CITY OF ALBUQUERQUE
CITY WIDE-ON CALL ENGINEERING SERVICES
(TRANSPORTATION & STORM DRAINAGE)
5015.00, TASK 4

RIO GRANDE BOULEVARD AND CANDELARIA ROAD INTERSECTION REASSESSMENT

Supplement to:
Rio Grande Boulevard and Candelaria Road Intersection Evaluation
November 2008

Prepared For:

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July 29, 2013

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EXECUTIVE SUMMARY

The attached report documents the findings of a supplemental assessment of the Rio Grande Boulevard and Candelaria Road intersection in Albuquerque's North Valley. This supplemental assessment updates a previous study of this intersection conducted in November 2008. That study culminated in plans to implement a roundabout at the Rio Grande Boulevard and Candelaria Road intersection. Subsequently, the City proceeded with the development of construction plans. However, considerable public debate occurred during project design with arguments made in support of and in opposition to the placement of a roundabout at this location. In response to this debate, the Albuquerque City Council requested that the City's Department of Municipal Development conduct supplemental analyses to address the issues raised by the public and verify the need for improvements at the intersection.

An engineering study of the traffic operations and safety conditions at the intersection was performed based on current data. New traffic volume and speed counts were collected in 2013, and accident reports for the years 2004 through 2012 were obtained from the Albuquerque Police Department. The traffic counts were used to evaluate intersection operations for the existing signalized intersection and for a configuration assuming a single lane roundabout. The speed data were analyzed to document current speed statistics on Rio Grande Boulevard and Candelaria Road near the intersection. The crash data were used to assess the relative safety of the intersection. In addition, a cost-benefit assessment was performed to compare the benefits of each intersection type. The results based on current data were compared to the November 2008 study results.

Key findings of the assessment include:

Safety

1. Seventy-five (75) crashes were reported for the intersection from 2004 to 2012, which is an average of eight to nine crashes per year. Of the 75 crashes reported at the intersection over the nine years of data reviewed, 21 involved injuries. No fatalities were reported.
2. The three-year intersection crash rate decreased from 1.48 crashes per million entering vehicles (cr/MEV) in the 2008 study to 1.24 cr/MEV in this study. The crash rate at the Rio Grande Boulevard and Candelaria Road intersection is below that calculated for similar intersections in Albuquerque. Based on crash data from 2005 to 2007 for 143 signalized intersections with similar daily entering traffic volumes, an 85^{th}-percentile crash rate of 1.79 cr/MEV was calculated, which is higher than the 1.24 cr/MEV found by this study.
3. The crash severity index at the intersection also decreased. The crash severity index is the ratio of crashes involving injuries and fatalities to the total number of crashes. The severity index for the Rio Grande Boulevard and Candelaria Road intersection was 0.41 in the 2008 study and was 0.14 in this study. For comparison purposes, the city-wide average severity index ranged from 0.27 to 0.29 in the years from 2006 through 2010.
4. Based on a review of the types of crashes that occurred at the intersection, the strongest pattern involved westbound left turns from Candelaria Road onto southbound Rio Grande Boulevard. Several other crash types occurred but were dispersed across the intersection making it difficult to identify other discernable crash patterns.

Traffic Volumes and Intersection Operations

1. Traffic volumes used for the 2008 study were compared to current volumes. The count data collected in 2013 are substantially lower than the data collected in 2008. **Daily traffic** volumes have declined approximately 10%. Traffic during the evening **peak hour** shows a similar decline and is approximately 9% less than the data collected in 2008.
2. Assuming current traffic volumes, the evaluation of traffic operations found that both the signalized intersection and the roundabout configuration would operate at reasonable levels of service. The signalized intersection would have less overall delay than the roundabout configuration.
3. An assessment of traffic queues found that the signalized intersection would accommodate traffic queues within the existing turn lane bays. No queuing conflicts would occur with traffic in the through travel lanes. Queues are not expected to be extensive for the single-lane roundabout. The longest queue of 400 feet is expected on northbound Rio Grande Boulevard in the evening peak hour.

Travel Speeds

1. Speed data were collected using both automated data collection and a radar gun. The data found that both the average speeds and 85th-percentile speeds have decreased since the initial assessment was completed in 2008. The decline in travel speeds range from 0.5 mph to 3.6 miles per hour (mph).
2. The automated data found that the average speeds on Rio Grande Boulevard are about 3 to 4 mph above the posted speed of 35 mph for this street. The 85th-percentile speeds are approximately 7 to 8 mph above the posted speed.
3. The automated data found that the average speeds on Candelaria Road are about 3 to 6 mph above the posted speed for this street. The 85th-percentile speeds are approximately 7 to 9 mph above the posted speed.

Conclusions and Recommendations

1. The assessment of crash data, traffic volumes, traffic operations, and travel speeds found that all of these metrics have improved since the data collection and analysis completed for the 2008 study of the Rio Grande Boulevard and Candelaria Road intersection.
2. The assessment found that the existing signalized intersection does not have a high crash rate nor does it have a high crash severity index that would warrant the need for major improvements to the intersection. A disproportionate number of the crashes reported are found for one movement — the westbound to southbound left-turn movement. The implementation of a protected-permissive signal phase would help reduce this type of crash and would likely reduce the overall crash rate at this intersection.
3. The existing signalized intersection operates at reasonable levels of service under current traffic volumes, signal phasing, and turning patterns. Analysis of the implementation of a protected-permissive signal phase found that this modification would decrease delay and the intersection would operate at a reasonable level of service.

4. The cost of adding a protected-permissive signal phase to the existing intersection would be approximately $10,000 and would be a cost-effective strategy for this specific problem.
5. A roundabout intersection would provide safety benefits and would be effective at slowing traffic speeds through and near the intersection. However, the intersection crash rate and severity under traffic signal control do not indicate a major safety deficiency and maintaining slower speeds beyond the influence of the intersection would require additional measures.

Based on the above, the following actions are recommended:

- Modify the existing signalized intersection by adding a protected-permissive phase for the westbound to southbound left-turn movement.
- Request that the Albuquerque Police Department provide periodic enforcement on Rio Grande Boulevard and Candelaria Road to achieve better and maintained compliance with posted speeds.
- Continue to monitor the intersection for a period of two years to determine the effectiveness of the signal modification and to monitor changes in overall crash rate, type, and severity.
- Continue to monitor traffic volumes through the intersection to verify that the drop in volume was not attributed to the economic conditions that coincided with the evaluation periods.
- If a significant increase in the types of crashes that can be reduced by a roundabout and/or crash severity are observed, reassess the implementation of a roundabout intersection as a countermeasure to high crash rate/severity.

1. INTRODUCTION AND BACKGROUND

This report documents the findings of a supplemental assessment of the Rio Grande Boulevard and Candelaria Road intersection. The objective of the supplemental assessment is to update a previous study of this intersection completed by the City in November 2008. The supplement addresses three technical issues: (1) an operational analysis of the intersection for current traffic flows; (2) an update of intersection safety based on the most recent crash data; and, (3) an assessment of cost-benefit for intersection improvement options.

The 2008 study was initiated in response to public concerns with perceived physical, safety, and operational deficiencies at the intersection. The outcome of that study, which was based on traffic volume data collected in 2008 and crash data for the 3-year period from 2004 through 2006, identified specific operational and functional deficiencies. The study also identified a list of specific counter measures to address the deficiencies. This list included a single lane roundabout among the improvement options; however, no recommendations were made with regard to a preferred approach. After the analyses were completed, the findings of the report were presented to the public at a community meeting. The input from that meeting strongly favored the roundabout intersection option and a decision was made to advance the roundabout concept to preliminary and final design.

Additional public meetings were held during the design phase for the intersection. Community sentiment expressed at these meetings included vigorous comments both supporting and opposing the use of a roundabout configuration. In addition, the analyses indicated a reduction in traffic volumes and the number of crashes at the intersection. Based on the more recent data and public debate, the City chose to collect additional data and reassess the conditions at this intersection. The reassessment covered four primary factors, including:

- Assessment of intersection capacity and vehicle queuing during peak travel hours
- Review of crash data to assess intersection safety
- Speed data collection to assess compliance with posted speed limits
- Calculation of the benefits and costs of improvement options

1.1 Project Area

The Rio Grande Boulevard and Candelaria Road intersection is located within Albuquerque's North Valley (see **Figure 1**). Development surrounding this intersection is urban in character and is predominantly single-family residential uses. Both Rio Grande Boulevard and Candelaria Road are urban minor arterial streets and have large service areas. Therefore, the traffic flow on these two streets is a mixture of local traffic and longer distance commuter traffic. The intersection is also used to by drivers, bicyclists, and pedestrians to access the *Rio Grande Nature Center State Park*. This facility is located approximately ½ mile west of the intersection and draws visitors from throughout the metropolitan area. Pedestrian facilities (sidewalks) are located within all four quadrants. The intersection is signal controlled with permitted turn-phasing and pedestrian actuation at all approaches.
Within the project area, the cross section of Rio Grande Boulevard includes five lanes: two northbound, two southbound, and a center two-way left-turn lane. Single left-turn lanes are provided at the intersection. In addition to the traffic lanes, on-street bicycle lanes are present in each direction.

Figure 1: Rio Grande Boulevard and Candelaria Road Intersection

Candelaria Road is an urban minor arterial east of the intersection and a local roadway to the west. The street cross section is a two lane section to the west and a three lane section to the east. The westbound approach includes a single right-turn, through, and left-turn lane at the intersection. The eastbound approach has a short left-turn lane. Candelaria Road also has on-street bicycle lanes; however, due to right-of-way constraints, they do not extend through the intersection. The bicycle lanes end approximately 200 feet to the west of the intersection and about 425 feet to the east.

Subsequent to the study completed in 2009, the City of Albuquerque implemented two improvements to the intersection and along Rio Grande Boulevard near the intersection. These include:

- Installation of radar speed reader boards 2,400-feet north and 1,500-feet south of the intersection. These were installed in September 2009
- Restriping of the east leg of the intersection to lengthen the existing turn bays. These changes were made in 2009

Radar Reader Boards on Rio Grande Boulevard

2. SAFETY ANALYSIS

Crash data specific to the intersection was assembled and reviewed to determine the current crash rate and crash severity and to enable a comparison of current data with the data used for the 2008 study. The data used for the 2008 study was limited to **crash summaries** maintained by the Mid Region Council of Governments (MRCOG). Because the crash summaries are limited to information needed for statistical analyses, they lack sufficient detail to determine the exact crash location. For this reason, the current assessment included a review of the summary collision data **and** review of the actual crash reports prepared by the Albuquerque Police Department (APD).

The databases of both MRCOG and APD were reviewed to obtain additional detail than was collected for the 2008 study. In addition, the collision data were screened to include only crashes related to the intersection. This was accomplished by reading the report narratives to corroborate the crash location and type. This approach enabled crashes that were near, but not associated with the intersection to be removed from the database. Using this approach, fifteen crashes over the nine year assessment period were removed from the data set and thereby not included in the statistical analysis.

A comprehensive listing of the summary data utilized for this analyses are included in **Appendix A**.

It should be noted that the crash analysis is based on reported collisions. It is likely that the actual number of collisions at the intersection over the nine years evaluated is higher than reported. Crash

reports are not always filed for minor collisions that involve minor property damage. However, it is probable that the crash reports are nearly complete for the collision types of interest to this assessment — i.e., collisions that involve injuries and more significant property damage.

For comparison purposes, collision data were summarized in three year periods (i.e., 2004-2006, 2007-2009, and 2010-2012). This was done to allow a direct comparison with the crash data used for the previous study (2004 through 2006). It also helped with the identification of potential trends associated with changes in traffic volumes and/or changes that may have resulted from the improvements made to the intersection in 2009.

2.1 Crash Data Summary

A summary of the crash data for the three, 3-year periods is summarized in Table 1 and Figure 2. As shown in this table, the number of crashes has decreased over the nine year period from 2004 through 2012. In the 2004 to 2006 period, 32 crashes were reported, 13 of which involved injury. In contrast, the period from 2007 through 2009 had 21 total crashes with only 5 injury crashes. For the latest 3 year period, 2010 through 2012, there were 22 total crashes and 3 injury crashes. No fatalities occurred at the intersection during the nine year evaluation period.

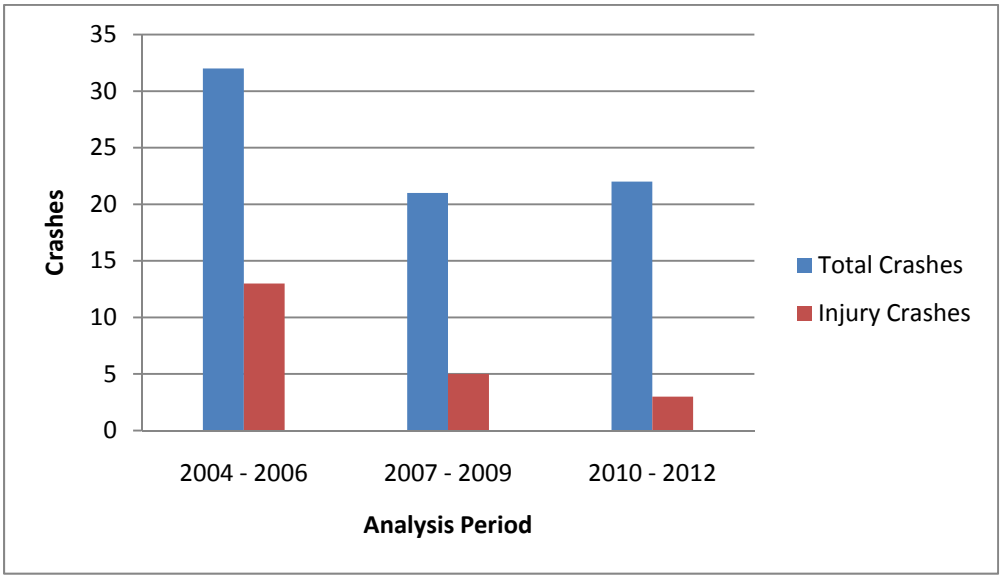
Table 1: Crash Summary

	Collision Analysis Period			
	2004-2006	2007-2009	2010-2012	2004-2012
Total Crashes	32	21	22	75
Injury Crashes	13	5	3	21
Severity Index	0.41	0.24	0.14	0.28
Crash Rate (cr/MEV)	1.48	1.06	1.24	1.27

*Severity Index is the ratio of Fatal and Injury Crashes to Total Crashes

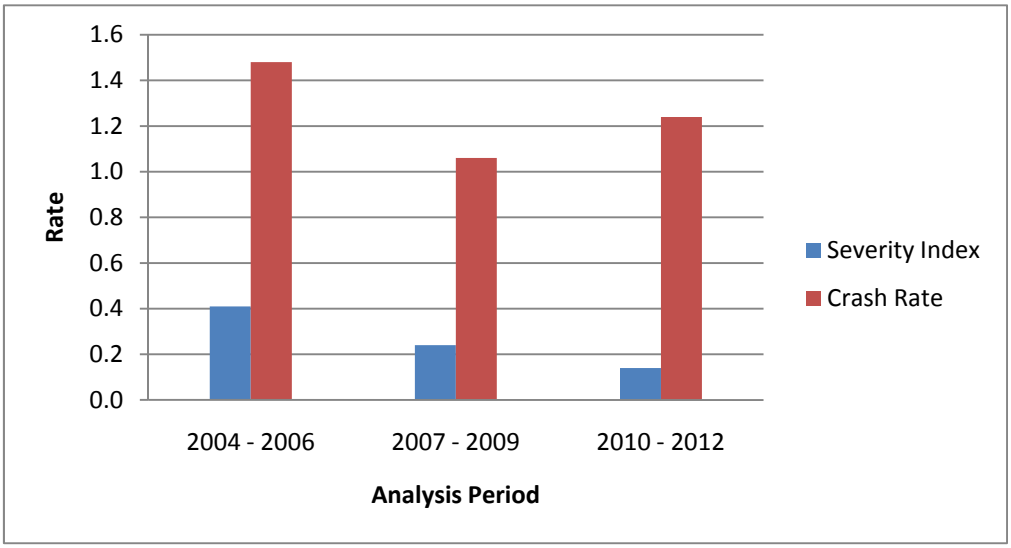
** Crash Rate is defined in terms of total crashes per million entering vehicles (MEV)

Figure 2: Crash Statistics Comparison



The ratio of fatality and injury crashes to total crashes is defined as the severity index and is an indicator of the relative severity of crashes at an intersection. As shown in **Table 1** and **Figure 3**, the severity index for crashes at the intersection has declined in each successive 3-year period. For comparison purposes, the city-wide average severity index for signalized intersections ranged from 0.27 to 0.29 in the years from 2006 through 2010 (**Appendix B**).

Figure 3: Comparison of Crash Rates and Severity Index



The three-year crash rate data indicates a decline from 1.48 crashes per million entering vehicles (cr/MEV) in 2004 through 2006 to 1.06 cr/MEV in 2007 through 2009. There is a slight crash rate increase from 2007 to 2012 despite the improvements made to the intersection in 2009. Crash rates for all three time periods are less than the 85th percentile crash rate of 1.79 cr/MEV reported for similar intersections in Albuquerque over the three years from 2005 to 2007 (**Appendix C**). A more recent study, found while the data indicate a decline, the total number of crashes reported at the Rio Grande Boulevard and Candelaria Road intersection is relatively low. Therefore, the change in crash rates may not be significant.

Table 2, **Table 3**, **Table 4**, and **Table 5** summarize the types of crashes that were reported for the overall period and for each three year period. **Figure 4**, **Figure 5**, and **Figure 6** provide diagrams of crashes by intersection movement for each three year period. In general, the types of crashes and contributing factors identified as a part of the analyses are consistent with what would be expected at a typical urban signalized intersection. The predominant crash type was the left turn crash (31 percent) of which 23 percent involved the east leg approach on Candelaria Road to southbound Rio Grande Boulevard. This trend carried through all three of the time periods analyzed. Rear-end crashes accounted for 13 percent and right angle crashes were 12 percent of all crashes reported between 2004 and 2012. Half of the rear-end crashes took place at the south leg approach (northbound) and more than half of the fixed object crashes took place at the southwest corner of the intersection.

A total of 22 of the reported 75 crashes involved injuries (29 percent). This is on par with the Albuquerque average of 27 to 29 percent over the five years from 2006 to 2010. None of the crashes resulted in fatalities. The severity index decreases from 0.41 in the 2004 to 2009 period to 0.14 between 2010 and 2012. A total of 5 bicycle and pedestrian accidents were reported at this intersection, 4 of which occurred between 2004 and 2009.

Review of the contributing factors cited driver inattention as the most frequent contributing factor of all crashes (57 percent), followed by failure to yield (21 percent), and excessive speed (17 percent). Less than 1 percent of all crashes reported involved drivers impaired by alcohol or drugs.

Table 2: Collision Summary (2004-2012)

	Crash Type									
Crash Location at Intersection	Left-Turn		Rear End		Fixed Object		Right Angle		Sideswipe	
	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%
Overall Intersection	23	31%	13	17%	8	11%	12	16%	8	11%
North Leg										
Approach (SB)	3	4%	3	4%	0	0%	6	8%	2	3%
Departure (NB)			0	0%	3	4%			1	1%
South Leg										
Approach (NB)	1	1%	7	9%	0	0%	6	8%	4	5%
Departure (SB)			1	1%	5	7%			0	0%
East Leg										
Approach (WB)	17	23%	1	1%	0	0%	6	8%	2	3%
Departure (EB)			0	0%	0	0%			0	0%
West Leg										
Approach (EB)	2	3%	1	1%	0	0%	6	8%	1	1%
Departure (WB)			0	0%	0	0%			0	0%

Table 3: Collision Summary (2004-2006)

	Crash Type									
Crash Location at Intersection	Left-Turn		Rear End		Fixed Object		Right Angle		Sideswipe	
	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%
Overall Intersection	10	31%	8	25%	3	9%	2	6%	1	3%
North Leg										
Approach (SB)	1	3%	2	6%	0	0%	2	6%	0	0%
Departure (NB)			0	0%	2	6%			1	3%
South Leg										
Approach (NB)	0	0%	5	16%	0	0%	0	0%	0	0%
Departure (SB)			0	0%	1	3%			0	0%
East Leg										
Approach (WB)	8	25%	1	3%	0	0%	1	3%	0	0%
Departure (EB)			0	0%	0	0%			0	0%
West Leg										
Approach (EB)	1	3%	0	0%	0	0%	1	3%	0	0%
Departure (WB)			0	0%	0	0%			0	0%

Table 4: Collision Summary (2007-2009)

	Crash Type									
Crash Location at Intersection	Left-Turn		Rear End		Fixed Object		Right Angle		Sideswipe	
	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%
Overall Intersection	7	33%	3	14%	3	14%	3	14%	4	19%
North Leg										
Approach (SB)	2	10%	0	0%	0	0%	2	10%	1	5%
Departure (NB)			0	0%	0	0%			0	0%
South Leg										
Approach (NB)	1	5%	1	5%	0	0%	1	5%	3	14%
Departure (SB)			1	5%	3	14%			0	0%
East Leg										
Approach (WB)	4	19%	0	0%	0	0%	1	5%	1	5%
Departure (EB)			0	0%	0	0%			0	0%
West Leg										
Approach (EB)	0	0%	1	5%	0	0%	2	10%	1	5%
Departure (WB)			0	0%	0	0%			0	0%

Table 5: Collision Summary (2010-2012)

	Crash Type									
Crash Location at Intersection	Left-Turn		Rear End		Fixed Object		Right Angle		Sideswipe	
	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%	CR#	CR%
Overall Intersection	6	27%	2	9%	2	9%	7	32%	3	14%
North Leg										
Approach (SB)	0	0%	1	5%	0	0%	2	9%	1	5%
Departure (NB)			0	0%	1	5%			0	0%
South Leg										
Approach (NB)	0	0%	1	5%	0	0%	5	23%	1	5%
Departure (SB)			0	0%	1	5%			0	0%
East Leg										
Approach (WB)	5	23%	0	0%	0	0%	4	18%	1	5%
Departure (EB)			0	0%	0	0%			0	0%
West Leg										
Approach (EB)	1	5%	0	0%	0	0%	3	14%	0	0%
Departure (WB)			0	0%	0	0%			0	0%

2.2 Collision Mitigation

Based on the crash data evaluated, the frequency, type, and severity of crashes do not indicate a compelling need for mitigation. However, measures can be taken to reduce the number of crashes. Roundabout intersections offer safety benefits when compared to a signalized intersection. A roundabout intersection provides an overall reduction in vehicular speed and a corresponding reduction

Figure 4: Collision Diagram for the Period 2004 through 2006

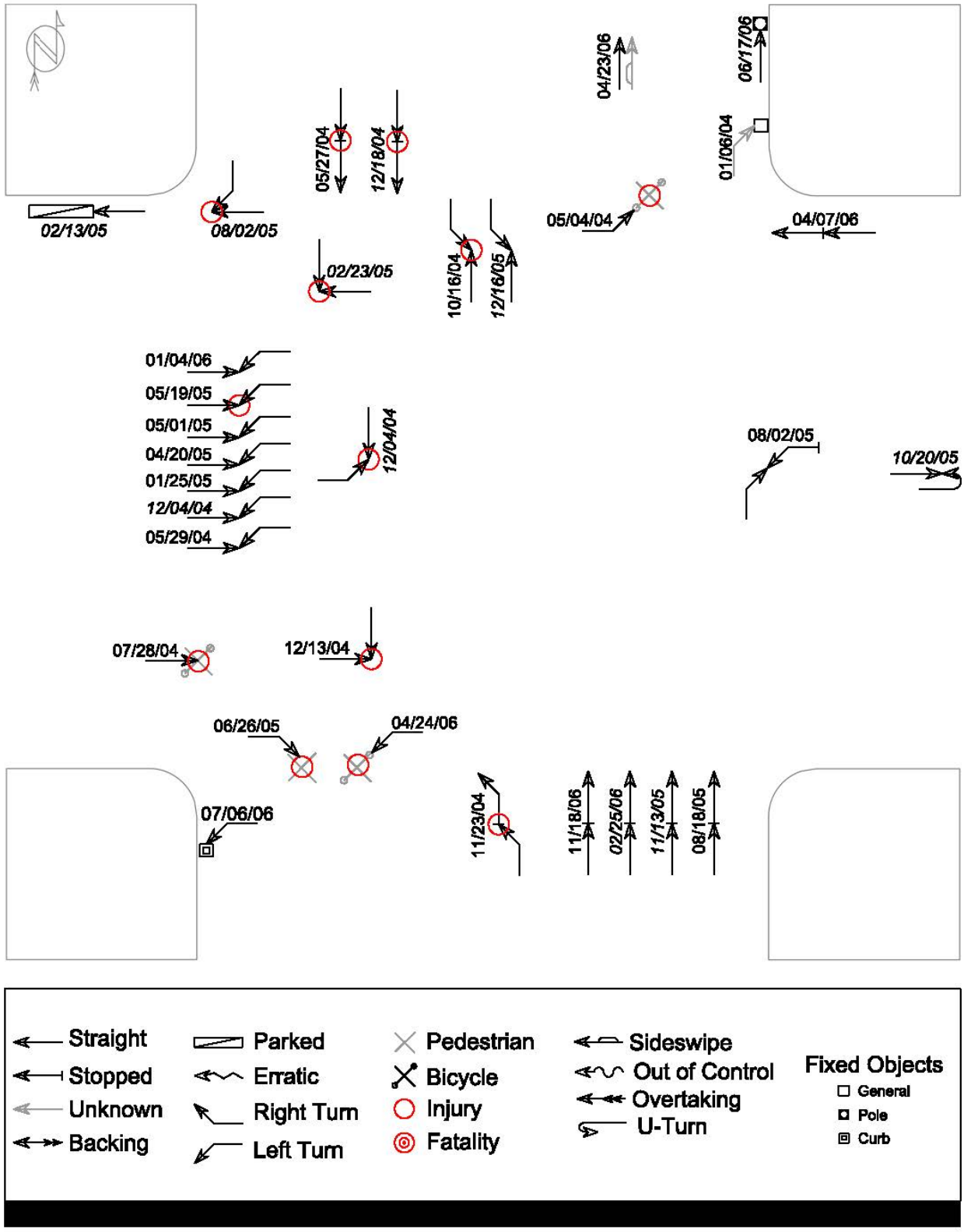


Figure 5: Collision Diagram for the Period 2007 through 2009

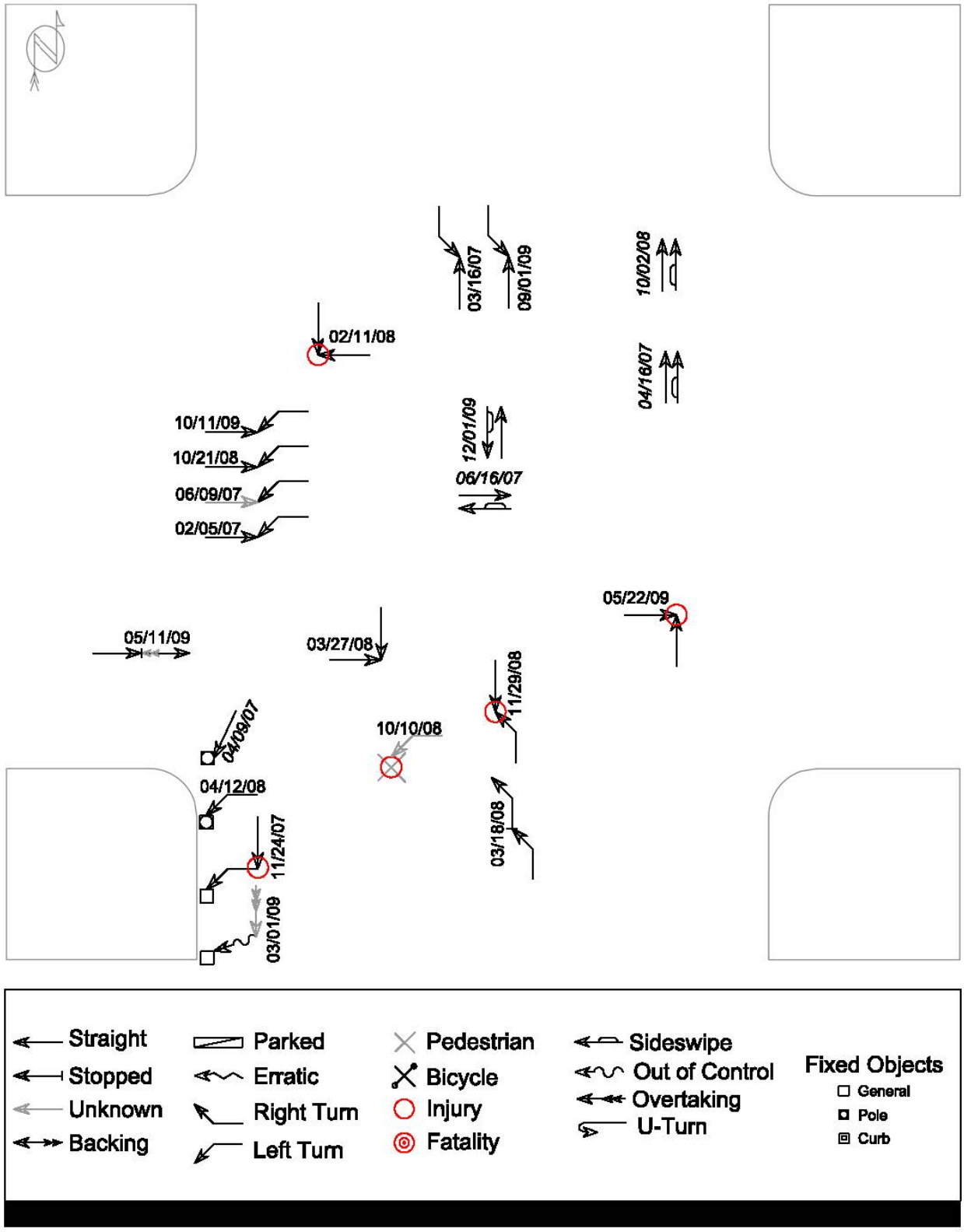
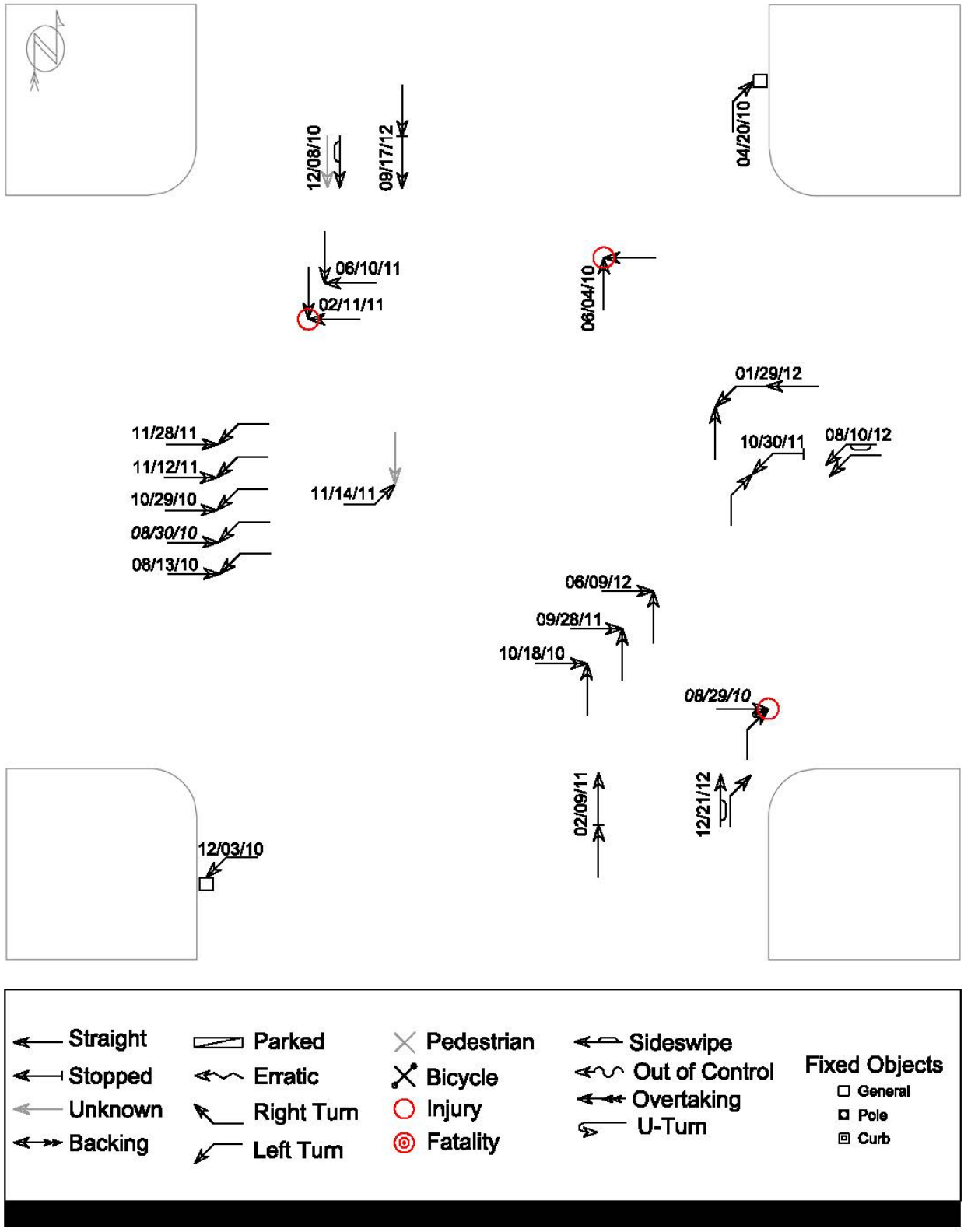


Figure 6: Collision Diagram for the Period 2010 through 2012



in crash rates and crash severity. This configuration removes some of the most serious conflict points within an intersection including angle, left-turn, u-turn, and head-on crashes. Additionally, the lower travel speeds when crashes do occur generally reduce crash severity. These benefits are documented at roundabouts in use across the country. Information published by the National Highway Cooperative Research Board in 2010 (*Roundabouts: An Informational Guide*), show observed safety benefits of 77.7% for injury crashes and 47.8% for all crash types and severities.

While a roundabout would likely reduce the crash rate and severity at the Rio Grande and Candelaria Road intersection, it could also create a condition with the potential to cause new conflicts and, therefore, crashes. The use of a single lane roundabout would require merge points on Rio Grande Boulevard where two travel lanes merge to a single lane entering the roundabout. This merge point would occur in the vicinity of driveways and side streets, which is an undesirable situation.

When considering mitigation strategies, it is important to recognize that this intersection does not currently have a high crash rate or a high crash severity index. With one exception, the crash data are typical of a signalized intersection with similar traffic volumes. The exception is the crashes occurring at the westbound to southbound left-turn movement, which is disproportionately high. Modifications to the traffic signal could be made to help mitigate this conflict. The addition of a protected/permitted left-turn or protected-only left-turn phase could be implemented as a low cost measure. The existing intersection utilizes a permitted mode where vehicles turn left during the signal green phase as gaps in opposing traffic allow. In a protected/permitted mode, the permitted left-turn phase is immediately followed by a protected left-turn phase, indicated by a green arrow signal. This provides a brief period for left-turns to occur while all conflicting movements are stopped. Alternatively, the movement can be controlled by a single protected-only left-turn phase indicated by a left-turn arrow. At a cost of approximately $10,000, adding a permitted/protected signal phase is a relatively low cost measure.

Permitted/Protected Signal Head

3. Operations Analysis

Operational analyses were conducted for both the existing signalized intersection and the proposed roundabout intersection. The objective of this analysis was to evaluate how both types of intersections operate under existing traffic volumes. The data and methodology used for the analysis, and findings are discussed below.

3.1 Traffic Volumes

Updated traffic volume data were collected in 2013. This data included approach counts and intersection turning movement counts. **Approach counts** are collected to determine the volume and types of vehicles using a roadway throughout the day. They are collected using pneumatic tubes placed across the traffic lanes. The standard practice for roadway approach counts is to collect data during the middle of the week for a 48 hour period. Because the counts are continuous over 48 hours, it allows traffic volumes to be examined by direction in 15-minute increments. In contrast, **turning movement counts** are used to quantify the traffic volume for each specific movement at an intersection (i.e., left-turn, through, or right-turn). Turning movement counts are manually collected in 15-minute increments during the morning, noon, and evening peak hours of the day.

Approach counts were collected in February 2013 and intersection turning movement counts were collected in June 2013. The approach data were collected as an initial effort to determine if traffic conditions (volumes and speeds) had changed at the intersection. Intersection turning movement counts were collected at a later date because preliminary analysis of the approach data indicated that further analysis of the intersection was warranted. The count data are included in **Appendix D** (Approach Counts) and **Appendix E** (Turning Movement Counts).

The approach data were compared to the data collected in 2008 for the initial intersection study. The data for each year and the differences between the two are summarized in **Table 6** and **Table 7**, below. **Figure 7** and **Figure 8** illustrate the same data in graphic form.

Table 6: Comparison of Daily Traffic Volumes

Intersection Leg	2008	2013	% Change
East Leg			
Eastbound Candelaria	3,515	3,295	-6%
Westbound Candelaria	3,524	3,198	-9%
West Leg			
Eastbound Candelaria	1,080	894	-17%
Westbound Candelaria	1,140	955	-16%
North Leg			
Northbound Rio Grande	5,710	5,125	-10%
Southbound Rio Grande	5,478	4,873	-11%
South Leg			
Northbound Rio Grande	7,813	7,072	-9%
Southbound Rio Grande	7,627	6,746	-12%
Total Entering Traffic	**17,897**	**16,037**	**10%**

Table 7: Comparison of Peak Hour Traffic Volumes

Intersection Leg	2008	2013	% Change
East Leg			
AM Peak Hour (WB)	212	117	-45%
PM Peak Hour (WB)	385	358	-7%
West Leg			
AM Peak Hour (EB)	126	94	-25%
PM Peak Hour (EB)	94	82	-13%
North Leg			
AM Peak Hour (SB)	524	478	-9%
PM Peak Hour (SB)	518	396	-24%
South Leg			
AM Peak Hour (NB)	851	489	-43%
PM Peak Hour (NB)	700	704	1%
Total Entering Traffic in the AM Peak	**1,713**	**1,178**	**31%**
Total Entering Traffic in the PM Peak	**1,697**	**1,540**	**9%**

A comparison of the data collected in 2008 with the 2013 data shows an overall decrease of 10% in the daily traffic volume (17,897 vehicles per day to 16,037 vehicles per day) using the intersection. A similar decrease (9%) is shown for the PM peak hour. The decrease is much higher for the AM peak hour (31%); however, Valley High School — a large public school located approximately ½ mile east of Rio Grande Boulevard — was not in session when the data was collected. The students who attend this school come from a large area within the North Valley, including the neighborhoods north, south, and west of the intersection. For this reason, the intersection count data for the AM period are not a good indication of differences between the two years evaluated. **Figure 7** and **Figure 8** summarize the differences in traffic volume at the Rio Grande and Candelaria Road intersection.

Figure 7: Comparison of Daily Traffic Volume

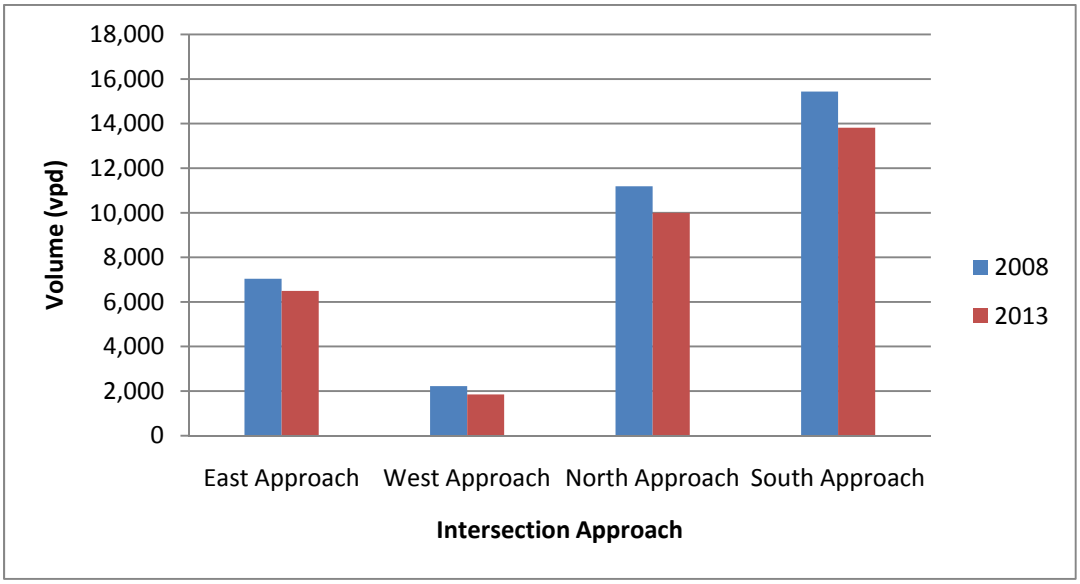
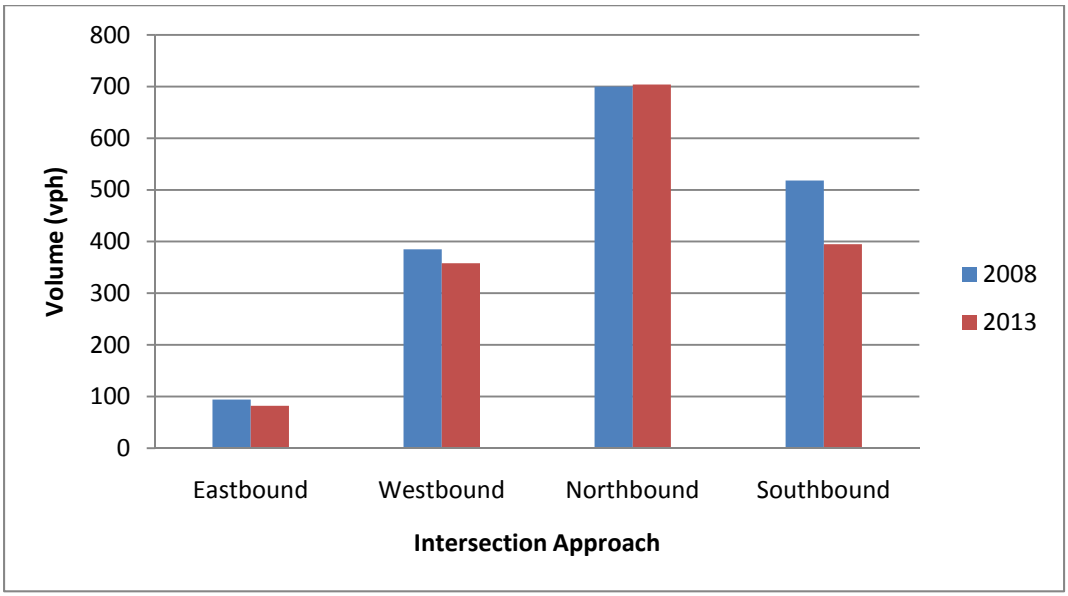


Figure 8: Comparison of PM Peak Hour Volumes



3.2 Signalized Operations

The supplemental assessment examined the operational characteristics of the intersection using the latest data collected. Intersection operations are assessed using level of service (LOS). LOS is a traffic engineering term used to classify or grade how effective a roadway is at serving vehicular traffic. LOS is described by a letter designation ranging from "A" to "F" with each letter representing the amount of average delay (measured in seconds) encountered by motorists at the intersection. LOS A represents traffic conditions with essentially free flow and minimal delay, whereas LOS F describes traffic conditions that have significant congestion and long delays. LOS is calculated for the overall intersection and for each specific movement within the intersection. For most urban intersections, including the Rio Grande Boulevard and Candelaria Road, LOS C or better is a reasonable expectation for the overall intersection and each movement at the intersection should provide for LOS E or better. **Table 8** provides the metric used to define LOS.

Table 8: Level of Service Definitions for Signalized Intersections

Level of Service	Definition	Delay (sec/veh)
A	Most vehicles do not stop.	<10
B	Some vehicles stop.	>10 and <20
C	Significant numbers of vehicles stop.	>20 and <35
D	Many vehicles stop.	<35 and <55
E	Limit of acceptable delay.	>55 and <80
F	Unacceptable delay.	>80

An analysis of the traffic operations at the intersection was completed using the latest traffic count data and the most recent version of Synchro — an industry accepted transportation analysis software tool for signalized intersections. The software uses the specific intersection lane configuration, signal timing, traffic volume, and other site criteria. The model outputs include delay and level of service for each movement as well as the overall intersection. The model also provides vehicle queue lengths to determine if queues interfere with movements within the intersection.

The analyses were conducted for the AM, Mid-Day, and PM peak hours. A summary of the analyses for each of the peak periods is shown in **Table 9** and **Table 10**. Synchro output reports for each of the periods analyzed are provided in **Appendix F**.

Table 9: Signalized Intersection Operations Summary

Peak Period	*Cycle Length (sec)*	*Eastbound*		*Westbound*		*Northbound*		*Southbound*		*Intersection*		
		Delay (sec/veh)	*LOS*	*Delay (sec/veh)*	*LOS*	*Delay (sec/veh)*	*LOS*	*Delay (sec/veh)*	*LOS*	*Delay (sec/veh)*	*LOS*	*Max v/c*
AM Peak	*90*	*29*	*C*	*32*	*C*	*3*	*A*	*2*	*A*	*7.6*	*A*	*0.41*
Mid-Day	*90*	*28*	*C*	*32*	*C*	*4*	*A*	*3*	*A*	*11.7*	*B*	*0.55*
PM Peak	*90*	*25*	*C*	*35*	*C*	*6*	*A*	*5*	*A*	*14.4*	*B*	*0.73*

Table 10: Signalized Intersection Queuing Summary

Approach	Dedicated Turn Lane	Existing Storage Length (ft)	AM Peak 95% Queue (ft)	Mid-Day Peak 95% Queue (ft)	PM Peak 95% Queue (ft)
North Leg	Left-turn	120	25	25	25
South Leg	Left-turn	100	25	25	25
East Leg	Left-turn	325	75	100	250
	Right-turn	325	25	25	50
West Leg	Left-turn	70	25	25	50

The analysis found that the overall LOS is B during all three peak periods. All of the individual movements within the intersection operate at LOS C or better during the peak hour periods. The analysis also found adequate queue storage capacity at the intersection. No traffic queues were identified that extend beyond the length of the turning lanes.

These findings are similar to those found by the 2008 study, although the previous study found LOS E for the westbound movement in the AM peak.

As discussed in **Section 2.2**, a protected/permitted or protected only signal phasing could be implemented to mitigate crashes for the westbound to southbound left turn movement. Analysis of these options, summarized in the table below found the overall intersection would operate at LOS B and all of the individual movements would operate at LOS C or better. Likewise, traffic queues would remain within the existing storage bays.

Table 11: Signalized Intersection Alternative Operations Summary (PM Peak)

Signalized Alternative	*Eastbound*		*Westbound*		*Northbound*		*Southbound*		*Intersection*	
	Delay (sec/veh)	*LOS*	*Delay (sec/veh)*	*LOS*	*Delay (sec/veh)*	*LOS*	*Delay (sec/veh)*	*LOS*	*Delay (sec/veh)*	*LOS*
Existing	*25*	*C*	*35*	*C*	*6*	*A*	*5*	*A*	*14*	*B*
Protected/Permitted	*30*	*C*	*20*	*B*	*9*	*A*	*8*	*A*	*13*	*B*
Protected Only	*34*	*C*	*29*	*C*	*13*	*B*	*11*	*B*	*18*	*B*

3.3 Roundabout Operations

An analysis of intersection operations was also performed assuming the intersection was reconstructed as a single-lane roundabout consistent with the configuration of the design completed by the City in 2012. The LOS criteria for roundabouts are based on both volume-to-capacity ratio (v/c) and delay. If the v/c ratio exceeds 1.0, the corresponding LOS is LOS F, regardless of the amount of delay. When the v/c ratio is less than 1.0, LOS is based solely on delay. The LOS definitions and criteria for roundabout intersections are summarized in **Table 12**.

Table 12: Level of Service Definitions for Roundabout Intersections

Level of Service	Definition	Delay (sec/veh)
A	Most vehicles do not stop.	<10
B	Some vehicles do stop.	>10 and <15
C	Significant numbers of vehicles stop.	>15 and <25
D	Many vehicles stop.	>25 and <35
E	Limit of acceptable delay.	>35 and <50
F	Unacceptable delay.	>50

*When v/c ≤ 1.0; if v/c ≥ 1.0, LOS = F

Analysis of the roundabout was conducted using the Sidra Intersection analysis software (Version 6). Sidra is an industry accepted and commonly used analysis tool for roundabouts. The software allows the user to input the physical characteristics of the roundabout (geometry, lanes, diameter, etc.), traffic count data, and other site criteria to provide intersection specific analysis.

The same traffic volume data used for the signalized intersection was used for the roundabout intersection. A summary of the analyses findings for each of the peak periods is shown in **Table 13** and **Table 14**. Sidra output reports for each of the periods analyzed are provided in **Appendix G**.

Table 13: Roundabout Operations Summary

Peak Period	Eastbound			Westbound			Northbound			Southbound			Intersection	
	Delay (sec/ veh)	v/c Ratio	LOS	Delay (sec/ veh)	v/c Ratio	LOS	Delay (sec/ veh)	v/c Ratio	LOS	Delay (sec/ veh)	v/c Ratio	LOS	Delay (sec/ veh)	LOS
AM Peak	9	0.22	A	7	0.20	A	12	0.61	B	13	0.62	B	11.7	B
Mid-Day Peak	9	0.24	A	10	0.37	A	11	0.54	B	12	0.53	B	10.6	B
PM Peak	9	0.23	A	34	0.83	D	26	0.86	D	14	0.58	B	24.0	C

Table 14: Roundabout Intersection Queuing Summary

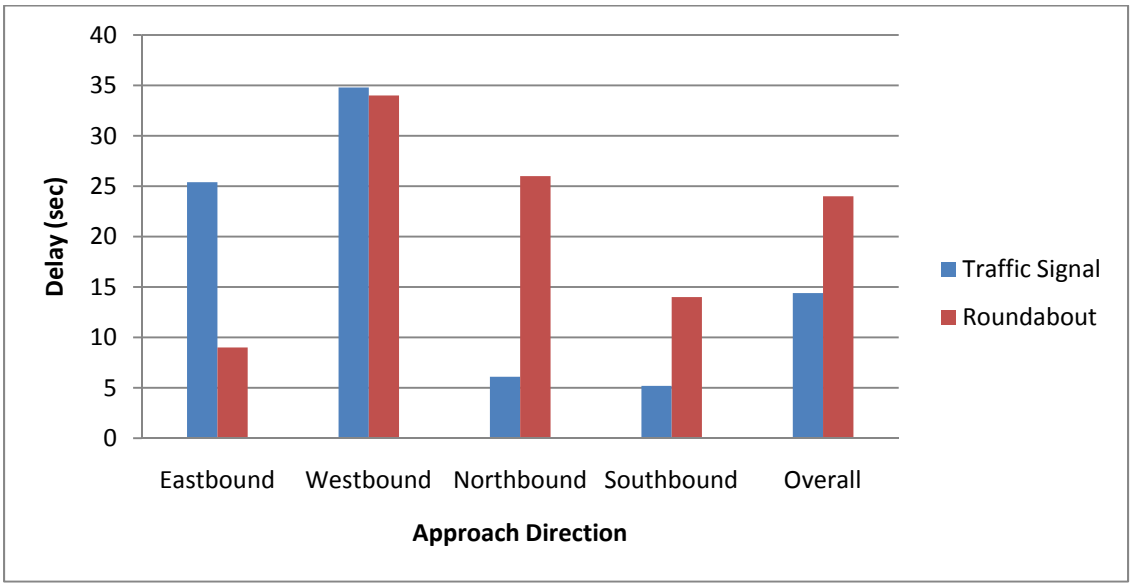
Approach	AM Peak 95% Queue (ft)	Mid-Day Peak 95% Queue (ft)	PM Peak 95% Queue (ft)
North Leg	125	100	100
South Leg	125	100	400
East Leg	25	50	200
West Leg	25	25	25

The analysis found that all movements within the roundabout intersection would operate at LOS D or better during the peak hour periods and the overall intersection would operate at LOS C or better. As discussed for the signalized intersection analysis, LOS D means that the roundabout would operate with acceptable amount of delays. Because there are not any "turning"-specific storage lanes for the proposed roundabout, all queuing will occur within the single lane approaches to the intersection and problems with queues will not occur.

The results of the operations analyses are consistent with the analyses conducted for the previous study. Both the signalized and roundabout intersection configurations operate at acceptable levels of service for all of the peak periods that were analyzed. One notable difference between the two alternatives is that the signalized intersection has less delay on Rio Grande Boulevard (the higher volume roadway) and greater delay on Candelaria Road as compared to the roundabout intersection. The roundabout intersection is more efficient at balancing delay between the four approaches. However, both intersection configurations would meet the operational expectations of users. **Figure 9** illustrates the difference in delay for each intersection type.

While there is adequate queue storage for both intersection configurations, one conflict was identified for the roundabout intersection. For the signalized condition, all of the queued turning traffic can be stored within the existing turn lane storage. In contrast, with the roundabout configuration, the queue at the south leg of Rio Grande Boulevard during the PM Peak period will extend beyond the Camino de los Artesanos intersection, which is approximately 150 feet south of Candelaria Road. This queue would block traffic from entering and exiting this side street, so this condition would have a minor negative impact on both the local roadway and Rio Grande Boulevard.

Figure 9: PM Peak Operational Delay Comparison



4. SPEED ANALYSIS

Speed data were collected within the project area to assess compliance with the posted speed limit. Rio Grande Boulevard and the east leg of Candelaria Road are minor arterials. The existing posted speed limit along Rio Grande Boulevard is 35 mph and the posted speed limit for the east leg of Candelaria Road is 30 mph.

4.1 Automatic Speed Data Analysis

Pneumatic tube detectors are used to collect speed data concurrent with count data at selected points along the roadway. For this project, tubes were placed in each individual lane of both streets over a 5-day period in February 2013 (**Appendix D**). Automatic speed and volume data were collected at the following locations:

- Rio Grande Boulevard, 1,100-ft north of the Rio Grande Boulevard and Candelaria Road intersection
- Rio Grande Boulevard, 850-ft south of the Rio Grande Boulevard and Candelaria Road intersection
- Candelaria Road, 800-ft west of the Rio Grande Boulevard and Candelaria Road intersection
- Candelaria Road, 780-ft east of the Rio Grande Boulevard and Candelaria Road intersection

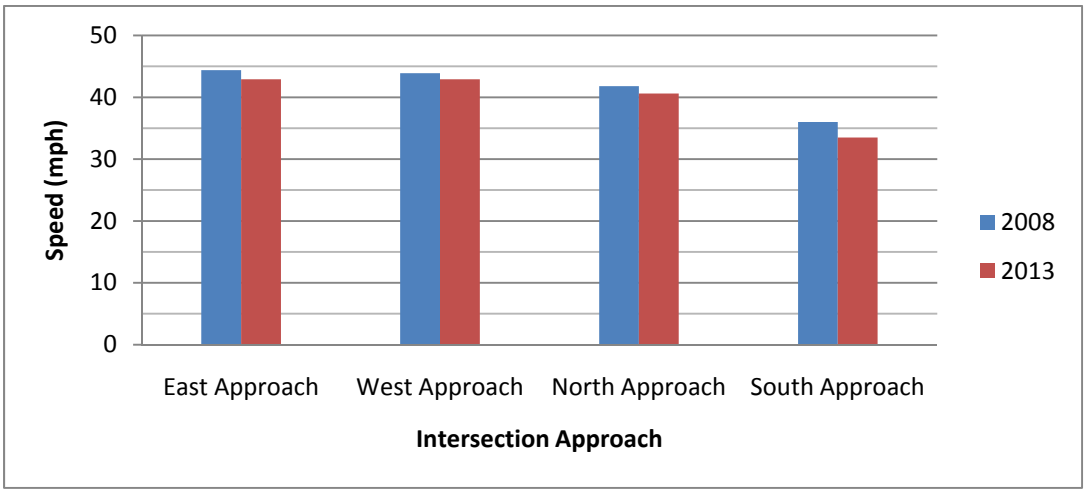
Pneumatic Tube being Place on Rio Grande Boulevard

A summary of volumes, average speeds, and summarized performance data is shown in Table 14 and Figure 10. Both average speed and 85th percentile speeds are shown (85th percentile speeds are commonly used to establish speed limits of free flowing traffic). The data collected indicates that both the average travel speeds and the 85th percentile speeds exceed the posted speed limit for both roadways. A comparison of the 2013 data with that collected in 2008 show that travel speeds have decreased from one to four mph from the data collected in 2008.

