

Appendix A

Speed Data

Special Speed Study Report: 7th Street

Station ID : 7th Street

Info Line 1 : Between Marble and Granite

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 7TH SOF GRANIT.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.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

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
05/08/12	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5
	06:00	2	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	07:00	12	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	29
	08:00	23	35	4	0	1	0	0	0	0	0	0	0	0	0	0	0	63
	09:00	6	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	8	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	28
	11:00	15	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	12:00	19	19	10	2	0	0	0	0	0	0	0	0	0	0	0	0	50
	13:00	9	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	12	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	40
	15:00	31	29	11	0	1	0	0	0	0	0	0	0	0	0	0	0	72
	16:00	11	26	17	1	0	0	0	0	0	0	0	0	0	0	0	0	55
	17:00	15	23	14	3	1	0	0	0	0	0	0	0	0	0	0	0	56
	18:00	9	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	24
	19:00	5	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	20:00	3	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	21:00	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		184	260	122	21	5	0	0	1	0	0	0	0	0	0	0	0	593
Percent :		31%	44%	21%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		31%	75%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	25

Average Speed	20.1 mph	50% Speed : 22.2 mph	67% Speed : 24.0 mph	85% Speed : 27.5 mph
95% Speed :	29.8 mph	99% Speed : 33.1 mph	10mph Pace: 20.1 - 30.0 (64.4%)	

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
		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	
05/09/12	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	4	16	4	4	0	0	0	0	0	0	0	0	0	0	0	0	28
	08:00	23	26	13	1	0	0	0	0	0	0	0	0	0	0	0	0	63
	09:00	6	13	11	3	0	0	0	0	0	0	0	0	0	0	0	0	33
	10:00	7	12	6	3	0	0	0	0	0	0	0	0	0	0	0	0	28
	11:00	15	17	8	2	0	0	0	0	0	0	0	0	0	0	0	0	42
	12:00	15	18	7	2	1	0	0	0	0	0	0	0	0	0	0	0	43
	13:00	13	17	15	4	0	0	0	0	0	0	0	0	0	0	0	0	49
	14:00	14	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	15:00	21	22	18	2	0	0	0	0	0	0	0	0	0	0	0	0	63
	16:00	2	22	16	5	1	0	0	0	0	0	0	0	0	0	0	0	46
	17:00	12	21	23	1	1	0	0	0	0	0	0	0	0	0	0	0	58
	18:00	4	12	11	2	0	0	0	0	0	0	0	1	0	0	0	0	30
	19:00	8	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	20:00	5	6	9	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	21:00	1	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		159	240	170	36	4	0	0	0	0	0	0	1	0	0	0	0	610
Percent :		26%	39%	28%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		26%	65%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	26

Average Speed : 21.4 mph	50% Speed : 23.1 mph	67% Speed : 25.4 mph	85% Speed : 28.4 mph
95% Speed : 32.0 mph	99% Speed : 33.5 mph	10mph Pace: 20.1 - 30.0 (67.2%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

		#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
05/08/12	00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	1	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	08:00	14	8	5	3	0	0	0	0	0	0	0	0	0	0	0	0	30
	09:00	5	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	10:00	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	12:00	15	9	7	3	1	0	1	0	0	0	0	0	0	0	0	0	36
	13:00	12	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	14:00	11	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	15:00	12	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	16:00	7	8	2	0	2	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	5	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	18:00	3	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	20
	19:00	1	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	1	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14
21:00	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
23:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Daily Total :		121	124	71	18	4	0	1	0	0	0	0	0	0	0	0	0	339
Percent :		36%	37%	21%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		36%	72%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
		Average Speed 19.8 mph 50% Speed : 22.1 mph 67% Speed : 23.9 mph 85% Speed : 28.0 mph 95% Speed : 32.3 mph 99% Speed : 37.5 mph 10mph Pace: 20.1 - 30.0 (57.5%)																

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
05/09/12	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	1	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	14	29	12	5	0	0	0	0	0	0	0	0	0	0	0	0	60
	09:00	3	7	5	2	1	1	0	0	0	0	0	0	0	0	0	0	19
	10:00	5	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	11	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	12:00	8	8	2	6	0	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	9	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	24
	14:00	13	7	8	3	0	0	0	0	0	0	0	0	0	0	0	0	31
	15:00	5	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	31
	16:00	9	7	10	1	1	0	0	0	0	0	0	0	0	0	0	0	28
	17:00	4	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	18:00	6	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	19:00	8	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	20:00	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		106	128	88	32	3	1	0	0	0	0	0	0	0	0	0	0	358
Percent :		30%	36%	25%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		30%	65%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	14

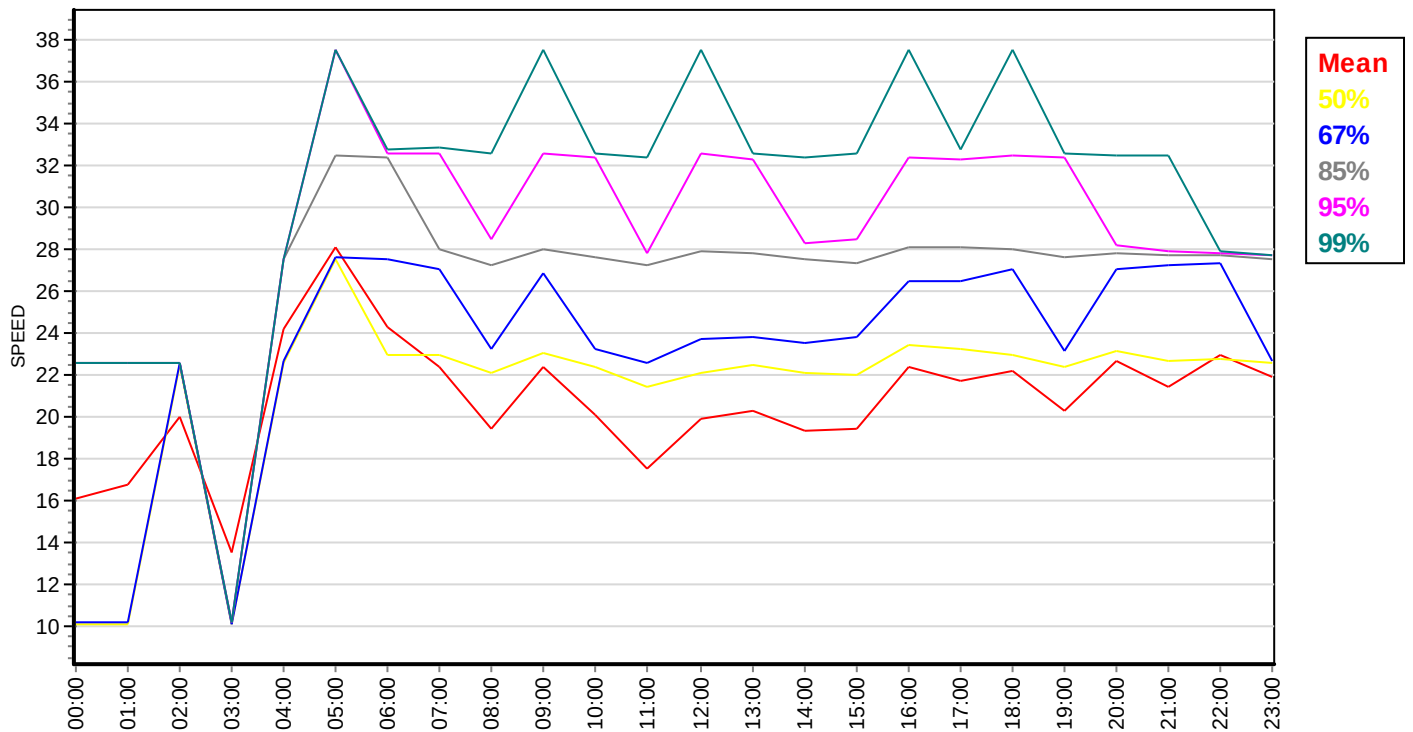
Average Speed : 21.1 mph	50% Speed : 22.8 mph	67% Speed : 25.4 mph	85% Speed : 28.8 mph
95% Speed : 32.6 mph	99% Speed : 33.5 mph	10mph Pace: 20.1 - 30.0 (60.3%)	

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

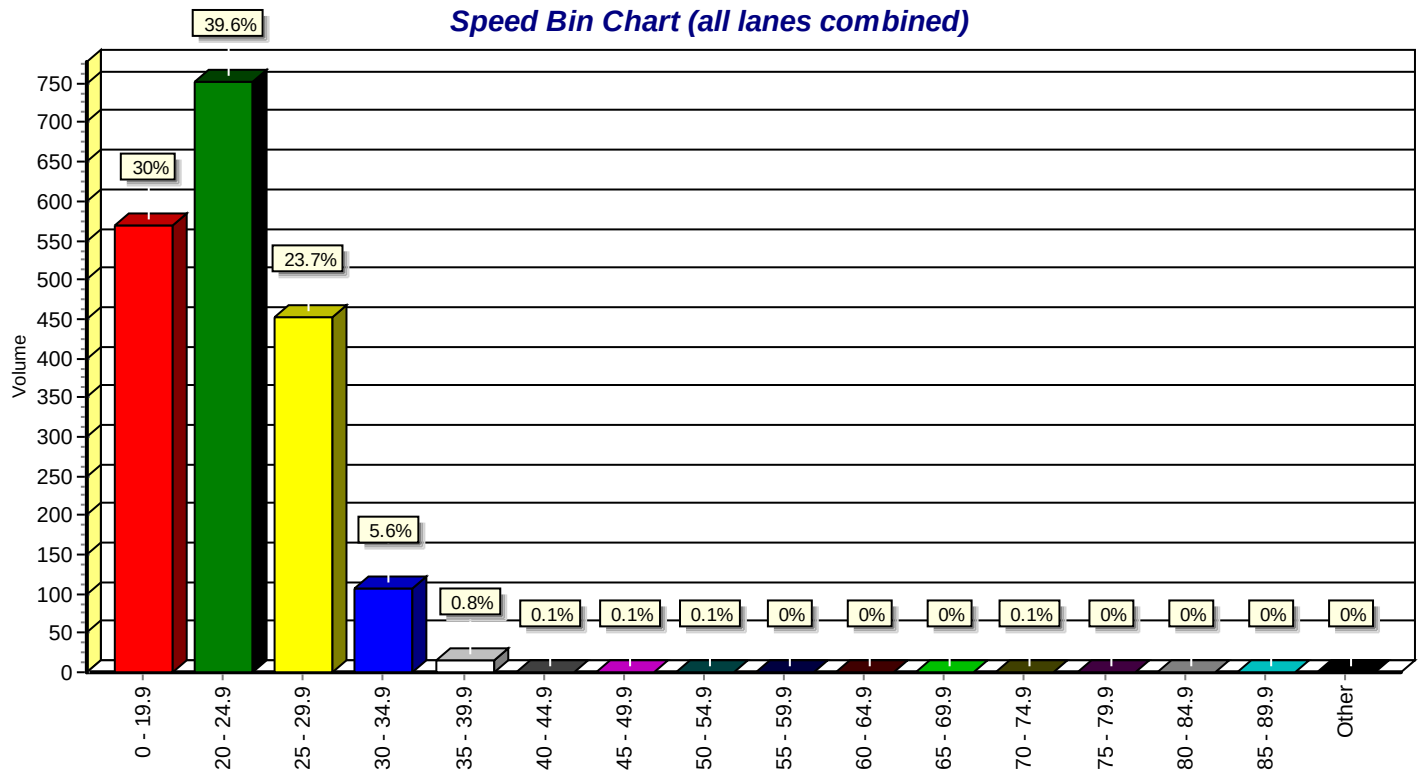
Special Speed Study Summary: 7th Street

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	343	500	292	57	9	0	0	1	0	0	0	1	0	0	0	0	1203
Percent :	29%	42%	24%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	29%	70%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	7	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	24
ADT = 601	Average Speed 20.8 mph 50% Speed : 22.6 mph 67% Speed : 24.6 mph 85% Speed : 28.0 mph 95% Speed : 31.1 mph 99% Speed : 34.1 mph 10mph Pace: 19.9 - 29.8 (65.9%)																
Grand Total #2:	227	252	159	50	7	1	1	0	0	0	0	0	0	0	0	0	697
Percent :	33%	36%	23%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	33%	69%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
ADT = 348	Average Speed 20.4 mph 50% Speed : 22.5 mph 67% Speed : 24.7 mph 85% Speed : 28.5 mph 95% Speed : 32.4 mph 99% Speed : 37.4 mph 10mph Pace: 20.1 - 30.0 (59.0%)																
Comb. Total :	570	752	451	107	16	1	1	1	0	0	0	1	0	0	0	0	1900
Percent :	30%	40%	24%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	30%	70%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	12	16	9	2	0	0	0	0	0	0	0	0	0	0	0	0	39
ADT = 950	Average Speed 20.6 mph 50% Speed : 22.6 mph 67% Speed : 24.7 mph 85% Speed : 28.2 mph 95% Speed : 31.8 mph 99% Speed : 37.1 mph 10mph Pace: 20.1 - 30.0 (63.4%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: 8th Street

Station ID : 8th Street

Info Line 1 : Between Marble and Granite

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 8TH SOF GRANIT.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.	Southbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/08/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	1	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	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	9	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	09:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	2	3	4	0	0	0	0	1	0	0	0	0	0	0	0	0	10
	11:00	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	5	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	13:00	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	18:00	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		90	37	34	3	0	1	0	1	0	0	0	0	0	0	0	0	166
Percent :		54%	22%	20%	2%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		54%	77%	97%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Average Speed : 17.2 mph	50% Speed : 12.4 mph	67% Speed : 22.7 mph	85% Speed : 27.3 mph
95% Speed : 28.3 mph	99% Speed : 32.6 mph	10mph Pace: 7.3 - 17.2 (54.2%)	

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
		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	
05/09/12	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	2	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	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	07:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	4	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	09:00	6	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	10
	10:00	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	11:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	10
	12:00	14	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	13:00	11	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	22
	14:00	4	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		96	68	27	6	0	0	0	0	1	0	0	0	0	0	1	1	200
Percent :		48%	34%	14%	3%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	1%	1%	
Cum. Percent :		48%	82%	96%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	
Average :		4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed : 17.8 mph	50% Speed : 20.7 mph	67% Speed : 22.8 mph	85% Speed : 27.0 mph
95% Speed : 28.3 mph	99% Speed : 57.5 mph	10mph Pace: 7.1 - 17.0 (48.0%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

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
		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	
05/08/12	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	09:00	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	5	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	13:00	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	16:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	12	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	18:00	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		112	76	19	2	0	0	0	0	0	0	0	0	0	0	0	0	209
Percent :		54%	36%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		54%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed : 16.3 mph	50% Speed : 13.0 mph	67% Speed : 21.9 mph	85% Speed : 24.2 mph
95% Speed : 27.5 mph	99% Speed : 28.0 mph	10mph Pace: 6.6 - 16.5 (53.6%)	

		#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
05/09/12	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	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	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	10	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	16
	13:00	4	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	14:00	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	15:00	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	7	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	17:00	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	18:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		90	60	24	2	1	0	0	0	0	0	0	0	0	0	0	0	177
Percent :		51%	34%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		51%	85%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8

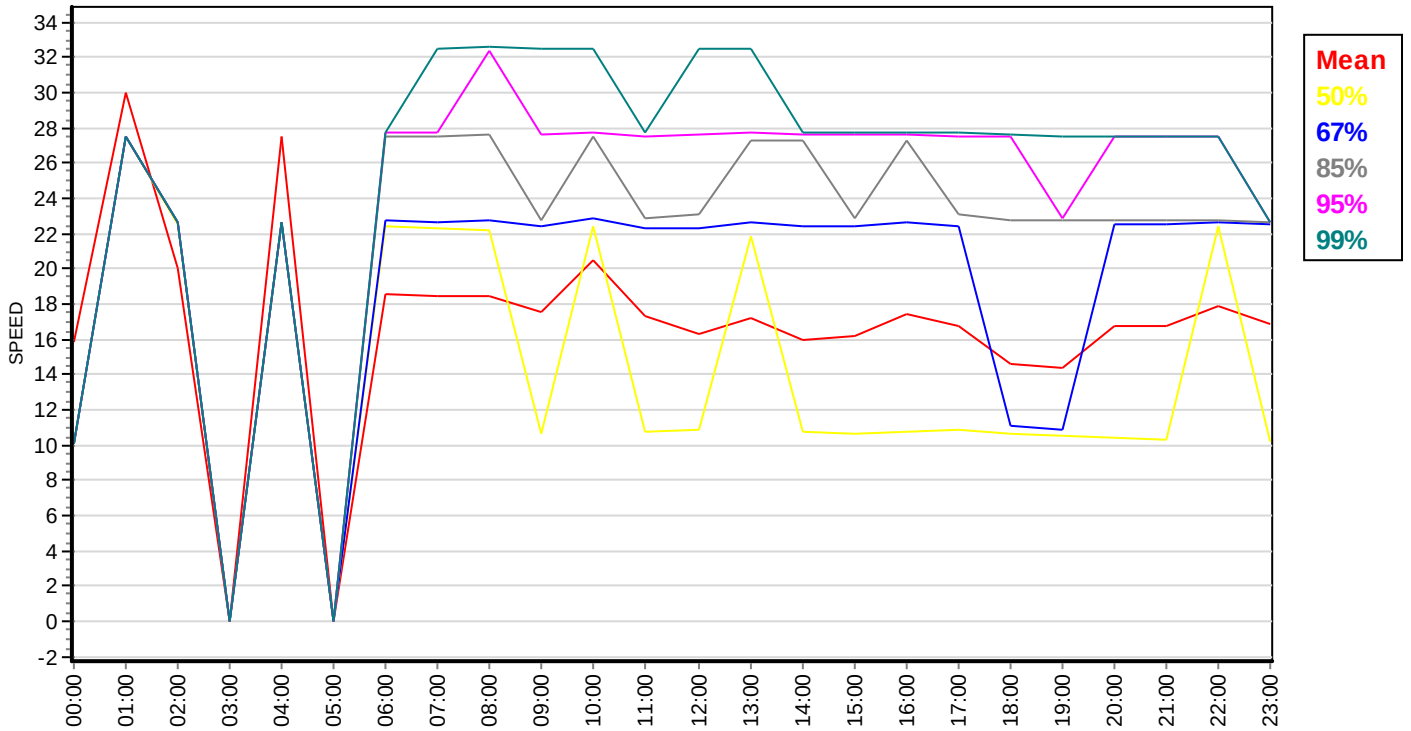
Average Speed : 17.0 mph	50% Speed : 12.7 mph	67% Speed : 22.4 mph	85% Speed : 24.4 mph
95% Speed : 27.9 mph	99% Speed : 32.5 mph	10mph Pace : 7.3 - 17.2 (50.8%)	

	#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

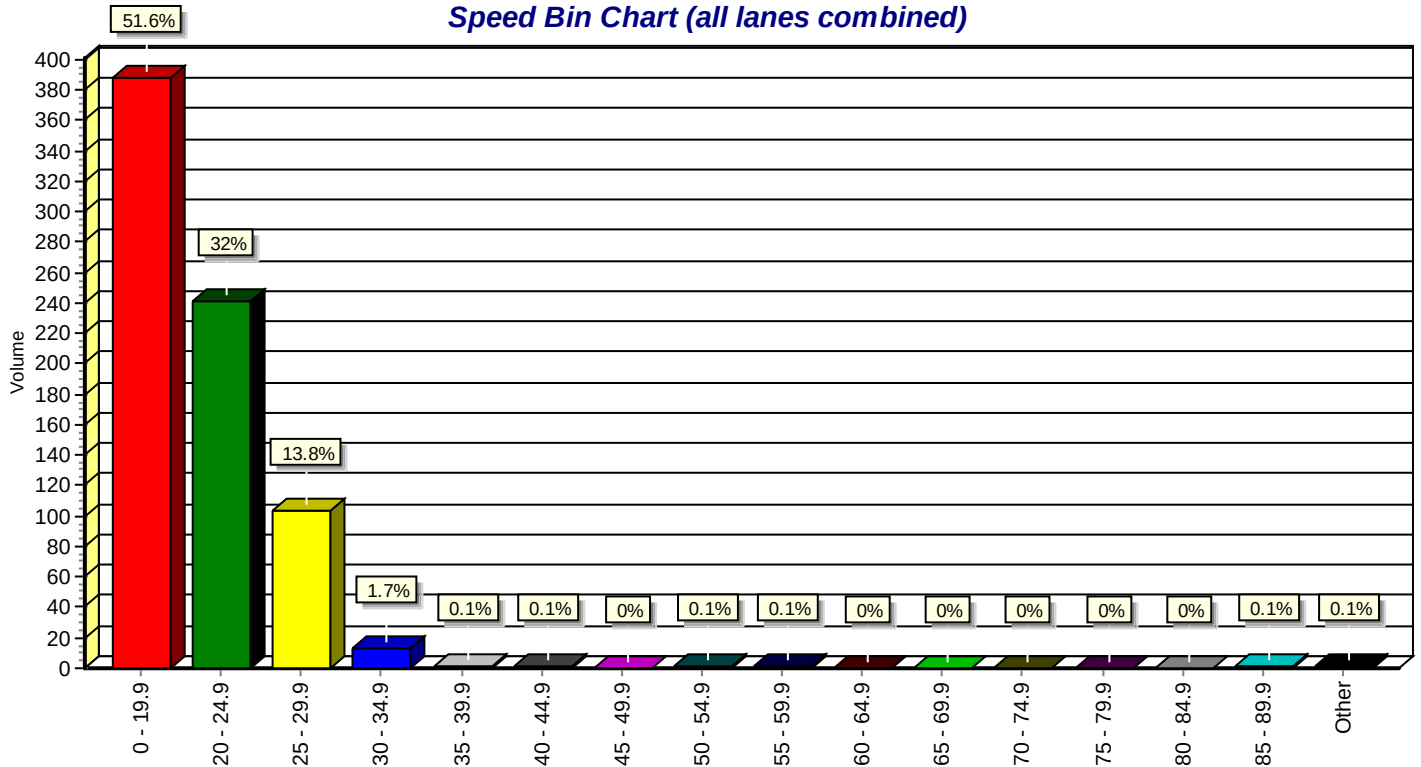
Special Speed Study Summary: 8th Street

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	186	105	61	9	0	1	0	1	1	0	0	0	0	0	1	1	366
Percent :	51%	29%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	51%	80%	96%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	
Average :	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
ADT = 183	Average Speed : 17.6 mph 50% Speed : 15.7 mph 67% Speed : 22.7 mph 85% Speed : 26.8 mph 95% Speed : 29.1 mph 99% Speed : 42.5 mph 10mph Pace: 20.1 - 30.0 (45.4%)																
Grand Total #2:	202	136	43	4	1	0	0	0	0	0	0	0	0	0	0	0	386
Percent :	52%	35%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	52%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
ADT = 193	Average Speed : 16.7 mph 50% Speed : 15.8 mph 67% Speed : 22.2 mph 85% Speed : 24.4 mph 95% Speed : 27.9 mph 99% Speed : 32.4 mph 10mph Pace: 20.1 - 30.0 (46.4%)																
Comb. Total :	388	241	104	13	1	1	0	1	1	0	0	0	0	0	1	1	752
Percent :	52%	32%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	52%	84%	97%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
ADT = 376	Average Speed : 17.1 mph 50% Speed : 19.3 mph 67% Speed : 22.5 mph 85% Speed : 25.7 mph 95% Speed : 28.8 mph 99% Speed : 32.7 mph 10mph Pace: 19.9 - 29.8 (46.0%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: 11th Street South

Station ID : 11th Street South

Info Line 1 : Between Roma and Fruit

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 11TH NOF ROMA.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.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

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
05/08/12	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	08:00	4	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	09:00	5	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	10:00	4	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	18
	11:00	2	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	12:00	12	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	37
	13:00	3	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	14:00	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0	1	22
	15:00	5	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	5	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	27
	17:00	9	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	18:00	9	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	20:00	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	21:00	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		90	137	70	17	2	0	0	0	0	0	0	0	0	0	0	2	318
Percent :		28%	43%	22%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Cum. Percent :		28%	71%	93%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	
Average :		4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14

Average Speed	20.5 mph	50% Speed : 22.6 mph	67% Speed : 24.2 mph	85% Speed : 28.0 mph
95% Speed :	32.2 mph	99% Speed : 33.0 mph	10mph Pace: 20.1 - 30.0 (65.1%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
05/09/12	00:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Wed	01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	08:00	10	7	5	0	0	0	0	0	0	0	0	0	0	0	0	1	23
	09:00	5	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	10:00	6	6	5	0	0	0	0	0	0	0	0	0	0	1	0	0	18
	11:00	14	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	12:00	12	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	16	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28
	14:00	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	15:00	8	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	16:00	11	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	17:00	9	12	3	2	1	0	0	0	0	1	0	0	0	0	0	0	28
	18:00	10	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	19:00	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	20:00	4	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	21:00	1	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		131	113	70	14	2	0	0	0	0	1	0	0	0	1	0	1	333
Percent :		39%	34%	21%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		39%	73%	94%	98%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	
Average :		5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14

Average Speed : 19.3 mph	50% Speed : 21.9 mph	67% Speed : 23.7 mph	85% Speed : 27.8 mph
95% Speed : 32.2 mph	99% Speed : 37.5 mph	10mph Pace: 20.1 - 30.0 (55.0%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

		#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	
05/08/12	00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
Tue	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	05:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	06:00	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
	07:00	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10	
	08:00	6	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	18	
	09:00	5	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
	10:00	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
	11:00	10	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24	
	12:00	12	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
	13:00	3	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13	
	14:00	12	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	19	
	15:00	8	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
	16:00	9	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23	
	17:00	16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
	18:00	16	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
	19:00	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15	
	20:00	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
21:00	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13		
22:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
23:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Daily Total :		139	121	45	9	0	1	0	0	0	0	0	0	0	0	0	0	315	
Percent :		44%	38%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		44%	83%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
		Average Speed : 18.0 mph					50% Speed : 21.2 mph					67% Speed : 22.9 mph					85% Speed : 26.5 mph		
		95% Speed : 28.5 mph					99% Speed : 32.6 mph					10mph Pace: 20.1 - 30.0 (52.7%)							

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
05/09/12	00:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	4	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	08:00	12	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	21
	09:00	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	10:00	8	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	11:00	14	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	27
	12:00	11	10	4	0	1	0	0	0	0	0	1	0	0	0	0	0	27
	13:00	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	14:00	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	16	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	16:00	10	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	17:00	15	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	18:00	13	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	19:00	6	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	20:00	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	21:00	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		173	121	48	5	2	1	0	0	0	0	1	0	0	0	0	0	351
Percent :		49%	34%	14%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		49%	84%	97%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14

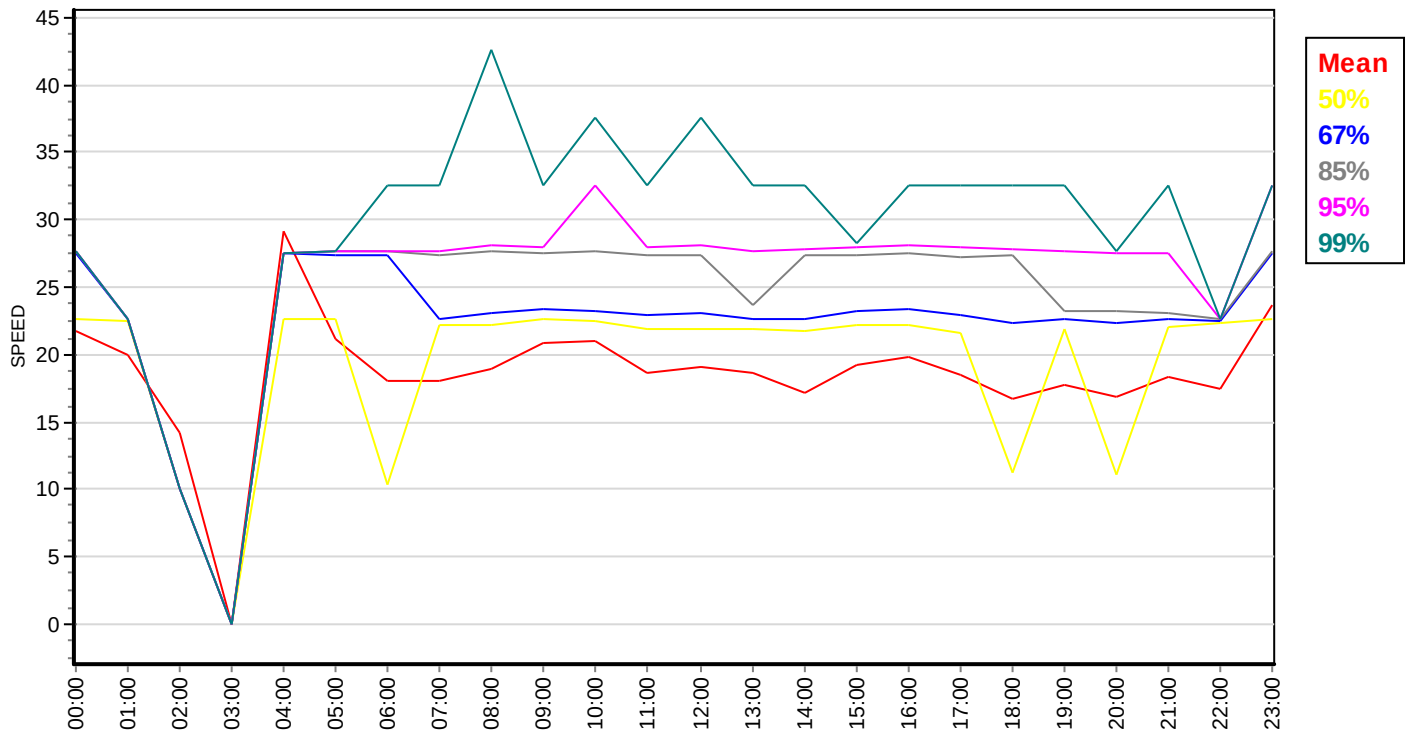
Average Speed : 17.4 mph	50% Speed : 20.2 mph	67% Speed : 22.6 mph	85% Speed : 26.3 mph
95% Speed : 28.5 mph	99% Speed : 32.6 mph	10mph Pace: 20.1 - 30.0 (48.1%)	

	#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

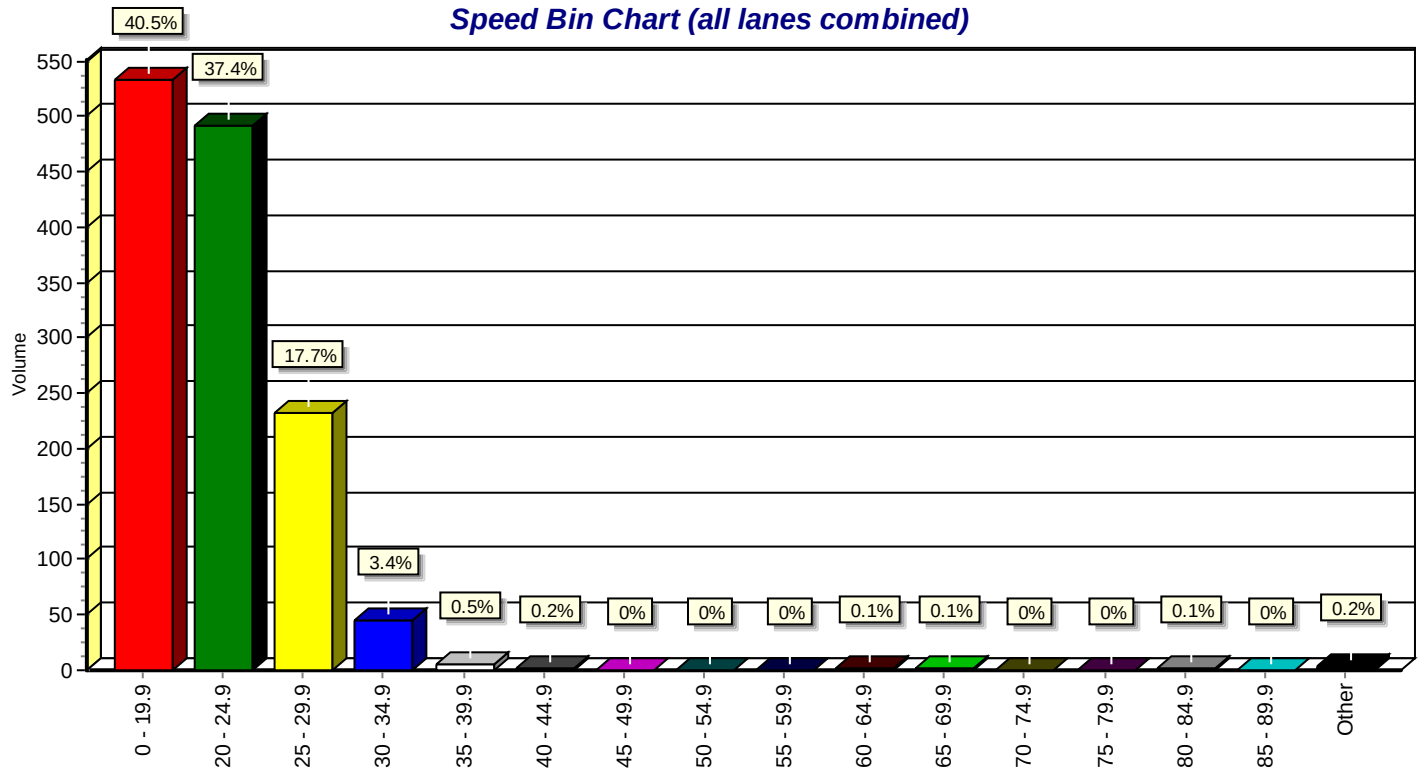
Special Speed Study Summary: 11th Street South

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	221	250	140	31	4	0	0	0	0	1	0	0	0	1	0	3	651
Percent :	34%	38%	22%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	34%	72%	94%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	
Average :	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
ADT = 325	Average Speed 19.9 mph 50% Speed : 22.2 mph 67% Speed : 24.3 mph 85% Speed : 27.9 mph 95% Speed : 31.9 mph 99% Speed : 37.5 mph 10mph Pace: 20.1 - 30.0 (59.9%)																
Grand Total #2:	312	242	93	14	2	2	0	0	0	0	1	0	0	0	0	0	666
Percent :	47%	36%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	47%	83%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
ADT = 333	Average Speed 17.7 mph 50% Speed : 20.5 mph 67% Speed : 22.7 mph 85% Speed : 25.8 mph 95% Speed : 29.0 mph 99% Speed : 32.8 mph 10mph Pace: 20.1 - 30.0 (50.3%)																
Comb. Total :	533	492	233	45	6	2	0	0	0	1	1	0	0	1	0	3	1317
Percent :	40%	37%	18%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	40%	78%	96%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	11	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	27
ADT = 658	Average Speed 18.8 mph 50% Speed : 21.4 mph 67% Speed : 23.5 mph 85% Speed : 27.0 mph 95% Speed : 29.8 mph 99% Speed : 33.9 mph 10mph Pace: 19.9 - 29.8 (55.1%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: 11th Street North

Station ID : 11th Street North

Info Line 1 : Between Marble and Manzano Ct

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 11TH SOF MARBLE.DB

Last Connected Device Type : Apollo

Version Number : 1.51

Serial Number : 14402

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
5/8/2012	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	09:00	17	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	10:00	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	11:00	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	12:00	11	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	13:00	13	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	14:00	10	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	15:00	11	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	16:00	17	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	17:00	22	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35
	18:00	11	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	19:00	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	15	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	21:00	6	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	16
	22:00	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		188	103	38	7	0	1	0	0	0	0	0	0	0	0	0	0	337
Percent :		56%	31%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14

Average Speed : 16.3 mph	50% Speed : 14.7 mph	67% Speed : 22.1 mph	85% Speed : 24.7 mph
95% Speed : 28.1 mph	99% Speed : 32.5 mph	10mph Pace : 5.9 - 15.8 (47.8%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
5/9/2012	00:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	09:00	8	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	10:00	15	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	11:00	10	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	12:00	12	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	13:00	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	14:00	11	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	14	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	16:00	17	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	34
	17:00	18	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	47
	18:00	18	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	19:00	16	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	20:00	12	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	21:00	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		198	128	47	9	0	0	0	0	0	0	0	0	0	0	0	0	382
Percent :		52%	34%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		52%	85%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15

Average Speed : 16.8 mph	50% Speed : 15.8 mph	67% Speed : 22.3 mph	85% Speed : 24.9 mph
95% Speed : 28.3 mph	99% Speed : 32.5 mph	10mph Pace: 20.1 - 30.0 (45.8%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

		#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
5/8/2012	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	2	0	1	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	7	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	5	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	12:00	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	13:00	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	14:00	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	15:00	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	16:00	23	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31
	17:00	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	18:00	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	19:00	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
20:00	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
21:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
22:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		173	48	23	3	0	0	0	0	0	0	0	0	0	0	0	0	247
Percent :		70%	19%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		70%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
		Average Speed 14.3 mph 50% Speed : 12.3 mph 67% Speed : 14.9 mph 85% Speed : 23.3 mph 95% Speed : 27.6 mph 99% Speed : 28.2 mph 10mph Pace: 5.4 - 15.3 (65.2%)																

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
		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	
5/9/2012	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	7	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	21
	09:00	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	13	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	13:00	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	14:00	15	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	15:00	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	22	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	18:00	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	21:00	8	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	18
	22:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		172	69	29	3	2	0	0	0	0	0	0	0	0	0	0	0	275
Percent :		63%	25%	11%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		63%	88%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11

