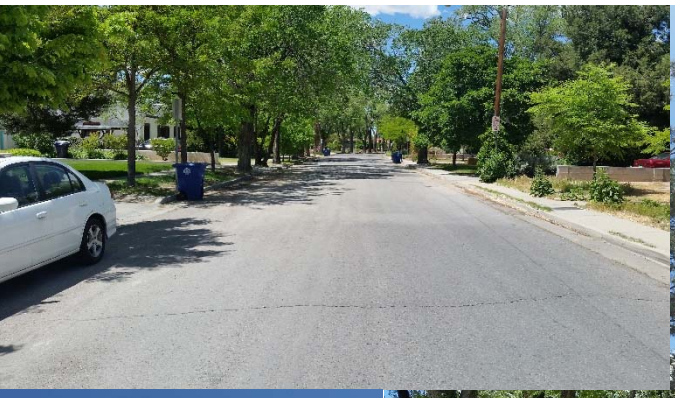
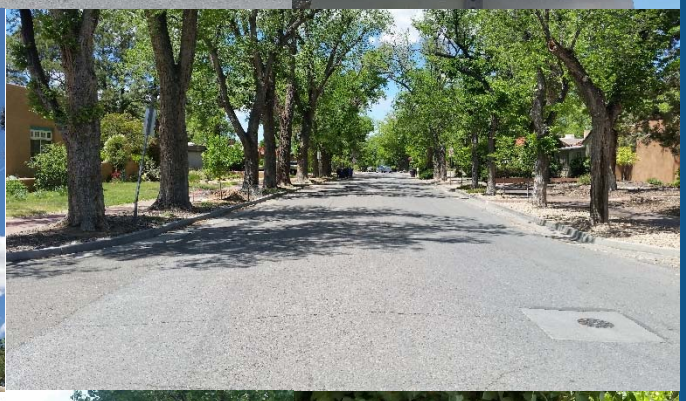
LAS LOMAS ROAD SPEED STUDY





Souder, Miller & Associates
Engineering • Environmental • Surveying
www.soudermiller.com

Las Lomas 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

June 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 10
4. U.S. LIMITS SPEED LIMITS PROGRAM 11
5. CONCLUSION 12
Appendices 13

List of Tables

Table 3.A.1. Las Lomas Road ADT 7
Table 3.B.1. Las Lomas Road Peak Hour Traffic Volumes (vph) 7
Table 3.C.1. Las Lomas Road Segment 1 Speed Study 8
Table 3.C.2. Las Lomas Road Segment 2 Speed Study 8
Table 3.C.3. Las Lomas Road Segment 3 Speed Study 8
Table 3.C.4. Las Lomas Road Segment 4 Speed Study 8
Table 3.C.5. Las Lomas Road Segment 5 Speed Study 9
Table 3.C.4. Las Lomas Road ADT ≥ 25 mph 9
Table 3.D.1. Las Lomas Road Crash Summary 10
Table 5.1. COA NMTP Traffic Calming Measures 12

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 LAS LOMAS ROAD TYPICAL SECTION FROM CEDAT STREET TO UNIVERSITY BLVD. 6
FIGURE 2.3. EXISTING LAS LOMAS ROAD TYPICAL SECTION FROM ENCINO PLACE TO CEDAT STREET 6

INTRODUCTION

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

1.A. PROJECT PURPOSE

A speed study on Las Lomas Road from University Boulevard to Encino Place was conducted to determine the following:

- Evaluate the 85th percentile speed along Las Lomas Road at five (5) locations;
- Calculate average and daily peak hour traffic volumes along Las Lomas 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 0.36 mile (1900.80 LF) section of Las Lomas Road from University Boulevard to Encino Place. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the study limits.

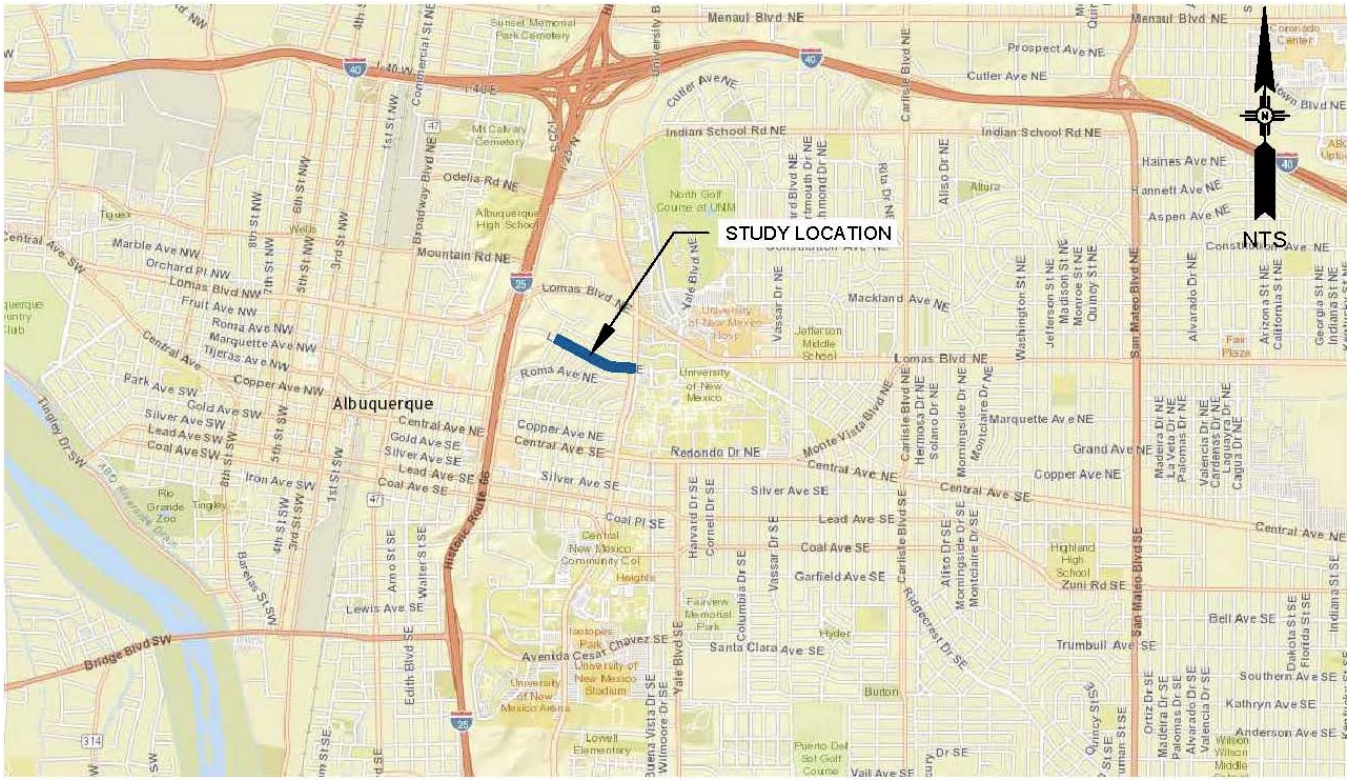


FIGURE 1.B.1.
STUDY LOCATION

FIGURE 1.B.2.
STUDY LIMITS

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1.C. BACKGROUND OF SPEED LIMITS

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

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

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

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

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

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

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

1.D. SETTING SPEED LIMITS

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

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

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

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

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

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

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

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

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

Formula for Geometric Mean:

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

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

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

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

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

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

2. EXISTING CONDITIONS

2.A. COUNT LOCATIONS

The study area included five (5) volume and speed count locations which were at the following locations:

- Segment 1 – Las Lomas Road from University Boulevard to Sycamore Street;
- Segment 2 – Las Lomas Road from Sycamore Street to Spruce Street;
- Segment 3 – Las Lomas Road from Spruce Street to Ridge Place;
- Segment 4 – Las Lomas Road from Ridge Place to Cedar Street;
- Segment 5 – Las Lomas Road from Cedar street to Encino Place.

Figure 2.1. on page 6 displays the segment locations.

2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of Las Lomas Road from Cedar Street to University Boulevard and Figure 2.3. on the same page displays the existing typical section of Las Lomas Road from Encino Place to Cedar Street. Within the study limits, there are 4 intersections and approximately 35 driveways that provide access to residential homes. Also to be noted, the speed limit within the study limits is 25 mph and Segment 5 between Cedar Street and Encino Place is a one-way westbound street.

FIGURE 2.1.
COUNT LOCATIONS

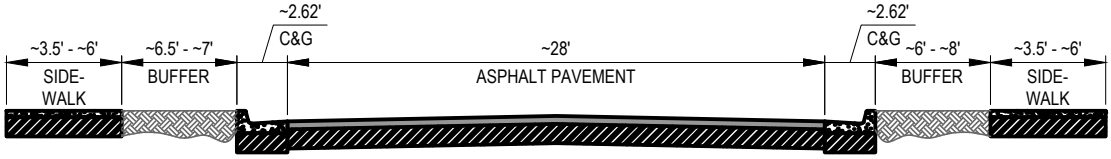

FIGURE 2.2.
EXISTING LAS LOMAS ROAD TYPICAL SECTION FROM CEDAR STREET TO UNIVERSITY BLVD.

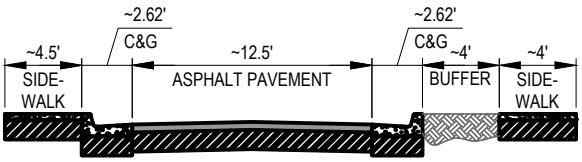

FIGURE 2.3.
EXISTING LAS LOMAS ROAD TYPICAL SECTION FROM ENCINO PLACE TO CEDAR STREET

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Drawing Name: P:\7-COA 2015 On-Call Traffic and NTMP (7424542)\Task #5.6 – Las Lomas NE (Encino Pl. to Univ. Blvd.)\COA 6254.10\Studies\CADD\Las Lomas Exhibits.dwg

3. DATA

3.A. ADT

The ADT for the five (5) count locations are listed below in Table 3.A.1.

Table 3.A.1.			
Las Lomas Road ADT			
Count Location	Westbound	Eastbound	ADT
Segment 1	841	430	1271
Segment 2	636	288	924
Segment 3	552	143	695
Segment 4	503	126	629
Segment 5	393	-	393
Average	585.0	246.8	782.4

The Las Lomas Road study area directional ADT ranges from 126 to 841 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

The peak hour traffic volumes for the five (5) count locations are shown below from Table 3.B.1.

Table 3.B.1.			
Las Lomas Road Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Westbound (Peak Hour)	Eastbound (Peak Hour)
Segment 1	AM Peak	64 (8:45 AM - 9:45 AM)	45 (9:15 AM - 10:15 AM)
	PM Peak	100 (4:15 PM - 5:15 PM)	42 (2:30 PM - 34:30 PM)
Segment 2	AM Peak	54 (8:45 AM - 9:45 AM)	34 (9:15 AM - 10:15 AM)
	PM Peak	78 (4:15 PM - 5:15 PM)	33 (3:30 PM - 4:30 PM)
Segment 3	AM Peak	52 (8:45 AM - 9:45 AM)	21 (9:00 AM - 10:00 AM)
	PM Peak	59 (4:30 PM - 5:30 PM)	16 (5:30 PM - 6:30 PM)
Segment 4	AM Peak	50 (8:45 AM - 9:45 AM)	17 (9:00 AM - 10:00 AM)
	PM Peak	54 (5:00 PM - 6:00 PM)	14 (4:15 AM - 5:15 AM)
Segment 5	AM Peak	44 (7:30 AM - 8:30 AM)	-
	PM Peak	44 (12:45 PM - 1:45 PM)	-

The Las Lomas Road study area peak hour traffic volumes range from 14 to 100 vehicles per hour.

3.C. SPEED STUDY RESULTS

The results of the speed study are displayed below from Table 3.C.1. to Table 3.C.5.