Table 15: Automatic Speed Data Summary

Leg	Direction	ADT (vpd)	Posted Speed Limit	2008		2013	
				Average Speed (mph)	85%ile Speed (mph)	Average Speed (mph)	85%ile Speed (mph)
North	Northbound	4,859	35	41.4	47.0	39.3	43.6
	Southbound	4,472	35	39.3	44.4	37.6	42.9
South	Northbound	6,457	35	38.5	43.9	37.8	42.9
	Southbound	6,163	35	38.2	43.7	37.7	43.2
East	Eastbound	2,852	30	37.1	42.9	34.7	39.3
	Westbound	2,856	30	36.4	41.8	35.9	40.6
West	Eastbound	883	25	29.6	36.0	27.8	33.5
	Westbound	943	25	29.4	34.6	27.0	32.4

Figure 10: Automatic 85th Percentile Speed Data Comparison



4.2 Manual Speed Data Analysis

Manual spot speed studies were conducted in June 2013 for the purpose of supplementing the tube count speed data. This study used a hand-held radar detector for data collection, and was collected during off peak hours.

Manual speed data was collected at three locations for the three arterial approaches:

- Rio Grande Boulevard, 1,740-ft north of the Rio Grande Boulevard and Candelaria Road intersection
- Rio Grande Boulevard, 600-ft south of the Rio Grande Boulevard and Candelaria Road intersection
- Candelaria Road, 1,130-ft east of the Rio Grande Boulevard and Candelaria Road intersection

When the approach speeds to an intersection are the sample of interest, speed measures should be taken upstream on the approach just before the point that traffic begins to decelerate for a possible stop at the intersection. A sample of 100 vehicles per direction, per approach (minimum) was collected as a part of the manual speed study. A summary of the performance data collected utilizing radar detection is shown in **Table 16** and is included in **Appendix H**.

Table 16: Manual Speed Data Summary (June 2013)

Leg	Direction	Posted Speed Limit	Average Speed (mph)	85%ile Speed (mph)
North	Northbound	35	36.1	40.3
	Southbound	35	34.9	39.0
South	Northbound	35	34.0	37.7
	Southbound	35	31.5	35.6
East	Eastbound	30	34.0	36.6
	Westbound	30	34.0	36.9

The manually collected data found that, for the period evaluated, average travel speeds are close to the posted speed limit. The 85th percentile speeds are 3 to 4 mph above the posted speed.

4.3 Speed Mitigation

Roundabout intersections can provide an overall reduction in vehicular speed. However, this benefit is limited to the actual intersection. The typical recommended entry speed for a single lane roundabout is 15 mph which is significantly lower than the posted speed limit. This would require drivers to slow down upon entry to the intersection to navigate the roundabout. This would likely reduce travel speeds in the vicinity of the intersection however the speed data for this study was collected away from the immediate intersection and it is likely that a roundabout would have a limited affect in these areas. The benefits of reducing travel speeds that a roundabout would provide would be limited to the immediate intersection.

5. BENEFIT/COST ASSESSMENT

To compare the two intersection alternatives, a benefit-cost analysis was utilized. The intent of the benefit-cost analysis method is to compare the incremental benefit between two alternatives to the incremental costs between the two alternatives (Alternative A versus Alternative B), using the following equation:

$$B/C_{B\to A} = \frac{Benefits_B - Benefits_A}{Costs_B - Costs_A}$$

For the purpose of this evaluation, the alternatives were compared to a No Build alternative (Alternative A). The No Build alternative will assume that the intersection remains as is and is not improved. Therefore, the benefits and costs of the alternatives are compared to the status quo. The benefits and costs of each of the alternatives were evaluated based upon safety, operational, and environmental performance.

5.1 Safety Benefits

Safety benefits are defined as the benefit to the public due to a reduction in crashes at the intersection. For the No Build alternative, the following base data was utilized based upon most recent 3-year analysis period (2010-2012):

- Total Crashes: 23 → **7.67 crashes/year**
- Total Injury Crashes: 3 → **1.00 crashes/year**

Single Lane Roundabout

The National Cooperative Highway Research Program (NCHRP) Report 572: *Roundabouts in the United States* and NCHRP Report 672: *Roundabouts: An Informational Guide* has established guidelines for predicting the crash performance of a roundabout based upon base safety performance functions (**Appendix I** – Exhibit 5-19 and 5-20). The intent is to calculate an expected change in the number of crashes for converting a signalized intersection to a roundabout intersection. The predicted number of crashes is based upon comparisons to studied intersections similar in nature (4 leg roundabout/1 circulating lane) to the conditions at Rio Grande Boulevard and Candelaria Road. Using *Section 5.4 Intersection-Level Crash Methodology* from NCHRP Report 672, the calculated results as compared to the No Build are as follows:

- Total Crashes → 3.04 crashes/year → Reduction of **4.63 crashes/year**
- Total Injury Crashes → 0.38 crashes/year → Reduction of **0.62 crashes/year**
- Non-KAB Crashes → (3.04-0.38) – (7.67-1.00) → Reduction of **4.01 crashes/year**

Fatal (K), incapacitating (A) and non-incapacitating (B) crashes constitute KAB crashes and are used for the roundabout crash prediction model. KAB crashes include the more severe type of crashes. Non-KAB crashes would largely constitute crashes involving minor injuries and property damage only, referred to as possible injury (C) and property damage only (O).

Permissive/Protected Signal Operations (Westbound)

The American Association of State Highway Transportation Officials (AASHTO) *Highway Safety Manual* has established guidelines for predicting the expected average crash frequency (**Appendix J** – Table 14-24). The Highway Safety Manual identifies Crash Modification Factors (CMF) for various intersection mitigation treatments. A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. For changing signal operations from permissive operation to protected/permissive, the CMF is 0.99 per approach. The calculated results as compared to the No Build are as follows:

- Total Crashes → 7.59 crashes/year → Reduction of **0.08 crashes/year**
- Total Injury Crashes → 0.99 crashes/year → Reduction of **0.01 crashes/year**

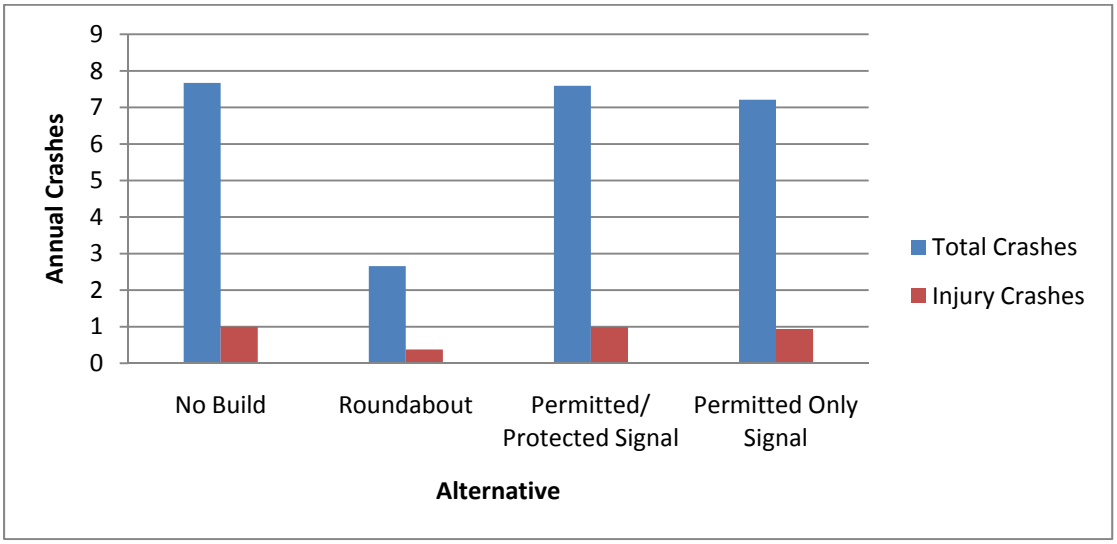
Protected-Only Signal Operations (Westbound)

For changing signal operations from permissive operation to protected, the CMF is 0.94 per approach. (**Appendix J** – Table 14-24). The calculated results as compared to the No Build are as follows:

- Total Crashes → 7.21 crashes/year → Reduction of **0.46 crashes/year**
- Total Injury Crashes → 0.94 crashes/year → Reduction of **0.06 crashes/year**

A summary of the predicted crash frequency for the four alternatives is shown below:

Figure 11: Annual Crash Prediction Summary



Estimated costs of crashes can be applied to calculate the equivalent monetary crash benefits. The report *Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries,* published by the FHWA in October 2005 (**Appendix K** – Table 15) and the FHWA report on crash cost estimates provides the following cost summary.

Table 17: Safety Benefit Summary

Alternative	Crash Reductions					Annual Safety Benefit
	Total Crashes (KABCO)	Total Injury Crashes (KAB)	Total Injury Crashes (KABCO)	Non-KAB Crashes (CO)	PDO Crashes (O)	
Mean Comprehensive Cost Per Crash[1]	-	$297,561	$158,177	$15,953	$7,428	-
No Build	0.00					-
Roundabout	4.63	0.62		4.01		$248,459
Permissive/Protected Signal Operations	0.08		0.01		0.07	$2,102
Protected Signal Operations	0.46		0.06		0.40	$12,462

[1]Mean Comprehensive Cost Per Crash taken from Crash Estimates by *Maximum Police-Reported Injury Severity Within Selected Crash Geometries*

It should be noted that the roundabout and signal improvement crash prediction methodologies differ which result in different crash type predictions. It is anticipated that the overall annual safety benefit for a roundabout intersection is $248,500/year, while signal phasing improvements would yield an annual benefit of $2,000 - $12,500/year.

5.2 Operational Benefits

The operation benefits of an alternative can be quantified in terms of the reduction of person-hours of delay to the users, which can be expressed in terms of the opportunity benefit that a motorist places on their time. Delay was identified for the PM Peak Hour period (the most significant) which accounts for 10.4% of the daily entering vehicle volumes at the intersection. Delay was projected to an annual value, however to provide a conservative estimate of the benefits, a value of 250 days per year was used for the projection to account for weekends and holidays. The results of the analysis are summarized in Table 17.

Table 18: Operational Benefit Summary

Alternative	PM Peak Intersection Delay (sec/veh)	PM Peak Intersection Delay (hrs)	Daily Intersection Delay (hrs)	Annual Intersection Delay (hrs)	Annual Intersection Delay Reduction (hrs)	Annual Operations Benefit
No Build	14	6.1	58.8	14,712	0	-
Roundabout	24	10.2	98.1	24,519	-9,808	($202,921)
Permitted/Protected Signal Operations	13	5.5	53.1	13,281	1,430	$29,593
Protected Signal Operations	18	7.5	71.9	17,981	-3,269	($67,640)

Determining a value for the opportunity cost of time is difficult. By definition, it is the amount a traveler would be willing to pay in order to save time or would accept as compensation for their lost time. The Bureau of Labor Statistics has established an average (mean) hourly wage rate of $20.69 in May 2012 for Albuquerque (**Appendix L**).

Since the roundabout has more average delay than the No Build condition, there is a negative annual operational benefit of $129,000/year while the signal phasing improvements would yield positive benefits of $23,300 – $86,700/year. Even though this analysis indicates an annual difference between the alternatives, the average user would not recognize a difference on a daily basis as the difference of 10 seconds of delay between the four options evaluated is negligible to individual drivers.

5.3 Environmental Benefits

For this analysis, the environmental benefits for each alternative were quantified in terms of fuel consumption. The Synchro and Sidra intersection traffic models generate measures of effectiveness for peak hour analysis, including fuel consumption. Utilizing a process similar to the Operations Benefit calculation in the previous section, an environmental benefit was determined. A value of $3.50/gallon was used.

Because of the greater delay, all of the alternatives have higher fuel consumption than the No Build condition. Therefore, the environmental benefits are negative.

Table 19: Environmental Benefit Summary

Alternative	Fuel Consumption (gal/hr)	Daily Fuel Consumption (gal)	Annual Fuel Consumption (gal)	Annual Fuel Consumption Reduction (gal)	Annual Operations Benefit
No Build	15	144.2	36,058	0	-
Roundabout	19	178.8	44,712	-8,654	($30,288)
Permitted/Protected Signal Operations	16	153.8	38,462	-2,404	($8,413)
Protected Signal Operations	18	173.1	43,269	-7,212	($25,240)

5.4 Cost Estimation

The cost for a public works project is comprised of two fundament elements: construction costs and operation and maintenance (O&M) costs. Construction costs are annualized over the life of the improvement for comparison purposes. Construction costs include the materials and labor costs plus right-of-way acquisition costs. The cost summaries for each of the alternatives are summarized in the table below. The two signal improvements would include additional signal heads for the east-west approaches, wiring, and signal retiming.

Operation and maintenance costs include annual costs associated with electrical power requirements (lighting and signals), landscaping, and signing and striping. There is not a significant difference between the roundabouts and the signals illumination requirements. Annual O&M costs are summarized in the table below.

Table 20: Cost Summary

Alternative	Construction Cost	Annualized Construction Cost	Annual O&M Cost	Annualized Total Costs
No Build	-	-	$3,000	$3,000
Roundabout	$1,115,000	$71,373	$500	$71,873
Permissive/Protected Signal Operations	$10,000	$640	$3,000	$3,640
Protected Signal Operations	$10,000	$640	$3,000	$3,640

*Annualized Costs assume a design life of 25 years and a discount rate of 4%

5.5 Summary

The results of the benefit-cost analysis are summarized in **Table 21**. The analysis uses the benefit-cost equation identified at the beginning of this section. The column in the table for Benefit Summary is the sum of the annual safety, operational, and environmental benefits. The total Annualized Costs include construction and operations and maintenance costs over a 25 year service life.

The analysis indicates that converting the westbound left-turn movement to a permissive/protected movement has the highest benefit-cost ratio. The roundabout alternative has a relatively low benefit-cost ratio due to the operational and environmental costs.

Table 21: Benefit/Cost Summary

Alternative	Benefit Summary	Annualized Total Costs	Benefit Cost Ratio
No Build	-	$3,000	-
Roundabout	$15,250	$71,873	0.22
Permissive/Protected Signal Operations	$23,281	$3,640	36.37
Protected Signal Operations	($80,419)	$3,640	(125.63)

6. Summary and Conclusions

The purpose of the *Rio Grande Boulevard/Candelaria Road Intersection Reassessment* is to supplement the initial study completed in 2008 by assessing the current operational and safety performance of the existing intersection and reviewing various alternatives to mitigate the identified deficiencies. The following summarizes the findings of the supplemental analyses.

Overall

- The count data collected in 2013 are lower than the data collected in 2008. Daily traffic volumes have declined approximately 10%. Traffic during the evening peak hour shows a similar decline and is approximately 9% less than the data collected in 2008.

Safety

- Seventy-five (75) crashes were reported for the intersection from 2004 to 2012. Of the 75 crashes reported at the intersection over the nine years of data reviewed, 21 involved injuries. No fatalities were reported.

- The three-year intersection crash rate decreased from 1.48 crashes per million entering vehicles (cr/MEV) in the 2008 study to 1.24 cr/MEV in this study. The crash rate at the Rio Grande Boulevard and Candelaria Road intersection is below that calculated for similar intersections in Albuquerque.
- The severity index for the Rio Grande Boulevard and Candelaria Road intersection was 0.41 in the 2008 study and was 0.14 in this study. For comparison purposes, the city-wide average severity index ranged from 0.27 to 0.29 in the years from 2006 through 2010.
- The most significant crash pattern involved westbound left turns from Candelaria Road onto southbound Rio Grande Boulevard. Several other crash types occurred but were dispersed across the intersection making it difficult to identify other discernable crash patterns.

Operations

- Based upon current traffic volumes, a traffic operations assessment found that the signalized intersection operates and the roundabout configuration would operate at reasonable levels of service. The signalized intersection would have less overall delay than the roundabout configuration.
- The signalized intersection accommodates traffic queues within the existing turn lane bays. No queuing conflicts occur with traffic in the through travel lanes. Queues are not expected to be extensive for the single-lane roundabout. The longest queue of 400 feet is expected on northbound Rio Grande Boulevard in the evening peak hour which would impact the intersection of Camino de los Artesanos, located 150 feet south of the intersection.

Travel Speeds

- Speed data were collected using both automated data collection and a radar gun. The data found that both the average speeds and 85th-percentile speeds have decreased since the initial assessment was completed in 2008. The decline in travel speeds range from 0.5 mph to 3.6 miles per hour (mph).
- The automated data found that the average speeds on Rio Grande Boulevard are about 3 to 4 mph above the posted speed of 35 mph for this street. The 85th-percentile speeds are approximately 7 to 8 mph above the posted speed.
- The automated data found that the average speeds on Candelaria Road are about 3 to 6 mph above the posted speed for this street. The 85th-percentile speeds are approximately 7 to 9 mph above the posted speed.

6.1 Conclusions

The following conclusions can be derived from the findings of this reassessment:

- The assessment of crash data, traffic volumes, traffic operations, and travel speeds found that all of these metrics have improved since the data collection and analysis was completed for the 2008 study of the Rio Grande Boulevard and Candelaria Road intersection.
- The updated assessment found that the existing signalized intersection does not have a high crash rate nor does it have a high crash severity index that would warrant the need for major improvements to the intersection. A disproportionate number of the crashes reported are found for one movement — the westbound to southbound left-turn movement. The

implementation of a protected-permissive signal phase would help reduce this type of crash and would likely reduce the overall crash rate at this intersection.

- The cost of adding a protected-permissive signal phase to the existing intersection would be approximately $10,000.
- A roundabout intersection would provide safety benefits and would be effective at slowing traffic speeds through and near the intersection. However, the intersection crash rate and severity under traffic signal control do not indicate a major safety deficiency and maintaining slower speeds beyond the influence of the intersection would require additional measures.
- The existing signalized intersection operates at reasonable levels of service under current traffic volumes, signal phasing, and turning patterns. Analysis of the implementation of a protected-permissive signal phase found that this modification would decrease delay and the intersection would operate at a reasonable level of service.

6.2 Recommendations

Based on the above, the following actions are recommended:

- Modify the existing signalized intersection by adding a protected-permissive phase for the westbound to southbound left-turn movement.
- Request that the Albuquerque Police Department provide periodic enforcement on Rio Grande Boulevard and Candelaria Road to achieve better and maintain compliance with posted speeds.
- Continue to monitor the intersection for a period of two years to determine the effectiveness of the signal modification and to monitor changes in overall crash rate, type, and severity.
- Continue to monitor traffic volumes through the intersection to verify that the drop in volume was not attributed to the economic conditions that coincided with the evaluation periods.
- If a significant increase in the types of crashes that can be reduced by a roundabout and/or crash severity are observed, reassess the implementation of a roundabout intersection as a countermeasure to improve the safety conditions at the intersection

Appendices

Appendix A: Intersection Crash Summary (2004-2012)

Rio Grande Boulevard / Candelaria Road Crash Summary
By Analysis Period

	DATE	DAY OF WK	SEVERITY	Total	KILLED	CLASS A	CLASS B	CLASS C	UNHURT	TIME	CRASH TYPE	LIGHT	WEATHER	PED INV	ALC INV	TOP C FACC	DIR FROM INT	V1 DIREC	V2 DIREC	V3 DIRECT
1	1/6/2004	T	Property Damage	1	0	0	0	0	1	10:03 PM	Fixed object	Dark lighted	Clear	Pedestrian not involved	Sobriety Unknown	Excessive speed Disregarded traffic signal Driver inattention		North		
2	5/4/2004	T	Injury	2	0	0	0	1	1	7:36 AM	Bicycle, Angle	Daylight	Clear	Pedestrian not involved	None indicated	Other improper driving		West	North	
3	5/27/2004	TH	Injury Property Damage	2	0	0	0	1	1	9:07 AM	Rear end	Daylight	Clear	Pedestrian not involved	None indicated	Excessive speed Driver inattention	North	South	South	
4	5/29/2004	SAT	Property Damage	2	0	0	0	1	1	2:18 PM	Left turn	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Failed to yield right of way Made improper turn		East	West	
5	7/28/2004	W	Injury	2	0	0	1	0	1	8:10 AM	Bicycle, Angle	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Bicyclist error	South	North	West	
6	10/16/2004	SAT	Injury Property Damage	3	0	0	1	2	0	11:28 PM	Left turn	Dark lighted	Clear	Pedestrian not involved	None indicated	Excessive speed Driver inattention		North	South	
7	11/23/2004	T	Injury	5	0	0	0	4	1	12:56 PM	Rear end	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention	South	North	North	
8	12/4/2004	SAT	Injury	2	0	0	0	1	1	12:00 PM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal		South	South	
9	12/4/2004	SAT	Property Damage	5	0	0	0	0	5	2:30 PM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		South	East	
10	12/13/2004	M	Injury	2	0	1	0	1	0	12:51 PM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal Driver inattention		South	West	
11	12/18/2004	SAT	Injury	3	0	0	1	1	1	9:10 PM	Rear end	Dark lighted	Clear	Pedestrian not involved	Consumed alcohol	Under influence of alcohol		South	South	
12	1/25/2005	T	Hit and Run	2	0	0	0	0	2	5:51 PM	Left turn	Dark lighted	Clear	Pedestrian not involved	Sobriety Unknown	Failed to yield right of way Driver inattention Other improper driving		East	West	
13	2/13/2005	SUN	Property Damage	1	0	0	0	0	1	10:00 AM	Parked vehicle	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		West		
14	2/23/2005	W	Injury	3	0	1	0	1	1	12:50 PM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal		West	South	
15	4/20/2005	W	Property Damage	2	0	0	0	0	2	9:20 AM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Failed to yield right of way Made improper turn		East	West	
16	5/1/2005	SUN	Property Damage	3	0	0	0	0	3	4:06 PM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		East	West	
17	5/19/2005	TH	Injury	3	0	0	0	2	1	8:20 PM	Left turn	Dark not lighted	Clear	Pedestrian not involved	None indicated	Failed to yeild right of way Driver inattention		East	West	
18	6/26/2005	SUN	Injury	2	0	0	1	0	1	9:50 AM	Pedestrian	Daylight	Clear	Pedestrian involved	None indicated	Disregarded traffic signal Driver inattention		East		
19	8/2/2005	T	Property Damage	5	0	0	0	0	5	2:12 PM	Right turn	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		North	West	
20	8/2/2005	T	Injury	2	0	0	0	1	1	1:51 PM	Right turn	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		West	South	
21	8/18/2005	TH	Property Damage	3	0	0	0	0	3	11:52 AM	Rear end	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Disregarded traffic signal Driver inattention Other improper driving		North	North	
22	10/20/2005	TH	Property Damage	3	0	0	0	0	3	7:00 PM	U-turn	Dusk	Clear	Pedestrian not involved	None indicated	Excessive speed		East	East	
23	11/13/2005	SUN	Property Damage	4	0	0	0	0	4	1:30 PM	Rear end	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		North	North	
24	12/16/2005	F	Property Damage	2	0	0	0	0	2	2:17 PM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Left of center		North	South	
25	1/4/2006	W	Property Damage	3	0	0	0	0	3	6:18 PM	Left turn	Dark lighted	Clear	Pedestrian not involved	None indicated	Made improper turn Driver inattention		West	East	
26	2/25/2006	SAT	Property Damage	3	0	0	0	0	3	5:11 PM	Rear end	Daylight	Clear	Pedestrian not involved	None indicated	Following too closely		North	North	
27	4/7/2006	F	Property Damage	2	0	0	0	0	2	3:29 PM	Rear end	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Driver inattention	East	West	West	
28	4/23/2006	SUN	Hit and Run	3	0	0	0	0	3	6:03 PM	Sideswipe	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Driver inattention Under influence of alcohol		North	North	
29	4/24/2006	M	Injury Property Damage	2	0	0	0	1	1	5:55 PM	Bicycle, Angle	Dusk	Clear	Pedestrian not involved	None indicated	Driver inattention		South	East	
30	6/17/2006	SAT	Property Damage	1	0	0	0	0	1	12:35 PM	Fixed object	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		North		
31	7/6/2006	TH	Hit and Run	2	0	0	0	0	2	1:58 AM	Fixed object	Dark not lighted	Raining	Pedestrian not involved	Sobriety Unknown	Excessive speed Speed to fast for conditions		West		
32	11/18/2006		Property Damage	3	0	0	0	0	3	9:30 AM	Rear end	Daylight	Clear	Pedestrian not involved	None indicated	Following too closely	South	North	North	

Rio Grande Boulevard / Candelaria Road Crash Summary
By Analysis Period

	DATE	DAY OF WK	SEVERITY	Total	KILLED	CLASS A	CLASS B	CLASS C	UNHURT	TIME	CRASH TYPE	LIGHT	WEATHER	PED INV	ALC INV	TOP C FACC	DIR FROM INT	V1 DIREC	V2 DIREC	V3 DIRECT
1	2/5/2007	M	Property Damage	2	0	0	0	0	2	1:48 PM	Left turn	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Failed to yield right of way Driver inattention		East	West	
2	3/16/2007	F	Property Damage	2	0	0	0	0	2	7:50 PM	Left turn	Dark lighted	Clear	Pedestrian not involved	Consumed alcohol	Made improper turn Driver inattention Under influence of alcohol		North	South	
3	4/9/2007	M	Property Damage	4	0	0	0	0	4	1:30 PM	Fixed object	Daylight	Raining	Pedestrian not involved	None indicated	Following too closely		South		
4	4/16/2007	M	Property Damage	2	0	0	0	0	2	7:43 PM	Sideswipe	Dark lighted	Clear	Pedestrian not involved	None indicated	Failed to yield to right of way		North	North	
5	6/9/2007	S	Hit and Run	3	0	0	0	0	3	12:48 PM	Left turn	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Excessive speed Driver inattention		West	East	
6	6/16/2007	SAT	Property Damage	2	0	0	0	0	2	11:25 AM	Sideswipe	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal		East	East	
7	11/24/2007	S	Injury	2	0	0	0	0	2	9:20 PM	Rear end	Dark lighted	Clear	Pedestrian not involved	Sobriety Unknown	Driver inattention		South	South	
8	2/11/2008	M	Injury	2	0	0	0	1	1	11:26 AM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal Driver inattention		West	South	
9	3/18/2008	T	Property Damage	2	0	0	0	0	2	4:21 PM	Rear end	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention	South	North	North	
10	3/27/2008	TH	Property Damage	2	0	0	0	0	2	9:02 AM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal Driver inattention		East	South	
11	4/12/2008	S	Property Damage	3	0	0	0	0	3	12:21 AM	Fixed object	Dark lighted	Clear	Pedestrian not involved	Consumed alcohol	Excessive speed Made improper turn Under the influence of drugs or narcotics		West		
12	10/2/2008	TH	Property Damage	2	0	0	0	0	2	1:17 PM	Sideswipe	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		North	North	
13	10/10/2008	F	Injury	3	0	0	1	1	1	4:33 PM	Pedestrian	Daylight	Clear	Pedestrian involved	Sobriety Unknown	Excessive speed Driver inattention		West		
14	10/21/2008	T	Property Damage	2	0	0	0	0	2	11:14 AM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		West	East	
15	11/29/2008	S	Injury Property Damage	6	0	0	0	3	3	11:15 AM	Left turn	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Failed to yield to right of way		North	South	
16	3/1/2009	SUN	Property Damage	3	0	0	0	0	3	11:20 PM	Fixed object	Dark lighted	Clear	Pedestrian not involved	Consumed alcohol	Avoid no contact - other	South	South	South	
17	5/11/2009	M	Property Damage	2	0	0	0	0	2	10:06 AM	Rear end	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Driver inattention		East	East	
18	5/22/2009	F	Property Damage	2	0	0	0	0	2	6:43 AM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		East	North	
19	9/1/2009	T	Injury	2	0	0	0	1	1	7:30 AM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Failed to yield right of way Driver inattention		East	North	
20	10/11/2009	SUN	Injury	2	0	0	0	1	1	11:39 AM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Failed to yield right of way		East	West	
21	12/1/2009	T	Property Damage	2	0	0	0	0	2	5:27 AM	Sideswipe	Dark lighted	Clear	Pedestrian not involved	None indicated	Excessive speed		Unknown	Unknown	

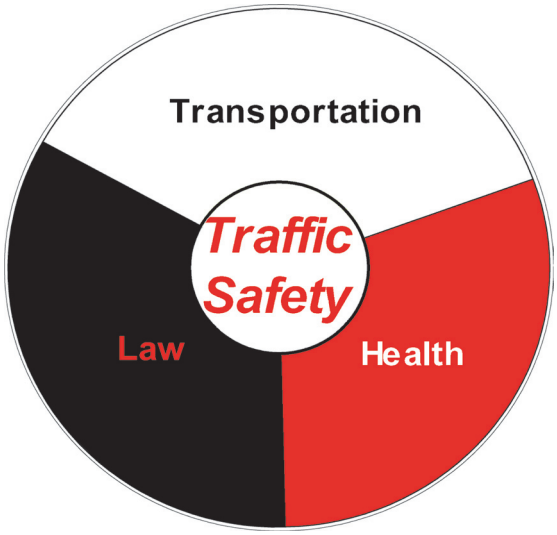
Rio Grande Boulevard / Candelaria Road Crash Summary
By Analysis Period

	DATE	Y OF W	SEVERITY	Total	KILLED	CLASS A	CLASS B	CLASS C	UNHURT	TIME	CRASH TYPE	LIGHT	WEATHE	PED INV	ALC INV	TOP C FACC	IR FROM IN	V1 DIREC	V2 DIREC	3 DIREC
1	4/20/2010	T	Property Damage	1	0	0	0	0	1	12:25 AM	Fixed object	Dark lighted	Clear	Pedestrian not involved	Consumed alcohol	Excessive speed Speed to fast for conditions Made improper turn Driver inattention Under influence of alcohol Improper driving		East		
2	6/4/2010	F	Injury	6	0	0	0	1	5	4:40 PM	Right angle	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Disregarded traffic signal Driver inattention		North	West	
3	8/13/2010	F	Property Damage	3	0	0	0	0	3	5:49 PM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Failed to yield to right of way		East	West	
4	8/29/2010	SUN	Property Damage	2	0	0	0	0	2	4:46 PM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Failed to yield to right of way		East	North	
5	8/30/2010	M	Property Damage	2	0	0	0	0	2	2:35 PM	Left turn	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Failed to yield to right of way Made improper turn		West	East	
6	10/18/2010	M	Property Damage	2	0	0	0	0	2	3:15 PM	Right angle	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Driver inattention		East	North	
7	10/29/2010	F	Property Damage	2	0	0	0	1	1	4:18 PM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Avoid no contact vehicle Failed to yield right of way		West	East	
8	12/3/2010	F	Property Damage	2	0	0	0	0	2	6:20 AM	Fixed object	Dark lighted	Clear	Pedestrian not involved	Sobriety Unknown	Excessive speed Speed too fast for conditions High speed pursuit		West		
9	12/8/2010	W	Hit and Run	2	0	0	0	0	2	7:00 PM	Sideswipe	Dark lighted	Clear	Pedestrian not involved	Sobriety Unknown	Excessive speed Failed to yield right of way Drove left of center Driver inattention		South	South	
10	2/9/2011	W	Property Damage	5	0	0	0	0	5	7:50 AM	Rear end			Pedestrian not involved	None indicated	Driver inattention Following too closely		North	North	
11	2/11/2011	F	Injury	2	0	0	0	1	1	12:38 PM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal		South	West	
12	6/10/2011	F	Injury	3	0	0	0	1	2	11:49 PM	Right angle	Dark lighted	Clear	Pedestrian not involved	None indicated	Failed to yield right of way		South	West	
13	9/28/2011	W	Property Damage	3	0	0	0	0	3	12:27 PM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		North	East	
14	10/30/2011	SUN	Property Damage	3	0	0	0	0	3	4:31 PM	Right turn	Daylight	Clear	Pedestrian not involved	None indicated	Excessive speed Made improper turn Speed too fast for conditions Vehicle skidded before brake		North	West	
15	11/12/2011	S	Property Damage	2	0	0	0	0	2	9:42 AM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention Failed to yield right of way		West	East	
16	11/14/2011	M	Property Damage							2:45 PM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal		South	West	
17	11/28/2011	M	Injury	5	0	0	1	0	4	9:34 AM	Left turn	Daylight	Clear	Pedestrian not involved	None indicated	Failed to yield right of way		East	West	
18	1/29/2012	SUN	Property Damage	3	0	0	0	0	3	11:55 AM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal Driver inattention		North	West	West
19	6/9/2012	S	Property Damage	2	0	0	0	0	2	6:13 PM	Right angle	Daylight	Clear	Pedestrian not involved	None indicated	Disregarded traffic signal Driver inattention		North	East	
20	8/10/2012	F	Property Damage	3	0	0	0	0	3	8:38 AM	Sideswipe			Pedestrian not involved	None indicated	Driver inattention		West	West	
21	9/17/2012	M	Property Damage	2	0	0	0	0	2	8:27 AM	Rear end	Daylight	Clear	Pedestrian not involved	None indicated	Driver inattention		South	South	
22	12/21/2012	F	Property Damage	2	0	0	0	0	2	3:45 PM	Sideswipe	Daylight	Clear	Pedestrian not involved	Sobriety Unknown	Made improper turn Driver inattention		North	North	

Appendix B: Annual Albuquerque Crash Summaries

2006

NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico Department of Transportation
Programs Division
Traffic Safety Bureau

Crashes in New Mexico by City, 2006

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	821	2	248	571	2	372
Albuquerque	20,906	63	5,926	14,917	67	8,811
Anthony	73	1	22	50	1	30
Angel Fire*	4	0	0	4	0	0
Artesia	268	0	54	214	0	73
Aztec	253	1	64	188	1	77
Bayard	34	0	4	30	0	8
Belen	208	3	67	138	3	110
Bernalillo	315	2	102	211	3	142
Bloomfield	148	1	44	103	1	63
Bosque Farms	44	0	9	35	0	10
Capitan	6	0	2	4	0	2
Carlsbad	708	2	196	510	2	255
Carrizozo	4	0	1	3	0	1
Causey	1	0	0	1	0	0
Chama	20	0	5	15	0	6
Cimarron	5	0	2	3	0	2
Clayton	27	0	4	23	0	6
Cloudcroft	12	0	1	11	0	2
Clovis	888	7	251	630	10	385
Columbus	9	0	9	0	0	14
Corona	8	0	3	5	0	3
Corrales	79	0	24	55	0	31
Cuba	6	0	1	5	0	2
Deming	307	2	66	239	2	94
Des Moines	2	0	0	2	0	0
Dexter	6	0	3	3	0	5
Dora	1	0	1	0	0	2
Eagle Nest	1	0	0	1	0	0
Elida	1	0	0	1	0	0
Española	596	1	232	363	1	365
Estancia	6	1	1	4	1	1
Eunice	17	0	2	15	0	2
Farmington	1,571	4	511	1,056	4	775
Floyd	1	0	0	1	0	0
Fort Sumner	1	0	0	1	0	0
Gallup	924	3	261	660	3	416
Grants	165	1	41	123	1	62
Grenville	1	0	0	1	0	0
Hagerman	5	0	2	3	0	2
Hatch	26	1	5	20	1	6
Hobbs	963	3	234	726	3	345
Hope	1	0	1	0	0	1
Hurley	6	0	0	6	0	0
Jal	20	0	3	17	0	4

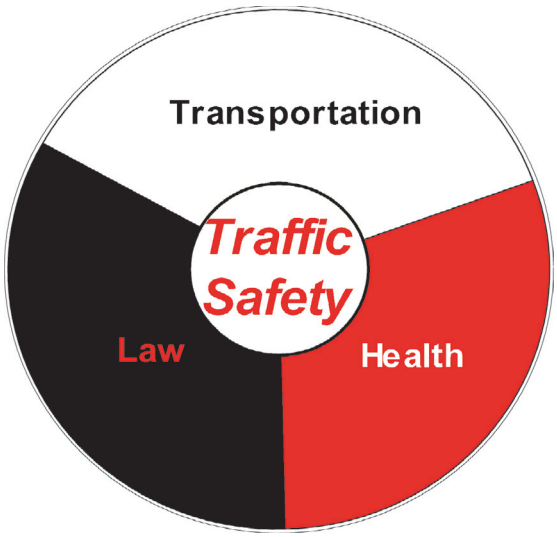
Data from this table are not comparable to the data from page 14.

* may be underreported

(continued on the next page)

2007

NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico Department of Transportation
Programs Division
Traffic Safety Bureau

WHERE

Crashes in New Mexico by City, 2007

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	736	1	201	534	1	299
Albuquerque	20,951	55	5,505	15,391	56	8,050
Anthony	84	2	27	55	2	48
Angel Fire	15	0	5	10	0	7
Artesia	125	0	37	88	0	57
Aztec	191	1	49	141	1	58
Bayard	36	1	2	33	1	4
Belen	261	4	76	181	5	116
Bernalillo	362	2	117	243	3	184
Bloomfield	134	2	23	109	2	40
Bosque Farms	55	0	14	41	0	17
Capitan	15	0	4	11	0	5
Carlsbad	789	1	211	577	1	307
Carrizozo	7	0	2	5	0	2
Chama	23	0	3	20	0	6
Cimarron	9	0	2	7	0	2
Clayton	32	0	2	30	0	3
Cloudcroft	2	0	1	1	0	2
Clovis	954	2	204	748	2	309
Columbus	11	2	5	4	2	10
Corona	1	0	0	1	0	0
Corrales	68	0	22	46	0	35
Cuba	20	3	2	15	4	2
Deming	320	2	63	255	2	89
Des Moines	2	0	1	1	0	3
Dexter	6	1	1	4	1	2
Eagle Nest	1	0	0	1	0	0
Elida	3	0	0	3	0	0
Encino	2	1	0	1	1	0
Española	627	2	211	414	2	323
Estancia	5	1	1	3	1	1
Eunice	35	0	5	30	0	5
Farmington	1,601	5	534	1,062	5	783
Folsom	1	0	0	1	0	0
Fort Sumner	11	0	3	8	0	6
Gallup	736	8	204	524	9	326
Grady	1	0	0	1	0	0
Grants	194	0	50	144	0	75
Hagerman	3	0	0	3	0	0
Hatch	25	0	7	18	0	7
Hobbs	945	2	239	704	2	358
Hurley	5	0	1	4	0	1
Jal	22	0	4	18	0	7
Jemez Springs	11	0	4	7	0	4
Las Cruces	3,460	7	1,113	2,340	7	1,588

Data from this table are not comparable to the data from page 14.

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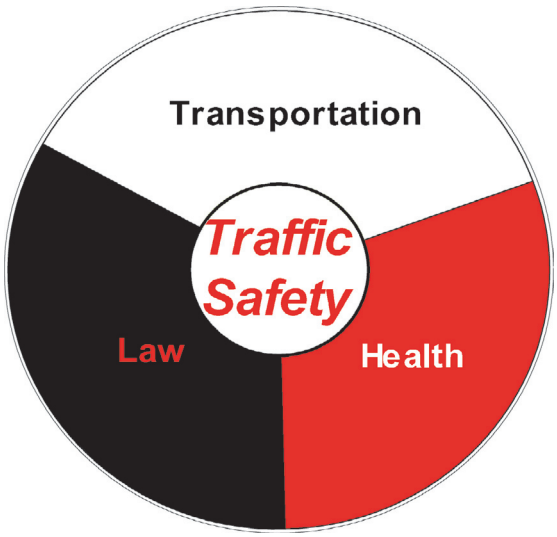
2008

NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico Department of Transportation
Programs Division
Traffic Safety Bureau

Crashes in New Mexico by City, 2008

City	Crashes				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	677	0	197	480	0	285
Albuquerque	18,961	46	5,119	13,796	48	7,312
Anthony	74	2	19	53	2	28
Angel Fire	7	0	2	5	0	2
Artesia	221	0	41	180	0	52
Aztec	170	1	46	123	1	56
Bayard	20	0	5	15	0	7
Belen	223	2	65	156	2	95
Bernalillo	290	2	97	191	2	153
Bloomfield	154	0	43	111	0	63
Bosque Farms	57	2	19	36	2	27
Capitan	12	0	5	7	0	7
Carlsbad	824	2	198	624	2	277
Carrizozo	8	0	2	6	0	2
Chama	13	0	3	10	0	5
Cimarron	1	0	0	1	0	0
Clayton	39	0	7	32	0	11
Cloudcroft	5	0	3	2	0	3
Clovis	853	2	224	627	2	323
Columbus	15	1	4	10	1	5
Corona	6	0	1	5	0	3
Corrales	61	0	26	35	0	31
Cuba	11	1	2	8	3	8
Deming	271	1	55	215	1	80
Des Moines	1	0	0	1	0	0
Dexter	5	0	1	4	0	1
Dora	1	0	1	0	0	1
Eagle Nest	1	0	1	0	0	1
Elida	4	0	2	2	0	3
Encino	1	0	0	1	0	0
Española	598	3	176	419	3	272
Estancia	4	0	0	4	0	0
Eunice	34	0	4	30	0	5
Farmington	1,508	3	457	1,048	3	676
Floyd	2	0	1	1	0	1
Folsom	1	0	0	1	0	0
Fort Sumner	8	0	1	7	0	1
Gallup	757	5	184	568	5	288
Grady	1	0	0	1	0	0
Grants	189	1	55	133	1	84
Grenville	2	0	0	2	0	0
Hagerman	3	0	0	3	0	0
Hatch	19	0	3	16	0	3
Hobbs	935	3	249	683	4	363
Hope	2	0	0	2	0	0
Hurley	6	0	0	6	0	0

Data from this table are not comparable to the data from page 14.

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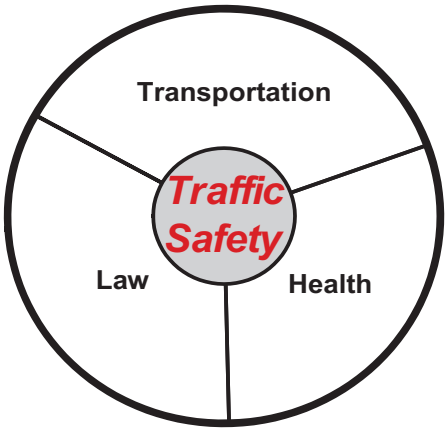
2009

NEW MEXICO TRAFFIC CRASH INFORMATION



New Mexico Department of Transportation
Office of Programs
Traffic Safety Division

Crashes in New Mexico by City, 2009

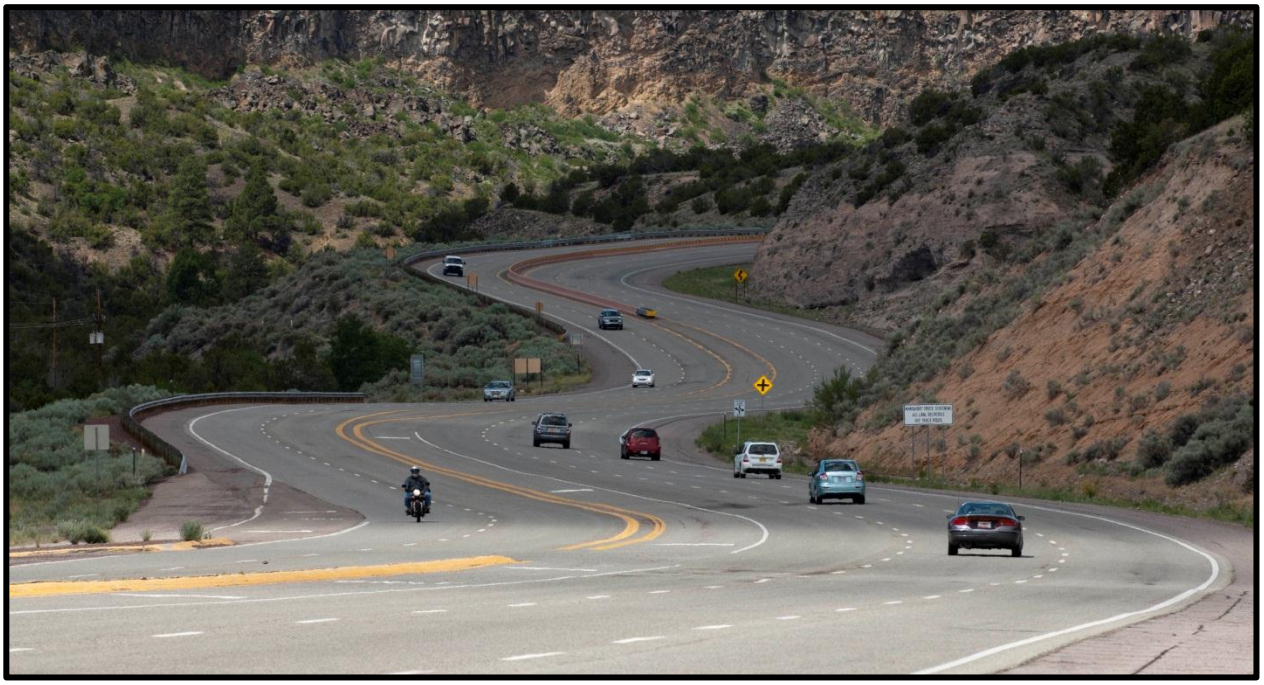
City	Crashes[1]				People	
	Total	Fatal	Injury	Property Damage	Killed	Injured
Alamogordo	702	1	217	484	1	299
Albuquerque	18,302	45	5,050	13,207	46	7,347
Anthony	113	0	26	87	0	31
Angel Fire	10	0	1	9	0	2
Artesia	204	0	50	154	0	75
Aztec	147	1	28	118	1	35
Bayard	27	0	4	23	0	5
Belen	250	1	45	204	1	64
Bernalillo	293	0	101	192	0	161
Bloomfield	120	0	30	90	0	40
Bosque Farms	44	0	11	33	0	15
Capitan	22	0	6	16	0	12
Carlsbad	833	2	196	635	2	297
Carrizozo	6	0	4	2	0	7
Chama	12	0	3	9	0	3
Cimarron	4	0	1	3	0	2
Clayton	35	1	6	28	1	8
Cloudcroft	3	0	0	3	0	0
Clovis	1,074	1	245	828	1	360
Columbus	16	1	5	10	2	11
Corona	1	0	0	1	0	0
Corrales	67	0	15	52	0	19
Cuba	23	1	6	16	1	10
Deming	308	3	72	233	3	110
Dexter	7	0	5	2	0	7
Dora	2	0	2	0	0	2
Encino	3	1	1	1	3	2
Española	567	1	206	360	1	359
Estancia	13	1	5	7	1	11
Eunice	24	0	4	20	0	8
Farmington	1,393	3	416	974	3	573
Floyd	2	0	1	1	0	1
Fort Sumner	4	0	2	2	0	3
Gallup	760	6	167	587	7	269
Grady	1	0	0	1	0	0
Grants	201	1	45	155	1	68
Grenville	4	0	2	2	0	10
Hagerman	2	0	0	2	0	0
Hatch	25	0	7	18	0	11
Hobbs	731	2	211	518	3	318
Hope	1	0	0	1	0	0
Hurley	3	0	0	3	0	0
Jal	25	1	4	20	1	6
Jemez Springs	2	0	0	2	0	0

[1] Data from this table are not comparable to the data from page 14. See page 14 for the explanation.

(table continued on the next page)

New Mexico DEPARTMENT OF TRANSPORTATION
MOBILITY FOR EVERYONE

New Mexico Traffic Crash Annual Report 2010



New Mexico Department of Transportation
Office of Programs
Traffic Safety Division

Table 71: Severity of Crashes and Severity of Injuries in Crashes by City, 2010

City	Crashes				People in Crashes			
	Fatal Crashes	Injury Crashes	Property Damage Only	Total Crashes	Fatalities	Injuries	Not Injured	Total People
Acoma	0	6	24	30	0	16	70	86
Alamogordo	1	216	465	682	1	311	1,660	1,972
Albuquerque	35	4,621	11,835	16,491	39	6,889	38,537	45,465
Angel Fire	0	0	18	18	0	0	37	37
Anthony	4	29	56	89	4	56	160	220
Artesia	0	18	23	41	0	28	110	138
Aztec	0	38	95	133	0	61	278	339
Bayard	0	3	19	22	0	4	44	48
Belen	4	59	169	232	4	89	501	594
Bernalillo	2	88	241	331	2	128	792	922
Bloomfield	1	31	83	115	1	45	278	324
Bosque Farms	0	13	32	45	0	15	99	114
Capitan	0	2	5	7	0	3	15	18
Carlsbad	4	208	557	769	4	296	1,679	1,979
Carrizozo	0	4	4	8	0	6	10	16
Chama	0	4	7	11	0	6	16	22
Cimarron	0	0	5	5	0	0	11	11
Clayton	0	7	23	30	0	10	64	74
Cloudcroft	0	2	3	5	0	2	10	12
Clovis	4	215	725	944	4	315	2,318	2,637
Columbus	0	4	2	6	0	5	5	10
Corrales	0	18	41	59	0	30	119	149
Cuba	0	4	21	25	0	9	49	58
Deming	1	72	217	290	1	97	708	806
Des Moines	1	1	1	3	1	3	3	7
Dexter	0	2	5	7	0	7	8	15
Eagle Nest	0	1	0	1	0	2	0	2
Encino	0	0	3	3	0	0	4	4
Española	6	128	248	382	7	217	873	1,097
Estancia	1	2	4	7	1	7	9	17
Eunice	0	5	20	25	0	6	46	52
Farmington	5	417	860	1,282	5	623	3,224	3,852
Fort Sumner	0	1	5	6	0	2	9	11
Gallup	2	179	579	760	2	294	2,059	2,355
Grants	1	46	103	150	1	69	329	399
Hagerman	1	1	3	5	1	2	12	15

Appendix C: Albuquerque Intersection Crash Assessment

Summary of Crash Rate (crashes/ MEV) for Major Intersections in Albuquerque: 2005 to 2008

Major intersections for analysis purposes are defined as intersections that currently have a signal and had at least one crash during the measurement year
For the 3-year and 4-year averages, intersections are included that had at least one crash in the first year of the period; an intersection may have had zero crahes in subsequent years which could produce statistics for multi-year data lower than a simple average of single year statistics.

Statistic	2005	2006	2007	2008	2005 - 2008	2005 - 2007	2006 - 2008
Observations	520	528	500	532	520	520	528
Citywide Average*	1.630	1.687	1.649	1.459	1.557	1.599	1.554
Range	0.089 - 5.858	0.061 - 7.281	0.079 - 9.961	0.050 - 7.93	0.051 - 5.838	0.069 - 5.740	0.065 - 5.832
Average of Intersections**	1.463	1.497	1.466	1.331	1.379	1.421	1.374
Standard Deviation	0.946	1.025	1.018	0.961	0.807	0.852	0.844
25th %tile	0.774	0.754	0.718	0.651	0.803	0.825	0.761
50th %tile	1.320	1.281	1.289	1.147	1.181	1.241	1.178
85th %tile	**2.325**	**2.368**	**2.368**	**2.199**	**2.218**	**2.283**	**2.206**
95th %tile	3.293	3.479	3.323	3.010	2.863	3.074	2.906

*Citywide Average is the Weighted Average of the average Crash Rate weighted by the entering volumes of the various intersections.
**Average of Intersections is a simple average the crash rates for all intersections with no weighting for traffic volume
Notes: MRCOG generated ADT data for intersections with count data. For intersections that had signals and crashes but incomplete count data, estimates were made to complete the data.
If MRCOG had data for a given intersection in another of the analysis years, the data for the closest year was used.
If there was no data from MRCOG, the estiamte was based on the best available data which include Traffic Flows Maps, nearby counts, and judgment.

Analysis: The narrower ranges for the 3-year and 4-year averages would indicate variability among the high intersections from year to year.
In 2007, several intersections had no crashes as this was the year with the fewest observations.
The 3-year and 4-year averages could have been computed as using intersections that had at least one crash in ANY year or using only intersections that had at least one crash in EVERY year.
Computation based on intersections that had at least one crash in EVERY year would increase the rates as displayed below.

Multi-year Averages for Intersections with at least one crash in EVERY year of the defined period

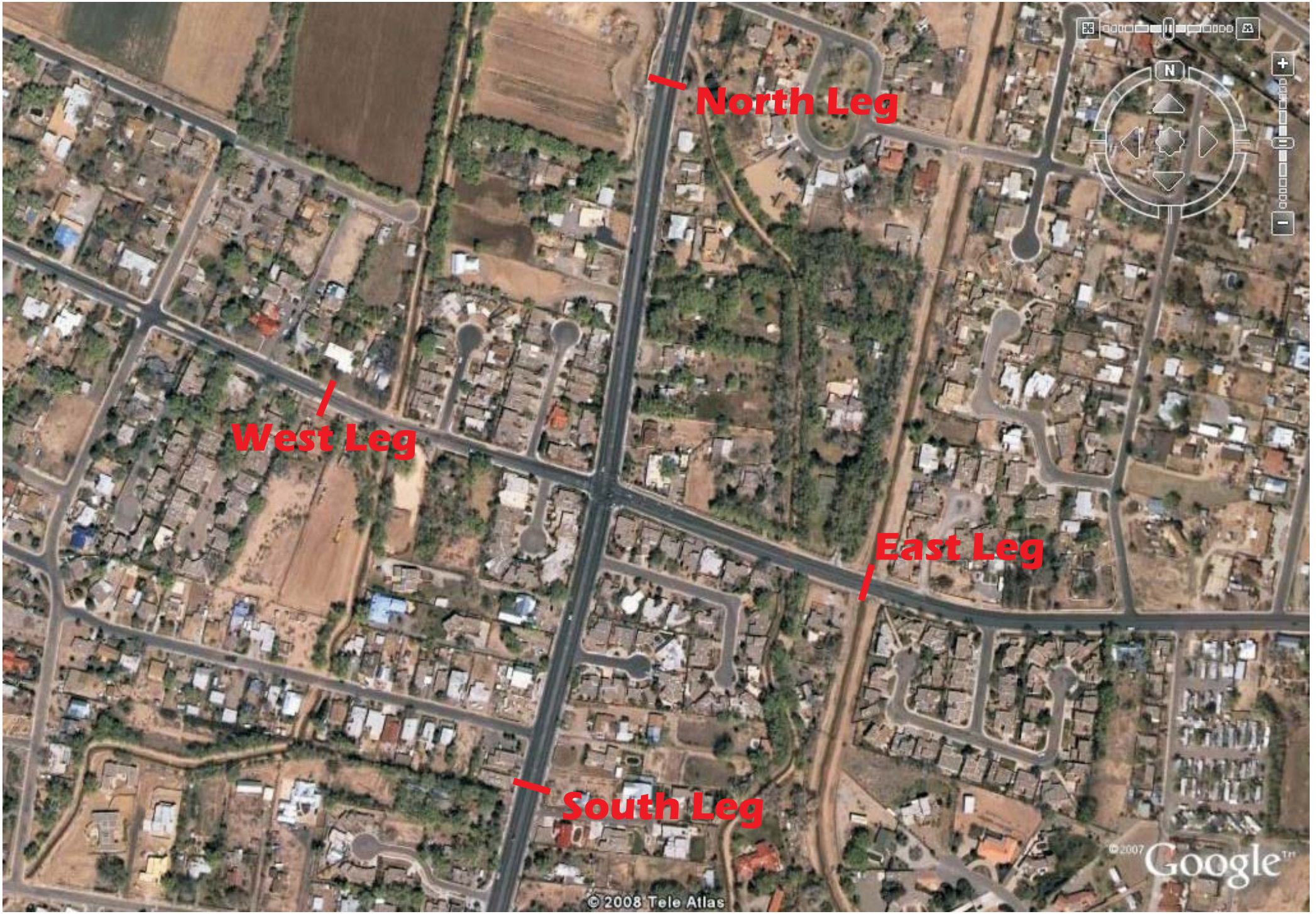
Statistic	2005 - 2008	2005 - 2007	2006 - 2008
Observations	456	469	472
Citywide Average*	1.639	1.665	1.639
Range	0.243 - 5.838	0.204 - 5.740	0.208 - 5.832
Average of Intersections**	1.473	1.496	1.460
Standard Deviation	0.795	0.841	0.839
25th %tile	0.886	0.860	0.860
50th %tile	1.249	1.278	1.262
85th %tile	**2.302**	**2.334**	**2.326**
95th %tile	2.925	3.124	2.956

In any given year, a number intersections do not have any crashes; in the above analyses these intersections have been partly or entirely excluded.
The following table provides data for ALL SIGNALIZED intersections, based on 2008 signals with one exception as explained below.