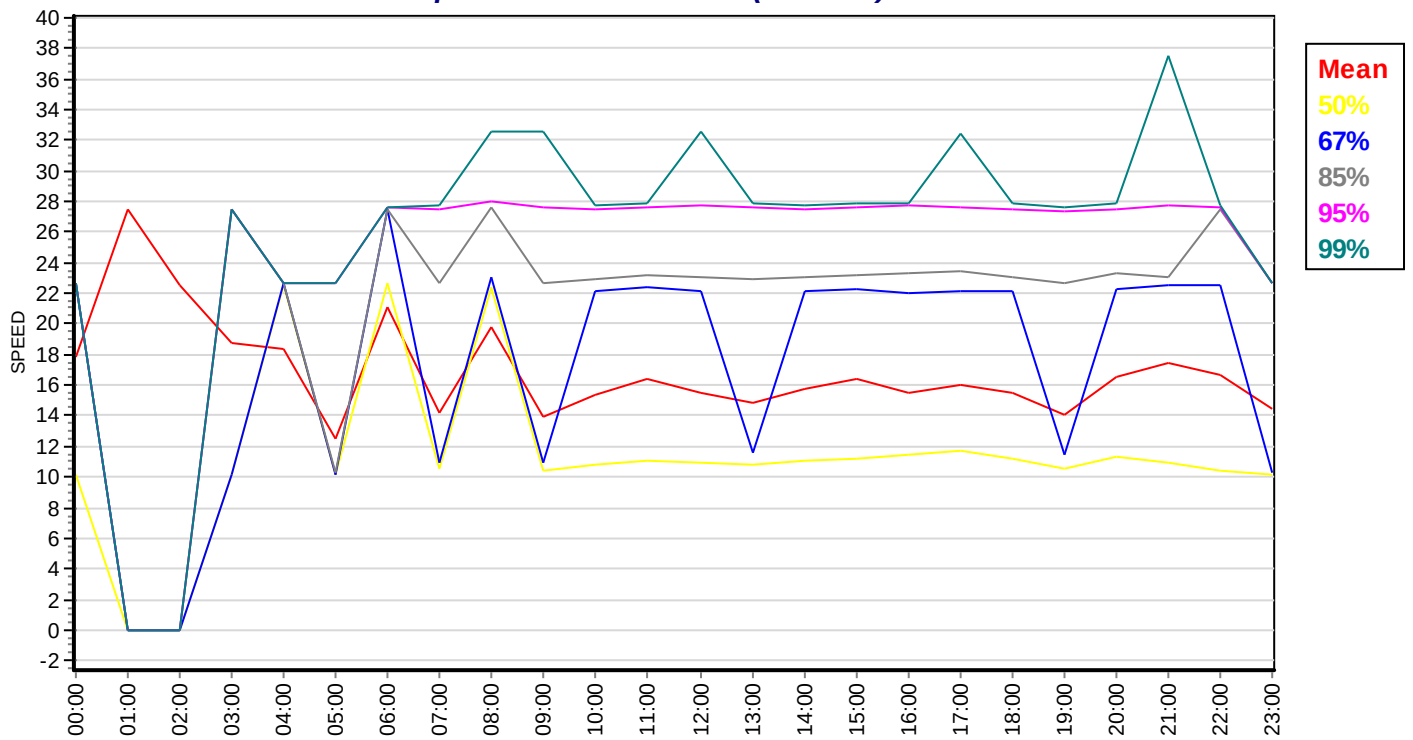
Average Speed : 15.4 mph	50% Speed : 13.2 mph	67% Speed : 21.1 mph	85% Speed : 24.2 mph
95% Speed : 27.8 mph	99% Speed : 32.5 mph	10mph Pace: 5.4 - 15.3 (58.5%)	

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

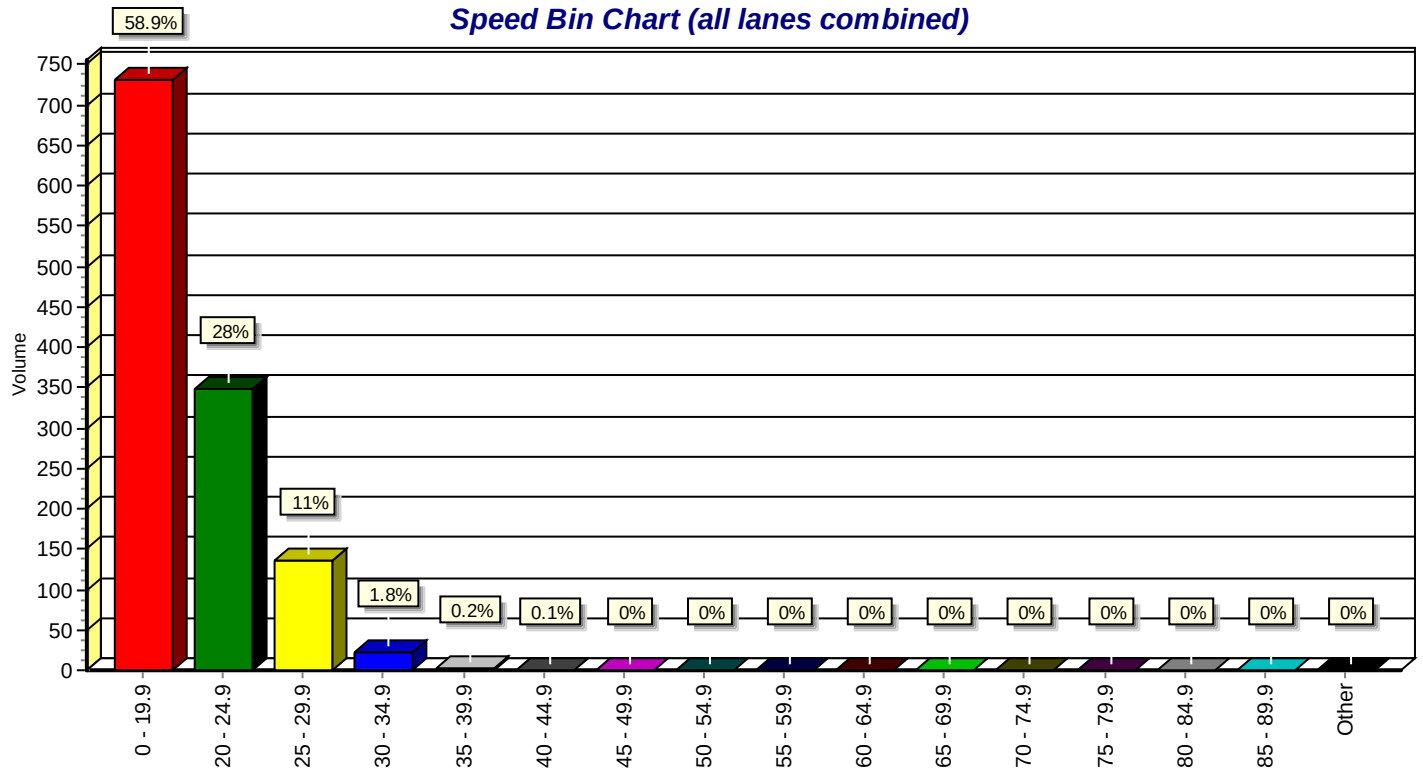
Special Speed Study Summary: 11th Street North

	#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:	386	231	85	16	0	1	0	0	0	0	0	0	0	0	0	0	719
Percent :	54%	32%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	54%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
ADT = 359	Average Speed 16.6 mph 50% Speed : 18.3 mph 67% Speed : 22.1 mph 85% Speed : 24.8 mph 95% Speed : 28.8 mph 99% Speed : 32.6 mph 10mph Pace: 19.9 - 29.8 (44.1%)																
Grand Total #2:	345	117	52	6	2	0	0	0	0	0	0	0	0	0	0	0	522
Percent :	66%	22%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	66%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
ADT = 261	Average Speed 14.9 mph 50% Speed : 14.8 mph 67% Speed : 20.3 mph 85% Speed : 23.8 mph 95% Speed : 28.0 mph 99% Speed : 32.4 mph 10mph Pace: 15.0 - 24.9 (37.9%)																
Comb. Total :	731	348	137	22	2	1	0	0	0	0	0	0	0	0	0	0	1241
Percent :	59%	28%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	59%	87%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	15	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25
ADT = 620	Average Speed 15.8 mph 50% Speed : 16.6 mph 67% Speed : 21.6 mph 85% Speed : 24.6 mph 95% Speed : 28.5 mph 99% Speed : 32.6 mph 10mph Pace: 15.0 - 24.9 (41.1%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: 16th Street

Station ID : 16th Street

Info Line 1 : Between Orchard and Marble

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 16TH REDO.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.	Southbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/15/2012 To: 23:59 - 05/16/2012

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/15/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	19:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		36	31	10	2	0	0	0	0	0	0	0	0	0	0	0	0	79
Percent :		46%	39%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		46%	85%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed : 17.6 mph	50% Speed : 21.7 mph	67% Speed : 22.6 mph	85% Speed : 23.5 mph
95% Speed : 27.7 mph	99% Speed : 32.5 mph	10mph Pace : 21.6 - 31.5 (51.9%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
05/16/12	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	3	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	8
	15:00	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	17:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	18:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		39	27	11	4	0	0	0	0	1	0	0	0	0	0	0	0	82
Percent :		48%	33%	13%	5%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		48%	80%	94%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed : 18.1 mph	50% Speed : 21.8 mph	67% Speed : 22.6 mph	85% Speed : 27.3 mph
95% Speed : 27.8 mph	99% Speed : 32.6 mph	10mph Pace : 8.8 - 18.7 (47.6%)	

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 05/15/2012 To: 23:59 - 05/16/2012

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
		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	
05/15/12	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	1	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	18:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		37	37	9	3	1	0	0	0	0	0	0	0	0	0	0	0	87
Percent :		43%	43%	10%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		43%	85%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 18.2 mph 95% Speed : 27.7 mph	50% Speed : 21.7 mph 99% Speed : 32.6 mph	67% Speed : 22.7 mph 10mph Pace: 21.4 - 31.3 (52.9%)	85% Speed : 23.6 mph
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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
		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	
05/16/12	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:00	1	3	1	0	0	0	0	0	0	0	1	0	0	0	0	0	6
	11:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	5	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	1	5	0	0	0	0	0	0	0	0	1	0	0	0	0	1	8
	16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	18:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		37	32	7	1	0	0	0	0	0	0	2	0	0	0	0	1	80
Percent :		46%	40%	9%	1%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	1%	
Cum. Percent :		46%	86%	95%	96%	96%	96%	96%	96%	96%	96%	99%	99%	99%	99%	99%	100%	
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

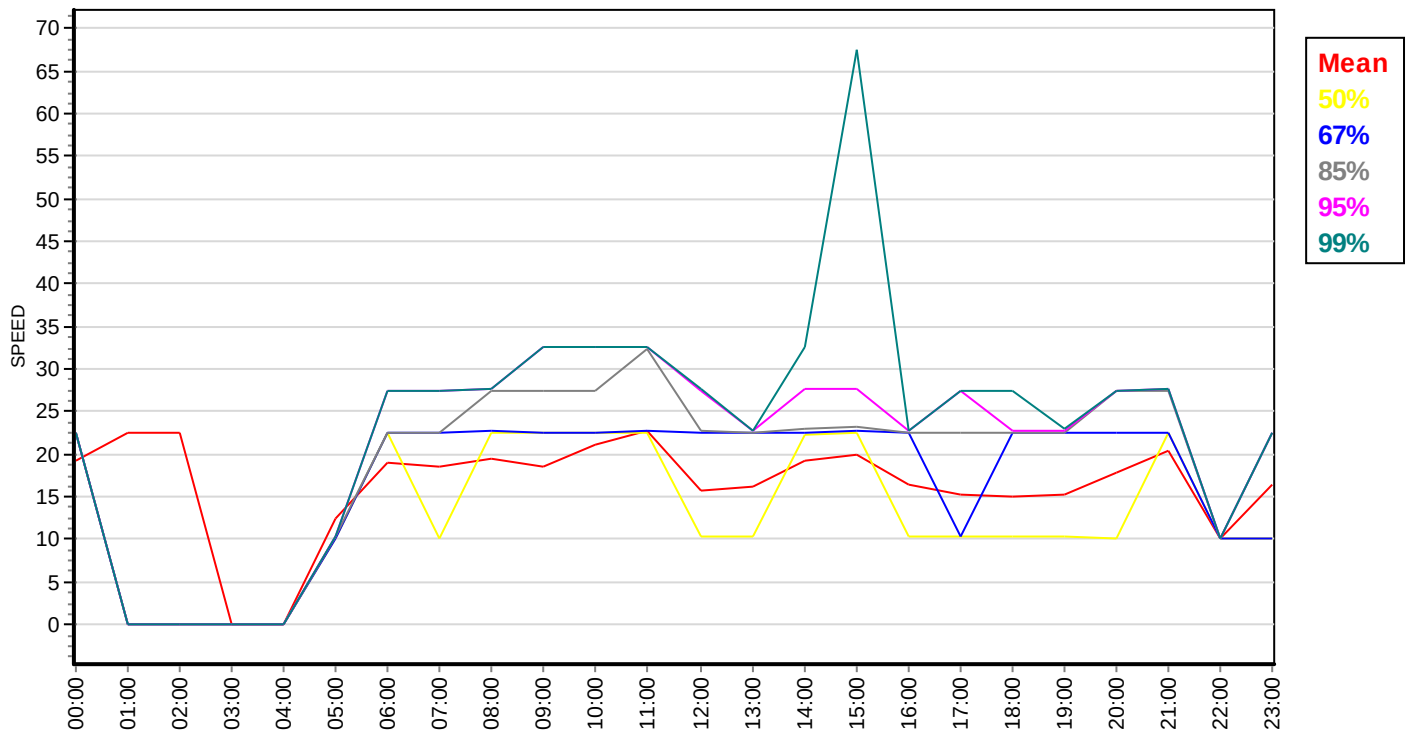
Average Speed : 18.1 mph	50% Speed : 21.7 mph	67% Speed : 22.6 mph	85% Speed : 23.5 mph
95% Speed : 27.7 mph	99% Speed : 67.6 mph	10mph Pace: 21.6 - 31.5 (48.8%)	

	#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

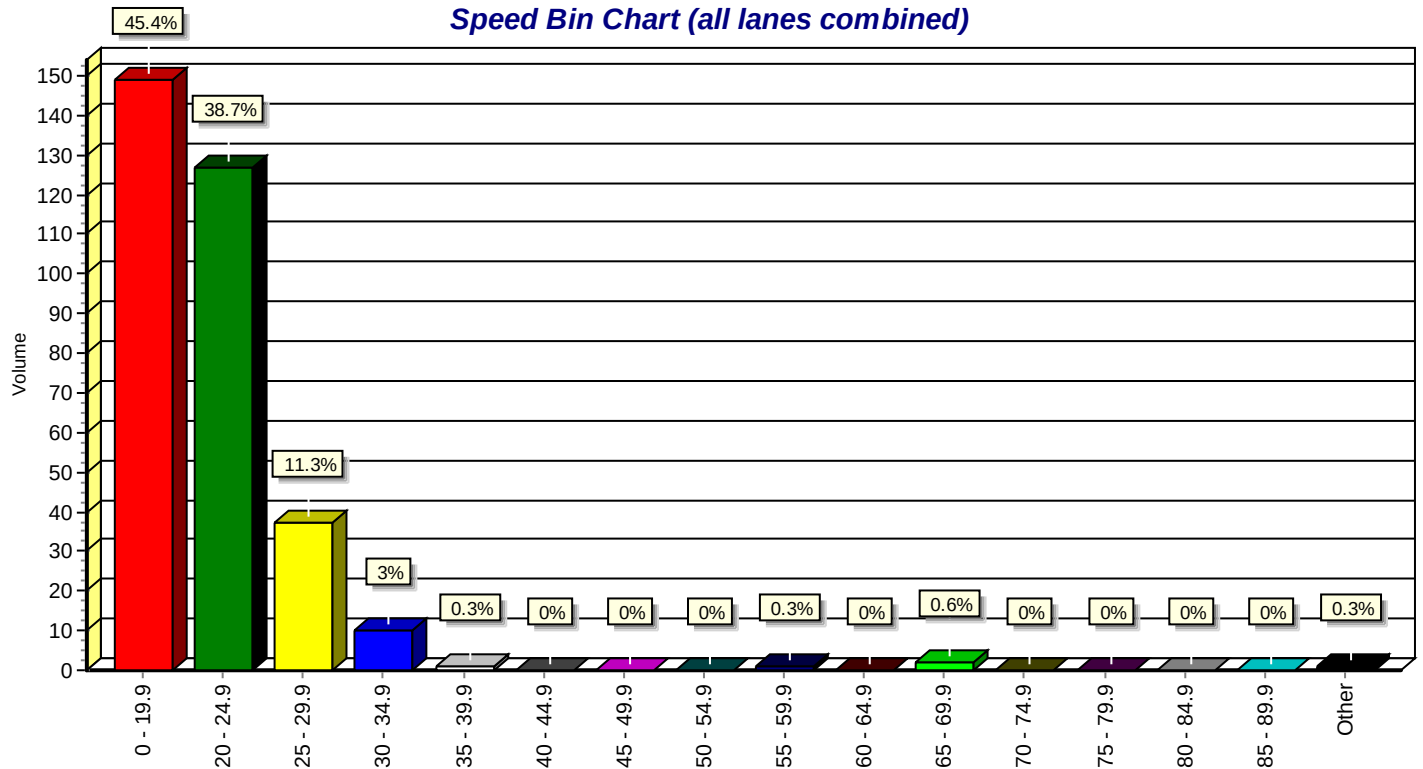
Special Speed Study Summary: 16th Street

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	75	58	21	6	0	0	0	0	1	0	0	0	0	0	0	0	161
Percent :	47%	36%	13%	4%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	47%	83%	96%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
ADT = 80	Average Speed : 17.9 mph 50% Speed : 21.1 mph 67% Speed : 22.7 mph 85% Speed : 27.0 mph 95% Speed : 28.0 mph 99% Speed : 32.6 mph 10mph Pace: 20.8 - 30.7 (49.1%)																
Grand Total #3:	74	69	16	4	1	0	0	0	0	0	2	0	0	0	0	1	167
Percent :	44%	41%	10%	2%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	
Cum. Percent :	44%	86%	95%	98%	98%	98%	98%	98%	98%	98%	99%	99%	99%	99%	99%	100%	
Average :	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
ADT = 83	Average Speed : 18.1 mph 50% Speed : 20.9 mph 67% Speed : 22.7 mph 85% Speed : 24.5 mph 95% Speed : 28.0 mph 99% Speed : 67.5 mph 10mph Pace: 20.4 - 30.3 (50.9%)																
Comb. Total :	149	127	37	10	1	0	0	0	1	0	2	0	0	0	0	1	328
Percent :	45%	39%	11%	3%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Cum. Percent :	45%	84%	95%	98%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	
Average :	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
ADT = 164	Average Speed : 18.0 mph 50% Speed : 21.0 mph 67% Speed : 22.7 mph 85% Speed : 26.5 mph 95% Speed : 28.5 mph 99% Speed : 37.5 mph 10mph Pace: 20.1 - 30.0 (50.0%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: 17th Street

Station ID : 17th Street

Info Line 1 : South of Marble

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 17TH SOF MARBLE.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.		Southbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
5/8/2012	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	7	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	09:00	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	5	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	13:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	2	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		58	63	30	3	0	0	0	0	0	0	0	0	0	0	0	0	154
Percent :		38%	41%	19%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		38%	79%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	19.0 mph	50% Speed : 21.7 mph	67% Speed : 23.4 mph	85% Speed : 27.2 mph
95% Speed	: 28.1 mph	99% Speed : 32.4 mph	10mph Pace: 20.6 - 30.5 (60.4%)	

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
		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	
5/9/2012	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	2	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	2	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	09:00	1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	15:00	10	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	5	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	18:00	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		57	68	41	9	1	0	0	0	0	0	0	0	0	0	0	0	176
Percent :		32%	39%	23%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		32%	71%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Average Speed : 20.2 mph	50% Speed : 22.4 mph	67% Speed : 24.2 mph	85% Speed : 27.7 mph
95% Speed : 32.2 mph	99% Speed : 32.7 mph	10mph Pace: 20.4 - 30.3 (61.9%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

		#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							
5/8/2012	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1							
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	06:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4							
	07:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7							
	08:00	5	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	23							
	09:00	6	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	15							
	10:00	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12							
	11:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9							
	12:00	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10							
	13:00	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11							
	14:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6							
	15:00	12	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	28							
	16:00	8	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19							
	17:00	8	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17							
	18:00	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13							
	19:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5							
	20:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4							
21:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2								
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2								
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1							
Daily Total :		79	71	31	7	1	0	0	0	0	0	0	0	0	0	0	0	189							
Percent :		42%	38%	16%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%								
Cum. Percent :		42%	79%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%								
Average :		3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7							
		Average Speed			18.5 mph			50% Speed :			21.3 mph			67% Speed :			23.2 mph			85% Speed :			27.2 mph		
		95% Speed :			28.3 mph			99% Speed :			32.6 mph			10mph Pace:			20.3 - 30.2 (54.0%)								

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
5/9/2012	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	12:00	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	14:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	16	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	16:00	14	14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	34
	17:00	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	18:00	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		97	70	28	5	1	0	0	0	0	0	0	0	0	0	0	0	201
Percent :		48%	35%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		48%	83%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8

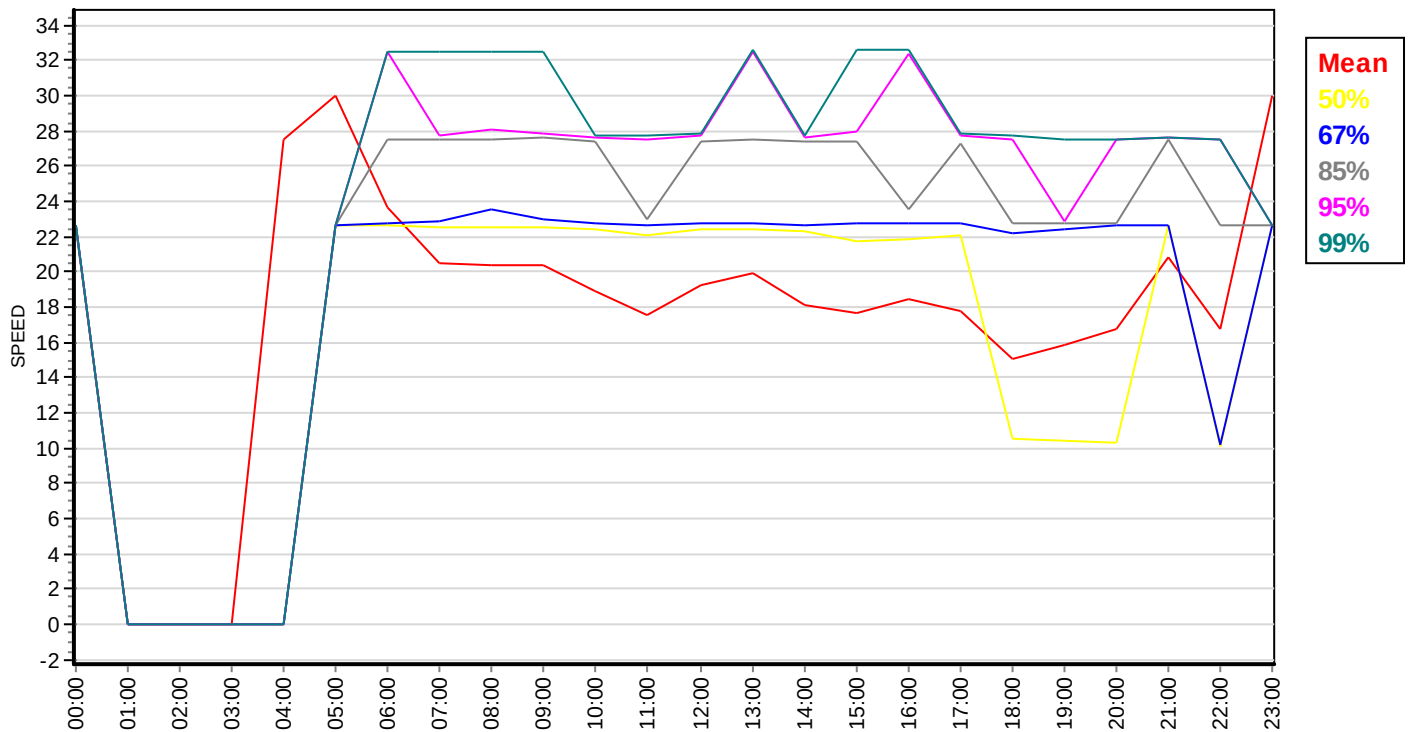
Average Speed : 17.5 mph	50% Speed : 20.6 mph	67% Speed : 22.7 mph	85% Speed : 26.8 mph
95% Speed : 28.1 mph	99% Speed : 32.5 mph	10mph Pace: 20.4 - 30.3 (48.8%)	

	#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

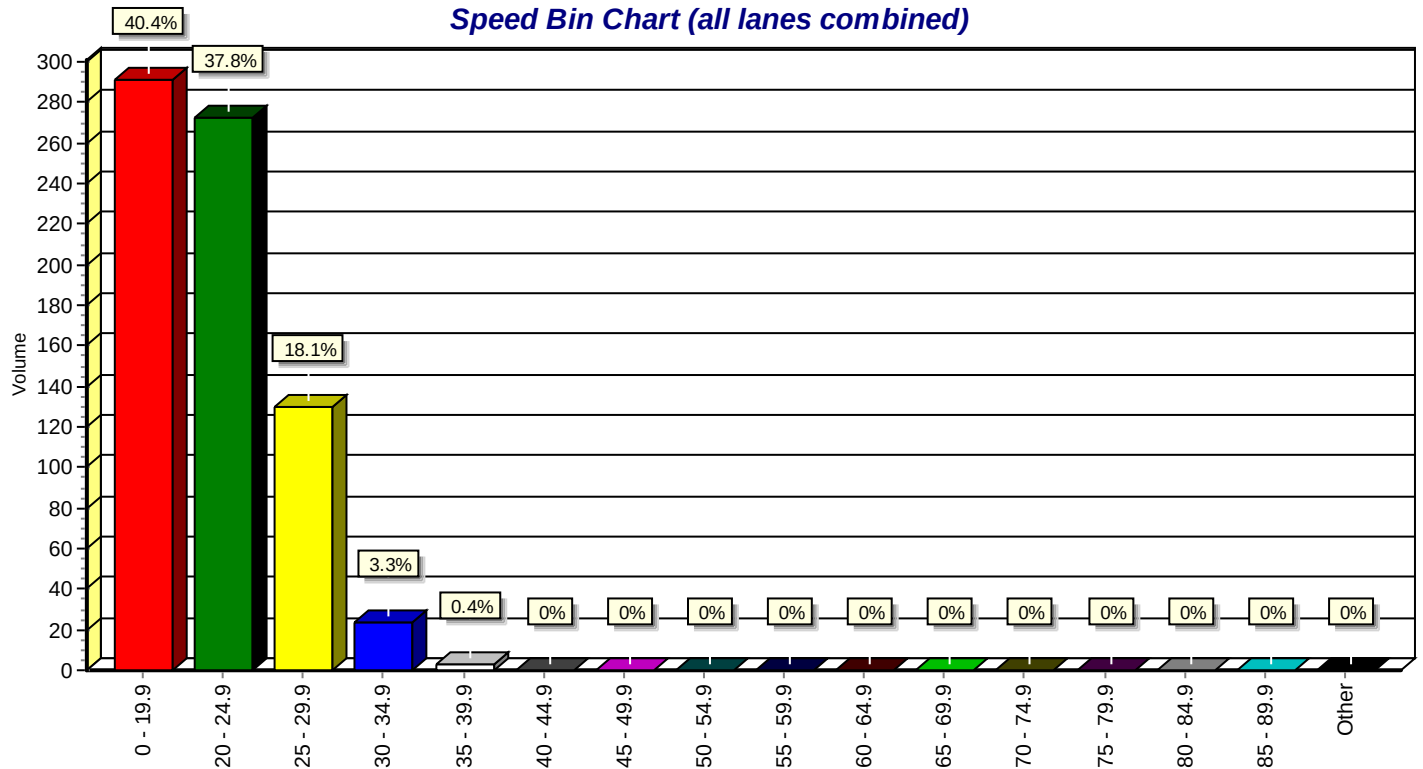
Special Speed Study Summary: 17th Street

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	115	131	71	12	1	0	0	0	0	0	0	0	0	0	0	0	330
Percent :	35%	40%	22%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	35%	75%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
ADT = 165	Average Speed 19.6 mph 50% Speed : 22.1 mph 67% Speed : 23.8 mph 85% Speed : 27.4 mph 95% Speed : 29.5 mph 99% Speed : 32.7 mph 10mph Pace: 20.1 - 30.0 (61.2%)																
Grand Total #2:	176	141	59	12	2	0	0	0	0	0	0	0	0	0	0	0	390
Percent :	45%	36%	15%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	45%	81%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
ADT = 195	Average Speed 18.0 mph 50% Speed : 20.9 mph 67% Speed : 23.0 mph 85% Speed : 26.5 mph 95% Speed : 29.0 mph 99% Speed : 32.7 mph 10mph Pace: 20.1 - 30.0 (51.3%)																
Comb. Total :	291	272	130	24	3	0	0	0	0	0	0	0	0	0	0	0	720
Percent :	40%	38%	18%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	40%	78%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16
ADT = 360	Average Speed 18.7 mph 50% Speed : 21.5 mph 67% Speed : 23.4 mph 85% Speed : 27.0 mph 95% Speed : 29.4 mph 99% Speed : 32.9 mph 10mph Pace: 20.1 - 30.0 (55.8%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Fruit Ave

Station ID : Fruit Ave

Info Line 1 : Between 13th St and 14th St

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : FRUIT WOF 13TH.DB

Last Connected Device Type : Apollo

Version Number : 1.51

Serial Number : 10440

Number of Lanes : 2

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 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/08/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	16:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		62	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	91
Percent :		68%	25%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		68%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 14.4 mph	50% Speed : 10.9 mph	67% Speed : 11.9 mph	85% Speed : 22.7 mph
95% Speed : 27.4 mph	99% Speed : 27.7 mph	10mph Pace: 8.1 - 18.0 (68.1%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
05/09/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	13:00	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	14:00	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	16:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	17:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	18:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	19:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		81	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	116
Percent :		70%	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		70%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed : 14.0 mph	50% Speed : 11.1 mph	67% Speed : 12.3 mph	85% Speed : 22.7 mph
95% Speed : 23.4 mph	99% Speed : 27.6 mph	10mph Pace : 7.5 - 17.4 (69.8%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

		#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
05/08/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	13:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	18:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		65	30	14	1	0	0	0	0	0	0	0	0	0	0	0	0	110
Percent :		59%	27%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		59%	86%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
		Average Speed 15.8 mph 50% Speed : 11.4 mph 67% Speed : 22.1 mph 85% Speed : 23.4 mph 95% Speed : 27.7 mph 99% Speed : 27.9 mph 10mph Pace: 8.0 - 17.9 (59.1%)																

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
05/09/12	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	4	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7
	09:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	13:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	16:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		64	26	14	0	0	0	1	0	0	0	0	0	0	0	0	0	105
Percent :		61%	25%	13%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		61%	86%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

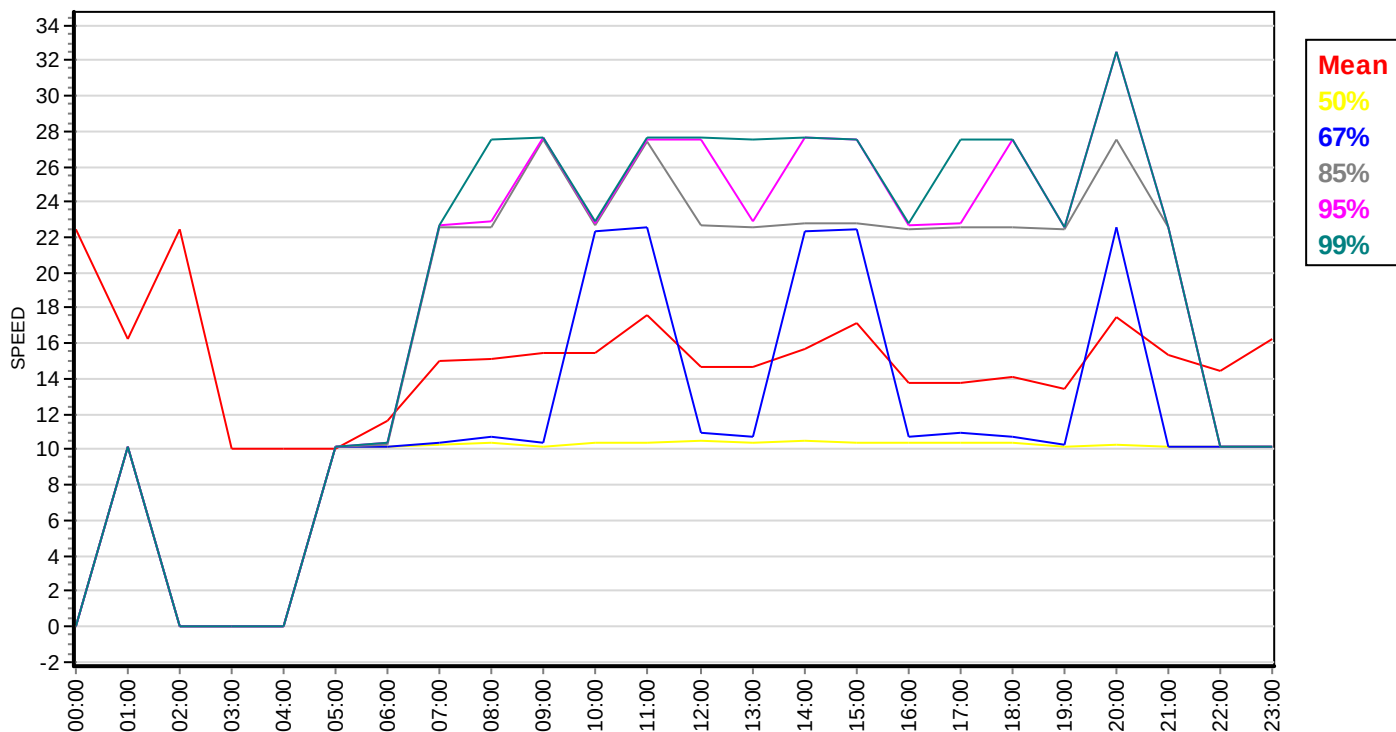
Average Speed : 15.8 mph	50% Speed : 11.3 mph	67% Speed : 22.1 mph	85% Speed : 23.3 mph
95% Speed : 27.7 mph	99% Speed : 27.9 mph	10mph Pace : 8.1 - 18.0 (61.0%)	

	#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

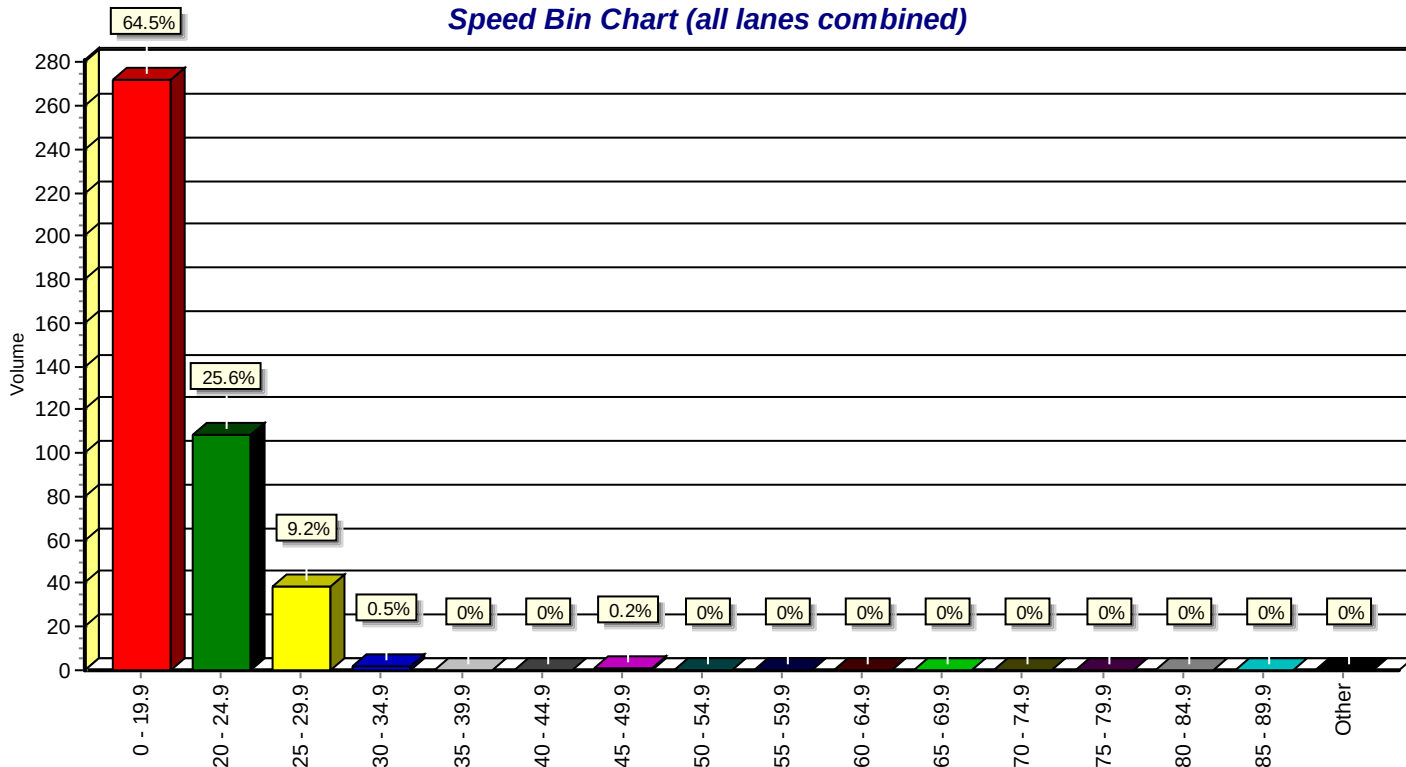
Special Speed Study Summary: Fruit Ave

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	143	52	11	1	0	0	0	0	0	0	0	0	0	0	0	0	207
Percent :	69%	25%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	69%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
ADT = 103	Average Speed 14.2 mph 50% Speed : 12.0 mph 67% Speed : 14.2 mph 85% Speed : 22.9 mph 95% Speed : 27.2 mph 99% Speed : 27.7 mph 10mph Pace: 5.6 - 15.5 (69.1%)																
Grand Total #2:	129	56	28	1	0	0	1	0	0	0	0	0	0	0	0	0	215
Percent :	60%	26%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	60%	86%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
ADT = 107	Average Speed 15.8 mph 50% Speed : 12.7 mph 67% Speed : 21.7 mph 85% Speed : 24.1 mph 95% Speed : 27.8 mph 99% Speed : 28.3 mph 10mph Pace: 6.0 - 15.9 (60.0%)																
Comb. Total :	272	108	39	2	0	0	1	0	0	0	0	0	0	0	0	0	422
Percent :	64%	26%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	64%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
ADT = 211	Average Speed 15.0 mph 50% Speed : 14.7 mph 67% Speed : 20.7 mph 85% Speed : 23.6 mph 95% Speed : 27.5 mph 99% Speed : 28.6 mph 10mph Pace: 15.0 - 24.9 (39.1%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Granite Ave

Station ID : Granite Ave

Info Line 1 : Between 14th St and 15th St

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : GRANITE WOF 14.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/09/2012 To: 23:59 - 05/10/2012