Table 3.C.1.			
Segment 1 Speed Study			
Speed	Westbound	Eastbound	Total
Average	17.8	15.9	17.1
10 mph Pace	19.9 - 29.8 (54.3%)	15.0 - 24.9 (44.8%)	15.0 - 24.9 (51.8%)
50th Percentile	20.8	16.0	20.3
67th Percentile	22.7	21.5	22.4
85th Percentile	24.8	23.9	24.5

Table 3.C.2.			
Segment 2 Speed Study			
Speed	Westbound	Eastbound	Total
Average	20.2	17.6	19.4
10 mph Pace	19.9 - 29.8 (65.9%)	20.1 - 30.0 (54.2%)	19.9 - 19.8 (62.3%)
50th Percentile	22.2	20.8	21.8
67th Percentile	24.0	22.7	23.6
85th Percentile	27.3	24.7	26.7

Table 3.C.3.			
Segment 3 Speed Study			
Speed	Westbound	Eastbound	Total
Average	15.2	11.2	14.4
10 mph Pace	15.0 - 24.9 (49.5%)	8.3 - 18.2 (56.3%)	15.0 - 24.9 (45.5%)
50th Percentile	16.3	10.7	14.7
67th Percentile	21.0	13.7	19.8
85th Percentile	23.5	16.9	23.0

Table 3.C.4.			
Segment 4 Speed Study			
Speed	Westbound	Eastbound	Total
Average	19.2	15.5	16.8
10 mph Pace	19.9 - 29.8 (60.5%)	6.0 - 15.9 (58.1%)	19.9 - 29.8 (57.0%)
50th Percentile	21.7	12.9	21.3
67th Percentile	23.5	21.3	23.2
85th Percentile	27.0	23.7	26.3

Table 3.C.5.			
Segment 5 Speed Study			
Speed	Westbound	Eastbound	Total
Average	13.6	-	13.6
10 mph Pace	7.6 - 17.5 (41.0%)	-	7.6 - 17.5 (41.0%)
50th Percentile	13.5	-	13.5
67th Percentile	17.6	-	17.6
85th Percentile	22.7	-	22.7

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

Before a posted speed limit can be adjusted, an analysis 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 Las Lomas Road, the posted speed limit is 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.6 displays that 13 percent of the total ADT of the five count locations recorded speeds greater than the posted speed limit of 25 mph.

Table 3.C.6.							
Las Lomas Road ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Segment 1	615.5	48%	508.5	40%	146.5	12%	1270.5
Segment 2	317.5	34%	414.5	45%	191.5	21%	923.5
Segment 3	469.5	68%	201	29%	24.5	4%	695
Segment 4	245	40%	253.5	42%	112	18%	610.5
Segment 5	283	72%	97	25%	13	3%	393
Average	386.1	50%	294.9	38%	97.5	13%	778.5

3.D. CRASH DATA

Crash data was requested from the Mid-Region Council of Governments. The crash data requested showed there were 11 recorded crashes within the study area from 2013 to 2015.

Table 3.D.1.
Las Lomas Road Crash Summary

Year	Location	Cause of Crash	Crash Analysis	Crash Severity	Crash Correct with Traffic Calming?
2013	Encino Place	Driverless Vehicle	Vehicle Parked in Proper Location	Property Damage Only Crash	No
2013	Las Lomas Road / University Boulevard	Driver Inattention (Includes Cell Phone)	Non-Intersection - From Same Direction/Rear End Collision	Non-Fatal Crash (Injury)	No
2014	University Boulevard / Las Lomas Road	Following Too Close	Non-Intersection - From Same Direction/Rear End Collision	Property Damage Only Crash	Yes
2014	University Boulevard / Las Lomas Road	-	-	Property Damage Only Crash	-
2014	1409 Las Lomas Road	-	-	Property Damage Only Crash	-
2015	Las Lomas Road	Following Too Close	-	Property Damage Only Crash	Yes
2015	University Boulevard / Las Lomas Road	Entering Driveway Access	Other Vehicle - One Right Turn/Entering At Angle	Property Damage Only Crash	No
2015	University Boulevard / Las Lomas Road	Driver Inattention (Includes Cell Phone)	Other Vehicle - From Opposite Direction	Non-Fatal Crash (Injury)	No
2015	University Boulevard / Las Lomas Road	Failure to Yield (inlcuded FTY for Police or Emergency Vehicle)	Other Vehicle - One Left Turn/Entering At Angle	Non-Fatal Crash (Injury)	No
2015	University Boulevard / Las Lomas Road	Driver Inattention (Includes Cell Phone)	Pedestrian Collision - Vehicle Turning Left	Non-Fatal Crash (Injury)	No
2015	Las Lomas Road / University Boulevard	Backing from Driveway Access	Other Vehicle - From Same Direction/Rear End Collision	Non-Fatal Crash (Injury)	No

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

5. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that only 13% of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is not exceeding the posted speed limit by 5 mph or more at the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque's Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

Figure 5.1.
COA NMTP Traffic Calming Measures

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

Based on the data collected, Las Lomas Road meets only 1 of the 4 warrants and therefore DOES NOT meet the minimum COA NTMP traffic calming measures threshold.

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: Los Lomas Road Speed Study

Analyst: Thaddeus Yazzie

Date: 05-03-2017

Basic Project Information
Project Number: 6254.10
Route Name: Los Lomas Road
From: University Boulevard
To: Cedar Street
State: New Mexico
County: Bernalillo County
City: Albuquerque city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: .31 mile(s)
Statutory Speed Limit: 25 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 31
Number of Signals: 0

Crash Data Information
Crash Data Years: 3.00
Crash AADT: 880 veh/day
Total Number of Crashes: 10
Total Number of Injury Crashes: 5
Section Crash Rate: 3348 per 100 MVM
Section Injury Crash Rate: 1674 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: 20 mph
AADT: 880 veh/day
On Street Parking and Usage: High
Pedestrian / Bicyclist Activity: High

Project Description: Los Lomas Road Speed Study from University Boulevard to Cedar Street.

Recommended Speed Limit:

Note: The section crash rate of 3348 per 100 MVM is above the critical rate (1195). The injury crash rate for the section of 1674 per 100 MVM is above the critical rate (621). 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: Las Lomas (seg 1)

Station ID : Las Lomas (seg 1)

Info Line 1 : Between University & Sycamore
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : LL 1.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.		Westbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	1	2	0	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
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	18	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	41
	08:00	25	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	53
	09:00	26	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	60
	10:00	23	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	11:00	20	29	9	0	0	0	0	0	0	0	0	0	0	0	0	0	58
	12:00	34	32	6	2	0	0	0	0	0	0	0	0	0	0	0	0	74
	13:00	24	29	8	0	0	0	0	0	0	0	0	0	0	0	0	0	61
	14:00	22	17	14	0	0	0	0	0	0	0	0	0	0	0	0	0	53
	15:00	29	40	10	3	0	0	0	0	0	0	0	0	0	0	0	0	82
	16:00	26	51	14	4	1	0	0	0	0	0	0	0	0	0	0	0	96
	17:00	26	35	12	2	0	0	0	0	0	0	0	0	0	0	0	0	75
	18:00	20	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	47
	19:00	10	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	20:00	9	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	21:00	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	22:00	6	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	12
	23:00	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		329	378	101	14	2	0	0	0	0	0	0	0	0	0	0	0	824
Percent :		40%	46%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		40%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		14	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	35

Average Speed 18.3 mph 50% Speed : 21.3 mph 67% Speed : 23.0 mph 85% Speed : 24.9 mph
10mph Pace: 19.9 - 29.8 (58.3%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	07:00	20	19	8	1	0	0	0	0	0	0	0	0	0	0	0	0	48
	08:00	31	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	64
	09:00	17	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	47
	10:00	28	16	7	1	1	0	0	0	0	0	0	0	0	0	0	0	53
	11:00	24	28	8	1	2	0	0	0	0	0	0	0	0	0	0	0	63
	12:00	32	25	8	1	0	0	0	0	0	0	0	0	0	0	0	0	66
	13:00	40	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	71
	14:00	27	25	7	0	0	0	0	0	0	0	0	0	1	0	0	0	60
	15:00	28	25	7	3	1	0	0	0	0	0	0	0	0	0	0	0	64
	16:00	43	32	9	2	0	0	0	0	0	0	0	0	0	0	0	0	86
	17:00	39	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	80
	18:00	24	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	44
	19:00	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	20:00	13	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32
	21:00	11	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	22:00	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		408	342	89	13	4	0	0	0	0	0	0	0	1	0	0	0	857
Percent :		48%	40%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		48%	88%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		17	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	36

Average Speed 17.3 mph 50% Speed : 20.4 mph 67% Speed : 22.5 mph 85% Speed : 24.7 mph
10mph Pace: 19.9 - 29.8 (50.4%)

Lane #3 Configuration

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

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

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	08:00	20	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	09:00	28	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	10:00	22	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	11:00	24	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	12:00	22	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	13:00	15	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	22	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	16:00	18	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	17:00	21	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40
	18:00	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	19:00	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		254	145	28	2	0	0	0	0	0	0	0	0	0	0	0	0	429
Percent :		59%	34%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		59%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18

Average Speed 15.5 mph 50% Speed : 15.5 mph 67% Speed : 21.3 mph 85% Speed : 23.7 mph
10mph Pace: 15.0 - 24.9 (45.0%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	11	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	08:00	16	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	09:00	22	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	35
	10:00	15	6	1	0	0	0	0	0	0	0	0	1	0	0	0	0	23
	11:00	17	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36
	12:00	14	14	4	1	0	0	0	0	0	0	1	0	0	0	0	0	34
	13:00	18	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	14:00	22	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37
	15:00	17	12	6	1	0	0	0	0	0	1	0	0	0	0	0	0	37
	16:00	13	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	17:00	21	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	32
	18:00	15	12	2	0	0	1	0	0	0	0	0	0	0	0	0	0	30
	19:00	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	20:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		240	152	30	5	0	1	0	0	0	1	1	1	0	0	0	0	431
Percent :		56%	35%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	91%	98%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	
Average :		10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed 16.3 mph 50% Speed : 16.0 mph 67% Speed : 21.7 mph 85% Speed : 24.1 mph
10mph Pace: 15.0 - 24.9 (44.8%)

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

Special Speed Study Summary: Las Lomas (seg 1)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	737	720	190	27	6	0	0	0	0	0	0	0	1	0	0	0	1681
Percent :	44%	43%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	44%	87%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	15	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	35

ADT = 840

Average Speed 17.8 mph 50% Speed : 20.8 mph 67% Speed : 22.7 mph 85% Speed : 24.8 mph
10mph Pace: 19.9 - 29.8 (54.3%)

Grand Total #3:	494	297	58	7	0	1	0	0	0	1	1	1	0	0	0	0	860
Percent :	57%	35%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	57%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17

ADT = 430

Average Speed 15.9 mph 50% Speed : 16.0 mph 67% Speed : 21.5 mph 85% Speed : 23.9 mph
10mph Pace: 15.0 - 24.9 (44.8%)

Comb. Total :	1231	1017	248	34	6	1	0	0	0	1	1	1	1	0	0	0	2541
Percent :	48%	40%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	48%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	26	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	53

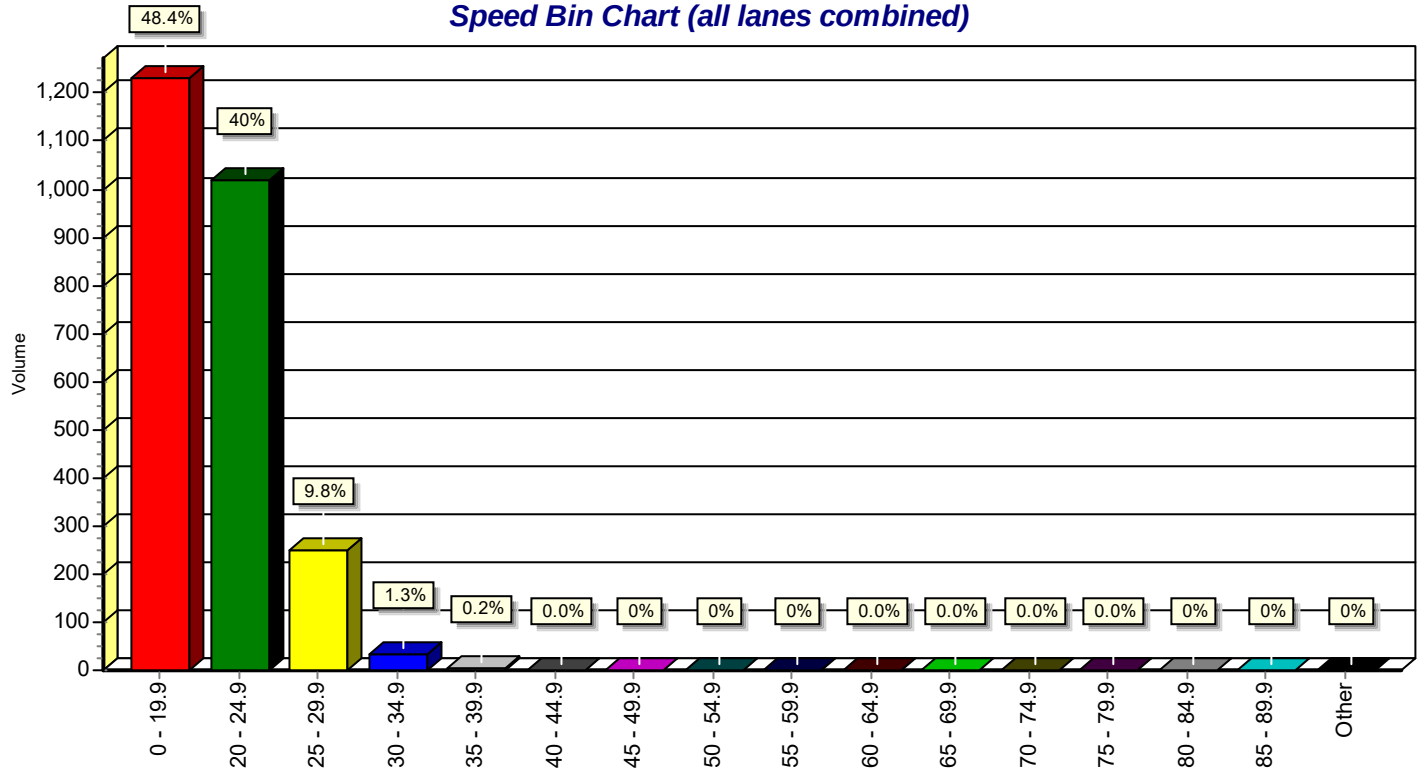
ADT = 1270

Average Speed 17.1 mph 50% Speed : 20.3 mph 67% Speed : 22.4 mph 85% Speed : 24.5 mph
10mph Pace: 15.0 - 24.9 (51.8%)

