

ORTIZ DRIVE SPEED STUDY



Ortiz Drive Speed Study Final Report

Albuquerque, New Mexico



Souder, Miller & Associates ♦ 5454 Venice Avenue NE, Suite D ♦ Albuquerque, NM 87113
(505) 299-0942 ♦ fax (505) 293-3430



City of Albuquerque

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INTRODUCTION

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

1.A. PROJECT PURPOSE

A speed study on Ortiz Drive from Lomas Boulevard to San Juan Road was conducted to determine the following:

- Evaluate the 85th percentile speed along Ortiz Drive at two (2) locations;
- Calculate average and daily peak hour traffic volumes along Ortiz Drive.

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 0.15 (792.00 LF) mile section of Ortiz Drive from Lomas Boulevard to San Juan Road. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

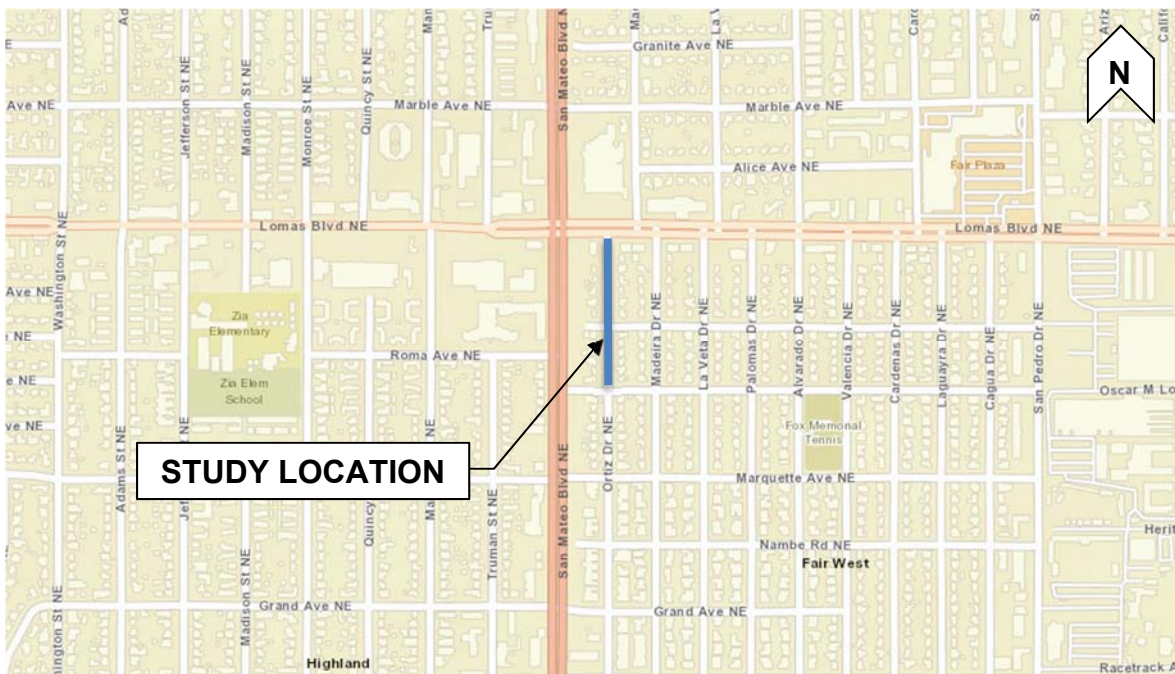


FIGURE 1.B.1.
STUDY LOCATION



FIGURE 1.B.2.
STUDY LIMITS



1.C. BACKGROUND OF SPEED LIMITS

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

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

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

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

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

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

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

1.D. SETTING SPEED LIMITS

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

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

Many speed limits are established using the theory of 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 two (2) volume and speed count locations which were at the following locations:

- Ortiz Drive North – Lomas Boulevard to Roma Avenue;
- Ortiz Drive South – Roma Avenue to San Juan Road.

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 Ortiz Drive. Within the study limits, there are approximately 23 driveways that provide access to residential homes; also within the study limits is the intersection of Roma Avenue and Ortiz Drive. Also to be noted, the posted speed limit within the study limits is 25 mph.





FIGURE 2.1.
 COUNT LOCATIONS

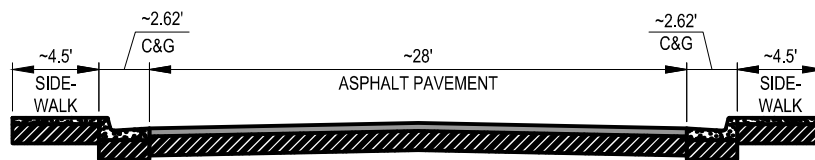


FIGURE 2.2.
 EXISTING ORTIZ DRIVE TYPICAL SECTION



3. DATA

3.A. ADT

The ADT for the two (2) count locations are listed below in Table 3.A.1.

Table 3.A.1.			
Ortiz Drive ADT			
Count Location	NB	SB	ADT
Ortiz Drive (North)	148	102	250
Ortiz Drive (South)	132	154	286
Average	140	128	268

The Ortiz Drive study area directional ADT ranges from 102 to 154 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

The peak hour traffic volumes for the two (2) count locations are shown below in Table 3.B.1.

Table 3.B.1.			
Ortiz Drive Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
Ortiz Drive (North)	AM Peak	11 (6:45 AM – 7:45 AM)	10 (11:00 AM – 12:00 PM)
	PM Peak	20 (3:30 PM – 4:30 PM)	12 (2:45 PM – 3:45 PM)
Ortiz Drive (South)	AM Peak	11 (6:45 AM – 7:45 AM)	15 (10:00 AM – 11:00 AM)
	PM Peak	23 (4:15 PM – 5:15 PM)	18 (3:00 PM – 4:00 PM)

The Ortiz Drive study area peak hour traffic volumes range from 11 to 23 vehicles per hour.

3.C. SPEED STUDY RESULTS

The results of the speed study are displayed below in Table 3.C.1. and 3.C.2.

Table 3.C.1.			
Ortiz Drive (North) Speed Study			
Speed	NB	SB	Total
Average	20.9	17.8	19.6
10 mph Pace	20.1 – 30.0 (53.7%)	20.4 - 30.3 (50.7%)	20.1 - 30.0 (52.5%)
50th Percentile	22.6	20.8	21.9
67th Percentile	25.8	23.0	24.2
85th Percentile	29.1	27.0	28.1

Table 3.C.2.			
Ortiz Drive (South) Speed Study			
Speed	NB	SB	Total
Average	20.4	18.3	19.3
10 mph Pace	20.1 – 30.0 (65.4%)	20.1 – 30.0 (54.1%)	20.1 - 30.0 (59.3%)
50th Percentile	22.5	21.3	21.7
67th Percentile	24.3	23.0	23.7
85th Percentile	27.7	26.6	27.2

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

Before a posted speed limit can be adjusted, an analysis must be conducted to ascertain whether or not the speed limit can be adjusted without resulting in further increases of motorists' travel speeds. Motorists usually drive at speeds which they perceive as safe, based on the observable roadway conditions. A flat and straight roadway may result in a different travel speed than the posted speed limit due to the driver's observation of the roadway condition.

In relation to Ortiz Drive, 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.3. displays that 26 percent of the total ADT of the two (2) count locations recorded speeds greater than the posted speed limit of 25 mph.

Table 3.C.3.							
Ortiz Drive ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Ortiz Drive (North)	96	39%	84	34%	70	28%	249
Ortiz Drive (South)	107	38%	112	39%	67	24%	285
Average	102	38%	98	37%	69	26%	267

3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department for the most recent three (3) years. The crash data requested showed there were two (2) recorded crashes within the study area.

Table 3.D.1.				
Ortiz Drive Crash Summary				
Date	Location (Primary Street / Intersecting Street)	Cause of Crash	Crash Analysis	Crash Correct with Traffic Calming?
5/14/2015	Ortiz Drive / Roma Avenue	Driver Inattention	Vehicle parked in proper location	No
6/9/2017	Lomas Boulevard / Ortiz Drive	Driver Inattention; Improper Backing	Rear end collision/same direction	No

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 26 percent of the traffic is exceeding the posted speed limit of 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:

Table 4.1.	
COA NTMP (Neighborhood Traffic Management Program) Traffic Calming Measures	
Description	Warranted?
Reported crashes in the past 3 years that could be corrected with traffic calming	No
Peak-hour traffic volume greater than 400 vehicles in one direction	No
25% of peak-hour traffic is non-local cut-through traffic	Not Studied
85th percentile speeds exceeds the posted speed limit by 5 mph or more	No

Based upon the data collected, Ortiz Drive DOES NOT meet any of the criteria outlined to warrant traffic calming.