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/09/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	17:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		44	26	9	1	0	0	0	0	0	0	0	0	0	0	0	0	80
Percent :		55%	33%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent		55%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed 16.3 mph	50% Speed : 11.2 mph	67% Speed : 22.3 mph	85% Speed : 23.2 mph
95% Speed : 27.6 mph	99% Speed : 27.8 mph	10mph Pace: 8.7 - 18.6 (55.0%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
05/10/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	10:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	1	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	7
	16:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	17:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	18:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	20:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total		56	34	6	0	0	1	0	0	0	0	0	0	0	0	0	0	97
Percent :		58%	35%	6%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent		58%	93%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed : 15.8 mph	50% Speed : 11.3 mph	67% Speed : 22.0 mph	85% Speed : 23.1 mph
95% Speed : 27.5 mph	99% Speed : 27.7 mph	10mph Pace: 8.3 - 18.2 (57.7%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/09/2012 To: 23:59 - 05/10/2012

		#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
05/09/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	5	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	12:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	13:00	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	15:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Daily Total :		66	35	12	0	0	0	0	0	0	0	0	0	0	0	0	0	113
Percent :		58%	31%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent		58%	89%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
		Average Speed 15.7 mph			50% Speed : 11.5 mph			67% Speed : 22.0 mph			85% Speed : 23.3 mph							
		95% Speed : 27.5 mph			99% Speed : 27.8 mph			10mph Pace: 8.0 - 17.9 (58.4%)										

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
		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	
05/10/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	09:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	12:00	5	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	13:00	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	18:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total		73	57	6	2	0	0	0	0	0	0	0	0	0	1	0	0	139
Percent :		53%	41%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Cum. Percent		53%	94%	98%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	
Average :		3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

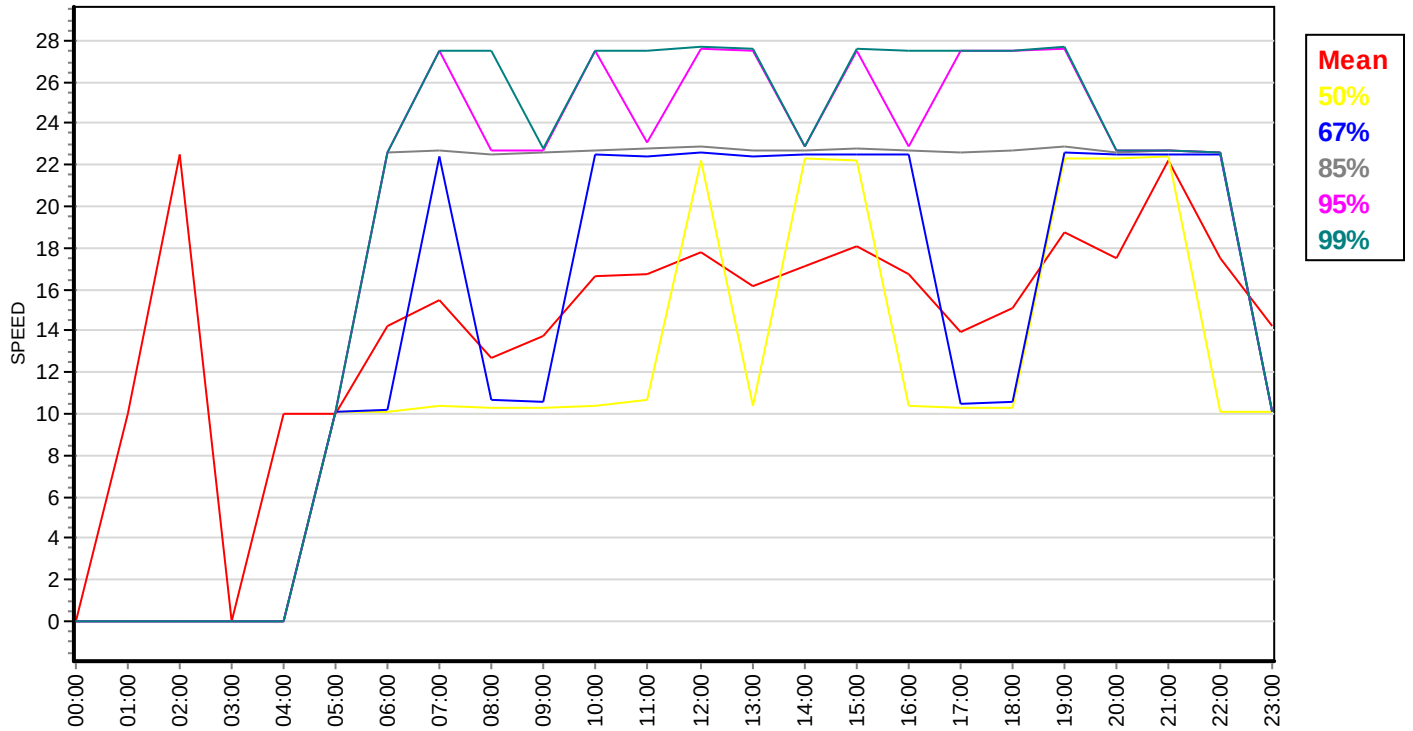
Average Speed : 16.7 mph	50% Speed : 12.1 mph	67% Speed : 22.0 mph	85% Speed : 23.5 mph
95% Speed : 27.5 mph	99% Speed : 32.5 mph	10mph Pace: 7.8 - 17.7 (52.5%)	

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

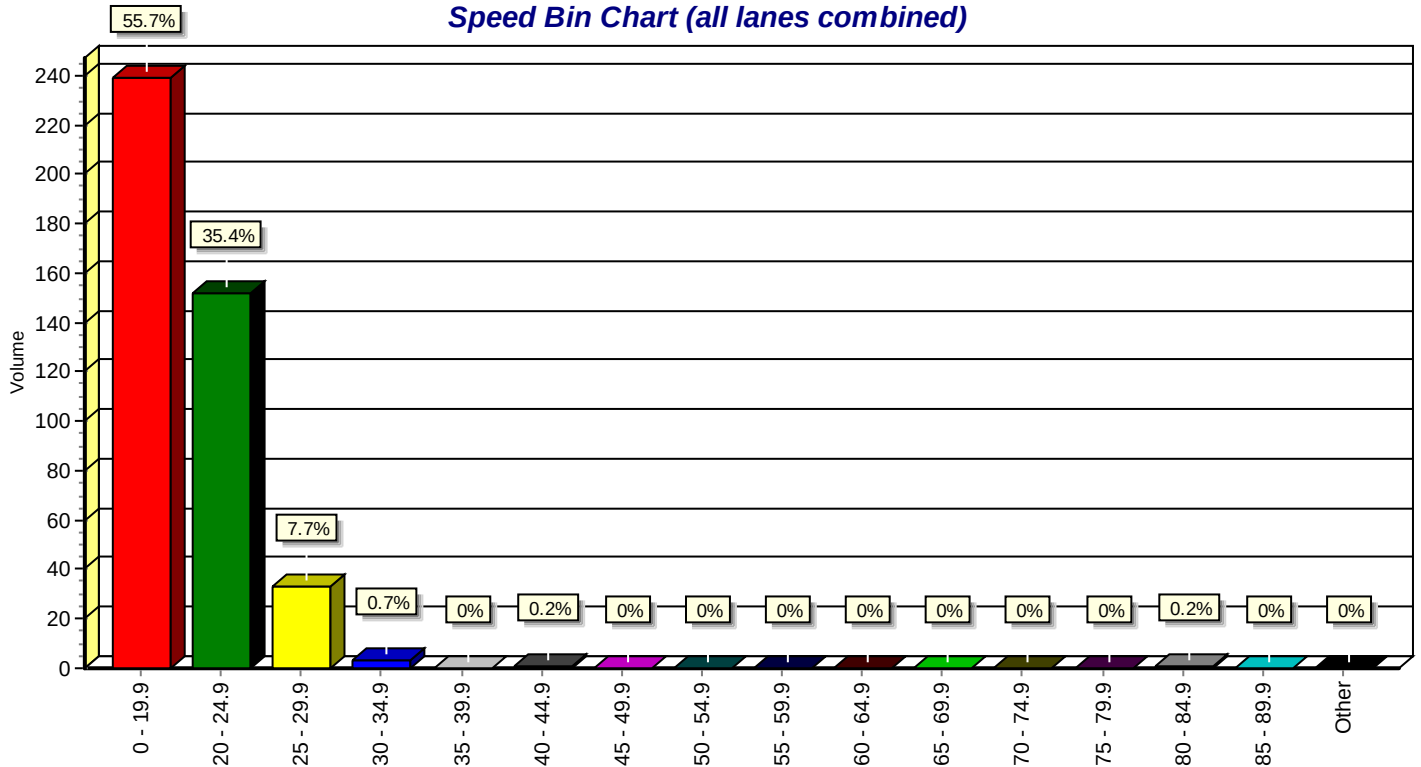
Special Speed Study Summary: Granite Ave

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	100	60	15	1	0	1	0	0	0	0	0	0	0	0	0	0	177
Percent :	56%	34%	8%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	56%	90%	99%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
ADT = 88	Average Speed 16.0 mph				50% Speed : 12.4 mph				67% Speed : 21.8 mph				85% Speed : 23.8 mph				
	95% Speed : 27.5 mph				99% Speed : 28.0 mph				10mph Pace: 7.0 - 16.9 (56.5%)								
Grand Total #2:	139	92	18	2	0	0	0	0	0	0	0	0	0	1	0	0	252
Percent :	55%	37%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	55%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
ADT = 126	Average Speed 16.2 mph				50% Speed : 13.5 mph				67% Speed : 21.9 mph				85% Speed : 23.9 mph				
	95% Speed : 27.5 mph				99% Speed : 28.1 mph				10mph Pace: 5.7 - 15.6 (55.2%)								
Comb. Total :	239	152	33	3	0	1	0	0	0	0	0	0	0	1	0	0	429
Percent :	56%	35%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	56%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
ADT = 214	Average Speed 16.2 mph				50% Speed : 15.9 mph				67% Speed : 21.7 mph				85% Speed : 24.0 mph				
	95% Speed : 27.5 mph				99% Speed : 28.5 mph				10mph Pace: 15.0 - 24.9 (44.8%)								

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Luna Blvd

Station ID : Luna Blvd

Info Line 1 : Between Roma and Fruit

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : LUNA NOF ROMA.DB

Last Connected Device Type : Apollo

Version Number : 1.45

Serial Number : 93882

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

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
5/8/2012	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	9	23	6	3	0	0	0	0	0	0	0	0	0	0	0	0	41
	09:00	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	10:00	7	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	11:00	10	10	10	1	0	0	0	0	0	0	0	0	0	0	0	0	31
	12:00	7	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	13:00	8	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	14:00	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	15:00	20	10	1	3	0	0	0	0	0	0	0	0	0	0	0	0	34
	16:00	8	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	17:00	10	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	18:00	6	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	19:00	8	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	20:00	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		120	132	53	19	0	0	0	0	0	0	0	0	0	0	0	0	324
Percent :		37%	41%	16%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		37%	78%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	14

Average Speed	19.3 mph	50% Speed	: 21.8 mph	67% Speed	: 23.5 mph	85% Speed	: 27.3 mph
95% Speed	: 32.0 mph	99% Speed	: 32.8 mph	10mph Pace	: 20.1 - 30.0 (57.1%)		

		#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
5/9/2012	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	11	15	7	2	2	0	0	0	0	0	0	0	0	0	0	0	37
	09:00	6	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	10:00	6	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	11:00	8	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	12	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	13:00	9	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	29
	14:00	5	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	21
	15:00	6	7	9	1	0	0	0	0	0	0	0	0	0	0	0	1	24
	16:00	7	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	17:00	6	10	4	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	18:00	10	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	19:00	8	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	20:00	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		109	124	73	16	2	0	0	0	0	0	0	0	0	0	0	1	325
Percent :		34%	38%	22%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		34%	72%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14

Average Speed : 19.9 mph	50% Speed : 22.2 mph	67% Speed : 24.0 mph	85% Speed : 27.9 mph
95% Speed : 32.1 mph	99% Speed : 32.9 mph	10mph Pace: 20.1 - 30.0 (60.6%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

		#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
5/8/2012	00:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Tue	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	10	14	6	4	0	0	0	0	0	0	0	0	0	0	0	0	34
	08:00	12	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	09:00	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	11:00	25	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	12:00	9	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	12	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	14:00	6	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	26	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44
	16:00	27	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	40
	17:00	21	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34
	18:00	14	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
21:00	6	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
22:00	2	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	11	
23:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Daily Total :		242	124	70	14	1	0	0	0	0	0	0	0	0	0	0	0	451
Percent :		54%	27%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		54%	81%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		10	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	19
		Average Speed 16.9 mph 50% Speed : 16.5 mph 67% Speed : 22.5 mph 85% Speed : 26.4 mph 95% Speed : 29.2 mph 99% Speed : 32.7 mph 10mph Pace: 20.1 - 30.0 (43.0%)																

		#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
5/9/2012	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	19	7	10	2	0	0	0	0	0	0	0	0	0	0	0	0	38
	08:00	12	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	09:00	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	11:00	20	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	12:00	19	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	13:00	24	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	40
	14:00	14	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	27
	15:00	23	15	7	3	0	0	0	0	0	0	0	0	0	0	0	0	48
	16:00	25	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39
	17:00	5	21	16	2	0	0	0	0	0	0	0	0	0	0	0	0	44
	18:00	7	10	5	2	1	0	0	0	0	0	0	0	0	0	0	0	25
	19:00	11	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	20:00	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		243	140	71	15	1	0	0	0	0	0	0	0	0	0	0	0	470
Percent :		52%	30%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		52%	81%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		10	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20

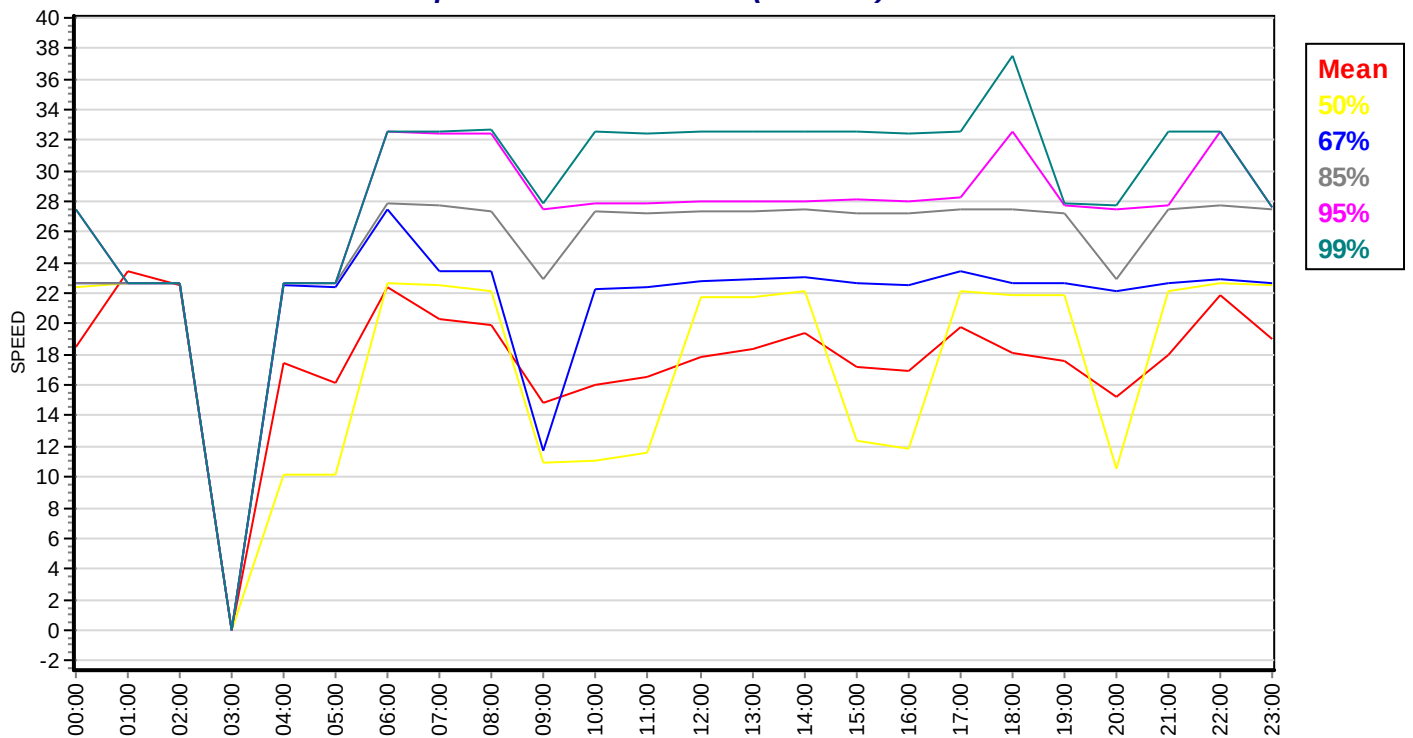
Average Speed : 17.1 mph	50% Speed : 17.1 mph	67% Speed : 22.6 mph	85% Speed : 26.3 mph
95% Speed : 29.2 mph	99% Speed : 32.7 mph	10mph Pace: 20.1 - 30.0 (44.9%)	

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

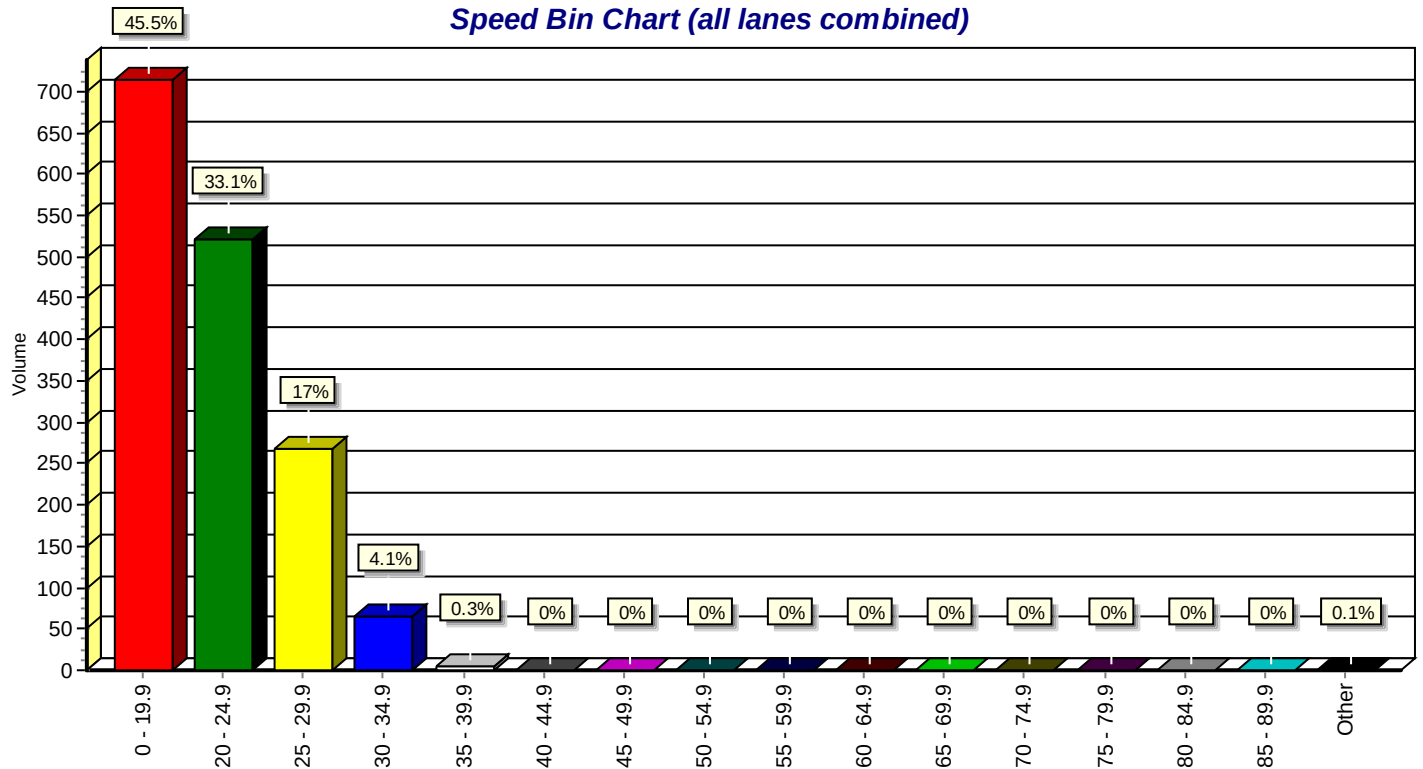
Special Speed Study Summary: Luna Blvd

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	229	256	126	35	2	0	0	0	0	0	0	0	0	0	0	1	649
Percent :	35%	39%	19%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	35%	75%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14
ADT = 324	Average Speed 19.6 mph 50% Speed : 22.1 mph 67% Speed : 23.9 mph 85% Speed : 27.6 mph 95% Speed : 31.7 mph 99% Speed : 33.3 mph 10mph Pace: 20.1 - 30.0 (58.9%)																
Grand Total #2:	485	264	141	29	2	0	0	0	0	0	0	0	0	0	0	0	921
Percent :	53%	29%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	53%	81%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	10	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	20
ADT = 460	Average Speed 17.0 mph 50% Speed : 18.5 mph 67% Speed : 22.6 mph 85% Speed : 26.3 mph 95% Speed : 29.2 mph 99% Speed : 32.9 mph 10mph Pace: 19.9 - 29.8 (44.1%)																
Comb. Total :	714	520	267	64	4	0	0	0	0	0	0	0	0	0	0	1	1570
Percent :	45%	33%	17%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	45%	79%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	15	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	33
ADT = 785	Average Speed 18.1 mph 50% Speed : 20.8 mph 67% Speed : 23.2 mph 85% Speed : 27.0 mph 95% Speed : 29.8 mph 99% Speed : 33.8 mph 10mph Pace: 19.9 - 29.8 (50.3%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Marble Ave

Station ID : Marble Ave

Info Line 1 : Between 19th and 18th

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : MARBLE WOF 18TH.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/08/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	7	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	09:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	15:00	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	18:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		39	27	17	0	1	0	0	0	0	0	0	0	0	0	0	0	84
Percent :		46%	32%	20%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		46%	79%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed : 17.8 mph	50% Speed : 21.9 mph	67% Speed : 22.7 mph	85% Speed : 27.3 mph
95% Speed : 27.8 mph	99% Speed : 28.0 mph	10mph Pace: 21.7 - 31.6 (52.4%)	

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
		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	
05/09/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	5	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	14:00	10	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30
	15:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	17:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	18:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		52	41	16	3	0	0	0	0	0	0	0	0	0	0	0	0	112
Percent :		46%	37%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		46%	83%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed : 17.6 mph	50% Speed : 21.5 mph	67% Speed : 22.7 mph	85% Speed : 27.2 mph
95% Speed : 27.8 mph	99% Speed : 32.4 mph	10mph Pace: 21.3 - 31.2 (50.9%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

		#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
05/08/12	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	12:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	17:00	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		30	26	14	3	0	0	0	0	0	0	0	0	0	0	0	0	73
Percent :		41%	36%	19%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		41%	77%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
		Average Speed 18.7 mph			50% Speed : 22.1 mph			67% Speed : 22.9 mph			85% Speed : 27.5 mph							
		95% Speed : 27.9 mph			99% Speed : 32.5 mph			10mph Pace: 21.7 - 31.6 (54.8%)										

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
05/09/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	6	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	19:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		32	29	10	3	0	0	0	0	0	0	0	0	0	0	0	0	74
Percent :		43%	39%	14%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		43%	82%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

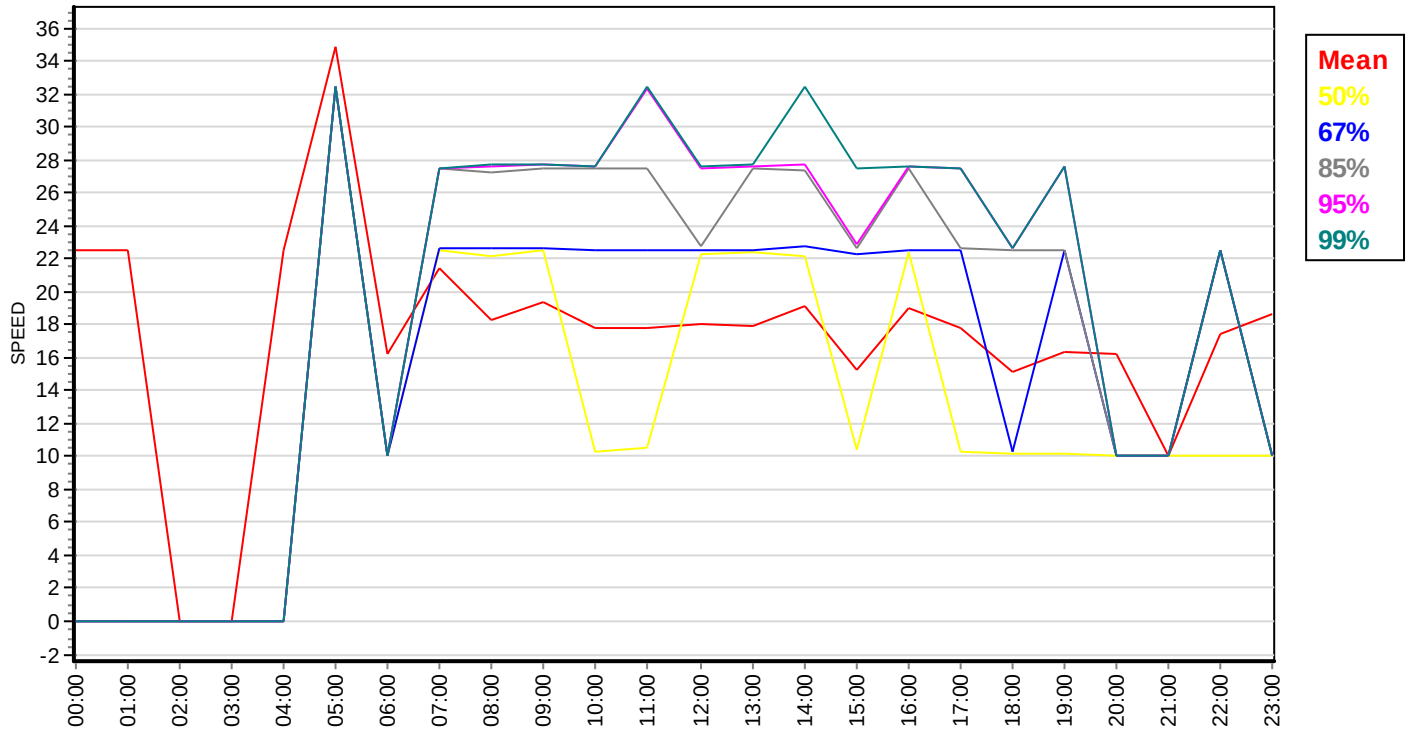
Average Speed : 18.1 mph	50% Speed : 21.9 mph	67% Speed : 22.7 mph	85% Speed : 27.3 mph
95% Speed : 27.8 mph	99% Speed : 32.5 mph	10mph Pace: 21.6 - 31.5 (52.7%)	

	#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

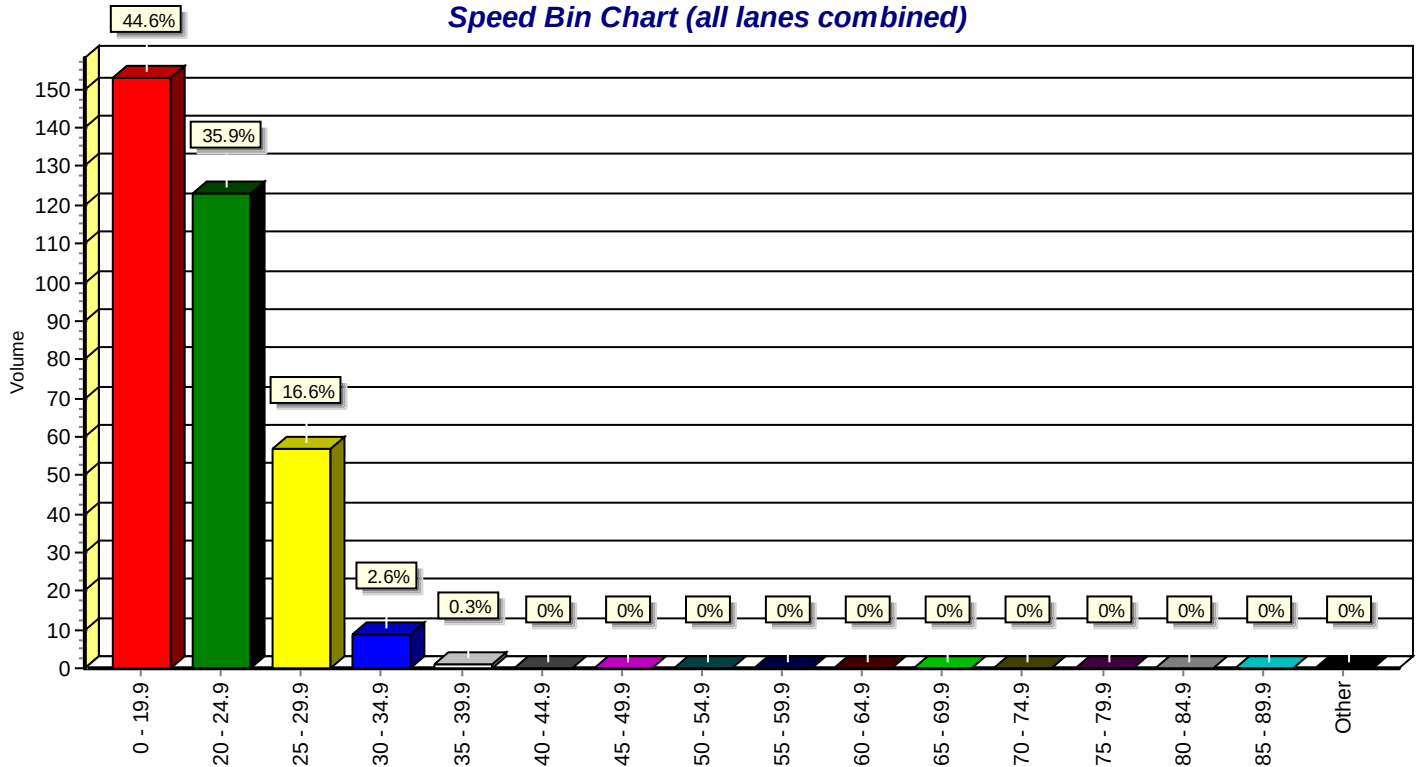
Special Speed Study Summary: Marble Ave

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	91	68	33	3	1	0	0	0	0	0	0	0	0	0	0	0	196
Percent :	46%	35%	17%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	46%	81%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
ADT = 98	Average Speed 17.8 mph 50% Speed : 20.9 mph 67% Speed : 22.9 mph 85% Speed : 26.9 mph 95% Speed : 28.1 mph 99% Speed : 32.5 mph 10mph Pace: 20.4 - 30.3 (51.5%)																
Grand Total #2:	62	55	24	6	0	0	0	0	0	0	0	0	0	0	0	0	147
Percent :	42%	37%	16%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	42%	80%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
ADT = 73	Average Speed 18.5 mph 50% Speed : 21.5 mph 67% Speed : 23.1 mph 85% Speed : 27.2 mph 95% Speed : 28.1 mph 99% Speed : 32.6 mph 10mph Pace: 20.8 - 30.7 (53.7%)																
Comb. Total :	153	123	57	9	1	0	0	0	0	0	0	0	0	0	0	0	343
Percent :	45%	36%	17%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	45%	80%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
ADT = 171	Average Speed 18.0 mph 50% Speed : 21.2 mph 67% Speed : 23.0 mph 85% Speed : 26.7 mph 95% Speed : 28.8 mph 99% Speed : 32.6 mph 10mph Pace: 20.1 - 30.0 (52.5%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Marquette Ave

Station ID : Marquette Ave

Info Line 1 : East of Luna

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : MARQ EOF LUNA.DB

Last Connected Device Type : Apollo

Version Number : 1.51

Serial Number : 14403

Number of Lanes : 2

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 - 05/08/2012 To: 23:59 - 05/09/2012

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
05/08/12	00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	5	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	8	23	16	8	1	0	0	0	0	0	0	0	0	0	0	0	56
	09:00	6	13	13	5	0	0	0	0	0	0	0	0	0	0	0	0	37
	10:00	9	13	14	1	0	0	0	0	0	0	0	0	0	0	0	0	37
	11:00	12	15	21	8	1	0	0	0	0	0	0	0	0	0	0	0	57
	12:00	15	22	22	13	0	0	0	0	0	0	0	0	0	0	0	0	72
	13:00	19	15	18	6	0	0	0	0	0	0	0	0	0	0	0	0	58
	14:00	20	15	9	2	0	0	0	0	0	0	0	0	0	0	0	0	46
	15:00	28	32	29	9	1	0	0	0	0	0	0	0	0	0	0	0	99
	16:00	14	41	34	13	0	1	0	0	0	0	0	0	0	0	0	0	103
	17:00	20	63	60	14	0	0	0	0	0	0	0	0	0	0	0	0	157
	18:00	3	20	17	4	0	0	0	0	0	0	0	0	0	0	0	0	44
	19:00	11	7	7	2	0	0	0	0	0	0	0	0	0	0	0	0	27
	20:00	7	5	9	2	0	0	0	0	0	0	0	0	0	0	0	0	23
	21:00	1	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	22:00	4	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	23:00	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		186	309	294	92	3	1	0	0	0	0	0	0	0	0	0	0	885
Percent :		21%	35%	33%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	56%	89%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	13	12	4	0	0	0	0	0	0	0	0	0	0	0	0	37

Average Speed : 22.6 mph	50% Speed : 24.1 mph	67% Speed : 26.7 mph	85% Speed : 29.2 mph
95% Speed : 32.6 mph	99% Speed : 34.7 mph	10mph Pace: 20.1 - 30.0 (68.4%)	

		#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
05/09/12	00:00	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	8	11	12	1	0	0	0	0	0	0	0	0	0	0	0	0	32
	08:00	15	17	24	4	1	0	0	0	0	0	0	0	0	0	0	0	61
	09:00	12	11	21	2	0	0	0	0	0	0	0	0	0	0	0	0	46
	10:00	9	15	11	5	0	0	0	0	0	0	0	0	0	0	0	0	40
	11:00	19	22	27	5	1	0	0	0	0	0	0	0	0	0	0	0	74
	12:00	24	32	19	5	1	0	0	0	0	0	0	0	0	0	0	0	81
	13:00	16	19	21	9	0	0	0	0	0	0	0	0	0	0	0	0	65
	14:00	11	21	20	1	0	0	0	0	0	0	0	0	0	0	0	0	53
	15:00	10	19	28	10	1	0	0	0	0	0	0	0	0	0	0	0	68
	16:00	24	34	47	12	2	0	0	0	0	0	0	0	0	0	0	0	119
	17:00	28	46	41	11	2	1	0	0	0	0	0	0	0	0	0	0	129
	18:00	11	16	10	5	0	0	0	0	0	0	0	0	0	0	0	0	42
	19:00	7	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	31
	20:00	5	11	9	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	21:00	3	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	22:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		211	308	312	75	9	1	0	0	0	0	0	0	0	0	0	0	916
Percent :		23%	34%	34%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		23%	57%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		9	13	13	3	0	0	0	0	0	0	0	0	0	0	0	0	38

Average Speed : 22.2 mph	50% Speed : 24.0 mph	67% Speed : 26.5 mph	85% Speed : 29.1 mph
95% Speed : 32.6 mph	99% Speed : 34.8 mph	10mph Pace: 20.1 - 30.0 (67.7%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

		#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
05/08/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	2	7	16	15	1	1	1	0	0	0	0	0	0	0	0	0	43
	08:00	5	8	15	10	2	1	0	0	0	0	0	0	0	0	0	0	41
	09:00	5	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	11	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	22
	11:00	8	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	12:00	5	10	8	4	0	0	0	0	0	0	0	0	0	0	0	0	27
	13:00	9	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	14:00	6	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	1	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	16:00	4	3	5	5	0	0	0	0	0	0	0	0	0	0	0	0	17
	17:00	6	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	18:00	4	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Daily Total :		77	79	90	45	5	2	1	0	0	0	0	0	0	0	0	0	299
Percent :		26%	26%	30%	15%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		26%	52%	82%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	12
		Average Speed 22.7 mph 50% Speed : 24.5 mph 67% Speed : 27.5 mph 85% Speed : 31.6 mph 95% Speed : 33.4 mph 99% Speed : 37.7 mph 10mph Pace: 20.1 - 30.0 (56.5%)																

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
		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	
05/09/12	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	8	9	16	10	2	1	0	0	0	0	0	0	0	0	0	0	46
	08:00	6	10	14	10	2	0	1	0	0	0	0	0	0	0	0	0	43
	09:00	7	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	6	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	12
	11:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	12:00	6	11	7	4	2	0	0	0	0	0	0	0	0	0	0	0	30
	13:00	9	8	7	2	0	2	0	0	0	0	0	0	0	0	0	0	28
	14:00	2	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	15:00	4	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	15
	16:00	6	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	17:00	5	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	15
	18:00	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		84	86	74	42	9	3	2	0	0	0	0	0	0	0	0	0	300
Percent :		28%	29%	25%	14%	3%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		28%	57%	81%	95%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	13