Las Lomas (seg 1) Charts For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Speed Percent vs. Time (all lanes)

Speed Bin Chart (all lanes combined)



Special Speed Study Report: Las Lomas (seg 2)

Station ID : Las Lomas (seg 2)
Info Line 1 : Between Sycamore and Spruce
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : LL2 1WB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number :
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	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
	06:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	11	11	10	2	0	0	0	0	0	0	0	0	0	0	0	0	34
	08:00	13	28	7	3	0	0	0	0	0	0	0	0	0	0	0	0	51
	09:00	12	24	12	1	0	0	0	0	0	0	0	0	0	0	0	0	49
	10:00	8	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	11:00	19	18	11	2	0	0	1	0	0	0	0	0	0	0	0	0	51
	12:00	25	22	8	2	2	0	0	0	0	0	0	0	0	0	0	0	59
	13:00	14	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	47
	14:00	13	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	42
	15:00	13	29	18	0	0	0	0	0	0	0	0	0	0	0	0	0	60
	16:00	24	28	14	2	0	0	0	0	0	0	0	0	0	0	0	0	68
	17:00	12	19	9	2	0	0	0	0	0	0	0	0	0	0	0	0	42
	18:00	10	17	4	1	1	0	0	0	0	0	0	0	0	0	0	1	34
	19:00	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	20:00	7	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	21:00	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		192	283	126	18	3	0	1	0	0	0	0	0	0	0	0	1	624
Percent :		31%	45%	20%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		31%	76%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	26

Average Speed 20.0 mph 50% Speed : 22.2 mph 67% Speed : 23.9 mph 85% Speed : 27.3 mph
10mph Pace: 20.1 - 30.0 (65.5%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	10	18	10	1	1	0	0	0	0	0	0	0	0	0	0	0	40
	08:00	18	22	14	0	0	0	0	0	0	0	0	0	0	0	0	0	54
	09:00	13	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	39
	10:00	18	16	6	0	1	1	0	0	0	0	0	0	0	0	0	0	42
	11:00	12	28	8	4	1	0	0	0	0	0	0	0	0	0	0	0	53
	12:00	16	20	9	1	0	0	0	0	0	0	0	0	0	0	0	0	46
	13:00	8	28	9	4	0	0	0	0	0	0	0	0	0	0	0	0	49
	14:00	14	23	11	0	0	0	0	0	0	0	0	0	0	0	0	0	48
	15:00	15	23	6	1	1	0	0	0	0	0	0	0	0	0	0	0	46
	16:00	20	35	14	2	0	0	0	0	0	0	0	0	0	0	0	0	71
	17:00	18	23	14	4	0	0	0	0	0	0	0	0	0	0	0	0	59
	18:00	9	9	10	2	1	0	0	0	0	0	0	0	0	0	0	0	31
	19:00	7	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	5	13	2	1	1	0	0	0	0	0	0	0	0	0	0	0	22
	21:00	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		188	300	128	23	7	1	0	0	0	0	0	0	0	0	0	0	647
Percent :		29%	46%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		29%	75%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	27

Average Speed 20.4 mph 50% Speed : 22.3 mph 67% Speed : 24.0 mph 85% Speed : 27.4 mph
10mph Pace: 20.1 - 30.0 (66.2%)

Lane #3 Configuration

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

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

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	08:00	11	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	09:00	17	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	14	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	11:00	14	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	12:00	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	13:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	14:00	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	15:00	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	16:00	11	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	17:00	15	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	18:00	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		142	118	26	3	0	0	0	0	0	0	0	0	0	0	0	0	289
Percent :		49%	41%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		49%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12

Average Speed 16.9 mph 50% Speed : 20.2 mph 67% Speed : 22.3 mph 85% Speed : 24.0 mph
10mph Pace: 20.1 - 30.0 (49.8%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	3	9	4	0	0	0	0	0	0	0	0	0	0	0	0	1	17
	09:00	10	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	10:00	9	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	11:00	9	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	12:00	12	6	7	2	1	0	0	0	0	0	0	0	0	0	0	0	28
	13:00	8	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	14:00	7	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	15:00	11	11	5	0	0	1	0	0	0	0	0	0	0	0	0	0	28
	16:00	13	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	17:00	5	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	18:00	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	7	3	1	0	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	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	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
Daily Total :		113	128	40	3	1	1	0	0	0	0	0	0	0	0	0	1	287
Percent :		39%	45%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		39%	84%	98%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12

Average Speed 18.4 mph 50% Speed : 21.5 mph 67% Speed : 23.0 mph 85% Speed : 26.4 mph
10mph Pace: 20.1 - 30.0 (58.5%)

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

Special Speed Study Summary: Las Lomas (seg 2)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	380	583	254	41	10	1	1	0	0	0	0	0	0	0	0	1	1271
Percent :	30%	46%	20%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	30%	76%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	26

ADT = 635

Average Speed 20.2 mph 50% Speed : 22.2 mph 67% Speed : 24.0 mph 85% Speed : 27.3 mph
10mph Pace: 19.9 - 29.8 (65.9%)

Grand Total #3:	255	246	66	6	1	1	0	0	0	0	0	0	0	0	0	1	576
Percent :	44%	43%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	44%	87%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11

ADT = 288

Average Speed 17.6 mph 50% Speed : 20.8 mph 67% Speed : 22.7 mph 85% Speed : 24.7 mph
10mph Pace: 20.1 - 30.0 (54.2%)

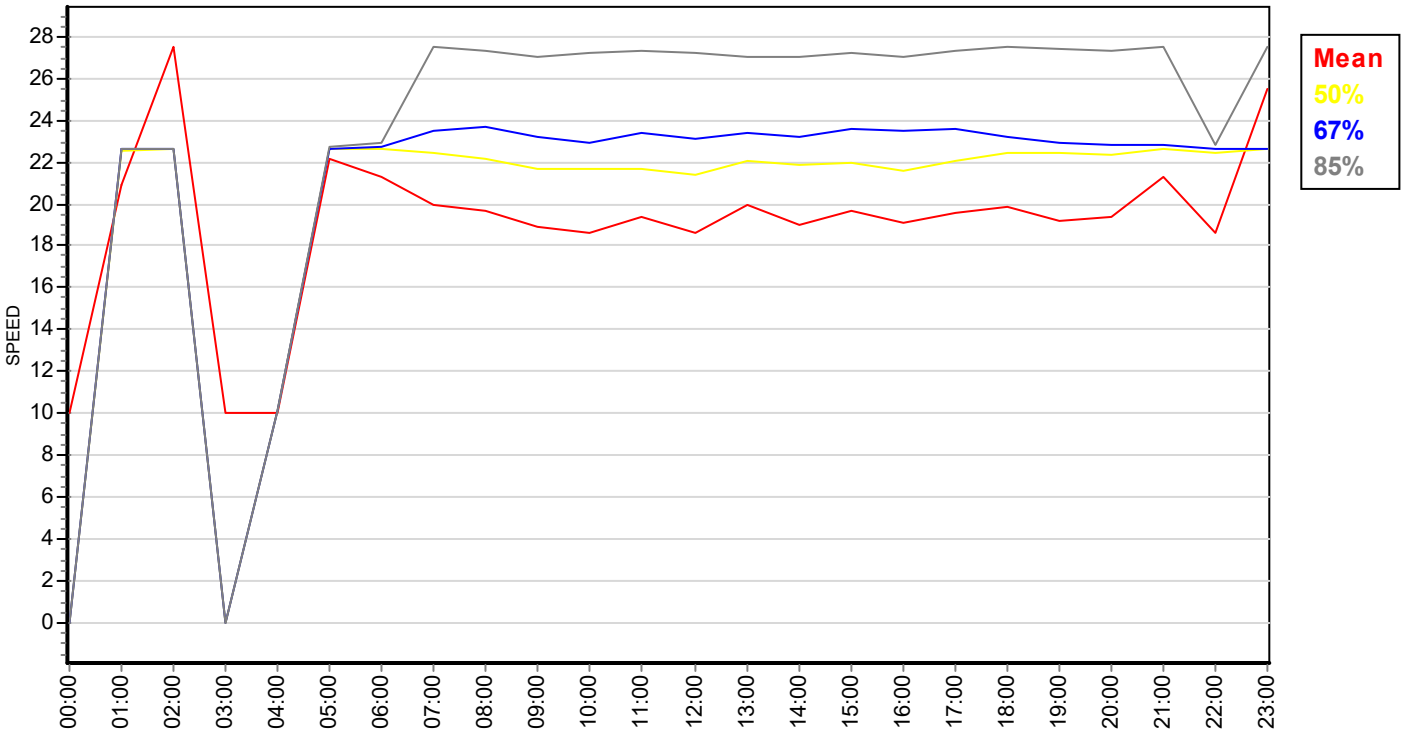
Comb. Total :	635	829	320	47	11	2	1	0	0	0	0	0	0	0	0	2	1847
Percent :	34%	45%	17%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	34%	79%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	13	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	38

ADT = 923

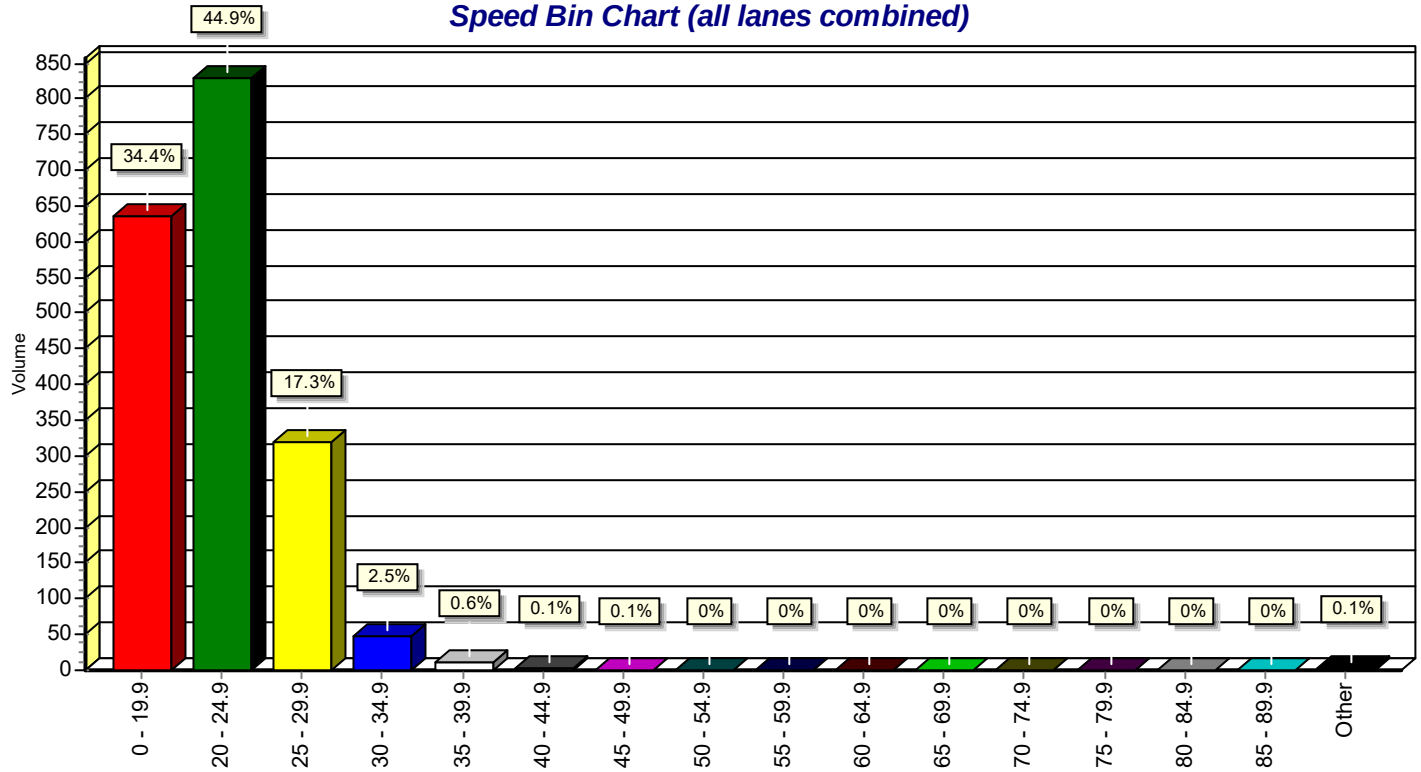
Average Speed 19.4 mph 50% Speed : 21.8 mph 67% Speed : 23.6 mph 85% Speed : 26.7 mph
10mph Pace: 19.9 - 29.8 (62.3%)