Appendices

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



Appendix A



Special Speed Study Report: Ortiz North

Station ID : Ortiz North

Info Line 1 : Between Roma and Lomas
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ORT NORTH.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.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	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	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	2	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	6	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	16
	16:00	2	4	9	3	1	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	18:00	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		45	45	36	19	2	0	0	0	0	0	0	0	0	0	0	0	147
Percent :		31%	31%	24%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		31%	61%	86%	99%	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 : 22.9 mph	67% Speed : 26.9 mph	85% Speed : 28.5 mph
10mph Pace: 21.1 - 31.0 (55.1%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	2	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	5	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	3	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	4	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13
	16:00	3	3	2	3	1	0	1	0	0	0	0	0	0	0	0	0	13
	17:00	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	18:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	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 :		51	56	22	15	4	0	1	0	0	0	0	0	0	0	0	0	149
Percent :		34%	38%	15%	10%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		34%	72%	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

Average Speed	20.5 mph	50% Speed :	22.2 mph	67% Speed :	23.8 mph	85% Speed :	28.0 mph
				10mph Pace:	20.8 - 30.7 (52.3%)		

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 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	2	2	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	3
	11:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	15:00	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		38	26	18	2	0	0	0	0	0	0	0	0	0	0	0	0	84
Percent :		45%	31%	21%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		45%	76%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 18.1 mph 50% Speed : 22.0 mph 67% Speed : 22.9 mph 85% Speed : 27.4 mph
 10mph Pace: 21.7 - 31.6 (52.4%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	3	1	2	0	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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	4	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		57	41	18	2	1	0	0	0	0	0	0	0	0	0	0	0	119
Percent :		48%	34%	15%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		48%	82%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

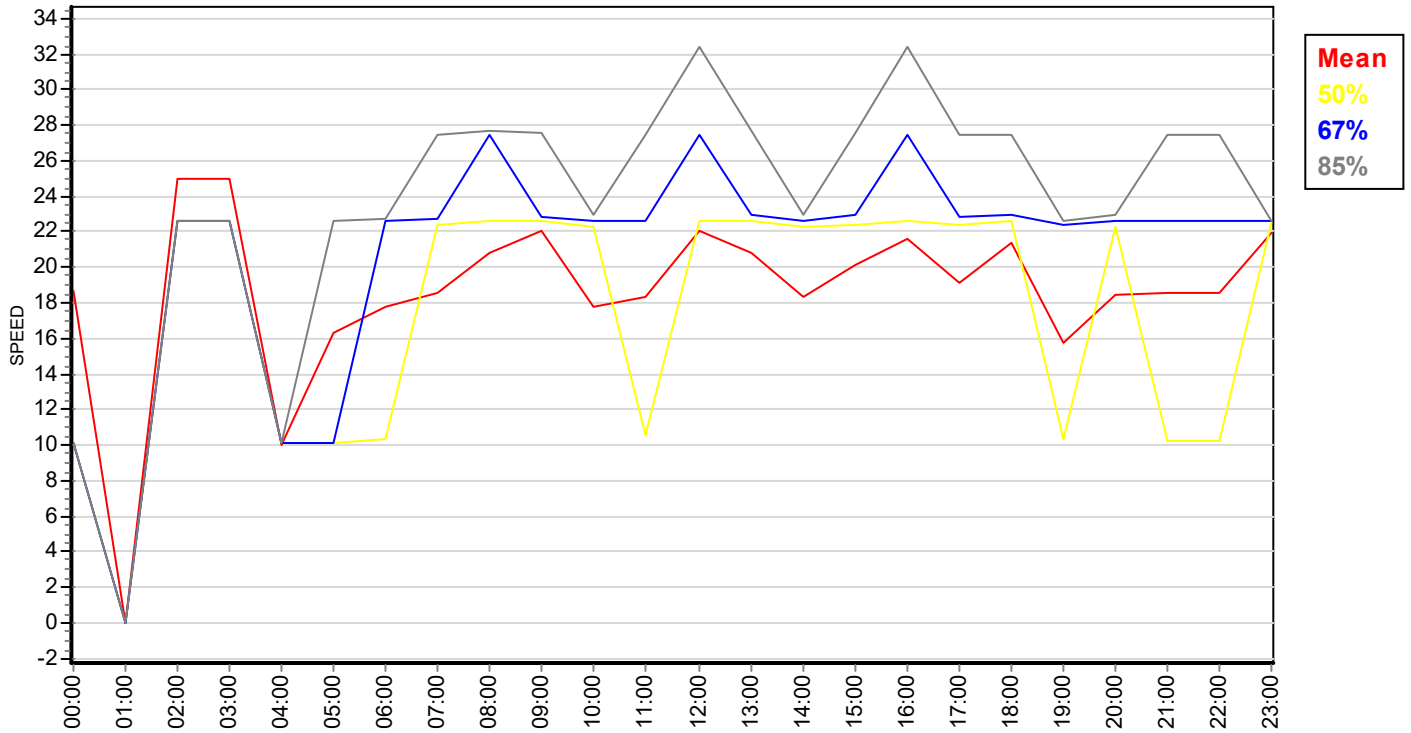
Average Speed	17.5 mph	50% Speed :	21.4 mph	67% Speed :	22.6 mph	85% Speed :	27.2 mph
				10mph Pace: 21.3 - 31.2 (49.6%)			

	#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>	

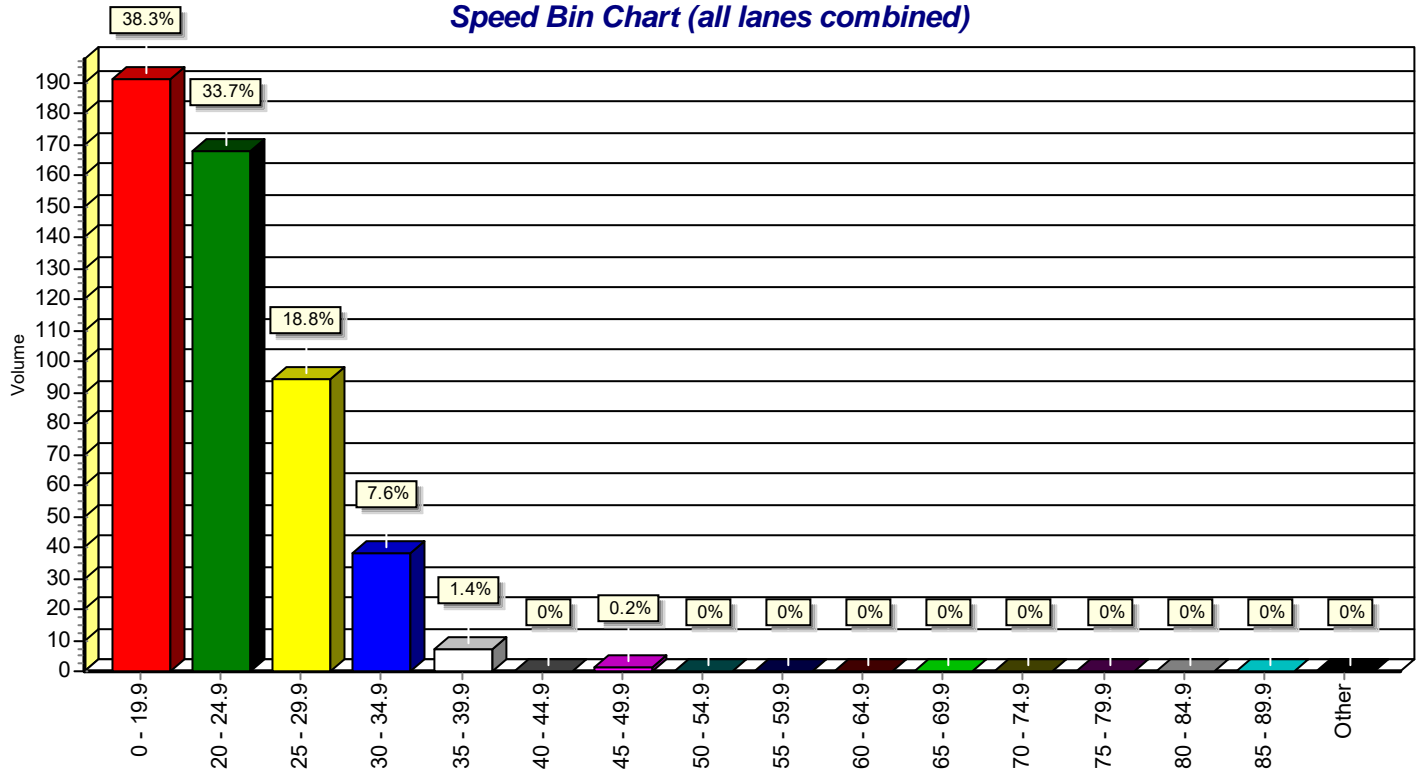
Special Speed Study Summary: Ortiz North