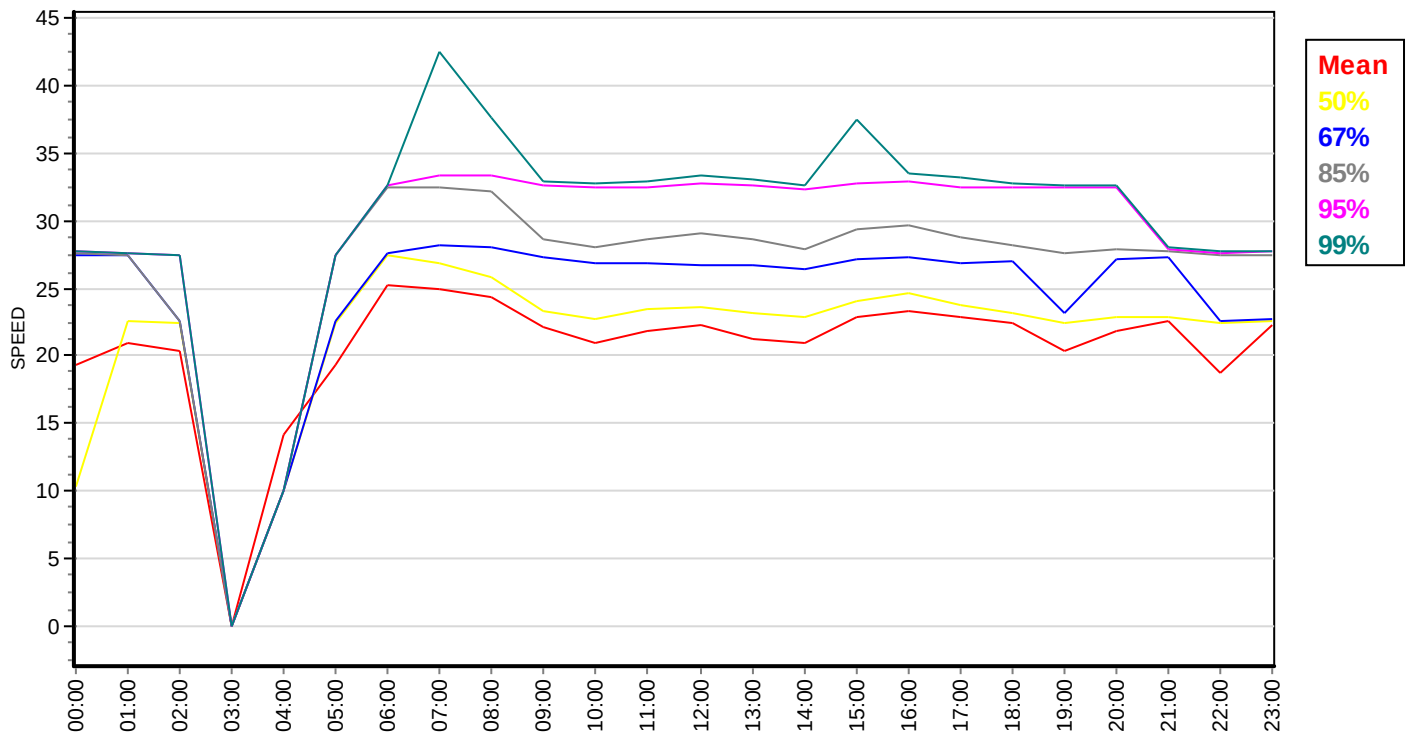
Average Speed : 22.4 mph	50% Speed : 23.7 mph	67% Speed : 27.2 mph	85% Speed : 31.9 mph
95% Speed : 33.7 mph	99% Speed : 42.5 mph	10mph Pace: 20.1 - 30.0 (53.3%)	

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

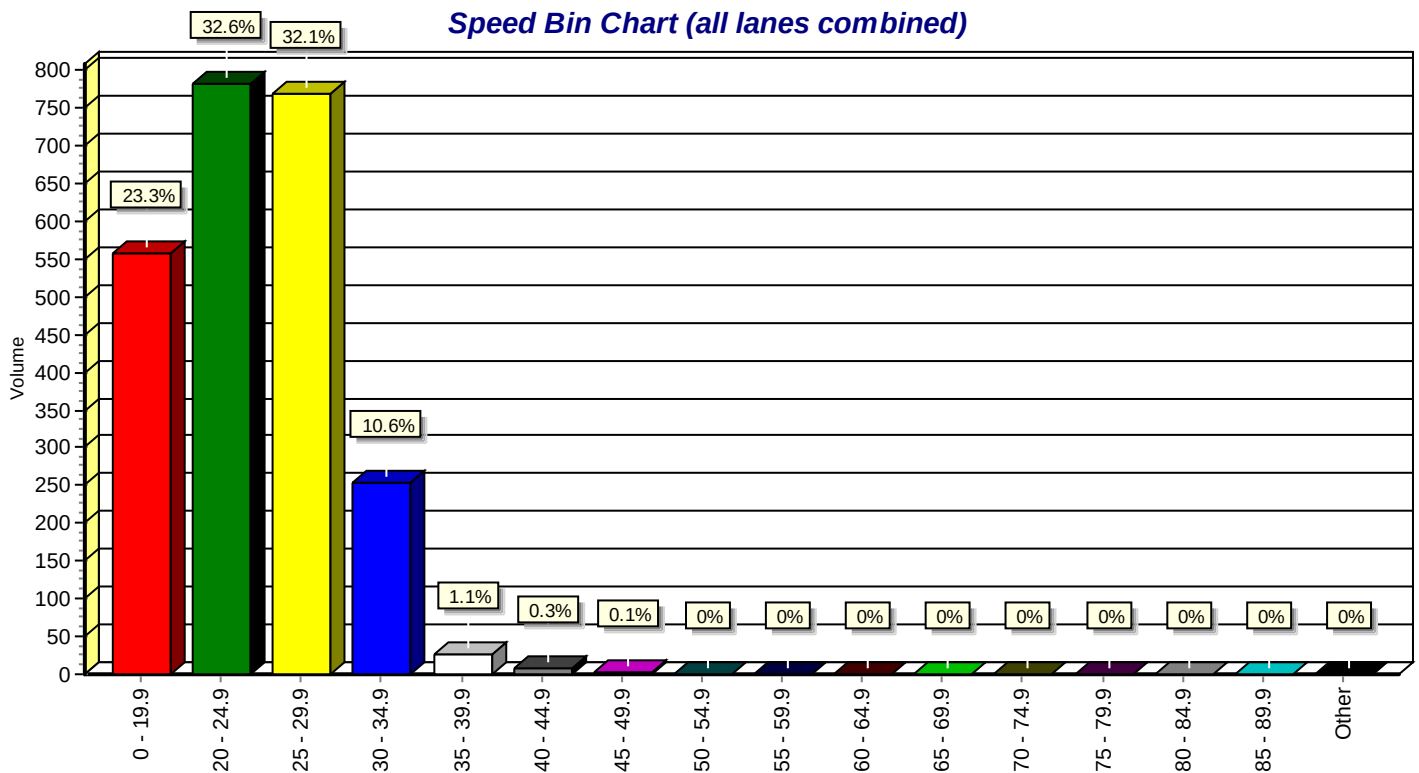
Special Speed Study Summary: Marquette Ave

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	397	617	606	167	12	2	0	0	0	0	0	0	0	0	0	0	1801
Percent :	22%	34%	34%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	22%	56%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	13	13	3	0	0	0	0	0	0	0	0	0	0	0	0	37
ADT = 900	Average Speed 22.4 mph 50% Speed : 24.0 mph 67% Speed : 26.7 mph 85% Speed : 29.2 mph 95% Speed : 32.6 mph 99% Speed : 34.9 mph 10mph Pace: 20.1 - 30.0 (68.1%)																
Grand Total #2:	161	165	164	87	14	5	3	0	0	0	0	0	0	0	0	0	599
Percent :	27%	28%	27%	15%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	27%	54%	82%	96%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	11
ADT = 299	Average Speed 22.6 mph 50% Speed : 24.2 mph 67% Speed : 27.4 mph 85% Speed : 31.1 mph 95% Speed : 34.5 mph 99% Speed : 42.4 mph 10mph Pace: 20.1 - 30.0 (55.3%)																
Comb. Total :	558	782	770	254	26	7	3	0	0	0	0	0	0	0	0	0	2400
Percent :	23%	33%	32%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	23%	56%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	12	16	16	5	1	0	0	0	0	0	0	0	0	0	0	0	50
ADT = 1200	Average Speed 22.4 mph 50% Speed : 24.1 mph 67% Speed : 26.8 mph 85% Speed : 29.5 mph 95% Speed : 33.2 mph 99% Speed : 37.5 mph 10mph Pace: 20.1 - 30.0 (64.9%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Roma Ave

Station ID : Roma Ave

Info Line 1 : Between Keleher and 8th St

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ROMA WOF 8TH.DB

Last Connected Device Type : Apollo

Version Number : 1.51

Serial Number : 14403

Number of Lanes : 2

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 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
05/08/12	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	14	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	09:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	13:00	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	15	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	17:00	10	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	18:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		118	59	27	3	0	0	0	0	0	0	0	0	0	0	0	0	207
Percent :		57%	29%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		57%	86%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 16.2 mph	50% Speed : 12.8 mph	67% Speed : 21.9 mph	85% Speed : 24.2 mph
95% Speed : 27.8 mph	99% Speed : 28.3 mph	10mph Pace: 6.4 - 16.3 (57.0%)	

		#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
05/09/12	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	09:00	7	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	10:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	12:00	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33
	13:00	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	14:00	7	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	10	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	16:00	7	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	17:00	13	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	18:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		133	86	23	3	0	0	0	0	0	0	0	0	0	0	0	0	245
Percent :		54%	35%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		54%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed : 16.3 mph	50% Speed : 13.5 mph	67% Speed : 22.0 mph	85% Speed : 24.3 mph
95% Speed : 27.6 mph	99% Speed : 28.2 mph	10mph Pace : 5.9 - 15.8 (54.3%)	

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

		#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
05/08/12	00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	7	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	08:00	3	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	09:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	13:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	14:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	16:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	17:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		77	39	15	3	1	0	0	0	0	0	0	0	0	0	0	0	135
Percent :		57%	29%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		57%	86%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
		Average Speed 16.2 mph 50% Speed : 11.8 mph 67% Speed : 22.1 mph 85% Speed : 23.6 mph 95% Speed : 27.8 mph 99% Speed : 32.5 mph 10mph Pace: 7.6 - 17.5 (57.0%)																

		#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
05/09/12	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	08:00	5	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	13:00	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	14:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		88	46	15	1	0	0	0	0	0	0	0	0	0	0	0	0	150
Percent :		59%	31%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		59%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7

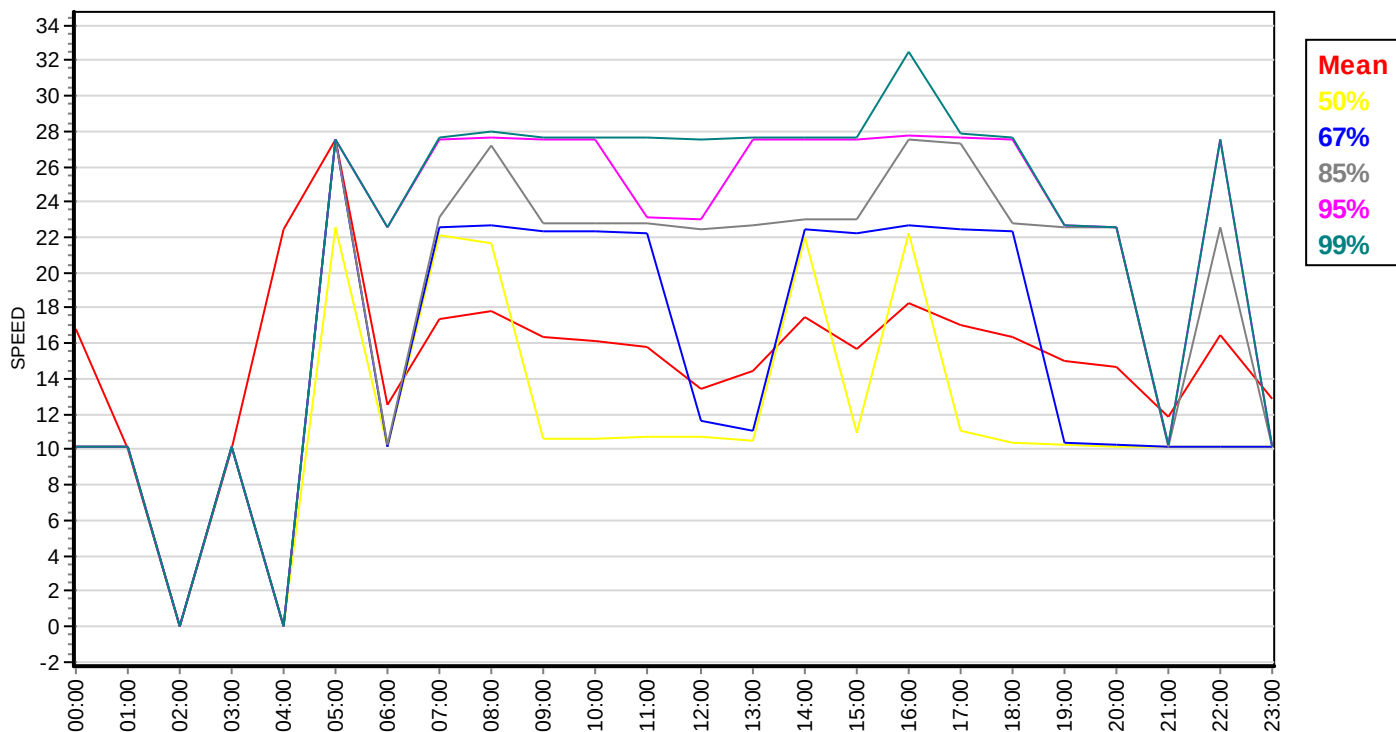
Average Speed : 15.7 mph	50% Speed : 12.0 mph	67% Speed : 21.9 mph	85% Speed : 23.5 mph
95% Speed : 27.5 mph	99% Speed : 27.9 mph	10mph Pace: 7.3 - 17.2 (58.7%)	

	#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

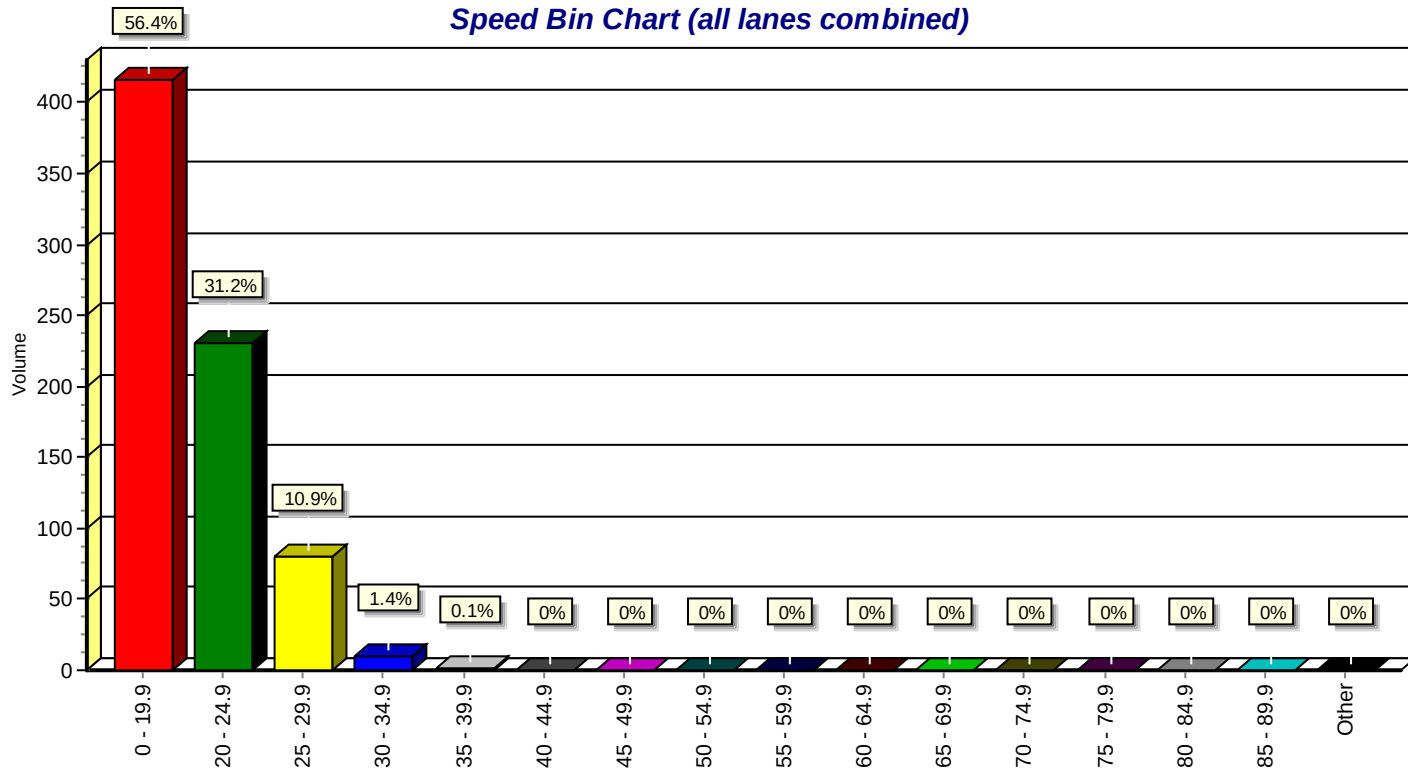
Special Speed Study Summary: Roma Ave

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	251	145	50	6	0	0	0	0	0	0	0	0	0	0	0	0	452
Percent :	56%	32%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	56%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
ADT = 226	Average Speed 16.2 mph 50% Speed : 16.3 mph 67% Speed : 21.9 mph 85% Speed : 24.4 mph 95% Speed : 28.0 mph 99% Speed : 32.4 mph 10mph Pace: 20.1 - 30.0 (43.1%)																
Grand Total #2:	165	85	30	4	1	0	0	0	0	0	0	0	0	0	0	0	285
Percent :	58%	30%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	58%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
ADT = 142	Average Speed 16.0 mph 50% Speed : 13.7 mph 67% Speed : 21.6 mph 85% Speed : 24.5 mph 95% Speed : 27.8 mph 99% Speed : 32.5 mph 10mph Pace: 5.2 - 15.1 (56.5%)																
Comb. Total :	416	230	80	10	1	0	0	0	0	0	0	0	0	0	0	0	737
Percent :	56%	31%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	56%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16
ADT = 368	Average Speed 16.1 mph 50% Speed : 17.0 mph 67% Speed : 21.7 mph 85% Speed : 24.5 mph 95% Speed : 28.3 mph 99% Speed : 32.4 mph 10mph Pace: 19.9 - 29.8 (42.2%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Appendix B

Traffic Volume Data

Basic Volume Report: 7th Street

Station ID : 7th Street

Info Line 1 : Between Marble and Granite

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 7TH SOF GRANIT.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Northbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	1	1	0	1	3
Tue	01:00	1	0	1	0	2
	02:00	1	1	1	0	3
	03:00	0	0	0	1	1
	04:00	0	0	1	1	2
	05:00	0	0	3	3	6
	06:00	4	4	4	8	20
	07:00	5	9	13	15	42
	08:00	23	26	18	15	82
	09:00	12	7	3	9	31
	10:00	5	10	7	10	32
	11:00	9	9	11	5	34
	12:00	14	16	9	14	53
	13:00	7	14	5	11	37
	14:00	13	11	10	8	42
	15:00	23	17	19	16	75
	16:00	14	7	13	23	57
	17:00	28	11	11	9	59
	18:00	10	3	4	11	28
	19:00	7	8	4	6	25
	20:00	7	4	6	9	26
	21:00	5	1	2	4	12
	22:00	3	1	2	2	8
	23:00	3	2	2	3	10
Day Total :						690

AM Total :	258 (37.4%)	Peak AM Hour : 07:45 =	82 (11.9%)	Peak AM Factor : 0.788	Average Period :	7.2
PM Total :	432 (62.6%)	Peak PM Hour : 15:00 =	75 (10.9%)	Peak PM Factor : 0.670	Average Hour :	28.8

Date	Time	:00	:15	:30	:45	Total
05/09/12	00:00	1	1	0	0	2
Wed	01:00	0	0	2	0	2
	02:00	1	0	0	0	1
	03:00	1	0	1	0	2
	04:00	2	0	1	0	3
	05:00	2	0	1	3	6
	06:00	1	2	1	5	9
	07:00	6	6	10	12	34
	08:00	19	17	21	8	65
	09:00	12	8	7	9	36
	10:00	7	12	3	11	33
	11:00	12	13	13	9	47
	12:00	11	12	12	10	45
	13:00	13	18	12	11	54
	14:00	10	13	9	12	44
	15:00	24	18	19	12	73
	16:00	7	9	24	9	49
	17:00	25	13	11	12	61
	18:00	12	6	9	8	35
	19:00	4	7	9	5	25
	20:00	10	5	9	10	34
	21:00	4	5	4	7	20
	22:00	2	3	3	4	12
	23:00	0	1	2	0	3

Day Total : 695

AM Total :	240 (34.5%)	Peak AM Hour : 07:45 =	69 (9.9%)	Peak AM Factor : 0.821	Average Period :	7.2
PM Total :	455 (65.5%)	Peak PM Hour : 14:45 =	73 (10.5%)	Peak PM Factor : 0.730	Average Hour :	29.0

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Southbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	1	0	0	1	2
Tue	01:00	1	0	0	0	1
	02:00	1	0	0	0	1
	03:00	0	0	0	2	2
	04:00	0	0	0	1	1
	05:00	0	0	0	1	1
	06:00	0	2	2	6	10
	07:00	2	3	6	8	19
	08:00	13	12	6	3	34
	09:00	4	4	3	11	22
	10:00	3	4	4	3	14
	11:00	2	10	6	6	24
	12:00	8	11	10	14	43
	13:00	8	7	2	10	27
	14:00	9	6	12	6	33
	15:00	9	12	9	7	37
	16:00	3	5	6	5	19
	17:00	9	2	2	6	19
	18:00	5	5	10	3	23
	19:00	4	5	0	5	14
	20:00	4	4	3	4	15
	21:00	5	2	2	3	12
	22:00	4	0	1	2	7
	23:00	3	2	1	0	6
Day Total :						386

AM Total :	131 (33.9%)	Peak AM Hour : 07:30 =	39 (10.1%)	Peak AM Factor : 0.750	Average Period :	4.0
PM Total :	255 (66.1%)	Peak PM Hour : 12:00 =	43 (11.1%)	Peak PM Factor : 0.768	Average Hour :	16.1

Date	Time	:00	:15	:30	:45	Total
05/09/12	00:00	1	0	0	0	1
Wed	01:00	1	0	1	0	2
	02:00	1	1	0	0	2
	03:00	0	1	0	0	1
	04:00	1	1	0	0	2
	05:00	1	0	0	1	2
	06:00	0	1	1	2	4
	07:00	4	2	5	5	16
	08:00	20	11	16	14	61
	09:00	4	5	4	8	21
	10:00	6	4	3	9	22
	11:00	6	9	6	3	24
	12:00	5	5	7	7	24
	13:00	9	8	8	4	29
	14:00	10	4	11	13	38
	15:00	17	8	5	5	35
	16:00	7	7	15	5	34
	17:00	4	5	3	8	20
	18:00	12	2	4	2	20
	19:00	4	4	5	4	17
	20:00	9	1	4	3	17
	21:00	2	3	3	2	10
	22:00	2	1	4	1	8
	23:00	0	0	0	0	0

Day Total : 410

AM Total :	158 (38.5%)	Peak AM Hour : 08:00 =	61 (14.9%)	Peak AM Factor : 0.762	Average Period :	4.3
PM Total :	252 (61.5%)	Peak PM Hour : 14:30 =	49 (12.0%)	Peak PM Factor : 0.721	Average Hour :	17.1

Basic Volume Summary: 7th Street

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1385 (63.5%)	2.00	693	7.2	28.9	498 (36.0%)	887 (64.0%)
#2.	796 (36.5%)	2.00	398	4.1	16.6	289 (36.3%)	507 (63.7%)
ALL	2181	2.00	1091	11.3	45.5	787 (36.1%)	1394 (63.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:45 = 82	05/08/2012	0.788	15:00 = 75	05/08/2012	0.670
#2.	08:00 = 61	05/09/2012	0.762	14:30 = 49	05/09/2012	0.721

Basic Volume Report: 8th Street

Station ID : 8th Street

Info Line 1 : Between Marble and Granite

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 8TH SOF GRANIT.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Southbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	0	0	1	0	1
Tue	01:00	0	0	0	0	0
	02:00	1	0	0	1	2
	03:00	0	0	0	0	0
	04:00	0	0	2	0	2
	05:00	0	0	0	0	0
	06:00	1	1	5	6	13
	07:00	4	3	6	4	17
	08:00	7	7	6	7	27
	09:00	0	4	2	2	8
	10:00	3	3	3	5	14
	11:00	4	0	3	7	14
	12:00	6	1	4	4	15
	13:00	7	2	3	7	19
	14:00	2	9	2	4	17
	15:00	2	6	6	3	17
	16:00	2	3	4	3	12
	17:00	4	8	11	4	27
	18:00	8	7	6	4	25
	19:00	3	8	5	7	23
	20:00	3	2	0	2	7
	21:00	1	1	2	1	5
	22:00	3	1	2	2	8
	23:00	1	0	0	0	1

Day Total : 274

AM Total :	98 (35.8%)	Peak AM Hour : 08:00 =	27 (9.9%)	Peak AM Factor : 0.964	Average Period : 2.9
PM Total :	176 (64.2%)	Peak PM Hour : 17:15 =	31 (11.3%)	Peak PM Factor : 0.705	Average Hour : 11.4

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

Day Total : 321

AM Total :	93 (29.0%)	Peak AM Hour : 07:30 =	21 (6.5%)	Peak AM Factor : 0.750	Average Period :	3.3
PM Total :	228 (71.0%)	Peak PM Hour : 12:30 =	41 (12.8%)	Peak PM Factor : 0.788	Average Hour :	13.4

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Northbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	0	0	1	0	1
Tue	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	0	1	2	3	6
	07:00	3	1	5	3	12
	08:00	2	10	1	4	17
	09:00	2	1	5	2	10
	10:00	6	3	1	3	13
	11:00	7	3	4	5	19
	12:00	5	5	4	4	18
	13:00	4	2	4	7	17
	14:00	4	9	2	6	21
	15:00	0	5	9	1	15
	16:00	2	5	5	2	14
	17:00	7	4	11	3	25
	18:00	7	7	6	1	21
	19:00	4	4	2	5	15
	20:00	2	0	0	1	3
	21:00	0	1	2	2	5
	22:00	1	1	2	0	4
	23:00	0	0	0	0	0
Day Total :						237

AM Total :	79 (33.3%)	Peak AM Hour : 07:30 =	20 (8.4%)	Peak AM Factor : 0.500	Average Period :	2.5
PM Total :	158 (66.7%)	Peak PM Hour : 17:30 =	28 (11.8%)	Peak PM Factor : 0.636	Average Hour :	9.9

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

Day Total : 219

AM Total :	67 (30.6%)	Peak AM Hour : 09:45 =	18 (8.2%)	Peak AM Factor : 0.750	Average Period :	2.3
PM Total :	152 (69.4%)	Peak PM Hour : 13:30 =	23 (10.5%)	Peak PM Factor : 0.575	Average Hour :	9.1

Basic Volume Summary: 8th Street

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	595 (56.6%)	2.00	298	3.1	12.4	191 (32.1%)	404 (67.9%)
#2.	456 (43.4%)	2.00	228	2.4	9.5	146 (32.0%)	310 (68.0%)
ALL	1051	2.00	526	5.5	21.9	337 (32.1%)	714 (67.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:00 = 27	05/08/2012	0.964	12:30 = 41	05/09/2012	0.788
#2.	07:30 = 20	05/08/2012	0.500	17:30 = 28	05/08/2012	0.636

Basic Volume Report: 11th Street South

Station ID : 11th Street South

Info Line 1 : Between Roma and Fruit

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 11TH NOF ROMA.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	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Northbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	1	0	3	0	4
Tue	01:00	0	0	0	0	0
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	1	1	0	0	2
	05:00	2	0	5	2	9
	06:00	2	0	1	4	7
	07:00	2	1	1	5	9
	08:00	5	4	5	4	18
	09:00	5	7	8	8	28
	10:00	4	2	3	9	18
	11:00	8	6	10	2	26
	12:00	5	5	14	16	40
	13:00	9	1	8	2	20
	14:00	6	4	3	11	24
	15:00	5	5	10	7	27
	16:00	6	10	7	6	29
	17:00	9	5	3	12	29
	18:00	7	6	6	3	22
	19:00	3	1	6	6	16
	20:00	10	4	11	6	31
	21:00	2	2	4	3	11
	22:00	0	1	2	0	3
	23:00	1	2	0	4	7

Day Total : 381

AM Total :	122 (32.0%)	Peak AM Hour : 10:45 =	33 (8.7%)	Peak AM Factor : 0.825	Average Period :	4.0
PM Total :	259 (68.0%)	Peak PM Hour : 12:15 =	44 (11.5%)	Peak PM Factor : 0.688	Average Hour :	15.9

Date	Time	:00	:15	:30	:45	Total
05/09/12	00:00	2	2	1	1	6
Wed	01:00	1	1	1	2	5
	02:00	2	0	0	0	2
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	2	0	2	2	6
	06:00	4	1	3	3	11
	07:00	2	6	3	8	19
	08:00	7	6	7	16	36
	09:00	7	10	10	4	31
	10:00	16	3	3	4	26
	11:00	7	10	13	9	39
	12:00	11	10	7	13	41
	13:00	16	6	5	13	40
	14:00	10	8	12	13	43
	15:00	7	4	6	9	26
	16:00	9	6	13	9	37
	17:00	21	8	8	11	48
	18:00	6	12	7	6	31
	19:00	9	10	5	6	30
	20:00	6	11	7	6	30
	21:00	4	4	6	1	15
	22:00	0	1	1	1	3
	23:00	0	0	0	1	1

Day Total : 527

AM Total :	182 (34.5%)	Peak AM Hour : 08:45 =	43 (8.2%)	Peak AM Factor : 0.672	Average Period :	5.5
PM Total :	345 (65.5%)	Peak PM Hour : 16:30 =	51 (9.7%)	Peak PM Factor : 0.607	Average Hour :	22.0

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Southbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	0	0	2	0	2
Tue	01:00	0	1	0	0	1
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	2	2	4
	06:00	1	1	1	5	8
	07:00	2	0	1	7	10
	08:00	3	8	5	2	18
	09:00	4	5	5	7	21
	10:00	4	3	3	2	12
	11:00	4	7	7	8	26
	12:00	6	6	5	9	26
	13:00	6	0	5	2	13
	14:00	6	6	5	3	20
	15:00	5	3	12	2	22
	16:00	6	6	6	5	23
	17:00	11	4	7	8	30
	18:00	10	8	9	3	30
	19:00	5	3	4	3	15
	20:00	9	3	7	5	24
	21:00	10	0	3	4	17
	22:00	0	3	1	0	4
	23:00	2	0	0	2	4
Day Total :						331

AM Total :	103 (31.1%)	Peak AM Hour : 11:00 =	26 (7.9%)	Peak AM Factor : 0.812	Average Period :	3.4
PM Total :	228 (68.9%)	Peak PM Hour : 17:45 =	35 (10.6%)	Peak PM Factor : 0.729	Average Hour :	13.8

Date	Time	:00	:15	:30	:45	Total
05/09/12	00:00	2	1	0	1	4
Wed	01:00	0	1	1	1	3
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	1	2	4
	06:00	3	1	1	5	10
	07:00	3	8	1	6	18
	08:00	3	5	5	8	21
	09:00	3	5	6	4	18
	10:00	11	1	6	5	23
	11:00	7	7	6	7	27
	12:00	8	4	5	11	28
	13:00	9	4	7	5	25
	14:00	3	4	6	10	23
	15:00	9	7	5	11	32
	16:00	6	6	4	7	23
	17:00	11	8	9	3	31
	18:00	8	6	5	5	24
	19:00	6	7	4	3	20
	20:00	4	5	3	3	15
	21:00	5	4	4	1	14
	22:00	3	0	2	2	7
	23:00	1	2	0	2	5

Day Total : 375

AM Total :	128 (34.1%)	Peak AM Hour : 11:00 =	27 (7.2%)	Peak AM Factor : 0.614	Average Period :	3.9
PM Total :	247 (65.9%)	Peak PM Hour : 16:45 =	35 (9.3%)	Peak PM Factor : 0.795	Average Hour :	15.6

Basic Volume Summary: 11th Street South

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	908 (56.3%)	2.00	454	4.7	18.9	304 (33.5%)	604 (66.5%)
#2.	706 (43.7%)	2.00	353	3.7	14.7	231 (32.7%)	475 (67.3%)
ALL	1614	2.00	807	8.4	33.6	535 (33.1%)	1079 (66.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:45 = 43	05/09/2012	0.672	16:30 = 51	05/09/2012	0.607
#2.	11:00 = 27	05/09/2012	0.614	17:45 = 35	05/08/2012	0.729

Basic Volume Report: 11th Street North

Station ID : 11th Street North

Info Line 1 : Between Marble and Manzano Ct

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 11TH SOF MARBLE.DB

Last Connected Device Type : Apollo

Version Number : 1.51

Serial Number : 14402

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Northbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
5/8/2012	00:00	0	0	0	1	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	2	0	0	1	3
	05:00	1	0	0	0	1
	06:00	0	1	0	1	2
	07:00	2	1	3	8	14
	08:00	1	4	5	3	13
	09:00	10	9	0	1	20
	10:00	5	3	5	4	17
	11:00	3	3	9	4	19
	12:00	5	5	6	7	23
	13:00	10	4	4	4	22
	14:00	4	8	4	2	18
	15:00	4	5	7	8	24
	16:00	7	6	6	10	29
	17:00	8	10	8	9	35
	18:00	6	3	5	9	23
	19:00	3	3	4	6	16
	20:00	4	12	8	5	29
	21:00	7	4	4	1	16
	22:00	1	3	2	2	8
	23:00	0	1	0	2	3

Day Total : 337

AM Total :	91 (27.0%)	Peak AM Hour : 08:30 =	27 (8.0%)	Peak AM Factor : 0.675	Average Period : 3.5
PM Total :	246 (73.0%)	Peak PM Hour : 16:45 =	36 (10.7%)	Peak PM Factor : 0.750	Average Hour : 14.0

Date	Time	:00	:15	:30	:45	Total
5/9/2012	00:00	1	0	1	2	4
Wed	01:00	1	0	0	0	1
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	3	1	0	0	4
	06:00	0	1	0	0	1
	07:00	0	0	5	9	14
	08:00	6	3	3	2	14
	09:00	3	6	4	2	15
	10:00	5	6	5	6	22
	11:00	5	4	10	2	21
	12:00	6	4	4	6	20
	13:00	10	4	2	7	23
	14:00	7	6	6	8	27
	15:00	7	5	9	6	27
	16:00	7	5	14	8	34
	17:00	12	13	10	12	47
	18:00	12	6	8	7	33
	19:00	7	9	5	1	22
	20:00	7	8	3	11	29
	21:00	4	5	0	5	14
	22:00	2	0	3	0	5
	23:00	1	1	0	1	3

Day Total : 382

AM Total :	98 (25.7%)	Peak AM Hour : 10:45 =	25 (6.5%)	Peak AM Factor : 0.625	Average Period :	4.0
PM Total :	284 (74.3%)	Peak PM Hour : 16:30 =	47 (12.3%)	Peak PM Factor : 0.839	Average Hour :	15.9

Lane #2 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	Southbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
5/8/2012	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	0	2	3
	04:00	1	0	0	1	2
	05:00	0	0	0	1	1
	06:00	1	0	0	2	3
	07:00	2	3	5	1	11
	08:00	4	4	0	4	12
	09:00	3	1	2	1	7
	10:00	5	3	2	3	13
	11:00	5	2	7	5	19
	12:00	4	5	4	5	18
	13:00	4	6	5	1	16
	14:00	4	7	4	3	18
	15:00	3	4	6	4	17
	16:00	7	6	10	8	31
	17:00	2	1	3	8	14
	18:00	5	5	5	4	19
	19:00	3	5	4	3	15
	20:00	2	5	4	1	12
	21:00	3	2	2	0	7
	22:00	2	3	2	0	7
	23:00	1	0	1	0	2
Day Total :						247

AM Total :	71 (28.7%)	Peak AM Hour : 11:00 =	19 (7.7%)	Peak AM Factor : 0.679	Average Period :	2.6
PM Total :	176 (71.3%)	Peak PM Hour : 16:00 =	31 (12.6%)	Peak PM Factor : 0.775	Average Hour :	10.3

Date	Time	:00	:15	:30	:45	Total
5/9/2012	00:00	0	0	1	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	2	2
	05:00	1	1	2	0	4
	06:00	1	1	0	1	3
	07:00	1	1	5	6	13
	08:00	10	1	3	7	21
	09:00	3	4	2	2	11
	10:00	2	1	3	6	12
	11:00	4	0	5	4	13
	12:00	5	2	5	3	15
	13:00	4	6	3	1	14
	14:00	5	6	4	5	20
	15:00	3	4	4	8	19
	16:00	3	4	3	9	19
	17:00	14	7	7	5	33
	18:00	10	4	2	2	18
	19:00	3	3	5	5	16
	20:00	5	5	2	3	15
	21:00	4	4	8	2	18
	22:00	1	2	0	2	5
	23:00	3	0	0	0	3

Day Total : 275

AM Total :	80 (29.1%)	Peak AM Hour : 07:15 =	22 (8.0%)	Peak AM Factor : 0.550	Average Period :	2.9
PM Total :	195 (70.9%)	Peak PM Hour : 16:45 =	37 (13.5%)	Peak PM Factor : 0.661	Average Hour :	11.5

Basic Volume Summary: 11th Street North

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	719 (57.9%)	2.00	360	3.7	15.0	189 (26.3%)	530 (73.7%)
#2.	522 (42.1%)	2.00	261	2.7	10.9	151 (28.9%)	371 (71.1%)
ALL	1241	2.00	621	6.4	25.9	340 (27.4%)	901 (72.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:30 = 27	05/08/2012	0.675	16:30 = 47	05/09/2012	0.839
#2.	07:15 = 22	05/09/2012	0.550	16:45 = 37	05/09/2012	0.661

Basic Volume Report: 16th Street

Station ID : 16th Street

Info Line 1 : Between Orchard and Marble

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 16TH REDO.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 1

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Southbound				

Lane #1 Basic Volume Data From: 00:00 - 05/15/2012 To: 23:59 - 05/16/2012

Date	Time	:00	:15	:30	:45	Total
05/15/12	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	0	0	1
	06:00	0	0	0	2	2
	07:00	2	0	0	0	2
	08:00	2	2	3	0	7
	09:00	2	4	2	0	8
	10:00	1	0	2	3	6
	11:00	0	1	0	1	2
	12:00	0	3	2	2	7
	13:00	1	0	1	3	5
	14:00	2	3	0	0	5
	15:00	1	4	3	2	10
	16:00	3	1	1	1	6
	17:00	4	0	0	3	7
	18:00	0	0	2	1	3
	19:00	2	3	0	1	6
	20:00	0	1	1	0	2
	21:00	0	0	0	1	1
	22:00	0	2	0	0	2
	23:00	0	1	1	0	2
Day Total :						84

AM Total :	28 (33.3%)	Peak AM Hour : 08:30 =	9 (10.7%)	Peak AM Factor : 0.562	Average Period : 0.9
PM Total :	56 (66.7%)	Peak PM Hour : 15:15 =	12 (14.3%)	Peak PM Factor : 0.750	Average Hour : 3.5

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

Day Total : 86

AM Total :	30 (34.9%)	Peak AM Hour : 08:00 =	9 (10.5%)	Peak AM Factor : 0.562	Average Period :	0.9
PM Total :	56 (65.1%)	Peak PM Hour : 14:45 =	11 (12.8%)	Peak PM Factor : 0.688	Average Hour :	3.6