Las Lomas (seg 2) Charts For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Las Lomas (seg 3)

Station ID : Las Lomas (seg 3)
Info Line 1 : Between Spruce and Ridge
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : LL 3 1WB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24090
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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	08:00	25	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
	09:00	27	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	46
	10:00	18	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	11:00	28	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43
	12:00	40	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	53
	13:00	34	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
	14:00	23	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	36
	15:00	26	21	2	0	0	0	0	0	0	0	0	0	0	1	0	0	50
	16:00	37	13	1	1	0	0	0	1	0	0	0	0	0	0	0	0	53
	17:00	20	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
	18:00	17	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	19:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	20:00	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	21:00	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		330	190	12	3	1	0	0	1	0	0	0	0	0	1	0	1	539
Percent :		61%	35%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		61%	96%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23

Average Speed 15.2 mph 50% Speed : 16.2 mph 67% Speed : 21.1 mph 85% Speed : 23.2 mph
10mph Pace: 15.0 - 24.9 (50.3%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
	07:00	19	17	3	0	0	0	0	0	0	0	0	0	1	0	0	0	40
	08:00	37	13	1	0	0	0	0	0	0	0	0	0	0	1	0	0	52
	09:00	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	26	8	3	0	0	0	0	0	0	0	0	0	0	0	0	1	38
	11:00	24	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42
	12:00	22	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38
	13:00	26	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	52
	14:00	27	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
	15:00	31	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	46
	16:00	28	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44
	17:00	37	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	58
	18:00	13	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	19:00	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	20:00	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	21:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		343	194	22	2	0	0	0	0	0	0	0	0	1	1	0	2	565
Percent :		61%	34%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		61%	95%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	
Average :		14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23

Average Speed 15.2 mph 50% Speed : 16.2 mph 67% Speed : 21.2 mph 85% Speed : 23.4 mph
10mph Pace: 15.0 - 24.9 (48.7%)

Lane #3 Configuration

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

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

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	08:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	10:00	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	19:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	2	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		135	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
Percent :		95%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed 10.6 mph 50% Speed : 10.3 mph 67% Speed : 11.7 mph 85% Speed : 13.3 mph
10mph Pace: 5.8 - 15.7 (95.1%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	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	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	12:00	9	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12
	13:00	9	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	12
	14:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	16:00	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	17:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		131	11	0	0	0	0	0	0	0	0	0	1	0	1	0	0	144
Percent :		91%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	
Cum. Percent :		91%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	
Average :		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed 11.9 mph 50% Speed : 10.4 mph 67% Speed : 11.9 mph 85% Speed : 13.5 mph
10mph Pace: 6.0 - 15.9 (91.0%)

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

Special Speed Study Summary: Las Lomas (seg 3)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	673	384	34	5	1	0	0	1	0	0	0	0	1	2	0	3	1104
Percent :	61%	35%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	61%	96%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	
Average :	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23

ADT = 552

Average Speed 15.2 mph 50% Speed : 16.3 mph 67% Speed : 21.0 mph 85% Speed : 23.5 mph
10mph Pace: 15.0 - 24.9 (49.5%)

Grand Total #3:	266	18	0	0	0	0	0	0	0	0	0	1	0	1	0	0	286
Percent :	93%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	93%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	
Average :	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

ADT = 143

Average Speed 11.2 mph 50% Speed : 10.7 mph 67% Speed : 13.7 mph 85% Speed : 16.9 mph
10mph Pace: 8.3 - 18.2 (56.3%)

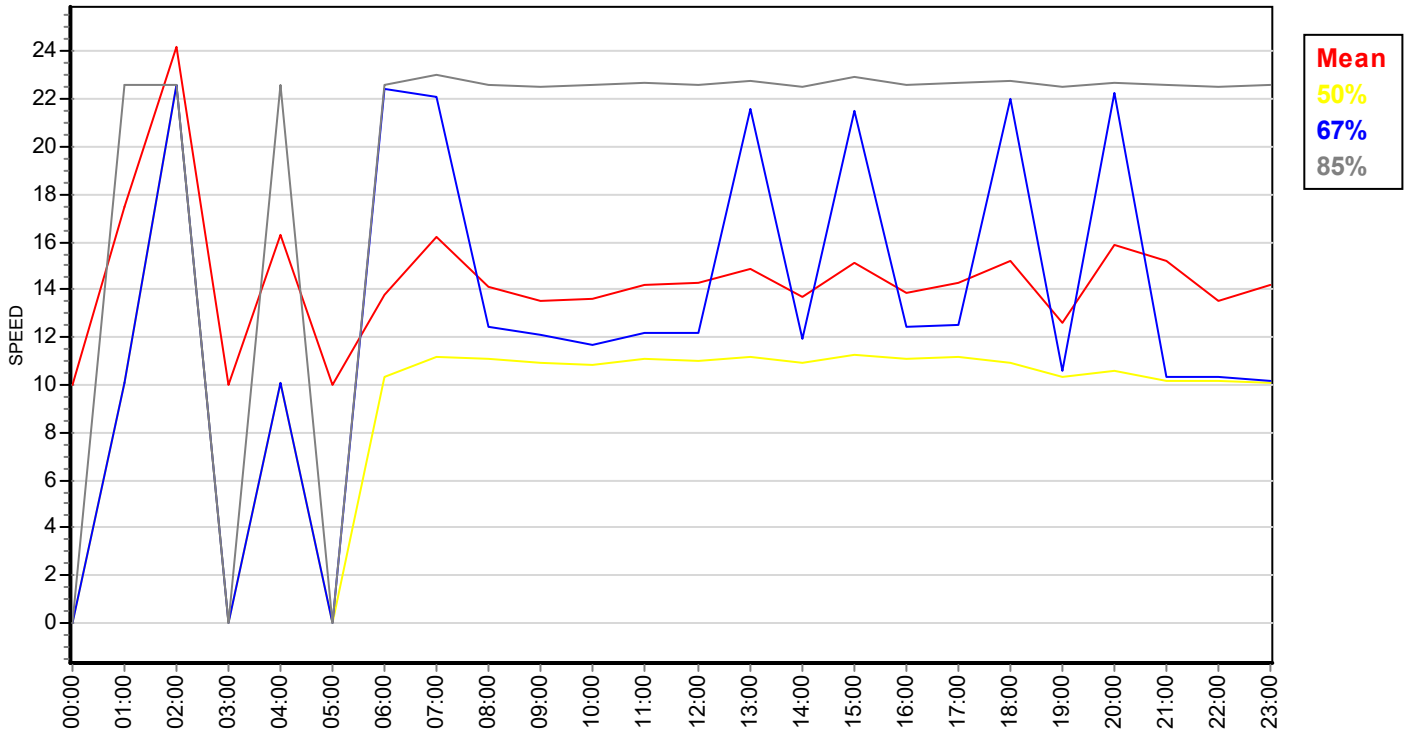
Comb. Total :	939	402	34	5	1	0	0	1	0	0	0	1	1	3	0	3	1390
Percent :	68%	29%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	68%	96%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	
Average :	20	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29

ADT = 695

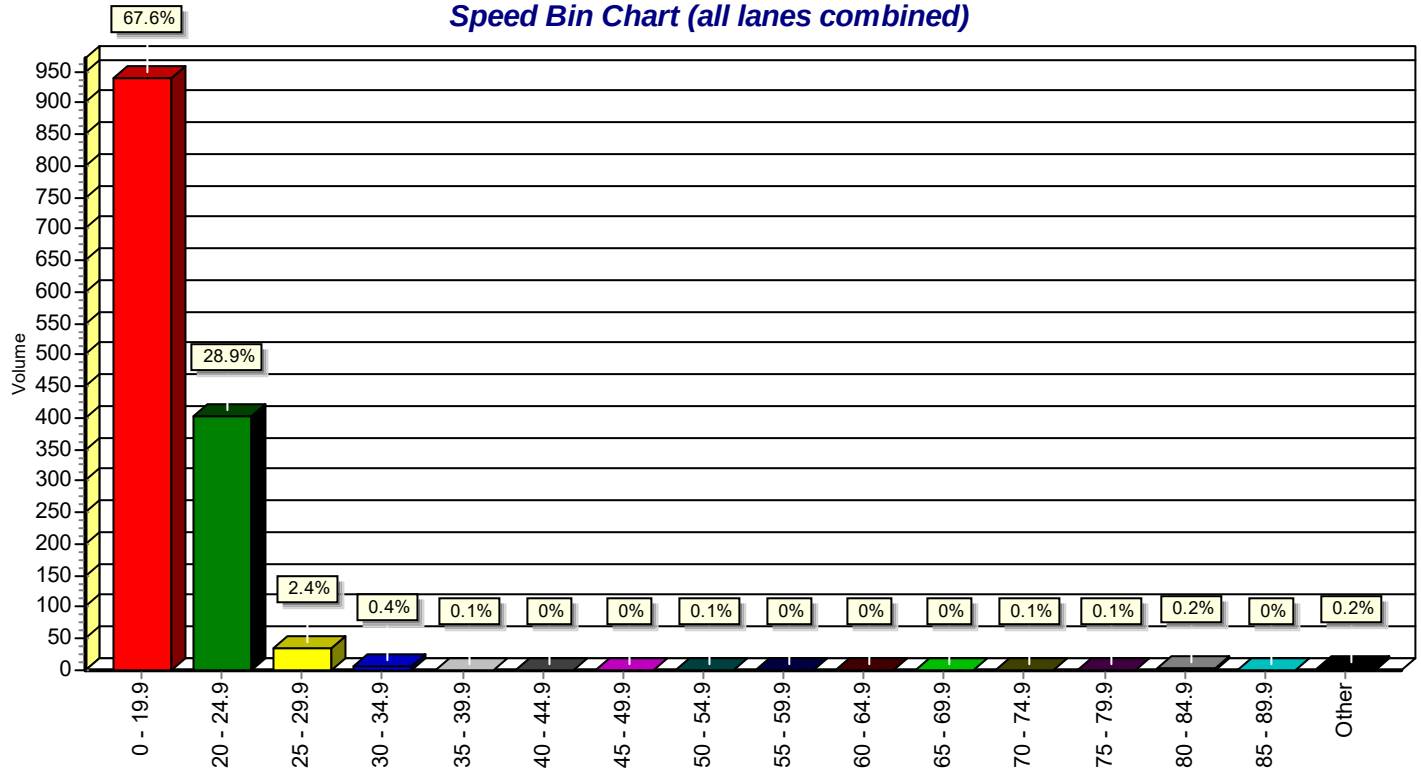
Average Speed 14.4 mph 50% Speed : 14.7 mph 67% Speed : 19.8 mph 85% Speed : 23.0 mph
10mph Pace: 15.0 - 24.9 (45.5%)

Las Lomas (seg 3) Charts For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Las Lomas (seg 4)