Statistic	2008	2005 - 2007	2006 - 2008
Observations	573	571	573
Citywide Average*	1.396	1.528	1.488
Range	0.000 - 7.926	0.000 - 5.740	0.000 - 5.832
Average of Intersections**	1.236	1.328	1.297
Standard Deviation	0.988	0.893	0.884
25th %tile	0.542	0.739	0.694
50th %tile	1.045	1.167	1.131
85th %tile	**2.141**	**2.250**	**2.166**
95th %tile	2.943	3.053	2.904

Coors Frontage and Ouray intersections were removed from the 2005-2007 analysis as this intersection was entirely diffferent with no signal in 2005.

Appendix D: Approach Counts and Speed Data (February 2013)


North Leg
West Leg
East Leg
South Leg
© 2008 Tele Atlas
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Special Speed Study Report: NB Rio Grande - North Leg

Station ID : NB Rio Grande - North Leg

Info Line 1 : North of Candelaria
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : NB RG NOF CAND.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 14404

Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6
Tue	01:00	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	3	2	11	7	3	0	0	0	0	0	0	0	0	0	26
	06:00	0	0	0	15	21	19	6	0	0	0	0	0	0	0	0	0	61
	07:00	0	0	1	29	107	85	41	3	0	0	0	0	0	0	0	0	266
	08:00	1	1	3	28	97	51	7	0	1	0	0	0	0	0	0	0	189
	09:00	1	0	0	25	63	34	6	1	1	0	0	0	0	0	0	0	131
	10:00	0	0	3	34	67	40	4	1	0	0	0	0	0	0	0	0	149
	11:00	4	1	2	24	58	56	8	1	0	0	0	0	0	0	0	0	154
	12:00	0	0	2	24	78	57	7	1	0	0	0	0	0	0	0	0	169
	13:00	1	0	3	25	78	47	8	1	0	0	0	0	0	0	0	0	163
	14:00	0	1	1	34	88	58	18	4	0	0	0	0	0	0	0	0	204
	15:00	1	0	1	38	140	93	17	4	0	0	0	0	0	0	0	0	294
	16:00	2	1	5	39	139	88	14	5	1	0	0	0	0	0	0	0	294
	17:00	0	1	1	34	194	117	19	1	0	0	0	0	0	0	0	0	367
	18:00	0	1	2	26	83	47	4	1	0	0	0	0	0	0	0	0	164
	19:00	0	0	5	16	56	19	4	4	0	0	0	0	0	0	0	0	104
	20:00	0	0	2	13	40	17	1	0	0	0	0	0	0	0	0	0	73
	21:00	0	1	1	14	22	15	3	0	0	0	0	0	0	0	0	0	56
	22:00	0	0	1	5	19	9	2	0	0	0	0	0	0	0	0	0	36
	23:00	0	0	0	2	7	7	1	0	0	0	0	0	0	0	0	0	17
Daily Total :		10	8	37	432	1376	868	174	27	3	0	0	0	0	0	0	0	2935
Percent :		0%	0%	1%	15%	47%	30%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	2%	17%	63%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	18	57	36	7	1	0	0	0	0	0	0	0	0	121

Average Speed 38.6 mph	5% Speed : 31.1 mph	15% Speed : 34.4 mph	50% Speed : 38.5 mph
67% Speed : 40.6 mph	85% Speed : 43.6 mph	95% Speed : 46.9 mph	99% Speed : 50.0 mph

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
02/20/13	00:00	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	6
Wed	01:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	2	3	10	4	2	0	0	0	0	0	0	0	0	0	21
	06:00	0	0	0	15	31	13	9	3	0	0	0	0	0	0	0	0	71
	07:00	0	0	1	27	98	82	29	5	0	0	0	0	0	0	0	0	242
	08:00	0	0	2	25	96	76	15	2	2	0	0	0	0	0	0	0	218
	09:00	1	0	6	51	96	30	5	1	0	0	0	0	0	0	0	0	190
	10:00	0	3	7	45	117	36	5	4	0	1	0	0	0	0	0	0	218
	11:00	3	2	5	75	109	30	7	1	0	0	0	0	0	0	0	0	232
	12:00	0	3	12	101	127	43	6	0	0	0	0	0	0	0	0	0	292
	13:00	1	0	6	87	132	39	3	1	1	0	0	0	0	0	0	0	270
	14:00	2	3	11	92	130	48	8	0	0	0	0	0	0	0	0	0	294
	15:00	0	0	1	28	135	94	14	1	0	0	0	0	0	0	0	0	273
	16:00	0	1	4	39	154	76	11	1	1	0	0	0	0	0	0	0	287
	17:00	0	0	3	53	178	74	9	2	0	0	0	0	0	0	0	0	319
	18:00	0	1	2	41	82	48	10	1	0	0	0	0	0	0	0	0	185
	19:00	0	0	1	24	50	27	4	0	0	0	0	0	0	0	0	0	106
	20:00	0	0	3	14	37	11	1	0	1	0	0	0	0	0	0	0	67
	21:00	0	0	0	11	45	12	3	0	0	0	0	0	0	0	0	0	71
	22:00	0	0	2	11	12	4	2	0	0	0	0	0	0	0	0	0	31
	23:00	0	0	0	4	6	4	1	0	0	0	0	0	0	0	0	0	15
Daily Total :		7	14	69	749	1654	757	146	22	5	1	0	0	0	0	0	0	3424
Percent :		0%	0%	2%	22%	48%	22%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	25%	73%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	3	31	69	32	6	1	0	0	0	0	0	0	0	0	143

Average Speed 37.7 mph	5% Speed : 30.5 mph	15% Speed : 32.8 mph	50% Speed : 37.7 mph
67% Speed : 39.4 mph	85% Speed : 42.8 mph	95% Speed : 45.2 mph	99% Speed : 49.6 mph

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
02/21/13	00:00	0	0	0	2	8	3	1	0	0	0	0	0	0	0	0	0	14
Thu	01:00	0	0	0	2	1	0	1	1	0	0	0	0	0	0	0	0	5
	02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	3	4	12	1	0	0	0	0	0	0	0	0	0	0	20
	06:00	0	1	3	15	25	12	4	0	0	0	0	0	0	0	0	0	60
	07:00	0	1	3	27	63	26	6	0	0	0	0	0	0	0	0	0	126
	08:00	2	0	2	30	78	26	14	1	0	0	0	0	0	0	0	0	153
	09:00	2	0	1	35	116	65	11	0	0	0	0	0	0	0	0	0	230
	10:00	2	0	5	22	93	60	8	2	0	0	0	0	0	0	0	0	192
	11:00	2	0	1	24	55	37	5	1	0	0	0	0	0	0	0	0	125
	12:00	1	0	4	38	75	54	11	1	0	0	0	0	0	0	0	0	184
	13:00	2	2	5	34	76	32	8	2	0	0	0	0	0	0	0	0	161
	14:00	0	0	4	45	98	51	11	0	0	0	0	0	0	0	0	0	209
	15:00	1	0	4	32	133	80	13	2	0	0	0	0	0	0	0	0	265
	16:00	0	0	1	28	153	83	13	1	0	0	0	0	0	0	0	0	279
	17:00	0	0	1	51	166	83	9	1	1	0	0	0	0	0	0	0	312
	18:00	0	2	2	24	89	47	5	0	0	0	0	0	0	0	0	0	169
	19:00	0	0	2	25	77	27	4	0	0	0	0	0	0	0	0	0	135
	20:00	1	0	2	26	50	13	2	0	0	0	0	0	0	0	0	0	94
	21:00	0	0	3	30	39	10	0	0	0	0	0	0	0	0	0	0	82
	22:00	0	0	1	8	13	10	3	0	0	0	0	0	0	0	0	0	35
	23:00	0	0	0	7	7	2	1	0	1	0	0	0	0	0	0	0	18
Daily Total :		13	6	49	510	1429	725	130	12	2	0	0	0	0	0	0	0	2876
Percent :		0%	0%	2%	18%	50%	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	2%	20%	70%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	2	21	60	30	5	1	0	0	0	0	0	0	0	0	120

Average Speed 38.0 mph	5% Speed : 30.8 mph	15% Speed : 33.5 mph	50% Speed : 38.0 mph
67% Speed : 39.7 mph	85% Speed : 43.0 mph	95% Speed : 45.0 mph	99% Speed : 49.1 mph

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
02/22/13	00:00	0	0	0	4	2	1	0	1	0	0	0	0	0	0	0	0	8
Fri	01:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	1	5	8	4	1	1	0	0	0	0	0	0	0	0	20
	06:00	0	0	0	11	32	16	5	0	0	0	0	0	0	0	0	0	64
	07:00	0	0	1	21	131	75	21	3	0	0	0	0	0	0	0	0	252
	08:00	2	0	0	22	93	71	12	3	2	0	0	0	0	0	0	0	205
	09:00	2	0	2	33	72	43	15	0	0	0	0	0	0	0	0	0	167
	10:00	2	0	3	35	51	44	7	2	1	0	0	0	0	0	0	0	145
	11:00	2	0	2	44	67	37	4	1	0	0	0	0	0	0	0	0	157
	12:00	0	0	5	49	103	42	6	2	0	0	0	0	0	0	0	0	207
	13:00	1	1	5	28	124	54	5	0	1	0	0	0	0	0	0	0	219
	14:00	1	0	5	36	128	55	9	0	0	0	0	0	0	0	0	0	234
	15:00	0	0	5	35	151	85	7	2	1	0	0	0	0	0	0	0	286
	16:00	0	0	7	35	159	92	16	3	0	0	0	0	0	0	0	0	312
	17:00	0	0	4	49	179	86	11	1	1	0	0	0	0	0	0	0	331
	18:00	0	1	4	41	114	58	9	0	0	0	0	0	0	0	0	0	227
	19:00	0	0	2	36	65	25	6	0	0	0	0	0	0	0	0	0	134
	20:00	0	0	3	25	52	27	4	0	0	0	0	0	0	0	0	0	111
	21:00	0	0	2	36	47	12	2	0	0	0	0	0	0	0	0	0	99
	22:00	0	0	0	16	37	9	3	0	0	0	0	0	0	0	0	0	65
	23:00	0	0	1	7	12	11	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		10	2	53	571	1631	850	143	19	6	0	0	0	0	0	0	0	3285
Percent :		0%	0%	2%	17%	50%	26%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	2%	19%	69%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	24	68	35	6	1	0	0	0	0	0	0	0	0	136

Average Speed 38.2 mph	5% Speed : 30.9 mph	15% Speed : 33.7 mph	50% Speed : 38.1 mph
67% Speed : 39.8 mph	85% Speed : 43.1 mph	95% Speed : 45.2 mph	99% Speed : 49.5 mph

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
02/23/13	00:00	0	0	0	5	7	1	2	1	0	0	0	0	0	0	0	0	16
Sat	01:00	0	0	0	1	6	2	1	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	2	5	2	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	9
	06:00	1	0	0	6	10	4	5	0	0	0	0	0	0	0	0	0	26
	07:00	0	0	1	10	24	18	3	0	0	0	0	0	0	0	0	0	56
	08:00	0	0	3	15	51	28	3	2	0	0	0	0	0	0	0	0	102
	09:00	0	0	1	22	81	35	9	1	1	0	0	0	0	0	0	0	150
	10:00	0	0	2	17	93	46	18	1	0	0	0	0	0	0	0	0	177
	11:00	1	0	3	34	100	56	10	2	0	0	0	0	0	0	0	0	206
	12:00	0	0	3	31	110	59	13	1	0	0	0	0	0	0	0	0	217
	13:00	0	0	5	39	97	67	13	1	0	0	0	0	0	0	0	0	222
	14:00	1	0	1	17	120	55	15	1	0	0	0	0	0	0	0	0	210
	15:00	0	0	1	29	103	58	11	2	0	0	0	0	0	0	0	0	204
	16:00	0	0	3	28	103	58	10	0	0	0	0	0	0	0	0	0	202
	17:00	1	0	2	31	85	49	13	2	1	0	0	0	0	0	0	0	184
	18:00	0	2	6	37	77	30	5	1	0	0	0	0	0	0	0	0	158
	19:00	1	1	0	32	47	22	1	0	0	0	0	0	0	0	0	0	104
	20:00	0	0	1	23	31	17	2	0	0	0	0	0	0	0	0	0	74
	21:00	0	0	1	14	36	9	2	0	0	0	0	0	0	0	0	0	62
	22:00	0	0	3	12	38	9	0	0	0	0	0	0	0	0	0	0	62
	23:00	0	0	1	11	20	6	1	0	0	0	0	0	0	0	0	0	39
Daily Total :		5	3	39	420	1249	635	139	15	2	0	0	0	0	0	0	0	2507
Percent :		0%	0%	2%	17%	50%	25%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	2%	19%	68%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	18	52	26	6	1	0	0	0	0	0	0	0	0	105

Average Speed 38.3 mph	5% Speed : 30.9 mph	15% Speed : 33.9 mph	50% Speed : 38.2 mph
67% Speed : 39.8 mph	85% Speed : 43.2 mph	95% Speed : 46.3 mph	99% Speed : 49.4 mph

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
02/24/13	00:00	0	0	0	8	13	4	1	0	0	0	0	0	0	0	0	0	26
Sun	01:00	0	0	0	7	6	3	1	0	0	0	0	0	0	0	0	0	17
	02:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	0	2	1	1	1	0	0	0	0	0	0	0	0	6
	06:00	0	0	0	9	3	3	1	0	0	0	0	0	0	0	0	0	16
	07:00	0	0	1	11	16	8	2	1	0	0	0	0	0	0	0	0	39
	08:00	1	0	3	17	27	20	3	1	1	0	0	0	0	0	0	0	73
	09:00	0	0	2	23	42	18	7	0	0	0	0	0	0	0	0	0	92
	10:00	0	0	2	27	66	37	6	0	0	0	0	0	0	0	0	0	138
	11:00	0	1	2	18	73	38	8	0	1	0	0	0	0	0	0	0	141
	12:00	1	1	2	28	95	47	13	0	1	0	0	0	0	0	0	0	188
	13:00	1	0	0	30	102	37	8	0	0	0	0	0	0	0	0	0	178
	14:00	1	1	2	27	82	40	8	0	0	0	0	0	0	0	0	0	161
	15:00	0	0	4	32	76	52	12	1	0	0	0	0	0	0	0	0	177
	16:00	0	2	4	32	82	42	11	1	0	0	0	0	0	0	0	0	174
	17:00	0	1	3	31	71	32	10	2	0	0	0	0	0	0	0	0	150
	18:00	0	0	0	35	42	33	5	2	0	0	0	0	0	0	0	0	117
	19:00	0	1	1	24	36	10	1	0	0	0	0	0	0	0	0	0	73
	20:00	0	0	2	18	26	13	1	0	0	0	0	0	0	0	0	0	60
	21:00	0	0	0	15	19	11	1	0	0	0	0	0	0	0	0	0	46
	22:00	0	0	0	22	14	6	1	0	0	0	0	0	0	0	0	0	43
	23:00	0	0	1	3	5	3	0	0	0	0	0	0	0	0	0	0	12
Daily Total :		4	7	31	421	905	460	103	9	3	0	0	0	0	0	0	0	1943
Percent :		0%	0%	2%	22%	47%	24%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	2%	24%	70%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	1	18	38	19	4	0	0	0	0	0	0	0	0	0	80

Average Speed 37.9 mph	5% Speed : 30.6 mph	15% Speed : 32.9 mph	50% Speed : 37.8 mph
67% Speed : 39.6 mph	85% Speed : 43.1 mph	95% Speed : 46.1 mph	99% Speed : 49.5 mph

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	0	3	2	5	1	1	0	1	0	0	0	0	0	0	13
	06:00	0	0	1	9	19	8	2	1	0	0	0	0	0	0	0	0	40
	07:00	1	1	3	15	44	42	21	9	0	0	0	0	0	0	0	0	136
	08:00	1	1	0	21	63	64	16	3	0	0	0	0	0	0	0	0	169
	09:00	0	1	3	17	50	36	14	1	0	0	0	0	0	0	0	0	122
	10:00	0	0	2	20	52	43	7	0	0	0	0	0	0	0	0	0	124
	11:00	0	1	2	10	53	38	10	0	1	0	0	0	0	0	0	0	115
	12:00	0	0	11	24	77	43	7	2	0	0	0	0	0	0	0	0	164
	13:00	0	0	6	21	68	33	10	0	1	0	0	0	0	0	0	0	139
	14:00	0	0	0	18	61	44	18	4	0	0	0	0	0	0	0	0	145
	15:00	0	0	1	25	89	76	17	6	1	0	0	0	0	0	0	0	215
	16:00	0	1	1	30	87	58	23	4	0	0	0	0	0	0	0	0	204
	17:00	0	0	1	25	85	53	27	4	3	0	0	0	0	0	0	0	198
	18:00	0	1	2	17	63	49	11	3	0	0	0	0	0	0	0	0	146
	19:00	0	0	0	11	40	20	8	2	0	0	0	0	0	0	0	0	81
	20:00	0	0	0	16	36	14	4	0	0	0	0	0	0	0	0	0	70
	21:00	0	0	0	6	14	15	4	0	0	0	0	0	0	0	0	0	39
	22:00	0	0	2	5	5	5	2	0	0	0	0	0	0	0	0	0	19
	23:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		2	6	38	295	917	654	202	40	6	1	0	0	0	0	0	0	2161
Percent :		0%	0%	2%	14%	42%	30%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	2%	16%	58%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	12	38	27	8	2	0	0	0	0	0	0	0	0	89

Average Speed 39.3 mph	5% Speed : 31.2 mph	15% Speed : 34.7 mph	50% Speed : 39.0 mph
67% Speed : 41.4 mph	85% Speed : 44.4 mph	95% Speed : 48.3 mph	99% Speed : 52.8 mph

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
02/20/13	00:00	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	5
Wed	01:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3
	03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	3	1	4	1	0	0	0	0	0	0	0	0	0	9
	06:00	0	0	0	8	23	11	5	0	2	0	0	0	0	0	0	0	49
	07:00	0	0	3	6	45	52	24	8	0	0	0	0	0	0	0	0	138
	08:00	0	0	6	22	68	61	19	2	1	0	0	0	0	0	0	0	179
	09:00	1	2	1	2	15	19	7	3	0	0	0	0	0	0	0	0	50
	10:00	0	1	2	9	12	10	2	0	0	0	0	0	0	0	0	0	36
	11:00	1	1	1	8	23	9	1	1	0	0	0	0	0	0	0	0	45
	12:00	1	4	6	14	20	15	2	0	0	0	0	0	0	0	0	0	62
	13:00	1	1	4	13	26	10	3	2	0	0	0	0	0	0	0	0	60
	14:00	2	2	1	12	26	14	6	0	0	0	0	0	0	0	0	0	63
	15:00	0	2	1	22	77	68	10	1	0	1	0	0	0	0	0	0	182
	16:00	0	1	0	30	89	54	8	0	0	0	0	0	0	0	0	0	182
	17:00	2	1	0	22	96	54	13	2	0	0	0	0	0	0	0	0	190
	18:00	1	0	2	20	57	46	12	2	0	0	0	0	0	0	0	0	140
	19:00	0	0	3	20	33	23	7	1	0	0	0	0	0	0	0	0	87
	20:00	0	1	1	13	30	20	1	1	0	0	0	0	0	0	0	0	67
	21:00	0	0	2	9	19	10	2	0	0	0	0	0	0	0	0	0	42
	22:00	0	0	2	9	6	6	0	0	0	0	0	0	0	0	0	0	23
	23:00	0	0	1	5	4	2	2	0	0	0	0	0	0	0	0	0	14
Daily Total :		9	16	37	249	675	496	126	23	3	1	1	0	0	0	0	0	1636
Percent :		1%	1%	2%	15%	41%	30%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	2%	4%	19%	60%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	2	10	28	21	5	1	0	0	0	0	0	0	0	0	68

Average Speed 38.7 mph	5% Speed : 30.4 mph	15% Speed : 33.6 mph	50% Speed : 38.7 mph
67% Speed : 41.1 mph	85% Speed : 44.1 mph	95% Speed : 47.8 mph	99% Speed : 52.4 mph

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
02/21/13	00:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
Thu	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	1	6	1	1	0	0	0	0	0	0	0	0	0	9
	06:00	0	0	2	9	15	9	1	0	0	0	0	0	0	0	0	0	36
	07:00	0	0	1	13	20	20	9	4	1	0	0	0	0	0	0	0	68
	08:00	2	0	7	19	56	39	8	1	0	0	0	0	0	0	0	0	132
	09:00	2	0	3	38	61	36	8	1	0	0	0	0	0	0	0	0	149
	10:00	3	2	5	13	64	40	15	2	0	1	1	0	0	0	0	0	146
	11:00	2	0	6	21	55	43	9	1	0	0	0	0	0	0	0	0	137
	12:00	0	4	6	22	75	39	12	1	0	0	0	0	0	0	0	0	159
	13:00	2	1	5	29	62	34	11	1	2	0	0	0	0	0	0	0	147
	14:00	0	1	3	25	70	33	11	4	0	0	0	0	0	0	0	0	147
	15:00	0	0	3	34	81	51	20	1	1	0	0	0	0	0	0	0	191
	16:00	2	1	0	28	86	49	21	4	1	0	0	1	0	0	0	0	193
	17:00	0	0	1	33	85	64	13	4	0	1	0	0	0	0	0	0	201
	18:00	0	0	1	19	57	54	10	1	0	0	0	0	0	0	0	0	142
	19:00	0	0	1	16	51	24	6	2	0	0	0	0	0	0	0	0	100
	20:00	0	0	2	16	34	23	5	1	0	0	0	0	0	0	0	0	81
	21:00	0	0	0	6	27	13	2	0	1	0	0	0	0	0	0	0	49
	22:00	0	1	1	7	15	5	2	1	0	0	0	0	0	0	0	0	32
	23:00	0	0	0	2	4	2	3	0	0	0	0	0	0	0	0	0	11
Daily Total :		13	11	47	354	929	584	167	29	6	2	1	1	0	0	0	0	2144
Percent :		1%	1%	2%	17%	43%	27%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	3%	20%	63%	90%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	2	15	39	24	7	1	0	0	0	0	0	0	0	0	89

Average Speed 38.6 mph	5% Speed : 30.5 mph	15% Speed : 33.4 mph	50% Speed : 38.5 mph
67% Speed : 40.7 mph	85% Speed : 44.0 mph	95% Speed : 47.8 mph	99% Speed : 52.6 mph

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
02/22/13	00:00	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	11
Fri	01:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	3
	04:00	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	7
	06:00	0	0	1	7	16	12	2	1	1	0	0	0	0	0	0	0	40
	07:00	1	0	3	13	53	50	23	8	1	0	0	0	0	0	0	0	152
	08:00	2	1	1	22	105	54	18	5	0	0	0	0	0	0	0	0	208
	09:00	2	0	3	26	55	33	7	1	0	1	0	0	0	0	0	0	128
	10:00	0	0	1	27	67	28	4	1	1	0	0	0	0	0	0	0	129
	11:00	1	0	0	31	64	23	7	1	0	0	0	0	0	0	0	0	127
	12:00	2	2	8	37	87	31	7	1	0	0	0	0	0	0	0	0	175
	13:00	0	1	0	38	72	33	5	3	0	0	0	0	0	0	0	0	152
	14:00	1	0	1	52	99	43	15	1	0	0	0	0	0	0	0	0	212
	15:00	1	0	4	28	103	58	13	6	1	0	0	0	0	0	0	0	214
	16:00	0	2	3	23	101	55	25	2	1	0	0	0	0	0	0	0	212
	17:00	1	0	2	13	104	67	20	1	1	0	0	0	0	0	0	0	209
	18:00	0	0	2	26	78	45	14	1	1	0	0	0	0	0	0	0	167
	19:00	0	0	3	25	52	22	2	1	0	0	0	0	0	0	0	0	105
	20:00	0	0	1	17	41	24	7	3	0	0	0	0	0	0	0	0	93
	21:00	0	0	2	18	23	11	2	0	0	0	0	0	0	0	0	0	56
	22:00	0	1	0	13	22	8	4	0	0	1	0	0	0	0	0	0	49
	23:00	0	0	0	5	13	3	1	1	0	0	0	0	0	0	0	0	23
Daily Total :		11	7	37	425	1171	606	178	39	7	2	0	0	0	0	0	0	2483
Percent :		0%	0%	1%	17%	47%	24%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	2%	19%	66%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	18	49	25	7	2	0	0	0	0	0	0	0	0	103

Average Speed 38.5 mph	5% Speed : 30.8 mph	15% Speed : 33.7 mph	50% Speed : 38.3 mph
67% Speed : 40.1 mph	85% Speed : 43.7 mph	95% Speed : 47.8 mph	99% Speed : 52.7 mph

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
02/23/13	00:00	0	0	1	4	6	1	0	0	0	0	0	0	0	0	0	0	12
Sat	01:00	1	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	11
	02:00	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	8
	06:00	1	0	0	2	2	4	1	1	0	0	0	0	0	0	0	0	11
	07:00	0	0	0	9	27	8	5	0	1	0	0	0	0	0	0	0	50
	08:00	0	1	0	13	36	25	8	1	0	0	0	0	0	0	0	0	84
	09:00	0	1	1	17	51	37	7	1	2	0	0	0	0	0	0	0	117
	10:00	0	1	2	19	61	46	7	2	0	0	0	0	0	0	0	0	138
	11:00	0	1	6	29	76	38	14	3	0	0	0	0	0	0	0	0	167
	12:00	0	0	5	26	87	38	14	0	0	0	1	0	0	0	0	0	171
	13:00	0	0	7	35	85	49	16	2	1	1	0	0	0	0	0	0	196
	14:00	1	1	2	29	88	40	13	2	1	0	0	0	0	0	0	0	177
	15:00	1	1	5	29	72	46	16	1	0	0	0	0	0	0	0	0	171
	16:00	0	0	1	40	77	41	8	4	0	0	0	0	0	0	0	0	171
	17:00	0	2	2	16	63	57	11	1	0	0	0	0	0	0	0	0	152
	18:00	0	1	1	24	54	34	3	1	0	0	0	0	0	0	0	0	118
	19:00	0	0	1	16	41	22	5	2	0	0	0	0	0	0	0	0	87
	20:00	0	0	3	21	24	14	4	2	0	0	0	0	0	0	0	0	68
	21:00	0	0	1	22	27	7	1	0	0	0	0	0	0	0	0	0	58
	22:00	0	0	1	12	26	11	4	0	0	0	0	0	0	0	0	0	54
	23:00	0	0	2	4	15	9	1	1	0	0	0	0	0	0	0	0	32
Daily Total :		4	9	41	371	933	537	141	24	5	1	1	0	0	0	0	0	2067
Percent :		0%	0%	2%	18%	45%	26%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	21%	66%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	15	39	22	6	1	0	0	0	0	0	0	0	0	85

Average Speed 38.5 mph	5% Speed : 30.8 mph	15% Speed : 33.4 mph	50% Speed : 38.3 mph
67% Speed : 40.3 mph	85% Speed : 43.6 mph	95% Speed : 47.5 mph	99% Speed : 52.4 mph

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
02/24/13	00:00	0	0	1	2	9	2	0	0	0	0	0	0	0	0	0	0	14
Sun	01:00	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	1	6	1	0	1	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	8
	07:00	0	0	1	3	16	16	4	2	0	0	0	0	0	0	0	0	42
	08:00	1	0	3	16	31	15	4	1	0	0	0	0	0	0	0	0	71
	09:00	0	0	3	14	47	27	12	2	0	0	0	0	0	0	0	0	105
	10:00	0	1	4	15	43	26	10	0	1	0	0	0	0	0	0	0	100
	11:00	0	1	2	26	64	37	11	0	0	0	0	0	0	0	0	0	141
	12:00	1	0	3	25	85	46	15	1	1	0	0	0	0	0	0	0	177
	13:00	0	2	3	32	69	48	10	4	1	0	0	0	0	0	0	0	169
	14:00	0	1	1	23	75	35	11	1	0	0	0	0	0	0	0	0	147
	15:00	0	0	7	23	61	23	12	1	0	0	0	0	0	0	0	0	127
	16:00	0	0	3	23	65	47	8	1	0	0	1	0	1	0	0	0	149
	17:00	0	0	1	19	53	28	8	1	1	0	0	0	0	0	0	0	111
	18:00	0	2	3	17	54	31	10	1	0	0	0	0	0	0	0	0	118
	19:00	0	0	2	7	27	23	3	2	1	0	0	0	0	0	0	0	65
	20:00	0	0	1	8	27	12	4	0	0	0	0	0	0	0	0	0	52
	21:00	0	0	2	12	11	8	2	1	0	0	0	0	0	0	0	0	36
	22:00	0	0	2	7	12	5	2	0	0	0	0	0	0	0	0	0	28
	23:00	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		2	7	43	278	770	441	126	20	5	0	1	0	1	0	0	0	1694
Percent :		0%	0%	3%	16%	45%	26%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	19%	65%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	12	32	18	5	1	0	0	0	0	0	0	0	0	70

Average Speed 38.6 mph	5% Speed : 30.6 mph	15% Speed : 33.5 mph	50% Speed : 38.3 mph
67% Speed : 40.4 mph	85% Speed : 43.7 mph	95% Speed : 47.7 mph	99% Speed : 52.5 mph

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: NB Rio Grande - North Leg

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:	49	40	278	3103	8244	4295	835	104	21	1	0	0	0	0	0	0	16970
Percent :	0%	0%	2%	18%	49%	25%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	2%	20%	69%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	0	2	22	57	30	6	1	0	0	0	0	0	0	0	0	118

ADT = 2828

Average Speed	38.1 mph	5% Speed :	30.8 mph	15% Speed :	33.5 mph	50% Speed : 38.1 mph
67% Speed :	39.8 mph	85% Speed :	43.2 mph	95% Speed :	45.8 mph	99% Speed : 49.7 mph

Grand Total #2:	41	56	243	1972	5395	3318	940	175	32	7	4	1	1	0	0	0	12185
Percent :	0%	0%	2%	16%	44%	27%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	3%	19%	63%	90%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	0	2	14	37	23	7	1	0	0	0	0	0	0	0	0	84

ADT = 2030

Average Speed	38.7 mph	5% Speed :	30.7 mph	15% Speed :	33.7 mph	50% Speed : 38.5 mph
67% Speed :	40.7 mph	85% Speed :	44.0 mph	95% Speed :	48.0 mph	99% Speed : 52.7 mph

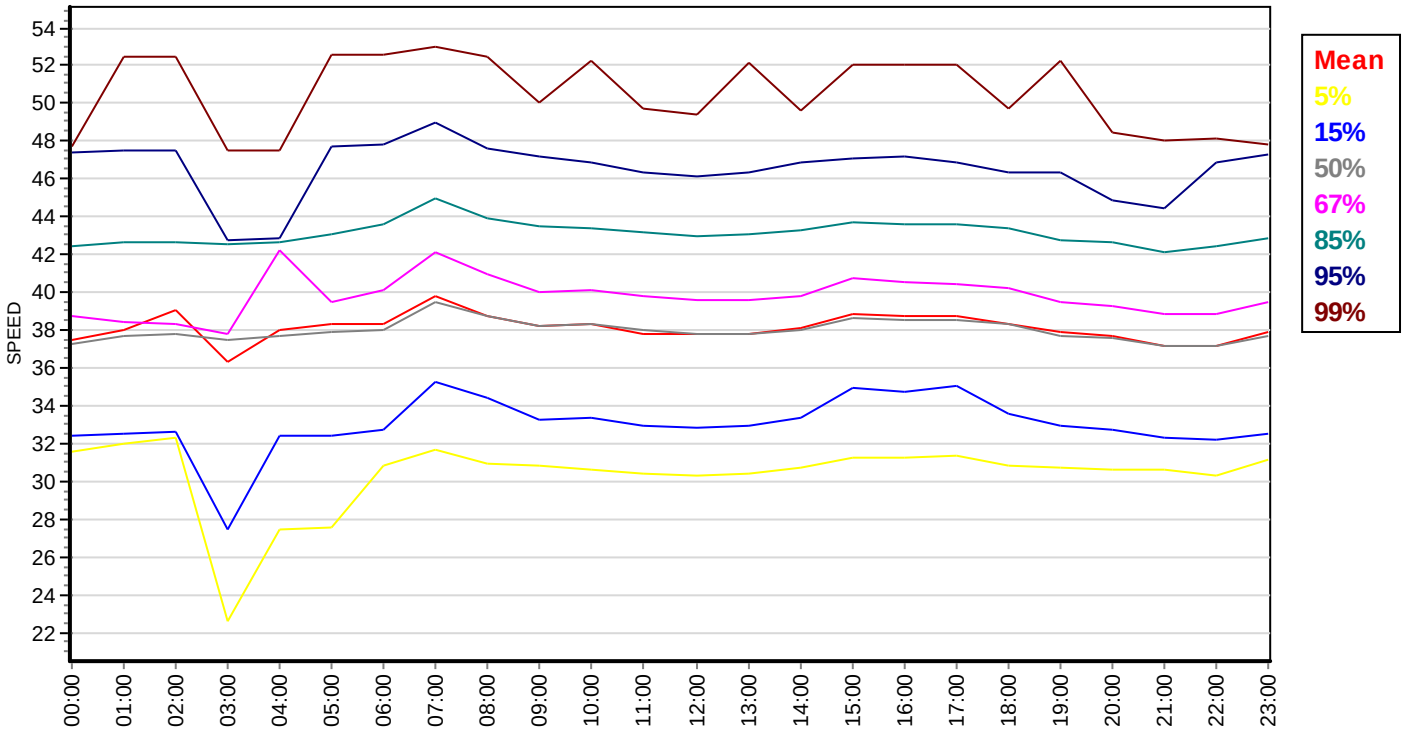
Comb. Total :	90	96	521	5075	13639	7613	1775	279	53	8	4	1	1	0	0	0	29155
Percent :	0%	0%	2%	17%	47%	26%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	2%	20%	67%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	4	35	95	53	12	2	0	0	0	0	0	0	0	0	203

ADT = 4859

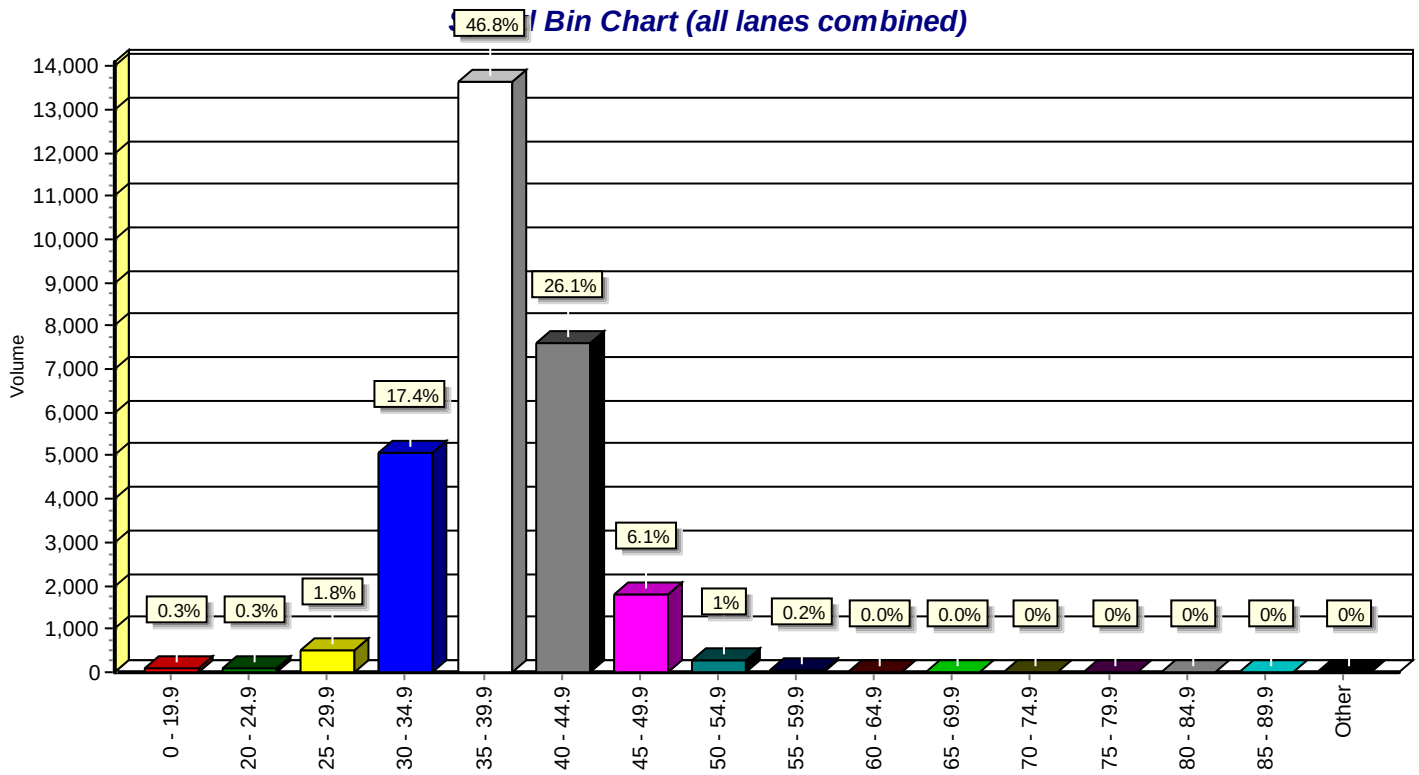
Average Speed	38.3 mph	5% Speed :	30.8 mph	15% Speed :	33.6 mph	50% Speed : 38.2 mph
67% Speed :	40.1 mph	85% Speed :	43.6 mph	95% Speed :	46.9 mph	99% Speed : 51.1 mph

NB Rio Grande - North Leg Charts For Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: SB Rio Grande - North Leg

Station ID : SB Rio Grande - North Leg

Info Line 1 : North of Candelaria
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : SB RG NOF CAND.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number :
Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	3	3	2	3	0	0	0	0	1	0	0	0	0	0	12
	05:00	0	0	1	5	12	4	0	1	0	0	0	0	0	0	0	0	23
	06:00	0	0	2	3	49	19	3	0	0	0	0	0	0	0	0	0	76
	07:00	0	0	3	17	139	115	26	5	0	0	0	0	0	0	0	0	305
	08:00	0	0	0	13	124	110	30	3	1	0	0	0	0	0	0	0	281
	09:00	0	0	1	21	66	52	15	2	0	0	1	0	0	0	0	0	158
	10:00	0	1	1	18	70	54	15	1	0	0	0	0	0	0	0	0	160
	11:00	0	0	1	26	70	38	10	2	0	0	0	0	0	0	0	0	147
	12:00	0	0	3	17	79	40	11	2	0	0	0	0	0	0	0	0	152
	13:00	0	0	5	19	97	50	15	4	0	0	0	0	0	0	0	0	190
	14:00	0	0	1	23	103	43	20	5	1	0	0	0	0	0	0	0	196
	15:00	0	0	1	18	102	87	21	4	0	0	0	0	0	0	0	0	233
	16:00	0	0	2	49	92	55	18	3	1	0	0	0	0	0	0	0	220
	17:00	0	0	4	32	86	55	19	6	0	0	0	0	0	0	0	0	202
	18:00	0	0	1	34	78	29	7	3	0	0	0	0	0	0	0	0	152
	19:00	0	0	2	18	38	10	1	0	0	0	0	0	0	0	0	0	69
	20:00	0	0	1	15	34	15	3	1	0	0	0	0	0	0	0	0	69
	21:00	0	0	1	8	15	11	3	0	0	0	0	0	0	0	0	0	38
	22:00	0	0	0	8	14	6	0	0	0	0	0	0	0	0	0	0	28
	23:00	0	0	0	5	6	2	0	0	0	0	0	0	0	0	0	0	13
Daily Total :		0	1	36	355	1281	799	220	42	3	0	2	0	0	0	0	0	2739
Percent :		0%	0%	1%	13%	47%	29%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	1%	14%	61%	90%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	15	53	33	9	2	0	0	0	0	0	0	0	0	114

Average Speed 39.2 mph | 5% Speed : 31.5 mph | 15% Speed : 35.2 mph | 50% Speed : 38.8 mph
67% Speed : 41.0 mph | 85% Speed : 44.1 mph | 95% Speed : 48.0 mph | 99% Speed : 52.4 mph

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
02/20/13	00:00	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	1	2	12	8	2	0	0	0	0	0	0	0	0	0	25
	06:00	0	0	3	8	39	20	5	2	0	0	0	0	0	0	0	0	77
	07:00	0	0	0	33	148	97	17	5	0	0	0	0	0	0	0	0	300
	08:00	0	0	1	16	130	99	28	6	1	0	0	0	0	0	0	0	281
	09:00	0	1	5	23	75	42	5	4	0	0	0	0	0	0	0	0	155
	10:00	0	0	5	36	78	24	14	2	0	0	0	0	0	0	0	0	159
	11:00	0	0	5	40	66	48	7	0	1	0	0	0	0	0	0	0	167
	12:00	0	0	3	34	70	33	8	1	0	0	1	0	0	0	0	0	150
	13:00	1	0	7	33	75	41	7	0	0	0	0	1	0	0	0	0	165
	14:00	1	0	3	30	73	43	10	2	0	0	0	0	0	0	0	0	162
	15:00	0	0	1	22	101	70	18	2	0	0	0	0	0	0	0	0	214
	16:00	1	0	1	39	82	53	15	4	0	0	0	0	0	0	0	0	195
	17:00	0	0	1	33	98	44	15	0	0	0	0	0	0	0	0	0	191
	18:00	0	0	8	25	68	23	9	2	0	0	0	0	0	0	0	0	135
	19:00	0	0	2	23	63	13	1	0	0	0	0	0	0	0	0	0	102
	20:00	0	0	2	15	33	9	3	1	0	0	0	0	0	0	0	0	63
	21:00	0	1	4	13	20	6	5	0	0	0	0	0	0	0	0	0	49
	22:00	0	0	0	8	18	2	1	0	0	0	0	0	0	0	0	0	29
	23:00	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		3	3	53	440	1261	678	172	31	2	0	1	1	0	0	0	0	2645
Percent :		0%	0%	2%	17%	48%	26%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	2%	19%	67%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	18	53	28	7	1	0	0	0	0	0	0	0	0	109

Average Speed 38.5 mph	5% Speed : 30.9 mph	15% Speed : 33.7 mph	50% Speed : 38.3 mph
67% Speed : 40.1 mph	85% Speed : 43.6 mph	95% Speed : 47.3 mph	99% Speed : 52.0 mph

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
02/21/13	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	0	1	6	8	8	1	0	0	0	0	0	0	0	0	0	24
	06:00	0	0	1	9	34	18	1	2	0	0	0	0	0	0	0	0	65
	07:00	0	0	2	23	102	58	7	1	0	0	0	0	0	0	0	0	193
	08:00	0	0	4	32	107	64	14	0	0	0	0	0	0	0	0	0	221
	09:00	0	1	4	34	122	76	19	0	0	1	1	0	0	0	0	0	258
	10:00	0	0	1	19	89	79	15	3	0	0	0	0	0	0	0	0	206
	11:00	0	0	7	35	79	52	9	0	0	0	0	0	0	0	0	0	182
	12:00	0	1	10	45	73	33	10	1	0	0	0	0	0	0	0	0	173
	13:00	0	1	6	36	80	30	7	0	0	0	0	0	0	0	0	0	160
	14:00	0	1	3	33	89	45	5	1	0	0	0	0	0	0	0	0	177
	15:00	0	0	6	46	95	44	7	4	0	0	0	0	1	0	0	0	203
	16:00	0	1	4	43	88	46	10	1	1	0	0	0	0	0	0	0	194
	17:00	0	1	4	54	114	32	4	0	0	0	0	0	0	0	0	0	209
	18:00	0	0	1	35	86	27	5	0	0	0	0	0	0	0	0	0	154
	19:00	0	0	6	20	52	9	6	0	0	0	0	0	0	0	0	0	93
	20:00	0	0	4	38	21	7	5	0	0	0	0	0	0	0	0	0	75
	21:00	0	0	2	23	24	13	1	0	0	0	0	0	0	0	0	0	63
	22:00	0	0	1	10	12	5	0	1	1	0	0	0	0	0	0	0	30
	23:00	0	0	1	7	5	7	0	1	0	0	0	0	0	0	0	0	21
Daily Total :		0	6	69	553	1287	655	126	15	2	1	1	0	1	0	0	0	2716
Percent :		0%	0%	3%	20%	47%	24%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	3%	23%	71%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	3	23	54	27	5	1	0	0	0	0	0	0	0	0	113

Average Speed 37.9 mph	5% Speed : 30.6 mph	15% Speed : 33.0 mph	50% Speed : 37.8 mph
67% Speed : 39.6 mph	85% Speed : 43.0 mph	95% Speed : 45.7 mph	99% Speed : 49.5 mph

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
02/22/13	00:00	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	8
Fri	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	4	1	2	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	1	8	10	2	2	1	0	0	0	0	0	0	0	0	24
	06:00	0	0	1	7	31	23	1	3	0	0	0	0	0	0	0	0	66
	07:00	0	0	3	54	148	75	12	4	0	0	0	0	0	0	0	0	296
	08:00	1	0	4	42	152	71	13	0	0	0	0	0	0	0	0	0	283
	09:00	1	0	3	35	79	29	6	1	1	1	0	0	0	0	0	0	156
	10:00	0	0	7	28	70	24	10	1	0	0	0	0	0	0	0	0	140
	11:00	0	1	4	37	90	29	4	3	0	0	0	0	0	0	0	0	168
	12:00	0	0	9	47	97	37	8	1	0	0	0	0	0	0	0	0	199
	13:00	0	0	6	62	71	31	7	3	0	0	0	0	0	0	0	0	180
	14:00	0	1	2	37	99	36	9	4	0	0	0	0	0	0	0	0	188
	15:00	0	0	3	27	110	46	15	4	0	0	0	0	0	0	0	0	205
	16:00	0	1	2	29	101	39	10	2	0	0	0	0	0	0	0	0	184
	17:00	0	0	2	38	86	33	9	2	0	0	0	0	0	0	0	0	170
	18:00	0	0	2	38	76	27	5	2	0	0	0	0	0	0	0	0	150
	19:00	0	0	1	22	41	8	1	1	0	0	0	0	0	0	0	0	74
	20:00	0	0	1	24	33	12	0	0	0	0	0	0	0	0	0	0	70
	21:00	0	0	6	22	25	8	0	0	0	0	0	0	0	0	0	0	61
	22:00	0	0	4	19	14	2	0	0	0	0	0	0	0	0	0	0	39
	23:00	0	0	0	7	13	2	2	0	0	0	0	0	0	0	0	0	24
Daily Total :		2	3	63	589	1355	539	116	32	1	1	0	0	0	0	0	0	2701
Percent :		0%	0%	2%	22%	50%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	3%	24%	74%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	3	25	56	22	5	1	0	0	0	0	0	0	0	0	112

Average Speed 37.7 mph	5% Speed : 30.6 mph	15% Speed : 32.8 mph	50% Speed : 37.6 mph
67% Speed : 39.3 mph	85% Speed : 42.6 mph	95% Speed : 45.9 mph	99% Speed : 51.9 mph

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
02/23/13	00:00	0	0	0	3	8	3	0	0	0	0	0	0	0	0	0	0	14
Sat	01:00	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
	06:00	1	0	1	5	8	6	2	0	0	0	0	0	0	0	0	0	23
	07:00	0	0	2	14	27	22	5	0	0	0	0	0	0	0	0	0	70
	08:00	0	1	3	15	38	23	8	3	1	0	0	0	0	0	0	0	92
	09:00	0	0	0	13	57	39	9	0	0	0	0	0	0	0	0	0	118
	10:00	1	1	0	15	86	39	10	1	0	1	0	0	0	0	0	0	154
	11:00	0	1	5	47	104	29	7	1	0	0	0	0	0	0	0	0	194
	12:00	0	1	1	44	127	50	11	2	0	0	0	0	0	0	0	0	236
	13:00	0	2	6	37	96	43	10	1	0	0	0	0	0	0	0	0	195
	14:00	0	0	6	33	87	44	4	5	0	0	0	0	0	0	0	0	179
	15:00	0	0	3	31	91	59	5	2	0	0	0	0	0	0	0	0	191
	16:00	0	0	6	26	92	45	14	2	0	0	0	0	0	0	0	0	185
	17:00	0	0	1	41	84	48	5	2	0	0	0	0	0	0	0	0	181
	18:00	0	1	6	26	64	27	10	0	0	0	0	0	0	0	0	0	134
	19:00	0	0	6	25	42	16	4	0	0	0	0	0	0	0	0	0	93
	20:00	0	0	4	16	42	10	1	1	0	0	0	0	0	0	0	0	74
	21:00	0	0	4	19	40	11	1	0	0	0	0	0	0	0	0	0	75
	22:00	0	0	0	13	30	6	0	1	0	0	0	0	0	0	0	0	50
	23:00	0	0	1	8	13	3	0	0	0	0	0	0	0	0	0	0	25
Daily Total :		2	8	58	440	1144	525	108	21	1	1	0	0	0	0	0	0	2308
Percent :		0%	0%	3%	19%	50%	23%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	3%	22%	72%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	18	48	22	5	1	0	0	0	0	0	0	0	0	96

Average Speed 37.9 mph	5% Speed : 30.6 mph	15% Speed : 33.1 mph	50% Speed : 37.8 mph
67% Speed : 39.5 mph	85% Speed : 42.9 mph	95% Speed : 46.0 mph	99% Speed : 49.9 mph

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
02/24/13	00:00	0	0	0	9	4	1	0	0	0	0	0	0	0	0	0	0	14
Sun	01:00	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	0	1	2	2	1	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	0	0	3	6	4	1	0	0	0	0	0	0	0	0	0	14
	07:00	0	0	2	8	15	6	2	2	0	0	0	0	0	0	0	0	35
	08:00	0	0	2	12	31	35	4	2	1	0	0	0	0	0	0	0	87
	09:00	0	2	4	16	48	38	10	0	2	0	0	0	0	0	0	0	120
	10:00	0	0	2	19	50	35	16	0	0	0	0	0	0	0	0	0	122
	11:00	0	0	2	26	85	42	8	2	0	0	0	0	0	0	0	0	165
	12:00	0	0	2	25	81	49	11	1	0	0	0	0	0	0	0	0	169
	13:00	0	0	3	28	97	51	11	3	0	0	0	0	0	0	0	0	193
	14:00	0	0	1	29	71	42	7	1	0	0	0	0	0	0	0	0	151
	15:00	0	0	4	31	72	42	14	0	1	0	0	0	0	0	0	0	164
	16:00	0	1	3	26	63	39	10	2	0	0	0	0	0	0	0	0	144
	17:00	0	1	0	22	62	30	12	3	1	0	0	0	0	0	0	0	131
	18:00	0	1	2	35	40	24	2	0	0	0	0	0	0	0	0	0	104
	19:00	0	0	0	20	31	11	2	2	1	0	0	0	0	0	0	0	67
	20:00	0	0	1	12	16	14	3	0	0	0	0	0	0	0	0	0	46
	21:00	0	0	2	10	23	8	0	0	0	0	0	0	0	0	0	0	43
	22:00	0	0	2	5	23	6	1	0	0	0	0	0	0	0	0	0	37
	23:00	0	0	1	2	6	2	0	0	0	0	0	0	0	0	0	0	11
Daily Total :		0	6	33	347	835	485	116	18	6	0	0	0	0	0	0	0	1846
Percent :		0%	0%	2%	19%	45%	26%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	2%	21%	66%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	1	14	35	20	5	1	0	0	0	0	0	0	0	0	76

Average Speed 38.4 mph	5% Speed : 30.8 mph	15% Speed : 33.3 mph	50% Speed : 38.2 mph
67% Speed : 40.1 mph	85% Speed : 43.6 mph	95% Speed : 47.2 mph	99% Speed : 52.3 mph

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	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	1	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	3	1	6	0	2	0	0	0	0	0	0	0	0	0	12
	05:00	0	0	0	5	8	1	2	0	0	0	0	0	0	0	0	0	16
	06:00	0	0	3	16	22	16	2	0	0	0	0	0	0	0	0	0	59
	07:00	0	0	1	28	78	74	19	2	1	0	0	0	0	0	0	0	203
	08:00	1	0	2	31	103	60	16	1	0	0	0	0	0	0	0	0	214
	09:00	2	2	5	26	41	31	8	3	0	0	0	0	0	0	0	0	118
	10:00	1	0	3	25	55	25	4	1	0	0	0	0	0	0	0	0	114
	11:00	3	0	5	46	41	28	8	0	0	0	0	0	0	0	0	0	131
	12:00	2	0	7	42	60	31	1	1	0	0	0	0	0	0	0	0	144
	13:00	1	0	0	38	57	18	4	0	0	0	0	0	0	0	0	0	118
	14:00	1	0	1	36	71	33	2	0	0	0	0	0	0	0	0	0	144
	15:00	1	1	5	45	76	42	10	1	1	0	0	0	0	0	0	0	182
	16:00	2	0	9	59	72	24	6	1	0	0	0	0	0	0	0	0	173
	17:00	0	0	8	58	88	43	7	2	0	0	0	0	0	0	0	0	206
	18:00	0	0	8	30	55	14	0	0	0	0	0	0	0	0	0	0	107
	19:00	0	0	4	19	32	8	3	0	0	0	0	0	0	0	0	0	66
	20:00	0	0	1	23	24	6	1	0	0	0	0	0	0	0	0	0	55
	21:00	0	0	3	15	7	4	1	0	0	0	0	0	0	0	0	0	30
	22:00	0	0	2	9	5	5	0	0	0	0	0	0	0	0	0	0	21
	23:00	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		14	3	71	555	910	465	96	12	2	0	0	0	0	0	0	0	2128
Percent :		1%	0%	3%	26%	43%	22%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	4%	30%	73%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	3	23	38	19	4	1	0	0	0	0	0	0	0	0	89