Lane #3 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.		Northbound				

Lane #3 Basic Volume Data From: 00:00 - 05/15/2012 To: 23:59 - 05/16/2012

Date	Time	:00	:15	:30	:45	Total
05/15/12	00:00	1	0	0	0	1
Tue	01:00	1	0	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	1	0	1
	06:00	0	1	1	1	3
	07:00	0	0	0	1	1
	08:00	0	1	2	1	4
	09:00	2	1	2	0	5
	10:00	1	1	0	3	5
	11:00	2	3	1	3	9
	12:00	1	1	2	2	6
	13:00	1	1	2	2	6
	14:00	2	2	0	1	5
	15:00	3	0	3	3	9
	16:00	2	1	1	4	8
	17:00	1	0	1	3	5
	18:00	1	3	1	4	9
	19:00	1	5	1	1	8
	20:00	0	1	0	0	1
	21:00	1	1	0	0	2
	22:00	0	1	0	0	1
	23:00	0	0	0	0	0
Day Total :						90

AM Total :	30 (33.3%)	Peak AM Hour : 10:45 =	9 (10.0%)	Peak AM Factor : 0.750	Average Period :	0.9
PM Total :	60 (66.7%)	Peak PM Hour : 18:30 =	11 (12.2%)	Peak PM Factor : 0.550	Average Hour :	3.8

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

Day Total : 85

AM Total :	30 (35.3%)	Peak AM Hour : 08:30 =	8 (9.4%)	Peak AM Factor : 0.500	Average Period :	0.9
PM Total :	55 (64.7%)	Peak PM Hour : 14:00 =	12 (14.1%)	Peak PM Factor : 0.429	Average Hour :	3.5

Basic Volume Summary: 16th Street

Grand Total For Data From: 00:00 - 05/15/2012 To: 23:59 - 05/16/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	170 (49.3%)	2.00	85	0.9	3.5	58 (34.1%)	112 (65.9%)
#3.	175 (50.7%)	2.00	88	0.9	3.6	60 (34.3%)	115 (65.7%)
ALL	345	2.00	173	1.8	7.1	118 (34.2%)	227 (65.8%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:30 = 9	05/15/2012	0.562	15:15 = 12	05/15/2012	0.750
#3.	10:45 = 9	05/15/2012	0.750	14:00 = 12	05/16/2012	0.429

Basic Volume Report: 17th Street

Station ID : 17th Street

Info Line 1 : South of Marble

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 17TH SOF MARBLE.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	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Southbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
5/8/2012	00:00	0	1	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	3	0	1	1	5
	07:00	3	3	3	5	14
	08:00	7	16	11	7	41
	09:00	2	8	8	10	28
	10:00	6	2	3	2	13
	11:00	3	2	1	8	14
	12:00	8	4	4	8	24
	13:00	4	6	3	2	15
	14:00	2	4	2	1	9
	15:00	7	8	8	6	29
	16:00	4	5	2	6	17
	17:00	1	6	2	5	14
	18:00	5	8	4	4	21
	19:00	3	2	2	1	8
	20:00	3	1	2	3	9
	21:00	0	1	0	1	2
	22:00	2	0	0	1	3
	23:00	1	0	0	0	1

Day Total : 268

AM Total :	116 (43.3%)	Peak AM Hour : 08:00 =	41 (15.3%)	Peak AM Factor : 0.641	Average Period : 2.8
PM Total :	152 (56.7%)	Peak PM Hour : 15:00 =	29 (10.8%)	Peak PM Factor : 0.906	Average Hour : 11.2

Date	Time	:00	:15	:30	:45	Total
5/9/2012	00:00	0	1	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	0	0	1	0	1
	06:00	2	1	3	1	7
	07:00	4	3	7	4	18
	08:00	8	14	11	10	43
	09:00	5	7	3	7	22
	10:00	2	6	4	1	13
	11:00	8	5	6	2	21
	12:00	4	2	4	8	18
	13:00	4	3	3	6	16
	14:00	6	4	4	2	16
	15:00	10	6	15	12	43
	16:00	10	14	8	9	41
	17:00	5	10	9	7	31
	18:00	4	5	4	4	17
	19:00	2	3	5	2	12
	20:00	3	1	0	0	4
	21:00	2	2	0	3	7
	22:00	1	0	1	0	2
	23:00	0	0	0	0	0

Day Total : 334

AM Total :	127 (38.0%)	Peak AM Hour : 08:00 =	43 (12.9%)	Peak AM Factor : 0.768	Average Period :	3.5
PM Total :	207 (62.0%)	Peak PM Hour : 15:30 =	51 (15.3%)	Peak PM Factor : 0.850	Average Hour :	13.9

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Northbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
5/8/2012	00:00	0	1	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	3	0	0	1	4
	07:00	2	1	2	2	7
	08:00	5	5	10	3	23
	09:00	1	4	5	6	16
	10:00	4	4	4	0	12
	11:00	2	0	2	7	11
	12:00	6	0	1	3	10
	13:00	4	5	2	0	11
	14:00	2	3	0	2	7
	15:00	4	3	11	15	33
	16:00	9	2	2	6	19
	17:00	2	8	2	5	17
	18:00	3	5	7	1	16
	19:00	2	0	4	0	6
	20:00	1	1	1	1	4
	21:00	0	1	0	1	2
	22:00	3	0	0	0	3
	23:00	0	0	1	0	1

Day Total : 203

AM Total :	74 (36.5%)	Peak AM Hour : 08:00 =	23 (11.3%)	Peak AM Factor : 0.575	Average Period :	2.1
PM Total :	129 (63.5%)	Peak PM Hour : 15:15 =	38 (18.7%)	Peak PM Factor : 0.633	Average Hour :	8.5

Date	Time	:00	:15	:30	:45	Total
5/9/2012	00:00	0	1	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	1	1
	06:00	2	1	0	1	4
	07:00	1	1	2	1	5
	08:00	3	5	8	5	21
	09:00	1	4	3	4	12
	10:00	2	4	1	1	8
	11:00	5	6	3	1	15
	12:00	2	0	2	4	8
	13:00	1	2	2	3	8
	14:00	6	1	1	1	9
	15:00	4	3	15	13	35
	16:00	10	7	9	8	34
	17:00	3	6	7	7	23
	18:00	2	5	2	3	12
	19:00	1	2	6	2	11
	20:00	2	1	0	0	3
	21:00	0	1	0	1	2
	22:00	1	0	1	0	2
	23:00	0	0	0	0	0

Day Total : 214

AM Total :	67 (31.3%)	Peak AM Hour : 08:00 =	21 (9.8%)	Peak AM Factor : 0.656	Average Period :	2.2
PM Total :	147 (68.7%)	Peak PM Hour : 15:30 =	45 (21.0%)	Peak PM Factor : 0.750	Average Hour :	8.9

Basic Volume Summary: 17th Street

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	602 (59.1%)	2.00	301	3.1	12.5	243 (40.4%)	359 (59.6%)
#2.	417 (40.9%)	2.00	209	2.2	8.7	141 (33.8%)	276 (66.2%)
ALL	1019	2.00	510	5.3	21.2	384 (37.7%)	635 (62.3%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:00 = 43	05/09/2012	0.768	15:30 = 51	05/09/2012	0.850
#2.	08:00 = 23	05/08/2012	0.575	15:30 = 45	05/09/2012	0.750

Basic Volume Report: Fruit Ave

Station ID : Fruit Ave

Info Line 1 : Between 13th St and 14th St

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : FRUIT WOF 13TH.DB

Last Connected Device Type : Apollo

Version Number : 1.51

Serial Number : 10440

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Eastbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

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

Day Total : 181

AM Total :	56 (30.9%)	Peak AM Hour : 08:00 =	17 (9.4%)	Peak AM Factor : 0.607	Average Period :	1.9
PM Total :	125 (69.1%)	Peak PM Hour : 16:15 =	26 (14.4%)	Peak PM Factor : 0.591	Average Hour :	7.5

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

Day Total : 171

AM Total :	57 (33.3%)	Peak AM Hour : 08:15 =	13 (7.6%)	Peak AM Factor : 0.650	Average Period :	1.8
PM Total :	114 (66.7%)	Peak PM Hour : 12:30 =	28 (16.4%)	Peak PM Factor : 0.538	Average Hour :	7.1

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Westbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

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

Day Total : 129

AM Total :	30 (23.3%)	Peak AM Hour : 08:30 =	8 (6.2%)	Peak AM Factor : 0.500	Average Period :	1.3
PM Total :	99 (76.7%)	Peak PM Hour : 16:45 =	22 (17.1%)	Peak PM Factor : 0.688	Average Hour :	5.4

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

Day Total : 113

AM Total :	29 (25.7%)	Peak AM Hour : 08:00 =	7 (6.2%)	Peak AM Factor : 0.875	Average Period :	1.2
PM Total :	84 (74.3%)	Peak PM Hour : 12:30 =	17 (15.0%)	Peak PM Factor : 0.607	Average Hour :	4.7

Basic Volume Summary: Fruit Ave

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	352 (59.3%)	2.00	176	1.8	7.3	113 (32.1%)	239 (67.9%)
#2.	242 (40.7%)	2.00	121	1.3	5.0	59 (24.4%)	183 (75.6%)
ALL	594	2.00	297	3.1	12.3	172 (29.0%)	422 (71.0%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:00 = 17	05/08/2012	0.607	12:30 = 28	05/09/2012	0.538
#2.	08:30 = 8	05/08/2012	0.500	16:45 = 22	05/08/2012	0.688

Basic Volume Report: Granite Ave

Station ID : Granite Ave

Info Line 1 : Between 14th St and 15th St

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : GRANITE WOF 14.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Eastbound				

Lane #1 Basic Volume Data From: 00:00 - 05/09/2012 To: 23:59 - 05/10/2012

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

Day Total : 113

AM Total :	45 (39.8%)	Peak AM Hour : 07:30 =	18 (15.9%)	Peak AM Factor : 0.900	Average Period :	1.2
PM Total :	68 (60.2%)	Peak PM Hour : 18:30 =	13 (11.5%)	Peak PM Factor : 0.650	Average Hour :	4.7

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

Day Total : 152

AM Total :	71 (46.7%)	Peak AM Hour : 07:30 =	25 (16.4%)	Peak AM Factor : 0.625	Average Period :	1.6
PM Total :	81 (53.3%)	Peak PM Hour : 17:15 =	15 (9.9%)	Peak PM Factor : 0.750	Average Hour :	6.3

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Westbound				

Lane #2 Basic Volume Data From: 00:00 - 05/09/2012 To: 23:59 - 05/10/2012

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

Day Total : 135

AM Total :	64 (47.4%)	Peak AM Hour : 07:15 =	18 (13.3%)	Peak AM Factor : 0.562	Average Period :	1.4
PM Total :	71 (52.6%)	Peak PM Hour : 13:00 =	11 (8.1%)	Peak PM Factor : 0.458	Average Hour :	5.6

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

Day Total : 163

AM Total :	59 (36.2%)	Peak AM Hour : 07:30 =	20 (12.3%)	Peak AM Factor : 0.625	Average Period :	1.7
PM Total :	104 (63.8%)	Peak PM Hour : 15:30 =	20 (12.3%)	Peak PM Factor : 0.833	Average Hour :	6.8

Basic Volume Summary: Granite Ave

Grand Total For Data From: 00:00 - 05/09/2012 To: 23:59 - 05/10/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	265 (47.1%)	2.00	133	1.4	5.5	116 (43.8%)	149 (56.2%)
#2.	298 (52.9%)	2.00	149	1.6	6.2	123 (41.3%)	175 (58.7%)
ALL	563	2.00	282	3.0	11.7	239 (42.5%)	324 (57.5%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:30 = 25	05/10/2012	0.625	17:15 = 15	05/10/2012	0.750
#2.	07:30 = 20	05/10/2012	0.625	15:30 = 20	05/10/2012	0.833

Basic Volume Report: Luna Blvd

Station ID : Luna Blvd

Info Line 1 : Between Roma and Fruit

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : LUNA NOF ROMA.DB

Last Connected Device Type : Apollo

Version Number : 1.45

Serial Number : 93882

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Southbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
5/8/2012	00:00	0	0	0	1	1
Tue	01:00	2	0	0	0	2
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	0	0	0	2	2
	06:00	1	0	1	2	4
	07:00	1	3	1	6	11
	08:00	10	7	14	10	41
	09:00	2	4	6	2	14
	10:00	5	4	3	6	18
	11:00	13	4	8	6	31
	12:00	4	2	4	9	19
	13:00	7	5	5	4	21
	14:00	3	2	3	6	14
	15:00	9	7	9	9	34
	16:00	3	9	5	5	22
	17:00	10	8	4	3	25
	18:00	4	3	5	4	16
	19:00	3	5	5	5	18
	20:00	2	4	2	4	12
	21:00	5	2	0	2	9
	22:00	2	0	2	3	7
	23:00	0	2	0	0	2

Day Total : 324

AM Total :	125 (38.6%)	Peak AM Hour : 08:00 =	41 (12.7%)	Peak AM Factor : 0.732	Average Period : 3.4
PM Total :	199 (61.4%)	Peak PM Hour : 15:00 =	34 (10.5%)	Peak PM Factor : 0.850	Average Hour : 13.5

Date	Time	:00	:15	:30	:45	Total
5/9/2012	00:00	0	0	0	1	1
Wed	01:00	0	0	1	0	1
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	0	2	1	0	3
	05:00	0	0	0	2	2
	06:00	1	0	1	2	4
	07:00	0	3	3	8	14
	08:00	18	4	10	5	37
	09:00	5	1	3	6	15
	10:00	4	7	4	3	18
	11:00	5	2	7	4	18
	12:00	3	6	6	6	21
	13:00	9	12	2	6	29
	14:00	7	2	7	5	21
	15:00	7	7	4	6	24
	16:00	9	3	8	4	24
	17:00	10	6	5	2	23
	18:00	4	6	3	4	17
	19:00	6	5	7	3	21
	20:00	2	3	7	2	14
	21:00	3	2	2	1	8
	22:00	2	2	1	2	7
	23:00	0	2	0	0	2

Day Total : 325

AM Total :	114 (35.1%)	Peak AM Hour : 07:45 =	40 (12.3%)	Peak AM Factor : 0.556	Average Period :	3.4
PM Total :	211 (64.9%)	Peak PM Hour : 12:30 =	33 (10.2%)	Peak PM Factor : 0.688	Average Hour :	13.5

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Northbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
5/8/2012	00:00	4	3	1	2	10
Tue	01:00	0	1	1	0	2
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	1	0	2	4
	06:00	2	1	2	4	9
	07:00	7	7	9	11	34
	08:00	5	6	10	9	30
	09:00	8	7	9	3	27
	10:00	7	7	2	7	23
	11:00	10	5	6	9	30
	12:00	7	4	10	9	30
	13:00	13	7	8	4	32
	14:00	6	9	2	10	27
	15:00	9	9	16	10	44
	16:00	10	9	11	10	40
	17:00	13	8	7	6	34
	18:00	6	5	2	5	18
	19:00	4	4	7	2	17
	20:00	2	0	7	4	13
	21:00	4	3	3	3	13
	22:00	3	3	2	3	11
	23:00	1	1	0	1	3
Day Total :						451

AM Total :	169 (37.5%)	Peak AM Hour : 07:00 =	34 (7.5%)	Peak AM Factor : 0.773	Average Period :	4.7
PM Total :	282 (62.5%)	Peak PM Hour : 15:15 =	45 (10.0%)	Peak PM Factor : 0.703	Average Hour :	18.8

Date	Time	:00	:15	:30	:45	Total
5/9/2012	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	2	0	2	1	5
	06:00	4	1	2	2	9
	07:00	10	7	11	10	38
	08:00	7	9	5	8	29
	09:00	8	6	3	10	27
	10:00	7	6	6	2	21
	11:00	5	9	12	7	33
	12:00	8	7	9	5	29
	13:00	17	5	9	9	40
	14:00	9	8	4	6	27
	15:00	10	11	10	17	48
	16:00	6	13	12	8	39
	17:00	21	11	3	9	44
	18:00	8	5	9	3	25
	19:00	8	4	3	5	20
	20:00	5	1	4	3	13
	21:00	4	1	2	2	9
	22:00	4	0	1	1	6
	23:00	3	0	1	1	5

Day Total : 470

AM Total :	165 (35.1%)	Peak AM Hour : 07:00 =	38 (8.1%)	Peak AM Factor : 0.792	Average Period :	4.9
PM Total :	305 (64.9%)	Peak PM Hour : 16:15 =	54 (11.5%)	Peak PM Factor : 0.643	Average Hour :	19.6

Basic Volume Summary: Luna Blvd

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	649 (41.3%)	2.00	325	3.4	13.5	239 (36.8%)	410 (63.2%)
#2.	921 (58.7%)	2.00	461	4.8	19.2	334 (36.3%)	587 (63.7%)
ALL	1570	2.00	786	8.2	32.7	573 (36.5%)	997 (63.5%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:00 = 41	05/08/2012	0.732	15:00 = 34	05/08/2012	0.850
#2.	07:00 = 38	05/09/2012	0.792	16:15 = 54	05/09/2012	0.643

Basic Volume Report: Marble Ave

Station ID : Marble Ave

Info Line 1 : Between 19th and 18th

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : MARBLE WOF 18TH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Eastbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	0	0	0	0	0
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	1	0	0	1
	06:00	1	0	0	0	1
	07:00	0	0	3	1	4
	08:00	3	5	8	1	17
	09:00	0	2	1	2	5
	10:00	2	1	1	0	4
	11:00	3	2	5	3	13
	12:00	1	0	2	2	5
	13:00	3	0	1	1	5
	14:00	1	1	2	1	5
	15:00	7	3	1	4	15
	16:00	2	1	3	2	8
	17:00	1	0	2	1	4
	18:00	2	1	0	1	4
	19:00	4	0	1	0	5
	20:00	0	0	1	0	1
	21:00	0	1	0	0	1
	22:00	2	0	0	3	5
	23:00	0	1	0	0	1
Day Total :						105

AM Total :	46 (43.8%)	Peak AM Hour : 07:45 =	17 (16.2%)	Peak AM Factor : 0.531	Average Period :	1.1
PM Total :	59 (56.2%)	Peak PM Hour : 15:00 =	15 (14.3%)	Peak PM Factor : 0.536	Average Hour :	4.4

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

Day Total : 145

AM Total :	49 (33.8%)	Peak AM Hour : 10:45 =	16 (11.0%)	Peak AM Factor : 0.571	Average Period :	1.5
PM Total :	96 (66.2%)	Peak PM Hour : 13:15 =	45 (31.0%)	Peak PM Factor : 0.304	Average Hour :	6.0

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Westbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	0	1	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	1	0	1
	06:00	0	0	0	1	1
	07:00	0	0	1	0	1
	08:00	0	3	2	1	6
	09:00	1	1	1	3	6
	10:00	1	1	2	0	4
	11:00	7	1	3	2	13
	12:00	1	3	0	2	6
	13:00	3	1	0	1	5
	14:00	0	3	3	0	6
	15:00	4	2	3	4	13
	16:00	1	2	1	1	5
	17:00	2	1	3	1	7
	18:00	2	1	2	0	5
	19:00	4	0	0	1	5
	20:00	0	0	0	0	0
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	1	0	1
Day Total :						86

AM Total :	33 (38.4%)	Peak AM Hour : 11:00 =	13 (15.1%)	Peak AM Factor : 0.464	Average Period :	0.9
PM Total :	53 (61.6%)	Peak PM Hour : 15:00 =	13 (15.1%)	Peak PM Factor : 0.812	Average Hour :	3.6

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

Day Total : 94

AM Total :	36 (38.3%)	Peak AM Hour : 10:45 =	14 (14.9%)	Peak AM Factor : 0.700	Average Period :	1.0
PM Total :	58 (61.7%)	Peak PM Hour : 13:15 =	25 (26.6%)	Peak PM Factor : 0.298	Average Hour :	3.9

Basic Volume Summary: Marble Ave

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	250 (58.1%)	2.00	125	1.3	5.2	95 (38.0%)	155 (62.0%)
#2.	180 (41.9%)	2.00	90	0.9	3.8	69 (38.3%)	111 (61.7%)
ALL	430	2.00	215	2.2	9.0	164 (38.1%)	266 (61.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:45 = 17	05/08/2012	0.531	13:15 = 45	05/09/2012	0.304
#2.	10:45 = 14	05/09/2012	0.700	13:15 = 25	05/09/2012	0.298

Basic Volume Report: Marquette Ave

Station ID : Marquette Ave

Info Line 1 : East of Luna

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : MARQ EOF LUNA.DB

Last Connected Device Type : Apollo

Version Number : 1.51

Serial Number : 14403

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Westbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	2	1	1	0	4
Tue	01:00	1	1	2	0	4
	02:00	1	2	1	0	4
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	1	1	3
	06:00	1	0	1	2	4
	07:00	5	0	4	10	19
	08:00	20	14	5	17	56
	09:00	6	7	11	13	37
	10:00	7	7	14	9	37
	11:00	10	11	20	16	57
	12:00	30	12	13	17	72
	13:00	14	21	11	12	58
	14:00	13	10	8	15	46
	15:00	26	21	32	20	99
	16:00	26	23	23	31	103
	17:00	76	39	27	15	157
	18:00	15	6	11	12	44
	19:00	13	5	3	6	27
	20:00	6	3	8	6	23
	21:00	4	3	3	1	11
	22:00	3	5	3	2	13
	23:00	2	2	3	0	7
Day Total :						885

AM Total :	225 (25.4%)	Peak AM Hour : 11:00 =	57 (6.4%)	Peak AM Factor : 0.713	Average Period :	9.2
PM Total :	660 (74.6%)	Peak PM Hour : 16:45 =	173 (19.5%)	Peak PM Factor : 0.569	Average Hour :	36.9

Date	Time	:00	:15	:30	:45	Total
05/09/12	00:00	1	4	1	2	8
Wed	01:00	2	0	0	0	2
	02:00	1	2	0	0	3
	03:00	0	0	0	0	0
	04:00	2	0	0	0	2
	05:00	1	0	1	3	5
	06:00	1	0	0	1	2
	07:00	5	9	6	12	32
	08:00	14	19	11	17	61
	09:00	12	14	7	13	46
	10:00	18	4	5	13	40
	11:00	7	18	23	26	74
	12:00	27	12	23	19	81
	13:00	29	14	11	11	65
	14:00	14	10	16	13	53
	15:00	15	15	17	21	68
	16:00	21	31	35	32	119
	17:00	53	36	21	19	129
	18:00	13	9	12	8	42
	19:00	13	10	3	5	31
	20:00	7	5	7	7	26
	21:00	3	3	4	6	16
	22:00	0	3	0	2	5
	23:00	2	1	1	2	6
Day Total :						916

AM Total :	275 (30.0%)	Peak AM Hour : 11:00 =	74 (8.1%)	Peak AM Factor : 0.712	Average Period :	9.5
PM Total :	641 (70.0%)	Peak PM Hour : 16:30 =	156 (17.0%)	Peak PM Factor : 0.736	Average Hour :	38.2

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Eastbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	2	2
	06:00	1	1	2	1	5
	07:00	0	5	16	22	43
	08:00	20	7	7	7	41
	09:00	3	4	5	0	12
	10:00	6	2	8	6	22
	11:00	3	4	7	4	18
	12:00	10	5	4	8	27
	13:00	9	2	5	5	21
	14:00	7	3	4	5	19
	15:00	5	5	6	1	17
	16:00	7	4	3	3	17
	17:00	7	3	5	1	16
	18:00	6	2	4	2	14
	19:00	2	2	3	2	9
	20:00	2	2	0	4	8
	21:00	3	0	0	0	3
	22:00	0	0	1	1	2
	23:00	3	0	0	0	3
Day Total :						299

AM Total :	143 (47.8%)	Peak AM Hour : 07:30 =	65 (21.7%)	Peak AM Factor : 0.739	Average Period :	3.1
PM Total :	156 (52.2%)	Peak PM Hour : 12:00 =	27 (9.0%)	Peak PM Factor : 0.675	Average Hour :	12.5

Date	Time	:00	:15	:30	:45	Total
05/09/12	00:00	1	0	0	0	1
Wed	01:00	0	1	1	0	2
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	0	0	0	1	1
	06:00	2	0	2	3	7
	07:00	3	6	13	24	46
	08:00	23	7	6	7	43
	09:00	4	7	3	3	17
	10:00	6	3	2	1	12
	11:00	3	3	2	5	13
	12:00	5	6	9	10	30
	13:00	13	8	2	5	28
	14:00	2	2	3	9	16
	15:00	2	4	6	3	15
	16:00	3	2	10	4	19
	17:00	3	2	6	4	15
	18:00	2	3	3	4	12
	19:00	2	2	4	1	9
	20:00	2	0	0	0	2
	21:00	3	3	0	0	6
	22:00	0	2	2	1	5
	23:00	0	0	0	0	0

Day Total : 300

AM Total :	143 (47.7%)	Peak AM Hour : 07:30 =	67 (22.3%)	Peak AM Factor : 0.698	Average Period :	3.1
PM Total :	157 (52.3%)	Peak PM Hour : 12:30 =	40 (13.3%)	Peak PM Factor : 0.769	Average Hour :	12.5

Basic Volume Summary: Marquette Ave

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1801 (75.0%)	2.00	901	9.4	37.5	500 (27.8%)	1301 (72.2%)
#2.	599 (25.0%)	2.00	300	3.1	12.5	286 (47.7%)	313 (52.3%)
ALL	2400	2.00	1201	12.5	50.0	786 (32.8%)	1614 (67.3%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 74	05/09/2012	0.712	16:45 = 173	05/08/2012	0.569
#2.	07:30 = 67	05/09/2012	0.698	12:30 = 40	05/09/2012	0.769

Basic Volume Report: Roma Ave

Station ID : Roma Ave

Info Line 1 : Between Keleher and 8th St

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : ROMA WOF 8TH.DB

Last Connected Device Type : Apollo

Version Number : 1.51

Serial Number : 14403

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Westbound				

Lane #1 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	1	0	0	0	1
Tue	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	1	1
	04:00	0	0	0	0	0
	05:00	0	0	0	1	1
	06:00	0	0	0	1	1
	07:00	1	3	1	4	9
	08:00	1	4	11	8	24
	09:00	2	2	4	1	9
	10:00	2	5	5	0	12
	11:00	3	3	2	4	12
	12:00	1	5	7	2	15
	13:00	1	5	2	5	13
	14:00	1	3	4	4	12
	15:00	3	6	10	7	26
	16:00	5	7	4	7	23
	17:00	15	5	2	6	28
	18:00	1	0	1	6	8
	19:00	0	0	2	0	2
	20:00	0	0	1	1	2
	21:00	0	1	0	1	2
	22:00	0	0	0	2	2
	23:00	1	2	0	0	3

Day Total : 207

AM Total :	71 (34.3%)	Peak AM Hour : 08:15 =	25 (12.1%)	Peak AM Factor : 0.568	Average Period : 2.2
PM Total :	136 (65.7%)	Peak PM Hour : 16:15 =	33 (15.9%)	Peak PM Factor : 0.550	Average Hour : 8.6

Date	Time	:00	:15	:30	:45	Total
05/09/12	00:00	1	0	0	0	1
Wed	01:00	0	0	0	1	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	1	1	1	2	5
	07:00	0	1	1	2	4
	08:00	3	5	3	14	25
	09:00	7	1	4	4	16
	10:00	4	3	3	0	10
	11:00	2	7	4	2	15
	12:00	3	4	19	7	33
	13:00	5	6	3	3	17
	14:00	5	4	8	2	19
	15:00	7	7	6	5	25
	16:00	2	10	5	6	23
	17:00	7	9	3	5	24
	18:00	3	3	1	1	8
	19:00	3	0	2	2	7
	20:00	0	0	2	0	2
	21:00	1	1	0	0	2
	22:00	2	0	1	2	5
	23:00	0	1	2	0	3

Day Total : 245

AM Total :	77 (31.4%)	Peak AM Hour : 08:15 =	29 (11.8%)	Peak AM Factor : 0.518	Average Period :	2.6
PM Total :	168 (68.6%)	Peak PM Hour : 12:30 =	37 (15.1%)	Peak PM Factor : 0.487	Average Hour :	10.2

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Eastbound				

Lane #2 Basic Volume Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Date	Time	:00	:15	:30	:45	Total
05/08/12	00:00	0	1	1	0	2
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	0	0	1	0	1
	06:00	0	1	1	0	2
	07:00	4	3	5	5	17
	08:00	5	6	8	2	21
	09:00	2	2	2	1	7
	10:00	2	2	1	1	6
	11:00	1	4	2	3	10
	12:00	4	1	5	6	16
	13:00	1	1	4	1	7
	14:00	3	1	2	1	7
	15:00	2	5	7	2	16
	16:00	1	1	1	1	4
	17:00	1	2	2	1	6
	18:00	0	2	3	1	6
	19:00	3	0	1	0	4
	20:00	0	0	0	1	1
	21:00	0	1	0	0	1
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						135

AM Total :	67 (49.6%)	Peak AM Hour : 07:45 =	24 (17.8%)	Peak AM Factor : 0.750	Average Period :	1.4
PM Total :	68 (50.4%)	Peak PM Hour : 12:00 =	16 (11.9%)	Peak PM Factor : 0.571	Average Hour :	5.6

Date	Time	:00	:15	:30	:45	Total
05/09/12	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	0	0	0	0	0
	05:00	0	0	1	0	1
	06:00	1	1	0	0	2
	07:00	1	3	6	5	15
	08:00	8	2	4	6	20
	09:00	2	0	0	3	5
	10:00	3	3	2	0	8
	11:00	2	1	5	4	12
	12:00	4	3	7	7	21
	13:00	3	5	3	3	14
	14:00	6	2	1	0	9
	15:00	1	4	2	1	8
	16:00	0	0	1	1	2
	17:00	1	3	5	4	13
	18:00	3	1	5	0	9
	19:00	0	2	0	1	3
	20:00	1	1	2	0	4
	21:00	0	1	0	1	2
	22:00	0	0	0	1	1
	23:00	0	0	0	0	0
Day Total :						150

AM Total :	64 (42.7%)	Peak AM Hour : 07:15 =	22 (14.7%)	Peak AM Factor : 0.688	Average Period :	1.6
PM Total :	86 (57.3%)	Peak PM Hour : 12:30 =	22 (14.7%)	Peak PM Factor : 0.786	Average Hour :	6.3

Basic Volume Summary: Roma Ave

Grand Total For Data From: 00:00 - 05/08/2012 To: 23:59 - 05/09/2012

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	452 (61.3%)	2.00	226	2.4	9.4	148 (32.7%)	304 (67.3%)
#2.	285 (38.7%)	2.00	143	1.5	5.9	131 (46.0%)	154 (54.0%)
ALL	737	2.00	369	3.9	15.3	279 (37.9%)	458 (62.1%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:15 = 29	05/09/2012	0.518	12:30 = 37	05/09/2012	0.487
#2.	07:45 = 24	05/08/2012	0.750	12:30 = 22	05/09/2012	0.786

Appendix C

Turning Movement Counts

Mike Henderson Consulting, LLC

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

Collected by: MH14

File Name : Central@12th
Site Code :
Start Date : 5/9/2012
Page No : 1

Groups Printed- Car - Truck

Start Time	Central Ave Eastbound				Central Ave Westbound				Kent Ave Southwestbound				12th Street Southbound				Int. Total
	Left	Bear Left	Thru	App. Total	Thru	Right	Hard Right	App. Total	Hard Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Right	App. Total	
06:45	0	0	65	65	28	3	0	31	0	0	0	0	0	4	3	7	103
Total	0	0	65	65	28	3	0	31	0	0	0	0	0	4	3	7	103
07:00	1	0	62	63	29	5	0	34	0	2	0	2	0	7	1	8	107
07:15	0	0	110	110	34	8	0	42	0	2	0	2	0	10	8	18	172
07:30	1	0	136	137	47	9	0	56	0	0	0	0	0	16	2	18	211
07:45	1	0	170	171	63	14	0	77	0	0	0	0	0	22	8	30	278
Total	3	0	478	481	173	36	0	209	0	4	0	4	0	55	19	74	768
08:00	4	0	134	138	64	7	0	71	0	1	0	1	0	23	15	38	248
08:15	5	1	115	121	68	19	0	87	0	0	0	0	0	23	12	35	243
08:30	1	0	119	120	64	10	0	74	0	0	0	0	0	26	11	37	231
08:45	0	0	151	151	65	6	0	71	0	0	0	0	0	19	14	33	255
Total	10	1	519	530	261	42	0	303	0	1	0	1	0	91	52	143	977
09:00	1	1	92	94	59	7	0	66	0	0	1	1	0	19	18	37	198
09:15	0	0	79	79	77	14	0	91	0	0	0	0	0	20	17	37	207
09:30	4	0	98	102	74	3	0	77	0	0	0	0	1	14	8	23	202
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Total	5	1	269	275	210	24	0	234	0	0	1	1	1	53	43	97	607
*** BLANK ***																	
11:00	1	1	100	102	79	9	0	88	0	1	1	2	0	20	8	28	220
11:15	1	0	94	95	111	8	0	119	0	0	0	0	0	14	18	32	246
11:30	6	0	110	116	117	9	1	127	0	3	0	3	1	16	15	32	278
11:45	10	1	100	111	110	14	0	124	0	3	0	3	0	12	19	31	269
Total	18	2	404	424	417	40	1	458	0	7	1	8	1	62	60	123	1013
12:00	3	0	115	118	109	9	0	118	0	3	1	4	0	15	37	52	292
12:15	6	0	104	110	120	9	0	129	0	2	0	2	0	20	25	45	286
12:30	6	0	104	110	119	9	0	128	0	0	0	0	0	17	22	39	277
12:45	6	1	106	113	132	17	0	149	0	2	0	2	0	15	25	40	304
Total	21	1	429	451	480	44	0	524	0	7	1	8	0	67	109	176	1159
13:00	7	1	111	119	145	17	0	162	0	5	1	6	0	27	32	59	346
13:15	8	2	96	106	137	16	1	154	0	1	3	4	0	22	21	43	307
13:30	7	0	105	112	122	10	0	132	0	2	1	3	2	15	27	44	291
13:45	5	0	96	101	121	13	0	134	0	2	0	2	0	19	20	39	276
Total	27	3	408	438	525	56	1	582	0	10	5	15	2	83	100	185	1220
*** BLANK ***																	
15:00	3	0	74	77	123	10	0	133	0	0	0	0	1	15	6	22	232
15:15	4	1	100	105	106	18	0	124	0	1	0	1	0	18	19	37	267
15:30	7	0	77	84	108	13	0	121	0	1	0	1	0	21	14	35	241
15:45	7	0	86	93	155	22	0	177	0	0	0	0	0	15	17	32	302
Total	21	1	337	359	492	63	0	555	0	2	0	2	1	69	56	126	1042
16:00	8	0	96	104	151	19	0	170	0	1	1	2	0	16	18	34	310
16:15	2	0	87	89	131	15	0	146	0	1	1	2	0	20	25	45	282
16:30	4	0	90	94	158	14	0	172	0	3	1	4	0	13	37	50	320
16:45	6	0	98	104	151	13	0	164	0	0	1	1	0	22	27	49	318
Total	20	0	371	391	591	61	0	652	0	5	4	9	0	71	107	178	1230
17:00	6	1	97	104	183	26	0	209	0	3	0	3	0	26	35	61	377
17:15	5	0	71	76	159	22	0	181	0	1	0	1	1	19	27	47	305
17:30	6	0	86	92	135	14	0	149	0	1	0	1	1	15	31	47	289
17:45	3	0	69	72	112	15	0	127	0	0	1	1	0	17	13	30	230
Total	20	1	323	344	589	77	0	666	0	5	1	6	2	77	106	185	1201
Grand Total	145	10	3603	3758	3766	446	2	4214	0	41	13	54	7	632	655	1294	9320
Apprch %	3.9	0.3	95.9		89.4	10.6	0		0	75.9	24.1		0.5	48.8	50.6		
Total %	1.6	0.1	38.7	40.3	40.4	4.8	0	45.2	0	0.4	0.1	0.6	0.1	6.8	7	13.9	
Car	145	10	3479	3634	3637	442	2	4081	0	39	13	52	7	629	651	1287	9054
% Car	100	100	96.6	96.7	96.6	99.1	100	96.8	0	95.1	100	96.3	100	99.5	99.4	99.5	97.1

Mike Henderson Consulting, LLC

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

File Name : Central@12th
Site Code :
Start Date : 5/9/2012
Page No : 2

Groups Printed- Car - Truck

	Central Ave Eastbound				Central Ave Westbound				Kent Ave Southwestbound				12th Street Southbound				
	Left	Bear Left	Thru	App. Total	Thru	Right	Hard Right	App. Total	Hard Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Right	App. Total	Int. Total
Truck	0	0	124	124	129	4	0	133	0	2	0	2	0	3	4	7	266
% Truck	0	0	3.4	3.3	3.4	0.9	0	3.2	0	4.9	0	3.7	0	0.5	0.6	0.5	2.9

	Central Ave Eastbound				Central Ave Westbound				Kent Ave Southwestbound				12th Street Southbound				
Start Time	Left	Bear Left	Thru	App. Total	Thru	Right	Hard Right	App. Total	Hard Left	Bear Right	Hard Right	App. Total	Hard Left	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	1	0	170	171	63	14	0	77	0	0	0	0	0	22	8	30	278
08:00	4	0	134	138	64	7	0	71	0	1	0	1	0	23	15	38	248
08:15	5	1	115	121	68	19	0	87	0	0	0	0	0	23	12	35	243
08:30	1	0	119	120	64	10	0	74	0	0	0	0	0	26	11	37	231
Total Volume	11	1	538	550	259	50	0	309	0	1	0	1	0	94	46	140	1000
% App. Total	2	0.2	97.8		83.8	16.2	0		0	100	0		0	67.1	32.9		
PHF	.550	.250	.791	.804	.952	.658	.000	.888	.000	.250	.000	.250	.000	.904	.767	.921	.899
Car	11	1	528	540	242	49	0	291	0	1	0	1	0	94	45	139	971
% Car	100	100	98.1	98.2	93.4	98.0	0	94.2	0	100	0	100	0	100	97.8	99.3	97.1
Truck	0	0	10	10	17	1	0	18	0	0	0	0	0	0	1	1	29
% Truck	0	0	1.9	1.8	6.6	2.0	0	5.8	0	0	0	0	0	0	2.2	0.7	2.9

Peak Hour Analysis From 11:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:45