Station ID : Las Lomas (seg 4)
Info Line 1 : Between Ridge and Cedar
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : LL 4 1WB.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.		Westbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	13	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	08:00	8	27	7	0	1	0	0	0	0	0	0	0	0	0	0	0	43
	09:00	15	19	8	3	0	0	0	0	0	0	0	0	0	0	0	0	45
	10:00	11	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	11:00	14	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	40
	12:00	22	13	8	1	1	0	0	0	0	0	0	0	0	0	0	0	45
	13:00	21	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	14:00	12	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	34
	15:00	16	16	13	1	0	0	0	0	0	0	0	0	0	0	0	0	46
	16:00	17	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	44
	17:00	10	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	18:00	10	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	19:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	6	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		186	207	81	13	2	0	0	0	0	0	0	0	0	0	0	0	489
Percent :		38%	42%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		38%	80%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	21

Average Speed 18.9 mph 50% Speed : 21.6 mph 67% Speed : 23.3 mph 85% Speed : 26.4 mph
10mph Pace: 20.1 - 30.0 (58.9%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	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
	06:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	7	20	8	2	1	0	0	0	0	0	0	0	0	0	1	1	40
	08:00	15	20	12	0	0	0	0	0	0	0	0	0	0	0	0	0	47
	09:00	14	9	5	0	1	0	0	0	0	0	0	0	0	0	0	0	29
	10:00	16	15	4	1	1	0	0	0	0	0	0	0	0	0	0	0	37
	11:00	8	16	12	2	0	0	0	0	0	0	0	0	0	0	0	0	38
	12:00	9	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	13:00	13	22	10	2	0	0	0	0	0	0	0	0	0	0	0	0	47
	14:00	16	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	40
	15:00	19	18	4	2	0	0	0	0	0	0	0	0	0	0	0	0	43
	16:00	18	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	17:00	13	27	7	5	0	0	0	0	0	0	0	0	0	0	0	0	52
	18:00	6	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	19:00	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		175	220	95	15	3	0	0	0	0	0	0	0	0	0	1	1	510
Percent :		34%	43%	19%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		34%	77%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	21

Average Speed 19.6 mph 50% Speed : 21.9 mph 67% Speed : 23.7 mph 85% Speed : 27.2 mph
10mph Pace: 20.1 - 30.0 (61.8%)

Lane #3 Configuration

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

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

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
Daily Total :		65	38	7	1	0	0	0	0	0	0	0	0	0	0	0	0	111
Percent :		59%	34%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		59%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed 15.5 mph 50% Speed : 11.4 mph 67% Speed : 21.9 mph 85% Speed : 23.2 mph
10mph Pace: 8.0 - 17.9 (58.6%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	13:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		64	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	111
Percent :		58%	38%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		58%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed 15.5 mph 50% Speed : 11.5 mph 67% Speed : 21.9 mph 85% Speed : 23.1 mph
10mph Pace: 8.1 - 18.0 (57.7%)

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

Special Speed Study Summary: Las Lomas (seg 4)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	361	427	176	28	5	0	0	0	0	0	0	0	0	0	1	1	999
Percent :	36%	43%	18%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	36%	79%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	22

ADT = 499

Average Speed 19.2 mph 50% Speed : 21.7 mph 67% Speed : 23.5 mph 85% Speed : 27.0 mph
10mph Pace: 19.9 - 29.8 (60.5%)

Grand Total #3:	129	80	12	1	0	0	0	0	0	0	0	0	0	0	0	0	222
Percent :	58%	36%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	58%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

ADT = 111

Average Speed 15.5 mph 50% Speed : 12.9 mph 67% Speed : 21.3 mph 85% Speed : 23.7 mph
10mph Pace: 6.0 - 15.9 (58.1%)

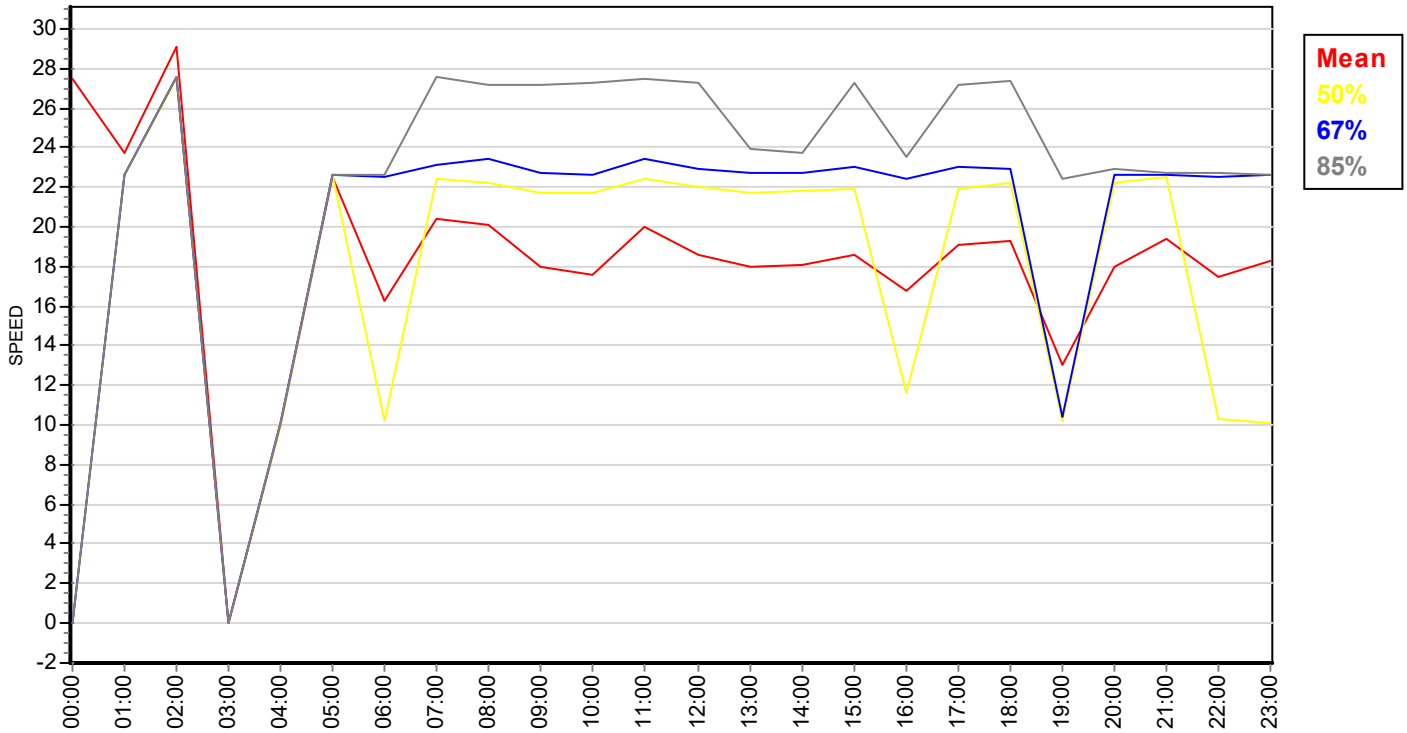
Comb. Total :	490	507	188	29	5	0	0	0	0	0	0	0	0	0	1	1	1221
Percent :	40%	42%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	40%	82%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	10	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	26

ADT = 610

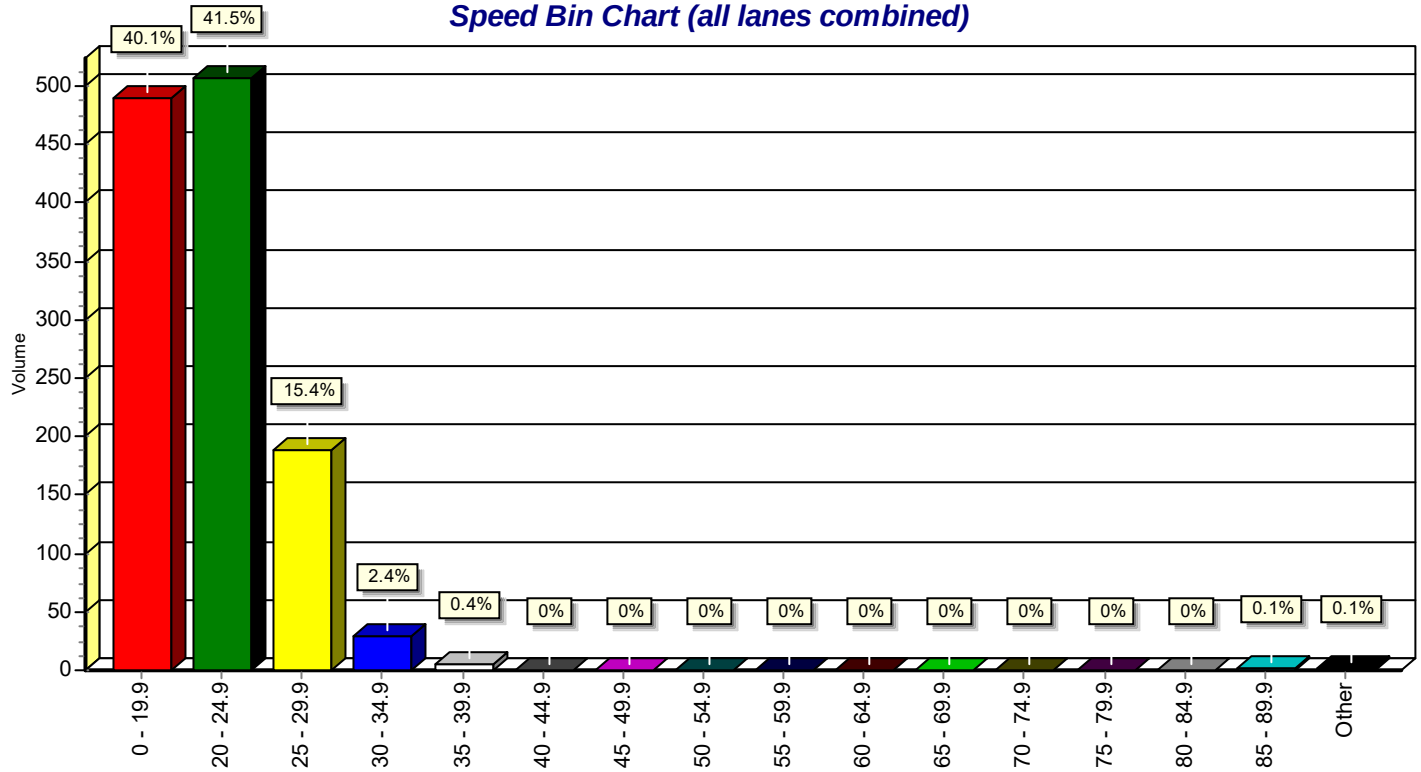
Average Speed 18.6 mph 50% Speed : 21.3 mph 67% Speed : 23.2 mph 85% Speed : 26.3 mph
10mph Pace: 19.9 - 29.8 (57.0%)

Las Lomas (seg 4) Charts For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Las Lomas (seg 5)

Station ID : Las Lomas (seg 5)
Info Line 1 : Between Cedar and Encino
Info Line 2 : Albuquerquqe
GPS Lat/Lon :
DB File : LL 5 1WB.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.		Westbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/25/17	00:00	1	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23
	08:00	30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	09:00	17	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	10:00	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	11:00	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	12:00	32	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41
	13:00	32	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	14:00	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	15:00	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	16:00	24	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	17:00	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	1	2	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
Daily Total :		293	81	6	1	0	0	0	0	0	0	0	0	0	0	0	1	382
Percent :		77%	21%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		77%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15

Average Speed 12.9 mph 50% Speed : 12.8 mph 67% Speed : 16.8 mph 85% Speed : 22.0 mph
10mph Pace: 9.1 - 19.0 (42.1%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
04/26/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	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
	06:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	24	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	08:00	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37
	09:00	16	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	19	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	11:00	17	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	12:00	16	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	13:00	33	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43
	14:00	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	15:00	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	16:00	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	17:00	19	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	18:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		273	113	18	0	0	0	0	0	0	0	0	0	0	0	0	0	404
Percent :		68%	28%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		68%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed 14.2 mph 50% Speed : 14.1 mph 67% Speed : 18.3 mph 85% Speed : 23.0 mph
10mph Pace: 15.0 - 24.9 (42.1%)

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

Special Speed Study Summary: Las Lomas (seg 5)