	#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:	96	101	58	34	6	0	1	0	0	0	0	0	0	0	0	0	296									
Percent :	32%	34%	20%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	32%	67%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6									
ADT = 148	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">20.9 mph</td> <td style="width: 25%;">50% Speed : 22.6 mph</td> <td style="width: 25%;">67% Speed : 25.8 mph</td> <td style="width: 25%;">85% Speed : 29.1 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (53.7%)</td> </tr> </table>																Average Speed	20.9 mph	50% Speed : 22.6 mph	67% Speed : 25.8 mph	85% Speed : 29.1 mph	10mph Pace: 20.1 - 30.0 (53.7%)				
Average Speed	20.9 mph	50% Speed : 22.6 mph	67% Speed : 25.8 mph	85% Speed : 29.1 mph																						
10mph Pace: 20.1 - 30.0 (53.7%)																										
Grand Total #3:	95	67	36	4	1	0	0	0	0	0	0	0	0	0	0	0	203									
Percent :	47%	33%	18%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	47%	80%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4									
ADT = 101	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">17.8 mph</td> <td style="width: 25%;">50% Speed : 20.8 mph</td> <td style="width: 25%;">67% Speed : 23.0 mph</td> <td style="width: 25%;">85% Speed : 27.0 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.4 - 30.3 (50.7%)</td> </tr> </table>																Average Speed	17.8 mph	50% Speed : 20.8 mph	67% Speed : 23.0 mph	85% Speed : 27.0 mph	10mph Pace: 20.4 - 30.3 (50.7%)				
Average Speed	17.8 mph	50% Speed : 20.8 mph	67% Speed : 23.0 mph	85% Speed : 27.0 mph																						
10mph Pace: 20.4 - 30.3 (50.7%)																										
Comb. Total :	191	168	94	38	7	0	1	0	0	0	0	0	0	0	0	0	499									
Percent :	38%	34%	19%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	38%	72%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11									
ADT = 249	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">19.6 mph</td> <td style="width: 25%;">50% Speed : 21.9 mph</td> <td style="width: 25%;">67% Speed : 24.2 mph</td> <td style="width: 25%;">85% Speed : 28.1 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (52.5%)</td> </tr> </table>																Average Speed	19.6 mph	50% Speed : 21.9 mph	67% Speed : 24.2 mph	85% Speed : 28.1 mph	10mph Pace: 20.1 - 30.0 (52.5%)				
Average Speed	19.6 mph	50% Speed : 21.9 mph	67% Speed : 24.2 mph	85% Speed : 28.1 mph																						
10mph Pace: 20.1 - 30.0 (52.5%)																										

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Ortiz South

Station ID : Ortiz South

Info Line 1 : Between San Juan & Roma
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ORT 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 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	2	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	3	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	2	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		38	55	38	3	0	0	0	0	0	0	0	0	0	0	0	0	134
Percent :		28%	41%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		28%	69%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :		2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	20.6 mph	50% Speed : 22.6 mph	67% Speed : 24.0 mph
			85% Speed : 27.6 mph
10mph Pace: 20.8 - 30.7 (69.4%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Thu	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	2	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	4	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	3	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	8
	20:00	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	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 :		42	52	27	6	1	0	0	0	1	0	0	0	0	0	0	0	129
Percent :		33%	40%	21%	5%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		33%	73%	94%	98%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed	20.3 mph	50% Speed :	22.3 mph	67% Speed :	23.7 mph	85% Speed :	27.6 mph
				10mph Pace: 20.9 - 30.8 (61.2%)			

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 - 08/16/2017 To: 23:59 - 08/17/2017

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

Daily Total :	63	52	19	5	0	0	0	0	0	0	0	0	0	0	1	0	0	140
Percent :	45%	37%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Cum. Percent :	45%	82%	96%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	
Average :	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed 18.3 mph	50% Speed : 21.4 mph	67% Speed : 22.8 mph
85% Speed : 27.2 mph		
10mph Pace: 20.9 - 30.8 (50.7%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	2	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	11:00	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	13:00	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	6	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	16:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		70	65	30	2	0	0	0	0	0	0	0	0	0	0	0	0	167
Percent :		42%	39%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		42%	81%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7

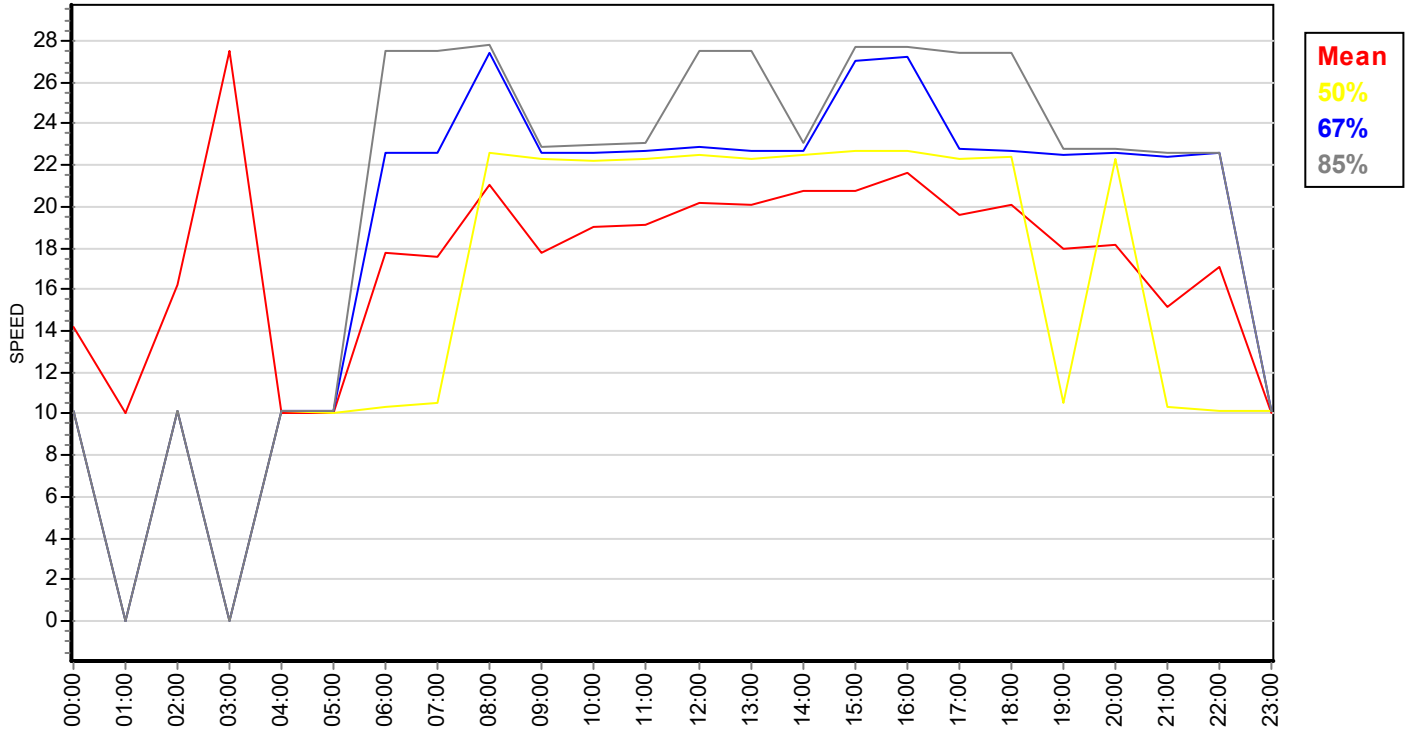
Average Speed	18.3 mph	50% Speed :	21.3 mph	67% Speed :	23.1 mph	85% Speed :	27.0 mph
				10mph Pace:	20.5 - 30.4 (56.9%)		