12:45	6	1	106	113	132	17	0	149	0	2	0	2	0	15	25	40	304
13:00	7	1	111	119	145	17	0	162	0	5	1	6	0	27	32	59	346
13:15	8	2	96	106	137	16	1	154	0	1	3	4	0	22	21	43	307
13:30	7	0	105	112	122	10	0	132	0	2	1	3	2	15	27	44	291
Total Volume	28	4	418	450	536	60	1	597	0	10	5	15	2	79	105	186	1248
% App. Total	6.2	0.9	92.9		89.8	10.1	0.2		0	66.7	33.3		1.1	42.5	56.5		
PHF	.875	.500	.941	.945	.924	.882	.250	.921	.000	.500	.417	.625	.250	.731	.820	.788	.902
Car	28	4	400	432	522	60	1	583	0	9	5	14	2	79	105	186	1215
% Car	100	100	95.7	96.0	97.4	100	100	97.7	0	90.0	100	93.3	100	100	100	100	97.4
Truck	0	0	18	18	14	0	0	14	0	1	0	1	0	0	0	0	33
% Truck	0	0	4.3	4.0	2.6	0	0	2.3	0	10.0	0	6.7	0	0	0	0	2.6

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	4	0	90	94	158	14	0	172	0	3	1	4	0	13	37	50	320
16:45	6	0	98	104	151	13	0	164	0	0	1	1	0	22	27	49	318
17:00	6	1	97	104	183	26	0	209	0	3	0	3	0	26	35	61	377
17:15	5	0	71	76	159	22	0	181	0	1	0	1	1	19	27	47	305
Total Volume	21	1	356	378	651	75	0	726	0	7	2	9	1	80	126	207	1320
% App. Total	5.6	0.3	94.2		89.7	10.3	0		0	77.8	22.2		0.5	38.6	60.9		
PHF	.875	.250	.908	.909	.889	.721	.000	.868	.000	.583	.500	.563	.250	.769	.851	.848	.875
Car	21	1	348	370	638	75	0	713	0	7	2	9	1	79	125	205	1297
% Car	100	100	97.8	97.9	98.0	100	0	98.2	0	100	100	100	100	98.8	99.2	99.0	98.3
Truck	0	0	8	8	13	0	0	13	0	0	0	0	0	1	1	2	23
% Truck	0	0	2.2	2.1	2.0	0	0	1.8	0	0	0	0	0	1.3	0.8	1.0	1.7

Mike Henderson Consulting, LLC

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

Collected by: MH14

File Name : Central@12th
Site Code :
Start Date : 5/9/2012
Page No : 1

Groups Printed- Bike

	Central Ave Eastbound					Central Ave Westbound					Kent Ave Southwestbound					12th Street Southbound					Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Bear Left	Thru	Ped	App. Total	Thru	Right	Hard Right	Ped	App. Total	Hard Left	Bear Right	Hard Right	Ped	App. Total	Hard Left	Left	Right	Ped	App. Total			
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
07:00	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	3	2	5
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
07:30	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	4	1	5
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	1	3	1	0	1	0	0	1	0	0	0	2	2	0	0	0	5	0	8	4	12
08:00	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	3	4
*** BLANK ***																							
08:30	0	0	4	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	5	6
08:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Total	0	0	7	0	7	0	0	0	0	0	0	0	0	2	2	0	0	1	2	1	2	10	12
09:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30	0	0	1	1	1	1	0	0	0	1	0	0	0	1	1	0	0	0	1	0	2	3	5
*** BLANK ***																							
Total	0	0	1	3	1	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	5	3	8
*** BLANK ***																							
11:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	2	1	3
11:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30	0	0	1	0	1	1	1	0	0	2	0	0	0	3	3	0	0	0	4	0	4	6	10
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	1	2	3
Total	0	0	2	1	2	1	1	0	0	2	0	0	0	6	6	0	0	0	6	0	7	10	17
12:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2
12:15	0	0	0	1	0	0	0	0	0	0	0	0	0	5	5	0	1	0	6	1	7	6	13
12:30	0	0	2	0	2	0	0	0	1	0	0	0	0	3	3	0	0	0	3	0	4	5	9
12:45	0	0	0	2	0	0	0	0	0	0	0	0	0	5	5	0	0	0	6	0	8	5	13
Total	0	0	2	4	2	0	0	0	1	0	0	0	0	13	13	0	1	0	16	1	21	16	37
13:00	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	2	3
13:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2
13:30	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	4	5
13:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	1	3	4
Total	0	0	3	1	3	3	0	0	0	3	0	0	0	3	3	0	0	0	4	0	5	9	14

Mike Henderson Consulting, LLC

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

File Name : Central@12th
Site Code :
Start Date : 5/9/2012
Page No : 2

Groups Printed- Bike

	Central Ave Eastbound					Central Ave Westbound					Kent Ave Southwestbound					12th Street Southbound							
Start Time	Left	Bear Left	Thru	Ped	App. Total	Thru	Right	Hard Right	Ped	App. Total	Hard Left	Bear Right	Hard Right	Ped	App. Total	Hard Left	Left	Right	Ped	App. Total	Exclu. Total	Inclu. Total	Int. Total
*** BLANK ***																							
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	2	1	2	3	5
15:15	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	3	0	3	3	6
15:30	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	2	3
15:45	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	1	0	1	2	3
Total	0	0	1	0	1	2	0	0	0	2	0	0	0	6	6	0	1	0	7	1	7	10	17
16:00	0	0	0	3	0	1	0	0	0	1	0	0	0	2	2	0	0	0	2	0	5	3	8
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3
16:30	0	0	0	2	0	1	0	0	0	1	0	0	0	3	3	1	0	0	4	1	6	5	11
16:45	0	0	1	2	1	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	3	6
Total	0	0	1	8	1	4	0	0	0	4	0	0	0	7	7	1	0	0	7	1	15	13	28
17:00	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	2	2
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	2
17:30	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
17:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	1	0	0	2	1	3	0	0	0	3	0	0	0	2	2	0	1	0	0	1	2	7	9
Grand Total	1	0	18	22	19	14	2	0	2	16	0	0	0	43	43	1	3	1	48	5	72	83	155
Apprch %	5.3	0	94.7			87.5	12.5	0			0	0	0	100		20	60	20					
Total %	1.2	0	21.7		22.9	16.9	2.4	0		19.3	0	0	0	51.8	51.8	1.2	3.6	1.2		6	46.5	53.5	

Mike Henderson Consulting, LLC

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

Collected by: MH16

File Name : Fruit@14th
Site Code :
Start Date : 5/9/2012
Page No : 1

Groups Printed- Car - Truck

	Fruit Ave Eastbound					Fruit Ave Westbound					14th Street Northbound					14th Street 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
06:45	0	0	0	0	0	1	0	0	0	1	1	4	1	0	6	1	0	1	0	2	0	9	9
Total	0	0	0	0	0	1	0	0	0	1	1	4	1	0	6	1	0	1	0	2	0	9	9
07:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	5	5
07:15	1	1	0	0	2	0	2	0	0	2	0	14	1	0	15	0	5	0	0	5	0	24	24
07:30	0	1	2	0	3	1	0	1	0	2	0	11	0	0	11	0	4	2	0	6	0	22	22
07:45	2	0	0	0	2	1	0	0	0	1	0	10	0	0	10	0	7	1	0	8	0	21	21
Total	3	2	2	0	7	2	2	1	0	5	0	39	1	0	40	0	17	3	0	20	0	72	72
08:00	0	3	0	0	3	0	2	0	0	2	0	7	0	0	7	0	5	0	0	5	0	17	17
08:15	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	1	8	0	0	9	0	18	18
08:30	0	1	0	0	1	1	1	0	0	2	0	18	0	0	18	1	4	0	0	5	0	26	26
*** BLANK ***																							
Total	0	6	0	0	6	1	3	0	0	4	1	31	0	0	32	2	17	0	0	19	0	61	61
*** BLANK ***																							
16:00	1	2	0	0	3	0	0	1	0	1	1	18	0	3	19	0	5	1	1	6	4	29	33
16:15	0	0	0	0	0	1	1	1	1	3	1	7	0	1	8	1	14	1	0	16	2	27	29
16:30	0	1	1	1	2	0	1	0	1	1	0	12	0	0	12	2	14	1	1	17	3	32	35
16:45	0	1	0	2	1	0	2	3	0	5	3	8	0	0	11	1	6	1	0	8	2	25	27
Total	1	4	1	3	6	1	4	5	2	10	5	45	0	4	50	4	39	4	2	47	11	113	124
17:00	0	1	1	0	2	0	1	0	0	1	1	14	0	0	15	1	7	2	0	10	0	28	28
17:15	0	2	0	0	2	1	1	2	0	4	0	6	0	2	6	1	11	2	1	14	3	26	29
17:30	0	3	1	0	4	0	2	0	0	2	1	10	0	0	11	2	12	1	0	15	0	32	32
17:45	0	2	0	1	2	0	2	1	0	3	0	7	0	3	7	1	12	0	0	13	4	25	29
Total	0	8	2	1	10	1	6	3	0	10	2	37	0	5	39	5	42	5	1	52	7	111	118
Grand Total	4	20	5	4	29	6	15	9	2	30	9	156	2	9	167	12	115	13	3	140	18	366	384
Apprch %	13.8	69	17.2			20	50	30			5.4	93.4	1.2			8.6	82.1	9.3					
Total %	1.1	5.5	1.4		7.9	1.6	4.1	2.5		8.2	2.5	42.6	0.5		45.6	3.3	31.4	3.6		38.3	4.7	95.3	
Car	4	19	5		28	6	15	7		28	9	151	2		162	10	114	13		137	0	0	355
% Car	100	95	100	0	84.8	100	100	77.8	0	87.5	100	96.8	100	0	92	83.3	99.1	100	0	95.8	0	0	92.4
Truck	0	1	0		5	0	0	2		4	0	5	0		14	2	1	0		6	0	0	29
% Truck	0	5	0	100	15.2	0	0	22.2	100	12.5	0	3.2	0	100	8	16.7	0.9	0	100	4.2	0	0	7.6

Mike Henderson Consulting, LLC

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

File Name : Fruit@14th
Site Code :
Start Date : 5/9/2012
Page No : 2

	Fruit Ave Eastbound				Fruit Ave Westbound				14th Street Northbound				14th Street 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 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	1	1	0	2	0	2	0	2	0	14	1	15	0	5	0	5	24
07:30	0	1	2	3	1	0	1	2	0	11	0	11	0	4	2	6	22
07:45	2	0	0	2	1	0	0	1	0	10	0	10	0	7	1	8	21
08:00	0	3	0	3	0	2	0	2	0	7	0	7	0	5	0	5	17
Total Volume	3	5	2	10	2	4	1	7	0	42	1	43	0	21	3	24	84
% App. Total	30	50	20		28.6	57.1	14.3		0	97.7	2.3		0	87.5	12.5		
PHF	.375	.417	.250	.833	.500	.500	.250	.875	.000	.750	.250	.717	.000	.750	.375	.750	.875
Car	3	5	2	10	2	4	1	7	0	42	1	43	0	21	3	24	84
% Car	100	100	100	100	100	100	100	100	0	100	100	100	0	100	100	100	100
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	1	2	0	3	0	0	1	1	1	18	0	19	0	5	1	6	29
16:15	0	0	0	0	1	1	1	3	1	7	0	8	1	14	1	16	27
16:30	0	1	1	2	0	1	0	1	0	12	0	12	2	14	1	17	32
16:45	0	1	0	1	0	2	3	5	3	8	0	11	1	6	1	8	25
Total Volume	1	4	1	6	1	4	5	10	5	45	0	50	4	39	4	47	113
% App. Total	16.7	66.7	16.7		10	40	50		10	90	0		8.5	83	8.5		
PHF	.250	.500	.250	.500	.250	.500	.417	.500	.417	.625	.000	.658	.500	.696	1.000	.691	.883
Car	1	4	1	6	1	4	4	9	5	44	0	49	4	39	4	47	111
% Car	100	100	100	100	100	100	80.0	90.0	100	97.8	0	98.0	100	100	100	100	98.2
Truck	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
% Truck	0	0	0	0	0	0	20.0	10.0	0	2.2	0	2.0	0	0	0	0	1.8

Mike Henderson Consulting, LLC

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

Collected by: MH16

File Name : Fruit@14th
Site Code :
Start Date : 5/9/2012
Page No : 1

Groups Printed- Bike

	Fruit Ave Eastbound					Fruit Ave Westbound					14th Street Northbound					14th Street Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
07:00	0	0	0	3	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	6	0	6
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	1	2
07:45	0	1	0	1	1	0	0	1	1	1	0	0	0	3	0	0	2	0	1	2	6	4	10
Total	0	1	0	4	1	0	0	1	3	1	0	0	0	5	0	0	4	0	1	4	13	6	19
08:00	0	0	2	0	2	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	1	4	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
08:30	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
*** BLANK ***																							
Total	0	0	2	0	2	0	3	0	1	3	0	1	0	1	1	0	0	0	0	0	2	6	8
*** BLANK ***																							
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
*** BLANK ***																							
Total	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
*** BLANK ***																							
17:15	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2
17:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	4
Grand Total	0	2	2	4	4	0	3	3	4	6	0	4	0	6	4	0	4	0	3	4	17	18	35
Apprch %	0	50	50			0	50	50			0	100	0			0	100	0					
Total %	0	11.1	11.1		22.2	0	16.7	16.7		33.3	0	22.2	0		22.2	0	22.2	0		22.2	48.6	51.4	

Mike Henderson Consulting, LLC

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

Collected by: MH13

Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@7th

Site Code :

Start Date : 5/8/2012

Page No : 1

Groups Printed- Car - Truck

Start Time	Lomas Blvd Eastbound				Lomas Blvd Westbound				7th Street Northbound				7th Street Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45	4	0	9	13	14	0	1	15	1	0	1	2	2	3	2	7	37
Total	4	0	9	13	14	0	1	15	1	0	1	2	2	3	2	7	37
07:00	1	0	8	9	4	0	4	8	3	0	1	4	3	0	2	5	26
07:15	2	0	10	12	11	0	4	15	0	0	2	2	1	2	0	3	32
07:30	3	0	10	13	10	0	7	17	0	1	1	2	3	2	3	8	40
07:45	11	0	12	23	14	0	5	19	0	0	8	8	1	4	5	10	60
Total	17	0	40	57	39	0	20	59	3	1	12	16	8	8	10	26	158
08:00	9	0	17	26	14	0	12	26	3	2	12	17	2	2	11	15	84
08:15	14	0	14	28	20	0	8	28	4	1	8	13	4	2	6	12	81
08:30	8	0	17	25	12	0	11	23	4	0	18	22	0	0	6	6	76
*** BLANK ***																	
Total	31	0	48	79	46	0	31	77	11	3	38	52	6	4	23	33	241
*** BLANK ***																	
16:00	8	0	4	12	4	0	8	12	4	3	8	15	0	1	8	9	48
16:15	5	0	3	8	11	0	5	16	2	0	13	15	1	1	3	5	44
16:30	4	0	5	9	4	0	7	11	10	2	19	31	3	0	4	7	58
16:45	8	0	5	13	9	0	14	23	3	3	10	16	2	0	4	6	58
Total	25	0	17	42	28	0	34	62	19	8	50	77	6	2	19	27	208
17:00	10	0	1	11	8	0	13	21	12	4	24	40	1	1	6	8	80
17:15	1	0	3	4	13	0	9	22	1	2	16	19	1	1	0	2	47
17:30	2	0	1	3	4	0	6	10	3	2	7	12	2	2	3	7	32
17:45	3	0	2	5	3	0	7	10	0	2	3	5	2	3	2	7	27
Total	16	0	7	23	28	0	35	63	16	10	50	76	6	7	11	24	186
Grand Total	93	0	121	214	155	0	121	276	50	22	151	223	28	24	65	117	830
Apprch %	43.5	0	56.5		56.2	0	43.8		22.4	9.9	67.7		23.9	20.5	55.6		
Total %	11.2	0	14.6	25.8	18.7	0	14.6	33.3	6	2.7	18.2	26.9	3.4	2.9	7.8	14.1	
Car	92	0	121	213	153	0	120	273	50	22	146	218	28	23	64	115	819
% Car	98.9	0	100	99.5	98.7	0	99.2	98.9	100	100	96.7	97.8	100	95.8	98.5	98.3	98.7
Truck	1	0	0	1	2	0	1	3	0	0	5	5	0	1	1	2	11
% Truck	1.1	0	0	0.5	1.3	0	0.8	1.1	0	0	3.3	2.2	0	4.2	1.5	1.7	1.3

Mike Henderson Consulting, LLC

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

Collected by: MH13
Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@7th
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Bike

	Lomas Blvd Eastbound					Lomas Blvd Westbound					7th Street Northbound					7th Street Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	0	0	0	0	3	1	4
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	0	0	0	0	3	1	4
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	6	0	6
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	2
07:30	0	0	0	0	0	0	0	0	2	0	0	1	0	2	1	0	1	0	1	1	5	2	7
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	4	1	5
Total	0	0	0	1	0	0	0	0	2	0	0	1	2	12	3	0	1	0	1	1	16	4	20
08:00	1	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	1	0	3	1	8	2	10
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	7	2	8	2	10
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	6	0	6
*** BLANK ***																							
Total	1	0	0	2	1	0	0	0	0	0	0	0	0	7	0	0	2	1	13	3	22	4	26
*** BLANK ***																							
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	4	1	6	1	7
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	2	1	4	1	5
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	5	0	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	2	0	9	2	17	2	19
17:00	1	1	0	0	2	0	0	0	1	0	0	1	0	4	1	0	0	0	2	0	7	3	10
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	1	0	4	1	6	2	8
17:30	0	0	0	1	0	0	0	0	2	0	0	1	0	2	1	0	2	0	1	2	6	3	9
17:45	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	2	1	5	1	6
Total	1	1	0	2	2	0	0	0	4	0	0	3	0	9	3	0	4	0	9	4	24	9	33
Grand Total	2	1	0	5	3	0	0	0	7	0	0	5	2	38	7	0	9	1	32	10	82	20	102
Apprch %	66.7	33.3	0			0	0	0			0	71.4	28.6			0	90	10					
Total %	10	5	0		15	0	0	0			0	25	10		35	0	45	5		50	80.4	19.6	

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

Collected by: MH3

Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@8th

Site Code :

Start Date : 5/8/2012

Page No : 1

Groups Printed- Car - Truck

[illegible]

File Name : Lomas@8th
Site Code :
Start Date : 5/8/2012
Page No : 2

Mike Henderson Consulting, LLC

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

Collected by: MH3
Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@8th
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Bike

	Lomas Blvd Eastbound					Lomas Blvd Westbound					8th Street Northbound					8th Street Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	2	3
Total	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	2	3
*** BLANK ***																							
07:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	1	1	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	0	0	0	0	4	1	5
08:00	0	0	0	1	0	0	0	0	2	0	0	1	0	1	1	0	0	0	2	0	6	1	7
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	3	1	6	1	7
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	7	0	7
*** BLANK ***																							
Total	0	0	0	2	0	0	0	0	2	0	0	1	0	7	1	0	1	0	8	1	19	2	21
*** BLANK ***																							
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4	0	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	6	0	10	0	10
17:00	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	5	1	6
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	5	1	6
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	0	5	0	5
Total	0	1	0	0	1	0	1	0	1	1	0	0	0	6	0	0	0	0	10	0	17	2	19
Grand Total	0	2	0	2	2	0	1	0	5	1	0	2	0	20	2	0	2	0	24	2	51	7	58
Apprch %	0	100	0			0	100	0			0	100	0			0	100	0					
Total %	0	28.6	0		28.6	0	14.3	0		14.3	0	28.6	0		28.6	0	28.6	0		28.6	87.9	12.1	

Mike Henderson Consulting, LLC

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

Collected by: MH16

Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@11th

Site Code :

Start Date : 5/8/2012

Page No : 1

Groups Printed- Car - Truck

Start Time	Lomas Blvd Eastbound				Lomas Blvd Westbound				11th Street Northbound				11th Street Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45	1	0	0	1	1	0	0	1	0	1	4	5	5	3	0	8	15
Total	1	0	0	1	1	0	0	1	0	1	4	5	5	3	0	8	15
07:00	1	0	1	2	0	0	1	1	1	1	1	3	4	0	2	6	12
07:15	3	0	0	3	0	0	4	4	0	0	1	1	5	1	1	7	15
07:30	3	0	1	4	1	0	2	3	1	0	2	3	8	0	2	10	20
07:45	4	0	5	9	1	0	3	4	1	2	0	3	12	4	1	17	33
Total	11	0	7	18	2	0	10	12	3	3	4	10	29	5	6	40	80
08:00	2	0	2	4	1	1	1	3	2	0	5	7	13	2	1	16	30
08:15	4	0	1	5	7	0	4	11	0	3	4	7	8	1	4	13	36
08:30	4	0	2	6	0	0	4	4	2	1	2	5	6	4	0	10	25
*** BLANK ***																	
Total	10	0	5	15	8	1	9	18	4	4	11	19	27	7	5	39	91
*** BLANK ***																	
16:00	6	0	1	7	5	0	7	12	0	2	2	4	8	1	6	15	38
16:15	4	0	1	5	6	0	10	16	3	3	6	12	4	3	7	14	47
16:30	4	0	0	4	2	0	12	14	1	2	1	4	6	3	3	12	34
16:45	8	0	1	9	5	0	16	21	1	2	2	5	13	4	9	26	61
Total	22	0	3	25	18	0	45	63	5	9	11	25	31	11	25	67	180
17:00	8	0	1	9	4	0	17	21	1	3	4	8	10	5	3	18	56
17:15	5	0	1	6	2	0	11	13	2	1	2	5	8	1	5	14	38
17:30	5	0	1	6	6	0	8	14	4	3	3	10	8	5	7	20	50
17:45	8	0	3	11	4	0	12	16	2	3	4	9	5	6	5	16	52
Total	26	0	6	32	16	0	48	64	9	10	13	32	31	17	20	68	196
Grand Total	70	0	21	91	45	1	112	158	21	27	43	91	123	43	56	222	562
Apprch %	76.9	0	23.1		28.5	0.6	70.9		23.1	29.7	47.3		55.4	19.4	25.2		
Total %	12.5	0	3.7	16.2	8	0.2	19.9	28.1	3.7	4.8	7.7	16.2	21.9	7.7	10	39.5	
Car	69	0	21	90	45	1	112	158	21	27	42	90	122	43	56	221	559
% Car	98.6	0	100	98.9	100	100	100	100	100	100	97.7	98.9	99.2	100	100	99.5	99.5
Truck	1	0	0	1	0	0	0	0	0	0	1	1	1	0	0	1	3
% Truck	1.4	0	0	1.1	0	0	0	0	0	0	2.3	1.1	0.8	0	0	0.5	0.5

Mike Henderson Consulting, LLC

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

Collected by: MH16
Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@11th
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Bike

	Lomas Blvd Eastbound					Lomas Blvd Westbound					11th Street Northbound					11th Street Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	2
07:00	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	5	0	5
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	4	0	4
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	0	0	0	0	5	0	0	0	0	4	0	0	0	0	1	0	11	0	11
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	3	3
08:15	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3	0	3
08:30	0	0	0	1	0	0	0	0	1	0	0	1	0	1	1	0	2	0	2	2	5	3	8
*** BLANK ***																							
Total	0	0	0	2	0	0	0	0	2	0	0	2	0	2	2	0	4	0	2	4	8	6	14
*** BLANK ***																							
16:00	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	1	8	1	9
16:15	0	0	0	3	0	0	0	0	0	0	1	1	0	0	2	0	0	0	2	0	5	2	7
16:30	0	0	0	2	0	0	0	1	1	1	0	0	0	0	0	0	1	0	4	1	7	2	9
16:45	0	1	0	2	1	0	1	0	2	1	0	0	0	2	0	0	2	0	3	2	9	4	13
Total	0	1	0	10	1	0	1	1	5	2	1	1	0	2	2	0	4	0	12	4	29	9	38
17:00	0	0	0	4	0	0	0	1	3	1	0	1	0	0	1	0	1	0	2	1	9	3	12
17:15	0	0	0	3	0	0	1	0	1	1	0	0	0	1	0	0	0	0	6	0	11	1	12
17:30	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	1	0	3	1	9	1	10
17:45	0	0	0	1	0	0	0	0	0	0	0	2	0	0	2	0	1	0	2	1	3	3	6
Total	0	0	0	10	0	0	1	1	6	2	0	3	0	3	3	0	3	0	13	3	32	8	40
Grand Total	0	1	0	23	1	0	2	2	18	4	1	7	0	11	8	0	12	0	28	12	80	25	105
Apprch %	0	100	0			0	50	50			12.5	87.5	0			0	100	0					
Total %	0	4	0		4	0	8	8		16	4	28	0		32	0	48	0		48	76.2	23.8	

Mike Henderson Consulting, LLC

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

Collected by: MH10

File Name : Lomas@12th
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Car - Truck

Start Time	Lomas Blvd Eastbound				Lomas Blvd Westbound				12th Street Northbound				12th Street Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45	14	152	1	167	0	25	2	27	0	8	3	11	19	14	5	38	243
Total	14	152	1	167	0	25	2	27	0	8	3	11	19	14	5	38	243
07:00	11	144	0	155	4	43	18	65	2	16	4	22	23	20	0	43	285
07:15	13	226	0	239	3	59	13	75	0	15	4	19	33	37	8	78	411
07:30	19	274	5	298	8	81	9	98	0	22	4	26	42	50	10	102	524
07:45	16	285	3	304	5	80	13	98	3	21	8	32	42	95	6	143	577
Total	59	929	8	996	20	263	53	336	5	74	20	99	140	202	24	366	1797
08:00	8	201	0	209	7	108	18	133	2	45	3	50	41	68	8	117	509
08:15	16	158	2	176	10	83	18	111	4	30	9	43	39	62	19	120	450
08:30	20	193	2	215	6	83	15	104	0	29	9	38	34	46	16	96	453
08:45	8	124	2	134	4	90	17	111	6	21	7	34	33	35	13	81	360
Total	52	676	6	734	27	364	68	459	12	125	28	165	147	211	56	414	1772
09:00	14	108	2	124	6	90	16	112	4	19	1	24	19	27	16	62	322
09:15	9	107	0	116	5	103	23	131	1	21	4	26	21	27	12	60	333
09:30	11	101	2	114	19	93	11	123	1	16	3	20	28	35	12	75	332
*** BLANK ***																	
Total	34	316	4	354	30	286	50	366	6	56	8	70	68	89	40	197	987
*** BLANK ***																	
11:00	12	96	0	108	8	141	15	164	2	21	5	28	18	24	22	64	364
11:15	17	107	3	127	10	113	24	147	0	20	2	22	21	27	11	59	355
11:30	17	105	4	126	10	160	23	193	4	26	1	31	19	28	18	65	415
11:45	12	108	1	121	10	152	14	176	2	32	11	45	20	29	20	69	411
Total	58	416	8	482	38	566	76	680	8	99	19	126	78	108	71	257	1545
12:00	16	118	5	139	9	179	36	224	7	40	7	54	23	41	20	84	501
12:15	20	125	2	147	9	142	25	176	3	34	8	45	24	33	14	71	439
12:30	24	133	2	159	9	146	27	182	5	41	5	51	26	32	15	73	465
12:45	22	159	4	185	14	117	33	164	1	30	8	39	22	26	16	64	452
Total	82	535	13	630	41	584	121	746	16	145	28	189	95	132	65	292	1857
13:00	13	133	4	150	7	145	36	188	3	36	2	41	37	36	20	93	472
13:15	15	129	5	149	14	143	24	181	4	31	8	43	27	31	14	72	445
13:30	19	103	1	123	7	136	25	168	1	22	5	28	27	19	14	60	379
13:45	16	113	2	131	5	123	25	153	1	26	2	29	15	32	10	57	370
Total	63	478	12	553	33	547	110	690	9	115	17	141	106	118	58	282	1666
*** BLANK ***																	
15:00	20	105	2	127	11	152	34	197	1	66	3	70	26	40	20	86	480
15:15	15	101	2	118	14	148	23	185	1	56	9	66	36	36	26	98	467
15:30	28	129	6	163	21	178	31	230	8	51	8	67	27	29	13	69	529
15:45	19	85	1	105	8	159	34	201	2	43	5	50	20	37	14	71	427
Total	82	420	11	513	54	637	122	813	12	216	25	253	109	142	73	324	1903
16:00	27	113	3	143	13	186	30	229	2	61	2	65	21	30	13	64	501
16:15	17	88	3	108	10	206	50	266	6	64	2	72	30	34	26	90	536
16:30	27	123	2	152	8	195	53	256	0	76	3	79	15	19	21	55	542
16:45	14	97	0	111	13	212	34	259	3	64	7	74	25	38	20	83	527
Total	85	421	8	514	44	799	167	1010	11	265	14	290	91	121	80	292	2106
17:00	16	91	3	110	12	262	66	340	4	89	6	99	11	35	20	66	615
17:15	18	69	3	90	10	218	52	280	6	72	9	87	16	34	18	68	525
17:30	13	79	3	95	5	175	42	222	5	47	4	56	14	27	17	58	431
17:45	12	94	1	107	12	155	27	194	5	34	2	41	15	23	14	52	394
Total	59	333	10	402	39	810	187	1036	20	242	21	283	56	119	69	244	1965
Grand Total	588	4676	81	5345	326	4881	956	6163	99	1345	183	1627	909	1256	541	2706	15841
Apprch %	11	87.5	1.5		5.3	79.2	15.5		6.1	82.7	11.2		33.6	46.4	20		
Total %	3.7	29.5	0.5	33.7	2.1	30.8	6	38.9	0.6	8.5	1.2	10.3	5.7	7.9	3.4	17.1	
Car	581	4570	80	5231	323	4763	929	6015	98	1335	179	1612	891	1242	524	2657	15515
% Car	98.8	97.7	98.8	97.9	99.1	97.6	97.2	97.6	99	99.3	97.8	99.1	98	98.9	96.9	98.2	97.9

Mike Henderson Consulting, LLC

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

File Name : Lomas@12th
Site Code :
Start Date : 5/8/2012
Page No : 2

Groups Printed- Car - Truck

	Lomas Blvd Eastbound				Lomas Blvd Westbound				12th Street Northbound				12th Street Southbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Truck	7	106	1	114	3	118	27	148	1	10	4	15	18	14	17	49	326
% Truck	1.2	2.3	1.2	2.1	0.9	2.4	2.8	2.4	1	0.7	2.2	0.9	2	1.1	3.1	1.8	2.1

	Lomas Blvd Eastbound				Lomas Blvd Westbound				12th Street Northbound				12th Street 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 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	19	274	5	298	8	81	9	98	0	22	4	26	42	50	10	102	524
07:45	16	285	3	304	5	80	13	98	3	21	8	32	42	95	6	143	577
08:00	8	201	0	209	7	108	18	133	2	45	3	50	41	68	8	117	509
08:15	16	158	2	176	10	83	18	111	4	30	9	43	39	62	19	120	450
Total Volume	59	918	10	987	30	352	58	440	9	118	24	151	164	275	43	482	2060
% App. Total	6	93	1		6.8	80	13.2		6	78.1	15.9		34	57.1	8.9		
PHF	.776	.805	.500	.812	.750	.815	.806	.827	.563	.656	.667	.755	.976	.724	.566	.843	.893
Car	59	906	10	975	29	335	55	419	9	117	23	149	160	272	41	473	2016
% Car	100	98.7	100	98.8	96.7	95.2	94.8	95.2	100	99.2	95.8	98.7	97.6	98.9	95.3	98.1	97.9
Truck	0	12	0	12	1	17	3	21	0	1	1	2	4	3	2	9	44
% Truck	0	1.3	0	1.2	3.3	4.8	5.2	4.8	0	0.8	4.2	1.3	2.4	1.1	4.7	1.9	2.1

Peak Hour Analysis From 11:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:00

12:00	16	118	5	139	9	179	36	224	7	40	7	54	23	41	20	84	501
12:15	20	125	2	147	9	142	25	176	3	34	8	45	24	33	14	71	439
12:30	24	133	2	159	9	146	27	182	5	41	5	51	26	32	15	73	465
12:45	22	159	4	185	14	117	33	164	1	30	8	39	22	26	16	64	452
Total Volume	82	535	13	630	41	584	121	746	16	145	28	189	95	132	65	292	1857
% App. Total	13	84.9	2.1		5.5	78.3	16.2		8.5	76.7	14.8		32.5	45.2	22.3		
PHF	.854	.841	.650	.851	.732	.816	.840	.833	.571	.884	.875	.875	.913	.805	.813	.869	.927
Car	81	521	13	615	41	569	116	726	16	143	28	187	94	132	65	291	1819
% Car	98.8	97.4	100	97.6	100	97.4	95.9	97.3	100	98.6	100	98.9	98.9	100	100	99.7	98.0
Truck	1	14	0	15	0	15	5	20	0	2	0	2	1	0	0	1	38
% Truck	1.2	2.6	0	2.4	0	2.6	4.1	2.7	0	1.4	0	1.1	1.1	0	0	0.3	2.0

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:15

16:15	17	88	3	108	10	206	50	266	6	64	2	72	30	34	26	90	536
16:30	27	123	2	152	8	195	53	256	0	76	3	79	15	19	21	55	542
16:45	14	97	0	111	13	212	34	259	3	64	7	74	25	38	20	83	527
17:00	16	91	3	110	12	262	66	340	4	89	6	99	11	35	20	66	615
Total Volume	74	399	8	481	43	875	203	1121	13	293	18	324	81	126	87	294	2220
% App. Total	15.4	83	1.7		3.8	78.1	18.1		4	90.4	5.6		27.6	42.9	29.6		
PHF	.685	.811	.667	.791	.827	.835	.769	.824	.542	.823	.643	.818	.675	.829	.837	.817	.902
Car	74	395	8	477	43	864	200	1107	13	292	18	323	79	125	85	289	2196
% Car	100	99.0	100	99.2	100	98.7	98.5	98.8	100	99.7	100	99.7	97.5	99.2	97.7	98.3	98.9
Truck	0	4	0	4	0	11	3	14	0	1	0	1	2	1	2	5	24
% Truck	0	1.0	0	0.8	0	1.3	1.5	1.2	0	0.3	0	0.3	2.5	0.8	2.3	1.7	1.1

Mike Henderson Consulting, LLC

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

Collected by: MH10

File Name : Lomas@12th
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Bike

	Lomas Blvd Eastbound					Lomas Blvd Westbound					12th Street Northbound					12th Street Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	0	0	1	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	3
Total	0	0	0	1	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	3
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
*** BLANK ***																							
07:45	0	1	0	0	1	0	0	0	1	0	0	1	0	3	1	0	0	0	2	0	6	2	8
Total	0	1	0	1	1	0	0	0	1	0	0	1	0	3	1	0	0	0	4	0	9	2	11
08:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
08:30	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	6	0	6
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	2
Total	1	0	0	4	1	0	0	0	1	0	0	0	0	2	0	0	1	0	3	1	10	2	12
*** BLANK ***																							
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	2
09:30	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	1	4	1	5
*** BLANK ***																							
Total	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	1	6	1	7
*** BLANK ***																							
11:00	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	4	0	4
11:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	5	0	5
11:30	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	1	4
11:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	4
Total	0	2	0	1	2	0	0	0	4	0	0	0	0	2	0	0	0	0	8	0	15	2	17
12:00	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	3	1	4
12:15	0	0	0	4	0	0	1	0	3	1	1	0	0	1	1	0	0	0	7	0	15	2	17
12:30	0	0	0	0	0	0	1	0	3	1	0	0	0	2	0	1	0	0	1	1	6	2	8
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	2
Total	0	0	0	4	0	0	3	0	10	3	1	0	0	3	1	1	0	0	9	1	26	5	31
13:00	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	2	1	6	1	7
13:15	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	2	1	3
13:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	4	0	4
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total	0	0	0	0	0	0	0	1	6	1	0	0	0	3	0	0	1	0	4	1	13	2	15

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Mike Henderson Consulting, LLC

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

File Name : Lomas@12th
Site Code :
Start Date : 5/8/2012
Page No : 2

Groups Printed- Bike

	Lomas Blvd Eastbound					Lomas Blvd Westbound					12th Street Northbound					12th Street 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
15:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	1	4	1	5
15:15	0	1	0	0	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	2	2	4
15:30	0	0	0	1	0	0	1	0	4	1	0	2	0	0	2	1	0	0	0	1	5	4	9
15:45	0	4	0	0	4	0	1	0	3	1	0	0	0	0	0	0	0	0	1	0	4	5	9
Total	0	5	0	2	5	0	2	0	10	2	0	3	0	0	3	1	1	0	3	2	15	12	27
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	4	0	4
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	1	0	6	0	6
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	1	0	4	1	9	1	10
Total	0	0	0	0	0	0	0	0	12	0	0	0	0	3	0	0	1	0	6	1	21	1	22
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:15	0	0	0	2	0	1	1	1	4	3	0	1	0	1	1	0	0	0	4	0	11	4	15
17:30	0	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	5
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	4	0	1	1	1	9	3	0	1	0	1	1	0	0	0	4	0	18	4	22
Grand Total	1	8	0	18	9	2	6	2	55	10	1	6	0	17	7	2	5	0	44	7	134	33	167
Apprch %	11.1	88.9	0			20	60	20			14.3	85.7	0			28.6	71.4	0					
Total %	3	24.2	0		27.3	6.1	18.2	6.1		30.3	3	18.2	0		21.2	6.1	15.2	0		21.2	80.2	19.8	

Mike Henderson Consulting, LLC

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

Collected by: MH12

Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@14th

Site Code :

Start Date : 5/8/2012

Page No : 1

Groups Printed- Car - Truck

Start Time	Lomas Blvd Eastbound				Lomas Blvd Westbound				14th Street Northbound				14th Street Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45	0	0	1	1	1	0	0	1	0	0	3	3	1	0	1	2	7
Total	0	0	1	1	1	0	0	1	0	0	3	3	1	0	1	2	7
07:00	0	0	0	0	1	0	0	1	1	0	7	8	1	0	0	1	10
07:15	1	0	0	1	3	0	0	3	0	1	3	4	1	1	0	2	10
07:30	0	0	0	0	4	0	4	8	1	1	9	11	2	0	2	4	23
07:45	0	0	3	3	3	0	0	3	1	1	11	13	2	1	2	5	24
Total	1	0	3	4	11	0	4	15	3	3	30	36	6	2	4	12	67
08:00	1	0	2	3	7	0	5	12	2	0	7	9	0	0	0	0	24
08:15	0	0	1	1	9	0	0	9	2	0	10	12	3	0	1	4	26
08:30	0	0	1	1	6	0	0	6	3	2	10	15	1	2	0	3	25
*** BLANK ***																	
Total	1	0	4	5	22	0	5	27	7	2	27	36	4	2	1	7	75
*** BLANK ***																	
16:00	1	0	1	2	10	0	2	12	0	2	14	16	0	1	3	4	34
16:15	0	0	1	1	10	0	2	12	0	1	8	9	0	0	0	0	22
16:30	1	0	0	1	8	0	2	10	2	2	16	20	2	0	1	3	34
16:45	1	0	0	1	9	0	3	12	1	1	6	8	0	2	3	5	26
Total	3	0	2	5	37	0	9	46	3	6	44	53	2	3	7	12	116
17:00	0	0	2	2	8	0	2	10	2	0	10	12	1	0	2	3	27
17:15	2	0	0	2	5	0	1	6	2	1	5	8	1	2	0	3	19
17:30	2	0	3	5	9	0	2	11	1	0	7	8	0	0	1	1	25
17:45	1	0	2	3	15	0	0	15	1	1	7	9	2	2	0	4	31
Total	5	0	7	12	37	0	5	42	6	2	29	37	4	4	3	11	102
Grand Total	10	0	17	27	108	0	23	131	19	13	133	165	17	11	16	44	367
Apprch %	37	0	63		82.4	0	17.6		11.5	7.9	80.6		38.6	25	36.4		
Total %	2.7	0	4.6	7.4	29.4	0	6.3	35.7	5.2	3.5	36.2	45	4.6	3	4.4	12	
Car	9	0	16	25	107	0	23	130	19	13	130	162	17	11	16	44	361
% Car	90	0	94.1	92.6	99.1	0	100	99.2	100	100	97.7	98.2	100	100	100	100	98.4
Truck	1	0	1	2	1	0	0	1	0	0	3	3	0	0	0	0	6
% Truck	10	0	5.9	7.4	0.9	0	0	0.8	0	0	2.3	1.8	0	0	0	0	1.6