Average Speed 37.2 mph	5% Speed : 30.1 mph	15% Speed : 32.1 mph	50% Speed : 37.3 mph
67% Speed : 39.3 mph	85% Speed : 42.8 mph	95% Speed : 45.2 mph	99% Speed : 49.5 mph

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
02/20/13	00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	3	4	1	0	0	1	0	0	0	0	0	0	0	9
	05:00	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
	06:00	0	0	4	11	33	13	1	1	0	0	0	0	0	0	0	0	63
	07:00	1	1	5	16	106	54	14	2	0	0	0	0	0	0	0	0	199
	08:00	3	0	1	41	88	60	17	0	0	0	0	0	0	0	0	0	210
	09:00	1	1	3	33	59	12	0	1	0	0	0	0	0	0	0	0	110
	10:00	1	0	7	41	52	14	1	1	0	0	0	0	0	0	0	0	117
	11:00	2	1	5	44	55	20	6	0	0	0	0	0	0	0	0	0	133
	12:00	1	1	9	50	56	23	5	0	0	0	0	0	0	0	0	0	145
	13:00	1	1	9	49	46	15	5	2	0	0	0	1	0	0	0	0	129
	14:00	1	2	12	58	61	16	4	0	0	0	0	0	0	0	0	0	154
	15:00	0	2	3	45	97	41	8	1	0	0	0	0	0	0	0	0	197
	16:00	2	0	9	53	82	21	10	1	0	0	0	0	0	0	0	0	178
	17:00	0	0	4	53	91	31	3	0	0	0	0	0	0	0	0	0	182
	18:00	0	0	4	40	59	20	2	0	0	0	0	0	0	0	0	0	125
	19:00	0	0	0	37	33	7	3	0	0	0	0	0	0	0	0	0	80
	20:00	0	1	6	28	23	9	0	1	0	0	0	0	0	0	0	0	68
	21:00	0	0	3	9	15	6	0	0	0	0	0	0	0	0	0	0	33
	22:00	0	0	2	9	12	0	0	0	0	0	0	0	0	0	0	0	23
	23:00	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		13	10	87	626	985	370	79	10	1	0	0	1	0	0	0	0	2182
Percent :		1%	0%	4%	29%	45%	17%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	5%	34%	79%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	4	26	41	15	3	0	0	0	0	0	0	0	0	0	90

Average Speed 36.7 mph	5% Speed : 29.9 mph	15% Speed : 31.8 mph	50% Speed : 36.8 mph
67% Speed : 38.6 mph	85% Speed : 41.9 mph	95% Speed : 44.7 mph	99% Speed : 49.3 mph

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
02/21/13	00:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Thu	01:00	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	1	2	3	3	0	0	0	0	0	0	0	0	0	0	9
	06:00	0	0	4	8	14	8	1	0	0	0	0	0	0	0	0	0	35
	07:00	0	2	2	26	67	21	3	0	1	0	0	0	0	0	0	0	122
	08:00	3	3	10	38	56	22	4	2	0	0	0	0	0	0	0	0	138
	09:00	3	0	10	44	74	32	8	1	0	0	0	0	0	0	1	0	173
	10:00	6	1	9	24	74	21	9	4	0	0	0	0	0	0	0	0	148
	11:00	3	0	6	28	55	17	3	0	0	0	0	0	0	0	0	0	112
	12:00	3	1	4	31	49	15	4	2	0	0	0	0	0	0	0	0	109
	13:00	4	0	9	41	55	12	1	0	1	0	0	0	0	0	0	0	123
	14:00	1	0	5	58	71	28	4	0	0	0	0	0	0	0	0	0	167
	15:00	0	0	7	58	92	24	7	0	0	0	0	0	2	0	0	0	190
	16:00	0	1	3	63	96	32	4	1	0	0	0	0	0	0	0	0	200
	17:00	0	0	5	63	92	19	3	2	0	0	0	0	0	0	0	0	184
	18:00	0	0	5	55	68	20	1	0	0	0	0	0	0	0	0	0	149
	19:00	0	0	7	25	40	7	1	0	0	0	0	0	0	0	0	0	80
	20:00	0	0	0	14	24	8	2	0	0	0	0	0	0	0	0	0	48
	21:00	0	0	0	16	22	8	0	0	0	0	0	0	0	0	0	0	46
	22:00	0	0	0	9	6	1	0	0	0	0	0	0	0	0	0	0	16
	23:00	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		23	8	90	612	972	302	55	12	2	0	0	0	2	0	1	0	2079
Percent :		1%	0%	4%	29%	47%	15%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	6%	35%	82%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	4	26	41	13	2	1	0	0	0	0	0	0	0	0	88

Average Speed 36.3 mph	5% Speed : 28.8 mph	15% Speed : 31.6 mph	50% Speed : 36.7 mph
67% Speed : 38.3 mph	85% Speed : 41.1 mph	95% Speed : 44.4 mph	99% Speed : 49.0 mph

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
02/22/13	00:00	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
Fri	01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	2	0	5	4	0	0	0	0	0	0	0	0	0	0	11
	06:00	0	1	1	18	19	11	1	0	0	0	0	0	0	0	0	0	51
	07:00	1	1	2	31	100	42	10	4	0	0	0	0	0	0	0	0	191
	08:00	4	1	3	39	93	38	13	1	1	0	0	0	0	0	0	0	193
	09:00	1	0	7	46	58	16	2	0	0	0	0	0	0	0	0	0	130
	10:00	4	1	7	37	56	14	6	1	0	0	0	0	0	0	0	0	126
	11:00	0	0	4	46	59	20	1	2	0	0	0	0	0	0	0	1	133
	12:00	0	1	8	42	70	14	3	0	0	0	0	0	0	0	0	0	138
	13:00	2	1	4	40	56	20	8	1	0	0	0	0	0	0	0	0	132
	14:00	1	0	4	48	58	20	6	0	0	0	0	0	0	0	0	0	137
	15:00	1	0	8	55	84	29	4	4	0	0	0	0	0	0	0	0	185
	16:00	1	0	4	34	61	23	5	2	0	0	0	0	0	0	0	0	130
	17:00	2	0	3	33	54	20	10	1	0	0	0	0	0	0	0	0	123
	18:00	0	0	4	31	52	14	2	1	0	0	0	0	0	0	0	0	104
	19:00	0	1	5	20	26	6	1	0	0	0	0	0	0	0	0	0	59
	20:00	0	1	2	22	22	4	1	0	0	0	0	0	0	0	0	0	52
	21:00	0	0	5	24	12	3	0	0	0	0	0	0	0	0	0	0	44
	22:00	0	0	0	14	22	2	0	0	0	0	0	0	0	0	0	0	38
	23:00	0	0	0	6	5	2	0	0	0	0	0	0	0	0	0	0	13
Daily Total :		17	8	73	594	921	304	74	17	1	0	0	0	0	0	0	1	2010
Percent :		1%	0%	4%	30%	46%	15%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	5%	34%	80%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	3	25	38	13	3	1	0	0	0	0	0	0	0	0	84

Average Speed 36.5 mph	5% Speed : 30.0 mph	15% Speed : 31.8 mph	50% Speed : 36.8 mph
67% Speed : 38.5 mph	85% Speed : 41.6 mph	95% Speed : 44.9 mph	99% Speed : 49.7 mph

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
02/23/13	00:00	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	8
Sat	01:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	0	0	2	10	2	1	2	0	0	0	0	0	0	0	0	18
	07:00	0	0	0	10	22	6	1	0	0	0	0	0	0	0	0	0	39
	08:00	0	0	5	24	37	18	5	0	0	0	0	0	0	0	0	0	89
	09:00	1	0	5	23	54	19	3	1	0	1	0	0	0	0	0	0	107
	10:00	1	0	8	36	74	27	7	1	0	0	0	0	0	0	0	0	154
	11:00	3	2	5	57	63	25	5	1	0	0	0	0	1	0	0	0	162
	12:00	4	2	4	41	85	37	4	1	1	0	0	0	0	0	0	0	179
	13:00	0	0	6	38	75	33	5	4	0	0	0	0	0	0	0	0	161
	14:00	0	2	3	40	72	29	5	0	1	0	0	0	0	0	0	0	152
	15:00	1	1	7	38	83	26	6	0	0	0	0	0	0	0	0	0	162
	16:00	1	2	6	30	71	25	4	1	0	0	0	0	0	0	0	0	140
	17:00	0	0	3	48	69	28	2	1	0	0	0	0	0	0	0	0	151
	18:00	0	0	10	34	63	17	1	0	0	0	0	0	0	0	0	0	125
	19:00	0	4	4	30	28	7	2	1	0	0	0	0	0	0	0	0	76
	20:00	0	0	2	31	30	8	1	0	0	0	0	0	0	0	0	0	72
	21:00	0	0	2	23	23	6	1	0	0	0	0	0	0	0	0	0	55
	22:00	0	0	4	13	21	3	0	1	0	0	0	0	0	0	0	0	42
	23:00	0	0	1	10	16	1	1	0	0	0	0	0	0	0	0	0	29
Daily Total :		12	13	75	533	907	324	55	15	2	1	0	0	1	0	0	0	1938
Percent :		1%	1%	4%	28%	47%	17%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	5%	33%	79%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	3	22	38	14	2	1	0	0	0	0	0	0	0	0	82

Average Speed 36.7 mph	5% Speed : 29.6 mph	15% Speed : 31.8 mph	50% Speed : 36.9 mph
67% Speed : 38.6 mph	85% Speed : 41.6 mph	95% Speed : 44.7 mph	99% Speed : 49.2 mph

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
02/24/13	00:00	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	8
Sun	01:00	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	0	0	0	5	4	0	1	0	0	0	0	0	0	0	0	10
	07:00	0	0	1	7	11	5	3	0	0	0	0	0	0	0	0	0	27
	08:00	1	0	2	15	23	21	3	0	0	0	0	0	0	0	0	0	65
	09:00	1	0	3	17	49	16	6	0	0	0	0	0	0	0	0	0	92
	10:00	0	0	6	27	45	22	2	1	1	0	0	0	0	0	0	0	104
	11:00	0	0	3	22	66	24	12	2	1	0	0	0	0	0	0	0	130
	12:00	0	0	6	33	56	31	10	1	0	0	0	0	0	0	0	0	137
	13:00	0	2	5	51	85	25	5	0	0	0	0	0	0	0	0	0	173
	14:00	0	0	3	27	54	32	3	0	0	0	0	0	0	0	0	0	119
	15:00	0	0	3	44	50	16	7	0	0	0	0	0	0	0	0	0	120
	16:00	2	0	1	35	58	27	6	1	0	0	0	0	0	0	0	0	130
	17:00	1	1	1	25	61	19	9	0	1	0	0	0	0	0	0	0	118
	18:00	0	0	2	35	44	12	3	1	0	0	0	0	0	0	0	0	97
	19:00	0	0	3	28	33	13	2	0	0	0	0	0	0	0	0	0	79
	20:00	0	0	3	15	17	4	2	0	0	0	0	0	0	0	0	0	41
	21:00	0	0	1	12	18	5	1	0	0	0	0	0	0	0	0	0	37
	22:00	0	0	1	10	10	1	1	0	0	0	0	0	0	0	0	0	23
	23:00	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		5	3	45	409	704	291	76	7	3	0	0	0	0	0	0	0	1543
Percent :		0%	0%	3%	27%	46%	19%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	30%	76%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	2	17	29	12	3	0	0	0	0	0	0	0	0	0	63

Average Speed 37.2 mph	5% Speed : 30.3 mph	15% Speed : 32.2 mph	50% Speed : 37.2 mph
67% Speed : 39.0 mph	85% Speed : 42.5 mph	95% Speed : 45.7 mph	99% Speed : 49.5 mph

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: SB Rio Grande - North Leg

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:	7	27	312	2724	7163	3681	858	159	15	3	4	1	1	0	0	0	14955
Percent :	0%	0%	2%	18%	48%	25%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	0%	2%	21%	68%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	0	2	19	50	26	6	1	0	0	0	0	0	0	0	0	104

ADT = 2492

Average Speed	38.3 mph	5% Speed :	30.8 mph	15% Speed :	33.5 mph	50% Speed : 38.1 mph
67% Speed :	39.8 mph	85% Speed :	43.4 mph	95% Speed :	46.8 mph	99% Speed : 51.1 mph

Grand Total #2:	84	45	441	3329	5399	2056	435	73	11	1	0	1	3	0	1	1	11880
Percent :	1%	0%	4%	28%	45%	17%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	1%	5%	33%	78%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	0	3	23	37	14	3	1	0	0	0	0	0	0	0	0	82

ADT = 1980

Average Speed	36.8 mph	5% Speed :	30.0 mph	15% Speed :	31.8 mph	50% Speed : 36.9 mph
67% Speed :	38.8 mph	85% Speed :	41.9 mph	95% Speed :	44.9 mph	99% Speed : 49.6 mph

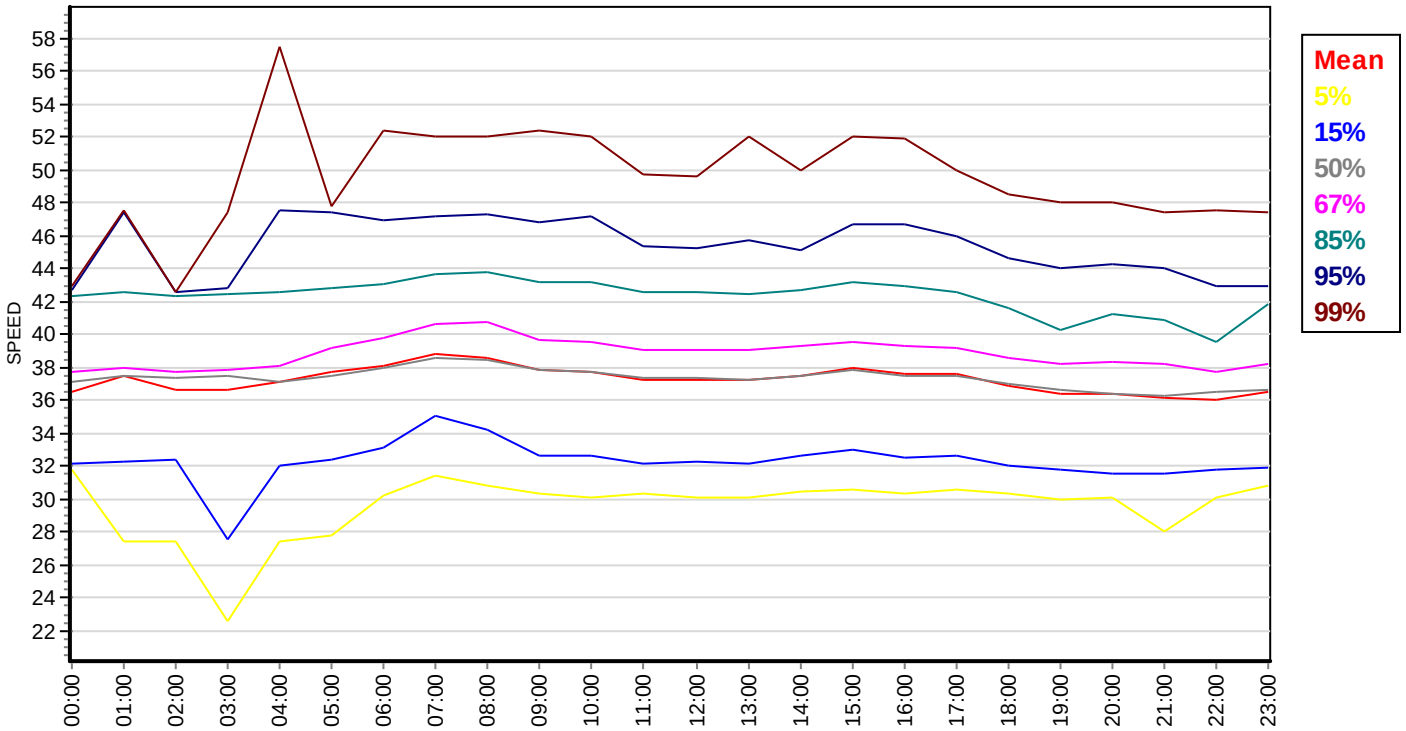
Comb. Total :	91	72	753	6053	12562	5737	1293	232	26	4	4	2	4	0	1	1	26835
Percent :	0%	0%	3%	23%	47%	21%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	3%	26%	73%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	5	42	87	40	9	2	0	0	0	0	0	0	0	0	187

ADT = 4472

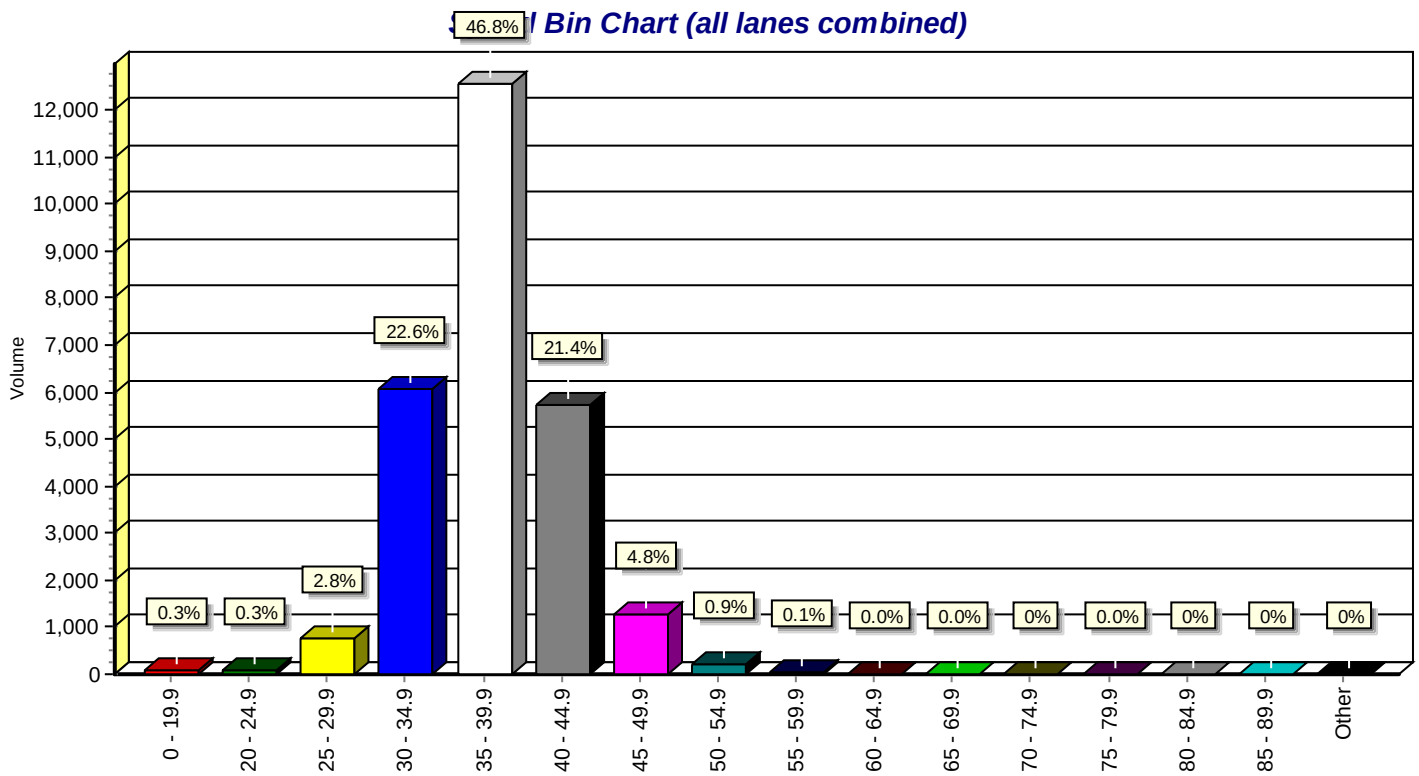
Average Speed	37.6 mph	5% Speed :	30.3 mph	15% Speed :	32.6 mph	50% Speed : 37.6 mph
67% Speed :	39.4 mph	85% Speed :	42.9 mph	95% Speed :	46.0 mph	99% Speed : 50.1 mph

SB Rio Grande - North Leg Charts For Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: NB Rio Grande - South Leg

Station ID : NB Rio Grande - South Leg

Info Line 1 : South of Candelaria
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : NB RG SOF CAN.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 97001

Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	2	4	0	1	0	0	0	0	0	0	0	0	8
	05:00	0	1	0	5	7	7	3	2	1	0	1	0	0	0	0	0	27
	06:00	0	1	2	29	48	28	6	1	1	0	0	0	0	0	0	0	116
	07:00	5	4	9	93	223	112	43	8	1	0	0	0	0	0	0	0	498
	08:00	0	1	11	59	139	69	20	3	0	1	0	0	0	0	0	0	303
	09:00	0	0	2	47	103	38	14	2	1	0	0	0	0	0	0	0	207
	10:00	0	0	10	55	101	53	7	0	0	0	0	0	0	0	0	0	226
	11:00	9	4	4	58	95	48	12	1	0	0	0	1	0	0	0	0	232
	12:00	0	2	6	60	106	58	10	3	3	0	0	0	0	0	0	0	248
	13:00	2	0	13	68	101	55	8	1	0	0	0	0	0	0	0	0	248
	14:00	1	2	16	91	146	58	13	5	0	0	0	0	0	0	0	0	332
	15:00	3	1	6	61	144	90	19	1	2	0	0	0	0	0	0	0	327
	16:00	0	2	6	56	166	74	21	3	0	0	0	0	0	0	0	0	328
	17:00	1	3	9	66	154	68	9	2	0	0	0	0	0	0	0	0	312
	18:00	1	0	3	41	118	46	9	2	0	0	0	0	0	0	0	0	220
	19:00	0	0	3	27	77	22	5	1	0	0	0	0	0	0	0	0	135
	20:00	1	0	4	19	48	15	4	1	0	0	0	0	0	0	0	0	92
	21:00	0	0	2	14	40	16	5	0	0	0	0	0	0	0	0	0	77
	22:00	0	0	2	7	17	7	1	0	0	0	0	0	0	0	0	0	34
	23:00	1	0	0	4	10	4	2	1	0	0	0	0	0	0	0	0	22
Daily Total :		24	21	110	860	1859	874	212	38	9	1	1	1	0	0	0	0	4010
Percent :		1%	1%	3%	21%	46%	22%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	4%	25%	72%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	5	36	77	36	9	2	0	0	0	0	0	0	0	0	167

Average Speed 37.7 mph	5% Speed : 30.3 mph	15% Speed : 32.6 mph	50% Speed : 37.7 mph
67% Speed : 39.5 mph	85% Speed : 43.1 mph	95% Speed : 46.6 mph	99% Speed : 51.9 mph

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
02/20/13	00:00	0	0	1	1	4	3	2	0	0	0	0	0	0	0	0	0	11
Wed	01:00	0	0	0	2	3	0	3	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	6
	03:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	4	10	9	2	0	0	1	0	0	0	0	0	0	26
	06:00	0	1	2	32	55	19	6	2	1	0	0	0	1	0	0	0	119
	07:00	3	6	14	83	209	130	30	15	2	1	1	0	0	0	0	0	494
	08:00	0	0	6	44	155	84	21	7	0	2	0	0	0	0	0	0	319
	09:00	1	0	5	27	88	66	16	4	1	0	0	0	0	0	0	0	208
	10:00	1	1	3	31	99	51	14	6	0	0	0	0	0	0	0	0	206
	11:00	0	1	5	45	99	62	16	5	0	0	0	0	0	0	0	0	233
	12:00	0	0	7	57	130	49	10	1	1	0	0	0	0	0	0	0	255
	13:00	1	0	6	66	147	50	9	2	1	0	0	0	0	0	0	0	282
	14:00	2	2	23	70	127	72	10	2	0	0	0	0	0	0	0	0	308
	15:00	0	4	5	53	135	93	18	2	1	0	0	0	0	0	0	0	311
	16:00	0	1	8	56	175	57	8	1	0	0	0	0	0	0	0	0	306
	17:00	2	1	3	86	197	62	12	1	0	0	0	0	0	0	0	0	364
	18:00	1	0	10	56	161	57	12	0	0	0	0	0	0	0	0	0	297
	19:00	1	0	4	22	70	44	8	0	0	1	0	0	0	0	0	0	150
	20:00	0	0	1	22	68	26	5	1	0	0	0	0	0	0	0	0	123
	21:00	1	0	1	13	52	14	4	0	0	0	0	0	0	0	0	0	85
	22:00	0	0	3	6	19	11	1	0	1	0	0	0	0	0	0	0	41
	23:00	0	0	0	6	8	2	2	1	1	0	0	0	0	0	0	0	20
Daily Total :		13	17	107	784	2022	964	210	50	9	5	1	1	1	0	0	0	4184
Percent :		0%	0%	3%	19%	48%	23%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	22%	70%	93%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	4	33	84	40	9	2	0	0	0	0	0	0	0	0	174

Average Speed 38.0 mph	5% Speed : 30.4 mph	15% Speed : 33.1 mph	50% Speed : 37.9 mph
67% Speed : 39.6 mph	85% Speed : 43.2 mph	95% Speed : 46.7 mph	99% Speed : 52.5 mph

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
02/21/13	00:00	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	6
Thu	01:00	0	0	1	1	1	1	0	0	0	1	0	0	0	0	0	0	5
	02:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	2	12	1	3	1	0	0	0	0	0	0	0	0	19
	06:00	0	1	4	22	36	11	3	0	0	0	0	0	0	0	0	0	77
	07:00	0	0	2	24	69	46	8	6	0	0	0	0	0	0	0	0	155
	08:00	2	0	13	52	91	55	11	0	0	0	0	0	0	0	0	0	224
	09:00	1	5	20	143	187	92	20	6	0	1	0	0	1	0	0	0	476
	10:00	1	4	5	49	113	75	17	3	0	1	0	0	0	0	0	0	268
	11:00	1	1	6	45	92	66	12	2	1	0	0	0	0	0	0	0	226
	12:00	1	0	6	50	114	53	13	3	1	0	0	0	0	0	0	0	241
	13:00	0	0	10	68	118	57	24	2	0	1	0	0	0	0	0	0	280
	14:00	0	3	11	83	138	49	18	4	2	0	0	0	0	0	0	0	308
	15:00	1	3	12	44	157	67	14	5	0	0	0	0	0	0	0	0	303
	16:00	1	1	7	42	143	93	20	0	1	0	0	0	0	0	0	0	308
	17:00	1	3	6	75	163	58	12	3	0	1	0	0	0	0	0	0	322
	18:00	2	0	7	40	130	60	23	1	0	0	0	0	0	0	0	0	263
	19:00	0	0	5	32	82	34	3	3	0	0	0	0	0	0	0	0	159
	20:00	1	0	1	32	58	24	6	3	1	0	0	0	0	0	0	0	126
	21:00	0	0	0	10	44	24	3	2	0	0	0	0	0	0	0	0	83
	22:00	1	1	1	12	22	11	1	0	0	0	0	0	0	0	0	0	49
	23:00	0	0	0	1	12	10	2	1	0	0	0	0	0	0	0	0	26
Daily Total :		13	22	117	831	1792	892	215	45	6	5	0	0	1	0	0	0	3939
Percent :		0%	1%	3%	21%	45%	23%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	4%	25%	70%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	5	35	75	37	9	2	0	0	0	0	0	0	0	0	165

Average Speed 37.8 mph	5% Speed : 30.3 mph	15% Speed : 32.6 mph	50% Speed : 37.8 mph
67% Speed : 39.6 mph	85% Speed : 43.2 mph	95% Speed : 46.9 mph	99% Speed : 52.1 mph

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
02/22/13	00:00	0	0	0	3	8	3	1	0	0	0	0	0	0	0	0	0	15
Fri	01:00	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	04:00	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	2	6	5	4	1	0	0	0	0	0	0	0	0	19
	06:00	0	0	1	17	49	26	11	2	0	0	0	0	0	0	0	0	106
	07:00	0	0	8	88	228	144	36	18	2	2	0	0	0	0	0	0	526
	08:00	0	1	3	57	167	87	20	8	1	0	1	0	0	0	0	0	345
	09:00	3	2	5	32	112	49	12	2	2	0	0	0	0	0	0	0	219
	10:00	1	1	2	55	89	51	8	3	0	0	0	0	0	0	0	0	210
	11:00	4	2	3	49	116	49	8	3	1	0	0	0	0	0	0	0	235
	12:00	1	3	9	64	116	56	12	1	0	0	0	0	0	0	0	0	262
	13:00	2	0	6	72	144	53	15	0	0	0	0	0	0	0	0	0	292
	14:00	2	3	10	113	159	52	5	1	0	0	0	0	0	0	0	0	345
	15:00	1	0	7	68	170	58	18	5	0	0	0	0	0	0	0	0	327
	16:00	1	2	9	62	181	68	15	2	0	1	0	0	0	0	0	0	341
	17:00	0	0	3	59	146	64	20	1	0	0	0	0	0	0	0	0	293
	18:00	0	0	5	54	104	54	12	2	1	0	0	0	0	0	0	0	232
	19:00	0	0	8	29	72	30	4	2	1	0	0	0	0	0	0	0	146
	20:00	0	0	2	21	56	38	7	2	0	1	0	0	0	0	0	0	127
	21:00	0	0	7	23	54	12	4	1	0	0	0	0	0	0	0	0	101
	22:00	0	0	0	19	31	13	2	0	0	0	0	0	0	0	0	0	65
	23:00	0	0	1	5	25	6	0	1	0	0	0	0	0	0	0	0	38
Daily Total :		15	14	91	894	2044	920	215	56	8	4	1	0	0	0	0	0	4262
Percent :		0%	0%	2%	21%	48%	22%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	24%	72%	93%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	4	37	85	38	9	2	0	0	0	0	0	0	0	0	177

Average Speed 37.8 mph	5% Speed : 30.5 mph	15% Speed : 32.9 mph	50% Speed : 37.8 mph
67% Speed : 39.5 mph	85% Speed : 43.1 mph	95% Speed : 46.7 mph	99% Speed : 52.4 mph

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
02/23/13	00:00	0	0	0	3	14	3	0	0	1	0	0	0	0	0	0	0	21
Sat	01:00	0	0	0	2	6	7	1	0	0	0	0	0	0	0	0	0	16
	02:00	0	0	1	4	7	2	2	0	0	0	0	0	0	0	0	0	16
	03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	0	2	3	4	0	1	0	0	0	0	0	0	0	0	10
	06:00	0	0	1	6	15	6	2	2	0	0	0	0	0	0	0	0	32
	07:00	0	0	1	9	52	14	8	6	1	0	0	0	0	0	0	0	91
	08:00	1	0	4	29	62	37	17	3	0	1	0	0	0	0	0	0	154
	09:00	2	1	4	30	95	55	11	1	4	0	0	0	0	0	0	0	203
	10:00	2	3	9	41	93	70	13	4	0	1	0	0	0	0	0	0	236
	11:00	0	4	14	53	118	68	19	3	0	0	0	0	0	0	0	0	279
	12:00	1	1	5	74	124	48	12	3	2	0	0	0	0	0	0	0	270
	13:00	3	0	7	56	133	65	7	3	0	0	0	0	0	0	0	0	274
	14:00	10	5	6	59	147	49	11	1	0	0	0	0	0	1	0	0	289
	15:00	0	1	13	56	118	66	9	1	0	0	0	0	0	0	0	0	264
	16:00	0	0	9	56	136	56	12	4	0	0	0	0	0	0	0	0	273
	17:00	0	1	6	41	111	42	14	1	0	0	0	0	0	0	0	0	216
	18:00	1	0	4	41	101	50	6	2	1	0	0	0	0	1	0	0	207
	19:00	0	0	4	27	64	43	4	1	0	0	0	0	0	0	0	0	143
	20:00	0	0	3	33	38	26	4	0	1	0	0	0	0	0	0	0	105
	21:00	0	0	5	30	45	20	4	1	0	0	0	0	0	0	0	0	105
	22:00	0	0	1	22	35	23	2	1	0	0	0	0	0	0	0	0	84
	23:00	0	1	1	8	26	15	2	1	0	0	0	0	0	0	0	0	54
Daily Total :		20	17	98	683	1545	773	160	39	10	2	0	0	0	2	0	0	3349
Percent :		1%	1%	3%	20%	46%	23%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	4%	24%	71%	94%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	4	28	64	32	7	2	0	0	0	0	0	0	0	0	139

Average Speed 37.8 mph	5% Speed : 30.2 mph	15% Speed : 32.7 mph	50% Speed : 37.8 mph
67% Speed : 39.6 mph	85% Speed : 43.1 mph	95% Speed : 46.5 mph	99% Speed : 52.4 mph

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
02/24/13	00:00	0	0	0	3	16	9	1	0	0	0	0	0	0	0	0	0	29
Sun	01:00	0	0	0	4	7	5	4	0	0	0	0	0	0	0	0	0	20
	02:00	0	0	1	1	6	8	1	0	0	0	0	0	0	0	0	0	17
	03:00	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	0	1	5	5	5	1	1	0	0	0	0	0	0	0	0	18
	07:00	0	0	1	4	28	22	5	0	1	1	0	0	0	0	0	0	62
	08:00	0	0	2	29	42	20	7	1	0	0	0	0	0	0	0	0	101
	09:00	1	0	9	25	81	31	11	3	0	0	0	0	0	0	0	0	161
	10:00	3	0	5	39	62	36	18	4	1	0	0	0	0	0	0	0	168
	11:00	0	2	5	37	93	65	11	2	0	0	0	0	0	0	0	0	215
	12:00	1	0	5	52	130	67	10	1	0	0	0	0	0	0	0	0	266
	13:00	2	1	9	44	119	62	12	4	0	0	0	0	0	0	0	0	253
	14:00	0	0	3	50	109	50	19	0	0	0	0	0	0	0	0	0	231
	15:00	1	0	8	52	104	56	15	2	0	0	0	0	0	0	0	0	238
	16:00	1	1	2	47	105	59	16	2	1	0	0	0	1	0	0	0	235
	17:00	0	1	2	35	109	44	10	5	0	0	0	0	0	0	0	0	206
	18:00	0	1	2	26	80	40	9	3	0	0	0	0	0	0	0	0	161
	19:00	0	0	3	17	56	29	6	2	1	0	0	0	0	0	0	0	114
	20:00	1	1	7	16	32	13	5	1	0	0	0	0	0	0	0	0	76
	21:00	0	0	1	14	32	12	0	1	0	0	0	0	0	0	0	0	60
	22:00	0	0	2	11	21	8	5	0	0	0	0	0	0	0	0	0	47
	23:00	0	1	0	4	15	5	0	0	0	0	0	0	0	0	0	0	25
Daily Total :		10	8	68	519	1260	646	169	32	4	1	0	0	1	0	0	0	2718
Percent :		0%	0%	3%	19%	46%	24%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	22%	69%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	3	22	53	27	7	1	0	0	0	0	0	0	0	0	113

Average Speed 38.1 mph	5% Speed : 30.5 mph	15% Speed : 33.1 mph	50% Speed : 38.0 mph
67% Speed : 39.8 mph	85% Speed : 43.4 mph	95% Speed : 47.2 mph	99% Speed : 52.1 mph

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	8
Tue	01:00	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	8
	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	2	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	5	8	7	1	0	0	0	0	0	0	0	0	0	21
	06:00	1	0	2	14	27	18	0	0	3	0	0	0	0	0	0	0	65
	07:00	3	2	4	37	102	88	19	1	1	0	0	0	0	0	0	0	257
	08:00	1	1	3	32	104	46	6	2	1	0	0	0	0	0	0	0	196
	09:00	0	4	3	27	75	30	6	3	0	0	0	0	0	0	0	0	148
	10:00	0	0	6	28	71	27	3	0	0	1	0	0	0	0	0	0	136
	11:00	1	1	1	31	85	43	3	0	0	0	0	0	0	1	0	0	166
	12:00	0	1	3	36	78	49	6	1	0	0	0	0	0	0	0	0	174
	13:00	2	0	4	37	85	38	5	0	0	0	0	0	0	0	0	0	171
	14:00	0	2	4	40	87	54	8	1	0	0	0	0	0	0	0	0	196
	15:00	0	1	4	51	146	84	8	2	1	1	0	0	0	0	0	0	298
	16:00	0	1	4	32	149	80	15	3	0	0	0	0	0	0	0	0	284
	17:00	0	1	3	68	170	84	8	0	1	0	0	0	0	0	0	0	335
	18:00	2	0	4	38	86	32	7	0	0	0	0	0	0	0	0	0	169
	19:00	1	1	1	25	47	20	5	0	1	0	0	0	0	0	0	0	101
	20:00	0	0	1	16	48	13	2	0	0	0	0	0	0	0	0	0	80
	21:00	0	0	3	12	29	16	1	0	0	0	0	0	0	0	0	0	61
	22:00	0	0	1	5	20	11	3	0	0	0	0	0	0	0	0	0	40
	23:00	0	0	0	2	11	4	1	0	0	0	0	0	0	0	0	0	18
Daily Total :		11	16	51	542	1434	751	108	13	8	2	0	0	0	1	0	0	2937
Percent :		0%	1%	2%	18%	49%	26%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	21%	70%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	2	23	60	31	5	1	0	0	0	0	0	0	0	0	123

Average Speed 38.0 mph	5% Speed : 30.7 mph	15% Speed : 33.3 mph	50% Speed : 38.0 mph
67% Speed : 39.7 mph	85% Speed : 42.9 mph	95% Speed : 44.9 mph	99% Speed : 49.6 mph

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
02/20/13	00:00	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	4
	05:00	0	0	2	5	9	1	3	0	0	0	0	0	0	0	0	0	20
	06:00	1	0	3	12	20	19	7	1	1	0	0	0	0	0	0	0	64
	07:00	1	1	0	32	101	82	19	5	0	0	0	0	0	0	0	0	241
	08:00	0	0	3	41	117	58	7	2	0	0	0	0	0	0	0	0	228
	09:00	2	1	1	31	58	35	14	0	0	0	0	0	0	0	0	0	142
	10:00	0	0	1	21	87	29	8	3	0	0	1	0	0	0	0	0	150
	11:00	0	1	4	25	69	27	3	2	1	0	0	0	0	0	0	0	132
	12:00	0	0	10	39	107	28	9	0	0	0	0	0	0	0	0	0	193
	13:00	0	0	2	31	100	41	6	1	0	0	0	0	0	0	0	0	181
	14:00	0	0	6	34	101	33	6	1	0	0	0	0	0	0	0	0	181
	15:00	2	0	7	42	121	67	16	0	0	0	0	0	0	0	0	0	255
	16:00	1	2	4	44	174	43	5	0	1	0	0	0	0	0	0	0	274
	17:00	0	4	2	49	158	51	5	0	0	0	0	0	0	0	0	0	269
	18:00	0	1	3	38	92	40	10	2	0	0	0	0	0	0	0	0	186
	19:00	1	3	0	32	61	16	3	0	0	0	0	0	0	0	0	0	116
	20:00	0	0	5	14	42	8	5	0	0	0	0	0	0	0	0	0	74
	21:00	0	0	1	12	40	9	3	0	0	0	0	0	0	0	0	0	65
	22:00	0	0	0	10	15	5	0	1	0	0	0	0	0	0	0	0	31
	23:00	0	1	1	3	9	4	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		8	15	56	519	1494	600	130	19	3	0	1	0	0	0	0	0	2845
Percent :		0%	1%	2%	18%	53%	21%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	21%	74%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	2	22	62	25	5	1	0	0	0	0	0	0	0	0	118

Average Speed 37.8 mph	5% Speed : 30.6 mph	15% Speed : 33.2 mph	50% Speed : 37.8 mph
67% Speed : 39.4 mph	85% Speed : 42.7 mph	95% Speed : 45.7 mph	99% Speed : 49.6 mph

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
02/21/13	00:00	0	0	0	2	7	3	3	0	0	0	0	0	0	0	0	0	15
Thu	01:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
	03:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	5
	05:00	1	1	1	5	10	1	1	0	0	0	0	0	0	0	0	0	20
	06:00	0	0	3	22	21	7	2	0	0	0	0	0	0	0	0	0	55
	07:00	0	0	1	17	52	29	5	1	0	0	0	0	0	0	0	0	105
	08:00	0	2	3	45	68	27	6	0	0	0	0	0	0	0	0	0	151
	09:00	2	2	5	46	116	48	10	0	0	0	0	0	0	0	0	0	229
	10:00	1	0	4	23	85	49	7	3	1	0	0	0	0	0	0	0	173
	11:00	0	1	0	27	59	27	6	0	0	0	0	0	0	0	0	0	120
	12:00	0	2	4	43	80	46	9	1	0	0	0	0	0	0	0	0	185
	13:00	1	1	2	35	87	28	7	2	0	0	0	0	0	0	0	0	163
	14:00	0	3	6	43	90	46	6	2	0	0	0	0	0	0	0	0	196
	15:00	0	1	2	36	149	60	14	2	0	0	0	0	0	0	0	0	264
	16:00	1	2	4	36	157	53	12	1	0	0	0	0	0	0	0	0	266
	17:00	0	0	1	64	141	68	9	0	0	0	0	0	0	0	0	0	283
	18:00	0	0	2	25	99	32	3	0	1	0	0	0	0	0	0	0	162
	19:00	2	0	1	35	84	29	2	0	0	0	0	0	0	0	0	0	153
	20:00	0	0	3	22	59	11	1	0	0	0	0	0	0	0	0	0	96
	21:00	0	2	2	27	37	11	0	0	0	0	0	0	0	0	0	0	79
	22:00	0	0	0	7	20	11	2	0	0	0	0	0	0	0	0	0	40
	23:00	0	0	1	4	10	2	1	0	0	0	0	0	0	0	0	0	18
Daily Total :		10	18	45	568	1432	591	108	14	2	0	0	0	0	0	0	0	2788
Percent :		0%	1%	2%	20%	51%	21%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	23%	74%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	2	24	60	25	5	1	0	0	0	0	0	0	0	0	118

Average Speed 37.6 mph	5% Speed : 30.6 mph	15% Speed : 33.1 mph	50% Speed : 37.7 mph
67% Speed : 39.3 mph	85% Speed : 42.5 mph	95% Speed : 44.9 mph	99% Speed : 49.2 mph

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
02/22/13	00:00	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
Fri	01:00	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
	02:00	2	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	8
	03:00	1	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	6	8	5	0	2	0	0	0	0	0	0	0	0	21
	06:00	0	0	3	9	31	15	2	0	1	0	0	0	0	0	0	0	61
	07:00	0	3	4	44	121	72	15	4	1	0	0	0	0	0	0	0	264
	08:00	0	0	0	30	99	53	14	2	1	0	0	0	0	0	0	0	199
	09:00	0	1	5	26	91	38	7	1	0	0	1	0	0	0	0	0	170
	10:00	1	0	3	26	87	36	7	3	0	0	0	0	0	0	0	0	163
	11:00	3	3	5	44	68	37	7	1	0	0	0	0	0	0	0	0	168
	12:00	0	2	4	53	111	39	5	2	0	1	0	0	0	0	0	0	217
	13:00	0	2	4	38	100	48	6	0	1	0	0	0	0	0	0	0	199
	14:00	2	0	2	63	94	39	3	0	0	0	0	0	0	0	0	0	203
	15:00	1	2	6	53	138	39	10	1	0	0	0	0	0	0	0	0	250
	16:00	0	0	0	46	153	54	8	1	0	0	0	0	0	0	0	0	262
	17:00	1	1	8	48	158	52	8	1	0	0	0	0	0	0	0	0	277
	18:00	1	3	6	40	113	36	6	0	0	0	0	0	0	0	0	0	205
	19:00	0	2	1	29	58	18	4	0	0	0	0	0	0	0	0	0	112
	20:00	0	1	2	26	46	23	2	1	0	0	0	0	0	0	0	0	101
	21:00	1	1	7	39	34	7	0	1	0	0	0	0	0	0	0	0	90
	22:00	0	0	1	13	43	9	3	0	0	0	0	0	0	0	0	0	69
	23:00	0	0	0	6	18	6	0	0	0	0	0	0	0	0	0	0	30
Daily Total :		13	21	61	650	1577	630	107	21	4	1	1	0	0	0	0	0	3086
Percent :		0%	1%	2%	21%	51%	20%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	24%	75%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	3	27	66	26	4	1	0	0	0	0	0	0	0	0	129

Average Speed 37.5 mph	5% Speed : 30.4 mph	15% Speed : 32.8 mph	50% Speed : 37.5 mph
67% Speed : 39.2 mph	85% Speed : 42.4 mph	95% Speed : 44.8 mph	99% Speed : 49.7 mph

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
02/23/13	00:00	0	1	3	5	10	4	2	0	0	0	0	0	0	0	0	0	25
Sat	01:00	0	0	0	3	4	1	1	0	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	4	8	3	1	0	0	0	0	0	0	0	0	0	16
	03:00	1	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	10
	06:00	0	0	0	6	7	4	3	1	0	0	0	0	0	0	0	0	21
	07:00	0	0	0	13	35	12	5	0	0	0	0	0	0	0	0	0	65
	08:00	0	0	3	28	63	32	6	1	0	0	0	0	0	0	0	0	133
	09:00	0	1	3	29	82	34	7	0	0	0	0	0	0	0	0	0	156
	10:00	1	7	2	30	80	47	8	1	1	0	0	0	0	0	0	0	177
	11:00	0	6	7	21	112	44	3	0	0	0	1	0	0	0	0	0	194
	12:00	1	3	2	46	112	56	6	1	0	0	0	0	0	0	0	0	227
	13:00	1	0	8	51	142	35	9	1	0	0	0	0	0	0	0	0	247
	14:00	0	1	3	36	118	51	5	0	2	1	0	0	0	0	0	0	217
	15:00	0	1	1	35	130	43	8	1	0	0	0	0	0	0	0	0	219
	16:00	0	2	2	37	103	48	8	0	0	0	0	0	0	0	0	0	200
	17:00	0	1	4	45	95	44	3	3	0	0	0	0	0	0	0	0	195
	18:00	0	3	7	37	80	31	2	1	0	1	0	0	0	0	0	0	162
	19:00	1	1	3	40	51	17	1	1	1	0	0	0	0	0	0	0	116
	20:00	0	0	2	23	42	14	2	0	0	0	0	0	0	0	0	0	83
	21:00	0	0	2	11	39	4	1	0	0	0	0	0	0	0	0	0	57
	22:00	0	2	6	15	28	8	3	0	0	0	0	0	0	0	0	0	62
	23:00	0	0	1	10	18	7	1	0	0	0	0	0	0	0	0	0	37
Daily Total :		5	29	60	531	1367	540	87	11	4	2	1	0	0	0	0	0	2637
Percent :		0%	1%	2%	20%	52%	20%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	4%	24%	76%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	3	22	57	23	4	0	0	0	0	0	0	0	0	0	110

Average Speed 37.5 mph	5% Speed : 30.4 mph	15% Speed : 32.8 mph	50% Speed : 37.6 mph
67% Speed : 39.1 mph	85% Speed : 42.3 mph	95% Speed : 44.7 mph	99% Speed : 49.4 mph

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
02/24/13	00:00	0	0	0	9	13	7	0	0	0	0	0	0	0	0	0	1	30
Sun	01:00	0	0	1	3	8	2	1	0	0	0	0	0	0	0	0	0	15
	02:00	0	0	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	5
	06:00	0	1	0	5	6	2	1	1	0	0	0	0	0	0	0	0	16
	07:00	0	0	3	11	19	8	5	0	0	0	0	0	0	0	0	0	46
	08:00	2	1	1	16	38	18	5	0	0	0	0	0	0	0	0	0	81
	09:00	0	0	3	21	50	24	5	0	0	0	0	0	0	0	0	0	103
	10:00	0	1	1	21	65	33	7	0	0	0	0	0	0	0	0	0	128
	11:00	0	0	2	20	81	41	4	0	0	0	0	0	0	0	0	0	148
	12:00	0	3	2	38	103	30	9	1	1	0	0	0	0	0	0	0	187
	13:00	1	1	1	52	93	29	9	1	0	0	0	0	0	0	0	0	187
	14:00	1	2	4	40	68	29	5	0	0	0	0	0	0	0	0	0	149
	15:00	3	0	7	24	79	42	6	3	0	0	0	0	0	0	0	0	164
	16:00	0	0	3	33	100	44	6	0	0	0	0	0	0	0	0	0	186
	17:00	0	1	3	19	79	30	3	1	0	0	0	0	0	0	0	0	136
	18:00	1	1	5	22	67	30	3	0	0	0	0	0	0	0	0	0	129
	19:00	0	3	2	23	49	12	2	0	0	0	0	0	0	0	0	0	91
	20:00	1	2	4	20	35	15	0	0	0	0	0	0	0	0	0	0	77
	21:00	0	0	1	5	30	8	1	0	0	0	0	0	0	0	0	0	45
	22:00	0	0	0	14	15	9	0	0	0	0	0	0	0	0	0	0	38
	23:00	0	0	0	6	3	2	2	0	0	0	0	0	0	0	0	0	13
Daily Total :		9	16	43	407	1014	417	76	8	1	0	0	0	0	0	0	1	1992
Percent :		0%	1%	2%	20%	51%	21%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	3%	24%	75%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	2	17	42	17	3	0	0	0	0	0	0	0	0	0	82

Average Speed 37.4 mph	5% Speed : 30.4 mph	15% Speed : 32.8 mph	50% Speed : 37.6 mph
67% Speed : 39.2 mph	85% Speed : 42.4 mph	95% Speed : 44.9 mph	99% Speed : 49.3 mph

		#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: NB Rio Grande - South Leg

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:	95	99	591	4571	10522	5069	1181	260	46	18	3	2	3	2	0	0	22462
Percent :	0%	0%	3%	20%	47%	23%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	3%	24%	71%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	4	32	73	35	8	2	0	0	0	0	0	0	0	0	156

ADT = 3743

Average Speed	37.8 mph	5% Speed :	30.4 mph	15% Speed :	32.8 mph	50% Speed : 37.8 mph
67% Speed :	39.6 mph	85% Speed :	43.2 mph	95% Speed :	46.7 mph	99% Speed : 52.2 mph

Grand Total #2:	56	115	316	3217	8318	3529	616	86	22	5	3	0	0	1	0	1	16285
Percent :	0%	1%	2%	20%	51%	22%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	3%	23%	74%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	1	2	22	58	25	4	1	0	0	0	0	0	0	0	0	113

ADT = 2714

Average Speed	37.7 mph	5% Speed :	30.5 mph	15% Speed :	33.1 mph	50% Speed : 37.7 mph
67% Speed :	39.3 mph	85% Speed :	42.6 mph	95% Speed :	44.9 mph	99% Speed : 49.6 mph

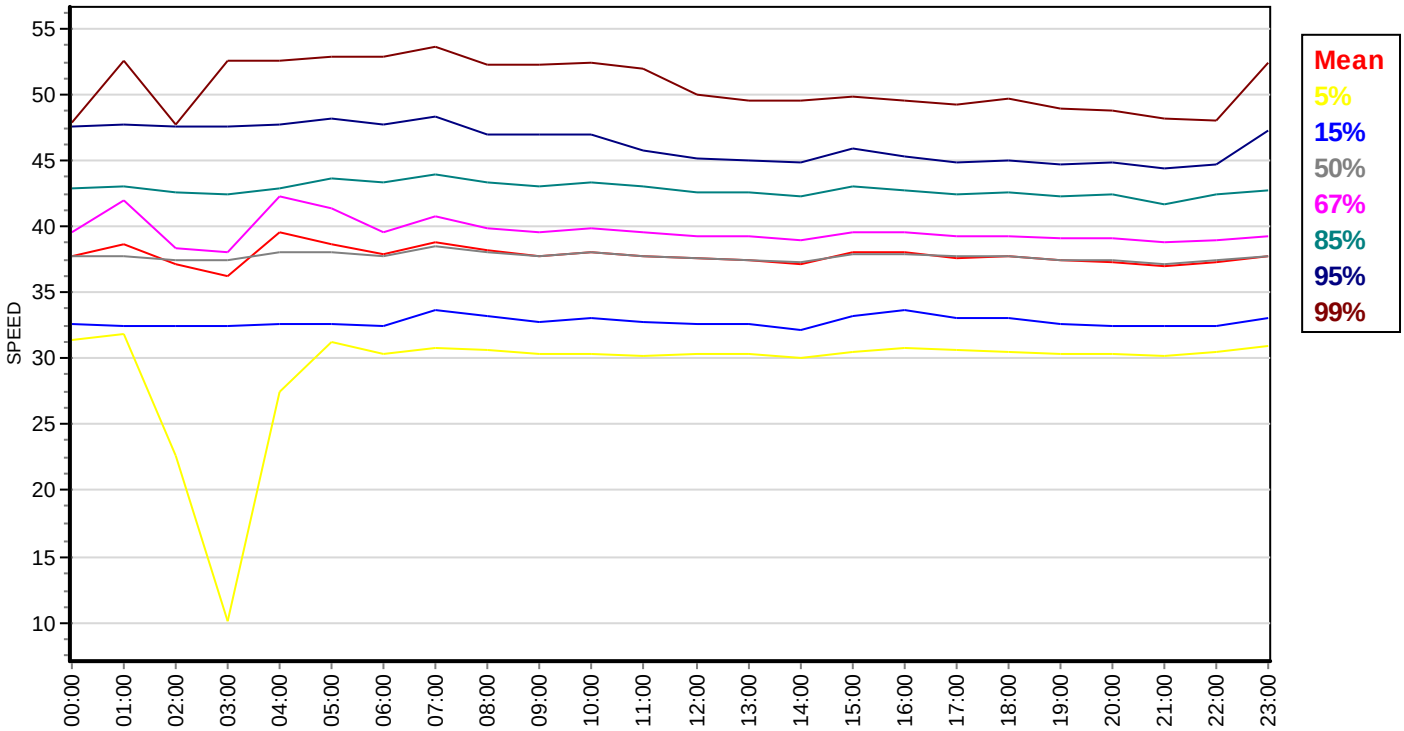
Comb. Total :	151	214	907	7788	18840	8598	1797	346	68	23	6	2	3	3	0	1	38747
Percent :	0%	1%	2%	20%	49%	22%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	3%	23%	72%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	6	54	131	60	12	2	0	0	0	0	0	0	0	0	267