	#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

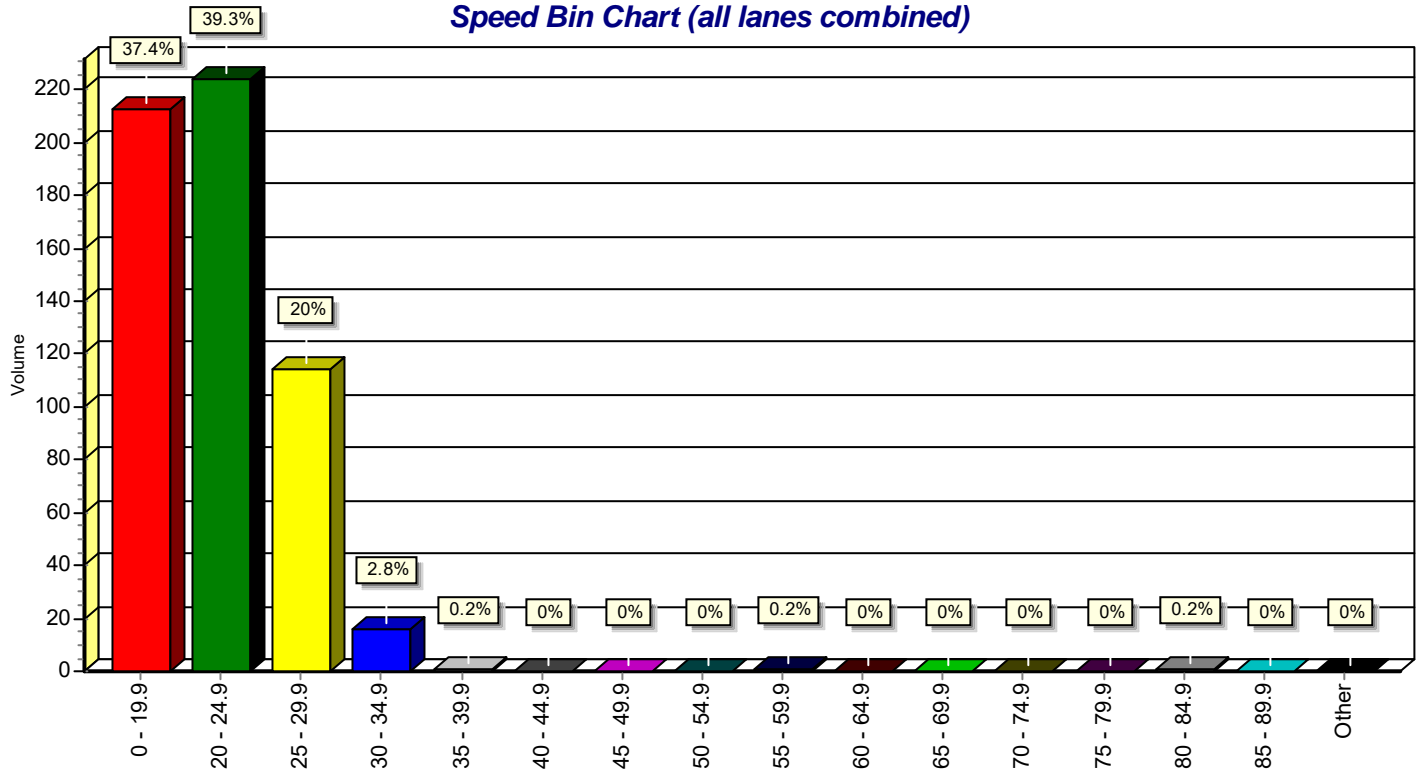
Special Speed Study Summary: Ortiz South

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:	80	107	65	9	1	0	0	0	1	0	0	0	0	0	0	0	263									
Percent :	30%	41%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	30%	71%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5									
ADT = 131	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">20.4 mph</td> <td style="width: 25%;">50% Speed : 22.5 mph</td> <td style="width: 25%;">67% Speed : 24.3 mph</td> <td style="width: 25%;">85% Speed : 27.7 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (65.4%)</td> </tr> </table>																Average Speed	20.4 mph	50% Speed : 22.5 mph	67% Speed : 24.3 mph	85% Speed : 27.7 mph	10mph Pace: 20.1 - 30.0 (65.4%)				
Average Speed	20.4 mph	50% Speed : 22.5 mph	67% Speed : 24.3 mph	85% Speed : 27.7 mph																						
10mph Pace: 20.1 - 30.0 (65.4%)																										
Grand Total #3:	133	117	49	7	0	0	0	0	0	0	0	0	0	1	0	0	307									
Percent :	43%	38%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	43%	81%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6									
ADT = 153	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">18.3 mph</td> <td style="width: 25%;">50% Speed : 21.3 mph</td> <td style="width: 25%;">67% Speed : 23.0 mph</td> <td style="width: 25%;">85% Speed : 26.6 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (54.1%)</td> </tr> </table>																Average Speed	18.3 mph	50% Speed : 21.3 mph	67% Speed : 23.0 mph	85% Speed : 26.6 mph	10mph Pace: 20.1 - 30.0 (54.1%)				
Average Speed	18.3 mph	50% Speed : 21.3 mph	67% Speed : 23.0 mph	85% Speed : 26.6 mph																						
10mph Pace: 20.1 - 30.0 (54.1%)																										
Comb. Total :	213	224	114	16	1	0	0	0	1	0	0	0	0	1	0	0	570									
Percent :	37%	39%	20%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	37%	77%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11									
ADT = 285	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">19.3 mph</td> <td style="width: 25%;">50% Speed : 21.7 mph</td> <td style="width: 25%;">67% Speed : 23.7 mph</td> <td style="width: 25%;">85% Speed : 27.2 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (59.3%)</td> </tr> </table>																Average Speed	19.3 mph	50% Speed : 21.7 mph	67% Speed : 23.7 mph	85% Speed : 27.2 mph	10mph Pace: 20.1 - 30.0 (59.3%)				
Average Speed	19.3 mph	50% Speed : 21.7 mph	67% Speed : 23.7 mph	85% Speed : 27.2 mph																						
10mph Pace: 20.1 - 30.0 (59.3%)																										

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Ortiz North

Station ID : Ortiz North

Info Line 1 : Between Roma and Lomas

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ORT NORTH.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.	Northbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

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

Day Total : 147

AM Total :	49 (33.3%)	Peak AM Hour : 06:45 =	11 (7.5%)	Peak AM Factor : 0.550	Average Period :	1.5
PM Total :	98 (66.7%)	Peak PM Hour : 15:30 =	20 (13.6%)	Peak PM Factor : 0.714	Average Hour :	6.1

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

Day Total : 149

AM Total :	52 (34.9%)	Peak AM Hour : 07:15 =	10 (6.7%)	Peak AM Factor : 0.625	Average Period :	1.6
PM Total :	97 (65.1%)	Peak PM Hour : 16:30 =	18 (12.1%)	Peak PM Factor : 0.750	Average Hour :	6.2

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

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

Day Total : 84

AM Total :	23 (27.4%)	Peak AM Hour : 10:45 =	6 (7.1%)	Peak AM Factor : 0.500	Average Period :	0.9
PM Total :	61 (72.6%)	Peak PM Hour : 14:45 =	12 (14.3%)	Peak PM Factor : 0.600	Average Hour :	3.5

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

Day Total : 119

AM Total :	39 (32.8%)	Peak AM Hour : 11:00 =	10 (8.4%)	Peak AM Factor : 0.500	Average Period :	1.2
PM Total :	80 (67.2%)	Peak PM Hour : 15:45 =	11 (9.2%)	Peak PM Factor : 0.550	Average Hour :	5.0

Basic Volume Summary: Ortiz North

Grand Total For Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	296 (59.3%)	2.00	148	1.5	6.2	101 (34.1%)	195 (65.9%)
#3.	203 (40.7%)	2.00	102	1.1	4.2	62 (30.5%)	141 (69.5%)
ALL	499	2.00	250	2.6	10.4	163 (32.7%)	336 (67.3%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:45 = 11	08/16/2017	0.550	15:30 = 20	08/16/2017	0.714
#3.	11:00 = 10	08/17/2017	0.500	14:45 = 12	08/16/2017	0.600

Basic Volume Report: Ortiz South

Station ID : Ortiz South

Info Line 1 : Between San Juan & Roma

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ORT 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 - 08/16/2017 To: 23:59 - 08/17/2017

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

Day Total : 134

AM Total :	41 (30.6%)	Peak AM Hour : 06:45 =	11 (8.2%)	Peak AM Factor : 0.688	Average Period :	1.4
PM Total :	93 (69.4%)	Peak PM Hour : 16:15 =	23 (17.2%)	Peak PM Factor : 0.719	Average Hour :	5.6

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

Day Total : 129

AM Total :	47 (36.4%)	Peak AM Hour : 08:30 =	10 (7.8%)	Peak AM Factor : 0.500	Average Period :	1.3
PM Total :	82 (63.6%)	Peak PM Hour : 16:30 =	16 (12.4%)	Peak PM Factor : 0.800	Average Hour :	5.4

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 - 08/16/2017 To: 23:59 - 08/17/2017