Mike Henderson Consulting, LLC

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

File Name : Lomas@14th
Site Code :
Start Date : 5/8/2012
Page No : 2

	Lomas Blvd Eastbound				Lomas Blvd Westbound				14th Street Northbound				14th Street 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 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	3	3	3	0	0	3	1	1	11	13	2	1	2	5	24
08:00	1	0	2	3	7	0	5	12	2	0	7	9	0	0	0	0	24
08:15	0	0	1	1	9	0	0	9	2	0	10	12	3	0	1	4	26
08:30	0	0	1	1	6	0	0	6	3	2	10	15	1	2	0	3	25
Total Volume	1	0	7	8	25	0	5	30	8	3	38	49	6	3	3	12	99
% App. Total	12.5	0	87.5		83.3	0	16.7		16.3	6.1	77.6		50	25	25		
PHF	.250	.000	.583	.667	.694	.000	.250	.625	.667	.375	.864	.817	.500	.375	.375	.600	.952
Car	0	0	7	7	24	0	5	29	8	3	37	48	6	3	3	12	96
% Car	0	0	100	87.5	96.0	0	100	96.7	100	100	97.4	98.0	100	100	100	100	97.0
Truck	1	0	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
% Truck	100	0	0	12.5	4.0	0	0	3.3	0	0	2.6	2.0	0	0	0	0	3.0
Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	1	0	1	2	10	0	2	12	0	2	14	16	0	1	3	4	34
16:15	0	0	1	1	10	0	2	12	0	1	8	9	0	0	0	0	22
16:30	1	0	0	1	8	0	2	10	2	2	16	20	2	0	1	3	34
16:45	1	0	0	1	9	0	3	12	1	1	6	8	0	2	3	5	26
Total Volume	3	0	2	5	37	0	9	46	3	6	44	53	2	3	7	12	116
% App. Total	60	0	40		80.4	0	19.6		5.7	11.3	83		16.7	25	58.3		
PHF	.750	.000	.500	.625	.925	.000	.750	.958	.375	.750	.688	.663	.250	.375	.583	.600	.853
Car	3	0	2	5	37	0	9	46	3	6	43	52	2	3	7	12	115
% Car	100	0	100	100	100	0	100	100	100	100	97.7	98.1	100	100	100	100	99.1
Truck	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% Truck	0	0	0	0	0	0	0	0	0	0	2.3	1.9	0	0	0	0	0.9

Mike Henderson Consulting, LLC

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

Collected by: MH12

File Name : Lomas@14th
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Bike

	Lomas Blvd Eastbound					Lomas Blvd Westbound					14th Street Northbound					14th Street Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
*** BLANK ***																							
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	1	0	2	2	3	5
Total	0	1	0	0	1	0	0	0	1	0	0	0	0	3	0	1	0	1	2	2	6	3	9
08:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	2	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
*** BLANK ***																							
Total	0	1	0	2	1	0	1	0	0	1	0	0	0	0	0	0	1	0	2	1	4	3	7
*** BLANK ***																							
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	2
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	1	3	1	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	5	0	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4	0	4
Total	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	2	0	6	2	13	2	15
17:00	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	2	0	2	4	6
17:15	0	0	0	2	0	0	0	0	0	0	0	3	0	3	3	0	0	0	1	0	6	3	9
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	1	0	3	2	5
Total	0	1	0	2	1	0	0	0	0	0	1	7	1	5	9	0	0	0	4	0	11	10	21
Grand Total	0	3	0	4	3	0	1	0	3	1	1	7	1	13	9	1	3	1	14	5	34	18	52
Apprch %	0	100	0			0	100	0			11.1	77.8	11.1			20	60	20					
Total %	0	16.7	0		16.7	0	5.6	0		5.6	5.6	38.9	5.6		50	5.6	16.7	5.6		27.8	65.4	34.6	

Mike Henderson Consulting, LLC

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

Collected by: MH15
Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@Forrester
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Bike

	Lomas Blvd Eastbound					Lomas Blvd Westbound					Northbound					Forrester Ave Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
*** BLANK ***																							
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0	6	0	6
*** BLANK ***																							
Total	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0	10	0	10
*** BLANK ***																							
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
Total	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0	8	1	9
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	0	3
17:15	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	5	3	8
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
Total	1	0	0	0	1	0	2	0	1	2	0	0	0	0	0	0	0	0	10	0	11	3	14
Grand Total	2	0	0	0	2	0	2	0	5	2	0	0	0	0	0	0	0	0	29	0	34	4	38
Apprch %	100	0	0			0	100	0			0	0	0			0	0	0					
Total %	50	0	0		50	0	50	0		50	0	0	0		0	0	0			0	89.5	10.5	

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

Collected by: MH1
Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@Keleher Ave
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Car - Truck

[illegible]

Mike Henderson Consulting, LLC

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

Collected by: MH1
Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@Keleher Ave
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Bike

	Lomas Blvd Eastbound					Lomas Blvd Westbound					Keleher Ave Northbound					Keleher Ave Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
*** BLANK ***																							
07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4	0	4
07:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	1	4
Total	0	1	0	0	1	0	0	0	2	0	0	0	0	4	0	0	0	0	3	0	9	1	10
08:00	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1	1	3	4
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0	4	1	7	1	8
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	1	5	1	6
*** BLANK ***																							
Total	1	0	0	1	1	0	0	0	0	0	0	0	1	4	1	0	3	0	8	3	13	5	18
*** BLANK ***																							
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	4	0	4
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	2
16:45	0	0	1	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	1	4
Total	0	0	1	1	1	0	0	0	0	0	0	0	0	5	0	0	0	0	4	0	10	1	11
17:00	0	1	0	1	1	0	0	0	0	0	0	1	0	3	1	0	0	0	2	0	6	2	8
17:15	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	5	0	5	2	7
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
Total	0	1	0	1	1	0	1	0	0	1	1	1	0	5	2	0	0	0	10	0	16	4	20
Grand Total	1	3	1	3	5	0	1	0	2	1	1	1	1	18	3	0	4	0	25	4	48	13	61
Apprch %	20	60	20			0	100	0			33.3	33.3	33.3			0	100	0					
Total %	7.7	23.1	7.7		38.5	0	7.7	0		7.7	7.7	7.7	7.7		23.1	0	30.8	0		30.8	78.7	21.3	

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

File Name : Lomas@Luna
Site Code :
Start Date : 5/8/2012
Page No : 2

[illegible]

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:15

[illegible]

Mike Henderson Consulting, LLC

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

Collected by: MH2
Lomas Blvd Thru Movements NOT Counted

File Name : Lomas@Luna
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Bike

	Lomas Blvd Eastbound					Lomas Blvd Westbound					Luna Blvd Northbound					Luna Blvd Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	0	3
07:45	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	4
Total	0	2	0	1	2	0	1	0	0	1	0	0	0	2	0	0	0	0	5	0	8	3	11
08:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	5	0	5
08:15	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	5	0	5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	5	0	5
*** BLANK ***																							
Total	0	0	0	2	0	0	0	0	4	0	0	0	0	3	0	0	0	0	6	0	15	0	15
*** BLANK ***																							
16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	4	0	5	1	6
16:15	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4	0	4
16:30	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3	0	5	1	6
16:45	0	1	0	2	1	0	0	0	4	0	1	0	0	3	1	0	0	0	4	0	13	2	15
Total	0	1	0	5	1	0	0	0	4	0	2	0	1	6	3	0	0	0	12	0	27	4	31
17:00	0	1	0	2	1	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	4	2	6
17:15	0	0	1	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	6	0	7	2	9
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	5	0	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3
Total	0	1	1	3	2	0	0	0	0	0	1	0	1	4	2	0	0	0	12	0	19	4	23
Grand Total	0	5	1	11	6	0	1	0	8	1	3	0	2	15	5	0	0	0	35	0	69	12	81
Apprch %	0	83.3	16.7			0	100	0			60	0	40			0	0	0					
Total %	0	41.7	8.3		50	0	8.3	0		8.3	25	0	16.7		41.7	0	0	0		0	85.2	14.8	

Mike Henderson Consulting, LLC

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

Collected by: MH15

File Name : Marble@14th
Site Code :
Start Date : 5/9/2012
Page No : 1

Groups Printed- Car - Truck

Start Time	Marble Ave Eastbound				Marble Ave Westbound				14th Street Northbound				14th Street Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45	1	0	0	1	1	0	0	1	0	4	0	4	0	2	0	2	8
Total	1	0	0	1	1	0	0	1	0	4	0	4	0	2	0	2	8
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:15	0	0	1	1	1	0	1	2	0	2	0	2	0	1	0	1	6
07:30	0	2	0	2	0	0	1	1	0	3	0	3	1	1	0	2	8
07:45	1	2	0	3	0	3	0	3	0	4	0	4	0	2	0	2	12
Total	1	4	1	6	1	3	2	6	0	9	0	9	2	5	0	7	28
08:00	0	0	1	1	0	3	1	4	0	3	1	4	2	1	0	3	12
08:15	1	2	1	4	0	0	0	0	0	3	0	3	0	5	1	6	13
08:30	0	4	0	4	0	0	0	0	1	2	0	3	0	0	0	0	7
*** BLANK ***																	
Total	1	6	2	9	0	3	1	4	1	8	1	10	2	6	1	9	32
*** BLANK ***																	
16:00	0	4	0	4	0	1	0	1	0	8	0	8	1	0	0	1	14
16:15	1	1	1	3	0	1	1	2	0	3	2	5	0	0	0	0	10
16:30	0	1	0	1	0	0	0	0	0	2	1	3	0	5	0	5	9
16:45	0	3	0	3	0	4	0	4	0	2	0	2	1	3	0	4	13
Total	1	9	1	11	0	6	1	7	0	15	3	18	2	8	0	10	46
17:00	0	2	0	2	0	2	1	3	1	4	1	6	0	4	0	4	15
17:15	1	1	0	2	0	6	2	8	3	3	0	6	1	1	1	3	19
17:30	0	0	2	2	1	0	1	2	0	2	0	2	0	4	0	4	10
17:45	0	2	0	2	0	0	0	0	0	2	0	2	0	1	0	1	5
Total	1	5	2	8	1	8	4	13	4	11	1	16	1	10	1	12	49
Grand Total	5	24	6	35	3	20	8	31	5	47	5	57	7	31	2	40	163
Apprch %	14.3	68.6	17.1		9.7	64.5	25.8		8.8	82.5	8.8		17.5	77.5	5		
Total %	3.1	14.7	3.7	21.5	1.8	12.3	4.9	19	3.1	28.8	3.1	35	4.3	19	1.2	24.5	
Car	5	24	6	35	3	19	8	30	5	47	4	56	7	31	1	39	160
% Car	100	100	100	100	100	95	100	96.8	100	100	80	98.2	100	100	50	97.5	98.2
Truck	0	0	0	0	0	1	0	1	0	0	1	1	0	0	1	1	3
% Truck	0	0	0	0	0	5	0	3.2	0	0	20	1.8	0	0	50	2.5	1.8

Mike Henderson Consulting, LLC

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

Collected by: MH15

File Name : Marble@14th
Site Code :
Start Date : 5/9/2012
Page No : 1

Groups Printed- Bike

	Marble Ave Eastbound					Marble Ave Westbound					14th Street Northbound					14th Street Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	2
07:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
07:45	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	4	4
Total	0	1	3	0	4	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	8	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1
08:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
*** BLANK ***																							
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	3
*** BLANK ***																							
16:00	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	3
16:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
*** BLANK ***																							
16:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	3	0	0	3	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	7	7
*** BLANK ***																							
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
17:30	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	3
*** BLANK ***																							
Total	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	4
Grand Total	0	6	3	0	9	0	3	0	0	3	3	6	0	0	9	0	3	0	0	3	0	24	24
Apprch %	0	66.7	33.3			0	100	0			33.3	66.7	0			0	100	0					
Total %	0	25	12.5		37.5	0	12.5	0		12.5	12.5	25	0		37.5	0	12.5	0		12.5	0	100	

Mike Henderson Consulting, LLC

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

Collected by: MH12

File Name : Mountain@7th
Site Code :
Start Date : 5/9/2012
Page No : 1

Groups Printed- Car - Truck

Start Time	Mountain Rd Eastbound				Mountain Rd Westbound				7th Street Northbound				7th Street Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:45	0	22	3	25	1	8	0	9	2	1	2	5	0	0	0	0	39
Total	0	22	3	25	1	8	0	9	2	1	2	5	0	0	0	0	39
07:00	0	28	2	30	1	12	1	14	1	0	4	5	1	0	0	1	50
07:15	1	45	3	49	0	21	1	22	3	0	4	7	2	0	0	2	80
07:30	0	65	1	66	2	19	0	21	2	0	6	8	1	1	2	4	99
07:45	2	70	5	77	5	32	0	37	3	2	10	15	1	0	2	3	132
Total	3	208	11	222	8	84	2	94	9	2	24	35	5	1	4	10	361
08:00	0	65	19	84	6	31	0	37	7	1	20	28	2	2	1	5	154
08:15	1	78	10	89	6	31	1	38	5	1	17	23	2	2	3	7	157
08:30	2	118	9	129	5	34	0	39	7	4	16	27	1	1	4	6	201
*** BLANK ***																	
Total	3	261	38	302	17	96	1	114	19	6	53	78	5	5	8	18	512
*** BLANK ***																	
16:00	2	48	2	52	1	62	0	63	4	2	6	12	0	0	2	2	129
16:15	0	48	1	49	6	76	2	84	4	1	4	9	1	0	2	3	145
16:30	3	51	8	62	1	51	1	53	10	9	9	28	1	1	2	4	147
16:45	2	44	3	49	3	90	3	96	3	0	7	10	1	1	4	6	161
Total	7	191	14	212	11	279	6	296	21	12	26	59	3	2	10	15	582
17:00	2	69	0	71	5	97	2	104	8	0	13	21	1	0	5	6	202
17:15	4	49	4	57	1	96	2	99	9	1	8	18	0	1	3	4	178
17:30	3	35	0	38	2	82	2	86	8	0	1	9	2	1	2	5	138
17:45	0	43	3	46	4	57	0	61	4	3	6	13	2	0	2	4	124
Total	9	196	7	212	12	332	6	350	29	4	28	61	5	2	12	19	642
Grand Total	22	878	73	973	49	799	15	863	80	25	133	238	18	10	34	62	2136
Apprch %	2.3	90.2	7.5		5.7	92.6	1.7		33.6	10.5	55.9		29	16.1	54.8		
Total %	1	41.1	3.4	45.6	2.3	37.4	0.7	40.4	3.7	1.2	6.2	11.1	0.8	0.5	1.6	2.9	
Car	22	871	73	966	49	792	15	856	80	24	132	236	18	9	33	60	2118
% Car	100	99.2	100	99.3	100	99.1	100	99.2	100	96	99.2	99.2	100	90	97.1	96.8	99.2
Truck	0	7	0	7	0	7	0	7	0	1	1	2	0	1	1	2	18
% Truck	0	0.8	0	0.7	0	0.9	0	0.8	0	4	0.8	0.8	0	10	2.9	3.2	0.8

Mike Henderson Consulting, LLC

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

Collected by: MH12

File Name : Mountain@7th
Site Code :
Start Date : 5/9/2012
Page No : 1

Groups Printed- Bike

	Mountain Rd Eastbound					Mountain Rd Westbound					7th Street Northbound					7th Street Southbound					Exclu. Total	Inclu. Total	Int. Total
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			
06:45	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	6
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	2	6
07:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	1	1	3	2	5
07:45	0	2	0	2	2	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3	3	6
Total	0	5	0	2	5	0	1	0	1	1	0	0	0	1	0	0	1	0	2	1	6	7	13
08:00	0	3	1	1	4	0	2	0	0	2	0	0	0	4	0	0	0	0	3	0	8	6	14
08:15	0	5	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	5	8
08:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	5
*** BLANK ***																							
Total	0	8	1	4	9	0	2	0	1	2	0	0	0	4	0	0	0	0	7	0	16	11	27
*** BLANK ***																							
16:00	0	0	0	1	0	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	2	2	4
16:15	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
16:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
16:45	0	0	0	0	0	0	2	0	0	2	1	0	0	1	1	0	0	0	1	0	2	3	5
Total	0	1	0	2	1	0	6	0	0	6	1	0	0	2	1	0	0	0	2	0	6	8	14
17:00	0	1	0	0	1	0	2	0	0	2	0	0	0	2	0	0	0	0	1	0	3	3	6
17:15	0	1	0	0	1	0	2	0	0	2	0	0	0	1	0	0	1	0	1	1	2	4	6
17:30	0	5	0	0	5	0	3	0	1	3	0	0	0	0	0	0	0	0	2	0	3	8	11
17:45	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	4
Total	0	8	1	0	9	0	7	0	1	7	0	0	0	3	0	0	1	0	6	1	10	17	27
Grand Total	0	24	2	8	26	0	16	0	3	16	1	0	0	14	1	0	2	0	17	2	42	45	87
Apprch %	0	92.3	7.7			0	100	0			100	0	0			0	100	0					
Total %	0	53.3	4.4		57.8	0	35.6	0		35.6	2.2	0	0		2.2	0	4.4	0		4.4	48.3	51.7	

Mike Henderson Consulting, LLC

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

Collected by: MH11

File Name : Mountain@12th
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Car - Truck

	Mountain Road Eastbound				Mountain Road Westbound				12th Street Northbound				12th Street 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
06:45	4	18	4	26	3	7	1	11	1	23	6	30	9	42	3	54	121
Total	4	18	4	26	3	7	1	11	1	23	6	30	9	42	3	54	121
07:00	6	17	3	26	3	9	2	14	1	39	4	44	5	39	4	48	132
07:15	8	27	4	39	3	12	5	20	2	47	0	49	7	76	2	85	193
07:30	3	50	9	62	4	19	5	28	2	43	2	47	9	90	5	104	241
07:45	12	60	12	84	3	27	7	37	3	48	1	52	20	148	5	173	346
Total	29	154	28	211	13	67	19	99	8	177	7	192	41	353	16	410	912
08:00	9	53	14	76	5	22	6	33	4	72	3	79	12	99	5	116	304
08:15	6	53	17	76	4	31	6	41	1	56	5	62	16	102	7	125	304
08:30	9	51	14	74	2	27	8	37	1	63	3	67	8	77	6	91	269
08:45	4	32	12	48	4	29	5	38	7	41	5	53	8	70	5	83	222
Total	28	189	57	274	15	109	25	149	13	232	16	261	44	348	23	415	1099
09:00	7	24	2	33	3	23	6	32	7	29	4	40	11	70	6	87	192
09:15	3	24	5	32	5	23	4	32	7	43	5	55	8	53	6	67	186
09:30	6	25	7	38	10	28	11	49	5	30	2	37	6	63	3	72	196
*** BLANK ***																	
Total	16	73	14	103	18	74	21	113	19	102	11	132	25	186	15	226	574
*** BLANK ***																	
11:00	9	32	8	49	4	34	11	49	2	44	0	46	6	46	9	61	205
11:15	14	33	11	58	5	37	10	52	2	58	7	67	8	49	8	65	242
11:30	9	38	1	48	10	33	7	50	4	52	4	60	3	58	9	70	228
11:45	8	27	13	48	5	19	12	36	3	64	3	70	4	76	10	90	244
Total	40	130	33	203	24	123	40	187	11	218	14	243	21	229	36	286	919
12:00	7	32	10	49	9	48	10	67	6	62	6	74	4	68	11	83	273
12:15	9	34	7	50	9	41	6	56	6	66	8	80	8	60	6	74	260
12:30	8	44	8	60	4	49	16	69	7	65	5	77	12	59	8	79	285
12:45	8	44	6	58	4	27	8	39	9	69	8	86	8	63	10	81	264
Total	32	154	31	217	26	165	40	231	28	262	27	317	32	250	35	317	1082
13:00	12	43	15	70	6	29	13	48	6	74	4	84	15	68	9	92	294
13:15	6	53	9	68	6	37	6	49	3	66	2	71	9	73	10	92	280
13:30	9	43	10	62	9	30	13	52	3	57	5	65	10	40	16	66	245
13:45	10	40	10	60	3	31	15	49	6	67	7	80	12	48	10	70	259
Total	37	179	44	260	24	127	47	198	18	264	18	300	46	229	45	320	1078
*** BLANK ***																	
15:00	12	34	9	55	6	41	14	61	3	113	3	119	7	67	8	82	317
15:15	11	38	13	62	4	33	14	51	7	82	4	93	10	81	10	101	307
15:30	10	38	6	54	6	49	18	73	2	99	3	104	6	79	9	94	325
15:45	8	33	8	49	8	48	11	67	8	94	5	107	6	72	11	89	312
Total	41	143	36	220	24	171	57	252	20	388	15	423	29	299	38	366	1261
16:00	8	23	5	36	6	29	9	44	8	99	5	112	5	64	14	83	275
16:15	16	29	13	58	7	35	16	58	7	102	9	118	6	76	11	93	327
16:30	8	36	5	49	6	56	17	79	5	136	10	151	7	63	3	73	352
16:45	6	35	15	56	5	52	12	69	4	117	3	124	4	73	8	85	334
Total	38	123	38	199	24	172	54	250	24	454	27	505	22	276	36	334	1288
17:00	13	39	12	64	5	66	22	93	5	148	3	156	7	64	12	83	396
17:15	8	35	6	49	7	79	15	101	9	136	3	148	3	57	8	68	366
17:30	8	27	4	39	11	56	16	83	4	96	7	107	5	66	14	85	314
17:45	8	26	9	43	5	44	16	65	5	72	5	82	4	51	9	64	254
Total	37	127	31	195	28	245	69	342	23	452	18	493	19	238	43	300	1330
Grand Total	302	1290	316	1908	199	1260	373	1832	165	2572	159	2896	288	2450	290	3028	9664
Apprch %	15.8	67.6	16.6		10.9	68.8	20.4		5.7	88.8	5.5		9.5	80.9	9.6		
Total %	3.1	13.3	3.3	19.7	2.1	13	3.9	19	1.7	26.6	1.6	30	3	25.4	3	31.3	
Car	298	1270	311	1879	197	1249	368	1814	164	2544	155	2863	283	2411	283	2977	9533
% Car	98.7	98.4	98.4	98.5	99	99.1	98.7	99	99.4	98.9	97.5	98.9	98.3	98.4	97.6	98.3	98.6

Mike Henderson Consulting, LLC

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

File Name : Mountain@12th
Site Code :
Start Date : 5/8/2012
Page No : 2

Groups Printed- Car - Truck

	Mountain Road Eastbound				Mountain Road Westbound				12th Street Northbound				12th Street Southbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Truck	4	20	5	29	2	11	5	18	1	28	4	33	5	39	7	51	131
% Truck	1.3	1.6	1.6	1.5	1	0.9	1.3	1	0.6	1.1	2.5	1.1	1.7	1.6	2.4	1.7	1.4

	Mountain Road Eastbound				Mountain Road Westbound				12th Street Northbound				12th Street 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 06:45 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	12	60	12	84	3	27	7	37	3	48	1	52	20	148	5	173	346
08:00	9	53	14	76	5	22	6	33	4	72	3	79	12	99	5	116	304
08:15	6	53	17	76	4	31	6	41	1	56	5	62	16	102	7	125	304
08:30	9	51	14	74	2	27	8	37	1	63	3	67	8	77	6	91	269
Total Volume	36	217	57	310	14	107	27	148	9	239	12	260	56	426	23	505	1223
% App. Total	11.6	70	18.4		9.5	72.3	18.2		3.5	91.9	4.6		11.1	84.4	4.6		
PHF	.750	.904	.838	.923	.700	.863	.844	.902	.563	.830	.600	.823	.700	.720	.821	.730	.884
Car	35	216	56	307	14	107	27	148	9	235	12	256	54	424	23	501	1212
% Car	97.2	99.5	98.2	99.0	100	100	100	100	100	98.3	100	98.5	96.4	99.5	100	99.2	99.1
Truck	1	1	1	3	0	0	0	0	0	4	0	4	2	2	0	4	11
% Truck	2.8	0.5	1.8	1.0	0	0	0	0	0	1.7	0	1.5	3.6	0.5	0	0.8	0.9

Peak Hour Analysis From 11:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 12:30

12:30	8	44	8	60	4	49	16	69	7	65	5	77	12	59	8	79	285
12:45	8	44	6	58	4	27	8	39	9	69	8	86	8	63	10	81	264
13:00	12	43	15	70	6	29	13	48	6	74	4	84	15	68	9	92	294
13:15	6	53	9	68	6	37	6	49	3	66	2	71	9	73	10	92	280
Total Volume	34	184	38	256	20	142	43	205	25	274	19	318	44	263	37	344	1123
% App. Total	13.3	71.9	14.8		9.8	69.3	21		7.9	86.2	6		12.8	76.5	10.8		
PHF	.708	.868	.633	.914	.833	.724	.672	.743	.694	.926	.594	.924	.733	.901	.925	.935	.955
Car	34	180	38	252	20	139	40	199	25	271	19	315	43	260	37	340	1106
% Car	100	97.8	100	98.4	100	97.9	93.0	97.1	100	98.9	100	99.1	97.7	98.9	100	98.8	98.5
Truck	0	4	0	4	0	3	3	6	0	3	0	3	1	3	0	4	17
% Truck	0	2.2	0	1.6	0	2.1	7.0	2.9	0	1.1	0	0.9	2.3	1.1	0	1.2	1.5

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	8	36	5	49	6	56	17	79	5	136	10	151	7	63	3	73	352
16:45	6	35	15	56	5	52	12	69	4	117	3	124	4	73	8	85	334
17:00	13	39	12	64	5	66	22	93	5	148	3	156	7	64	12	83	396
17:15	8	35	6	49	7	79	15	101	9	136	3	148	3	57	8	68	366
Total Volume	35	145	38	218	23	253	66	342	23	537	19	579	21	257	31	309	1448
% App. Total	16.1	66.5	17.4		6.7	74	19.3		4	92.7	3.3		6.8	83.2	10		
PHF	.673	.929	.633	.852	.821	.801	.750	.847	.639	.907	.475	.928	.750	.880	.646	.909	.914
Car	34	144	38	216	23	251	66	340	23	533	19	575	21	255	31	307	1438
% Car	97.1	99.3	100	99.1	100	99.2	100	99.4	100	99.3	100	99.3	100	99.2	100	99.4	99.3
Truck	1	1	0	2	0	2	0	2	0	4	0	4	0	2	0	2	10
% Truck	2.9	0.7	0	0.9	0	0.8	0	0.6	0	0.7	0	0.7	0	0.8	0	0.6	0.7

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

Collected by: MH11

File Name : Mountain@12th
Site Code :
Start Date : 5/8/2012
Page No : 1

Groups Printed- Bike

	Mountain Road Eastbound					Mountain Road Westbound					12th Street Northbound					12th Street 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
06:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	1	2	1	4	5
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	1	2	1	4	5
07:00	0	1	0	0	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	2	2	4
	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2
	0	3	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	4
	0	3	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	4
	0	2	0	0	2	0	1	0	4	1	0	0	0	2	0	0	0	0	1	0	7	3	10
Total	0	7	0	0	7	0	1	0	7	1	0	1	0	3	1	0	0	0	1	0	11	9	20
08:00	0	1	0	0	1	0	1	0	3	1	0	1	0	2	1	0	0	0	0	0	5	3	8
	0	1	0	0	1	0	2	0	2	2	0	0	0	1	0	0	2	0	0	2	3	5	8
	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	2	0	0	2	2	3	5
	0	1	0	2	1	0	0	0	1	0	0	0	0	2	0	0	1	0	1	1	6	2	8
	Total	0	4	0	3	4	0	3	0	6	3	0	1	0	6	1	0	5	0	1	5	16	13
09:00	0	1	0	0	1	0	3	0	0	3	0	0	0	2	0	1	0	1	0	2	2	6	8
	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	1	0	3	1	4
	0	1	0	1	1	0	1	0	6	1	0	0	0	6	0	0	0	0	1	0	14	2	16
	0	1	0	0	1	0	3	0	0	3	0	0	0	2	0	1	0	1	0	2	6	8	
	Total	0	2	0	1	2	0	5	0	7	5	0	0	0	9	0	1	0	1	2	2	19	9
*** BLANK ***																							
11:00	0	1	0	0	1	0	1	0	2	1	0	0	0	0	0	0	0	0	1	0	3	2	5
	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	3	3	6
	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	4
	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	8	0	8
	Total	0	3	0	1	3	0	1	0	2	1	0	0	0	11	0	0	1	0	4	1	18	5
12:00	0	2	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	2	11
	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0	0	7	0	7
	0	0	0	0	0	0	0	0	3	0	0	0	0	9	0	0	0	0	1	0	13	0	13
	1	2	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	3	7
	Total	1	4	0	0	5	0	0	0	6	0	0	0	0	26	0	0	0	0	1	0	33	5
13:00	0	2	0	0	2	0	1	0	0	1	0	0	0	10	0	0	1	0	1	1	11	4	15
	1	0	0	0	1	0	1	0	1	1	1	0	0	8	1	0	0	0	0	0	9	3	12
	1	1	0	0	2	0	2	0	0	2	0	0	0	3	0	0	0	0	2	0	5	4	9
	0	0	0	1	0	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	4	1	5
	Total	2	3	0	1	5	1	4	0	3	5	1	0	0	22	1	0	1	0	3	1	29	12

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Mike Henderson Consulting, LLC

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

File Name : Mountain@12th
Site Code :
Start Date : 5/8/2012
Page No : 2

Groups Printed- Bike

	Mountain Road Eastbound					Mountain Road Westbound					12th Street Northbound					12th Street 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
15:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	2	3
15:15	0	0	0	1	0	0	0	0	2	0	0	1	0	4	1	0	0	0	0	0	7	1	8
15:30	0	1	0	1	1	0	0	0	2	0	0	3	0	3	3	0	0	0	3	0	9	4	13
15:45	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	2	0	4	1	5
Total	0	2	0	3	2	0	2	0	4	2	0	4	0	8	4	0	0	0	6	0	21	8	29
16:00	0	0	0	0	0	0	1	0	3	1	0	0	0	1	0	0	1	0	1	1	5	2	7
16:15	0	1	0	0	1	0	2	0	4	2	0	0	0	2	0	0	0	0	1	0	7	3	10
16:30	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3	1	4
16:45	0	1	0	2	1	0	1	0	0	1	0	0	0	5	0	0	0	0	7	0	14	2	16
Total	0	2	1	2	3	0	4	0	7	4	0	0	0	10	0	0	1	0	10	1	29	8	37
17:00	0	2	0	0	2	0	1	0	2	1	0	0	0	2	0	0	2	0	1	2	5	5	10
17:15	0	1	0	0	1	0	1	0	0	1	1	0	0	2	1	0	0	0	0	0	2	3	5
17:30	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	1	0	8	0	8
17:45	1	1	0	0	2	0	2	0	0	2	1	0	0	1	1	0	0	0	0	0	1	5	6
Total	1	4	0	0	5	0	4	0	5	4	2	0	0	9	2	0	2	0	2	2	16	13	29
Grand Total	4	32	1	11	37	1	24	0	47	25	3	7	0	104	10	1	12	1	31	14	193	86	279
Apprch %	10.8	86.5	2.7			4	96	0			30	70	0			7.1	85.7	7.1					
Total %	4.7	37.2	1.2		43	1.2	27.9	0		29.1	3.5	8.1	0		11.6	1.2	14	1.2		16.3	69.2	30.8	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE

Albuquerque, NM 87111

(505) 275-5706

Collected by: MH9

File Name : Roma@14th

Site Code :

Start Date : 5/9/2012

Page No : 1

Groups Printed- Car - Truck

	Roma Ave Eastbound				Roma Ave Westbound				14th Street Northbound				14th Street 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
06:45	0	0	2	2	0	0	0	0	0	6	0	6	0	1	0	1	9
Total	0	0	2	2	0	0	0	0	0	6	0	6	0	1	0	1	9
07:00	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	1	5
07:15	4	4	0	8	0	0	1	1	0	10	1	11	0	5	0	5	25
07:30	1	3	0	4	1	2	0	3	1	10	0	11	1	6	0	7	25
07:45	0	2	1	3	0	1	0	1	0	9	0	9	0	6	1	7	20
Total	5	9	1	15	1	3	1	5	1	33	1	35	1	18	1	20	75
08:00	2	3	1	6	0	1	0	1	0	5	1	6	1	5	1	7	20
08:15	0	3	0	3	1	1	3	5	1	5	0	6	0	8	0	8	22
08:30	2	4	0	6	1	1	0	2	1	15	1	17	1	3	0	4	29
08:45	1	2	1	4	1	2	3	6	0	17	0	17	1	8	0	9	36
Total	5	12	2	19	3	5	6	14	2	42	2	46	3	24	1	28	107
09:00	0	1	0	1	0	3	3	6	0	8	0	8	1	3	0	4	19
09:15	0	0	0	0	0	0	0	0	0	7	0	7	0	2	0	2	9
09:30	0	0	2	2	1	2	0	3	0	7	0	7	0	5	0	5	17
*** BLANK ***																	
Total	0	1	2	3	1	5	3	9	0	22	0	22	1	10	0	11	45
*** BLANK ***																	
11:00	0	1	0	1	0	1	1	2	0	6	1	7	0	9	1	10	20
11:15	0	1	0	1	0	4	0	4	0	7	0	7	1	2	1	4	16
11:30	1	3	1	5	0	1	0	1	0	8	0	8	0	4	0	4	18
11:45	1	0	0	1	1	1	1	3	0	7	0	7	1	10	0	11	22
Total	2	5	1	8	1	7	2	10	0	28	1	29	2	25	2	29	76
12:00	0	1	0	1	1	3	0	4	0	11	0	11	1	10	0	11	27
12:15	1	0	0	1	0	2	1	3	0	6	2	8	1	9	0	10	22
12:30	1	2	0	3	0	1	2	3	0	8	1	9	2	8	1	11	26
12:45	0	5	2	7	4	2	2	8	0	12	2	14	0	17	0	17	46
Total	2	8	2	12	5	8	5	18	0	37	5	42	4	44	1	49	121
13:00	0	1	1	2	2	1	1	4	0	9	2	11	0	8	1	9	26
13:15	1	1	2	4	0	1	3	4	0	9	0	9	0	14	1	15	32
13:30	0	1	0	1	1	3	1	5	0	10	0	10	1	6	0	7	23
13:45	2	2	1	5	0	0	2	2	0	9	1	10	1	8	1	10	27
Total	3	5	4	12	3	5	7	15	0	37	3	40	2	36	3	41	108
*** BLANK ***																	
15:00	0	1	0	1	0	1	2	3	0	9	0	9	0	9	2	11	24
15:15	0	2	1	3	1	1	0	2	2	12	0	14	1	5	0	6	25
15:30	0	2	0	2	1	3	0	4	0	10	0	10	0	11	0	11	27
15:45	0	0	1	1	0	2	0	2	0	8	0	8	0	3	0	3	14
Total	0	5	2	7	2	7	2	11	2	39	0	41	1	28	2	31	90
16:00	0	1	0	1	1	5	1	7	0	15	0	15	0	5	0	5	28
16:15	0	1	3	4	0	4	1	5	1	7	0	8	0	12	1	13	30
16:30	2	0	4	6	1	3	0	4	2	9	1	12	0	14	0	14	36
16:45	3	2	1	6	0	3	0	3	1	8	2	11	1	4	3	8	28
Total	5	4	8	17	2	15	2	19	4	39	3	46	1	35	4	40	122
17:00	1	1	1	3	0	7	1	8	1	13	1	15	0	6	0	6	32
17:15	1	0	0	1	0	4	1	5	1	2	0	3	1	9	2	12	21
17:30	1	2	0	3	2	4	1	7	1	11	1	13	3	10	0	13	36
17:45	0	1	1	2	0	2	0	2	0	6	0	6	1	11	1	13	23
Total	3	4	2	9	2	17	3	22	3	32	2	37	5	36	3	44	112
Grand Total	25	53	26	104	20	72	31	123	12	315	17	344	20	257	17	294	865
Apprch %	24	51	25		16.3	58.5	25.2		3.5	91.6	4.9		6.8	87.4	5.8		
Total %	2.9	6.1	3	12	2.3	8.3	3.6	14.2	1.4	36.4	2	39.8	2.3	29.7	2	34	
Car	25	51	25	101	19	72	29	120	11	310	17	338	18	255	15	288	847
% Car	100	96.2	96.2	97.1	95	100	93.5	97.6	91.7	98.4	100	98.3	90	99.2	88.2	98	97.9

5301 Camino Sandia NE
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Groups Printed- Car - Truck

Peak Hour Analysis From 13:45 to 17:30 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 16:15																			
16:15	0	1	3	4	0	4	1	5	1	7	0	8	0	12	1	13	30		
16:30	2	0	4	6	1	3	0	4	2	9	1	12	0	14	0	14	36		
16:45	3	2	1	6	0	3	0	3	1	8	2	11	1	4	3	8	28		
17:00	1	1	1	3	0	7	1	8	1	13	1	15	0	6	0	6	32		
Total Volume	6	4	9	19	1	17	2	20	5	37	4	46	1	36	4	41	126		
% App. Total	31.6	21.1	47.4		5	85	10		10.9	80.4	8.7		2.4	87.8	9.8				
PHF	.500	.500	.563	.792	.250	.607	.500	.625	.625	.712	.500	.767	.250	.643	.333	.732	.875		
Car	6	3	9	18	0	17	2	19	5	37	4	46	1	36	4	41	124		
% Car	100	75.0	100	94.7	0	100	100	95.0	100	100	100	100	100	100	100	100	98.4		
Truck	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2		
% Truck	0	25.0	0	5.3	100	0	0	5.0	0	0	0	0	0	0	0	0	1.6		