ADT = 6457

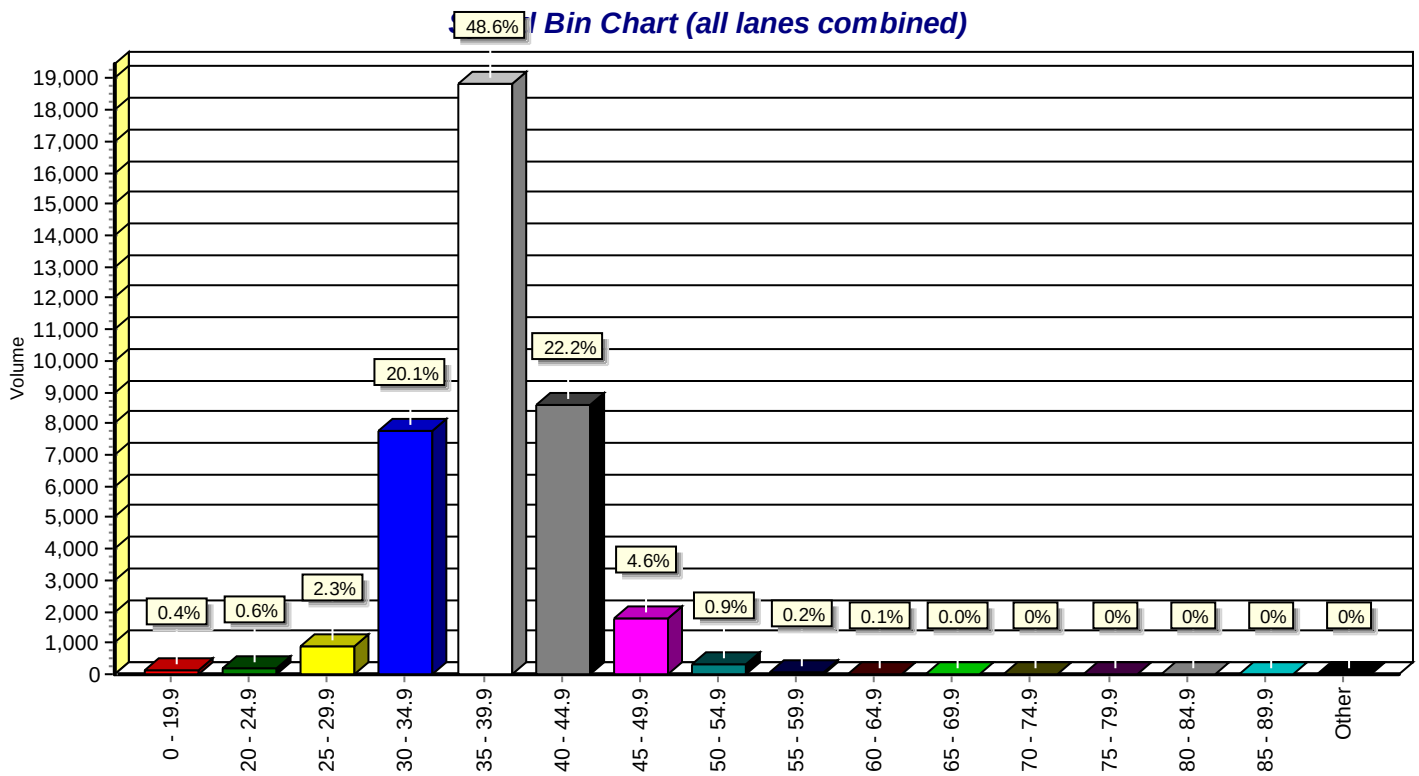
Average Speed	37.8 mph	5% Speed :	30.4 mph	15% Speed :	32.9 mph	50% Speed : 37.8 mph
67% Speed :	39.5 mph	85% Speed :	42.9 mph	95% Speed :	45.9 mph	99% Speed : 51.0 mph

NB Rio Grande - South Leg Charts For Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: SB Rio Grande - South Leg

Station ID : SB Rio Grande - South Leg

Info Line 1 : South of Candelaria
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : SB RG SOF CAND.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 96999

Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	6
	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	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	1	1	6	2	1	0	0	1	0	0	0	0	0	0	13
	05:00	0	0	0	2	6	5	3	0	0	0	0	0	0	0	0	0	16
	06:00	0	1	4	16	36	17	4	0	0	0	0	0	0	0	0	0	78
	07:00	2	3	14	56	171	71	24	1	0	0	0	0	0	0	0	0	342
	08:00	0	2	15	52	120	70	12	2	1	0	0	0	0	0	0	0	274
	09:00	0	1	8	32	76	32	19	1	0	1	0	0	0	0	0	0	170
	10:00	0	3	11	33	77	41	14	1	1	0	0	0	0	0	0	0	181
	11:00	2	2	7	53	83	40	10	3	0	0	0	0	0	0	0	0	200
	12:00	4	2	5	68	86	32	12	1	0	0	2	0	0	0	0	0	212
	13:00	2	4	12	58	78	41	8	0	0	0	0	0	0	0	0	0	203
	14:00	3	3	17	71	131	55	10	2	0	0	0	0	0	0	0	0	292
	15:00	0	2	11	67	118	69	13	1	1	0	0	0	0	0	0	0	282
	16:00	5	3	15	75	133	66	10	1	0	0	0	0	0	0	0	0	308
	17:00	0	4	11	82	163	65	15	5	0	0	0	0	0	0	0	0	345
	18:00	0	1	8	52	77	35	6	0	0	0	0	0	0	0	0	0	179
	19:00	0	5	3	27	55	19	4	0	0	0	0	0	0	0	0	0	113
	20:00	0	0	3	31	46	13	1	1	0	0	0	0	0	0	0	0	95
	21:00	0	0	1	17	24	7	2	0	0	0	0	0	0	0	0	0	51
	22:00	1	0	2	11	14	10	3	0	0	0	0	0	0	0	0	0	41
	23:00	0	0	0	4	7	3	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		20	36	148	810	1512	697	172	19	3	2	2	0	0	0	0	0	3421
Percent :		1%	1%	4%	24%	44%	20%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	2%	6%	30%	74%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	6	34	63	29	7	1	0	0	0	0	0	0	0	0	143

Average Speed 37.2 mph	5% Speed : 28.8 mph	15% Speed : 31.9 mph	50% Speed : 37.3 mph
67% Speed : 39.2 mph	85% Speed : 42.8 mph	95% Speed : 45.9 mph	99% Speed : 49.7 mph

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
02/20/13	00:00	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	1	1	3	4	1	0	0	1	0	0	0	0	0	0	11
	05:00	0	1	0	2	5	4	1	0	0	0	0	0	0	0	0	0	13
	06:00	0	1	3	10	41	20	5	0	0	0	0	0	0	0	0	0	80
	07:00	1	2	13	66	163	77	11	3	1	0	0	0	0	0	0	0	337
	08:00	1	1	6	55	127	58	12	4	1	0	0	0	0	0	0	0	265
	09:00	2	0	7	39	82	38	11	5	0	0	0	0	0	0	0	0	184
	10:00	1	0	9	38	75	24	8	2	0	0	0	0	0	0	0	0	157
	11:00	0	1	17	63	76	40	10	1	0	0	0	0	0	0	0	0	208
	12:00	0	2	8	55	96	39	15	1	0	0	0	0	0	0	0	0	216
	13:00	1	2	13	72	66	22	10	1	0	0	0	0	0	0	0	0	187
	14:00	2	3	17	76	115	42	13	4	1	0	0	0	0	0	0	0	273
	15:00	1	0	9	88	125	46	11	0	0	0	0	0	0	0	0	0	280
	16:00	0	3	10	85	137	53	13	1	0	0	0	0	0	0	0	0	302
	17:00	1	1	4	87	148	73	6	0	0	0	1	0	0	0	0	0	321
	18:00	0	2	5	51	75	40	10	2	0	0	0	0	0	0	0	0	185
	19:00	0	1	8	33	72	22	3	1	0	0	0	0	0	0	0	0	140
	20:00	0	3	4	37	52	12	5	1	0	0	0	0	0	0	0	0	114
	21:00	0	1	1	38	73	45	6	0	0	0	0	0	0	0	0	0	164
	22:00	0	0	1	12	19	9	3	1	0	0	0	0	0	0	0	0	45
	23:00	0	0	0	4	7	1	0	0	0	0	0	0	0	0	0	0	12
Daily Total :		10	25	136	915	1567	672	156	27	3	1	1	0	0	0	0	0	3513
Percent :		0%	1%	4%	26%	45%	19%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	5%	31%	76%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	6	38	65	28	7	1	0	0	0	0	0	0	0	0	146

Average Speed 37.1 mph	5% Speed : 30.0 mph	15% Speed : 31.9 mph	50% Speed : 37.2 mph
67% Speed : 39.0 mph	85% Speed : 42.5 mph	95% Speed : 45.5 mph	99% Speed : 49.8 mph

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
02/21/13	00:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
Thu	01:00	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
	04:00	0	0	2	3	3	0	1	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	1	3	8	5	2	0	0	0	0	0	0	0	0	0	19
	06:00	0	2	2	8	21	12	1	0	0	0	0	0	0	0	0	0	46
	07:00	1	2	4	33	73	28	1	2	1	0	0	0	0	0	0	0	145
	08:00	4	6	15	42	74	35	10	1	0	0	0	0	0	0	0	0	187
	09:00	1	4	19	99	116	49	15	4	2	0	0	0	0	0	0	0	309
	10:00	1	3	12	58	95	50	11	3	0	0	0	0	0	0	0	0	233
	11:00	1	3	10	40	82	38	11	0	0	0	0	0	0	0	0	0	185
	12:00	1	3	15	29	81	31	12	2	0	0	0	0	0	0	0	0	174
	13:00	2	4	9	61	73	28	8	1	0	0	0	0	0	0	0	0	186
	14:00	0	2	4	75	141	49	16	0	0	0	0	0	0	0	0	0	287
	15:00	0	2	9	86	115	43	10	2	0	0	0	0	0	0	0	0	267
	16:00	2	5	13	73	134	49	11	1	0	0	0	0	0	0	0	1	289
	17:00	0	2	15	105	144	48	12	1	0	0	0	0	0	0	0	0	327
	18:00	0	3	10	43	100	41	7	0	0	0	0	0	0	0	0	0	204
	19:00	0	0	8	40	66	22	7	0	1	0	0	0	0	0	0	0	144
	20:00	0	0	1	19	65	34	9	2	0	0	0	0	0	0	0	0	130
	21:00	0	0	1	16	42	12	6	1	0	0	0	0	0	0	0	0	78
	22:00	0	0	3	6	10	6	0	1	0	0	0	0	0	0	0	0	26
	23:00	0	2	0	2	9	5	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		13	43	155	845	1457	589	150	21	5	0	0	0	0	0	0	1	3279
Percent :		0%	1%	5%	26%	44%	18%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	2%	6%	32%	77%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	6	35	61	25	6	1	0	0	0	0	0	0	0	0	137

Average Speed 36.8 mph	5% Speed : 28.5 mph	15% Speed : 31.7 mph	50% Speed : 37.0 mph
67% Speed : 38.9 mph	85% Speed : 42.3 mph	95% Speed : 45.6 mph	99% Speed : 49.6 mph

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
02/22/13	00:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
Fri	01:00	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	3	5	2	1	0	0	0	0	0	0	0	0	0	11
	05:00	0	1	0	2	6	5	1	1	0	0	0	0	0	0	0	0	16
	06:00	0	1	5	16	35	14	1	0	1	0	0	0	0	0	0	0	73
	07:00	0	3	4	47	150	78	12	3	0	0	0	0	0	0	0	0	297
	08:00	0	2	13	53	122	59	17	1	1	1	0	0	0	0	0	0	269
	09:00	1	4	7	53	96	31	7	0	0	0	0	0	0	0	0	0	199
	10:00	0	4	18	45	98	34	1	2	0	0	0	0	0	0	0	0	202
	11:00	2	3	14	42	101	34	9	2	0	0	0	0	0	0	0	0	207
	12:00	3	7	25	86	84	34	10	0	0	0	0	0	0	0	0	0	249
	13:00	1	4	13	66	97	32	7	3	0	0	0	0	0	0	0	0	223
	14:00	1	1	13	81	117	49	15	2	0	0	0	0	0	0	0	0	279
	15:00	4	2	13	82	130	59	9	0	0	0	0	0	0	0	0	0	299
	16:00	0	5	12	69	140	60	12	4	0	0	0	0	0	0	0	0	302
	17:00	1	2	17	63	114	64	9	2	0	0	0	0	0	0	0	0	272
	18:00	1	3	7	55	91	51	7	2	0	0	0	0	0	0	0	0	217
	19:00	0	2	10	44	40	23	4	0	0	0	0	0	0	0	0	0	123
	20:00	0	1	5	28	56	10	1	0	0	0	0	0	0	0	0	0	101
	21:00	0	1	7	30	34	15	1	0	0	0	0	0	0	0	0	0	88
	22:00	1	0	2	10	26	12	1	1	0	0	0	0	0	0	0	0	53
	23:00	0	0	0	5	16	3	4	0	0	0	0	0	0	0	0	0	28
Daily Total :		15	46	186	882	1565	673	130	23	2	1	0	0	0	0	0	0	3523
Percent :		0%	1%	5%	25%	44%	19%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	2%	7%	32%	76%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	8	37	65	28	5	1	0	0	0	0	0	0	0	0	147

Average Speed 36.8 mph	5% Speed : 28.0 mph	15% Speed : 31.6 mph	50% Speed : 37.0 mph
67% Speed : 38.9 mph	85% Speed : 42.3 mph	95% Speed : 44.9 mph	99% Speed : 49.3 mph

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
02/23/13	00:00	1	1	4	2	8	2	0	0	0	0	0	0	0	0	0	0	18
Sat	01:00	0	0	1	2	2	2	0	1	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	3	5	2	1	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	2	1	3	7	5	1	1	0	0	0	0	0	0	0	0	20
	07:00	0	0	2	11	22	14	5	1	0	0	0	0	0	0	0	0	55
	08:00	0	3	8	20	57	21	7	3	0	0	0	0	0	0	0	0	119
	09:00	0	5	14	30	69	25	5	3	0	0	0	0	0	0	0	0	151
	10:00	4	6	17	55	74	33	7	1	4	0	0	0	0	0	0	0	201
	11:00	2	8	27	77	95	44	8	2	0	0	0	0	0	0	0	0	263
	12:00	3	4	18	74	114	32	11	0	1	0	0	0	0	0	0	0	257
	13:00	2	9	17	72	80	40	12	3	0	0	0	0	0	0	0	0	235
	14:00	4	6	11	72	77	35	5	1	0	0	0	0	0	0	0	0	211
	15:00	4	4	13	65	112	36	9	0	0	0	0	0	0	0	0	0	243
	16:00	2	1	17	50	100	42	7	2	0	0	0	0	0	0	0	0	221
	17:00	1	3	12	59	85	44	4	3	0	0	0	0	0	0	0	0	211
	18:00	1	0	5	64	75	35	8	1	0	0	0	0	0	0	0	0	189
	19:00	0	3	10	34	50	32	4	2	0	0	0	0	0	0	0	0	135
	20:00	1	3	4	27	50	21	1	0	1	0	0	0	0	0	0	0	108
	21:00	0	0	2	22	29	6	3	0	0	0	0	0	0	0	0	0	62
	22:00	0	1	1	12	32	13	1	0	0	0	0	0	0	0	0	0	60
	23:00	1	0	1	9	20	7	1	0	0	0	0	0	0	0	0	0	39
Daily Total :		26	59	186	764	1168	491	100	24	6	0	0	0	0	0	0	0	2824
Percent :		1%	2%	7%	27%	41%	17%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	3%	10%	37%	78%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	8	32	49	20	4	1	0	0	0	0	0	0	0	0	117

Average Speed 36.2 mph	5% Speed : 26.8 mph	15% Speed : 31.0 mph	50% Speed : 36.7 mph
67% Speed : 38.6 mph	85% Speed : 42.0 mph	95% Speed : 44.9 mph	99% Speed : 51.8 mph

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
02/24/13	00:00	0	0	1	4	8	4	1	0	0	0	0	0	0	0	0	0	18
Sun	01:00	1	0	0	3	4	5	2	1	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	1	14	2	3	0	0	0	0	0	0	0	0	0	20
	03:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	1	0	2	8	4	1	0	0	0	0	0	0	0	0	0	16
	07:00	1	1	0	6	17	7	4	0	0	0	0	0	0	0	0	0	36
	08:00	0	3	5	16	34	18	7	1	1	0	0	0	0	0	0	0	85
	09:00	2	3	7	30	48	23	12	2	0	0	0	0	0	0	0	0	127
	10:00	0	3	7	34	65	28	2	0	0	0	0	0	0	0	0	0	139
	11:00	1	3	3	36	78	47	13	1	0	0	0	0	0	0	0	0	182
	12:00	1	2	8	32	76	41	10	2	0	0	0	0	0	0	0	0	172
	13:00	0	4	4	68	113	38	7	1	0	0	0	0	0	0	0	0	235
	14:00	1	4	6	34	76	50	7	1	0	0	0	0	0	0	0	0	179
	15:00	1	4	11	53	73	37	7	0	1	0	0	0	0	0	0	0	187
	16:00	1	2	9	39	84	26	8	2	0	0	0	0	0	0	0	0	171
	17:00	1	2	6	31	63	29	16	0	0	1	0	0	0	0	0	0	149
	18:00	1	2	8	36	49	29	4	0	0	0	0	0	0	0	0	0	129
	19:00	1	2	0	15	65	28	6	0	1	0	0	0	0	0	0	0	118
	20:00	1	2	5	18	31	9	3	0	0	0	0	0	0	0	0	0	69
	21:00	1	1	2	14	21	12	3	1	0	0	0	0	0	0	0	0	55
	22:00	0	0	2	7	17	6	0	0	0	0	0	0	0	0	0	0	32
	23:00	0	0	0	6	5	4	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		14	39	84	486	955	450	117	12	3	1	0	0	0	0	0	0	2161
Percent :		1%	2%	4%	22%	44%	21%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	2%	6%	29%	73%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	4	20	40	19	5	1	0	0	0	0	0	0	0	0	92

Average Speed 37.2 mph	5% Speed : 28.1 mph	15% Speed : 31.9 mph	50% Speed : 37.4 mph
67% Speed : 39.3 mph	85% Speed : 42.8 mph	95% Speed : 46.5 mph	99% Speed : 49.6 mph

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	6
Tue	01:00	0	1	0	1	1	1	0	1	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
	04:00	0	0	1	1	5	4	0	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	2	3	15	7	2	0	0	0	0	0	0	0	0	0	29
	06:00	0	2	5	6	32	27	5	0	0	0	0	0	0	0	0	0	77
	07:00	1	2	5	30	154	113	28	6	0	0	0	0	0	0	0	0	339
	08:00	3	4	6	25	124	104	29	4	0	0	0	0	0	0	0	0	299
	09:00	0	1	5	20	80	70	17	2	0	0	0	0	0	0	0	0	195
	10:00	1	4	5	21	72	63	15	1	0	0	0	0	0	0	0	0	182
	11:00	0	2	3	30	87	61	15	2	0	0	0	0	0	0	0	0	200
	12:00	0	2	3	23	82	61	13	2	0	0	0	0	0	0	0	0	186
	13:00	0	3	6	28	104	77	12	1	0	1	0	0	0	0	0	0	232
	14:00	0	2	7	50	122	73	18	3	0	0	0	0	0	0	0	0	275
	15:00	0	1	2	33	131	86	21	2	0	0	0	0	0	0	0	0	276
	16:00	1	0	3	38	118	76	21	6	0	0	0	0	0	0	0	0	263
	17:00	1	1	7	46	123	64	14	4	0	0	0	0	0	0	0	0	260
	18:00	0	1	5	34	75	50	18	1	1	1	0	0	0	0	0	0	186
	19:00	0	0	8	20	44	21	5	0	0	0	0	0	0	0	0	0	98
	20:00	0	0	2	19	32	23	7	0	0	0	0	0	0	0	0	0	83
	21:00	0	0	4	8	18	14	4	1	0	0	0	0	0	0	0	0	49
	22:00	1	0	1	3	12	2	5	0	0	0	0	0	0	0	0	0	24
	23:00	2	0	0	4	10	1	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		10	26	81	443	1446	1000	250	36	1	2	1	0	0	0	0	0	3296
Percent :		0%	1%	2%	13%	44%	30%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	4%	17%	61%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	3	18	60	42	10	2	0	0	0	0	0	0	0	0	136

Average Speed 38.8 mph	5% Speed : 30.6 mph	15% Speed : 34.2 mph	50% Speed : 38.8 mph
67% Speed : 41.0 mph	85% Speed : 43.9 mph	95% Speed : 47.5 mph	99% Speed : 51.8 mph

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
02/20/13	00:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	1	2	1	2	0	1	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	2	4	8	9	1	0	0	0	0	0	0	0	0	0	24
	06:00	1	2	6	9	31	32	5	0	1	0	0	0	0	0	0	0	87
	07:00	1	4	1	35	151	86	17	4	1	0	0	0	0	0	0	0	300
	08:00	1	3	3	23	146	102	21	5	1	0	0	0	0	0	0	0	305
	09:00	1	0	7	23	81	54	10	1	1	0	1	0	0	0	0	0	179
	10:00	0	0	2	35	85	50	15	2	1	0	0	0	0	0	0	0	190
	11:00	0	2	7	42	98	59	16	2	0	0	0	0	0	0	0	0	226
	12:00	1	2	5	23	91	49	12	2	0	0	0	0	0	0	0	0	185
	13:00	0	1	9	38	81	60	10	1	0	1	0	1	0	0	0	0	202
	14:00	0	1	7	32	101	80	19	8	2	0	0	0	0	0	0	0	250
	15:00	1	1	3	32	116	92	18	3	0	0	0	0	0	0	0	0	266
	16:00	1	1	7	34	111	61	11	4	1	0	0	0	0	0	0	0	231
	17:00	2	2	10	33	118	72	19	2	1	0	0	0	0	0	0	0	259
	18:00	0	3	4	27	90	30	12	0	0	0	0	0	0	0	0	0	166
	19:00	1	0	5	26	62	27	6	0	0	0	0	0	0	0	0	0	127
	20:00	1	3	4	5	41	19	6	0	0	0	0	0	0	0	0	0	79
	21:00	0	2	1	14	50	36	16	3	2	0	0	0	0	0	0	0	124
	22:00	0	0	2	6	17	12	0	0	0	0	0	0	0	0	0	0	37
	23:00	0	1	0	1	4	3	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		11	28	86	446	1486	939	214	38	11	1	1	1	0	0	0	0	3262
Percent :		0%	1%	3%	14%	46%	29%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	4%	18%	63%	92%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	4	19	62	39	9	2	0	0	0	0	0	0	0	0	136

Average Speed 38.6 mph	5% Speed : 30.4 mph	15% Speed : 34.0 mph	50% Speed : 38.6 mph
67% Speed : 40.7 mph	85% Speed : 43.7 mph	95% Speed : 47.4 mph	99% Speed : 52.5 mph

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
02/21/13	00:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
Thu	01:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	1	1	1	4	1	1	0	0	0	0	0	0	0	0	0	9
	05:00	0	1	1	4	7	8	2	0	0	0	0	0	0	0	0	0	23
	06:00	0	3	1	9	29	23	6	2	0	0	0	0	0	0	0	0	73
	07:00	0	4	7	29	89	56	5	1	0	0	0	0	0	0	0	0	191
	08:00	0	3	3	22	102	66	20	3	2	0	0	0	0	0	0	0	221
	09:00	1	2	10	36	136	98	17	0	0	0	1	0	0	0	0	0	301
	10:00	1	1	6	19	104	89	24	2	1	0	0	0	0	0	0	0	247
	11:00	0	3	4	29	115	66	4	1	0	0	0	0	0	0	0	0	222
	12:00	0	3	9	46	107	45	11	2	0	0	0	0	0	0	0	0	223
	13:00	0	1	5	37	79	54	4	2	1	0	0	0	0	0	0	0	183
	14:00	0	1	6	39	115	63	22	3	0	1	0	0	0	0	0	0	250
	15:00	0	2	13	40	115	71	13	1	0	0	0	0	0	0	0	0	255
	16:00	1	3	6	27	115	63	18	1	0	0	0	0	0	0	0	0	234
	17:00	1	1	6	32	137	73	12	5	0	0	0	0	0	0	0	0	267
	18:00	0	0	7	26	90	67	6	2	0	0	0	0	0	0	0	0	198
	19:00	0	0	7	16	67	30	8	2	0	0	0	0	0	0	0	0	130
	20:00	0	1	4	24	42	23	8	2	0	0	0	0	0	0	0	0	104
	21:00	0	0	4	12	26	19	3	0	0	0	0	0	0	0	0	0	64
	22:00	0	1	1	6	14	7	4	0	1	0	0	0	0	0	0	0	34
	23:00	0	0	1	7	9	3	3	0	0	0	0	0	0	0	0	0	23
Daily Total :		4	31	102	466	1505	931	191	29	5	1	1	0	0	0	0	0	3266
Percent :		0%	1%	3%	14%	46%	29%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	4%	18%	65%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	4	19	63	39	8	1	0	0	0	0	0	0	0	0	135

Average Speed 38.4 mph	5% Speed : 30.3 mph	15% Speed : 33.7 mph	50% Speed : 38.4 mph
67% Speed : 40.5 mph	85% Speed : 43.6 mph	95% Speed : 46.9 mph	99% Speed : 51.8 mph

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
02/22/13	00:00	0	0	0	3	5	2	1	0	0	0	0	0	0	0	0	0	11
Fri	01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	1	2	2	3	0	2	0	0	0	0	0	0	0	0	10
	05:00	0	0	3	2	9	9	2	1	0	0	0	0	0	0	0	0	26
	06:00	0	2	4	5	29	27	5	1	1	0	0	0	0	0	0	0	74
	07:00	1	3	8	34	166	99	18	3	0	0	0	0	0	0	0	0	332
	08:00	2	2	6	38	135	100	18	3	0	0	0	0	0	0	0	0	304
	09:00	2	0	8	46	80	52	9	1	0	0	0	0	1	0	0	0	199
	10:00	1	1	5	27	84	42	13	5	0	0	0	0	0	0	0	0	178
	11:00	0	2	6	30	85	65	14	2	0	0	0	0	0	0	0	0	204
	12:00	1	0	9	52	99	60	14	1	0	0	0	0	0	0	0	0	236
	13:00	0	2	9	48	119	46	11	3	0	0	0	0	0	0	0	0	238
	14:00	0	1	6	45	123	92	16	3	0	0	0	0	0	0	1	0	287
	15:00	1	1	8	45	117	78	15	2	1	0	0	0	0	0	0	0	268
	16:00	0	4	4	33	114	84	14	1	1	1	0	0	0	0	0	0	256
	17:00	1	2	8	29	127	68	23	2	1	0	0	0	0	0	0	0	261
	18:00	0	3	3	24	110	47	8	1	0	0	0	0	0	0	0	0	196
	19:00	2	0	3	21	39	22	7	1	1	0	0	0	0	0	0	0	96
	20:00	0	0	3	7	45	27	3	0	0	0	0	0	0	0	0	0	85
	21:00	0	1	10	13	34	16	2	0	0	0	0	0	0	0	0	0	76
	22:00	0	0	2	12	24	15	1	0	0	0	0	0	0	0	0	0	54
	23:00	0	1	1	5	14	6	1	0	0	0	0	0	0	0	0	0	28
Daily Total :		11	25	110	524	1564	962	195	32	5	1	0	0	1	0	1	0	3431
Percent :		0%	1%	3%	15%	46%	28%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	4%	20%	65%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	5	22	65	40	8	1	0	0	0	0	0	0	0	0	142

Average Speed 38.3 mph	5% Speed : 30.3 mph	15% Speed : 33.4 mph	50% Speed : 38.3 mph
67% Speed : 40.3 mph	85% Speed : 43.6 mph	95% Speed : 46.8 mph	99% Speed : 51.8 mph

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
02/23/13	00:00	0	0	1	1	9	2	0	0	0	1	0	0	0	0	0	0	14
Sat	01:00	0	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	1	1	7	3	1	1	0	0	0	0	0	0	0	0	14
	06:00	0	1	1	8	6	13	5	0	0	0	0	0	0	0	0	0	34
	07:00	0	1	2	9	34	23	9	1	0	0	0	0	0	0	0	0	79
	08:00	0	1	4	9	55	28	11	3	1	1	0	0	0	0	0	0	113
	09:00	0	3	10	22	58	49	9	1	0	0	0	0	0	0	0	0	152
	10:00	0	1	6	21	94	53	15	4	2	0	0	0	0	0	0	0	196
	11:00	1	0	7	51	96	54	8	0	0	0	0	0	0	0	0	0	217
	12:00	1	2	19	56	111	65	5	3	0	0	0	0	0	0	0	0	262
	13:00	2	5	10	57	114	44	9	1	0	0	0	0	0	0	0	0	242
	14:00	2	2	9	48	108	55	5	2	1	0	0	0	0	0	0	0	232
	15:00	0	1	5	23	119	52	10	1	2	0	0	0	0	0	0	0	213
	16:00	3	4	13	30	93	55	15	2	0	0	0	0	0	0	0	0	215
	17:00	2	2	10	34	96	60	15	0	0	0	0	0	0	0	0	0	219
	18:00	0	2	7	35	69	46	7	4	0	0	0	0	0	0	0	0	170
	19:00	0	3	4	20	56	31	7	0	0	0	0	0	0	0	0	0	121
	20:00	0	0	4	18	35	19	3	0	1	0	0	0	0	0	0	0	80
	21:00	0	1	4	14	35	23	1	3	0	0	0	0	0	0	0	0	81
	22:00	0	0	1	6	31	15	1	2	0	0	0	0	0	0	0	0	56
	23:00	0	0	2	5	16	8	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		11	29	122	474	1251	704	136	28	7	2	0	0	0	0	0	0	2764
Percent :		0%	1%	4%	17%	45%	25%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	6%	23%	68%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	5	20	52	29	6	1	0	0	0	0	0	0	0	0	114

Average Speed 37.8 mph	5% Speed : 28.6 mph	15% Speed : 32.6 mph	50% Speed : 38.0 mph
67% Speed : 39.8 mph	85% Speed : 43.2 mph	95% Speed : 46.5 mph	99% Speed : 52.2 mph

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
02/24/13	00:00	0	0	0	5	8	2	2	0	0	0	0	0	0	0	0	0	17
Sun	01:00	0	0	0	4	5	0	2	1	0	0	0	0	0	0	0	0	12
	02:00	0	0	0	1	3	6	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	0	2	1	7	8	1	0	0	0	0	0	0	0	0	0	19
	07:00	0	0	2	5	27	9	3	1	1	0	0	0	0	0	0	0	48
	08:00	0	2	6	12	39	27	12	0	1	0	0	0	0	0	0	0	99
	09:00	0	0	7	27	69	36	4	1	1	0	0	0	0	0	0	0	145
	10:00	0	0	2	27	74	38	17	4	0	0	0	0	0	0	0	0	162
	11:00	2	0	9	27	78	52	12	4	0	0	0	0	0	0	0	0	184
	12:00	0	2	1	35	84	54	18	2	1	1	0	0	0	0	0	0	198
	13:00	1	4	6	42	118	53	5	0	1	0	0	0	0	0	0	0	230
	14:00	0	2	6	24	87	52	14	3	0	0	0	0	0	0	0	0	188
	15:00	1	1	4	23	87	49	18	2	0	1	0	0	0	0	0	0	186
	16:00	1	1	4	28	78	46	15	6	0	1	0	0	0	0	0	0	180
	17:00	0	1	5	30	82	37	13	3	1	0	0	0	0	0	0	0	172
	18:00	0	1	4	19	60	27	8	1	0	0	0	0	0	0	0	0	120
	19:00	0	1	5	18	47	15	8	2	1	0	0	0	0	0	0	0	97
	20:00	0	0	2	10	24	14	5	0	0	0	0	0	0	0	0	0	55
	21:00	0	0	1	14	17	14	1	1	0	0	0	0	0	0	0	0	48
	22:00	0	1	3	8	17	11	1	1	0	0	0	0	0	0	0	0	42
	23:00	0	0	1	3	3	4	3	0	0	0	0	0	0	0	0	0	14
Daily Total :		5	16	72	365	1020	559	163	32	7	3	0	0	0	0	0	0	2242
Percent :		0%	1%	3%	16%	45%	25%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	4%	20%	66%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	3	15	43	23	7	1	0	0	0	0	0	0	0	0	93

Average Speed 38.4 mph	5% Speed : 30.3 mph	15% Speed : 33.2 mph	50% Speed : 38.3 mph
67% Speed : 40.2 mph	85% Speed : 43.8 mph	95% Speed : 47.8 mph	99% Speed : 52.7 mph

		#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: SB Rio Grande - South Leg

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:	98	248	895	4702	8224	3572	825	126	22	5	3	0	0	0	0	1	18721
Percent :	1%	1%	5%	25%	44%	19%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	2%	7%	32%	76%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	2	6	33	57	25	6	1	0	0	0	0	0	0	0	0	131

ADT = 3120

Average Speed	36.8 mph	5% Speed :	28.3 mph	15% Speed :	31.7 mph	50% Speed : 37.1 mph
67% Speed :	39.0 mph	85% Speed :	42.4 mph	95% Speed :	45.4 mph	99% Speed : 49.8 mph

Grand Total #2:	52	155	573	2718	8272	5095	1149	195	36	10	3	1	1	0	1	0	18261
Percent :	0%	1%	3%	15%	45%	28%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	4%	19%	64%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	1	4	19	57	35	8	1	0	0	0	0	0	0	0	0	125

ADT = 3043

Average Speed	38.4 mph	5% Speed :	30.3 mph	15% Speed :	33.6 mph	50% Speed : 38.4 mph
67% Speed :	40.5 mph	85% Speed :	43.7 mph	95% Speed :	47.2 mph	99% Speed : 51.8 mph

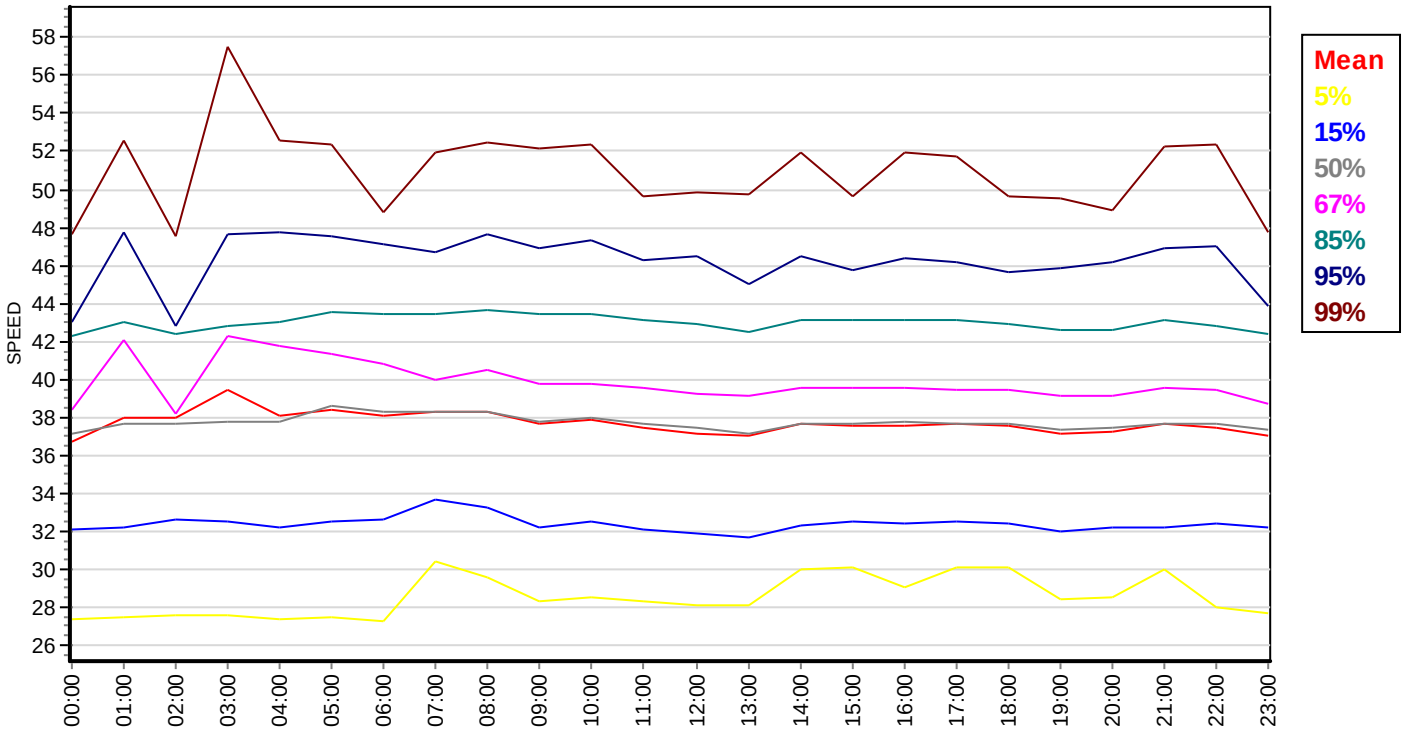
Comb. Total :	150	403	1468	7420	16496	8667	1974	321	58	15	6	1	1	0	1	1	36982
Percent :	0%	1%	4%	20%	45%	23%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	5%	26%	70%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	3	10	52	115	60	14	2	0	0	0	0	0	0	0	0	257

ADT = 6163

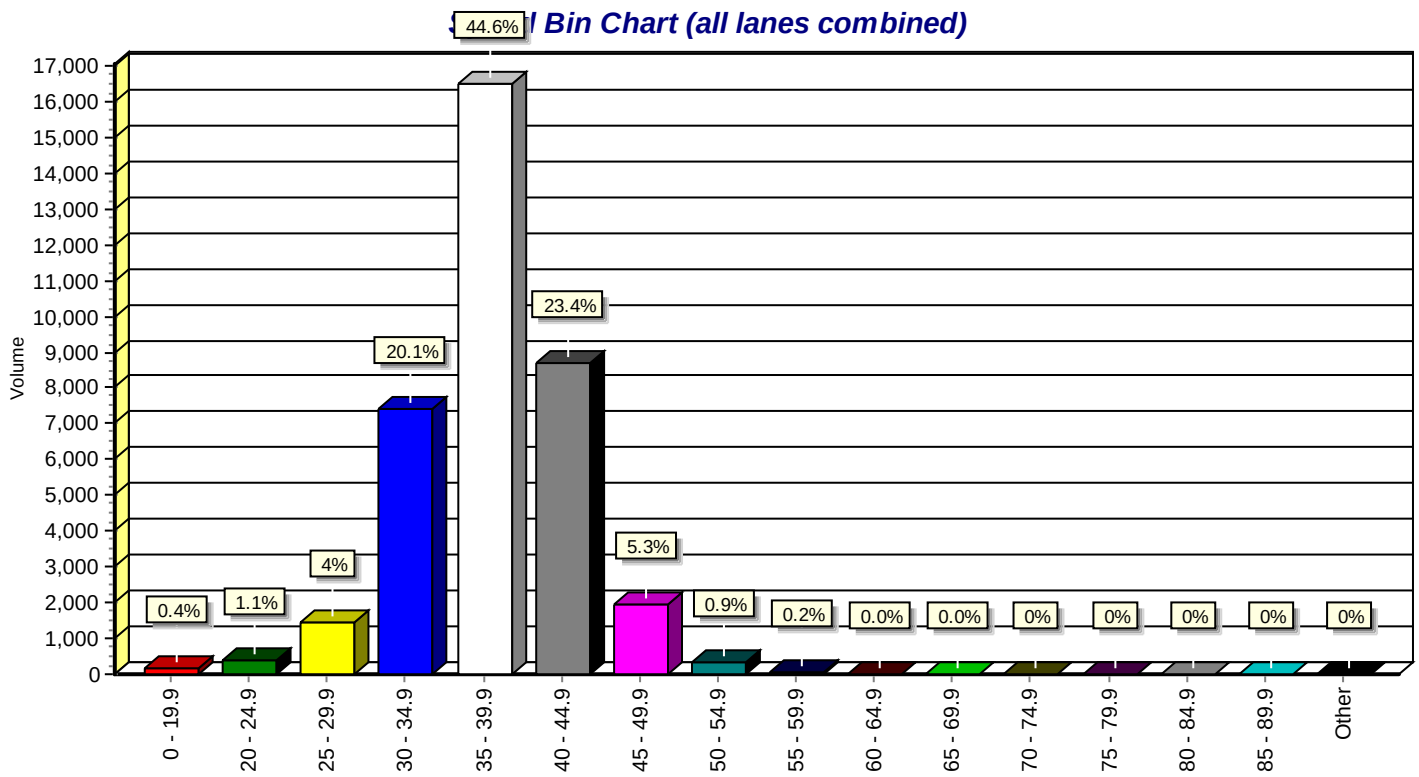
Average Speed	37.7 mph	5% Speed :	29.4 mph	15% Speed :	32.4 mph	50% Speed : 37.8 mph
67% Speed :	39.6 mph	85% Speed :	43.2 mph	95% Speed :	46.4 mph	99% Speed : 50.5 mph

SB Rio Grande - South Leg Charts For Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: EB Candelaria - East Leg

Station ID : EB Candelaria - East Leg

Info Line 1 : East of Rio Grande
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : EB CAND EOF RG.DB

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

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	10
	05:00	0	0	1	8	10	8	2	0	0	0	0	0	0	0	0	0	29
	06:00	0	0	7	60	50	9	1	0	0	0	0	0	0	0	0	0	127
	07:00	4	5	31	214	219	64	7	0	0	0	0	0	0	0	0	0	544
	08:00	0	2	26	93	78	24	5	2	0	0	0	0	0	0	0	0	230
	09:00	1	0	14	74	65	20	3	1	0	0	0	0	0	0	0	0	178
	10:00	1	2	24	72	65	14	1	0	0	0	0	0	0	0	0	0	179
	11:00	2	0	7	76	78	21	3	0	0	0	0	0	0	0	0	0	187
	12:00	1	1	7	97	57	14	3	0	0	0	0	0	0	0	0	0	180
	13:00	2	1	7	101	86	10	4	0	0	0	0	0	0	0	0	0	211
	14:00	1	1	21	129	120	18	3	0	0	0	0	0	0	0	0	0	293
	15:00	3	1	13	81	93	20	4	0	0	0	0	0	0	0	0	0	215
	16:00	3	5	24	90	82	21	0	0	0	0	0	0	0	0	0	0	225
	17:00	3	3	13	80	90	16	0	0	0	0	0	0	0	0	0	0	205
	18:00	0	0	5	50	57	14	1	0	0	0	0	0	0	0	0	0	127
	19:00	0	0	4	44	43	12	0	0	0	0	0	0	0	0	0	0	103
	20:00	0	0	1	26	16	4	0	0	0	0	0	0	0	0	0	0	47
	21:00	0	0	2	24	23	3	0	0	0	0	0	0	0	0	0	0	52
	22:00	0	0	3	10	10	1	1	0	0	0	0	0	0	0	0	0	25
	23:00	0	0	0	7	5	3	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		21	21	213	1346	1252	300	38	3	0	0	0	0	0	0	0	0	3194
Percent :		1%	1%	7%	42%	39%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	8%	50%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	9	56	52	13	2	0	0	0	0	0	0	0	0	0	134

Average Speed 35.0 mph	5% Speed : 27.7 mph	15% Speed : 30.8 mph	50% Speed : 35.0 mph
67% Speed : 37.2 mph	85% Speed : 39.4 mph	95% Speed : 43.0 mph	99% Speed : 46.9 mph

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
02/20/13	00:00	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
Wed	01:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
	05:00	1	0	2	13	11	5	1	0	0	0	0	0	0	0	0	0	33
	06:00	0	0	4	54	45	15	3	1	0	0	0	0	0	0	0	0	122
	07:00	0	1	33	192	260	60	11	0	0	1	0	0	0	0	0	0	558
	08:00	0	1	8	94	134	31	6	0	0	0	0	0	0	0	0	0	274
	09:00	1	0	9	58	76	24	2	0	0	0	0	0	0	0	0	0	170
	10:00	0	0	19	81	63	19	5	0	0	0	0	0	0	0	0	0	187
	11:00	1	4	11	77	73	20	3	0	0	0	0	0	0	0	0	0	189
	12:00	3	3	17	92	64	11	2	0	1	0	0	0	0	0	0	0	193
	13:00	0	0	26	100	77	16	4	0	0	0	0	0	0	0	0	0	223
	14:00	0	2	34	92	73	29	1	0	0	0	0	0	0	0	0	0	231
	15:00	3	2	15	83	77	30	2	2	0	0	0	0	0	0	0	0	214
	16:00	0	5	19	83	86	23	4	0	0	0	0	0	0	0	0	0	220
	17:00	6	3	7	103	117	21	3	0	0	0	0	0	0	0	0	0	260
	18:00	2	1	12	89	108	22	1	0	0	0	0	0	0	0	0	0	235
	19:00	1	1	4	37	40	14	1	0	0	0	0	0	0	0	0	0	98
	20:00	1	0	4	32	28	3	4	0	0	0	0	0	0	0	0	0	72
	21:00	0	1	0	25	23	3	0	0	0	0	0	0	0	0	0	0	52
	22:00	0	0	3	10	9	2	1	1	0	0	0	0	0	0	0	0	26
	23:00	0	1	0	6	5	1	0	1	0	0	0	0	0	0	0	0	14
Daily Total :		19	26	229	1325	1377	354	54	5	1	1	0	0	0	0	0	0	3391
Percent :		1%	1%	7%	39%	41%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	8%	47%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	10	55	57	15	2	0	0	0	0	0	0	0	0	0	141

Average Speed 35.2 mph	5% Speed : 27.7 mph	15% Speed : 30.9 mph	50% Speed : 35.4 mph
67% Speed : 37.5 mph	85% Speed : 39.6 mph	95% Speed : 43.4 mph	99% Speed : 47.5 mph

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
02/21/13	00:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Thu	01:00	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	0	3	2	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	1	10	7	3	3	0	0	0	0	0	0	0	0	0	24
	06:00	0	2	8	29	25	3	0	0	0	0	0	0	0	0	0	0	67
	07:00	0	0	10	82	65	13	4	0	0	0	0	0	0	0	0	0	174
	08:00	1	2	24	83	80	13	3	1	0	0	0	0	0	0	0	0	207
	09:00	0	4	56	227	150	33	5	0	0	0	0	0	0	0	0	0	475
	10:00	4	1	15	92	57	12	0	1	0	0	0	0	0	0	0	0	182
	11:00	0	0	29	87	43	7	2	0	0	0	0	0	0	0	0	0	168
	12:00	1	0	25	73	54	15	1	1	0	0	0	0	0	0	0	0	170
	13:00	0	2	20	87	86	16	3	0	0	0	0	0	0	0	0	0	214
	14:00	1	2	22	105	107	21	1	0	0	0	0	0	0	0	0	0	259
	15:00	2	0	19	92	75	13	0	0	0	0	0	0	0	0	0	0	201
	16:00	1	2	21	87	81	16	2	0	0	0	0	0	0	0	0	0	210
	17:00	2	3	17	96	62	13	5	0	0	0	0	0	0	0	0	0	198
	18:00	2	0	15	64	81	22	2	0	0	0	0	0	0	0	0	0	186
	19:00	0	0	16	41	32	7	3	0	0	0	0	0	0	0	0	0	99
	20:00	0	1	6	30	22	3	3	0	0	0	0	0	0	0	0	0	65
	21:00	1	0	3	24	22	6	1	0	0	0	0	0	0	0	0	0	57
	22:00	0	0	3	14	5	1	0	0	0	0	0	0	0	0	0	0	23
	23:00	0	0	2	7	7	2	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		16	20	314	1337	1069	220	39	3	0	0	0	0	0	0	0	0	3018
Percent :		1%	1%	10%	44%	35%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	12%	56%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	13	56	45	9	2	0	0	0	0	0	0	0	0	0	127

Average Speed 34.4 mph	5% Speed : 26.8 mph	15% Speed : 30.4 mph	50% Speed : 34.3 mph
67% Speed : 36.7 mph	85% Speed : 39.1 mph	95% Speed : 42.5 mph	99% Speed : 47.0 mph

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
02/22/13	00:00	0	1	0	2	4	1	0	1	0	0	0	0	0	0	0	0	9
Fri	01:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	3	10	10	4	0	1	0	0	0	0	0	0	0	0	29
	06:00	2	0	5	61	30	15	1	0	0	0	0	0	0	0	0	0	114
	07:00	0	4	38	192	236	66	8	2	2	0	0	0	0	0	0	0	548
	08:00	0	1	28	109	88	23	6	1	0	0	0	0	0	0	0	0	256
	09:00	0	1	13	83	59	10	3	2	0	0	0	0	0	0	0	0	171
	10:00	3	1	20	72	53	14	2	0	0	0	0	0	0	0	0	0	165
	11:00	2	2	31	93	59	7	1	0	0	0	0	0	0	0	0	0	195
	12:00	1	2	25	101	55	11	3	1	0	0	0	0	0	0	0	0	199
	13:00	2	3	31	121	83	14	3	1	0	0	0	0	0	0	0	0	258
	14:00	2	3	39	122	95	15	1	0	0	0	0	0	0	0	0	0	277
	15:00	1	2	17	106	73	19	2	0	0	0	0	0	0	0	0	0	220
	16:00	2	0	13	105	91	32	0	1	0	0	0	0	0	0	0	0	244
	17:00	1	2	8	90	70	15	0	0	0	0	0	0	0	0	0	0	186
	18:00	1	1	5	43	58	17	3	0	0	0	0	0	0	0	0	0	128
	19:00	0	1	10	36	29	6	0	1	0	0	0	0	0	0	0	0	83
	20:00	0	0	4	33	28	7	2	0	1	0	0	0	0	0	0	0	75
	21:00	0	1	8	24	25	6	0	0	0	0	0	0	0	0	0	0	64
	22:00	1	1	6	12	12	3	2	0	0	0	0	0	0	0	0	0	37
	23:00	1	0	2	9	16	3	0	1	0	0	0	0	0	0	0	0	32
Daily Total :		21	26	307	1426	1178	289	38	12	3	0	0	0	0	0	0	0	3300
Percent :		1%	1%	9%	43%	36%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	11%	54%	90%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	13	59	49	12	2	1	0	0	0	0	0	0	0	0	138

Average Speed 34.7 mph	5% Speed : 27.0 mph	15% Speed : 30.5 mph	50% Speed : 34.5 mph
67% Speed : 36.8 mph	85% Speed : 39.3 mph	95% Speed : 43.0 mph	99% Speed : 47.6 mph

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
02/23/13	00:00	0	0	1	3	8	1	0	0	0	0	0	0	0	0	0	0	13
Sat	01:00	0	0	1	3	1	2	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
	06:00	0	0	3	12	4	5	0	0	0	0	0	0	0	0	0	0	24
	07:00	0	0	5	35	25	12	2	0	0	0	0	0	0	0	0	0	79
	08:00	0	1	15	39	56	16	2	0	0	0	0	0	0	0	0	0	129
	09:00	1	1	6	79	67	16	2	1	0	0	0	0	0	0	0	0	173
	10:00	0	0	17	73	69	15	0	0	0	0	0	0	0	0	0	0	174
	11:00	3	0	23	90	71	24	3	0	0	0	0	0	0	0	0	0	214
	12:00	1	0	26	101	65	18	0	0	0	0	0	0	0	0	0	0	211
	13:00	2	2	20	83	61	13	0	0	0	0	0	0	0	0	0	0	181
	14:00	3	1	24	96	60	14	2	0	0	0	0	0	0	0	0	0	200
	15:00	1	3	26	79	67	9	0	0	0	0	0	0	0	0	0	0	185
	16:00	3	1	34	90	48	11	3	0	0	0	0	0	0	0	0	0	190
	17:00	0	1	9	81	48	8	1	1	0	0	0	0	0	0	0	0	149
	18:00	0	3	8	63	54	8	1	0	0	0	0	0	0	0	0	0	137
	19:00	1	1	11	41	34	3	1	0	0	0	0	0	0	0	0	0	92
	20:00	0	1	8	27	20	8	0	2	0	0	0	0	0	0	0	0	66
	21:00	1	0	5	34	21	4	1	0	0	0	0	0	0	0	0	0	66
	22:00	1	0	3	15	24	3	0	0	0	0	0	0	0	0	0	0	46
	23:00	0	1	5	8	10	5	0	0	0	0	0	0	0	0	0	0	29
Daily Total :		18	16	252	1060	818	196	19	4	0	0	0	0	0	0	0	0	2383
Percent :		1%	1%	11%	44%	34%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	12%	56%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	11	44	34	8	1	0	0	0	0	0	0	0	0	0	100

Average Speed 34.4 mph	5% Speed : 26.8 mph	15% Speed : 30.3 mph	50% Speed : 34.3 mph
67% Speed : 36.6 mph	85% Speed : 39.1 mph	95% Speed : 42.5 mph	99% Speed : 45.0 mph

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
02/24/13	00:00	0	0	3	8	8	0	0	0	0	0	0	0	0	0	0	0	19
Sun	01:00	0	0	2	12	3	2	0	0	0	0	0	0	0	0	0	0	19
	02:00	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	1	3	3	4	6	0	0	0	0	0	0	0	0	0	0	17
	07:00	1	0	4	19	19	2	2	1	0	0	0	0	0	0	0	0	48
	08:00	0	0	6	29	28	4	0	0	0	0	0	0	0	0	0	0	67
	09:00	1	1	3	55	44	8	2	0	0	0	0	0	0	0	0	0	114
	10:00	0	3	9	55	44	12	1	0	0	0	0	0	0	0	0	0	124
	11:00	4	1	18	67	65	10	1	0	0	0	0	0	0	0	0	0	166
	12:00	0	1	15	100	56	11	0	0	0	0	0	0	0	0	0	0	183
	13:00	0	3	10	72	66	17	0	0	0	1	0	0	0	0	0	0	169
	14:00	1	1	15	62	53	6	2	0	0	0	0	0	0	0	0	0	140
	15:00	0	0	15	84	62	16	1	0	0	0	0	0	0	0	0	0	178
	16:00	1	2	21	72	59	11	2	0	0	0	0	0	0	0	0	0	168
	17:00	1	1	11	53	40	12	0	1	1	0	0	0	0	0	0	0	120
	18:00	0	0	8	26	36	5	3	0	0	0	0	0	0	0	0	0	78
	19:00	0	0	6	32	27	8	3	0	0	0	0	0	0	0	0	0	76
	20:00	1	0	7	18	16	1	0	0	0	0	0	0	0	0	0	0	43
	21:00	0	0	3	14	18	2	0	0	0	0	0	0	0	0	0	0	37
	22:00	0	0	4	13	11	4	1	0	0	0	0	0	0	0	0	0	33
	23:00	0	0	2	10	2	1	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		10	14	167	811	669	138	18	2	1	1	0	0	0	0	0	0	1831
Percent :		1%	1%	9%	44%	37%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	10%	55%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	7	34	28	6	1	0	0	0	0	0	0	0	0	0	77

Average Speed 34.5 mph	5% Speed : 27.2 mph	15% Speed : 30.5 mph	50% Speed : 34.5 mph
67% Speed : 36.8 mph	85% Speed : 39.1 mph	95% Speed : 42.4 mph	99% Speed : 47.2 mph