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

Day Total : 140

AM Total :	48 (34.3%)	Peak AM Hour : 10:45 =	13 (9.3%)	Peak AM Factor : 0.542	Average Period :	1.5
PM Total :	92 (65.7%)	Peak PM Hour : 15:00 =	18 (12.9%)	Peak PM Factor : 0.643	Average Hour :	5.8

Date	Time	:00	:15	:30	:45	Total
08/17/17	00:00	0	0	1	0	1
Thu	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	0	0	0	0	0
	05:00	1	0	0	1	2
	06:00	1	2	1	1	5
	07:00	4	0	0	2	6
	08:00	1	1	1	6	9
	09:00	0	1	0	2	3
	10:00	3	3	6	3	15
	11:00	1	3	2	7	13
	12:00	3	3	3	5	14
	13:00	7	3	1	2	13
	14:00	5	2	2	0	9
	15:00	4	5	4	4	17
	16:00	0	3	0	2	5
	17:00	3	2	4	4	13
	18:00	2	2	4	0	8
	19:00	1	2	3	3	9
	20:00	2	2	0	4	8
	21:00	4	3	2	1	10
	22:00	0	1	1	0	2
	23:00	1	1	1	0	3
Day Total :						167

AM Total :	56 (33.5%)	Peak AM Hour : 10:00 =	15 (9.0%)	Peak AM Factor : 0.536	Average Period :	1.7
PM Total :	111 (66.5%)	Peak PM Hour : 12:15 =	18 (10.8%)	Peak PM Factor : 0.643	Average Hour :	7.0

Basic Volume Summary: Ortiz South

Grand Total For Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	263 (46.1%)	2.00	132	1.4	5.5	88 (33.5%)	175 (66.5%)
#3.	307 (53.9%)	2.00	154	1.6	6.4	104 (33.9%)	203 (66.1%)
ALL	570	2.00	286	3.0	11.9	192 (33.7%)	378 (66.3%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:45 = 11	08/16/2017	0.688	16:15 = 23	08/16/2017	0.719
#3.	10:00 = 15	08/17/2017	0.536	15:00 = 18	08/16/2017	0.643

Special Speed Study Report: Ortiz North

Station ID : Ortiz North

Info Line 1 : Between Roma and Lomas
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ORT NORTH.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.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	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	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	2	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	6	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	16
	16:00	2	4	9	3	1	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	18:00	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		45	45	36	19	2	0	0	0	0	0	0	0	0	0	0	0	147
Percent :		31%	31%	24%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		31%	61%	86%	99%	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 : 22.9 mph	67% Speed : 26.9 mph	85% Speed : 28.5 mph
10mph Pace: 21.1 - 31.0 (55.1%)				

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	2	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	5	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	3	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	4	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13
	16:00	3	3	2	3	1	0	1	0	0	0	0	0	0	0	0	0	13
	17:00	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	18:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	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 :		51	56	22	15	4	0	1	0	0	0	0	0	0	0	0	0	149
Percent :		34%	38%	15%	10%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		34%	72%	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

Average Speed	20.5 mph	50% Speed :	22.2 mph	67% Speed :	23.8 mph	85% Speed :	28.0 mph
				10mph Pace:	20.8 - 30.7 (52.3%)		

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 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	2	2	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	3
	11:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	15:00	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		38	26	18	2	0	0	0	0	0	0	0	0	0	0	0	0	84
Percent :		45%	31%	21%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		45%	76%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 18.1 mph 50% Speed : 22.0 mph 67% Speed : 22.9 mph 85% Speed : 27.4 mph
 10mph Pace: 21.7 - 31.6 (52.4%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	3	1	2	0	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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	4	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		57	41	18	2	1	0	0	0	0	0	0	0	0	0	0	0	119
Percent :		48%	34%	15%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		48%	82%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

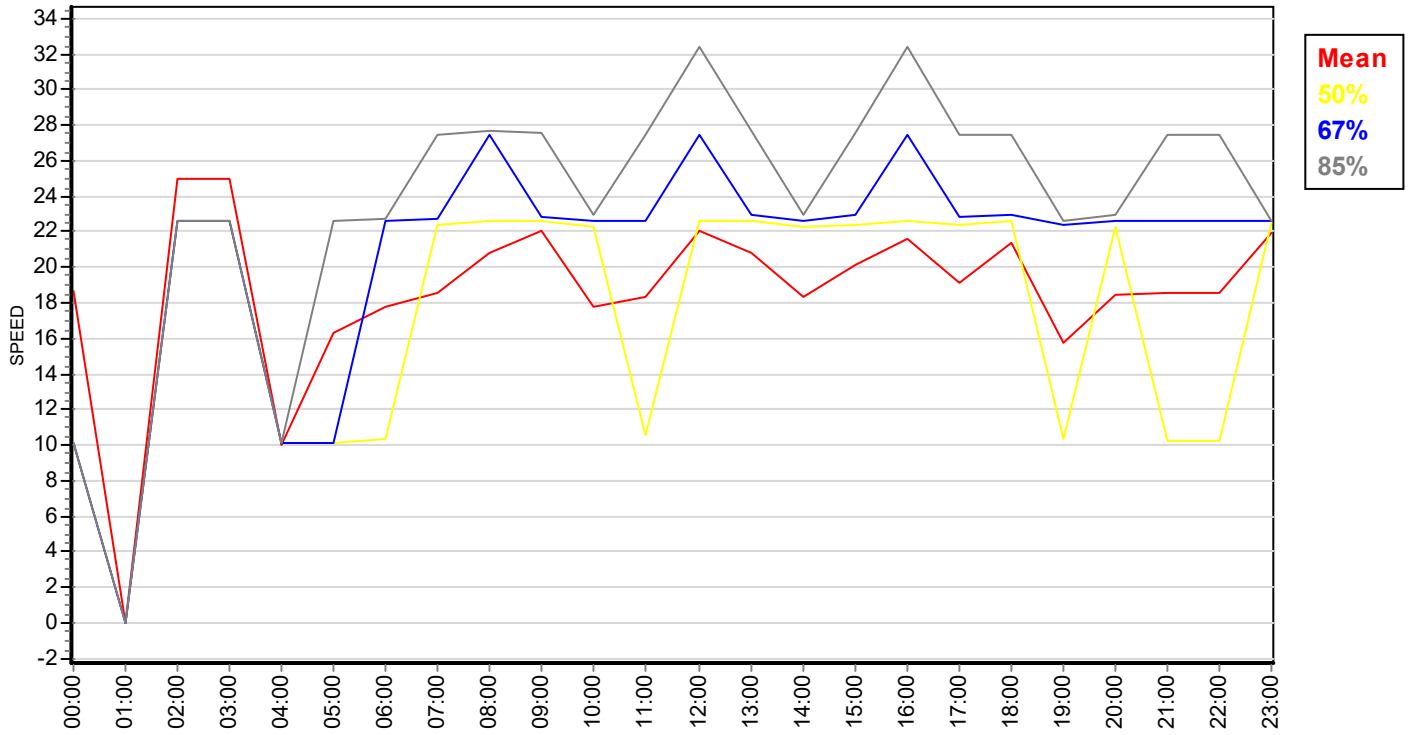
Average Speed	17.5 mph	50% Speed :	21.4 mph	67% Speed :	22.6 mph	85% Speed :	27.2 mph
				10mph Pace: 21.3 - 31.2 (49.6%)			