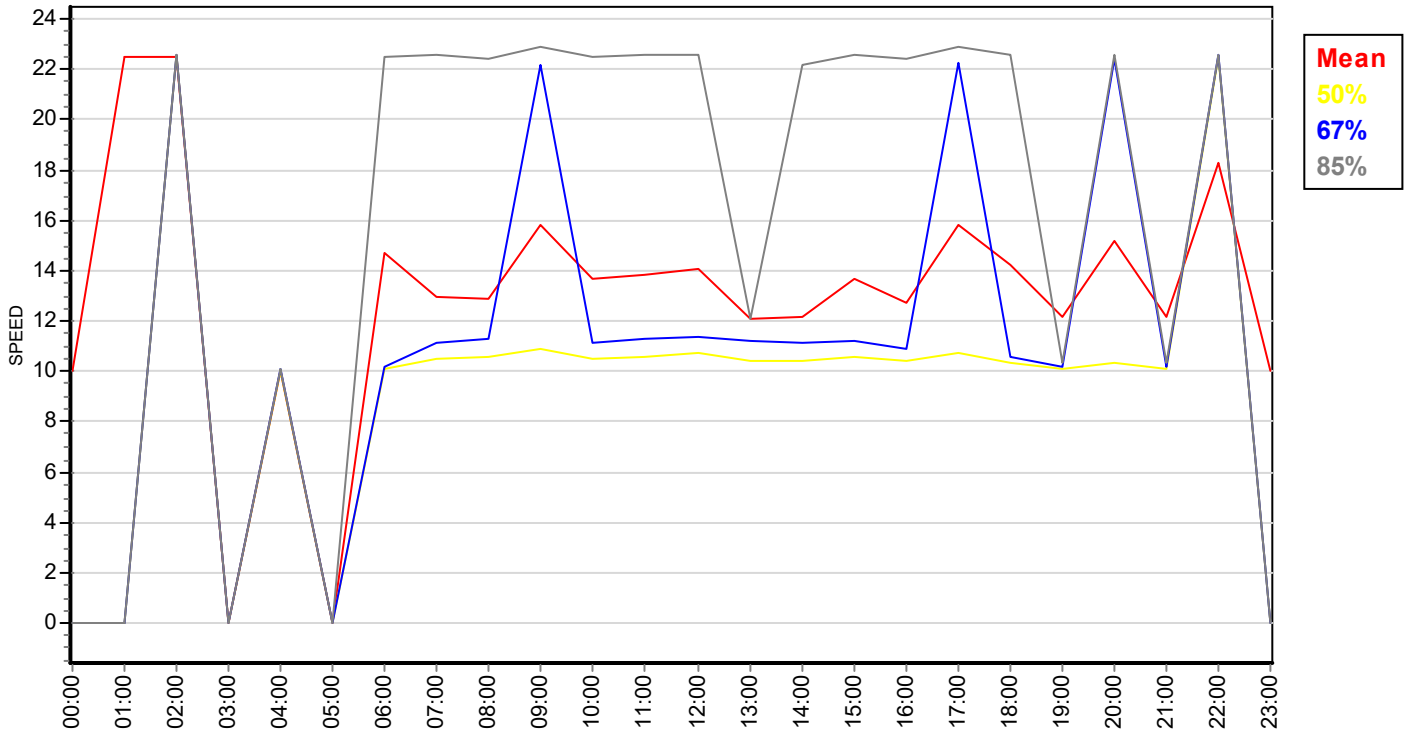
Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total :	566	194	24	1	0	0	0	0	0	0	0	0	0	0	0	1	786
Percent :	72%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	72%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17

ADT = 393

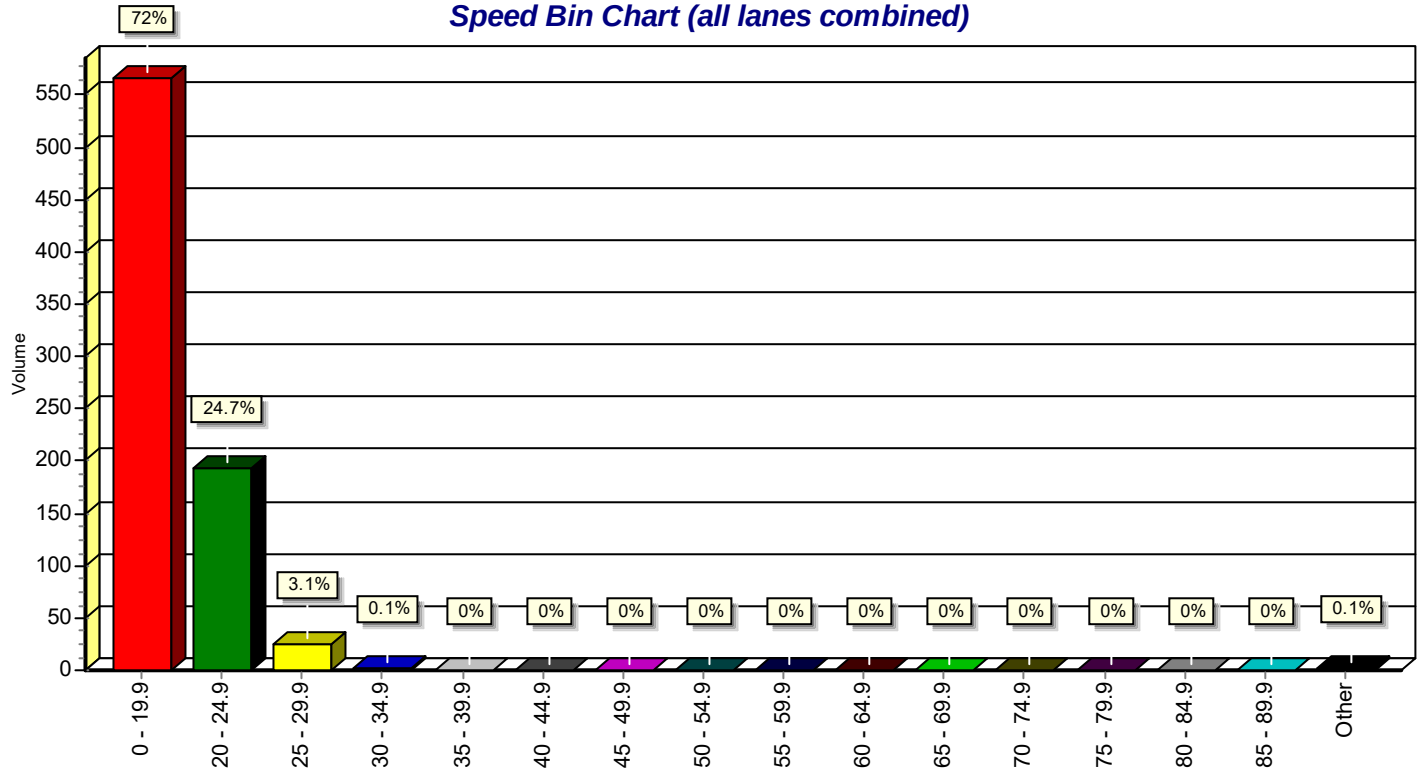
Average Speed 13.6 mph 50% Speed : 13.5 mph 67% Speed : 17.6 mph 85% Speed : 22.7 mph
10mph Pace: 7.6 - 17.5 (41.0%)

Las Lomas (seg 5) Charts For Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Las Lomas (seg 1)

Station ID : Las Lomas (seg 1)
Info Line 1 : Between University & Sycamore
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : LL 1.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.		Westbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	0	1	0	0	1
Tue	01:00	2	0	1	0	3
	02:00	0	0	0	0	0
	03:00	0	0	0	1	1
	04:00	0	0	0	1	1
	05:00	0	0	0	0	0
	06:00	1	2	1	3	7
	07:00	4	7	13	17	41
	08:00	14	9	14	16	53
	09:00	17	14	17	12	60
	10:00	10	10	6	9	35
	11:00	19	7	15	17	58
	12:00	20	17	21	16	74
	13:00	13	10	15	23	61
	14:00	16	13	11	13	53
	15:00	16	23	25	18	82
	16:00	27	18	28	23	96
	17:00	29	17	14	15	75
	18:00	12	13	15	7	47
	19:00	7	7	7	3	24
	20:00	9	1	6	5	21
	21:00	5	3	3	2	13
	22:00	5	5	0	2	12
	23:00	4	0	2	0	6
Day Total :						824

AM Total :	260 (31.6%)	Peak AM Hour :	08:45 =	64 (7.8%)	Peak AM Factor :	0.842	Average Period : 8.6
PM Total :	564 (68.4%)	Peak PM Hour :	16:15 =	98 (11.9%)	Peak PM Factor :	0.845	Average Hour : 34.3

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	1	0	0	0	1
Wed	01:00	0	2	1	0	3
	02:00	2	1	0	1	4
	03:00	0	1	0	0	1
	04:00	0	0	1	0	1
	05:00	0	0	0	0	0
	06:00	1	5	1	5	12
	07:00	9	9	15	15	48
	08:00	17	13	13	21	64
	09:00	16	8	9	14	47
	10:00	12	10	11	20	53
	11:00	14	16	13	20	63
	12:00	17	11	10	28	66
	13:00	21	18	16	16	71
	14:00	20	8	15	17	60
	15:00	10	19	15	20	64
	16:00	14	25	27	20	86
	17:00	28	22	15	15	80
	18:00	11	16	6	11	44
	19:00	11	4	6	4	25
	20:00	9	7	9	7	32
	21:00	7	2	5	4	18
	22:00	7	1	3	1	12
	23:00	0	1	0	1	2
Day Total :						857

AM Total :	297 (34.7%)	Peak AM Hour : 08:00 =	64 (7.5%)	Peak AM Factor : 0.762	Average Period : 8.9
PM Total :	560 (65.3%)	Peak PM Hour : 16:15 =	100 (11.7%)	Peak PM Factor : 0.893	Average Hour : 35.7

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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	1	0	0	0	1
Tue	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	2	2
	05:00	0	1	2	0	3
	06:00	1	2	0	3	6
	07:00	3	4	4	11	22
	08:00	6	7	10	10	33
	09:00	3	16	11	9	39
	10:00	9	9	6	10	34
	11:00	8	15	4	8	35
	12:00	14	8	6	7	35
	13:00	11	5	8	9	33
	14:00	8	4	7	4	23
	15:00	6	6	13	10	35
	16:00	8	11	4	8	31
	17:00	14	8	7	11	40
	18:00	5	5	6	7	23
	19:00	1	4	1	3	9
	20:00	1	1	5	1	8
	21:00	2	1	2	3	8
	22:00	0	1	3	1	5
	23:00	2	0	0	1	3
Day Total :						429

AM Total :	176 (41.0%)	Peak AM Hour : 09:15 =	45 (10.5%)	Peak AM Factor : 0.703	Average Period : 4.5
PM Total :	253 (59.0%)	Peak PM Hour : 15:30 =	42 (9.8%)	Peak PM Factor : 0.750	Average Hour : 17.9

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	0	0	0	0	0
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	0	1	0	3	4
	06:00	0	2	0	3	5
	07:00	2	3	5	10	20
	08:00	8	4	5	17	34
	09:00	10	9	7	9	35
	10:00	5	4	5	9	23
	11:00	7	9	10	10	36
	12:00	4	9	13	8	34
	13:00	7	9	9	5	30
	14:00	9	8	11	9	37
	15:00	8	9	8	12	37
	16:00	7	5	6	7	25
	17:00	8	9	5	10	32
	18:00	7	14	2	7	30
	19:00	4	3	8	8	23
	20:00	3	0	3	4	10
	21:00	2	3	3	0	8
	22:00	1	2	0	1	4
	23:00	1	0	2	0	3
Day Total :						431

AM Total :	158 (36.7%)	Peak AM Hour : 08:45 =	43 (10.0%)	Peak AM Factor : 0.632	Average Period : 4.5
PM Total :	273 (63.3%)	Peak PM Hour : 12:15 =	37 (8.6%)	Peak PM Factor : 0.661	Average Hour : 18.0

Basic Volume Summary: Las Lomas (seg 1)

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

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1681	(66.2%)	2.00	841	8.8	35.0	557 (33.1%)	1124 (66.9%)
#3.	860	(33.8%)	2.00	430	4.5	17.9	334 (38.8%)	526 (61.2%)
ALL	2541		2.00	1271	13.3	52.9	891 (35.1%)	1650 (64.9%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:45 =	64	04/25/2017	0.842	16:15 =	100	04/26/2017	0.893
#3.	09:15 =	45	04/25/2017	0.703	15:30 =	42	04/25/2017	0.750

Basic Volume Report: Las Lomas (seg 2)