		#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: EB Candelaria - East Leg

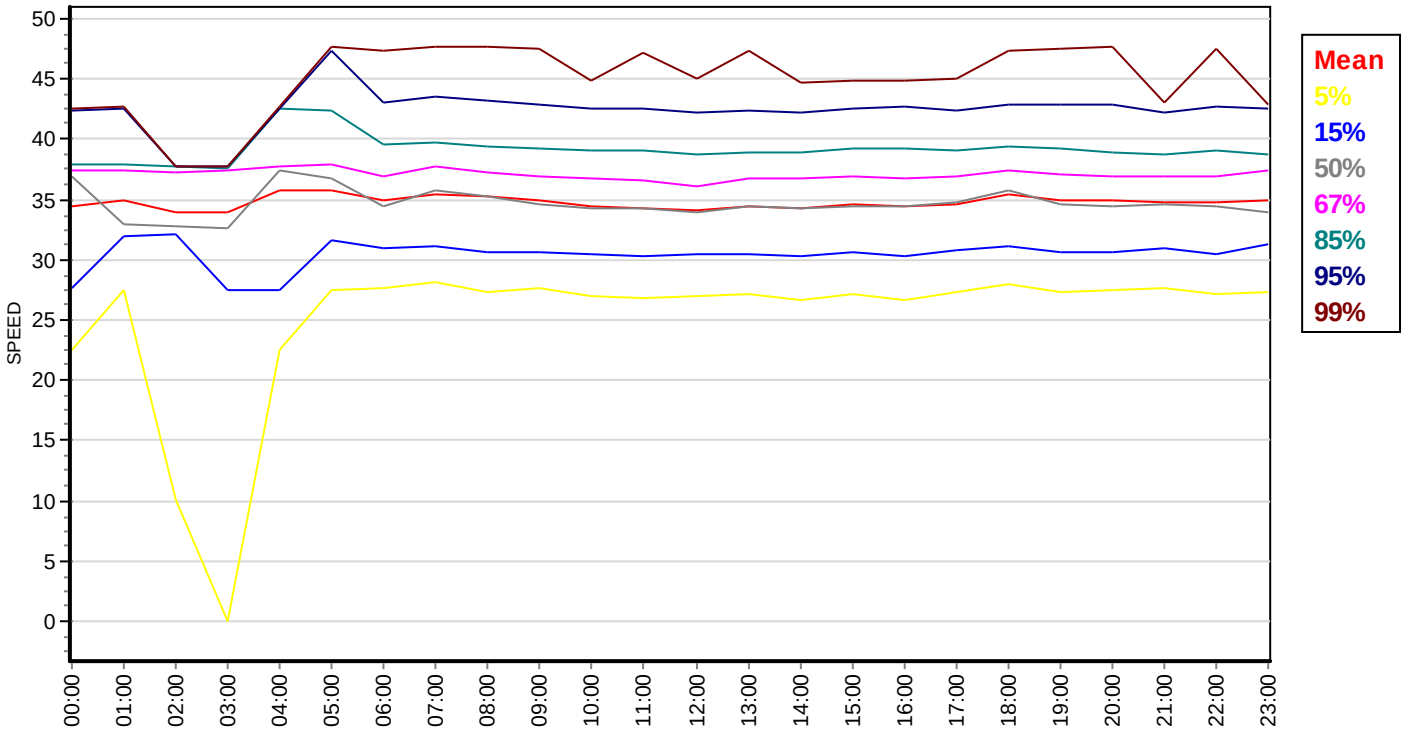
Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total :	105	123	1482	7305	6363	1497	206	29	5	2	0	0	0	0	0	0	17117
Percent :	1%	1%	9%	43%	37%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	1%	10%	53%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	10	51	44	10	1	0	0	0	0	0	0	0	0	0	118

ADT = 2852

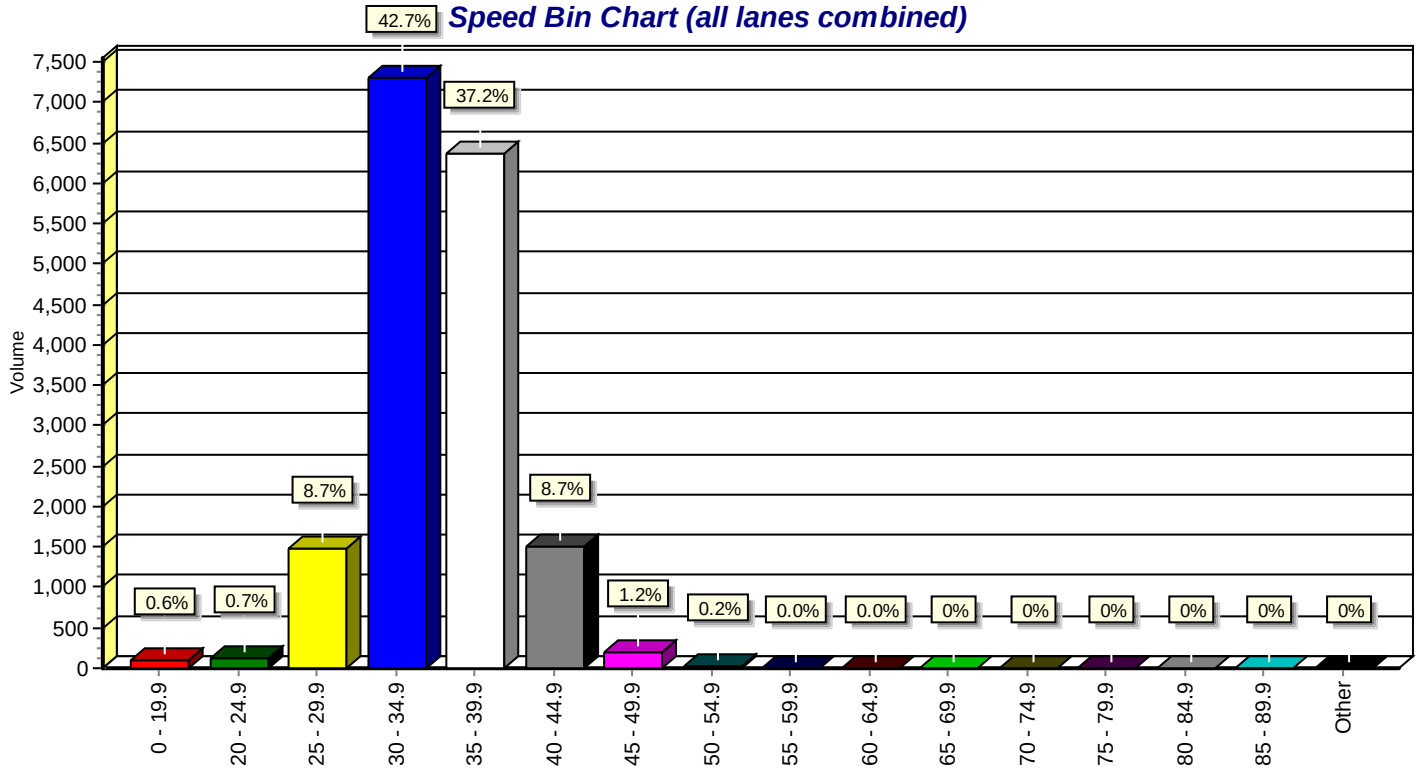
Average Speed 34.7 mph	5% Speed : 27.2 mph	15% Speed : 30.6 mph	50% Speed : 34.7 mph
67% Speed : 37.0 mph	85% Speed : 39.3 mph	95% Speed : 42.9 mph	99% Speed : 46.9 mph

EB Candelaria - East Leg Charts For Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: WB Candelaria - East Leg

Station ID : WB Candelaria - East Leg
Info Line 1 : East of Rio Grande
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : WB CAND EOF RG.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 10444
Number of Lanes : 1
Posted Speed Limit :

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 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	8
Tue	01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	4
	04:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	1	1	2	4	1	1	0	0	0	0	0	0	0	0	0	10
	06:00	0	0	2	7	15	10	2	2	0	0	0	0	0	0	0	0	38
	07:00	0	2	5	74	109	33	11	3	0	0	0	0	0	0	0	0	237
	08:00	0	2	5	55	51	22	5	2	0	0	0	0	0	0	0	0	142
	09:00	0	1	8	50	57	22	8	1	1	0	0	0	0	0	0	0	148
	10:00	8	1	18	48	51	23	5	1	0	0	0	0	0	0	0	0	155
	11:00	1	2	12	64	79	29	6	0	0	0	0	0	0	0	0	0	193
	12:00	0	3	14	61	64	38	4	0	0	0	0	0	0	0	0	0	184
	13:00	2	2	6	60	83	39	8	0	0	0	0	0	0	0	0	0	200
	14:00	1	1	18	118	131	53	8	0	0	0	0	0	0	0	0	0	330
	15:00	2	0	15	97	114	29	5	3	0	0	0	0	0	0	0	0	265
	16:00	2	3	27	102	153	51	5	0	0	0	0	0	0	0	0	0	343
	17:00	0	1	20	129	178	46	6	3	0	0	0	0	0	0	0	0	383
	18:00	0	1	5	57	82	23	7	0	0	0	0	0	0	0	0	0	175
	19:00	1	0	6	33	50	19	2	0	0	0	0	0	0	0	0	0	111
	20:00	1	0	4	36	41	11	0	0	0	0	0	0	0	0	0	0	93
	21:00	0	0	5	9	22	8	1	0	0	0	0	0	0	0	0	0	45
	22:00	1	0	0	5	11	7	1	0	0	0	0	0	0	0	0	0	25
	23:00	0	0	1	3	5	4	0	0	0	0	0	0	0	0	0	0	13
Daily Total :		19	20	173	1018	1306	470	85	15	2	0	0	0	0	0	0	0	3108
Percent :		1%	1%	6%	33%	42%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	7%	40%	82%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	7	42	54	20	4	1	0	0	0	0	0	0	0	0	130

Average Speed 36.1 mph | 5% Speed : 28.2 mph | 15% Speed : 31.3 mph | 50% Speed : 36.4 mph
67% Speed : 38.3 mph | 85% Speed : 41.1 mph | 95% Speed : 44.4 mph | 99% Speed : 49.0 mph

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
02/20/13	00:00	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	1	2	2	1	0	0	0	0	0	0	0	0	0	7
	06:00	0	0	1	13	13	13	2	1	0	0	0	0	0	0	0	0	43
	07:00	2	0	15	71	103	21	5	0	0	0	0	0	0	0	0	0	217
	08:00	1	0	8	41	57	18	4	0	0	0	0	0	0	0	0	0	129
	09:00	0	0	7	55	62	19	10	0	0	0	0	0	0	0	0	0	153
	10:00	0	1	9	53	63	30	2	0	0	0	0	0	0	0	0	0	158
	11:00	0	0	12	76	82	29	2	1	0	0	0	0	0	0	0	0	202
	12:00	2	1	12	75	90	18	3	0	0	0	0	0	0	0	0	0	201
	13:00	0	0	15	60	75	20	4	0	0	0	0	0	0	0	0	0	174
	14:00	0	1	21	134	119	45	3	1	0	0	0	0	0	0	0	0	324
	15:00	2	0	21	108	109	21	2	1	0	0	0	0	0	0	0	0	264
	16:00	1	1	20	99	136	37	8	0	0	0	0	0	0	0	0	0	302
	17:00	1	5	23	145	170	38	2	0	0	1	0	0	0	0	0	0	385
	18:00	2	1	13	61	80	21	2	0	0	0	0	0	0	0	0	0	180
	19:00	2	1	5	59	46	16	4	0	0	0	0	0	0	0	0	0	133
	20:00	0	0	8	37	37	14	6	0	1	1	0	0	0	0	0	0	104
	21:00	1	1	7	86	105	32	5	0	0	0	0	0	0	0	0	0	237
	22:00	0	0	2	10	20	13	0	1	0	0	0	0	0	0	0	0	46
	23:00	0	0	0	6	4	3	1	0	0	0	0	0	0	0	0	0	14
Daily Total :		14	15	199	1194	1377	415	66	5	1	2	0	0	0	0	0	0	3288
Percent :		0%	0%	6%	36%	42%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	7%	43%	85%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	8	50	57	17	3	0	0	0	0	0	0	0	0	0	137

Average Speed 35.7 mph	5% Speed : 28.3 mph	15% Speed : 31.1 mph	50% Speed : 35.9 mph
67% Speed : 37.8 mph	85% Speed : 40.0 mph	95% Speed : 43.9 mph	99% Speed : 48.0 mph

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
02/21/13	00:00	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
Thu	01:00	0	0	2	2	1	1	1	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	1	4	3	1	1	0	0	0	0	0	0	0	0	0	10
	06:00	0	0	0	5	8	6	0	0	0	0	0	0	0	0	0	0	19
	07:00	1	0	5	33	21	6	1	0	0	0	0	0	0	0	0	0	67
	08:00	0	7	7	33	37	12	7	0	0	0	0	0	0	0	0	0	103
	09:00	1	0	14	94	102	34	3	1	0	0	0	0	0	0	0	0	249
	10:00	0	2	11	57	77	28	2	0	0	0	0	0	0	0	0	0	177
	11:00	0	3	3	61	71	21	2	0	0	0	0	0	0	0	0	0	161
	12:00	0	1	4	60	94	22	5	3	0	0	0	0	0	0	0	0	189
	13:00	1	2	3	66	58	30	4	1	0	0	0	0	0	0	0	0	165
	14:00	0	1	17	97	140	38	6	0	0	0	0	0	0	0	0	0	299
	15:00	2	2	20	98	100	36	4	0	1	0	0	0	0	0	0	0	263
	16:00	1	0	5	85	118	52	12	1	0	1	0	0	0	0	0	0	275
	17:00	1	0	13	141	139	49	5	0	0	0	0	0	0	0	0	0	348
	18:00	1	4	10	62	79	21	4	1	0	0	0	0	0	0	0	0	182
	19:00	0	0	6	57	50	15	4	0	0	0	0	0	0	0	0	0	132
	20:00	0	0	2	58	74	22	4	0	2	0	0	0	0	0	0	0	162
	21:00	0	0	2	24	34	4	1	1	0	0	0	0	0	0	0	0	66
	22:00	0	1	0	7	15	4	2	0	0	0	0	0	0	0	0	0	29
	23:00	0	0	4	4	4	4	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		8	23	129	1052	1227	407	69	9	3	2	0	0	0	0	0	0	2929
Percent :		0%	1%	4%	36%	42%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	5%	41%	83%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	5	44	51	17	3	0	0	0	0	0	0	0	0	0	121

Average Speed 36.0 mph	5% Speed : 29.1 mph	15% Speed : 31.3 mph	50% Speed : 36.1 mph
67% Speed : 38.1 mph	85% Speed : 40.6 mph	95% Speed : 44.2 mph	99% Speed : 48.7 mph

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
02/22/13	00:00	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
Fri	01:00	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	1	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	1	1	2	1	2	0	0	0	0	0	0	0	0	0	8
	06:00	0	1	0	7	22	7	2	3	0	0	0	0	0	0	0	0	42
	07:00	0	1	7	68	110	39	5	1	0	0	0	0	0	0	0	0	231
	08:00	0	1	2	38	70	22	4	1	0	0	0	0	0	0	0	0	138
	09:00	2	2	8	38	64	21	3	0	0	0	0	0	0	0	0	0	138
	10:00	2	3	10	69	65	19	4	0	0	0	0	0	0	0	0	0	172
	11:00	0	1	15	67	72	36	3	0	0	0	0	0	0	0	0	0	194
	12:00	0	1	14	96	103	32	7	0	0	0	0	0	0	0	0	0	253
	13:00	2	2	7	113	108	36	12	0	0	0	0	0	0	0	0	0	280
	14:00	0	7	34	140	163	44	7	0	0	0	0	0	0	0	0	0	395
	15:00	2	1	21	143	144	25	6	1	1	0	0	0	0	0	0	0	344
	16:00	3	3	17	179	179	44	6	0	0	0	0	0	0	0	0	0	431
	17:00	0	0	23	154	211	32	4	0	0	0	0	0	0	0	0	0	424
	18:00	0	1	15	96	114	28	2	2	0	0	0	0	0	0	0	0	258
	19:00	0	0	10	69	69	10	3	0	0	0	0	0	0	0	0	0	161
	20:00	0	1	5	55	56	15	1	1	0	0	0	0	0	0	0	0	134
	21:00	0	0	11	32	40	10	2	0	0	0	0	0	0	0	0	0	95
	22:00	0	2	2	28	20	10	5	0	0	0	0	0	0	0	0	0	67
	23:00	0	0	3	5	15	8	1	0	0	1	0	0	0	0	0	0	33
Daily Total :		12	28	205	1405	1636	443	79	9	1	1	0	0	0	0	0	0	3819
Percent :		0%	1%	5%	37%	43%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	6%	43%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	9	59	68	18	3	0	0	0	0	0	0	0	0	0	159

Average Speed 35.7 mph	5% Speed : 28.5 mph	15% Speed : 31.2 mph	50% Speed : 35.9 mph
67% Speed : 37.8 mph	85% Speed : 39.8 mph	95% Speed : 43.7 mph	99% Speed : 48.2 mph

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
02/23/13	00:00	0	0	2	5	4	1	0	0	0	0	0	0	0	0	0	0	12
Sat	01:00	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	1	1	3	4	3	3	0	0	0	0	0	0	0	0	0	15
	07:00	0	0	0	9	18	8	2	0	0	0	0	0	0	0	0	0	37
	08:00	1	1	10	38	30	14	2	2	0	0	0	0	0	0	0	0	98
	09:00	1	0	3	40	44	16	1	1	0	0	0	0	0	0	0	0	106
	10:00	0	1	9	40	74	30	3	2	1	0	0	0	0	0	0	0	160
	11:00	2	1	14	70	78	24	7	1	0	0	0	0	0	0	0	0	197
	12:00	3	5	12	89	88	36	5	2	0	0	0	0	0	0	0	0	240
	13:00	0	1	15	57	96	19	4	2	0	0	0	0	0	0	0	0	194
	14:00	1	1	8	69	79	24	8	0	1	0	0	0	0	0	0	0	191
	15:00	2	2	6	54	82	38	1	1	0	0	0	0	0	0	0	0	186
	16:00	2	0	7	51	85	32	7	0	0	0	0	0	0	0	0	0	184
	17:00	0	2	9	63	65	20	4	0	0	0	0	0	0	0	0	0	163
	18:00	1	0	4	61	50	23	4	0	0	0	0	0	0	0	0	0	143
	19:00	0	1	5	33	48	27	2	1	0	1	0	0	0	0	0	0	118
	20:00	0	0	6	38	23	8	0	0	0	0	0	0	0	0	0	0	75
	21:00	0	0	5	25	16	8	0	1	0	0	0	0	0	0	0	0	55
	22:00	0	2	1	18	15	11	1	1	0	0	0	0	0	0	0	0	49
	23:00	1	0	0	9	9	4	1	0	0	0	0	0	0	0	0	0	24
Daily Total :		14	18	118	776	919	350	55	14	2	1	0	0	0	0	0	0	2267
Percent :		1%	1%	5%	34%	41%	15%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	7%	41%	81%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	5	32	38	15	2	1	0	0	0	0	0	0	0	0	95

Average Speed 36.0 mph	5% Speed : 28.2 mph	15% Speed : 31.3 mph	50% Speed : 36.2 mph
67% Speed : 38.2 mph	85% Speed : 41.3 mph	95% Speed : 44.4 mph	99% Speed : 48.8 mph

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
02/24/13	00:00	0	0	0	4	10	3	0	0	0	0	0	0	0	0	0	0	17
Sun	01:00	1	0	1	6	11	3	2	0	0	0	0	0	0	0	0	0	24
	02:00	0	0	1	4	5	2	1	0	0	0	0	0	0	0	0	0	13
	03:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	2	5	3	1	1	0	0	0	0	0	0	0	0	0	13
	07:00	0	0	3	8	8	5	2	1	0	0	0	0	0	0	0	0	27
	08:00	0	0	3	22	16	8	0	0	0	0	0	0	0	0	0	0	49
	09:00	0	1	3	28	35	10	7	0	0	0	0	0	0	0	0	0	84
	10:00	2	0	4	35	39	18	6	0	0	0	0	0	0	0	0	0	104
	11:00	0	3	14	48	48	31	3	0	0	0	0	0	0	0	0	0	147
	12:00	0	0	10	47	71	26	5	0	0	0	0	0	0	0	0	0	159
	13:00	3	3	7	56	91	24	1	0	0	0	0	0	0	0	0	0	185
	14:00	0	0	3	41	74	39	7	0	0	0	0	0	0	0	0	0	164
	15:00	0	0	5	63	60	16	8	1	1	0	0	0	0	0	0	0	154
	16:00	0	2	4	51	64	13	5	1	0	0	0	0	0	0	0	0	140
	17:00	0	0	7	54	53	16	3	1	0	0	1	0	0	0	0	0	135
	18:00	0	1	4	40	32	8	3	0	0	0	0	0	0	0	0	0	88
	19:00	0	0	5	25	36	13	2	0	0	0	0	0	0	0	0	0	81
	20:00	0	0	7	15	19	11	3	0	0	0	0	0	0	0	0	0	55
	21:00	0	1	3	11	15	6	1	1	0	0	0	0	0	0	0	0	38
	22:00	0	2	4	12	13	3	0	0	0	0	0	0	0	0	0	0	34
	23:00	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		7	14	90	580	711	257	60	5	1	0	1	0	0	0	0	0	1726
Percent :		0%	1%	5%	34%	41%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	6%	40%	81%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	4	24	30	11	3	0	0	0	0	0	0	0	0	0	73

Average Speed 36.2 mph	5% Speed : 28.4 mph	15% Speed : 31.3 mph	50% Speed : 36.3 mph
67% Speed : 38.3 mph	85% Speed : 41.3 mph	95% Speed : 44.6 mph	99% Speed : 48.7 mph

		#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: WB Candelaria - East Leg

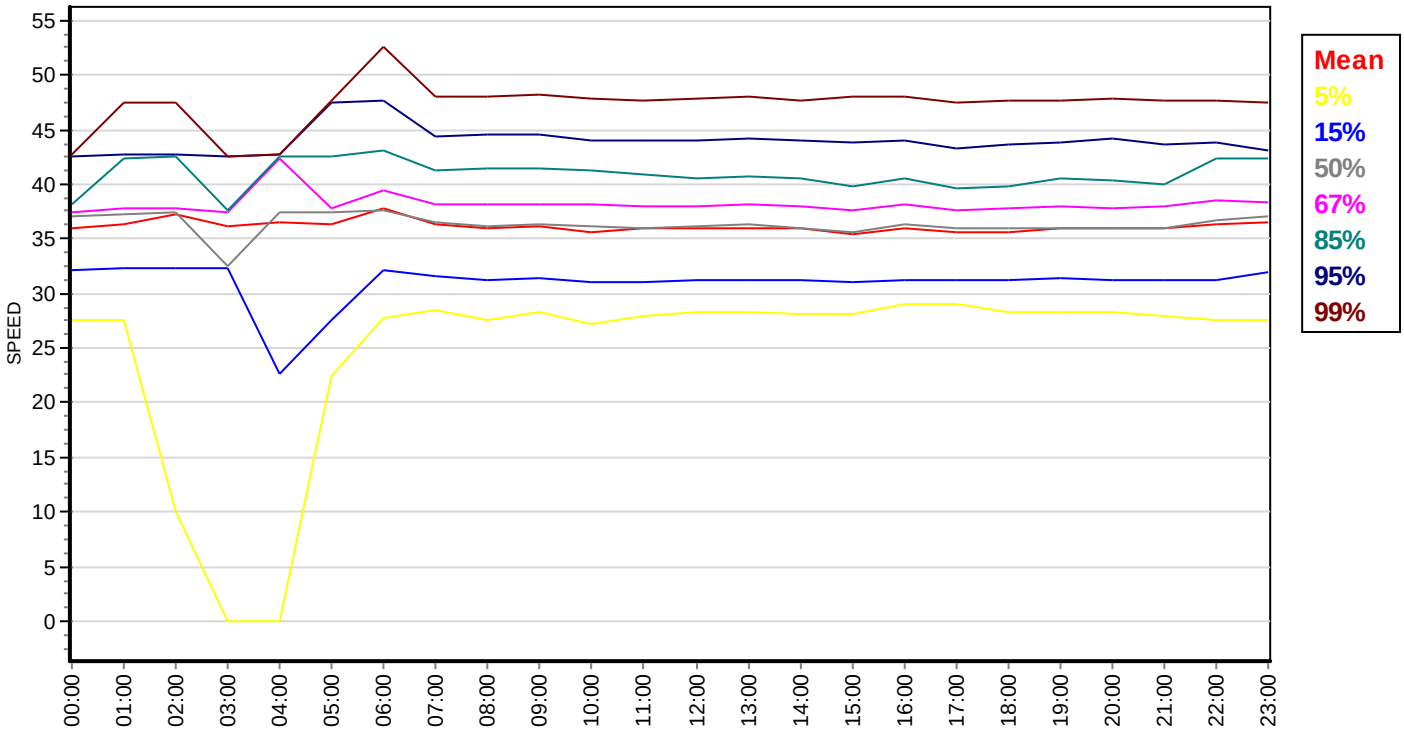
Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total :	74	118	914	6025	7176	2342	414	57	10	6	1	0	0	0	0	0	17137
Percent :	0%	1%	5%	35%	42%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	1%	6%	42%	83%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	6	42	50	16	3	0	0	0	0	0	0	0	0	0	119

ADT = 2856

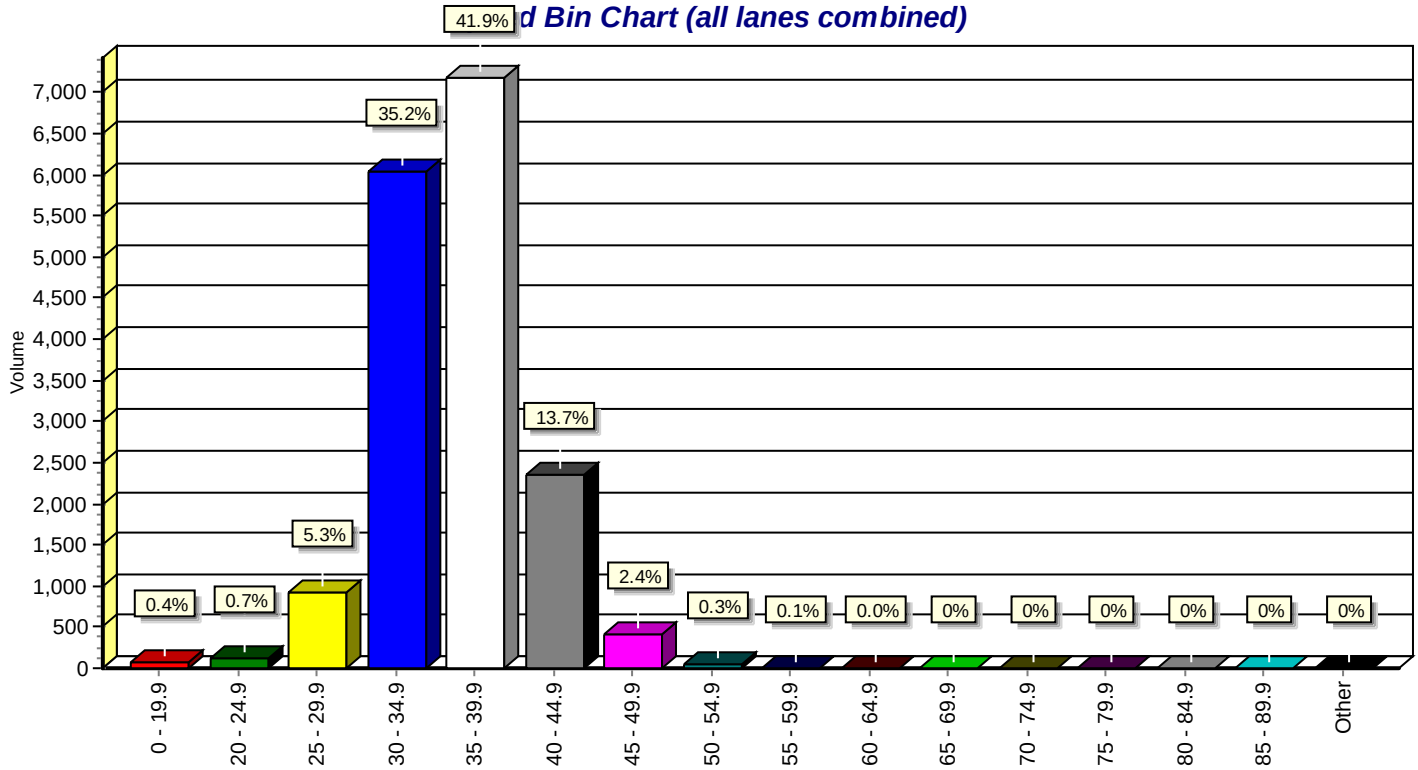
Average Speed 35.9 mph	5% Speed : 28.6 mph	15% Speed : 31.2 mph	50% Speed : 36.0 mph
67% Speed : 38.0 mph	85% Speed : 40.6 mph	95% Speed : 44.2 mph	99% Speed : 48.8 mph

WB Candelaria - East Leg Charts For Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

Speed Percent vs. Time (all lanes)



d Bin Chart (all lanes combined)



Special Speed Study Report: EB Candelaria - West Leg

Station ID : EB Candelaria - West Leg
Info Line 1 : West of Rio Grande
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : EB CAND WOF RG.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number :
Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	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	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	3	7	7	1	0	0	0	0	0	0	0	0	0	0	0	18
	06:00	3	9	10	9	5	0	0	0	0	0	0	0	0	0	0	0	36
	07:00	1	19	23	38	11	0	0	0	0	0	0	0	0	0	0	0	92
	08:00	4	6	25	19	5	1	0	0	0	0	0	0	0	0	0	0	60
	09:00	3	13	23	17	4	0	0	0	0	0	0	0	0	0	0	0	60
	10:00	1	17	21	13	3	0	0	0	0	0	0	0	0	0	0	0	55
	11:00	0	10	26	20	7	2	0	0	0	0	0	0	0	0	0	0	65
	12:00	2	9	33	23	6	0	0	0	0	0	0	0	0	0	0	0	73
	13:00	3	6	37	24	4	0	0	0	0	0	0	0	0	0	0	0	74
	14:00	5	13	33	17	5	0	0	0	0	0	0	0	0	0	0	0	73
	15:00	2	12	35	23	3	0	0	0	0	0	0	0	0	0	0	0	75
	16:00	5	22	25	18	1	0	0	0	0	0	0	0	0	0	0	0	71
	17:00	5	10	30	22	5	0	0	0	0	0	0	0	0	0	0	0	72
	18:00	1	8	21	13	1	1	0	0	0	0	0	0	0	0	0	0	45
	19:00	0	7	24	22	3	0	0	0	0	0	0	0	0	0	0	0	56
	20:00	0	2	11	5	1	1	0	0	0	0	0	0	0	0	0	0	20
	21:00	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		36	172	396	293	66	5	0	0	0	0	0	0	0	0	0	0	968
Percent :		4%	18%	41%	30%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	21%	62%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	7	17	12	3	0	0	0	0	0	0	0	0	0	0	0	41

Average Speed 28.1 mph	5% Speed : 20.4 mph	15% Speed : 23.1 mph	50% Speed : 28.5 mph
67% Speed : 30.9 mph	85% Speed : 33.6 mph	95% Speed : 36.8 mph	99% Speed : 39.3 mph

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
02/20/13	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	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	3	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	13
	06:00	2	4	20	8	2	1	0	0	0	0	0	0	0	0	0	0	37
	07:00	2	10	31	34	3	0	0	0	0	0	0	0	0	0	0	0	80
	08:00	1	13	34	26	8	1	0	0	0	0	0	0	0	0	0	0	83
	09:00	2	8	16	17	5	0	0	0	0	0	0	0	0	0	0	0	48
	10:00	4	9	24	21	1	0	0	0	0	0	0	0	0	0	0	0	59
	11:00	4	14	34	13	2	0	0	0	0	0	0	0	0	0	0	0	67
	12:00	6	12	25	15	1	1	0	0	0	0	0	0	0	0	0	0	60
	13:00	4	11	26	11	5	1	0	0	0	0	0	0	0	0	0	0	58
	14:00	1	6	14	12	3	0	0	0	0	0	0	0	0	0	0	0	36
	15:00	0	6	26	17	4	0	0	0	0	0	0	0	0	0	0	0	53
	16:00	2	6	19	16	3	0	0	0	0	0	0	0	0	0	0	0	46
	17:00	4	4	24	12	4	0	0	0	0	0	0	0	0	0	0	0	48
	18:00	3	8	24	13	5	0	0	0	0	0	0	0	0	0	0	0	53
	19:00	0	4	16	12	4	0	0	0	0	0	0	0	0	0	0	0	36
	20:00	0	3	9	5	1	1	0	0	0	0	0	0	0	0	0	0	19
	21:00	1	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	22:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		40	122	354	246	52	5	0	0	0	0	0	0	0	0	0	0	819
Percent :		5%	15%	43%	30%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	20%	63%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	5	15	10	2	0	0	0	0	0	0	0	0	0	0	0	34

Average Speed 28.1 mph	5% Speed : 11.3 mph	15% Speed : 23.2 mph	50% Speed : 28.4 mph
67% Speed : 30.6 mph	85% Speed : 33.6 mph	95% Speed : 36.9 mph	99% Speed : 38.9 mph

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
02/21/13	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	2	9	1	1	0	0	0	0	0	0	0	0	0	0	0	13
	06:00	2	4	5	8	3	0	0	0	0	0	0	0	0	0	0	0	22
	07:00	0	14	27	17	1	0	0	0	0	0	0	0	0	0	0	0	59
	08:00	4	15	25	18	4	2	0	0	0	0	0	0	0	0	0	0	68
	09:00	5	10	39	20	5	1	0	0	0	0	0	0	0	0	0	0	80
	10:00	3	11	26	19	5	0	0	0	0	0	0	0	0	0	0	0	64
	11:00	0	11	21	21	3	2	0	0	0	0	0	0	0	0	0	0	58
	12:00	2	9	25	13	3	1	0	0	0	0	0	0	0	0	0	0	53
	13:00	3	7	25	12	3	1	0	0	0	0	0	0	0	0	0	0	51
	14:00	5	7	21	16	3	0	0	0	0	0	0	0	0	0	0	0	52
	15:00	1	4	32	8	5	0	0	0	0	0	0	0	0	0	0	0	50
	16:00	2	12	27	12	7	0	0	0	0	0	0	0	0	0	0	0	60
	17:00	2	10	33	9	2	0	0	0	0	0	0	0	0	0	0	0	56
	18:00	1	14	15	20	3	0	0	0	0	0	0	0	0	0	0	0	53
	19:00	0	12	24	8	1	0	0	0	0	0	0	0	0	0	0	0	45
	20:00	1	3	6	7	1	0	0	0	0	0	0	0	0	0	0	0	18
	21:00	1	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		33	149	370	218	52	7	0	0	0	0	0	0	0	0	0	0	829
Percent :		4%	18%	45%	26%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	22%	67%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	6	15	9	2	0	0	0	0	0	0	0	0	0	0	0	33

Average Speed 27.9 mph	5% Speed : 20.5 mph	15% Speed : 23.1 mph	50% Speed : 28.1 mph
67% Speed : 30.1 mph	85% Speed : 33.4 mph	95% Speed : 37.0 mph	99% Speed : 39.0 mph

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
02/22/13	00:00	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Fri	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	1	1	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	3	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	06:00	1	8	10	9	1	0	0	0	0	0	0	0	0	0	0	0	29
	07:00	2	9	33	26	9	2	0	0	0	0	0	0	0	0	0	0	81
	08:00	4	14	21	20	5	0	0	0	0	0	0	0	0	0	0	0	64
	09:00	2	12	32	20	5	0	0	0	0	0	0	0	0	0	0	0	71
	10:00	2	13	32	18	2	0	0	0	0	0	0	0	0	0	0	0	67
	11:00	4	10	29	26	3	0	0	0	0	0	0	0	0	0	0	0	72
	12:00	4	10	28	17	4	2	0	0	0	0	0	0	0	0	0	0	65
	13:00	2	17	31	20	5	1	0	0	0	0	0	0	0	0	0	0	76
	14:00	4	12	28	20	4	1	0	0	0	0	0	0	0	0	0	0	69
	15:00	2	9	29	13	3	0	0	0	0	0	0	0	0	0	0	0	56
	16:00	4	7	23	20	2	0	0	0	0	0	0	0	0	0	0	0	56
	17:00	0	8	26	21	3	0	0	0	0	0	0	0	0	0	0	0	58
	18:00	3	12	14	11	0	0	0	0	0	0	0	0	0	0	0	0	40
	19:00	0	7	13	4	0	1	0	0	0	0	0	0	0	0	0	0	25
	20:00	0	1	9	6	3	0	0	0	0	0	0	0	0	0	0	0	19
	21:00	0	1	12	6	0	0	0	0	0	0	0	0	0	0	0	0	19
	22:00	0	0	3	1	0	2	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	5
Daily Total :		38	150	384	263	50	10	1	0	0	0	0	0	0	0	0	0	896
Percent :		4%	17%	43%	29%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	21%	64%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	6	16	11	2	0	0	0	0	0	0	0	0	0	0	0	37

Average Speed 28.1 mph	5% Speed : 20.4 mph	15% Speed : 23.2 mph	50% Speed : 28.4 mph
67% Speed : 30.6 mph	85% Speed : 33.5 mph	95% Speed : 37.0 mph	99% Speed : 42.3 mph

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
02/23/13	00:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Sat	01:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	0	6	18	5	2	1	0	0	0	0	0	0	0	0	0	0	32
	08:00	2	8	22	19	3	0	0	0	0	0	0	0	0	0	0	0	54
	09:00	4	11	35	26	2	0	1	0	0	0	0	0	0	0	0	0	79
	10:00	2	16	45	28	5	0	0	0	0	0	0	0	0	0	0	0	96
	11:00	4	10	46	24	8	0	0	0	0	0	0	0	0	0	0	0	92
	12:00	2	15	39	23	4	0	0	0	0	0	0	0	0	0	0	0	83
	13:00	8	25	55	20	4	0	0	0	0	0	0	0	0	0	0	0	112
	14:00	3	29	52	19	3	0	0	0	0	0	0	0	0	0	0	0	106
	15:00	4	29	34	16	3	0	0	0	0	0	0	0	0	0	0	0	86
	16:00	8	24	31	16	2	0	0	0	0	0	0	0	0	0	0	0	81
	17:00	4	23	43	13	5	1	1	0	0	0	0	0	0	0	0	0	90
	18:00	7	13	26	10	1	0	0	0	0	0	0	0	0	0	0	0	57
	19:00	0	2	13	5	4	0	0	0	0	0	0	0	0	0	0	0	24
	20:00	0	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	1	2	7	5	1	0	0	0	0	0	0	0	0	0	0	0	16
	22:00	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		55	219	488	240	50	2	2	0	0	0	0	0	0	0	0	0	1056
Percent :		5%	21%	46%	23%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	26%	72%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	9	20	10	2	0	0	0	0	0	0	0	0	0	0	0	43

Average Speed 27.2 mph	5% Speed : 11.6 mph	15% Speed : 22.4 mph	50% Speed : 27.6 mph
67% Speed : 29.4 mph	85% Speed : 32.8 mph	95% Speed : 36.0 mph	99% Speed : 38.6 mph

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
02/24/13	00:00	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Sun	01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
	07:00	0	9	11	6	0	0	0	0	0	0	0	0	0	0	0	0	26
	08:00	2	2	18	13	1	0	0	0	0	0	0	0	0	0	0	0	36
	09:00	1	12	18	11	2	0	0	0	0	0	0	0	0	0	0	0	44
	10:00	2	8	33	16	5	1	0	0	0	0	0	0	0	0	0	0	65
	11:00	6	12	29	15	4	0	0	0	0	0	0	0	0	0	0	0	66
	12:00	4	14	29	23	7	1	0	0	0	0	0	0	0	0	0	0	78
	13:00	1	10	27	23	3	1	0	0	0	0	0	0	0	0	0	0	65
	14:00	2	7	25	12	5	0	0	0	0	0	0	0	0	0	0	0	51
	15:00	1	14	31	28	2	0	0	0	0	0	0	0	0	0	0	0	76
	16:00	1	19	30	17	2	0	0	0	0	0	0	0	0	0	0	0	69
	17:00	2	9	19	8	2	0	0	0	0	0	0	0	0	0	0	0	40
	18:00	1	6	16	8	1	0	0	0	0	0	0	0	0	0	0	0	32
	19:00	1	3	13	3	5	0	0	0	0	0	0	0	0	0	0	0	25
	20:00	2	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	1	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	0	5	9	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	23:00	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		28	141	320	200	40	5	0	0	0	0	0	0	0	0	0	0	734
Percent :		4%	19%	44%	27%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	23%	67%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	6	13	8	2	0	0	0	0	0	0	0	0	0	0	0	30

Average Speed 27.8 mph	5% Speed : 20.6 mph	15% Speed : 22.9 mph	50% Speed : 28.1 mph
67% Speed : 30.0 mph	85% Speed : 33.2 mph	95% Speed : 36.8 mph	99% Speed : 38.6 mph

		#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: EB Candelaria - West Leg

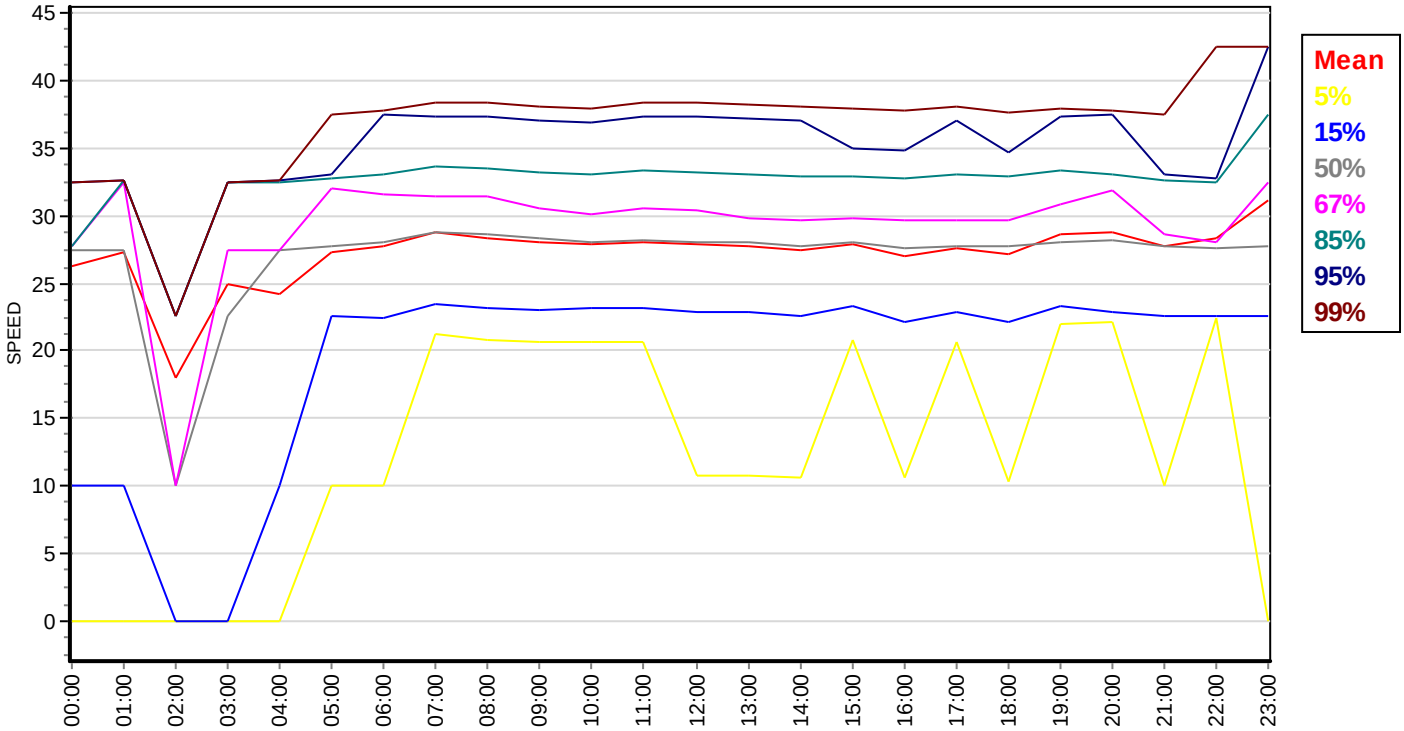
Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total :	230	953	2312	1460	310	34	3	0	0	0	0	0	0	0	0	0	5302
Percent :	4%	18%	44%	28%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	4%	22%	66%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	7	16	10	2	0	0	0	0	0	0	0	0	0	0	0	37

ADT = 883

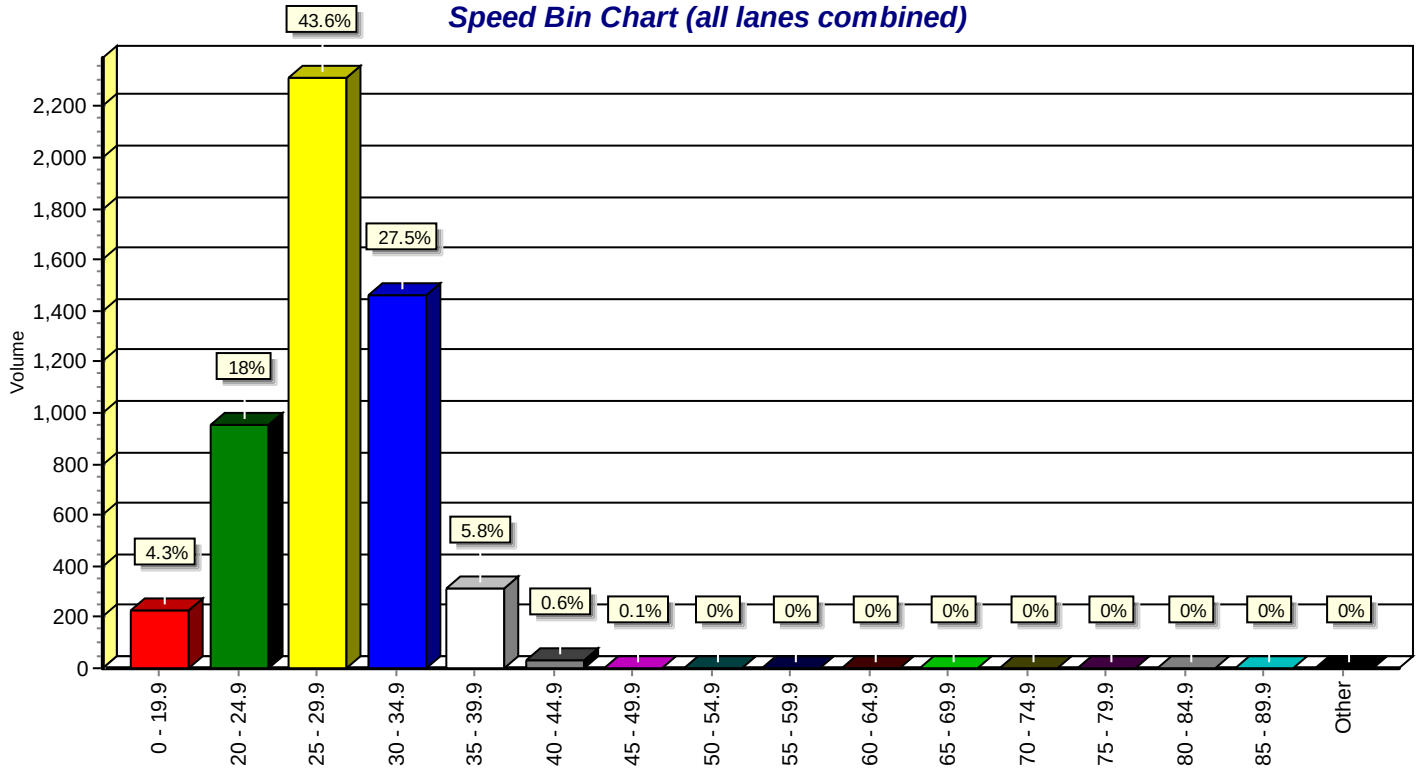
Average Speed 27.8 mph	5% Speed : 20.3 mph	15% Speed : 23.0 mph	50% Speed : 28.1 mph
67% Speed : 30.2 mph	85% Speed : 33.5 mph	95% Speed : 36.4 mph	99% Speed : 39.6 mph

EB Candelaria - West Leg Charts For Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: WB Candelaria - West Leg

Station ID : WB Candelaria - West Leg
Info Line 1 : West of Rio Grande
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : WB CAND WOF RG.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 10443
Number of Lanes : 1
Posted Speed Limit :

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 - 02/19/2013 To: 23:59 - 02/24/2013

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
02/19/13	00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	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	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	0	9	10	1	0	0	0	0	0	0	0	0	0	0	0	20
	08:00	2	7	16	9	1	0	0	0	0	0	0	0	0	0	0	0	35
	09:00	2	8	25	10	1	0	0	0	0	0	0	0	0	0	0	0	46
	10:00	3	11	29	12	0	0	0	0	0	0	0	0	0	0	0	0	55
	11:00	1	10	38	15	3	0	0	0	0	0	0	0	0	0	0	0	67
	12:00	3	9	40	21	3	0	0	0	0	0	0	0	0	0	0	0	76
	13:00	2	13	36	19	3	0	0	0	0	0	0	0	0	0	0	0	73
	14:00	2	10	40	23	3	0	0	0	0	0	0	0	0	0	0	0	78
	15:00	0	22	35	34	5	0	0	0	0	0	0	0	0	0	0	0	96
	16:00	11	28	53	28	2	1	0	0	0	0	0	0	0	0	0	0	123
	17:00	0	37	65	22	9	0	0	0	0	0	0	0	0	0	0	0	133
	18:00	1	30	33	9	1	0	0	0	0	0	0	0	0	0	0	0	74
	19:00	0	9	22	11	1	0	0	0	0	0	0	0	0	0	0	0	43
	20:00	1	9	14	13	1	0	0	0	0	0	0	0	0	0	0	0	38
	21:00	1	4	10	4	0	0	0	0	0	0	0	0	0	0	0	0	19
	22:00	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		32	216	480	248	36	1	0	0	0	0	0	0	0	0	0	0	1013
Percent :		3%	21%	47%	24%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		3%	24%	72%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	9	20	10	2	0	0	0	0	0	0	0	0	0	0	0	42

Average Speed 27.4 mph	5% Speed : 20.6 mph	15% Speed : 22.8 mph	50% Speed : 27.7 mph
67% Speed : 29.5 mph	85% Speed : 32.6 mph	95% Speed : 34.7 mph	99% Speed : 38.0 mph

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
02/20/13	00:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Wed	01:00	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	2	4	10	4	2	0	0	0	0	0	0	0	0	0	0	0	22
	08:00	0	5	16	16	3	0	0	0	0	0	0	0	0	0	0	0	40
	09:00	2	14	20	9	3	1	0	0	0	0	0	0	0	0	0	0	49
	10:00	5	12	34	12	3	0	0	0	0	0	0	0	0	0	0	0	66
	11:00	3	16	22	8	1	0	0	0	0	0	0	0	0	0	0	0	50
	12:00	7	15	31	8	4	0	0	0	0	0	0	0	0	0	0	0	65
	13:00	2	15	30	9	1	0	0	0	0	0	0	0	0	0	0	0	57
	14:00	0	20	25	10	5	0	0	0	0	0	0	0	0	0	0	0	60
	15:00	5	24	28	21	2	0	0	0	0	0	0	0	0	0	0	0	80
	16:00	2	19	46	19	3	0	0	0	0	0	0	0	0	0	0	0	89
	17:00	3	22	51	23	5	0	0	0	0	0	0	0	0	0	0	0	104
	18:00	1	16	29	17	3	0	1	0	0	0	0	0	0	0	0	0	67
	19:00	3	14	23	9	3	0	0	0	0	0	0	0	0	0	0	0	52
	20:00	0	9	18	8	1	0	0	0	0	0	0	0	0	0	0	0	36
	21:00	0	3	17	10	1	0	0	0	0	0	0	0	0	0	0	0	31
	22:00	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		39	213	408	190	44	1	1	0	0	0	0	0	0	0	0	0	896
Percent :		4%	24%	46%	21%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	28%	74%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	9	17	8	2	0	0	0	0	0	0	0	0	0	0	0	38

Average Speed 27.1 mph	5% Speed : 20.3 mph	15% Speed : 22.3 mph	50% Speed : 27.5 mph
67% Speed : 29.2 mph	85% Speed : 32.6 mph	95% Speed : 36.2 mph	99% Speed : 38.5 mph

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
02/21/13	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Thu	01:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	1	4	8	5	0	0	0	0	0	0	0	0	0	0	0	0	18
	08:00	4	8	15	5	0	0	0	0	0	0	0	0	0	0	0	0	32
	09:00	1	6	15	10	3	0	0	0	0	0	0	0	0	0	0	0	35
	10:00	0	14	25	12	1	0	0	0	0	0	0	0	0	0	0	0	52
	11:00	0	9	26	15	2	0	0	0	0	0	0	0	0	0	0	0	52
	12:00	3	12	20	21	0	0	0	0	0	0	0	0	0	0	0	0	56
	13:00	2	13	33	14	2	0	0	0	0	0	0	0	0	0	0	0	64
	14:00	1	18	32	14	3	1	0	0	0	0	0	0	0	0	0	0	69
	15:00	4	23	45	18	3	0	0	0	0	0	0	0	0	0	0	0	93
	16:00	6	25	42	18	3	0	0	0	0	0	0	0	0	0	0	0	94
	17:00	3	29	46	21	6	0	0	0	0	0	0	0	0	0	0	1	106
	18:00	1	25	32	18	4	0	0	0	0	0	0	0	0	0	0	0	80
	19:00	1	7	29	5	2	0	0	0	0	0	0	0	0	0	0	0	44
	20:00	1	6	19	7	2	0	0	0	0	0	0	0	0	0	0	0	35
	21:00	1	4	15	6	0	0	0	0	0	0	0	0	0	0	0	0	26
	22:00	1	5	10	6	2	0	0	0	0	0	0	0	0	0	0	0	24
	23:00	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		31	215	420	201	35	1	0	0	0	0	0	0	0	0	0	1	904
Percent :		3%	24%	46%	22%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		3%	27%	74%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	9	18	8	1	0	0	0	0	0	0	0	0	0	0	0	37

Average Speed 27.2 mph	5% Speed : 20.5 mph	15% Speed : 22.5 mph	50% Speed : 27.5 mph
67% Speed : 29.2 mph	85% Speed : 32.5 mph	95% Speed : 34.7 mph	99% Speed : 38.1 mph

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
02/22/13	00:00	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Fri	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	10
	07:00	1	7	11	9	2	0	0	0	0	0	0	0	0	0	0	0	30
	08:00	3	7	25	6	0	0	0	0	0	0	0	0	0	0	0	0	41
	09:00	3	13	20	9	0	0	0	0	0	0	0	0	0	0	0	0	45
	10:00	7	15	25	11	3	0	0	0	0	0	0	0	0	0	0	0	61
	11:00	5	22	31	18	2	0	0	0	0	0	0	0	0	0	0	0	78
	12:00	3	20	28	13	3	0	0	0	0	0	0	0	0	0	0	0	67
	13:00	2	22	50	15	3	0	0	0	0	0	0	0	0	0	0	0	92
	14:00	2	19	24	13	1	1	0	0	0	0	0	0	0	0	0	0	60
	15:00	5	23	29	21	1	0	0	0	0	0	0	0	0	0	0	0	79
	16:00	6	24	27	21	5	0	0	0	0	0	0	0	0	0	0	0	83
	17:00	4	20	39	26	1	0	0	0	0	0	0	0	0	0	0	0	90
	18:00	4	18	28	15	5	0	1	0	0	0	0	0	0	0	0	0	71
	19:00	1	10	19	9	2	0	0	0	0	0	0	0	0	0	0	0	41
	20:00	3	9	9	12	1	0	0	0	0	0	0	0	0	0	0	0	34
	21:00	0	6	19	10	1	0	0	0	0	0	0	0	0	0	0	0	36
	22:00	0	5	8	6	0	1	0	0	0	0	0	0	0	0	0	0	20
	23:00	0	0	4	2	0	0	1	0	0	0	0	0	0	0	0	0	7
Daily Total :		49	249	400	222	30	2	2	0	0	0	0	0	0	0	0	0	954
Percent :		5%	26%	42%	23%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	31%	73%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	10	17	9	1	0	0	0	0	0	0	0	0	0	0	0	39

Average Speed 26.8 mph	5% Speed : 11.4 mph	15% Speed : 22.1 mph	50% Speed : 27.3 mph
67% Speed : 29.3 mph	85% Speed : 32.5 mph	95% Speed : 34.5 mph	99% Speed : 38.1 mph