	#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>	

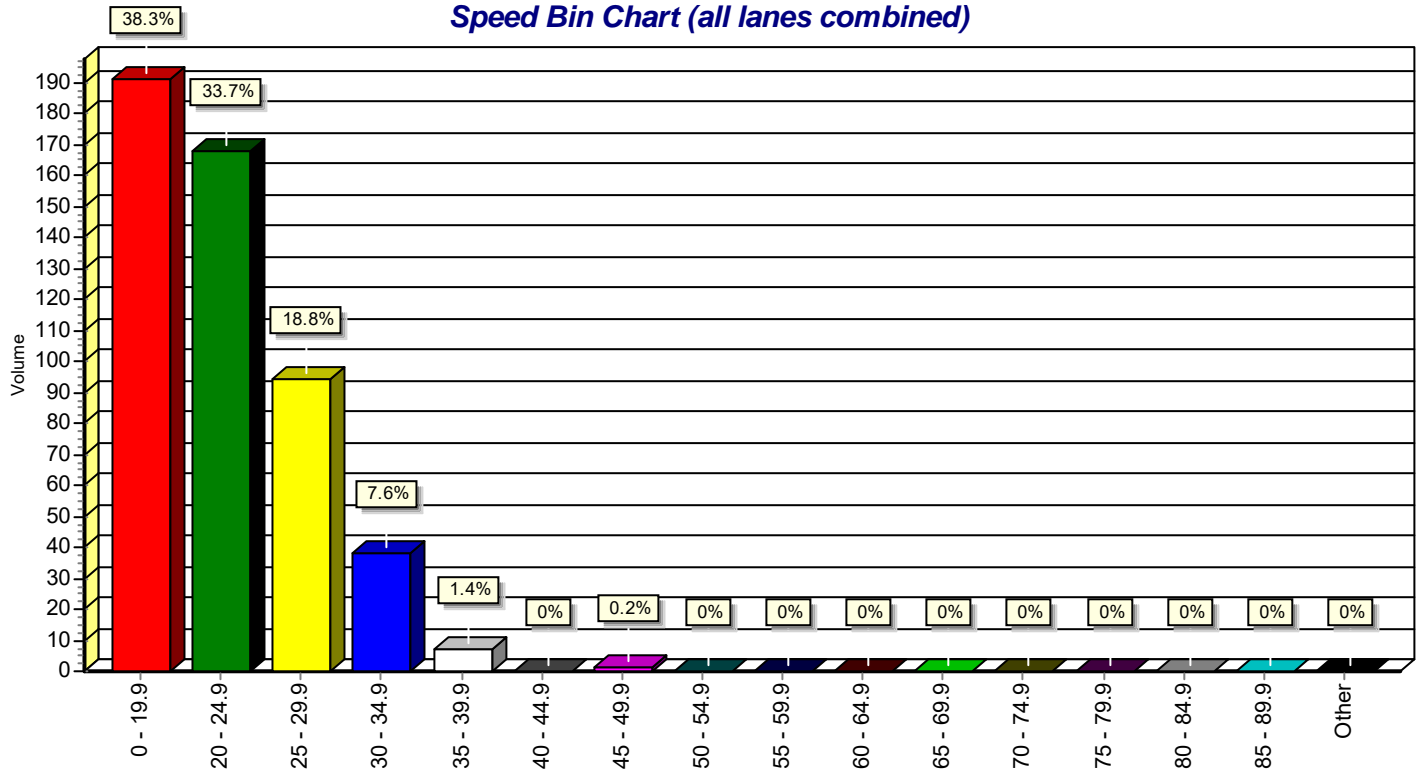
Special Speed Study Summary: Ortiz North

	#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:	96	101	58	34	6	0	1	0	0	0	0	0	0	0	0	0	296
Percent :	32%	34%	20%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	32%	67%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
ADT = 148	Average Speed 20.9 mph 50% Speed : 22.6 mph 67% Speed : 25.8 mph 85% Speed : 29.1 mph 10mph Pace: 20.1 - 30.0 (53.7%)																
Grand Total #3:	95	67	36	4	1	0	0	0	0	0	0	0	0	0	0	0	203
Percent :	47%	33%	18%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	47%	80%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
ADT = 101	Average Speed 17.8 mph 50% Speed : 20.8 mph 67% Speed : 23.0 mph 85% Speed : 27.0 mph 10mph Pace: 20.4 - 30.3 (50.7%)																
Comb. Total :	191	168	94	38	7	0	1	0	0	0	0	0	0	0	0	0	499
Percent :	38%	34%	19%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	38%	72%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11
ADT = 249	Average Speed 19.6 mph 50% Speed : 21.9 mph 67% Speed : 24.2 mph 85% Speed : 28.1 mph 10mph Pace: 20.1 - 30.0 (52.5%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Ortiz South

Station ID : Ortiz South

Info Line 1 : Between San Juan & Roma
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ORT 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 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	2	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	3	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	2	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		38	55	38	3	0	0	0	0	0	0	0	0	0	0	0	0	134
Percent :		28%	41%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		28%	69%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :		2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	20.6 mph	50% Speed : 22.6 mph	67% Speed : 24.0 mph
			85% Speed : 27.6 mph
10mph Pace: 20.8 - 30.7 (69.4%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Thu	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	2	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	4	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	3	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	8
	20:00	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	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 :		42	52	27	6	1	0	0	0	1	0	0	0	0	0	0	0	129
Percent :		33%	40%	21%	5%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		33%	73%	94%	98%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed	20.3 mph	50% Speed :	22.3 mph	67% Speed :	23.7 mph	85% Speed :	27.6 mph
				10mph Pace:	20.9 - 30.8 (61.2%)		

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 - 08/16/2017 To: 23:59 - 08/17/2017

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	5	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	4	3	2	0	0	0	0	0	0	0	0	0	0	1	0	0	10
	14:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	15:00	6	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	16:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	17:00	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	19:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		63	52	19	5	0	0	0	0	0	0	0	0	0	1	0	0	140
Percent :		45%	37%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Cum. Percent :		45%	82%	96%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	
Average :		3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed 18.3 mph	50% Speed : 21.4 mph	67% Speed : 22.8 mph	85% Speed : 27.2 mph
10mph Pace: 20.9 - 30.8 (50.7%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
08/17/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	2	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	11:00	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	13:00	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	6	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	16:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		70	65	30	2	0	0	0	0	0	0	0	0	0	0	0	0	167
Percent :		42%	39%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		42%	81%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7

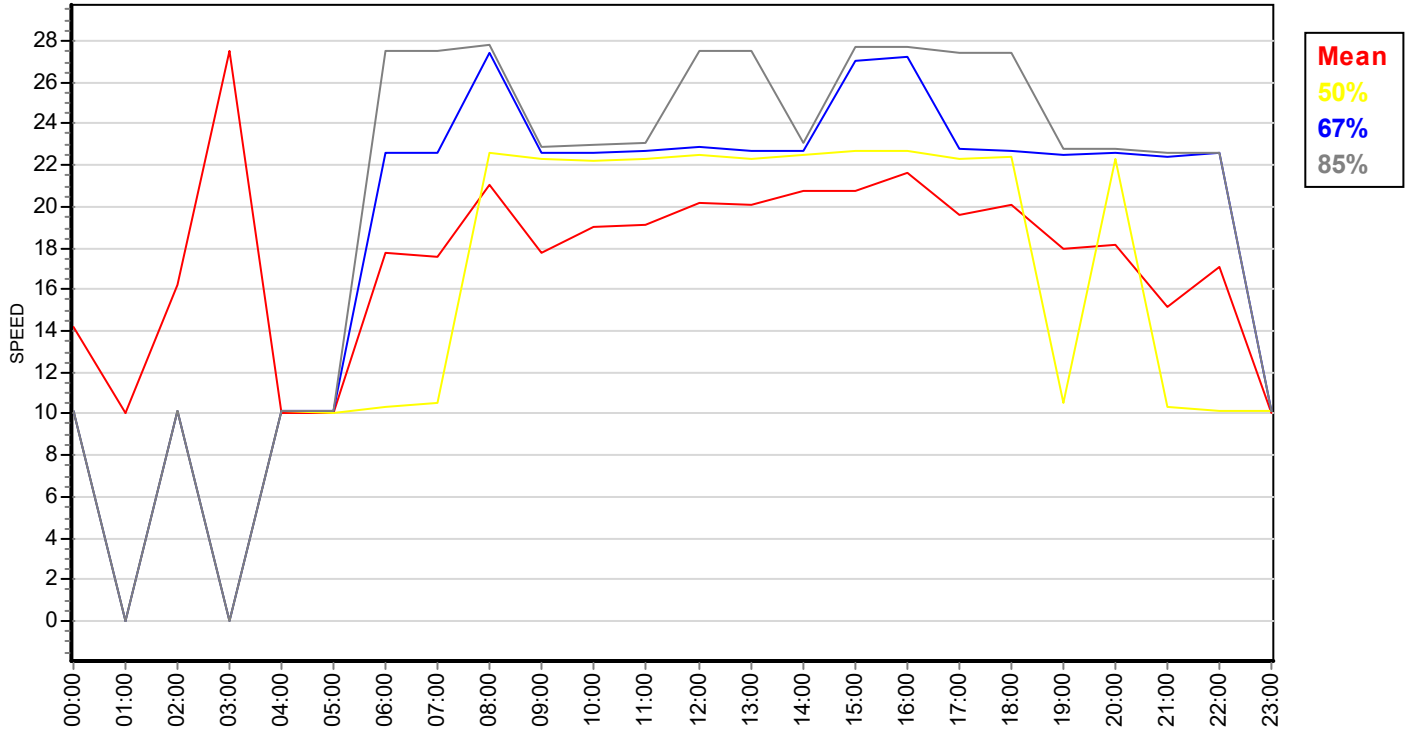
Average Speed	18.3 mph	50% Speed :	21.3 mph	67% Speed :	23.1 mph	85% Speed :	27.0 mph
				10mph Pace:	20.5 - 30.4 (56.9%)		