Station ID : Las Lomas (seg 2)
Info Line 1 : Between Sycamore and Spruce
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : LL2 1WB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number :
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	1	0	0	0	1
Tue	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	1	1
	05:00	0	0	0	0	0
	06:00	1	1	0	2	4
	07:00	3	5	10	16	34
	08:00	13	11	12	15	51
	09:00	14	12	13	10	49
	10:00	11	8	5	6	30
	11:00	12	9	17	13	51
	12:00	14	15	12	18	59
	13:00	11	9	12	15	47
	14:00	13	10	7	12	42
	15:00	13	13	18	16	60
	16:00	16	14	21	17	68
	17:00	17	11	7	7	42
	18:00	10	8	12	4	34
	19:00	5	4	5	1	15
	20:00	9	1	3	5	18
	21:00	5	3	1	0	9
	22:00	2	3	0	1	6
	23:00	1	0	1	0	2
Day Total :						624

AM Total :	222 (35.6%)	Peak AM Hour : 08:45 =	54 (8.7%)	Peak AM Factor : 0.794	Average Period : 6.5
PM Total :	402 (64.4%)	Peak PM Hour : 16:15 =	69 (11.1%)	Peak PM Factor : 0.821	Average Hour : 26.0

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	0	0	0	0	0
Wed	01:00	0	2	1	0	3
	02:00	1	0	0	1	2
	03:00	0	1	0	0	1
	04:00	0	0	1	0	1
	05:00	0	0	0	0	0
	06:00	0	4	1	3	8
	07:00	9	7	12	12	40
	08:00	16	11	10	17	54
	09:00	8	8	11	12	39
	10:00	11	7	10	14	42
	11:00	9	16	10	18	53
	12:00	11	8	7	20	46
	13:00	17	15	15	2	49
	14:00	6	11	16	15	48
	15:00	8	17	11	10	46
	16:00	12	26	17	16	71
	17:00	19	20	11	9	59
	18:00	7	11	5	8	31
	19:00	8	3	4	2	17
	20:00	7	3	7	5	22
	21:00	1	2	1	2	6
	22:00	5	1	1	1	8
	23:00	0	0	0	1	1
Day Total :						647

AM Total :	243 (37.6%)	Peak AM Hour :	08:00 =	54 (8.3%)	Peak AM Factor : 0.750	Average Period :	6.7
PM Total :	404 (62.4%)	Peak PM Hour :	16:15 =	78 (12.1%)	Peak PM Factor : 0.750	Average Hour :	27.0

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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	2	2	0	4
	06:00	1	3	0	0	4
	07:00	2	4	1	8	15
	08:00	7	5	6	5	23
	09:00	3	15	5	7	30
	10:00	7	9	4	8	28
	11:00	5	12	2	7	26
	12:00	12	9	2	5	28
	13:00	2	1	4	5	12
	14:00	4	4	7	1	16
	15:00	6	3	6	6	21
	16:00	6	7	5	4	22
	17:00	11	4	5	9	29
	18:00	3	3	3	2	11
	19:00	0	2	1	3	6
	20:00	1	0	3	0	4
	21:00	0	1	1	1	3
	22:00	0	1	3	1	5
	23:00	2	0	0	0	2
Day Total :						289

AM Total :	130 (45.0%)	Peak AM Hour :	09:15 =	34 (11.8%)	Peak AM Factor :	0.567	Average Period : 3.0
PM Total :	159 (55.0%)	Peak PM Hour :	17:00 =	29 (10.0%)	Peak PM Factor :	0.604	Average Hour : 12.0

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	0	0	0	0	0
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	1	0	2	4
	06:00	0	1	0	1	2
	07:00	4	4	4	7	19
	08:00	6	2	5	4	17
	09:00	8	6	4	5	23
	10:00	4	3	3	9	19
	11:00	4	4	8	7	23
	12:00	5	6	7	10	28
	13:00	6	7	8	3	24
	14:00	1	7	7	5	20
	15:00	3	7	8	10	28
	16:00	7	8	6	5	26
	17:00	5	5	3	5	18
	18:00	4	4	2	2	12
	19:00	3	1	3	4	11
	20:00	3	0	2	1	6
	21:00	1	2	2	1	6
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						287

AM Total :	108 (37.6%)	Peak AM Hour :	10:45 =	25 (8.7%)	Peak AM Factor : 0.694	Average Period : 3.0
PM Total :	179 (62.4%)	Peak PM Hour :	15:30 =	33 (11.5%)	Peak PM Factor : 0.825	Average Hour : 12.0

Basic Volume Summary: Las Lomas (seg 2)

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

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1271	(68.8%)	2.00	636	6.6	26.5	465 (36.6%)	806 (63.4%)
#3.	576	(31.2%)	2.00	288	3.0	12.0	238 (41.3%)	338 (58.7%)
ALL	1847		2.00	924	9.6	38.5	703 (38.1%)	1144 (61.9%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:45 =	54	04/25/2017	0.794	16:15 =	78	04/26/2017	0.750
#3.	09:15 =	34	04/25/2017	0.567	15:30 =	33	04/26/2017	0.825

Basic Volume Report: Las Lomas (seg 3)

Station ID : Las Lomas (seg 3)
Info Line 1 : Between Spruce and Ridge
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : LL 3 1WB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24090
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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	1	0	0	0	1
Tue	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	1	1	2
	05:00	0	0	0	0	0
	06:00	1	1	0	2	4
	07:00	2	3	8	13	26
	08:00	11	9	12	12	44
	09:00	14	11	15	6	46
	10:00	10	9	5	6	30
	11:00	9	9	12	13	43
	12:00	13	12	12	16	53
	13:00	10	7	10	18	45
	14:00	16	9	3	8	36
	15:00	12	13	16	9	50
	16:00	11	11	18	13	53
	17:00	16	6	8	7	37
	18:00	11	7	9	2	29
	19:00	4	2	3	0	9
	20:00	9	0	3	4	16
	21:00	2	3	0	0	5
	22:00	2	3	1	1	7
	23:00	1	1	0	0	2
Day Total :						539

AM Total :	197 (36.5%)	Peak AM Hour : 08:45 =	52 (9.6%)	Peak AM Factor : 0.867	Average Period : 5.6
PM Total :	342 (63.5%)	Peak PM Hour : 16:15 =	58 (10.8%)	Peak PM Factor : 0.806	Average Hour : 22.5

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	0	0	0	0	0
Wed	01:00	0	1	1	0	2
	02:00	1	0	0	1	2
	03:00	0	1	0	0	1
	04:00	0	0	1	0	1
	05:00	0	0	0	0	0
	06:00	0	4	1	3	8
	07:00	8	7	10	15	40
	08:00	15	10	12	15	52
	09:00	7	5	9	9	30
	10:00	7	8	8	15	38
	11:00	8	9	12	13	42
	12:00	10	7	7	14	38
	13:00	13	15	14	10	52
	14:00	10	9	8	14	41
	15:00	10	15	14	7	46
	16:00	7	18	10	9	44
	17:00	21	19	10	8	58
	18:00	7	11	3	7	28
	19:00	8	1	5	0	14
	20:00	7	1	4	3	15
	21:00	1	1	1	2	5
	22:00	4	1	1	0	6
	23:00	1	0	0	1	2
Day Total :						565

AM Total :	216 (38.2%)	Peak AM Hour : 07:45 =	52 (9.2%)	Peak AM Factor : 0.867	Average Period : 5.9
PM Total :	349 (61.8%)	Peak PM Hour : 16:30 =	59 (10.4%)	Peak PM Factor : 0.702	Average Hour : 23.5

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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	1	0	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	3	0	0	3
	07:00	1	3	1	3	8
	08:00	5	3	2	2	12
	09:00	4	9	4	4	21
	10:00	2	5	3	4	14
	11:00	2	5	0	2	9
	12:00	3	4	2	3	12
	13:00	2	1	2	1	6
	14:00	2	1	3	0	6
	15:00	2	2	4	1	9
	16:00	3	3	3	2	11
	17:00	1	2	3	7	13
	18:00	2	4	1	3	10
	19:00	0	1	1	2	4
	20:00	1	0	1	0	2
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	1	0	0	1
Day Total :						142

AM Total :	68 (47.9%)	Peak AM Hour :	09:00 =	21 (14.8%)	Peak AM Factor : 0.583	Average Period :	1.5
PM Total :	74 (52.1%)	Peak PM Hour :	17:30 =	16 (11.3%)	Peak PM Factor : 0.571	Average Hour :	5.9

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	0	0	0	0	0
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	1	1
	05:00	0	0	0	1	1
	06:00	0	2	0	0	2
	07:00	2	2	1	5	10
	08:00	2	2	3	5	12
	09:00	4	4	0	1	9
	10:00	2	2	1	2	7
	11:00	0	2	5	4	11
	12:00	2	3	3	4	12
	13:00	3	0	4	5	12
	14:00	2	3	3	4	12
	15:00	3	4	3	4	14
	16:00	2	6	3	3	14
	17:00	2	3	1	3	9
	18:00	4	4	0	0	8
	19:00	0	1	0	1	2
	20:00	1	0	0	0	1
	21:00	1	2	1	0	4
	22:00	1	0	0	0	1
	23:00	0	0	0	1	1
Day Total :						144

AM Total :	54 (37.5%)	Peak AM Hour : 08:30 =	16 (11.1%)	Peak AM Factor : 0.800	Average Period : 1.5
PM Total :	90 (62.5%)	Peak PM Hour : 15:30 =	15 (10.4%)	Peak PM Factor : 0.625	Average Hour : 6.0

Basic Volume Summary: Las Lomas (seg 3)

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

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1104	(79.4%)	2.00	552	5.8	23.0	413 (37.4%)	691 (62.6%)
#3.	286	(20.6%)	2.00	143	1.5	6.0	122 (42.7%)	164 (57.3%)
ALL	1390		2.00	695	7.3	29.0	535 (38.5%)	855 (61.5%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:45 =	52	04/25/2017	0.867	16:30 =	59	04/26/2017	0.702
#3.	09:00 =	21	04/25/2017	0.583	17:30 =	16	04/25/2017	0.571

Basic Volume Report: Las Lomas (seg 4)

Station ID : Las Lomas (seg 4)
Info Line 1 : Between Ridge and Cedar
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : LL 4 1WB.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.		Westbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	1	0	0	0	1
Tue	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	1	2	3
	05:00	0	0	0	0	0
	06:00	1	1	0	2	4
	07:00	2	4	7	13	26
	08:00	12	8	12	11	43
	09:00	13	11	15	6	45
	10:00	9	10	5	5	29
	11:00	9	7	12	12	40
	12:00	9	13	10	13	45
	13:00	10	7	9	13	39
	14:00	16	5	4	9	34
	15:00	13	10	14	9	46
	16:00	11	6	15	12	44
	17:00	14	5	9	6	34
	18:00	8	6	9	3	26
	19:00	2	2	0	0	4
	20:00	8	0	3	3	14
	21:00	2	3	1	0	6
	22:00	2	3	1	1	7
	23:00	0	0	0	0	0
Day Total :						491

AM Total :	192 (39.1%)	Peak AM Hour : 08:45 =	50 (10.2%)	Peak AM Factor : 0.833	Average Period : 5.1
PM Total :	299 (60.9%)	Peak PM Hour : 16:15 =	47 (9.6%)	Peak PM Factor : 0.734	Average Hour : 20.5

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	0	0	0	0	0
Wed	01:00	0	1	1	0	2
	02:00	1	0	0	1	2
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	0	0	0	0	0
	06:00	0	4	1	3	8
	07:00	8	7	11	14	40
	08:00	15	9	10	13	47
	09:00	6	8	6	9	29
	10:00	7	7	8	15	37
	11:00	8	8	9	13	38
	12:00	9	7	6	10	32
	13:00	14	15	12	8	49
	14:00	10	9	8	13	40
	15:00	9	16	11	7	43
	16:00	5	14	9	7	35
	17:00	20	16	7	11	54
	18:00	5	9	2	5	21
	19:00	6	1	3	1	11
	20:00	7	1	3	3	14
	21:00	0	1	1	2	4
	22:00	3	1	1	0	5
	23:00	1	0	0	1	2
Day Total :						514

AM Total :	204 (39.7%)	Peak AM Hour : 07:30 =	49 (9.5%)	Peak AM Factor : 0.817	Average Period : 5.4
PM Total :	310 (60.3%)	Peak PM Hour : 17:00 =	54 (10.5%)	Peak PM Factor : 0.675	Average Hour : 21.4