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
02/23/13	00:00	1	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	11
Sat	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	0	7	14	5	1	0	0	0	0	0	0	0	0	0	0	0	27
	08:00	2	16	46	11	2	0	0	0	0	0	0	0	0	0	0	0	77
	09:00	4	12	28	7	0	0	0	0	0	0	0	0	0	0	0	0	51
	10:00	3	18	41	22	2	0	0	0	0	0	0	0	0	0	0	0	86
	11:00	1	16	32	16	5	0	0	0	0	0	0	0	0	0	0	0	70
	12:00	5	13	57	22	6	0	0	0	0	0	0	0	0	0	0	0	103
	13:00	2	26	58	15	4	0	0	0	0	0	0	0	0	0	0	0	105
	14:00	4	27	51	20	3	1	0	0	0	0	0	0	0	0	0	0	106
	15:00	5	33	46	20	3	0	0	0	0	0	0	0	0	0	0	0	107
	16:00	4	13	46	10	1	0	0	0	0	0	0	0	0	0	0	0	74
	17:00	4	23	44	16	5	0	0	0	0	0	0	0	0	0	0	0	92
	18:00	4	19	24	10	1	0	0	0	0	0	0	0	0	0	0	0	58
	19:00	0	11	23	2	1	1	0	0	0	0	0	0	0	0	0	0	38
	20:00	2	5	18	6	1	0	0	0	0	0	0	0	0	0	0	0	32
	21:00	1	6	14	9	1	0	0	0	0	0	0	0	0	0	0	0	31
	22:00	0	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	14
	23:00	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		43	256	565	201	39	3	0	0	0	0	0	0	0	0	0	0	1107
Percent :		4%	23%	51%	18%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	27%	78%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	11	24	8	2	0	0	0	0	0	0	0	0	0	0	0	47

Average Speed 26.9 mph | 5% Speed : 20.3 mph | 15% Speed : 22.5 mph | 50% Speed : 27.3 mph
67% Speed : 28.9 mph | 85% Speed : 32.0 mph | 95% Speed : 34.5 mph | 99% Speed : 38.2 mph

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
02/24/13	00:00	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Sun	01:00	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	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	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	2	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	17
	08:00	1	9	13	2	2	0	0	0	0	0	0	0	0	0	0	0	27
	09:00	1	10	22	9	0	0	0	0	0	0	0	0	0	0	0	0	42
	10:00	4	7	17	7	0	0	0	0	0	0	0	0	0	0	0	0	35
	11:00	5	21	24	13	1	0	0	0	0	0	0	0	0	0	0	0	64
	12:00	9	16	44	16	3	0	0	0	0	0	0	0	0	0	0	0	88
	13:00	7	14	40	19	2	0	0	0	0	0	0	0	0	0	0	0	82
	14:00	3	13	37	14	5	0	0	0	0	0	0	0	0	0	0	0	72
	15:00	5	13	25	12	4	1	0	0	0	0	0	0	0	0	0	0	60
	16:00	5	21	26	13	0	0	0	0	0	0	0	0	0	0	0	0	65
	17:00	4	22	26	7	2	0	0	0	0	0	0	0	0	0	0	0	61
	18:00	4	13	25	9	3	0	0	0	0	0	0	0	0	0	0	0	54
	19:00	0	11	17	7	1	0	0	0	0	0	0	0	0	0	0	0	36
	20:00	1	5	12	8	1	0	0	0	0	0	0	0	0	0	0	0	27
	21:00	0	2	9	4	1	0	0	0	0	0	0	0	0	0	0	0	16
	22:00	1	4	7	4	0	0	0	0	0	0	0	0	0	0	0	0	16
	23:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		53	190	359	157	28	1	0	0	0	0	0	0	0	0	0	0	788
Percent :		7%	24%	46%	20%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		7%	31%	76%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	8	15	7	1	0	0	0	0	0	0	0	0	0	0	0	33

Average Speed 26.4 mph	5% Speed : 10.8 mph	15% Speed : 21.9 mph	50% Speed : 27.2 mph
67% Speed : 28.8 mph	85% Speed : 32.1 mph	95% Speed : 34.6 mph	99% Speed : 38.0 mph

		#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: WB Candelaria - West Leg

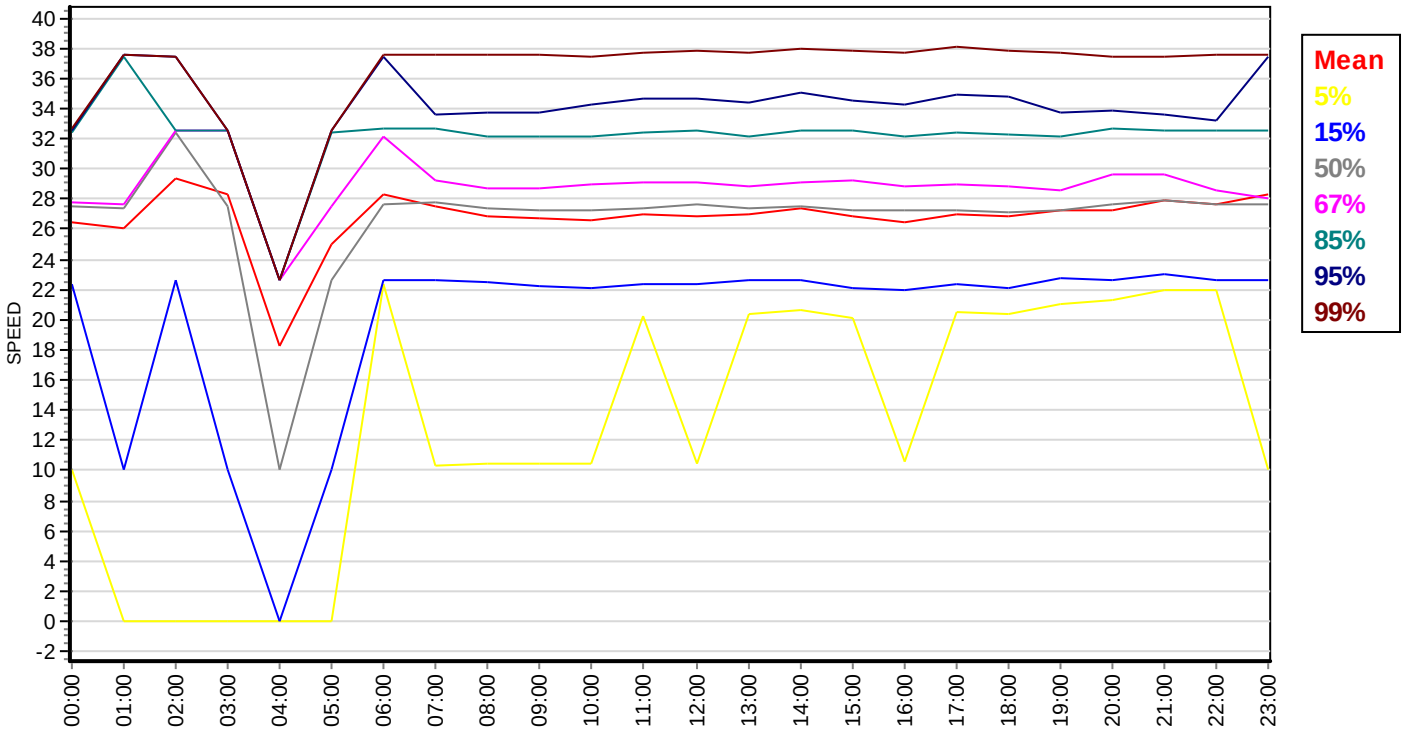
Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total :	247	1339	2632	1219	212	9	3	0	0	0	0	0	0	0	0	1	5662
Percent :	4%	24%	46%	22%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	4%	28%	74%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	9	18	8	1	0	0	0	0	0	0	0	0	0	0	0	38

ADT = 943

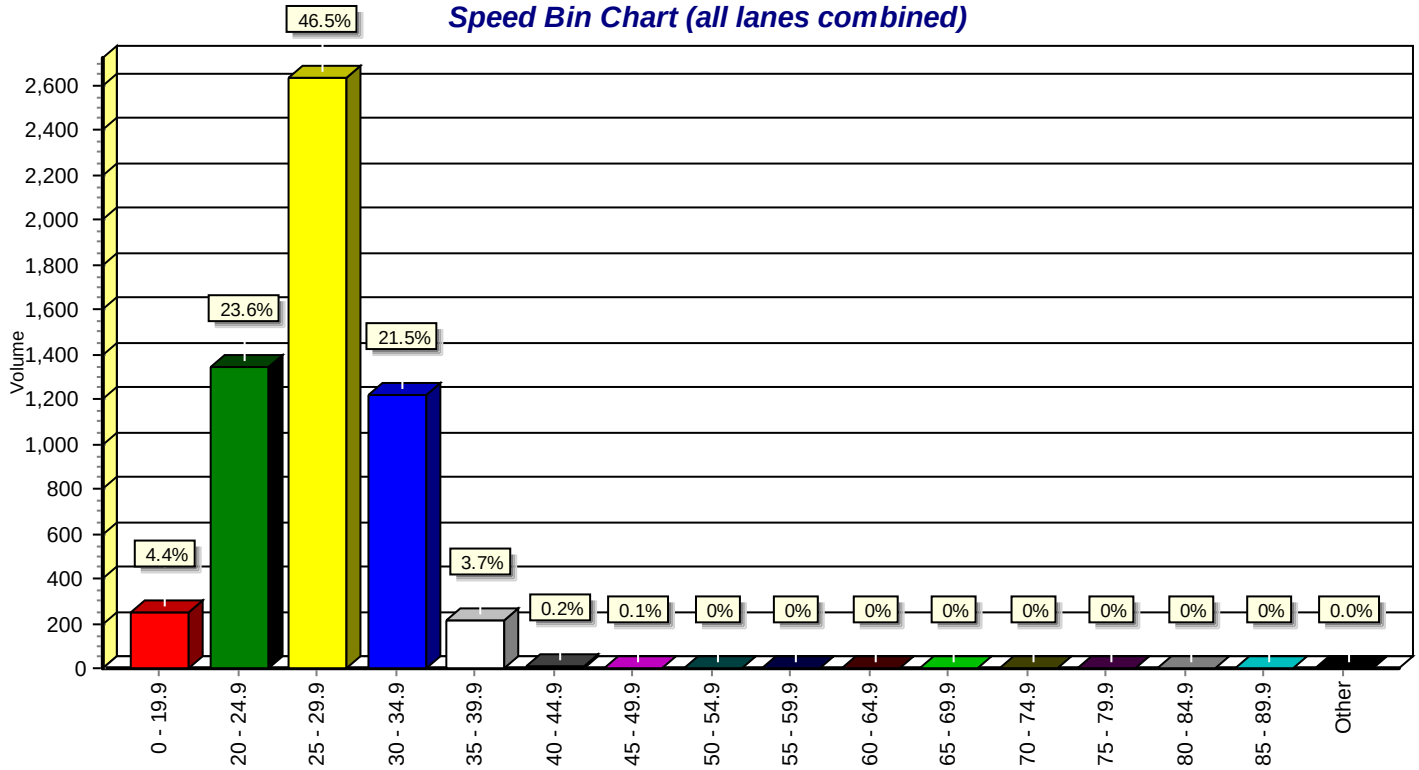
Average Speed	27.0 mph	5% Speed :	20.3 mph	15% Speed :	22.3 mph	50% Speed :	27.4 mph
67% Speed :	29.2 mph	85% Speed :	32.4 mph	95% Speed :	34.8 mph	99% Speed :	38.8 mph

WB Candelaria - West Leg Charts For Data From: 00:00 - 02/19/2013 To: 23:59 - 02/24/2013

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Appendix E: Intersection Turning Movement Counts

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH9

File Name : Rio Grande@Candelaria
Site Code :
Start Date : 6/4/2013
Page No : 1

Groups Printed- Car - Truck

	Candelaria Rd Eastbound					Candelaria Rd Westbound					Rio Grande Blvd Northbound					Rio Grande Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
06:30	1	4	4	0	9	7	2	1	0	10	0	29	27	0	56	1	36	0	3	37	3	112	115
06:45	3	6	8	0	17	10	1	3	0	14	3	57	30	0	90	2	41	3	0	46	0	167	167
Total	4	10	12	0	26	17	3	4	0	24	3	86	57	0	146	3	77	3	3	83	3	279	282
07:00	3	6	2	0	11	9	2	3	0	14	5	36	32	0	73	7	59	0	0	66	0	164	164
07:15	3	13	5	1	21	17	2	5	0	24	4	60	26	2	90	9	74	1	0	84	3	219	222
07:30	6	9	14	0	29	17	4	3	0	24	2	85	49	0	136	17	98	2	0	117	0	306	306
07:45	2	11	5	0	18	20	4	4	0	28	9	91	49	1	149	19	125	2	0	146	1	341	342
Total	14	39	26	1	79	63	12	15	0	90	20	272	156	3	448	52	356	5	0	413	4	1030	1034
08:00	3	8	11	0	22	24	2	7	0	33	4	59	44	1	107	12	98	2	0	112	1	274	275
08:15	7	9	9	0	25	22	6	4	0	32	5	71	21	0	97	5	93	5	0	103	0	257	257
08:30	7	9	11	0	27	18	6	6	1	30	10	70	42	0	122	11	82	6	0	99	1	278	279
08:45	6	10	14	0	30	30	8	9	0	47	14	94	37	0	145	12	66	4	0	82	0	304	304
Total	23	36	45	0	104	94	22	26	1	142	33	294	144	1	471	40	339	17	0	396	2	1113	1115
09:00	4	15	20	2	39	38	7	4	0	49	9	67	27	0	103	8	71	4	0	83	2	274	276
09:15	4	12	3	0	19	21	6	7	0	34	5	55	28	0	88	4	57	6	0	67	0	208	208
09:30	4	12	7	0	23	20	10	5	0	35	9	52	37	1	98	12	76	2	1	90	2	246	248
09:45	6	7	3	0	16	19	9	10	0	38	5	55	34	0	94	11	69	4	0	84	0	232	232
Total	18	46	33	2	97	98	32	26	0	156	28	229	126	1	383	35	273	16	1	324	4	960	964
10:00	10	8	8	0	26	27	12	13	0	52	10	58	30	2	98	4	72	3	0	79	2	255	257
10:15	2	10	6	0	18	23	10	3	0	36	5	63	32	0	100	6	66	4	1	76	1	230	231
10:30	5	7	7	0	19	19	9	12	0	40	5	56	21	0	82	14	62	3	0	79	0	220	220
10:45	8	11	6	0	25	33	11	9	0	53	5	71	23	0	99	10	59	3	0	72	0	249	249
Total	25	36	27	0	88	102	42	37	0	181	25	248	106	2	379	34	259	13	1	306	3	954	957
11:00	7	5	7	0	19	18	5	9	1	32	11	71	23	0	105	5	56	4	1	65	2	221	223
11:15	3	6	9	0	18	20	12	16	1	48	9	70	27	0	106	6	65	4	0	75	1	247	248
11:30	12	16	21	2	49	29	9	12	0	50	5	77	29	0	111	10	87	4	0	101	2	311	313
11:45	7	4	4	0	15	20	10	3	0	33	5	75	36	0	116	6	70	8	0	84	0	248	248
Total	29	31	41	2	101	87	36	40	2	163	30	293	115	0	438	27	278	20	1	325	5	1027	1032
12:00	6	8	4	0	18	51	7	6	0	64	5	77	31	0	113	3	78	5	0	86	0	281	281
12:15	6	7	7	0	20	28	10	13	0	51	6	78	42	0	126	9	65	5	0	79	0	276	276
12:30	5	9	7	0	21	41	9	7	0	57	12	73	32	0	117	9	61	5	0	75	0	270	270
12:45	7	6	3	1	16	41	9	11	0	61	9	78	30	0	117	11	90	4	0	105	1	299	300
Total	24	30	21	1	75	161	35	37	0	233	32	306	135	0	473	32	294	19	0	345	1	1126	1127
13:00	6	10	7	0	23	26	12	8	0	46	9	84	38	0	131	8	74	10	0	92	0	292	292
13:15	4	8	6	1	18	41	8	7	0	56	8	71	30	1	109	6	77	3	0	86	2	269	271
13:30	2	5	20	0	27	26	17	8	0	51	6	78	36	1	120	9	79	7	0	95	1	293	294
13:45	3	11	3	0	17	18	7	10	0	35	5	70	25	0	100	10	81	8	0	99	0	251	251
Total	15	34	36	1	85	111	44	33	0	188	28	303	129	2	460	33	311	28	0	372	3	1105	1108

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Collected by: MH9

File Name : Rio Grande@Candelaria
Site Code :
Start Date : 6/4/2013
Page No : 2

Groups Printed- Car - Truck

	Candelaria Rd Eastbound					Candelaria Rd Westbound					Rio Grande Blvd Northbound					Rio Grande Blvd Southbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
14:00	7	6	5	0	18	29	7	12	0	48	7	66	31	1	104	5	64	6	0	75	1	245	246
14:15	4	9	5	0	18	31	13	13	0	57	7	83	24	0	114	4	55	2	1	61	1	250	251
14:30	7	6	6	0	19	35	6	16	0	57	4	75	24	0	103	5	57	6	0	68	0	247	247
14:45	2	6	2	0	10	35	10	9	0	54	4	75	40	0	119	8	75	9	0	92	0	275	275
Total	20	27	18	0	65	130	36	50	0	216	22	299	119	1	440	22	251	23	1	296	2	1017	1019
15:00	6	9	5	0	20	36	10	11	0	57	11	96	38	0	145	8	65	2	0	75	0	297	297
15:15	5	9	8	0	22	29	12	9	0	50	7	111	35	0	153	8	72	2	0	82	0	307	307
15:30	10	11	7	0	28	33	5	6	0	44	7	74	32	0	113	7	68	6	0	81	0	266	266
15:45	3	8	7	0	18	32	5	12	0	49	5	80	45	0	130	14	100	3	0	117	0	314	314
Total	24	37	27	0	88	130	32	38	0	200	30	361	150	0	541	37	305	13	0	355	0	1184	1184
16:00	3	8	2	0	13	42	8	14	0	64	4	101	35	0	140	4	75	7	0	86	0	303	303
16:15	3	8	8	0	19	43	14	15	0	72	5	96	29	0	130	2	68	3	0	73	0	294	294
16:30	7	4	1	0	12	40	10	11	0	61	11	105	30	0	146	13	92	8	0	113	0	332	332
16:45	4	7	4	0	15	39	9	16	0	64	6	98	48	0	152	15	69	9	0	93	0	324	324
Total	17	27	15	0	59	164	41	56	0	261	26	400	142	0	568	34	304	27	0	365	0	1253	1253
17:00	4	11	11	1	26	59	10	19	0	88	7	110	45	0	162	7	81	10	0	98	1	374	375
17:15	7	15	5	0	27	71	19	23	0	113	10	137	31	1	178	12	83	11	0	106	1	424	425
17:30	5	5	4	0	14	43	13	17	1	73	3	156	33	0	192	7	80	7	0	94	1	373	374
17:45	4	7	4	1	15	48	10	26	0	84	9	133	30	0	172	6	85	7	1	98	2	369	371
Total	20	38	24	2	82	221	52	85	1	358	29	536	139	1	704	32	329	35	1	396	5	1540	1545
18:00	8	2	9	3	19	52	20	11	0	83	15	108	39	3	162	12	72	7	0	91	6	355	361
18:15	0	4	4	0	8	41	17	13	0	71	6	89	24	0	119	6	82	5	0	93	0	291	291
Grand Total	241	397	338	12	976	1471	424	471	4	2366	327	3824	1581	14	5732	399	3530	231	8	4160	38	13234	13272
Apprch %	24.7	40.7	34.6			62.2	17.9	19.9			5.7	66.7	27.6			9.6	84.9	5.6					
Total %	1.8	3	2.6		7.4	11.1	3.2	3.6		17.9	2.5	28.9	11.9		43.3	3	26.7	1.7		31.4	0.3	99.7	
Car	238	387	336		973	1434	418	461		2317	322	3759	1544		5639	384	3464	228		4084	0	0	13013
% Car	98.8	97.5	99.4	100	98.5	97.5	98.6	97.9	100	97.8	98.5	98.3	97.7	100	98.1	96.2	98.1	98.7	100	98	0	0	98
Truck	3	10	2		15	37	6	10		53	5	65	37		107	15	66	3		84	0	0	259
% Truck	1.2	2.5	0.6	0	1.5	2.5	1.4	2.1	0	2.2	1.5	1.7	2.3	0	1.9	3.8	1.9	1.3	0	2	0	0	2

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Collected by: MH9

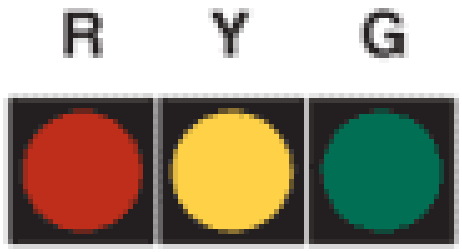
File Name : Rio Grande@Candelaria
Site Code :
Start Date : 6/4/2013

	Candelaria Rd Eastbound				Candelaria Rd Westbound				Rio Grande Blvd Northbound				Rio Grande Blvd Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	6	9	14	29	17	4	3	24	2	85	49	136	17	98	2	117	306
07:45	2	11	5	18	20	4	4	28	9	91	49	149	19	125	2	146	341
08:00	3	8	11	22	24	2	7	33	4	59	44	107	12	98	2	112	274
08:15	7	9	9	25	22	6	4	32	5	71	21	97	5	93	5	103	257
Total Volume	18	37	39	94	83	16	18	117	20	306	163	489	53	414	11	478	1178
% App. Total	19.1	39.4	41.5		70.9	13.7	15.4		4.1	62.6	33.3		11.1	86.6	2.3		
PHF	.643	.841	.696	.810	.865	.667	.643	.886	.556	.841	.832	.820	.697	.828	.550	.818	.864
Car	18	37	39	94	78	16	17	111	20	302	161	483	52	409	11	472	1160
% Car	100	100	100	100	94.0	100	94.4	94.9	100	98.7	98.8	98.8	98.1	98.8	100	98.7	98.5
Truck	0	0	0	0	5	0	1	6	0	4	2	6	1	5	0	6	18
% Truck	0	0	0	0	6.0	0	5.6	5.1	0	1.3	1.2	1.2	1.9	1.2	0	1.3	1.5
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45																	
12:45	7	6	3	16	41	9	11	61	9	78	30	117	11	90	4	105	299
13:00	6	10	7	23	26	12	8	46	9	84	38	131	8	74	10	92	292
13:15	4	8	6	18	41	8	7	56	8	71	30	109	6	77	3	86	269
13:30	2	5	20	27	26	17	8	51	6	78	36	120	9	79	7	95	293
Total Volume	19	29	36	84	134	46	34	214	32	311	134	477	34	320	24	378	1153
% App. Total	22.6	34.5	42.9		62.6	21.5	15.9		6.7	65.2	28.1		9	84.7	6.3		
PHF	.679	.725	.450	.778	.817	.676	.773	.877	.889	.926	.882	.910	.773	.889	.600	.900	.964
Car	17	28	36	81	133	45	33	211	32	300	131	463	31	314	23	368	1123
% Car	89.5	96.6	100	96.4	99.3	97.8	97.1	98.6	100	96.5	97.8	97.1	91.2	98.1	95.8	97.4	97.4
Truck	2	1	0	3	1	1	1	3	0	11	3	14	3	6	1	10	30
% Truck	10.5	3.4	0	3.6	0.7	2.2	2.9	1.4	0	3.5	2.2	2.9	8.8	1.9	4.2	2.6	2.6
Peak Hour Analysis From 14:00 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	4	11	11	26	59	10	19	88	7	110	45	162	7	81	10	98	374
17:15	7	15	5	27	71	19	23	113	10	137	31	178	12	83	11	106	424
17:30	5	5	4	14	43	13	17	73	3	156	33	192	7	80	7	94	373
17:45	4	7	4	15	48	10	26	84	9	133	30	172	6	85	7	98	369
Total Volume	20	38	24	82	221	52	85	358	29	536	139	704	32	329	35	396	1540
% App. Total	24.4	46.3	29.3		61.7	14.5	23.7		4.1	76.1	19.7		8.1	83.1	8.8		
PHF	.714	.633	.545	.759	.778	.684	.817	.792	.725	.859	.772	.917	.667	.968	.795	.934	.908
Car	20	38	24	82	220	52	85	357	29	532	139	700	29	326	35	390	1529
% Car	100	100	100	100	99.5	100	100	99.7	100	99.3	100	99.4	90.6	99.1	100	98.5	99.3
Truck	0	0	0	0	1	0	0	1	0	4	0	4	3	3	0	6	11
% Truck	0	0	0	0	0.5	0	0	0.3	0	0.7	0	0.6	9.4	0.9	0	1.5	0.7

Appendix F: Synchro Output Reports

Permitted (Existing Configuration)

Synchro Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	37	39	83	16	18	20	306	163	53	414	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	190.0	190.0	179.2	190.0	179.2	190.0	188.1	190.0	186.3	188.2	190.0
Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Cap, veh/h	306	126	161	235	315	253	706	1621	858	645	2514	101
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.70	0.93	0.70	0.70	0.93	0.70
Sat Flow, veh/h	1374	761	968	1241	1900	1524	896	2318	1227	846	3595	144
Grp Volume(v), veh/h	28	0	100	97	24	28	36	294	266	76	261	258
Grp Sat Flow(s),veh/h/ln	1374	1900	1729	1241	1900	1524	896	1881	1665	846	1882	1857
Q Serve(g_s), s	1.4	0.0	4.0	5.8	0.8	1.2	1.0	1.1	3.6	2.7	0.9	1.2
Cycle Q Clear(g_c), s	2.2	0.0	4.0	9.8	0.8	1.2	2.2	1.1	3.6	6.3	0.9	1.2
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.74	1.00		0.08
Lane Grp Cap(c), veh/h	306	0	287	235	315	253	706	1315	1164	645	1316	1298
V/C Ratio(X)	0.09	0.00	0.35	0.41	0.08	0.11	0.05	0.22	0.23	0.12	0.20	0.20
Avail Cap(c_a), veh/h	518	0	555	427	609	489	706	1315	1164	645	1316	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	28.8	33.1	27.5	27.6	4.0	0.9	3.2	5.2	0.9	1.1
Incr Delay (d2), s/veh	0.2	0.0	0.9	1.4	0.1	0.2	0.1	0.4	0.5	0.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.5	0.0	1.8	1.9	0.4	0.5	0.2	0.4	1.2	0.5	0.4	0.4
Lane Grp Delay (d), s/veh	28.5	0.0	29.6	34.5	27.6	27.8	4.2	1.3	3.7	5.5	1.2	1.4
Lane Grp LOS	C		C	C	C	C	A	A	A	A	A	A
Approach Vol, veh/h		128			149			596			595	
Approach Delay, s/veh		29.4			32.1			2.5			1.8	
Approach LOS		C			C			A			A	

Timer												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		17.9			17.9			60.0			60.0	
Change Period (Y+Rc), s		5.0			5.0			5.5			5.5	
Max Green Setting (Gmax), s		25.0			25.0			54.5			54.5	
Max Q Clear Time (g_c+I1), s		6.0			11.8			5.6			8.3	
Green Ext Time (p_c), s		1.3			1.1			13.2			13.1	

Intersection Summary												
HCM 2010 Ctrl Delay			7.6									
HCM 2010 LOS			A									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	29	36	134	46	34	32	311	134	34	320	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	172.7	188.1	190.0	188.1	186.3	184.5	190.0	183.8	190.0	174.3	185.9	190.0
Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Cap, veh/h	314	125	250	294	414	349	716	1572	701	600	2146	237
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.65	0.87	0.65	0.65	0.87	0.65
Sat Flow, veh/h	1183	561	1122	1279	1863	1568	1000	2411	1075	848	3291	363
Grp Volume(v), veh/h	28	0	120	163	68	44	36	253	233	44	202	198
Grp Sat Flow(s),veh/h/ln	1183	1881	1683	1279	1863	1568	1000	1838	1648	848	1859	1795
Q Serve(g_s), s	1.6	0.0	5.0	10.2	2.5	1.9	1.2	1.9	3.8	1.8	1.4	1.9
Cycle Q Clear(g_c), s	4.1	0.0	5.0	15.2	2.5	1.9	3.0	1.9	3.8	5.6	1.4	1.9
Prop In Lane	1.00		0.67	1.00		1.00	1.00		0.65	1.00		0.20
Lane Grp Cap(c), veh/h	314	0	374	294	414	349	716	1198	1075	600	1212	1170
V/C Ratio(X)	0.09	0.00	0.32	0.55	0.16	0.13	0.05	0.21	0.22	0.07	0.17	0.17
Avail Cap(c_a), veh/h	405	0	503	392	557	469	716	1198	1075	600	1212	1170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	27.2	33.6	26.2	26.0	6.0	2.1	4.5	6.8	2.0	2.7
Incr Delay (d2), s/veh	0.1	0.0	0.6	2.0	0.2	0.2	0.1	0.4	0.5	0.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.5	0.0	2.1	3.4	1.2	0.7	0.2	0.7	1.3	0.3	0.6	0.7
Lane Grp Delay (d), s/veh	28.0	0.0	27.8	35.5	26.5	26.2	6.1	2.5	5.0	7.1	2.3	3.0
Lane Grp LOS	C		C	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		148			275			522			444	
Approach Delay, s/veh		27.8			31.8			3.8			3.1	
Approach LOS		C			C			A			A	
Timer												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		23.6			23.6			60.0			60.0	
Change Period (Y+Rc), s		5.0			5.0			5.5			5.5	
Max Green Setting (Gmax), s		25.0			25.0			54.5			54.5	
Max Q Clear Time (g_c+I1), s		7.0			17.2			5.8			7.6	
Green Ext Time (p_c), s		2.1			1.4			10.0			9.9	
Intersection Summary												
HCM 2010 Ctrl Delay			11.7									
HCM 2010 LOS			B									
Notes												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	38	24	220	52	85	29	532	139	29	326	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	190.0	190.0	190.0	190.0	190.0	190.0	188.5	190.0	174.3	188.3	190.0
Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Cap, veh/h	383	283	208	385	528	449	668	1700	496	409	1979	257
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.61	0.81	0.61	0.61	0.81	0.61
Sat Flow, veh/h	1223	1020	748	1311	1900	1615	1019	2807	819	633	3268	424
Grp Volume(v), veh/h	28	0	104	282	76	104	40	415	385	43	192	188
Grp Sat Flow(s),veh/h/ln	1223	1900	1768	1311	1900	1615	1019	1885	1741	633	1883	1808
Q Serve(g_s), s	1.6	0.0	4.1	18.9	2.7	4.5	1.6	5.5	7.7	3.1	2.1	2.6
Cycle Q Clear(g_c), s	4.3	0.0	4.1	23.0	2.7	4.5	4.1	5.5	7.7	10.9	2.1	2.6
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.47	1.00		0.23
Lane Grp Cap(c), veh/h	383	0	491	385	528	449	668	1142	1054	409	1141	1095
V/C Ratio(X)	0.07	0.00	0.21	0.73	0.14	0.23	0.06	0.36	0.36	0.11	0.17	0.17
Avail Cap(c_a), veh/h	383	0	491	385	528	449	668	1142	1054	409	1141	1095
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	24.9	33.8	24.5	25.1	8.4	4.0	6.2	11.1	3.7	4.6
Incr Delay (d2), s/veh	0.1	0.0	0.3	7.3	0.1	0.3	0.2	0.9	1.0	0.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.5	0.0	1.8	7.0	1.3	1.8	0.4	2.0	2.8	0.5	0.8	1.0
Lane Grp Delay (d), s/veh	26.2	0.0	25.2	41.1	24.6	25.4	8.6	4.9	7.2	11.7	4.0	4.9
Lane Grp LOS	C		C	D	C	C	A	A	A	B	A	A
Approach Vol, veh/h		132			462			840			423	
Approach Delay, s/veh		25.4			34.8			6.1			5.2	
Approach LOS		C			C			A			A	

Timer												
Assigned Phs		4			8			2			6	
Phs Duration (G+Y+Rc), s		30.0			30.0			60.0			60.0	
Change Period (Y+Rc), s		5.0			5.0			5.5			5.5	
Max Green Setting (Gmax), s		25.0			25.0			54.5			54.5	
Max Q Clear Time (g_c+I1), s		6.3			25.0			9.7			12.9	
Green Ext Time (p_c), s		2.9			0.0			14.6			14.3	

Intersection Summary												
HCM 2010 Ctrl Delay			14.4									
HCM 2010 LOS			B									

Notes

Network Totals

Number of Intersections	1
Total Delay (hr)	7
Stops (#)	721
Average Speed (mph)	13
Total Travel Time (hr)	11
Distance Traveled (mi)	145
Fuel Consumed (gal)	15
Fuel Economy (mpg)	9.6
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	57
Performance Index	8.7

Protected/Permitted Configuration

Synchro Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	37	39	83	16	18	20	306	163	53	414	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	190.0	190.0	179.2	190.0	179.2	190.0	188.1	190.0	186.3	188.2	190.0
Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Cap, veh/h	375	126	161	352	389	312	569	1308	693	517	2029	81
Arrive On Green	0.02	0.17	0.17	0.06	0.20	0.20	0.56	0.75	0.56	0.56	0.75	0.56
Sat Flow, veh/h	1810	761	968	1707	1900	1524	896	2318	1227	846	3595	144
Grp Volume(v), veh/h	28	0	100	97	24	28	36	294	266	76	261	258
Grp Sat Flow(s),veh/h/ln	1810	1900	1729	1707	1900	1524	896	1881	1665	846	1882	1857
Q Serve(g_s), s	0.9	0.0	3.6	3.1	0.7	1.0	1.4	3.4	5.2	3.5	3.0	3.1
Cycle Q Clear(g_c), s	0.9	0.0	3.6	3.1	0.7	1.0	4.5	3.4	5.2	8.8	3.0	3.1
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.74	1.00		0.08
Lane Grp Cap(c), veh/h	375	0	287	352	389	312	569	1062	939	517	1062	1048
V/C Ratio(X)	0.07	0.00	0.35	0.28	0.06	0.09	0.06	0.28	0.28	0.15	0.25	0.25
Avail Cap(c_a), veh/h	486	0	642	490	814	653	569	1062	939	517	1062	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	25.8	19.8	22.4	22.6	8.4	4.2	6.9	10.0	4.2	4.4
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.4	0.1	0.1	0.2	0.6	0.8	0.6	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.4	0.0	1.6	1.3	0.3	0.4	0.3	1.3	1.8	0.7	1.1	1.2
Lane Grp Delay (d), s/veh	23.4	0.0	26.7	20.2	22.5	22.7	8.6	4.9	7.7	10.6	4.7	5.0
Lane Grp LOS	C		C	C	C	C	A	A	A	B	A	A
Approach Vol, veh/h		128			149			596			595	
Approach Delay, s/veh		26.0			21.1			6.3			5.6	
Approach LOS		C			C			A			A	

Timer												
Assigned Phs	7	4		3	8			2			6	
Phs Duration (G+Y+Rc), s	5.7	16.6		8.4	19.3			45.0			45.0	
Change Period (Y+Rc), s	4.0	5.0		4.0	5.0			5.5			5.5	
Max Green Setting (Gmax), s	6.0	26.0		10.0	30.0			39.5			39.5	
Max Q Clear Time (g_c+I1), s	2.9	5.6		5.1	3.0			7.2			10.8	
Green Ext Time (p_c), s	0.0	0.8		0.1	0.9			11.8			11.3	

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	29	36	134	46	34	32	311	134	34	320	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	172.7	188.1	190.0	188.1	186.3	184.5	190.0	183.8	190.0	174.3	185.9	190.0
Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Cap, veh/h	347	96	193	409	448	377	587	1269	566	491	1732	191
Arrive On Green	0.02	0.17	0.17	0.09	0.24	0.24	0.53	0.70	0.53	0.53	0.70	0.53
Sat Flow, veh/h	1645	561	1122	1792	1863	1568	1000	2411	1075	848	3291	363
Grp Volume(v), veh/h	28	0	120	163	68	44	36	253	233	44	202	198
Grp Sat Flow(s),veh/h/ln	1645	1881	1683	1792	1863	1568	1000	1838	1648	848	1859	1795
Q Serve(g_s), s	1.0	0.0	4.4	4.4	2.0	1.5	1.3	3.5	4.8	2.1	2.6	3.0
Cycle Q Clear(g_c), s	1.0	0.0	4.4	4.4	2.0	1.5	4.3	3.5	4.8	6.9	2.6	3.0
Prop In Lane	1.00		0.67	1.00		1.00	1.00		0.65	1.00		0.20
Lane Grp Cap(c), veh/h	347	0	289	409	448	377	587	967	867	491	978	945
V/C Ratio(X)	0.08	0.00	0.41	0.40	0.15	0.12	0.06	0.26	0.27	0.09	0.21	0.21
Avail Cap(c_a), veh/h	497	0	534	681	833	701	587	967	867	491	978	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	25.6	16.5	20.8	20.6	9.6	5.5	7.8	10.8	5.3	6.0
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.6	0.2	0.2	0.2	0.7	0.8	0.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.4	0.0	1.9	1.9	0.9	0.6	0.3	1.3	1.7	0.4	1.0	1.1
Lane Grp Delay (d), s/veh	22.9	0.0	26.8	17.2	20.9	20.7	9.8	6.1	8.5	11.2	5.8	6.5
Lane Grp LOS	C		C	B	C	C	A	A	A	B	A	A
Approach Vol, veh/h		148			275			522			444	
Approach Delay, s/veh		26.0			18.7			7.5			6.6	
Approach LOS		C			B			A			A	

Timer												
Assigned Phs	7	4		3	8			2			6	
Phs Duration (G+Y+Rc), s	5.7	16.9		10.4	21.7			42.0			42.0	
Change Period (Y+Rc), s	4.0	5.0		4.0	5.0			5.5			5.5	
Max Green Setting (Gmax), s	8.0	22.0		17.0	31.0			36.5			36.5	
Max Q Clear Time (g_c+I1), s	3.0	6.4		6.4	4.0			6.8			8.9	
Green Ext Time (p_c), s	0.0	1.2		0.3	1.5			8.9			8.7	

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	38	24	220	52	85	29	532	139	29	326	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	190.0	190.0	190.0	190.0	190.0	190.0	188.5	190.0	174.3	188.3	190.0
Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Cap, veh/h	323	157	115	476	511	435	581	1462	427	349	1702	221
Arrive On Green	0.02	0.15	0.15	0.14	0.27	0.27	0.52	0.69	0.52	0.52	0.69	0.52
Sat Flow, veh/h	1810	1020	748	1810	1900	1615	1019	2807	819	633	3268	424
Grp Volume(v), veh/h	28	0	104	282	76	104	40	415	385	43	192	188
Grp Sat Flow(s),veh/h/ln	1810	1900	1768	1810	1900	1615	1019	1885	1741	633	1883	1808
Q Serve(g_s), s	1.0	0.0	4.1	8.1	2.4	3.9	1.7	7.4	9.0	3.4	2.8	3.2
Cycle Q Clear(g_c), s	1.0	0.0	4.1	8.1	2.4	3.9	4.9	7.4	9.0	12.4	2.8	3.2
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.47	1.00		0.23
Lane Grp Cap(c), veh/h	323	0	273	476	511	435	581	982	907	349	981	942
V/C Ratio(X)	0.09	0.00	0.38	0.59	0.15	0.24	0.07	0.42	0.42	0.12	0.20	0.20
Avail Cap(c_a), veh/h	374	0	318	714	758	644	581	982	907	349	981	942
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	29.5	16.7	21.6	22.2	11.0	6.9	9.0	14.7	6.2	7.0
Incr Delay (d2), s/veh	0.1	0.0	1.1	1.2	0.2	0.3	0.2	1.3	1.5	0.7	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.4	0.0	1.9	3.4	1.1	1.6	0.4	2.8	3.4	0.5	1.2	1.3
Lane Grp Delay (d), s/veh	26.8	0.0	30.6	17.8	21.8	22.5	11.2	8.2	10.4	15.5	6.6	7.5
Lane Grp LOS	C		C	B	C	C	B	A	B	B	A	A
Approach Vol, veh/h		132			462			840			423	
Approach Delay, s/veh		29.8			19.5			9.4			7.9	
Approach LOS		C			B			A			A	

Timer												
Assigned Phs	7	4		3	8			2			6	
Phs Duration (G+Y+Rc), s	5.8	17.0		14.7	25.9			46.0			46.0	
Change Period (Y+Rc), s	4.0	5.0		4.0	5.0			5.5			5.5	
Max Green Setting (Gmax), s	4.0	14.0		21.0	31.0			40.5			40.5	
Max Q Clear Time (g_c+I1), s	3.0	6.1		10.1	5.9			11.0			14.4	
Green Ext Time (p_c), s	0.0	1.0		0.6	1.7			12.6			11.9	

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Notes

Network Totals

Number of Intersections	1
Total Delay (hr)	6
Stops (#)	824
Average Speed (mph)	13
Total Travel Time (hr)	11
Distance Traveled (mi)	145
Fuel Consumed (gal)	16
Fuel Economy (mpg)	9.1
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	57
Performance Index	8.8

Protected Only Configuration

Synchro Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	37	39	83	16	18	20	306	163	53	414	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	190.0	190.0	179.2	190.0	179.2	190.0	188.1	190.0	186.3	188.2	190.0
Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Cap, veh/h	44	132	169	125	424	340	541	1239	656	492	1920	77
Arrive On Green	0.02	0.17	0.17	0.07	0.22	0.22	0.53	0.71	0.53	0.53	0.71	0.53
Sat Flow, veh/h	1810	761	968	1707	1900	1524	896	2318	1227	846	3595	144
Grp Volume(v), veh/h	28	0	100	97	24	28	36	294	266	76	261	258
Grp Sat Flow(s),veh/h/ln	1810	1900	1729	1707	1900	1524	896	1881	1665	846	1882	1857
Q Serve(g_s), s	1.0	0.0	3.4	3.7	0.7	1.0	1.4	3.8	5.4	3.6	3.3	3.4
Cycle Q Clear(g_c), s	1.0	0.0	3.4	3.7	0.7	1.0	4.9	3.8	5.4	9.0	3.3	3.4
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.74	1.00		0.08
Lane Grp Cap(c), veh/h	44	0	301	125	424	340	541	1005	889	492	1005	992
V/C Ratio(X)	0.64	0.00	0.33	0.77	0.06	0.08	0.07	0.29	0.30	0.15	0.26	0.26
Avail Cap(c_a), veh/h	218	0	625	411	915	734	541	1005	889	492	1005	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	24.1	30.2	20.3	20.4	9.3	5.0	7.6	10.9	5.0	5.2
Incr Delay (d2), s/veh	14.3	0.0	0.8	9.7	0.1	0.1	0.2	0.7	0.9	0.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.6	0.0	1.5	1.9	0.3	0.4	0.3	1.4	1.9	0.7	1.3	1.3
Lane Grp Delay (d), s/veh	46.4	0.0	24.8	39.9	20.4	20.5	9.5	5.8	8.5	11.6	5.6	5.8
Lane Grp LOS	D		C	D	C	C	A	A	A	B	A	A
Approach Vol, veh/h		128			149			596			595	
Approach Delay, s/veh		29.5			33.1			7.2			6.5	
Approach LOS		C			C			A			A	

Timer												
Assigned Phs	7	4		3	8			2			6	
Phs Duration (G+Y+Rc), s	5.6	16.6		8.9	19.8			41.0			41.0	
Change Period (Y+Rc), s	4.0	5.0		4.0	5.0			5.5			5.5	
Max Green Setting (Gmax), s	8.0	24.0		16.0	32.0			35.5			35.5	
Max Q Clear Time (g_c+I1), s	3.0	5.4		5.7	3.0			7.4			11.0	
Green Ext Time (p_c), s	0.0	0.8		0.1	1.0			11.2			10.5	

Intersection Summary												
HCM 2010 Ctrl Delay			11.5									
HCM 2010 LOS			B									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	29	36	134	46	34	32	311	134	34	320	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	172.7	188.1	190.0	188.1	186.3	184.5	190.0	183.8	190.0	174.3	185.9	190.0
Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Cap, veh/h	40	98	197	211	501	421	551	1190	531	460	1624	179
Arrive On Green	0.02	0.18	0.18	0.12	0.27	0.27	0.49	0.66	0.49	0.49	0.66	0.49
Sat Flow, veh/h	1645	561	1122	1792	1863	1568	1000	2411	1075	848	3291	363
Grp Volume(v), veh/h	28	0	120	163	68	44	36	253	233	44	202	198
Grp Sat Flow(s),veh/h/ln	1645	1881	1683	1792	1863	1568	1000	1838	1648	848	1859	1795
Q Serve(g_s), s	1.1	0.0	4.3	6.0	1.9	1.4	1.4	3.9	5.1	2.2	3.0	3.3
Cycle Q Clear(g_c), s	1.1	0.0	4.3	6.0	1.9	1.4	4.7	3.9	5.1	7.3	3.0	3.3
Prop In Lane	1.00		0.67	1.00		1.00	1.00		0.65	1.00		0.20
Lane Grp Cap(c), veh/h	40	0	295	211	501	421	551	907	813	460	917	886
V/C Ratio(X)	0.70	0.00	0.41	0.77	0.14	0.10	0.07	0.28	0.29	0.10	0.22	0.22
Avail Cap(c_a), veh/h	242	0	471	607	878	739	551	907	813	460	917	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	24.9	29.1	18.8	18.7	10.8	6.6	8.9	12.1	6.4	7.1
Incr Delay (d2), s/veh	20.2	0.0	1.1	6.0	0.1	0.1	0.2	0.8	0.9	0.4	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.7	0.0	1.8	3.0	0.9	0.6	0.3	1.5	1.9	0.4	1.2	1.3
Lane Grp Delay (d), s/veh	53.1	0.0	25.9	35.1	19.0	18.8	11.1	7.4	9.8	12.5	7.0	7.7
Lane Grp LOS	D		C	D	B	B	B	A	A	B	A	A
Approach Vol, veh/h		148			275			522			444	
Approach Delay, s/veh		31.1			28.5			8.7			7.8	
Approach LOS		C			C			A			A	
Timer												
Assigned Phs	7	4		3	8			2			6	
Phs Duration (G+Y+Rc), s	5.6	16.9		12.0	23.2			39.0			39.0	
Change Period (Y+Rc), s	4.0	5.0		4.0	5.0			5.5			5.5	
Max Green Setting (Gmax), s	10.0	19.0		23.0	32.0			33.5			33.5	
Max Q Clear Time (g_c+I1), s	3.1	6.3		8.0	3.9			7.1			9.3	
Green Ext Time (p_c), s	0.0	1.1		0.4	1.6			8.6			8.3	
Intersection Summary												
HCM 2010 Ctrl Delay			14.7									
HCM 2010 LOS			B									
Notes												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	38	24	220	52	85	29	532	139	29	326	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	190.0	190.0	190.0	190.0	190.0	190.0	188.5	190.0	174.3	188.3	190.0
Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Cap, veh/h	43	163	120	336	612	521	514	1293	377	301	1505	195
Arrive On Green	0.02	0.16	0.16	0.19	0.32	0.32	0.46	0.61	0.46	0.46	0.61	0.46
Sat Flow, veh/h	1810	1020	748	1810	1900	1615	1019	2807	819	633	3268	424
Grp Volume(v), veh/h	28	0	104	282	76	104	40	415	385	43	192	188
Grp Sat Flow(s),veh/h/ln	1810	1900	1768	1810	1900	1615	1019	1885	1741	633	1883	1808
Q Serve(g_s), s	1.1	0.0	3.9	11.3	2.1	3.5	1.8	9.0	10.3	3.7	3.4	3.8
Cycle Q Clear(g_c), s	1.1	0.0	3.9	11.3	2.1	3.5	5.6	9.0	10.3	13.9	3.4	3.8
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.47	1.00		0.23
Lane Grp Cap(c), veh/h	43	0	283	336	612	521	514	868	802	301	867	833
V/C Ratio(X)	0.66	0.00	0.37	0.84	0.12	0.20	0.08	0.48	0.48	0.14	0.22	0.23
Avail Cap(c_a), veh/h	121	0	330	652	913	776	514	868	802	301	867	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	28.1	29.4	17.9	18.4	13.6	9.6	11.6	18.4	8.5	9.3
Incr Delay (d2), s/veh	15.8	0.0	1.0	5.6	0.1	0.2	0.3	1.9	2.1	1.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.7	0.0	1.8	5.5	1.0	1.4	0.5	3.6	4.0	0.6	1.4	1.5
Lane Grp Delay (d), s/veh	52.1	0.0	29.0	35.0	18.0	18.6	13.9	11.5	13.7	19.4	9.1	10.0
Lane Grp LOS	D		C	C	B	B	B	B	B	B	A	A
Approach Vol, veh/h		132			462			840			423	
Approach Delay, s/veh		33.9			28.5			12.6			10.5	
Approach LOS		C			C			B			B	

Timer												
Assigned Phs	7	4		3	8			2			6	
Phs Duration (G+Y+Rc), s	5.8	17.0		17.9	29.1			40.0			40.0	
Change Period (Y+Rc), s	4.0	5.0		4.0	5.0			5.5			5.5	
Max Green Setting (Gmax), s	5.0	14.0		27.0	36.0			34.5			34.5	
Max Q Clear Time (g_c+I1), s	3.1	5.9		13.3	5.5			12.3			15.9	
Green Ext Time (p_c), s	0.0	1.0		0.7	1.8			10.9			9.8	

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Notes

Network Totals

Number of Intersections	1
Total Delay (hr)	8
Stops (#)	912
Average Speed (mph)	11
Total Travel Time (hr)	13
Distance Traveled (mi)	145
Fuel Consumed (gal)	18
Fuel Economy (mpg)	8.2
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	57
Performance Index	10.8

Appendix G: Sidra Output Reports

MOVEMENT SUMMARY

Site: Rio Grande Boulevard/Candelaria Road

AM Peak Hour
Single Lane Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Rio Grande Boulevard											
3	L2	36	0.0	0.610	12.4	LOS B	4.2	106.0	0.52	0.73	25.6
8	T1	359	1.0	0.610	12.4	LOS B	4.2	106.0	0.52	0.73	25.6
18	R2	194	1.0	0.610	12.4	LOS B	4.2	106.0	0.52	0.73	25.6
Approach		589	0.9	0.610	12.4	LOS B	4.2	106.0	0.52	0.37	25.6
East: Candelaria Road											
1	L2	90	6.0	0.200	7.4	LOS A	0.7	18.5	0.49	0.91	26.7
6	T1	24	0.0	0.200	7.4	LOS A	0.7	18.5	0.49	0.91	26.7
16	R2	26	6.0	0.200	7.4	LOS A	0.7	18.5	0.49	0.91	26.7
Approach		141	5.0	0.200	7.4	LOS A	0.7	18.5	0.49	0.45	26.7
North: Rio Grande Boulevard											
7	L2	75	2.0	0.615	12.7	LOS B	4.2	106.8	0.53	0.77	25.5
4	T1	494	1.0	0.615	12.7	LOS B	4.2	106.8	0.53	0.77	25.5
14	R2	20	0.0	0.615	12.7	LOS B	4.2	106.8	0.53	0.77	25.5
Approach		589	1.1	0.615	12.7	LOS B	4.2	106.8	0.53	0.38	25.5
West: Candelaria Road											
5	L2	28	0.0	0.222	9.1	LOS A	0.8	19.9	0.59	1.18	26.6
2	T1	44	0.0	0.222	9.1	LOS A	0.8	19.9	0.59	1.18	26.6
12	R2	56	0.0	0.222	9.1	LOS A	0.8	19.9	0.59	1.18	26.6
Approach		128	0.0	0.222	9.1	LOS A	0.8	19.9	0.59	0.59	26.6
All Vehicles		1446	1.3	0.615	11.7	LOS B	4.2	106.8	0.53	0.40	25.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Rio Grande Boulevard/Candelaria Road

Mid-Day Peak Hour
Single Lane Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Rio Grande Boulevard											
3	L2	36	0.0	0.539	10.7	LOS B	3.3	83.5	0.41	0.53	26.4
8	T1	336	4.0	0.539	10.7	LOS B	3.3	83.5	0.41	0.53	26.4
18	R2	152	2.0	0.539	10.7	LOS B	3.3	83.5	0.41	0.53	26.4
Approach		524	3.1	0.539	10.7	LOS B	3.3	83.5	0.41	0.27	26.4
East: Candelaria Road											
1	L2	163	1.0	0.371	9.6	LOS A	1.6	40.1	0.56	1.09	25.8
6	T1	67	2.0	0.371	9.6	LOS A	1.6	40.1	0.56	1.09	25.8
16	R2	43	3.0	0.371	9.6	LOS A	1.6	40.1	0.56	1.09	25.8
Approach		272	1.6	0.371	9.6	LOS A	1.6	40.1	0.56	0.55	25.8
North: Rio Grande Boulevard											
7	L2	44	9.0	0.529	11.6	LOS B	3.0	77.1	0.56	1.00	26.0
4	T1	360	2.0	0.529	11.6	LOS B	3.0	77.1	0.56	1.00	26.0
14	R2	40	4.0	0.529	11.6	LOS B	3.0	77.1	0.56	1.00	26.0
Approach		444	2.9	0.529	11.6	LOS B	3.0	77.1	0.56	0.50	26.0
West: Candelaria Road											
5	L2	28	11.0	0.241	8.9	LOS A	0.9	22.1	0.56	1.13	26.9
2	T1	40	3.0	0.241	8.9	LOS A	0.9	22.1	0.56	1.13	26.9
12	R2	80	0.0	0.241	8.9	LOS A	0.9	22.1	0.56	1.13	26.9
Approach		148	2.9	0.241	8.9	LOS A	0.9	22.1	0.56	0.56	26.9
All Vehicles		1388	2.7	0.539	10.6	LOS B	3.3	83.5	0.50	0.43	26.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6

MOVEMENT SUMMARY

Site: Rio Grande Boulevard/Candelaria Road

PM Peak Hour
Single Lane Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Rio Grande Boulevard											
3	L2	40	0.0	0.861	25.8	LOS D	14.5	364.2	0.94	1.46	20.8
8	T1	619	1.0	0.861	25.8	LOS D	14.5	364.2	0.94	1.46	20.8
18	R2	180	0.0	0.861	25.8	LOS D	14.5	364.2	0.94	1.46	20.8
Approach		839	0.7	0.861	25.8	LOS D	14.5	364.2	0.94	0.73	20.8
East: Candelaria Road											
1	L2	284	1.0	0.827	34.1	LOS D	7.3	183.1	0.90	2.18	18.1
6	T1	76	0.0	0.827	34.1	LOS D	7.3	183.1	0.90	2.18	18.1
16	R2	104	0.0	0.827	34.1	LOS D	7.3	183.1	0.90	2.18	18.1
Approach		464	0.6	0.827	34.1	LOS D	7.3	183.1	0.90	1.09	18.1
North: Rio Grande Boulevard											
7	L2	48	9.0	0.582	14.3	LOS B	3.6	92.2	0.68	1.44	24.8
4	T1	340	1.0	0.582	14.3	LOS B	3.6	92.2	0.68	1.44	24.8
14	R2	44	0.0	0.582	14.3	LOS B	3.6	92.2	0.68	1.44	24.8
Approach		432	1.8	0.582	14.3	LOS B	3.6	92.2	0.68	0.72	24.8
West: Candelaria Road											
5	L2	28	0.0	0.231	9.3	LOS A	0.8	20.8	0.59	1.19	26.6
2	T1	60	0.0	0.231	9.3	LOS A	0.8	20.8	0.59	1.19	26.6
12	R2	44	0.0	0.231	9.3	LOS A	0.8	20.8	0.59	1.19	26.6
Approach		132	0.0	0.231	9.3	LOS A	0.8	20.8	0.59	0.59	26.6
All Vehicles		1867	0.9	0.861	24.0	LOS C	14.5	364.2	0.84	0.81	21.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INTERSECTION SUMMARY