	#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>	

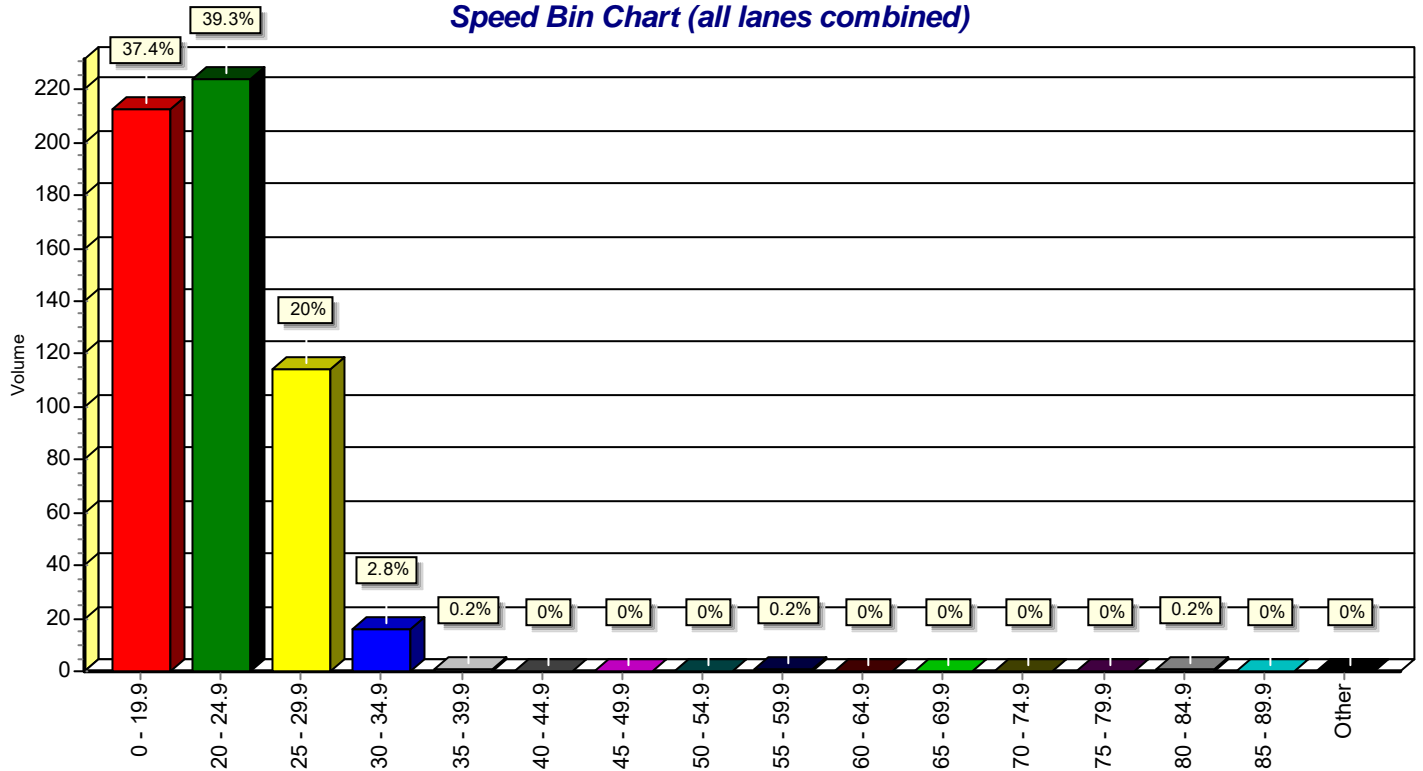
Special Speed Study Summary: Ortiz South

	#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:	80	107	65	9	1	0	0	0	1	0	0	0	0	0	0	0	263									
Percent :	30%	41%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	30%	71%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5									
ADT = 131	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">20.4 mph</td> <td style="width: 25%;">50% Speed : 22.5 mph</td> <td style="width: 25%;">67% Speed : 24.3 mph</td> <td style="width: 25%;">85% Speed : 27.7 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (65.4%)</td> </tr> </table>																Average Speed	20.4 mph	50% Speed : 22.5 mph	67% Speed : 24.3 mph	85% Speed : 27.7 mph	10mph Pace: 20.1 - 30.0 (65.4%)				
Average Speed	20.4 mph	50% Speed : 22.5 mph	67% Speed : 24.3 mph	85% Speed : 27.7 mph																						
10mph Pace: 20.1 - 30.0 (65.4%)																										
Grand Total #3:	133	117	49	7	0	0	0	0	0	0	0	0	0	1	0	0	307									
Percent :	43%	38%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	43%	81%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6									
ADT = 153	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">18.3 mph</td> <td style="width: 25%;">50% Speed : 21.3 mph</td> <td style="width: 25%;">67% Speed : 23.0 mph</td> <td style="width: 25%;">85% Speed : 26.6 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (54.1%)</td> </tr> </table>																Average Speed	18.3 mph	50% Speed : 21.3 mph	67% Speed : 23.0 mph	85% Speed : 26.6 mph	10mph Pace: 20.1 - 30.0 (54.1%)				
Average Speed	18.3 mph	50% Speed : 21.3 mph	67% Speed : 23.0 mph	85% Speed : 26.6 mph																						
10mph Pace: 20.1 - 30.0 (54.1%)																										
Comb. Total :	213	224	114	16	1	0	0	0	1	0	0	0	0	1	0	0	570									
Percent :	37%	39%	20%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
Cum. Percent :	37%	77%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%										
Average :	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11									
ADT = 285	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Average Speed</td> <td style="width: 25%;">19.3 mph</td> <td style="width: 25%;">50% Speed : 21.7 mph</td> <td style="width: 25%;">67% Speed : 23.7 mph</td> <td style="width: 25%;">85% Speed : 27.2 mph</td> </tr> <tr> <td colspan="5">10mph Pace: 20.1 - 30.0 (59.3%)</td> </tr> </table>																Average Speed	19.3 mph	50% Speed : 21.7 mph	67% Speed : 23.7 mph	85% Speed : 27.2 mph	10mph Pace: 20.1 - 30.0 (59.3%)				
Average Speed	19.3 mph	50% Speed : 21.7 mph	67% Speed : 23.7 mph	85% Speed : 27.2 mph																						
10mph Pace: 20.1 - 30.0 (59.3%)																										

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Ortiz North

Station ID : Ortiz North

Info Line 1 : Between Roma and Lomas

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ORT NORTH.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.	Northbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

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

Day Total : 147

AM Total :	49 (33.3%)	Peak AM Hour : 06:45 =	11 (7.5%)	Peak AM Factor : 0.550	Average Period :	1.5
PM Total :	98 (66.7%)	Peak PM Hour : 15:30 =	20 (13.6%)	Peak PM Factor : 0.714	Average Hour :	6.1

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

Day Total : 149

AM Total :	52 (34.9%)	Peak AM Hour : 07:15 =	10 (6.7%)	Peak AM Factor : 0.625	Average Period :	1.6
PM Total :	97 (65.1%)	Peak PM Hour : 16:30 =	18 (12.1%)	Peak PM Factor : 0.750	Average Hour :	6.2

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

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

Day Total : 84

AM Total :	23 (27.4%)	Peak AM Hour : 10:45 =	6 (7.1%)	Peak AM Factor : 0.500	Average Period :	0.9
PM Total :	61 (72.6%)	Peak PM Hour : 14:45 =	12 (14.3%)	Peak PM Factor : 0.600	Average Hour :	3.5

Date	Time	:00	:15	:30	:45	Total
08/17/17	00:00	0	0	1	0	1
Thu	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	1	1	2
	04:00	0	0	0	0	0
	05:00	0	0	0	1	1
	06:00	1	1	2	1	5
	07:00	1	0	0	3	4
	08:00	1	2	0	3	6
	09:00	0	1	0	1	2
	10:00	2	1	5	0	8
	11:00	1	2	4	3	10
	12:00	2	1	1	2	6
	13:00	4	2	1	3	10
	14:00	4	0	1	0	5
	15:00	2	4	0	4	10
	16:00	2	4	1	2	9
	17:00	3	1	3	3	10
	18:00	1	3	0	1	5
	19:00	1	1	3	1	6
	20:00	0	3	2	5	10
	21:00	1	2	0	0	3
	22:00	0	2	2	0	4
	23:00	2	0	0	0	2
Day Total :						119