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 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	1	0	0	1
	06:00	0	1	0	1	2
	07:00	0	2	3	2	7
	08:00	3	2	1	1	7
	09:00	3	8	4	2	17
	10:00	2	7	2	4	15
	11:00	2	3	0	3	8
	12:00	3	2	1	3	9
	13:00	2	1	3	2	8
	14:00	2	5	1	0	8
	15:00	2	0	2	3	7
	16:00	3	2	1	4	10
	17:00	2	2	3	4	11
	18:00	3	3	1	2	9
	19:00	1	1	0	2	4
	20:00	0	1	2	0	3
	21:00	1	0	0	0	1
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						128

AM Total :	58 (45.3%)	Peak AM Hour :	09:00 =	17 (13.3%)	Peak AM Factor :	0.531	Average Period : 1.3
PM Total :	70 (54.7%)	Peak PM Hour :	17:30 =	13 (10.2%)	Peak PM Factor :	0.650	Average Hour : 5.3

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	0	0	0	0	0
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	1	1
	05:00	1	0	0	0	1
	06:00	0	2	0	1	3
	07:00	1	2	2	4	9
	08:00	1	2	4	6	13
	09:00	1	6	0	1	8
	10:00	3	2	1	2	8
	11:00	0	0	7	2	9
	12:00	2	1	3	3	9
	13:00	2	0	3	3	8
	14:00	1	1	1	3	6
	15:00	2	3	3	2	10
	16:00	1	6	3	2	12
	17:00	3	2	2	2	9
	18:00	3	3	0	0	6
	19:00	0	1	0	2	3
	20:00	0	0	0	0	0
	21:00	1	2	1	0	4
	22:00	2	0	0	0	2
	23:00	0	0	0	1	1
Day Total :						123

AM Total :	53 (43.1%)	Peak AM Hour : 08:30 =	17 (13.8%)	Peak AM Factor : 0.607	Average Period : 1.3
PM Total :	70 (56.9%)	Peak PM Hour : 16:15 =	14 (11.4%)	Peak PM Factor : 0.583	Average Hour : 5.1

Basic Volume Summary: Las Lomas (seg 4)

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

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1005	(80.0%)	2.00	503	5.2	20.9	396 (39.4%)	609 (60.6%)
#3.	251	(20.0%)	2.00	126	1.3	5.2	111 (44.2%)	140 (55.8%)
ALL	1256		2.00	629	6.5	26.1	507 (40.4%)	749 (59.6%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:45 =	50	04/25/2017	0.833	17:00 =	54	04/26/2017	0.675
#3.	09:00 =	17	04/25/2017	0.531	16:15 =	14	04/26/2017	0.583

Basic Volume Report: Las Lomas (seg 5)

Station ID : Las Lomas (seg 5)
Info Line 1 : Between Cedar and Encino
Info Line 2 : Albuquerquqe
GPS Lat/Lon :
DB File : LL 5 1WB.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.		Westbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 04/25/2017 To: 23:59 - 04/26/2017

Date	Time	:00	:15	:30	:45	Total
04/25/17	00:00	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	1	1	2
	05:00	0	0	0	0	0
	06:00	0	1	0	0	1
	07:00	2	4	7	10	23
	08:00	10	7	9	13	39
	09:00	9	8	12	4	33
	10:00	10	5	3	4	22
	11:00	7	5	9	11	32
	12:00	9	13	10	9	41
	13:00	9	6	6	13	34
	14:00	14	6	5	9	34
	15:00	7	7	11	8	33
	16:00	8	3	9	9	29
	17:00	5	2	7	5	19
	18:00	6	3	7	2	18
	19:00	2	2	0	0	4
	20:00	4	0	2	2	8
	21:00	2	4	0	0	6
	22:00	0	1	1	1	3
	23:00	0	0	0	0	0
Day Total :						382

AM Total :	153 (40.1%)	Peak AM Hour : 08:45 =	42 (11.0%)	Peak AM Factor : 0.808	Average Period :	4.0
PM Total :	229 (59.9%)	Peak PM Hour : 12:00 =	41 (10.7%)	Peak PM Factor : 0.732	Average Hour :	15.9

Date	Time	:00	:15	:30	:45	Total
04/26/17	00:00	0	0	0	0	0
Wed	01:00	0	1	0	0	1
	02:00	1	0	0	1	2
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	0	0	0	0	0
	06:00	0	4	1	2	7
	07:00	7	2	10	14	33
	08:00	12	8	8	9	37
	09:00	5	8	4	10	27
	10:00	7	5	6	11	29
	11:00	8	7	9	9	33
	12:00	9	6	6	8	29
	13:00	14	11	11	7	43
	14:00	7	6	8	13	34
	15:00	8	11	6	5	30
	16:00	3	12	7	5	27
	17:00	13	14	6	2	35
	18:00	5	5	0	1	11
	19:00	3	1	0	3	7
	20:00	2	1	2	4	9
	21:00	1	2	0	2	5
	22:00	2	0	0	1	3
	23:00	1	0	0	0	1
Day Total :						404

AM Total :	170 (42.1%)	Peak AM Hour : 07:30 =	44 (10.9%)	Peak AM Factor : 0.786	Average Period : 4.2
PM Total :	234 (57.9%)	Peak PM Hour : 12:45 =	44 (10.9%)	Peak PM Factor : 0.786	Average Hour : 16.8

Basic Volume Summary: Las Lomas (seg 5)

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

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	786	(100.0%)	2.00	393	4.1	16.4	323 (41.1%)	463 (58.9%)
ALL	786		2.00	393	4.1	16.4	323 (41.1%)	463 (58.9%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:30 =	44	04/26/2017	0.786	12:45 =	44	04/26/2017	0.786

Appendix C

OBJECTID	ReportIDSt	Date	CrashDate	Year
291787	12.1210728	10/28/2012	20121028	2012
291788	12.30078777	1/17/2012	20120117	2012
308782	13.710118955	5/14/2013	20130514	2013
318006	13.710148720	12/9/2013	20131209	2013
326404	14.140582	1/14/2014	20140114	2014
330866	14.23378790	2/6/2014	20140206	2014
331322	14.23383771	10/25/2014	20141025	2014
349819	15.30094984	2/9/2015	20150209	2015
352555	15.710245291	3/19/2015	20150319	2015
355788	15.710240067	5/5/2015	20150505	2015
363978	15.710263021	9/3/2015	20150903	2015
370084	15.30150383	11/23/2015	20151123	2015
370765	15.710252588	12/3/2015	20151203	2015

OBJECTID	Day	Month	Time24	Hour24
291787	1	10	1724	17
291788	3	1	1700	17
308782	3	5	1250	12
318006	2	12	1436	14
326404	3	1	1234	12
330866	5	2	1340	13
331322	7	10	1720	17
349819	2	2	1720	0
352555	5	3	1340	0
355788	3	5	1422	0
363978	5	9	1836	0
370084	2	11	1803	0
370765	5	12	1210	0

OBJECTID	Agency	County	City	AStreet
291787	49	1	7825	LAS LOMAS RD NE
291788	49	1	7825	LAS LOMAS RD NE
308782	3	1	7825	ENCINO PL NE
318006	3	1	7825	LAS LOMAS RD NE
326404	49	1	7825	UNIVERSITY BLVD NE
330866	45	1	7825	UNIVERSITY
331322	45	1	7825	1409 LAS LOMAS NE
349819	45	1	7825	LOS LOMAS
352555	3	1	7825	UNIVERSITY BLVD NE
355788	3	1	7825	UNIVERSITY AVE
363978	3	1	7825	UNIVERSITY BLVD NE
370084	49	1	7825	UNIVERSITY BLVD NE
370765	3	1	7825	LOMAS BLVD NE

OBJECTID	BStreet	Landmark	Route	MilePost
291787	UNIVERSITY BLVD NE			0
291788	UNIVERSITY BLVD NE			0
308782		LAS LOMAS		0
318006	UNIVERISTY BLVD SE			0
326404	LAS LOMAS NE			0
330866	LAS LOMAS			0
331322				0
349819				0
352555	LAS LOMAS RD NE			0
355788	LAS LOMAS RD NE			0
363978	LAS LOMAS RD NE			0
370084	LAS LOMAS			0
370765	CEDAR AVE			0

OBJECTID	NumVeh	NumPersons	NumKilled	NumClassA
291787	2	2	0	0
291788	2	2	0	0
308782	2	2	0	0
318006	2	2	0	0
326404	2	2	0	0
330866	2	2	0	0
331322	2	2	0	0
349819	2	2	0	0
352555	2	2	0	0
355788	2	3	0	0
363978	2	2	0	0
370084	2	2	0	0
370765	2	2	0	0

OBJECTID	NumClassB	NumClassC	NumInjured	NumUnhurt
291787	0	0	0	2
291788	0	0	0	2
308782	0	0	0	2
318006	0	1	1	1
326404	0	0	0	2
330866	0	0	0	2
331322	0	0	0	2
349819	0	0	0	2
352555	0	0	0	2
355788	1	0	1	2
363978	0	2	2	0
370084	1	0	1	1
370765	0	1	1	1

OBJECTID	Severity	Class	Analysis	TOPCACC
291787	Property Damage Only Crash	4	Angle-1 Right	Following Too Close
291788	Property Damage Only Crash	4	Angle-Straight	Improper Backing
308782	Property Damage Only Crash	6	Vehicle Parked in Proper Location	Driverless Vehicle
318006	Non-Fatal Crash (Injury)	4	Non-Intersection - From Same Direction/Rear End Collision	Driver Inattention (Includes Cell Phone)
326404	Property Damage Only Crash	4	Non-Intersection - From Same Direction/Rear End Collision	Following Too Close
330866	Property Damage Only Crash	0		-
331322	Property Damage Only Crash	0		-
349819	Property Damage Only Crash	0		Following Too Close
352555	Property Damage Only Crash	4	Other Vehicle - One Right Turn/Entering At Angle	Entering Driveway Access
355788	Non-Fatal Crash (Injury)	4	Other Vehicle - From Opposite Direction	Driver Inattention (Includes Cell Phone)
363978	Non-Fatal Crash (Injury)	4	Other Vehicle - One Left Turn/Entering At Angle	Failure to Yield (inlcuded FTY for Police or Emergency Vehicle)
370084	Non-Fatal Crash (Injury)	3	Pedestrian Collision - Vehicle Turning Left	Driver Inattention (Includes Cell Phone)
370765	Non-Fatal Crash (Injury)	4	Other Vehicle - From Same Direction/Rear End Collision	Backing from Driveway Access

OBJECTID	Weather	Lighting	ALCInv	DRUGInv
291787	1	1	T	T
291788	1	1	T	T
308782	1	1	F	F
318006	1	1	F	F
326404	1	1	F	F
330866	0	1	F	F
331322	0	0	F	F
349819	1	1	F	F
352555	1	1	F	F
355788	1	1	F	F
363978	1	1	F	F
370084	1	1	F	F
370765	1	1	F	F

OBJECTID	PEDInv	MCInv	PECInv	TrkInv
291787	F	F	F	F
291788	F	F	F	F
308782	F	F	F	F
318006	F	F	F	F
326404	F	F	F	F
330866	F	F	F	F
331322	F	F	F	F
349819	F	F	F	F
352555	F	F	F	F
355788	F	T	F	F
363978	F	F	F	F
370084	T	F	F	F
370765	F	F	F	F

OBJECTID	HZInv	HitRun	SHTDProp	System
291787	F	F	0	2
291788	F	T	0	2
308782	F	F	0	2
318006	F	T	0	2
326404	F	T	0	2
330866	F	F	0	2
331322	F	F	0	2
349819	F	T	0	2
352555	F	F	0	2
355788	F	F	0	2
363978	F	F	0	2
370084	F	F	0	2
370765	F	T	0	2

OBJECTID	MaxDam	RoadRel	Character	Grade
291787	0	T	F	8
291788	0	T	F	8
308782	3	T	F	8
318006	3	T	F	8
326404	3	T	F	8
330866	2		F	8
331322	0			0
349819	3	T	F	8
352555	2	T	F	9
355788	1	T	F	8
363978	1	T	F	8
370084	2	T	F	8
370765	2	T	F	9

OBJECTID	NonLocal	Measure	MeasureUni	Direction
291787	0			
291788	0			
308782	0	200	FT	S
318006	3			
326404	2			
330866	2		99	
331322	2		99	
349819	2	LeftBlank		W
352555	2	LeftBlank		NW
355788	2	LeftBlank		N
363978	2	LeftBlank		S
370084	2	LeftBlank		N
370765	2	LeftBlank		E

OBJECTID	TranDist	MaintDist
291787	3	3
291788	3	3
308782	3	3
318006	3	3
326404	3	3
330866	3	3
331322	3	3
349819	3	3
352555	3	3
355788	3	3
363978	3	3
370084	3	3
370765	3	3

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