico 87103



Email Address: MTran@cabq.gov or pauljsanchez@cabq.gov

DMD TRAFFIC

NOV 15 AM 10:25

CAPITAL IMPLEMENTATION PROGRAM CITY OF ALBUQUERQUE

16 NOV 14 AM 10:25



Souder, Miller & Associates
Engineering • Environmental • Surveying