AM Total :	39 (32.8%)	Peak AM Hour : 11:00 =	10 (8.4%)	Peak AM Factor : 0.500	Average Period :	1.2
PM Total :	80 (67.2%)	Peak PM Hour : 15:45 =	11 (9.2%)	Peak PM Factor : 0.550	Average Hour :	5.0

Basic Volume Summary: Ortiz North

Grand Total For Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	296 (59.3%)	2.00	148	1.5	6.2	101 (34.1%)	195 (65.9%)
#3.	203 (40.7%)	2.00	102	1.1	4.2	62 (30.5%)	141 (69.5%)
ALL	499	2.00	250	2.6	10.4	163 (32.7%)	336 (67.3%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:45 = 11	08/16/2017	0.550	15:30 = 20	08/16/2017	0.714
#3.	11:00 = 10	08/17/2017	0.500	14:45 = 12	08/16/2017	0.600

Basic Volume Report: Ortiz South

Station ID : Ortiz South

Info Line 1 : Between San Juan & Roma

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ORT 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 - 08/16/2017 To: 23:59 - 08/17/2017

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

Day Total : 134

AM Total :	41 (30.6%)	Peak AM Hour : 06:45 =	11 (8.2%)	Peak AM Factor : 0.688	Average Period :	1.4
PM Total :	93 (69.4%)	Peak PM Hour : 16:15 =	23 (17.2%)	Peak PM Factor : 0.719	Average Hour :	5.6

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

Day Total : 129

AM Total :	47 (36.4%)	Peak AM Hour : 08:30 =	10 (7.8%)	Peak AM Factor : 0.500	Average Period :	1.3
PM Total :	82 (63.6%)	Peak PM Hour : 16:30 =	16 (12.4%)	Peak PM Factor : 0.800	Average Hour :	5.4

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 - 08/16/2017 To: 23:59 - 08/17/2017

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

Day Total : 140

AM Total :	48 (34.3%)	Peak AM Hour : 10:45 =	13 (9.3%)	Peak AM Factor : 0.542	Average Period :	1.5
PM Total :	92 (65.7%)	Peak PM Hour : 15:00 =	18 (12.9%)	Peak PM Factor : 0.643	Average Hour :	5.8

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

Day Total : 167

AM Total :	56 (33.5%)	Peak AM Hour : 10:00 =	15 (9.0%)	Peak AM Factor : 0.536	Average Period :	1.7
PM Total :	111 (66.5%)	Peak PM Hour : 12:15 =	18 (10.8%)	Peak PM Factor : 0.643	Average Hour :	7.0

Basic Volume Summary: Ortiz South

Grand Total For Data From: 00:00 - 08/16/2017 To: 23:59 - 08/17/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	263 (46.1%)	2.00	132	1.4	5.5	88 (33.5%)	175 (66.5%)
#3.	307 (53.9%)	2.00	154	1.6	6.4	104 (33.9%)	203 (66.1%)
ALL	570	2.00	286	3.0	11.9	192 (33.7%)	378 (66.3%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:45 = 11	08/16/2017	0.688	16:15 = 23	08/16/2017	0.719
#3.	10:00 = 15	08/17/2017	0.536	15:00 = 18	08/16/2017	0.643

Appendix B



Agency Case Number	Crash Analysis	Crash Date	Crash Intersecting Street	Crash Primary Street	Contributing Factors
150042561	01 - VEH PARKED IN PROPER LOC	5/14/2015	ROMA AVE NE	ORTIZ DR NE	Driver inattention
150042561	01 - VEH PARKED IN PROPER LOC	5/14/2015	ROMA AVE NE	ORTIZ DR NE	Other - No driver error
170054745	23 - REAR END COLL/SAME DIR	6/9/2017	LOMAS BLVD NE	LOMAS BLVD NE	None
170054745	23 - REAR END COLL/SAME DIR	6/9/2017	LOMAS BLVD NE	LOMAS BLVD NE	Driver inattention, Improper backing

Appendix C



12-8-16

CASE ID
36851

Dear Amanda,

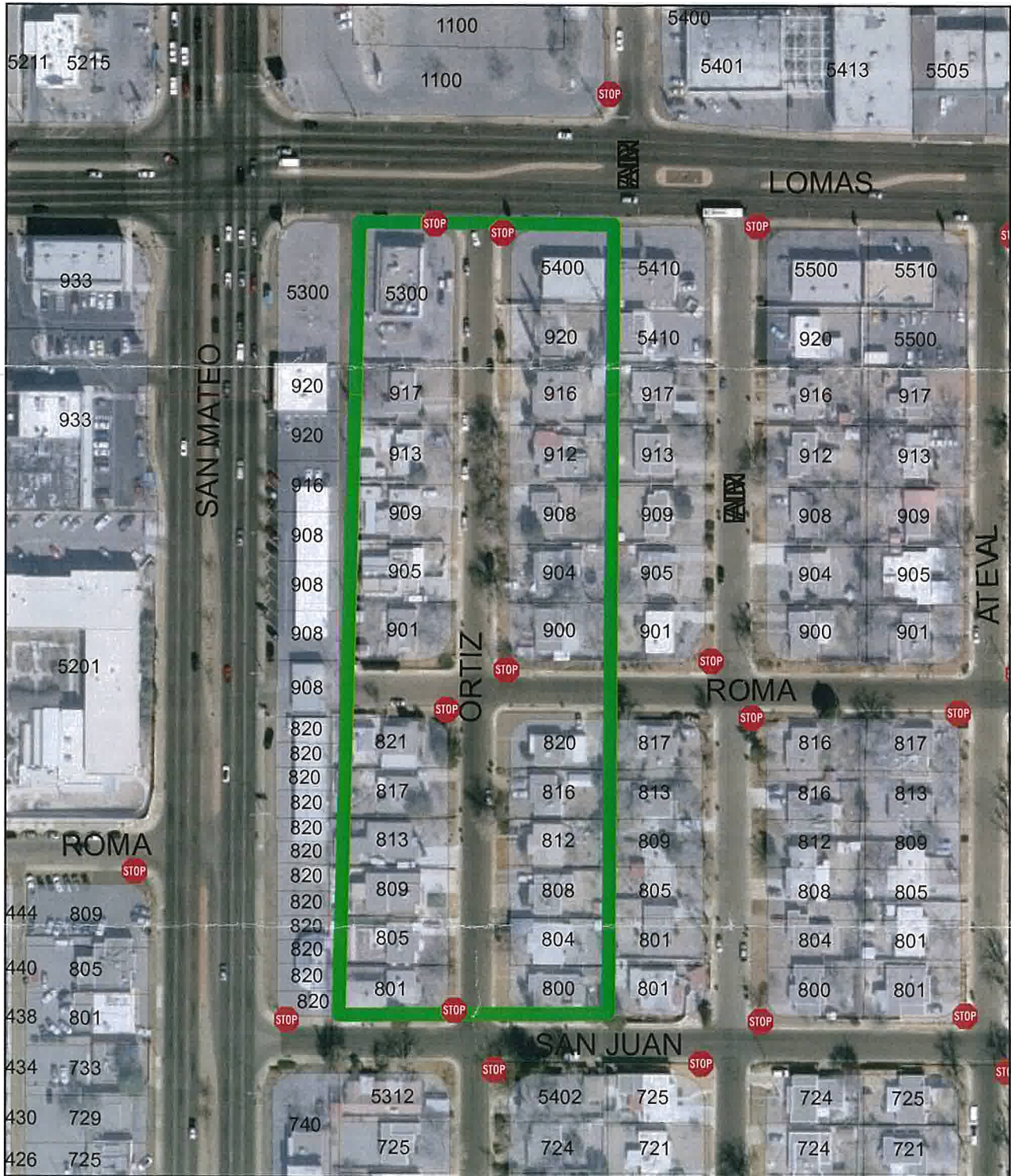
I have spoken to you on the phone and I want you to know how much we request for speed bumps are needed. We have several families with children and around 4:30 to 5:00 the traffic is extremely dangerous. Cars are trying to avoid the light onomas & San Mateo, so they drive down our block to skip the light and drive way past the speed limit. Drivers are out of control and I worry they will cause a tragic accident.

I mentioned this at our Neighborhood Watch meeting. The police officers in attendance said they would try to monitor.

I would sincerely appreciate your assistance in this matter. If there is more you need from me please don't hesitate. Thanks in advance.

Rubyh Mora
809 Ortiz Dr. N.E.
379-9525
rubyh.mora@gmail.com

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: 11/7/16
RETURN DATE: 12/12/16

36851





5454 Venice Avenue NE, Suite D
Albuquerque, NM 87113
(505) 299-0942 fax (505) 293-3430
www.soudermiller.com