Site: Rio Grande Boulevard/Candelaria Road

PM Peak Hour
Single Lane Roundabout
Roundabout

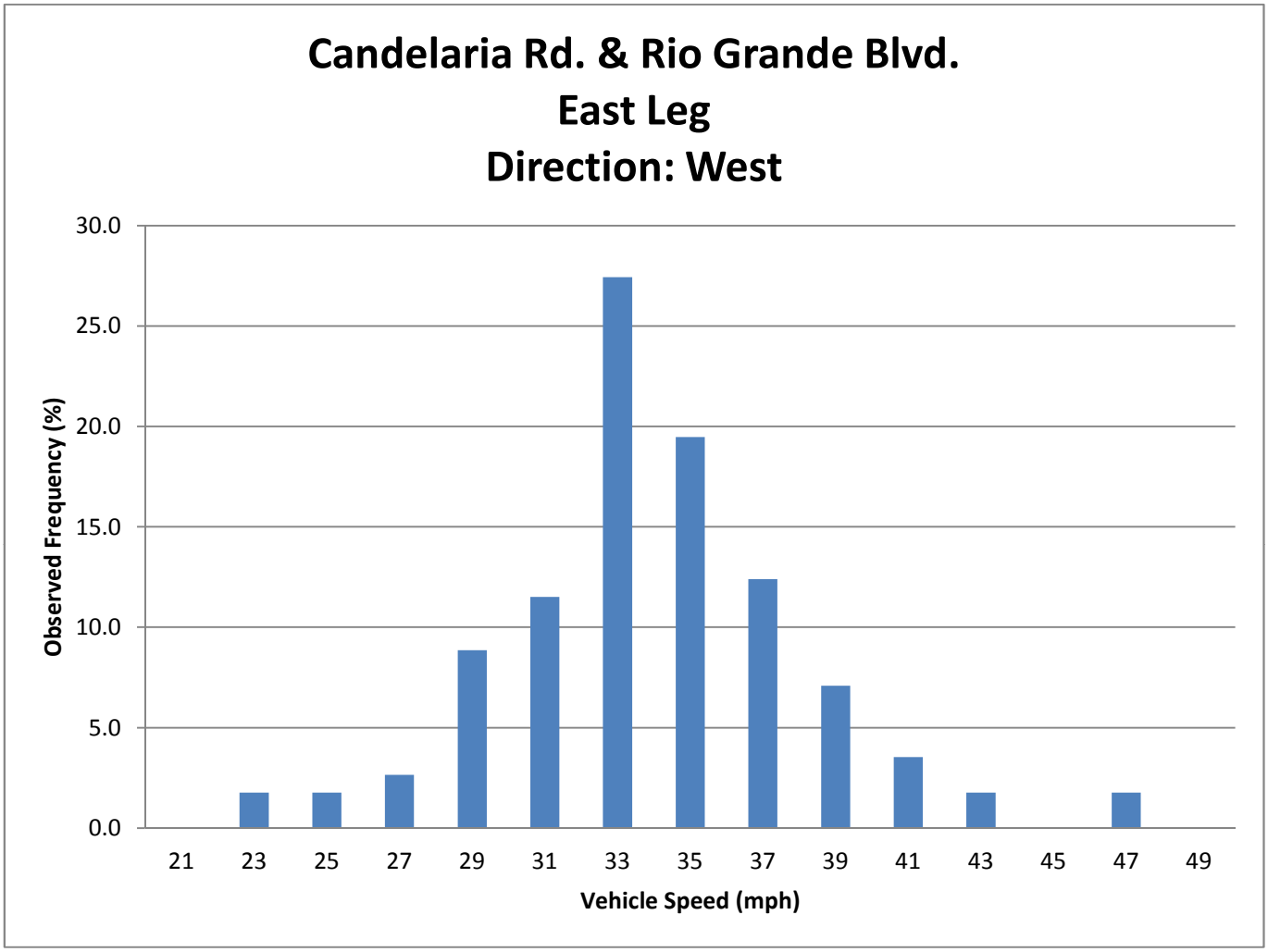
Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1867	veh/h	2241	pers/h
Percent Heavy Vehicles (Demand)	0.9	%		
Degree of Saturation	0.861			
Practical Spare Capacity	-1.3	%		
Effective Intersection Capacity	2169	veh/h		
Control Delay (Total)	12.47	veh-h/h	14.96	pers-h/h
Control Delay (Average)	24.0	sec	24.0	sec
Control Delay (Worst Lane)	34.1	sec		
Control Delay (Worst Movement)	34.1	sec	34.1	sec
Geometric Delay (Average)	0.0	sec		
Stop-Line Delay (Average)	24.0	sec		
Idling Time (Average)	18.0	sec		
Intersection Level of Service (LOS)	LOS C			
95% Back of Queue - Vehicles (Worst Lane)	14.5	veh		
95% Back of Queue - Distance (Worst Lane)	364.2	ft		
Queue Storage Ratio (Worst Lane)	0.30			
Total Effective Stops	1506	veh/h	1807	pers/h
Effective Stop Rate	0.81	per veh	0.81	per pers
Proportion Queued	0.84		0.84	
Performance Index	83.2		83.2	
Travel Distance (Total)	761.2	veh-mi/h	913.4	pers-mi/h
Travel Distance (Average)	2152	ft	2152	ft
Travel Time (Total)	36.1	veh-h/h	43.3	pers-h/h
Travel Time (Average)	69.5	sec	69.5	sec
Travel Speed	21.1	mph	21.1	mph
Cost (Total)	555.13	$/h	555.13	$/h
Fuel Consumption (Total)	18.6	gal/h		
Carbon Dioxide (Total)	165.7	kg/h		
Hydrocarbons (Total)	0.088	kg/h		
Carbon Monoxide (Total)	0.602	kg/h		
NOx (Total)	0.136	kg/h		

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

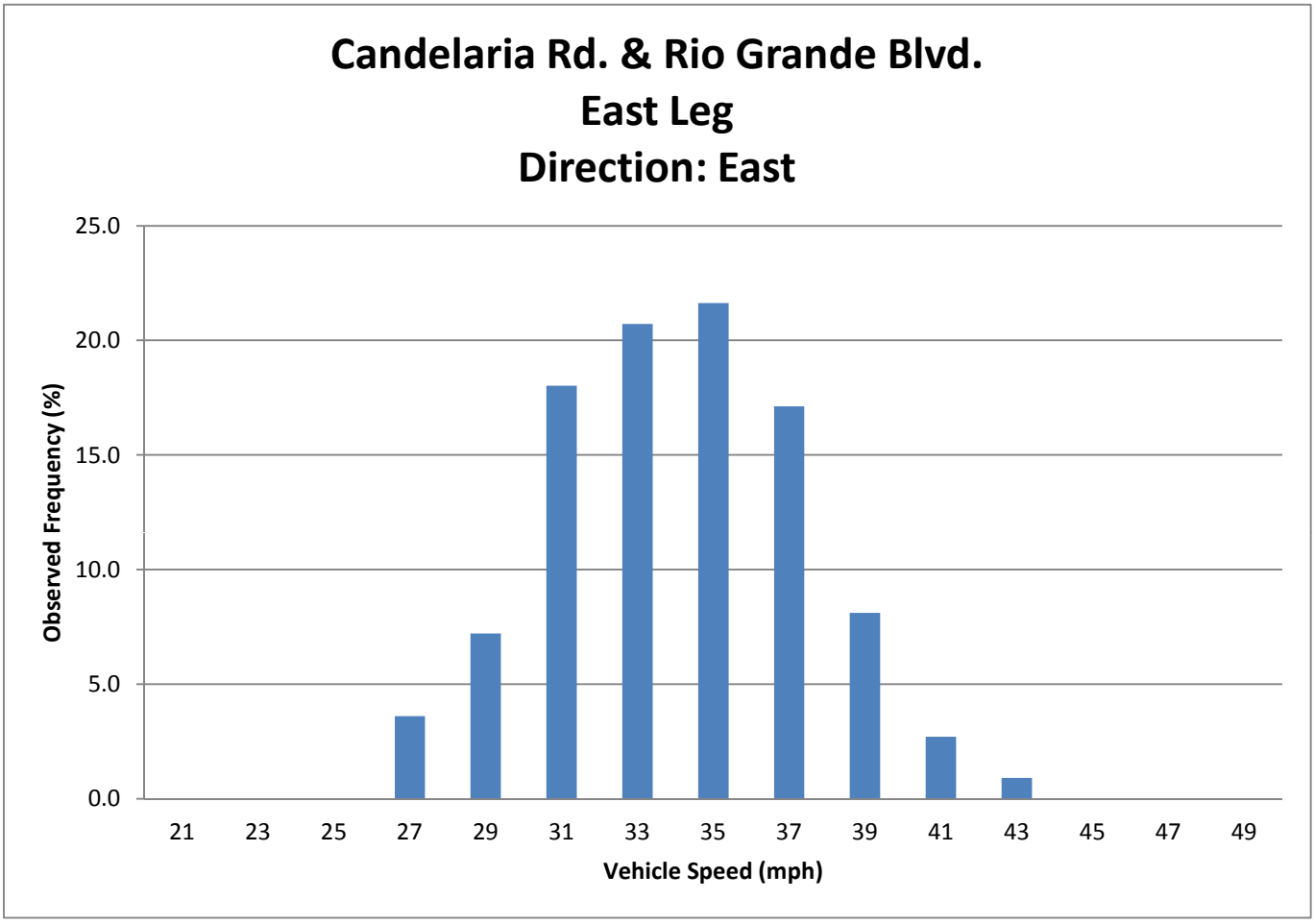
Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	896,380	veh/y	1,075,655	pers/y
Delay	5,984	veh-h/y	7,181	pers-h/y
Effective Stops	722,820	veh/y	867,384	pers/y
Travel Distance	365,359	veh-mi/y	438,430	pers-mi/y
Travel Time	17,309	veh-h/y	20,771	pers-h/y
Cost	266,461	$/y	266,461	$/y
Fuel Consumption	8,931	gal/y		
Carbon Dioxide	79,536	kg/y		
Hydrocarbons	42	kg/y		
Carbon Monoxide	289	kg/y		
NOx	65	kg/y		

Appendix H: Manual Speed Data (June 2013)

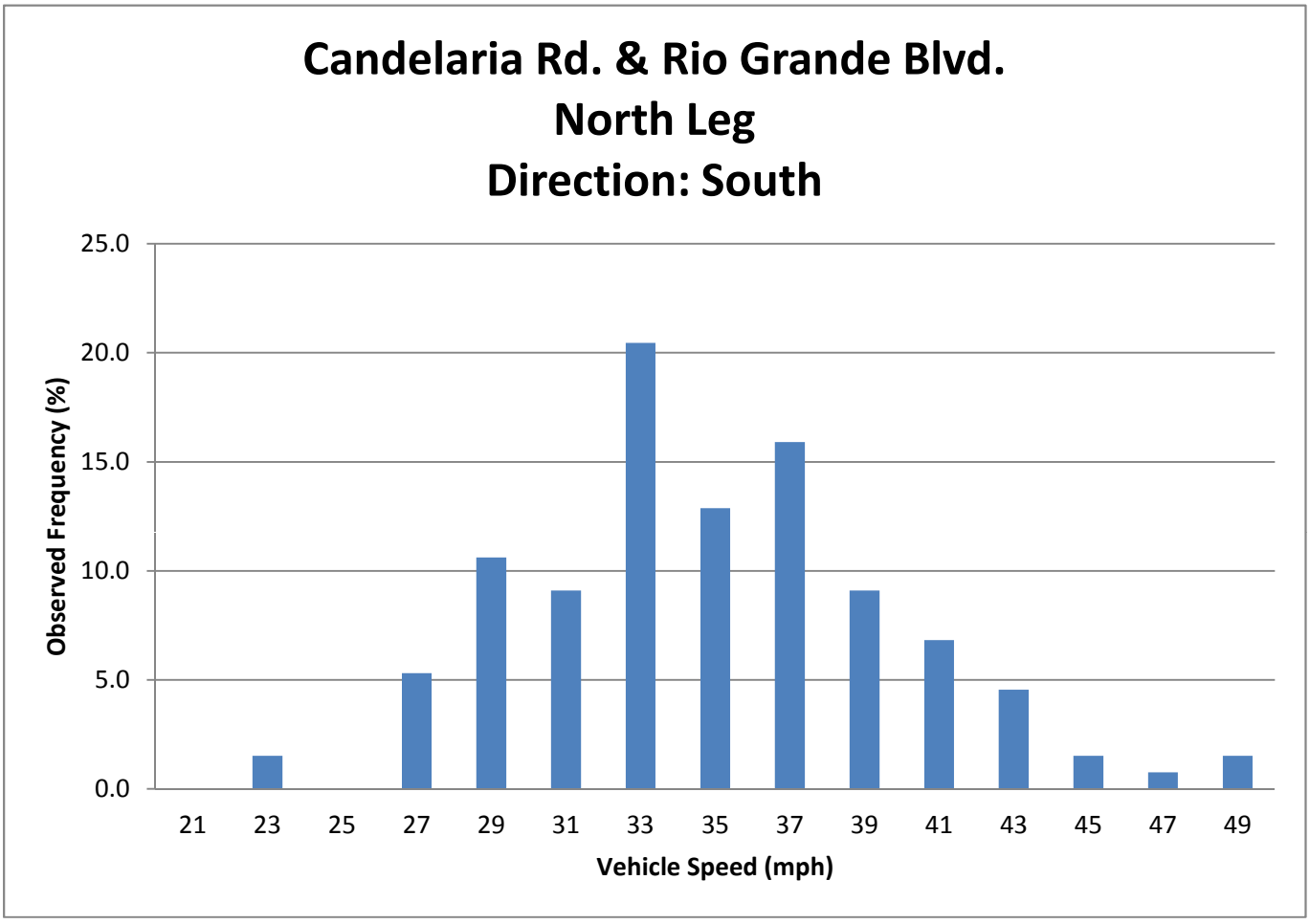
Candelaria Rd. & Rio Grande Blvd. East Leg Direction: West						
Speed Class (mph)	**Class Midvalue, u_i**	**Class Frequency (Number of Observations in Class), f_i**	**$f_i u_i$**	**Percentage of Observations in Class**	**Cumulative Percentage of All Observations**	**$f(u_i-u)^2$**
20-21.9	21	0	0	0.0	0.0	0.0
22-23.9	23	2	46	1.8	1.8	240.1
24-25.9	25	2	50	1.8	3.5	160.4
26-27.9	27	3	81	2.7	6.2	145.1
28-29.9	29	10	290	8.8	15.0	245.6
30-31.9	31	13	403	11.5	26.5	113.6
32-33.9	33	31	1023	27.4	54.0	28.3
34-35.9	35	22	770	19.5	73.5	24.0
36-37.9	37	14	518	12.4	85.8	129.7
38-39.9	39	8	312	7.1	92.9	203.6
40-41.9	41	4	164	3.5	96.5	198.5
42-43.9	43	2	86	1.8	98.2	163.6
44-45.9	45	0	0	0.0	98.2	0.0
46-47.9	47	2	94	1.8	100.0	340.3
48-49.9	49	0	0	0.0	100.0	0.0
Total:		**113**	**3837**			**1992.8**


Candelaria Rd. & Rio Grande Blvd.
East Leg
Direction: West
30.0
25.0
20.0
15.0
10.0
5.0
0.0
Observed Frequency (%)
21
23
25
27
29
31
33
35
37
39
41
43
45
47
49
Vehicle Speed (mph)

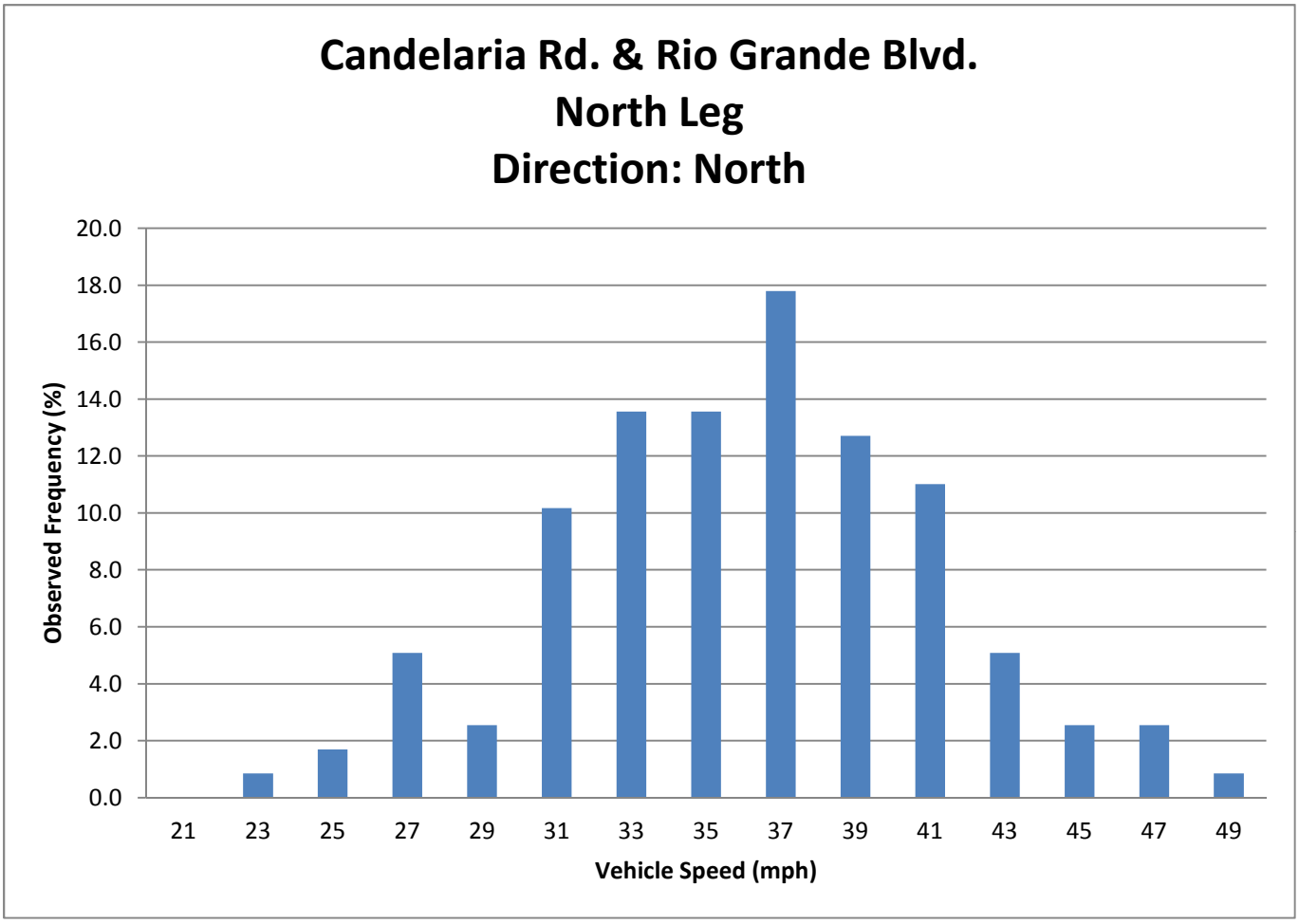
Candelaria Rd. & Rio Grande Blvd. East Leg Direction: East						
Speed Class (mph)	**Class Midvalue, u_i**	**Class Frequency (Number of Observations in Class), f_i**	**$f_i u_i$**	**Percentage of Observations in Class**	**Cumulative Percentage of All Observations**	**$f(u_i-u)^2$**
20-21.9	21	0	0	0.0	0.0	0.0
22-23.9	23	0	0	0.0	0.0	0.0
24-25.9	25	0	0	0.0	0.0	0.0
26-27.9	27	4	108	3.6	3.6	198.5
28-29.9	29	8	232	7.2	10.8	203.6
30-31.9	31	20	620	18.0	28.8	185.4
32-33.9	33	23	759	20.7	49.5	25.1
34-35.9	35	24	840	21.6	71.2	21.9
36-37.9	37	19	703	17.1	88.3	165.9
38-39.9	39	9	351	8.1	96.4	221.0
40-41.9	41	3	123	2.7	99.1	145.1
42-43.9	43	1	43	0.9	100.0	80.2
44-45.9	45	0	0	0.0	100.0	0.0
46-47.9	47	0	0	0.0	100.0	0.0
48-49.9	49	0	0	0.0	100.0	0.0
Total:		**111**	**3779**			**1246.8**


Candelaria Rd. & Rio Grande Blvd.
East Leg
Direction: East
25.0
20.0
15.0
10.0
5.0
0.0
Observed Frequency (%)
21
23
25
27
29
31
33
35
37
39
41
43
45
47
49
Vehicle Speed (mph)

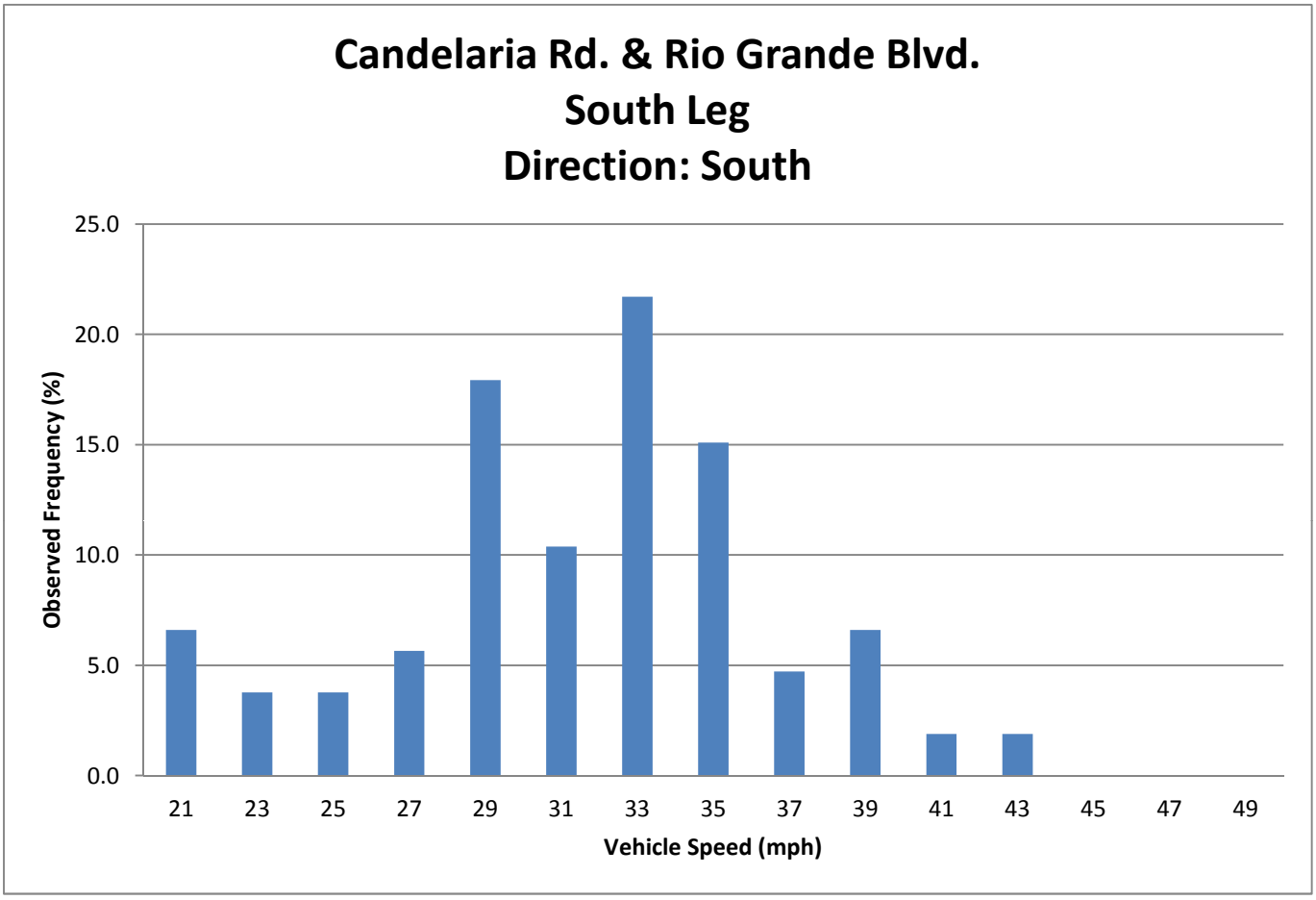
Candelaria Rd. & Rio Grande Blvd. North Leg Direction: South						
Speed Class (mph)	**Class Midvalue, u_i**	**Class Frequency (Number of Observations in Class), f_i**	**$f_i u_i$**	**Percentage of Observations in Class**	**Cumulative Percentage of All Observations**	**$f(u_i-u)^2$**
20-21.9	21	0	0	0.0	0.0	0.0
22-23.9	23	2	46	1.5	1.5	282.9
24-25.9	25	0	0	0.0	1.5	0.0
26-27.9	27	7	189	5.3	6.8	436.2
28-29.9	29	14	406	10.6	17.4	486.3
30-31.9	31	12	372	9.1	26.5	182.0
32-33.9	33	27	891	20.5	47.0	96.8
34-35.9	35	17	595	12.9	59.8	0.2
36-37.9	37	21	777	15.9	75.8	93.1
38-39.9	39	12	468	9.1	84.8	202.3
40-41.9	41	9	369	6.8	91.7	335.6
42-43.9	43	6	258	4.5	96.2	394.2
44-45.9	45	2	90	1.5	97.7	204.3
46-47.9	47	1	47	0.8	98.5	146.6
48-49.9	49	2	98	1.5	100.0	398.0
Total:		**132**	**4606**			**3258.5**


Candelaria Rd. & Rio Grande Blvd.
North Leg
Direction: South
25.0
20.0
15.0
10.0
5.0
0.0
Observed Frequency (%)
21
23
25
27
29
31
33
35
37
39
41
43
45
47
49
Vehicle Speed (mph)

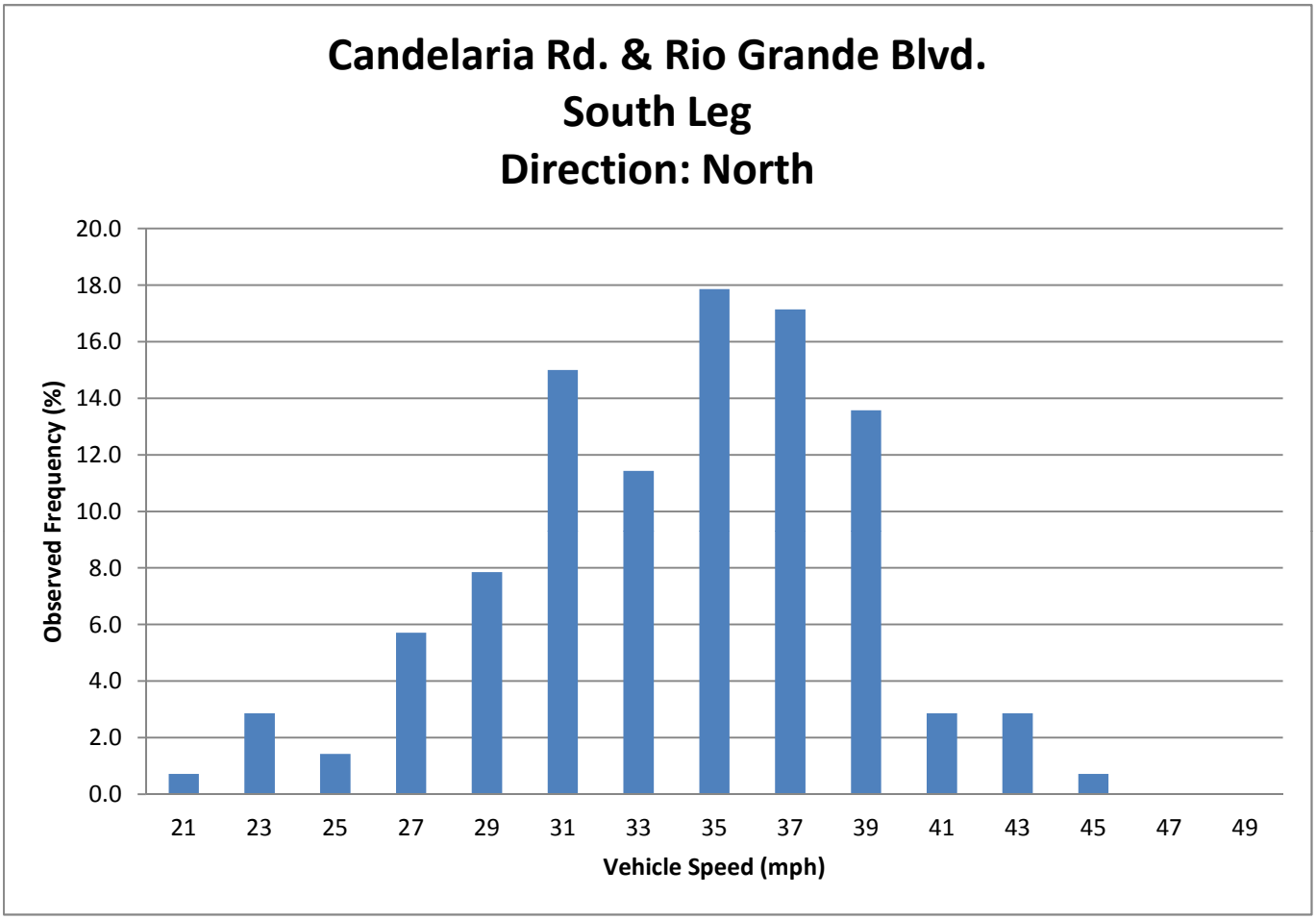
Candelaria Rd. & Rio Grande Blvd. North Leg Direction: North						
Speed Class (mph)	**Class Midvalue, u_i**	**Class Frequency (Number of Observations in Class), f_i**	**$f_i u_i$**	**Percentage of Observations in Class**	**Cumulative Percentage of All Observations**	**$f(u_i-u)^2$**
20-21.9	21	0	0	0.0	0.0	0.0
22-23.9	23	1	23	0.8	0.8	171.7
24-25.9	25	2	50	1.7	2.5	246.5
26-27.9	27	6	162	5.1	7.6	497.0
28-29.9	29	3	87	2.5	10.2	151.3
30-31.9	31	12	372	10.2	20.3	312.3
32-33.9	33	16	528	13.6	33.9	153.9
34-35.9	35	16	560	13.6	47.5	19.4
36-37.9	37	21	777	17.8	65.3	16.9
38-39.9	39	15	585	12.7	78.0	126.0
40-41.9	41	13	533	11.0	89.0	311.9
42-43.9	43	6	258	5.1	94.1	285.5
44-45.9	45	3	135	2.5	96.6	237.5
46-47.9	47	3	141	2.5	99.2	356.3
48-49.9	49	1	49	0.8	100.0	166.4
Total:		**118**	**4260**			**3052.8**


Candelaria Rd. & Rio Grande Blvd.
North Leg
Direction: North
Observed Frequency (%)
20.0
18.0
16.0
14.0
12.0
10.0
8.0
6.0
4.0
2.0
0.0
21
23
25
27
29
31
33
35
37
39
41
43
45
47
49
Vehicle Speed (mph)

Candelaria Rd. & Rio Grande Blvd. South Leg Direction: South						
Speed Class (mph)	**Class Midvalue, u_i**	**Class Frequency (Number of Observations in Class), f_i**	**$f_i u_i$**	**Percentage of Observations in Class**	**Cumulative Percentage of All Observations**	**$f(u_i-u)^2$**
20-21.9	21	7	147	6.6	6.6	770.4
22-23.9	23	4	92	3.8	10.4	288.4
24-25.9	25	4	100	3.8	14.2	168.5
26-27.9	27	6	162	5.7	19.8	121.0
28-29.9	29	19	551	17.9	37.7	117.9
30-31.9	31	11	341	10.4	48.1	2.6
32-33.9	33	23	759	21.7	69.8	52.4
34-35.9	35	16	560	15.1	84.9	197.1
36-37.9	37	5	185	4.7	89.6	151.8
38-39.9	39	7	273	6.6	96.2	394.7
40-41.9	41	2	82	1.9	98.1	180.9
42-43.9	43	2	86	1.9	100.0	264.9
44-45.9	45	0	0	0.0	100.0	0.0
46-47.9	47	0	0	0.0	100.0	0.0
48-49.9	49	0	0	0.0	100.0	0.0
Total:		**106**	**3338**			**2710.5**


Candelaria Rd. & Rio Grande Blvd.
South Leg
Direction: South
Observed Frequency (%)
25.0
20.0
15.0
10.0
5.0
0.0
21
23
25
27
29
31
33
35
37
39
41
43
45
47
49
Vehicle Speed (mph)

Candelaria Rd. & Rio Grande Blvd. South Leg Direction: North						
Speed Class (mph)	**Class Midvalue, u_i**	**Class Frequency (Number of Observations in Class), f_i**	**$f_i u_i$**	**Percentage of Observations in Class**	**Cumulative Percentage of All Observations**	**$f(u_i-u)^2$**
20-21.9	21	1	21	0.7	0.7	169.4
22-23.9	23	4	92	2.9	3.6	485.3
24-25.9	25	2	50	1.4	5.0	162.5
26-27.9	27	8	216	5.7	10.7	393.6
28-29.9	29	11	319	7.9	18.6	276.6
30-31.9	31	21	651	15.0	33.6	190.8
32-33.9	33	16	528	11.4	45.0	16.5
34-35.9	35	25	875	17.9	62.9	24.3
36-37.9	37	24	888	17.1	80.0	213.9
38-39.9	39	19	741	13.6	93.6	472.3
40-41.9	41	4	164	2.9	96.4	195.2
42-43.9	43	4	172	2.9	99.3	323.0
44-45.9	45	1	45	0.7	100.0	120.7
46-47.9	47	0	0	0.0	100.0	0.0
48-49.9	49	0	0	0.0	100.0	0.0
Total:		**140**	**4762**			**3044.0**


Candelaria Rd. & Rio Grande Blvd.
South Leg
Direction: North
Observed Frequency (%)
20.0
18.0
16.0
14.0
12.0
10.0
8.0
6.0
4.0
2.0
0.0
21
23
25
27
29
31
33
35
37
39
41
43
45
47
49
Vehicle Speed (mph)

Appendix I: NCHRP Report 572 Crash Predicting Frequency

NCHRP
REPORT 572

NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

Roundabouts in the United States

TRANSPORTATION RESEARCH BOARD
OF THE NATIONAL ACADEMIES

Exhibit 5-19
Intersection-Level Safety Performance Models and Validity Ranges—Total Crashes

Model for Predicting the Expected Total Crash Frequency per Year by Number of Approaches			
Circ. Lanes	**3 Legs**	**4 Legs**	**5 Legs**
1	$0.0011(AADT)^{0.7490}$ 4,000 to 31,000 AADT	$0.0023(AADT)^{0.7490}$ 4,000 to 37,000 AADT	$0.0049(AADT)^{0.7490}$ 4,000 to 18,000 AADT
2	$0.0018(AADT)^{0.7490}$ 3,000 to 20,000 AADT	$0.0038(AADT)^{0.7490}$ 2,000 to 35,000 AADT	$0.0073(AADT)^{0.7490}$ 2,000 to 52,000 AADT
3 or 4[1]	Not Available	$0.0126(AADT)^{0.7490}$ 25,000 to 59,000 AADT	Not Available
Dispersion parameter: k = 0.90			

Notes: Circ. = circulating; AADT is the total entering AADT; the AADT range for the calibration data is also shown.
[1] Models based on a small sample size of roundabouts that appeared to have high crash frequencies and should be used with caution

Exhibit 5-20
Intersection-Level Safety Performance Models and Validity Ranges—KAB Injury Crashes

Model for Predicting the Expected KAB Injury Crash Frequency per Year by Number of Approaches			
Circ. Lanes	**3 Legs**	**4 Legs**	**5 Legs**
1 or 2	$0.0008(AADT)^{0.5923}$ 3,000 to 31,000 AADT	$0.0013(AADT)^{0.5923}$ 2,000 to 37,000 AADT	$0.0029(AADT)^{0.5923}$ 2,000 to 52,000 AADT
3 or 4[1]	Not Available	$0.0119(AADT)^{0.5923}$ 25,000 to 59,000 AADT	Not Available
Dispersion parameter: k = 0.946			

Notes: Circ. = circulating; AADT is the total entering AADT; the AADT range for the calibration data is also shown.
[1] Models based on a small sample size of roundabouts that appeared to have high crash frequencies and should be used with caution

to data acquired in Step 1) from a sample of roundabouts representative of ones in that jurisdiction. At a minimum, a dataset for at least 10 roundabouts with a minimum of 50 crashes is needed. The recalibration multiplier is the sum of crashes recorded in this dataset divided by the sum of the crashes predicted by the model for this dataset. The model from Exhibit 5-19 or Exhibit 5-20 is then applied with the recalibration multiplier to estimate the annual number of crashes (P).

Step 3: Combine the model estimate (P) with the count of crashes (x) in the n years of observed data to obtain an estimate of the expected *annual* number of crashes (m) at the roundabout. This estimate of m is calculated as:

$$m = w_1 x + w_2 P$$

Equation 5-1

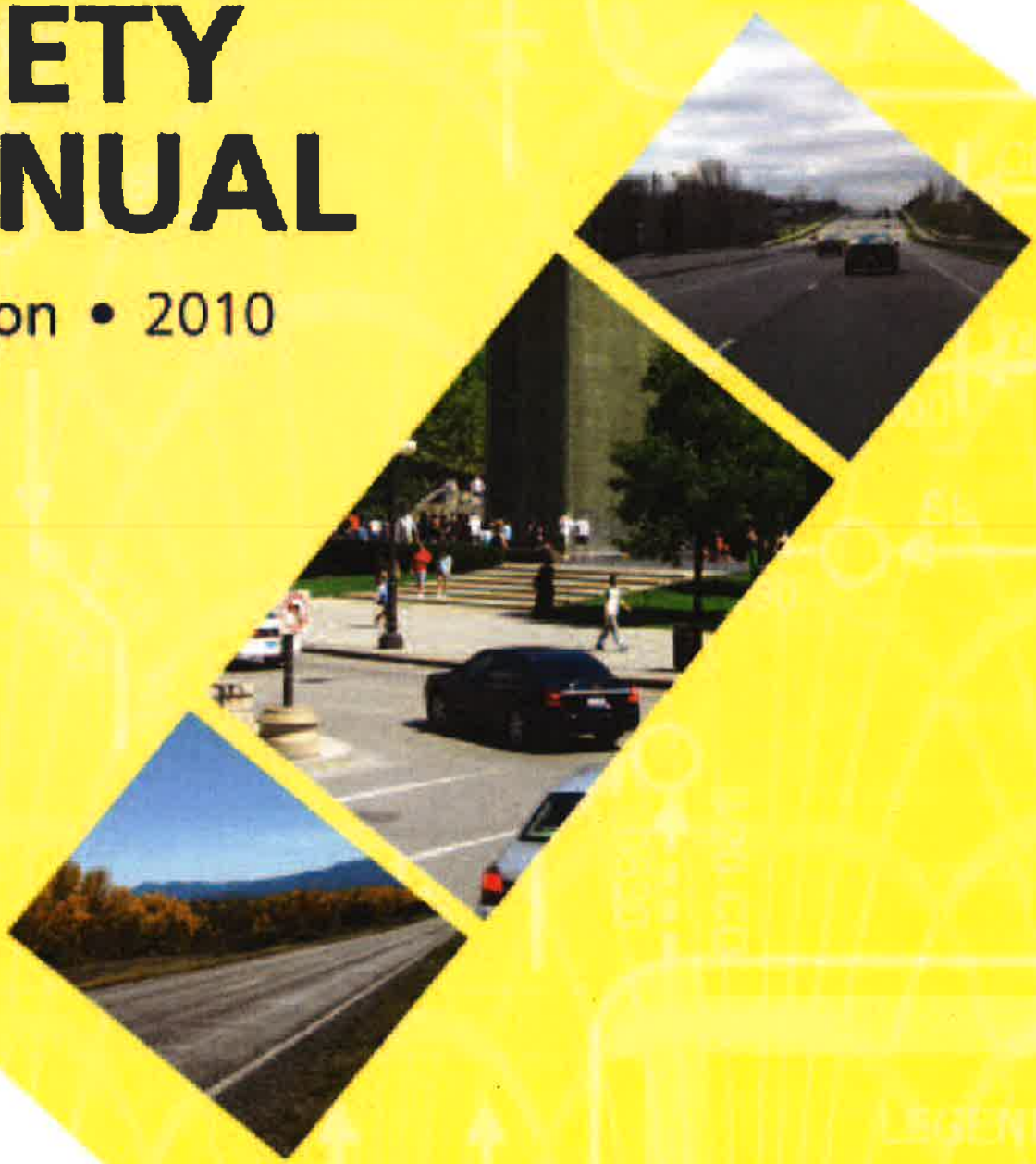
$$w_1 = \frac{P}{(1/k) + nP}$$

Equation 5-2

Appendix J: AASHTO Safety Manual Crash Predicting Frequency

HIGHWAY SAFETY MANUAL

1st Edition • 2010



HSM
Highway Safety Manual

Table 14-24. Potential Crash Effects of Modifying Left-Turn Phase on One Intersection Approach (17,19)

Treatment	Setting (Intersection Type)	Traffic Volume AADT (veh/day)	Crash Type (Severity)	CMF	Std. Error
Change from permissive to protected/ permissive or permissive/protected phasing	Unspecified (Unspecified)	Unspecified	Unspecified (All severities)	0.99	N/A°
Change from permissive to protected	Unspecified (Unspecified)	Unspecified	Unspecified (All severities)	0.94	N/A°
Base Condition: Permissive left-turn phase.					

NOTE: Use CMF = 1.00 for all unsignalized intersections. If several approaches to a signalized intersection have left-turn phasing, the values of the CMF for each approach should be multiplied together.

The box illustrates how to apply the information in Table 14-24 to assess the crash effects of providing protected leading left-turn phasing.

Effectiveness of Modifying Left-Turn Phasing

Question:
An urban signalized intersection has permissive/protected, east-west left-turn phases and permissive, north/south left-turn phases. As part of a signal retiming project, the governing jurisdiction looked into providing only leading protected left-turn phases on the east-west approaches and maintaining the permissive north/south left-turn phasing. What will be the likely change in expected average crash frequency?

Given Information:
- Existing intersection control = urban four-leg traffic signal
- Existing left-turn signal phasing = permissive/protected on the east/ west approaches, permissive on the north/south approaches.
- Intersection expected average crash frequency with the existing treatment (assumed value) = 14 crashes/year

Find:
- Expected average crash frequency with implementation of leading protected left-turn phases at the east and west approaches
- Change in expected average crash frequency

Answer:
1) Calculate the existing conditions CMF

CMF = 0.99 for each permissive/protected left-turn approach (Table 14-24)

CMF = 1.00 for each permissive left-turn approach (Table 14-24)

$CMF_{existing}$ = 0.99 x 0.99 x 1.00 x 1.00 = 0.98

The intersection-wide CMF for existing conditions is computed by multiplying the individual CMFs at each approach to account for the combined effect of left-turn phasing treatments. Each approach is assigned a CMF from Table 14-24 which corresponds to individual left-turn phasing treatments at each approach.

2) Calculate the future conditions CMF

CMF = 0.94 per protected left-turn approach

Appendix K: FHWA Mean Comprehensive Cost Per Crash

Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries

PUBLICATION NO. FHWA-HRT-05-051

OCTOBER 2005

U.S. Department of Transportation
Federal Highway Administration

Research, Development, and Technology
Turner-Fairbank Highway Research Center
6300 Georgetown Pike
McLean, VA 22101-2296

Table 15. Level 6 without speed limits

Code	Maximum injsev in crash	Maximum injsev codes	Mean human capital cost per crash	Std. Err.	[95% Conf. Interval]		Observ	Mean comprehensive cost per crash	Std. Err.	[95% Conf. Interval]	
	No injury	0	$ 6,390	396	5,607	7,173	11,605	$ 7,428	548	6,342	8,513
	C/O	0.5	$ 11,403	756	9,906	12,899	16,925	$ 15,953	995	13,983	17,922
	B/C	1.5	$ 32,807	2,658	27,544	38,071	10,077	$ 56,272	4,627	47,111	65,434
	A/B/C	2	$ 45,747	3,267	39,278	52,216	19,496	$ 82,588	6,587	69,547	95,629
	K/A	3.5	$ 232,167	25,876	180,939	283,395	10,797	$ 619,988	73,407	474,659	765,316
	K/A/B	3	$ 118,594	7,632	103,486	133,703	15,554	$ 297,561	22,069	253,869	341,252
	K/A/B/C	2.5	$ 68,846	6,694	55,593	82,099	20,874	$ 158,177	18,832	120,894	195,460
	Injured, sev unk	5	$ 43,469	7,798	28,031	58,907	310	$ 82,642	15,447	52,060	113,224
	Unknown	9	$ 14,799	406	13,995	15,603	986	$ 24,248	668	22,926	25,570

45 mi/h = 72 km/h 50 mi/h = 80 km/h

Code S = Derived from small sample.

Code I = Illogical values or outliers in data.

Code N = Combined estimate with no fatal component.

Injsev = Injury severity

Observ = Observations

St. Err. = Standard Error

Conf. Interval = Confidence Interval

— = Sample size too small to calculate or the lower bound of the confidence interval was below zero.

Appendix L: Bureau of Labor Statistics Average Hourly Rate

BLS
BUREAU OF LABOR STATISTICS
U.S. DEPARTMENT OF LABOR

NEWS RELEASE

SOUTHWEST INFORMATION OFFICE
Dallas, Texas

For release: Tuesday, June 4, 2013 13-1072-DAL

Contact information: (972) 850-4800 • BLSInfoDallas@bls.gov • www.bls.gov/ro6

OCCUPATIONAL EMPLOYMENT AND WAGES IN ALBUQUERQUE, MAY 2012

Workers in the Albuquerque Metropolitan Statistical Area had an average (mean) hourly wage of $20.69 in May 2012, about 6 percent below the nationwide average of $22.01, according to the U.S. Bureau of Labor Statistics. Regional Commissioner Stanley W. Suchman noted that, after testing for statistical significance, wages in the local area were significantly lower than their respective national averages in 15 of the 22 major occupational groups, including legal, protective service, and sales and related workers. Only two groups had wages that were measurably higher than their respective national averages: life, physical, and social science occupations; and healthcare support workers.

Table A. Occupational employment and wages by major occupational group, United States and the Albuquerque Metropolitan Statistical Area, and measures of statistical significance, May 2012

Major occupational group	Percent of total employment		Mean hourly wage		
	United States	Albuquerque	United States	Albuquerque	Percent difference[1]
Total, all occupations	100.0%	100.0%	$22.01	$20.69 *	-6
Management	4.9	5.1	52.20	45.36 *	-13
Business and financial operations	4.9	4.8	33.44	30.06 *	-10
Computer and mathematical	2.7	2.6	38.55	36.06 *	-6
Architecture and engineering	1.8	3.4 *	37.98	38.05	0
Life, physical, and social science	0.8	1.3 *	32.87	36.04 *	10
Community and social service	1.4	1.7 *	21.27	20.05 *	-6
Legal	0.8	0.9	47.39	35.97 *	-24
Education, training, and library	6.4	6.1 *	24.62	21.21 *	-14
Arts, design, entertainment, sports, and media	1.3	1.1 *	26.20	21.90 *	-16
Healthcare practitioners and technical	5.9	6.7 *	35.35	34.71	-2
Healthcare support	3.0	3.0	13.36	13.91 *	4
Protective service	2.5	2.9 *	20.70	16.93 *	-18
Food preparation and serving related	8.9	9.4 *	10.28	9.83 *	-4
Building and grounds cleaning and maintenance	3.3	3.2	12.34	10.81 *	-12
Personal care and service	2.9	4.2 *	11.80	10.40 *	-12
Sales and related	10.6	9.7 *	18.26	15.33 *	-16
Office and administrative support	16.4	17.0 *	16.54	15.56 *	-6
Farming, fishing, and forestry	0.3	0.1 *	11.65	11.95	3
Construction and extraction	3.8	4.8 *	21.61	18.61 *	-14
Installation, maintenance, and repair	3.9	3.4 *	21.09	19.73 *	-6
Production	6.6	3.6 *	16.59	16.84	2
Transportation and material moving	6.7	5.1 *	16.15	15.62	-3

* The percent share of employment or mean hourly wage for this area is significantly different from the national average of all areas at the 90-percent confidence level.

[1] A positive percent difference measures how much the mean wage in Albuquerque is above the national mean wage, while a negative difference reflects a lower wage.

When compared to the nationwide distribution, local employment was more highly concentrated in 9 of the 22 occupational groups, including architecture and engineering, personal care and service, and construction and extraction. Conversely, employment shares were significantly below their national representation in seven groups, including production, transportation and material moving, and sales and related. (See table A and box note at end of release.)

One occupational group–architecture and engineering–was chosen to illustrate the diversity of data available for any of the 22 major occupational categories. Albuquerque had 12,490 jobs in architecture and engineering, accounting for 3.4 percent of local area employment, nearly double the 1.8-percent national share. The average hourly wage for this occupational group locally was $38.05 compared to the national average of $37.98.

With employment of 1,000, industrial engineers was among the largest occupation within the architecture and engineering group, followed by civil engineers (970) and electronics engineers, except computer (940). Among the higher paying jobs were nuclear engineers and aerospace engineers, with mean hourly wages of $61.40 and $49.49, respectively. At the lower end of the wage scale were surveying and mapping technicians ($18.21) and environmental engineering technicians ($19.70). (Detailed occupational data for architecture and engineering are presented in table 1; for a complete listing of all detailed occupations, see www.bls.gov/oes/current/oes_10740.htm.)

Location quotients allow us to explore the occupational make-up of a metropolitan area by comparing the composition of jobs in an area relative to the national average. (See table 1.) For example, a location quotient of 2.0 indicates that an occupation accounts for twice the share of employment in the area than it does nationally. In the Albuquerque metropolitan area, above average concentrations of employment were found in many of the occupations within the architecture and engineering group. For instance, cartographers and photogrammetrists were employed at 5.9 times the national rate in Albuquerque, and electro-mechanical technicians at 10.1 times the U.S. average. Albuquerque's electro-mechanical technicians' location quotient ranked second in the country among all metropolitan areas and the cartographers and photogrammetrists employment concentration ranked third. On the other hand, electrical engineers had a location quotient of 1.0 in Albuquerque, indicating that this particular occupation's local and national employment shares were similar.

These statistics are from the Occupational Employment Statistics (OES) survey, a federal-state cooperative program between BLS and State Workforce Agencies, in this case, the New Mexico Department of Workforce Solutions.

With the release of the May 2012 estimates, OES data are based on the 2010 Standard Occupational Classification (SOC) system for the first time. The OES survey provides estimates of employment and hourly and annual wages for wage and salary workers in 22 major occupational groups and more than 800 detailed occupations for the nation, states, metropolitan statistical areas, metropolitan divisions, and nonmetropolitan areas. In addition, employment and wage estimates for 94 minor groups and 458 broad occupations are available in the national data for the first time. Information about the 2010 SOC is available on the BLS website at www.bls.gov/soc/.

The May 2012 OES estimates are the first to be produced using the 2012 North American Industry Classification System (NAICS). Information about the 2012 NAICS is available on the BLS website at www.bls.gov/bls/naics.htm.

OES wage and employment data for the 22 major occupational groups in the Albuquerque Metropolitan Statistical Area were compared to their respective national averages based on statistical significance testing. Only those occupations with wages or employment shares above or below the national wage or share after testing for significance at the 90-percent confidence level meet the criteria.

NOTE: A value that is statistically different from another does not necessarily mean that the difference has economic or practical significance. Statistical significance is concerned with the ability to make confident statements about a universe based on a sample. It is entirely possible that a large difference between two values is not significantly different statistically, while a small difference is, since both the size and heterogeneity of the sample affect the relative error of the data being tested.

Technical Note

The Occupational Employment Statistics (OES) survey is a semiannual mail survey measuring occupational employment and wage rates for wage and salary workers in nonfarm establishments in the United States. Guam, Puerto Rico, and the Virgin Islands are also surveyed, but their data are not included in the national estimates. OES estimates are constructed from a sample of about 1.2 million establishments. Forms are mailed to approximately 200,000 sampled establishments in May and November each year for a 3-year period. May 2012 estimates are based on responses from six semiannual panels collected in May 2012, November 2011, May 2011, November 2010, May 2010, and November 2009. The overall national response rate for the six panels is 76.6 percent based on establishments and 72.9 percent based on employment. The sample in the Albuquerque Metropolitan Statistical Area included 3,043 establishments with a response rate of 80 percent. For more information about OES concepts and methodology, go to www.bls.gov/news.release/ocwage.tn.htm.

Area definitions

The substate area data published in this release reflect the standards and definitions established by the U.S. Office of Management and Budget.

The **Albuquerque Metropolitan Statistical Area (MSA)** includes Bernalillo, Sandoval, Torrance, and Valencia Counties in New Mexico**.**

Additional information

OES data are available on our regional web page at www.bls.gov/ro6. Answers to frequently asked questions about the OES data are available at www.bls.gov/oes/oes_ques.htm. Detailed technical information about the OES survey is available in our Survey Methods and Reliability Statement on the BLS website at www.bls.gov/oes/2012/may/methods_statement.pdf. Information in this release will be made available to sensory impaired individuals upon request – Voice phone: 202-691-5200; Federal Relay Service: 1-800-877-8339.

Table 1. Employment and wage data from the Occupational Employment Statistics survey, by occupation, Albuquerque Metropolitan Statistical Area, May 2012

Occupation[1]	Employment		Mean wages	
	Level[2]	Location quotient[3]	Hourly	Annual[4]
Architecture and engineering occupations	12,490	1.9	$38.05	$79,150
Architects, except landscape and naval	340	1.5	34.38	71,510
Cartographers and photogrammetrists	190	5.9	23.58	49,040
Surveyors	160	1.4	27.24	56,660
Aerospace engineers	420	1.9	49.49	102,950
Chemical engineers	80	0.9	50.46	104,960
Civil engineers	970	1.4	40.79	84,840
Computer hardware engineers	790	3.5	48.06	99,970
Electrical engineers	440	1.0	42.66	88,720
Electronics engineers, except computer	940	2.5	50.39	104,810
Environmental engineers	230	1.6	42.86	89,150
Health and safety engineers, except mining safety engineers and inspectors	100	1.5	39.17	81,470
Industrial engineers	1,000	1.6	44.51	92,570
Materials engineers	70	1.0	49.01	101,950
Mechanical engineers	540	0.8	44.23	92,000
Nuclear engineers	90	1.6	61.40	127,720
Engineers, all other	1,140	3.3	52.09	108,350
Architectural and civil drafters	400	1.7	23.77	49,440
Electrical and electronics drafters	150	1.9	27.40	57,000
Mechanical drafters	170	1.0	27.85	57,930
Drafters, all other	40	0.9	17.25	35,880
Civil engineering technicians	310	1.5	23.28	48,430
Electrical and electronics engineering technicians	660	1.6	28.60	59,490
Electro-mechanical technicians	480	10.1	31.78	66,110
Environmental engineering technicians	190	3.6	19.70	40,970
Mechanical engineering technicians	150	1.2	28.77	59,830
Engineering technicians, except drafters, all other	470	2.6	27.41	57,000
Surveying and mapping technicians	150	1.1	18.21	37,890

[1] For a complete listing of all detailed occupations in the Albuquerque MSA, see www.bls.gov/oes/current/oes_10740.htm.

[2] Estimates for detailed occupations do not sum to the totals because the totals include occupations not shown separately. Estimates do not include self-employed workers.

[3] The location quotient is the ratio of the area concentration of occupational employment to the national average concentration. A location quotient greater than one indicates the occupation has a higher share of employment than average, and a location quotient less than one indicates the occupation is less prevalent in the area than average.

[4] Annual wages have been calculated by multiplying the hourly mean wage by a 'year-round, full-time' hours figure of 2,080 hours; for those occupations where there is not an hourly mean wage published, the annual wage has been directly calculated from the reported survey data.