Mike Henderson Consulting, LLC

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

Collected by: MH9

File Name : Roma@14th
Site Code :
Start Date : 5/9/2012
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Groups Printed- Bike

	Roma Ave Eastbound					Roma Ave Westbound					14th Street Northbound					14th Street 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	
06:45	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	1	0	4	1	8	1	9	
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	1	0	4	1	8	1	9	
*** BLANK ***	07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	0	3	
	07:15	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	2	1	4	1	5	
	07:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4	1	7	1	8	
	07:45	0	5	0	1	5	1	0	0	1	1	0	0	0	2	0	1	1	0	3	2	7	8	15
	Total	0	5	0	1	5	1	0	0	2	1	0	0	0	7	0	1	3	0	11	4	21	10	31
*** BLANK ***	08:00	0	0	1	2	1	0	0	0	1	0	0	1	1	1	1	0	0	0	2	1	6	3	9
	08:15	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	1	2	
	08:30	0	0	1	0	1	1	0	0	0	1	0	1	0	1	1	0	0	0	1	0	2	3	5
	08:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	2	0	1	2	1	9	10
	Total	0	0	2	2	2	1	0	0	2	1	0	8	2	2	10	1	2	0	4	3	10	16	26
*** BLANK ***	09:00	0	0	0	1	0	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	1	4	5
	09:15	0	0	0	1	0	1	0	0	1	1	0	1	0	1	1	0	0	0	1	0	4	2	6
	09:30	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4	0	4
Total	0	0	0	4	0	1	2	0	1	3	0	2	0	2	2	1	0	0	2	1	9	6	15	
*** BLANK ***																								
*** BLANK ***	11:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	
	11:15	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	1	0	3	1	4
	11:30	0	2	0	1	2	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	1	6	7
	11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	1	0	4	1	5
	Total	0	3	0	2	3	0	3	1	2	4	1	0	0	3	1	1	0	0	2	1	9	9	18
*** BLANK ***	12:00	0	0	0	0	0	0	1	0	0	1	1	0	0	2	1	0	0	0	1	0	3	2	5
	12:15	0	0	0	0	0	0	1	0	3	1	0	0	0	9	0	0	0	0	4	0	16	1	17
	12:30	0	1	0	3	1	0	0	0	5	0	1	1	0	10	2	0	0	0	8	0	26	3	29
	12:45	0	0	1	0	1	0	0	0	1	0	0	2	1	6	3	0	1	0	1	1	8	5	13
	Total	0	1	1	3	2	0	2	0	9	2	2	3	1	27	6	0	1	0	14	1	53	11	64
*** BLANK ***	13:00	0	1	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	5	2	7
	13:30	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	2	
	13:45	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	2	3
	Total	0	2	1	1	3	0	0	0	3	0	0	0	0	1	0	0	1	0	3	1	8	4	12

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
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File Name : Roma@14th
Site Code :
Start Date : 5/9/2012
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Groups Printed- Bike

	Roma Ave Eastbound					Roma Ave Westbound					14th Street Northbound					14th Street 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
*** BLANK ***																							
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	1	2
15:30	0	0	0	0	0	0	0	0	2	0	0	1	0	2	1	0	0	0	1	0	5	1	6
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	2	0	0	3	0	3	3	0	0	0	2	0	7	3	10
16:00	0	0	0	0	0	1	1	0	1	2	0	1	0	0	1	0	0	0	2	0	3	3	6
16:15	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	2	0	4	1	5
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	4
16:45	0	2	1	1	3	0	2	0	3	2	1	1	0	0	2	0	0	0	0	0	4	7	11
Total	0	2	1	2	3	2	3	0	5	5	1	2	0	1	3	0	0	0	7	0	15	11	26
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	5	0	5
17:15	0	0	0	1	0	0	0	0	2	0	1	1	0	2	2	0	1	0	4	1	9	3	12
17:30	0	0	0	2	0	1	2	0	1	3	0	0	0	4	0	0	0	0	10	0	17	3	20
17:45	0	0	0	1	0	0	0	0	1	0	0	1	0	1	1	0	0	0	2	0	5	1	6
Total	0	0	0	4	0	1	2	0	4	3	1	2	0	8	3	0	1	0	20	1	36	7	43
Grand Total	0	13	5	19	18	6	12	1	31	19	5	20	3	57	28	4	9	0	69	13	176	78	254
Apprch %	0	72.2	27.8			31.6	63.2	5.3			17.9	71.4	10.7			30.8	69.2	0					
Total %	0	16.7	6.4		23.1	7.7	15.4	1.3		24.4	6.4	25.6	3.8		35.9	5.1	11.5	0		16.7	69.3	30.7	

Appendix D

Cost Estimates

Short Term Conceptual Cost Estimate

Date: 8-1-2014

ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	COST	
				Unit Cost	Cost
	<u>1. Speed hump on 12th between Marquette and Roma</u>				
116.012	Asphalt Concrete, Material, Gradation, SP-II	TON	45	\$39.00	\$1,755
336.XXX	Asphalt Concret placement for parabolic shape speed humps	S.Y	10	\$40.00	\$400
				Subtotal	\$2,155
				Contingency, 30%	\$647
				Subtotal	\$2,802
	<u>2. Paint White Stripe on 12th Street</u>				
440.001	REFLECTORIZED PAINTED MARKINGS, 4"	L.F.	1,200	\$0.84	\$1,008
				Subtotal	\$1,008
				Contingency, 30%	\$302
				Subtotal	\$1,310
	<u>3. Add 4-way stop at 12th/Roma or 12th/Marquette</u>				
450.001	ALUMINUM PANEL SIGN	S.F	9	\$16.01	\$144
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS	L.F.	8	\$8.40	\$67
				Subtotal	\$211
				Contingency, 30%	\$63
				Subtotal	\$275
	<u>4. Marquette between 12th and 14th Streets - Remove double yellow line</u>				
443.101	REMOVAL OF PAVEMENT STRIPE	L.F.	700	\$1.26	\$882
				Subtotal	\$882
				Contingency, 30%	\$265
				Subtotal	\$1,147
	<u>5. Speed Humps on 11th and Granite at 90 degree corner</u>				
116.01	Asphalt Concrete, Material, Gradation, SP-II	TON	90	\$39.00	\$3,510
336.XXX	Asphalt Concret placement for parabolic shape speed humps	S.Y	20	\$40.00	\$800
				Subtotal	\$4,310
				Contingency, 30%	\$1,293
				Subtotal	\$5,603
	<u>6. Repair Sidewalks on 14th and 15th Streets</u>				
340.010b	SIDEWALK, 4", PCC	S.Y.	965	\$23.42	\$22,600
340.050a	CURB & GUTTER, STANDARD, PCC	L.F.	2170	\$19.80	\$42,966
343.08	CURB & GUTTER, PCC, REMOVE AND DISPOSE	L.F.	2170	\$4.90	\$10,633
343.09	SIDEWALK, PCC, REMOVE AND DISPOSE	L.F.	2170	\$5.24	\$11,371
				Subtotal	\$87,570
				Contingency, 30%	\$26,271
				Subtotal	\$113,841
	<u>7. "No Parking" Sign on South Side of Roma between 7th & 8th</u>				
450.001	ALUMINUM PANEL SIGN	S.F	9	\$16.01	\$144
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS	L.F.	8	\$8.40	\$67
				Subtotal	\$211
				Contingency, 30%	\$63
				Subtotal	\$275

	8. Speed limit signs on 7th between Lomas and Mountain				
450.001	ALUMINUM PANEL SIGN	S.F.	9	\$16.01	\$144
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS	L.F.	64	\$8.40	\$538
				Subtotal	\$682
				Contingency, 30%	\$205
				Subtotal	\$886
	9. Reclassify Marquette and Tijeras				
				Subtotal	\$0
				Contingency, 30%	\$0
				Subtotal	\$0
	10. Delineate parking on Lomas with striping (Central to 7th)				
440.001	REFLECTORIZED PAINTED MARKINGS, 4"	L.F.	12,000	\$0.84	\$10,080
				Subtotal	\$10,080
				Contingency, 30%	\$3,024
				Subtotal	\$13,104
	11. Add double yellow stripe at Laguna/Roma, stop sign, delineators				
440.001	REFLECTORIZED PAINTED MARKINGS, 4"	L.F.	850	\$0.84	\$714
450.001	ALUMINUM PANEL SIGN	S.F.	9	\$16.01	\$144
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS	L.F.	8	\$8.40	\$67
XXXX	DELINEATORS	EACH	10	\$100.00	\$1,000
				Subtotal	\$1,925
				Contingency, 30%	\$578
				Subtotal	\$2,503
	12. Add "One Way" signs on Old Town Road				
450.001	ALUMINUM PANEL SIGN	S.F.	20	\$16.01	\$320
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS	L.F.	32	\$8.40	\$269
				Subtotal	\$589
				Contingency, 30%	\$177
				Subtotal	\$766

Long Term

Conceptual Cost Estimate

Date: 8-1-2014

ITEM NO.	DESCRIPTION	UNIT	ESTIMATE	COST	
				Unit Cost	Cost
	<u>1. Add NB and SB left turn lanes at 12th/Mountain</u>				
440.001	REFLECTORIZED PAINTED MARKINGS, 4"	L.F.	2,320	\$0.84	\$1,949
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24"	L.F.	360	\$2.76	\$994
441.011	REFLECTORIZED PLASTIC ARROW, LEFT	EACH	4	\$130.00	\$520
443.101	REMOVAL OF PAVEMENT STRIPE	L.F.	1,060	\$1.26	\$1,336
				Subtotal	\$4,798
				Contingency, 30%	\$1,439
				Subtotal	\$6,237
	<u>2. 12th Street/Lomas Blvd - add dedicated left turn signal for SB to EB left</u>				
427.004	5 SECTION TRAFFIC SIGNAL ASSEMBLY	EACH	2	\$1,225.00	\$2,450
427.033	5 SECTION BACKPLATE	EACH	2	\$126.00	\$252
427.121	TRAFFIC SIGNAL ASSEMBLY, REMOVE & SALVAGE	EACH	2	\$80.00	\$160
				Subtotal	\$2,862
				Contingency, 30%	\$859
				Subtotal	\$3,721
	<u>3. Add bike crossing at 14th Street</u>				
450.001	ALUMINUM PANEL SIGN	S.F.	150	\$16.01	\$2,402
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS	L.F.	120	\$8.40	\$1,008
441.001	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 4"	L.F.	1,280	\$0.75	\$960
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24"	L.F.	210	\$2.76	\$580
441.XXX	REFLECTORIZED PLASTIC WORD, SLOW	L.F.	4	\$55.00	\$220
441.031	REFLECTORIZED PLASTIC WORD, BIKE	L.F.	4	\$240.00	\$960
441.024	REFLECTORIZED PLASTIC WORD, XING	L.F.	4	\$45.00	\$180
				Subtotal	\$6,309
				Contingency, 30%	\$1,893
				Subtotal	\$8,202
	<u>4. Add mid-block pedestrian crossing on Lomas near Keleher</u>				
340.01	SIDEWALK, 4", PCC	S.Y.	17	\$40.09	\$682
340.11	HEADER CURB	L.F.	35	\$19.55	\$684
340.025	WHEELCHAIR ACCESS RAMP	EA	2	\$1,225.00	\$2,450
343.08	EXISTING CURB AND GUTTER, PC CONCRETE, REMOVE AND DISPOSE	L.F.	40	\$6.50	\$260
XXXX	REMOVE EXISTING LANDSCAPING	L.S.	1	\$1,000.00	\$1,000
				Subtotal	\$5,076
				Contingency, 30%	\$1,523
				Subtotal	\$6,599
	<u>5. Add bulb-outs and neighborhood signs at neighborhood entrances</u>				
340.050a	CURB & GUTTER, STANDARD, PCC	L.F.	60	\$19.80	\$1,188
343.08	CURB & GUTTER, PCC, REMOVE AND DISPOSE	L.F.	45	\$4.90	\$221
XXXX	NEIGHBORHOOD SIGN	EA	1	\$1,000.00	\$1,000
				Subtotal	\$2,409
				Contingency, 30%	\$723
				Subtotal	\$3,131

	6. Close off 11th Street at Mountain Road				
340.010b	SIDEWALK, 4", PCC	S.Y.		\$23.42	\$0
340.050a	CURB & GUTTER, STANDARD, PCC	L.F.		\$19.80	\$0
343.08	CURB & GUTTER, PCC, REMOVE AND DISPOSE	L.F.		\$4.90	\$0
343.09	SIDEWALK, PCC, REMOVE AND DISPOSE	L.F.		\$5.24	\$0
				Subtotal	\$0
				Contingency, 30%	\$0
				Subtotal	\$0
	7. Additional study of Lomas Blvd				
				Subtotal	\$0
				Contingency, 30%	\$0
				Subtotal	\$0
	8. Delineate allowed parking on Lomas with curb bump-outs				
340.050a	CURB & GUTTER, STANDARD, PCC	L.F.	3120	\$19.80	\$61,776
343.08	CURB & GUTTER, PCC, REMOVE AND DISPOSE	L.F.	2340	\$4.90	\$11,466
				Subtotal	\$73,242
				Contingency, 30%	\$21,973
				Subtotal	\$95,215
	9. Add mid-block crossing on Mountain between 6th and 12th Streets				
450.001	ALUMINUM PANEL SIGN	S.F	20	\$16.01	\$320
450.01	SQUARE TUBE STEEL POSTS & BASE POSTS	L.F.	20	\$8.40	\$168
441.005	REFLECTORIZED PLASTIC PAVEMENT MARKINGS, 24"	L.F.	100	\$2.76	\$276
340.01	SIDEWALK, 4", PCC	S.Y.	17	\$40.09	\$682
340.025	WHEELCHAIR ACCESS RAMP	EA	2	\$1,225.00	\$2,450
343.08	EXISTING CURB AND GUTTER, PC CONCRETE, REMOVE AND DISPOSE	L.F.	40	\$6.50	\$260
XXXX	REMOVE EXISTING LANDSCAPING	L.S.	1	\$1,000.00	\$1,000
				Subtotal	\$5,156
				Contingency, 30%	\$1,547
				Subtotal	\$6,702

Appendix E
Public Meeting Summaries
and Comments

Downtown Neighborhood Area Traffic Study

Public Meeting #1

Summary of the Public Information Meeting held on September 15, 2012

The first public meeting for the Downtown Neighborhood Area Traffic Study was held on September 15, 2012. The meeting was held in the conference room of the Mid Region Council of Governments (MRCOG) and was attended by approximately 60 people, including area residents, City of Albuquerque staff, and the District 2 City Councilor, Debbie O'Malley. Members of the consultant team were also present but are not included in this number. The meeting was an open house format that began at 8:00 am and ended at 12:00 pm.

The purpose of the meeting was to:

- Receive input from the public on traffic related concerns in the neighborhood.
- Keep the public informed of study progress and involved in the study.
- Provide information about why the study is being conducted.
- Provide information about data that has been identified and evaluated so far.

The meeting was an open house format that included displays for review along with the project team representatives to answer questions. Display boards presented included:

- Two Aerial maps of the study area with traffic signals and stop signs noted. Residents were asked to mark their address on one map and draw or write comments on the second map.
- Purpose, Summary of Data Collection and Timeline.
- Summary of Downtown Neighborhood Area Sector Plan transportation issues and goals.
- Speed and Traffic Volume Data.
- Turning Movement Data.
- Accident Data
- Traffic calming examples

All meeting participants were provided with a comment form and handout with information about the project. Attendees were able to provide written comments.

Questions and comments made at the meeting are summarized below:

- Speeding on Marquette is a problem
- Traffic attempting a left turn onto 11th St. from westbound Lomas needs a turn lane (possibly reducing median to accomplish this).
- Traffic cuts through on 11th St. from Mountain to Lomas – speeding and not stopping at stop sign on 11th St. and Granite.
- 11th St. is a narrow road and speeding is dangerous for bike riders.

- Crossing at 11th and Lomas is too busy, grocery and increased Lomas traffic since Central narrowed.
- Bad sight line when north on 11th St. and Mountain
- 12th and Roma – blind corner heading east on Roma (1 accident and 1 near miss personally)
- Central Ave traffic lights – Laguna, 10th, 12th and 14th are very slow to change from the neighborhood and the traffic signal changes so fast that only 2 or 3 cars can go through on the green light.
- 12th Street – high volume at rush hour
- Like that the bike boulevard slows down traffic
- Add traffic humps on 7th Street from Mountain to Lomas – speeding is a problem
- Lots of cut-thru traffic on Marble between 6th and 7th avoiding the school zone at Lomas/6th.
- General concern – focus traffic onto fewer corridors to preserve the neighborhood, discourage cut-through traffic. Focus traffic onto Central and Lomas
- Marquette – local with parking on both sides, give it a more residential feel.
- Love the Central road diet!
- 12th/Mountain – needs to be a 3-way signal, e.g. 1) 12th northbound, 2) 12th southbound, 3) Mountain east/west. Traffic backs up for even a single car turning left onto Mountain from 12th.

- 11th/Granite – people ignore the stop sign and drive too fast

- o 11th between Granite and Mountain is narrow and people drive too fast
- o Speed bumps would help on that segment
- o The 90 degree turn is dangerous – difficult to see oncoming traffic, also people tend not to slow down enough.



- 11th/Mountain – dangerous to turn south on 11th from Mountain – too narrow, especially with parked cars, and people going north on 11th to Mountain often take up the whole road so there's not much room to make the turn from Mountain onto 11th.
- 12th/Lomas – we have the noise and pollution now – No more please! We love our old 1923 adobe!...which cracks with fast traffic on Lomas! Slow down the City Blue line buses please.
- Old Town Road by Tiguex Park – parking along the park narrow one road making 2-way traffic a safety issue. Especially for young children on bikes.
- Lights on Mountain from 12th to Broadway could be timed for better east/west flow.
- Lomas has 4 lanes and 2 lanes for on-street parking. Take out 2 inner lanes and median. Convert to green belt lined with trees, center pedestrian zone with art, water features, greenery, and grass. Creates a place for neighborhood gathering, slows traffic, allows for easy crossing of Lomas, and removes major arterial cutting through the center of the neighborhood.
- Old Town Road – need traffic count. It would be great to have Old Town Rd be one-way west bound

- Parking on 7th/Roma – on the block between 7th and 8th Street on Roma, north side – parking permit, south side – lost “no parking” sign, lots of parking. Can’t turn the corner – not clear with parking on south side, bring back “no parking” sign on south side. Or have “permit parking” only on south side.
- 14th Street bicycle lane problematic when bicyclists don’t follow traffic rules.
- Speed bumps on 14th St don’t work – they just keep driving and “bottom out”.
- Two way driving on Marquette has caused problem with parking.
- 14th between Lomas and Mountain – too fast, bicycle lanes but parking on both sides
- Blind corner at Roma/Laguna – cars going too fast, no stop signs, potential for accidents with bikes, pedestrians and kids. Speed humps?
- Signal at Lomas/12th – not timed, timing is poor, cars parked on street block sight distance
- Roma/Luna – cars going too fast northbound, no sight distance for cross traffic due to curvature
- Speed control between downtown and 12th Street on Marquette
- Traffic on Tijeras is too fast, too much – hard to get out of driveway, push traffic to Lomas and Central
- St. Mary’s traffic from school is bad. Same for Manzano Day School.
- 12th/Tijeras – people run stop sign, repaint “stop ahead” on 12th going south
- Encourage traffic circles
- Do not like the Central Road diet! Neighborhood is just fine, leave it alone.
- Like roundabouts but people don’t know how to drive them. There should be way to teach/inform people of the basic maneuvers – like a video or something.
- 12th St – Lomas to Mountain – traffic goes too fast. Speed bumps?
 - Coming in fast from I-40
 - Traffic coming out from Cocina Azul has a hard time.
 - Can’t get out of driveway
 - Back up when there is turning traffic at 12th/Mountain.

Written comments received on comment forms are listed below:

- Love the road diet on Central! Makes for much better pedestrian traffic
- Blind corner at 15th and Roma during morning and afternoon rush hour
- Bicycle crossing at Lomas and 14th. Difficult at high traffic times.
- Marquette is being used as a high speed through street (Tijeras as well)
- Explore better routes for bicycle boulevard. Hire someone who is a bicyclist.
- The stop sign on the north side of Luna/Marquette there is no provision for pedestrians and motorists don’t stop.
- Traffic light on Laguna at Central stays red way too long. It can and should be fixed.
- Need four-way stop at 14th and Marble. The neighborhood wants it.
- Parking on Old Town Road – when there are lots of people at the park the road is too crowded for 2-way traffic.
- The sidewalks on 14th St, north of Lomas, are in serious need of repair

- Please have the newspaper, Alibi, Venue publish each year, a “map” of downtown showing parking, etc. I don’t have a computer, so I would save a copy for whenever I needed it.
- Close (at Broadway to 8th St) vehicle traffic and divert traffic to new parking buildings.
- The trolley idea from Downtown to Nob Hill would be good.
- At 12th/Tijeras police and others running the stop signs while looking at laptop. How about a traffic circle and no stop signs at 12th/Tijeras?
- The issue is accidents at 12th/Roma. How about a traffic circle?
- Issue is speed on 12th. Paint white line on west side of 12th where parking is allowed and get rid of yellow center line on 12th between Lomas and Central.
- Also how about a large choker or curb extensions at Roma and 11th?
- 14th Street bicycle lane is problematic when bicyclists don’t follow traffic rules.
- Two way traffic on Marquette from 14th to 6th has issues with parking – people don’t slow down or share road.
- Make Central back into “the Mother Road”. It doesn’t attract pedestrians now. Who wants to go for a walk where there is nothing going on. Nob Hill (which the DNA likens itself to) didn’t narrow the road to a cow path. Broadway in New York is 8 lanes wide and loaded with pedestrians.
- Cash cab contestants can always call out the window and find a helper. The DNA doesn’t want traffic in its area. Yet narrowing Central diverts traffic through the neighborhood.
- Mayor Berry wants Route 66 to be an attraction – not the laughing stock of the nation. How about leaving things along and spending some place that needs improvements?
- There are no stop signs after 10th & Marquette along Luna heading north to Lomas until Lomas. Some vehicles speed up a lot along Luna – scary. This occurs because there are no stop signs for 4 blocks.
- The Lomas and 12th intersection requires rework to facilitate pedestrians and traffic calming on Lomas & 12th.
- Traffic calming on 12th Street is inadequate during the daytime.
- Redirect traffic away from 3rd Ward Historic District. Changes to traffic that conflict with goals of Historic District must be referred to State Commission for Historic Protection for mediation and review. This occurs on 12th, Tijeras and most east-west streets in the District. The traffic is coming from Downtown.

Comments received by email:

- We own residential property on 7th St. between Lomas and Mountain. Traffic speeds up and down the street constantly. There is a school at 7th & Mountain, but the cars rarely slow down. I’ve complained to the police department. Speeding on this street is a daily worry. Thank you for this opportunity to voice my concerns.
- I live in the Fourth Ward Historic District (the part of DNA between Central and Lomas). We have 3 streets that carry significant volumes of traffic through the neighborhood: 12th Street, Tijeras Ave. and Marquette Ave. These streets are currently used as minor arterials or collectors. I would like to see serious traffic calming measures applied to each of these streets.

Only 12th Street has any traffic calming devices. There are 3 speed humps between Lomas and Marquette on 12th. They are marginally effective, but they are 300-400 feet apart and this limits their effectiveness. Neither Tijeras nor Marquette has any traffic calming measures and neither has any stop signs between 6th street and 12th street. Each street is restricted to parking on one side of the street and there is a double yellow line to separate traffic lanes. These features detract from their appearance as local residential streets and encourage speeding and truck traffic. Until about 10 years ago, Marquette and Tijeras functioned as a pair of one-way streets to carry traffic in and out of the downtown business district. Now that both streets are two-way, Marquette has less importance as an arterial and could be reclassified as a local street with parking restored to both sides and stop signs or other devices to break up the stretch between 6th and 12th. These techniques were applied in the similar situations of Lead and Coal Avenues west of 8th street. The effect has been to slow down and discourage through-traffic on both Lead and Coal and return the streets to a more residential-like appearance.

- We all agree that traffic on 7th Street between Central Avenue and Tijeras is a large problem for us. By allowing parking on both sides of the street there are times when two vehicles cannot pass each other going opposite directions. This puts residents, parents, students, teachers, and people that work in the area at peril in the event of a major emergency in this area and trying to get equipment here.
 - Any kind of traffic restrictions in this area further creates problems. As it stands now Fire cannot use Central Avenue at 8th Street because of poor planning and establishing a single lane roundabout. This roundabout has created additional traffic in our area because of people trying to circumvent the long wait or they do not fit on that small circle. Also the City applied two concrete structures on the corner of 7th and Copper at the northeast corner which people have driven over the top of them and damage the reflective signage. We see a large increase in traffic in our area during rush hour, events, and cruising time in the downtime where people dart up and down side streets in order to bypass the roundabout and the backup of traffic.
- As a resident of the area, I would like to see aggressive action taken to decrease street traffic on 12th Street between Lomas and Central. I think it's an outrage that the City of Albuquerque allows such a lovely street to serve as a thoroughfare. Very few individuals are traveling street because they are living in the area. The traffic is heaviest in the morning starting at 7:00 to 8:30 am and from 4:00 to 5:30 pm. Because of the traffic, 12th Street has become an unattractive place to live. The quality of life is diminished; rental properties have increased and businesses are encroaching in the area. A survey that I'm completed for 12th Street shows that approximately 37% of the historical homes are now business or rental properties.
 - I would like to see the following happen (which would encourage those individuals using 12th street to take a more appropriate **business** street such as 6th street between Lomas and Central):
 - For vehicles headed south on 12th, they should have a left turn signal at the Lomas intersection.
 - Vehicles should be barred from entering south onto 12th street from the Lomas/12th Street intersection.

- o If this suggestion is not implemented, there should be at least two 4-way stop signs along the 12th street between Lomas and Central.
- o The center lane on 12th should be removed and parking areas for cars should be painted on the street.
- o The speed limit should be reduced on 12th street to 20 mph or less.
- o We should have at least one more speed hump on 12th.
- o I think all parties concerned would agree with me that the Downtown Neighborhood area is a neighborhood worth protecting. By taking aggressive action to protect 12th street from too much traffic, no driver will lose their jobs, but they will be asked to find a more appropriate route to and from their destination. Meanwhile, the City will have taken positive steps in preserving and enhancing an historical neighborhood.
- In the DNA traffic study, please look at four-block stretch of 7th Street between Lomas and Mountain. It is a small residential street but drivers routinely go 40 mph. (There are not speed limit signs). This is especially obvious at morning and evening rush hours. The area has many children, dogs, cats, etc. Please take a look.
- I live on 12th street just south of Lomas, so when the light at Lomas is red, lots of traffic backs up in front of my house. Even during non-rush hour times, it's common to have three or four cars waiting at the light (and people play their car radios amazingly loud!). I think it could be improved by putting a right-turn lane from north-bound 12th street onto east-bound Lomas. I know there was discussion about putting a left-turn lane at the intersection, but I've sat and counted cars and about twice as many turn right as left. I don't think anyone would want a right-turn lane to be longer than the length of one-and-a-half cars (wouldn't want to lose too much of our park strip). Just enough so people wanting to make a right turn don't have to wait through the whole red light.
- My other comment is that I think it would help if there were parking spots painted on Lomas. Since there's no parking on 12th street, we sometimes have a parking problem. I think most people don't realize that they can park on Lomas -- so if there were stripes painted to delineate parking spaces it would help.

Comments and requested additions to the scope of the study from the DNA Traffic Study Steering Committee: Curtis Hunt, chairman.

1. **Cut-through traffic between Central and Lomas on Laguna/Roma/15th.** In addition to the volume and speed of the traffic there is a safety issue caused by the blind curve at the intersection of Laguna and Roma.
2. **14th street between Central and Lomas.** The current configuration of the stop signs on 14th south of Lomas should be preserved. The four existing speed humps should remain.
3. **12th street between Central and Lomas.** Any improvements to the intersection of 12th and Lomas should not include any left-turn lane or widening of 12th between Fruit and Lomas. The three existing speed humps should remain with the consideration of adding a fourth between Marquette and Roma.

4. **Cut-through traffic on 11th street between Central and Lomas.** Drivers are using this street to avoid the traffic signal at 12th and Lomas. There are no stop signs on 11th at Roma or Fruit and speed is a primary safety concern.
5. **Cut-through traffic between Central and Lomas on 10th/Luna.** The configuration of the streets at Luna Park, the small park at Luna and Marquette, makes this a dangerous intersection. There is an additional safety issue for pedestrians and vehicles attempting to cross Luna at Roma caused by the curve on Luna between Roma and Marquette.
6. **Tijeras and Marquette.** These two east-west streets carry significant volumes of traffic into the downtown core through the heart of the neighborhood. They are also used as shortcuts through downtown because of their connection to MLK and access to I-25. There are no stop signs or traffic calming devices on either street between 6th and 12th streets. Speeding is a primary concern on these streets.
7. **Cut-through traffic between Lomas and Mountain on 11th.** Drivers also use this route as a shortcut from Mountain to the Lowe's grocery store at 11th and Lomas. 11th street is offset at Granite and this intersection is a safety concern.
8. **14th street between Lomas and Mountain.** This is the narrowest street north of Lomas in the DNA. Additionally, it is in a terrible state of repair and parking is allowed on both sides of the street, unlike 14th south of Lomas, which is also much wider. It is also a segment of the Bicycle Blvd and a very popular cut-through route. This street is rarely, if ever, monitored for traffic.

Downtown Neighborhood Area Traffic Study

Public Meeting #2

Summary of the Public Information Meeting held on December 4, 2012

The second public meeting for the Downtown Neighborhood Area Traffic Study was held on December 4, 2012. The meeting was held in the conference room of the Mid Region Council of Governments (MRCOG) and was attended by approximately 26 people, including area residents and City of Albuquerque staff. Members of the consultant team were also present but are not included in the attendance number. The meeting included a presentation with a question and answer session afterwards. The same presentation was given at 4:30 pm and at 6:00 pm to provide more opportunities for people to attend the meeting.

The purpose of the meeting was to:

- Receive input from the public on traffic related concerns in the neighborhood.
- Keep the public informed of study progress and involved in the study.
- Provide information about data that has been identified and evaluated so far.
- Provide information about possible short and long term solutions to neighborhood traffic issues.

In addition, display boards presented included:

- Aerial map of the study area with traffic signals and stop signs noted.
- Purpose, Summary of Data Collection and Timeline.
- Summary of Downtown Neighborhood Area Sector Plan transportation issues and goals.
- Speed and Traffic Volume Data.
- Turning Movement Data.
- Accident Data
- Traffic calming examples

All meeting participants were provided with a comment form and handout with information about the project from the presentation. Attendees were able to provide written comments at the meeting, mail the comments to the City of Albuquerque or send their comments to the City in an email.

Questions and comments made at the meeting are summarized below (responses that were provided at the meeting are shown in bold):

- What about 12th Street north of Lomas? This area is residential but street is classified as collector.
- Forester has cut-through/speeding problem issue where people cut-through from 12th Street. The speed humps are not helping to slow people down.
- 12th Street and Tijeras– maybe use radar speed signs to make people aware of their speed and to slow them down. 12th Street where it drops from 4 lanes to 2 lanes would be good place for the radar signs.

- A gentleman who lives on the corner of 12th Street and Tijeras likes the traffic study and the suggestions in the plan
- Which way would be one-way on Old Town Road? **We haven't studied in detail yet**
- The Old Town neighborhood association will be interested in any plans having to do with Tiguex Park. We should coordinate with them before making any suggestions.
- Marquette and Luna and Luna and Lomas were not addressed.
- The City owns the parking lot at 12th and Mountain which may help with the design of that intersection.
- Homeowners are responsible for maintaining the sidewalks in front of their houses. The City is responsible for correcting ADA problems. **The City is slowly infilling missing sidewalks in the neighborhood.**
- Law enforcement should enforce the current laws, such as "No Trucks" on 12th Street. **Residents can call 242-COPS, 311 or the Councilor's office to request enforcement. They need to be as specific as possible about their concern, when, and where it happens.**
- Does Old Town Road have a high accident rate? If not, why fix it when nothing is wrong.
- Are there any accidents at Marquette/Luna?
- Why is the speed limit 18 mph on 14th Blvd? **The speed limit is an attempt to keep traffic moving at approximately the same speed as a bike and the number is different enough that people notice and pay more attention to their speed.**

Written comments received on comment forms are listed below:

- Speed bumps – Laguna, Roma, 15th Street to Lomas. Especially at the intersection of Laguna and Roma.
- No "One Way" on Old Town Road. Too many pedestrians to encourage more speed next to park.
- Ramps and sidewalks on Laguna, Roma and 15th.
- Since you could start with paint, delineating parking in front of Lowe's on Lomas would help with the crowding on 11th in and out of the store lot on 1th. People could park on Lomas. The bulbouts could be built the funds are available.
- Yes to speed humps at 11th and Granite
- Please help with bicycle and pedestrian access wherever possible.
- "One Way" on Old town Road is a good idea. Most traffic seems to go westbound.
- Possible instead of closing 11th, a short term solution would be to prevent left turns at this intersection.
- Having issues with speed and heavy trucks/bus stop in front of my house. I'm getting vibrations from bus stopping in front of my house. I live on 5th and Mountain. My neighbor is experiencing the same issue. What can be done?
- The alleyway between Granite and Mountain on 5th is full of weeds and trash (east side of 5th St). I understand it is up to the owner, but can the owner be notified to clean up or pay fines?
- I like adding turning lanes on 12th and Mountain. Having to wait to turn causes traffic jam. It is also hard to cross that intersection.

- Remove the speed bumps on 12th! They increase noise (bump, decel and acceleration) and are detrimental to air quality.
- I live on 12th St between Tijeras and Marquette and I do not believe speeding is a problem.
- Even with a left turn bay on northbound 12th to westbound Mountain, Granite westbound becomes a speedy cut through to Mountain. Can there be calming measures on Granite between 12th and 13th?
- Speed bumps don't really work – nor do speed signs.
- “One Way” sign – Old Town Road – which way? NE to Mountain or SW to 19th?
- Bulb-out, great idea, as are neighborhood signs in bulb-outs.
- Painting parking lines on the west side of 12th Street and adding another speed bump on 12th between Roma and Marquette would help to slow traffic on 12th. A “speed table” at 12th and Roma would probably work better than another hump.
- Lower the classification of Tijeras Ave from the west end to 10th so traffic could be calmed. It is very difficult to exit driveways, especially in the morning.
- Add designated turn lanes on 12th Street at Lomas and Mountain to clear up back-ups and encourage the use of Lomas.
- 12th Street south of Lomas – I really like the short term suggestions. Paint white line on 12th where parking is allowed, 4-way stop at Roma or Marquette, and a speed bump between Marquette and Roma on 12th. I like the idea of neighborhood signs to designate our neighborhood.
- 12th and Lomas add dedicated left turn signal for southbound 12th at Lomas
- Most important – bulb-outs on 12th Street at Marquette, Roma and Tijeras with neighborhood signs.
- I live on 12th Street and would like to see speed bumps from 12th/Lomas to 12th/Sawmill. During rush hour the traffic is bumper to bumper. After hours the traffic flies through 12th – often going through the light at 12th and Mountain.
- Could the speed limit be reduced on 12th to 25 mph instead of 35 mph like it is on Mountain Road?
- Add bulb-outs, radar speed limit signs, anything to slow traffic. Also now that there is a restaurant on 12th & Mountain, traffic is busier – cars turning to get to the parking lot, people trying to cross the street.
- All of your improvements with regard to assisting bicyclists are wonderful and will help a lot. We are 60-year old cyclists who plan to ride for 2 more decades.
- Bumpouts for traffic control good idea – but what we've seen so far aesthetically unpleasing. Could bumpouts have trees, greenery of some sort? Plain concrete or pink bricks do not enhance neighborhood feel.
- Streets in DNA are in need of repair, resurfacing. Also many places where no sidewalk exists.

Comments received by email:

Email received 12-7-2012.

- Comments by the residents of 12th Street on the traffic study recommendations
- 1. Retain the three existing speed humps and repaint markings. Consider different type of marking to improve visibility. Add a fourth speed hump between Roma and Marquette.
- 2. Add striping to delineate parking on west side of 12th.
- 3. Add left-turn (east-bound) signal for south-bound traffic on 12th at Lomas.
- 4. Add traffic calming measures to the intersections of 12th street with Fruit, Roma, Marquette, and Tijeras. Three possibilities were discussed: 4-way stops, traffic circles, and curb extensions (neckdowns or bulbouts) with curb extensions being the favored option. Curb extensions on west side of 12th would protect vehicles parked on the street and could be incorporated into the sidewalks to provide safer crossing for pedestrians.
- 5. Add a pedestrian crossing at 12th and Roma. Consider a raised sidewalk (speed table).
- 6. Beautification of 12th at Lomas. A low wall, arch, or gate on south side of Lomas would mark entry into the Fourth Ward historic district. The same should be considered for 12th and Tijeras.
- 7. Install permanent solar powered radar speed display signs on 12th, south and north of Lomas
- 8. Reduce the speed limit on 12th street north of Lomas to 25 mph and add striping on west side for parking.

Email received 12-7-2012:

- I've been living in the DNA for two and a half years now, and so I am deeply familiar with the whole zoning issue. I am very impressed with overall responsiveness and proactive approach towards it all. I attended one of the meetings this past Tuesday and was happy to see all of the recommendations.

As one who lives on 8th and Roma, just one house in on the NE corner I was really happy to see that a recommendation for a no parking at any time sign on the south side of our block, between 8th and 7th, included. Usually I am not an I-only-care-about-my corner-of-the world person, but in this case I most definitely am. In fact this particular issue needs to be far more than just a recommendation, it actually needs to happen.

With that side of the street choc-a-block with cars every weekday from about 7 am to 5 pm our block becomes dangerously narrow and perilous for 2 way traffic. Additionally, during Lew Wallace Elementary's drop off and pick up times it becomes positively hair raising. Also the one resident on that side who has no driveway sometimes can't put her trash out, or even park her car close to her house.

When I first moved here both sides of the streets were crammed with cars and the permit only sign on the north side was ignored. I went to see Captain Bruce who was in charge of traffic at the time and she came down in person to check it out and as a result upped the ticketing patrols which has considerably alleviated things, but really didn't reduce the potential danger. Even

with patrols a few cars and some large and rather scary trucks still take their chances on parking on that side and their lack of permits seem obvious.

Furthermore, because cars park on the south side from one end of the block to the other a highly dangerous blind spot exists at south corner at 8th and Roma. There is a stop sign there and so traffic from east to west has right of way. Often when I am very carefully edging my out from that corner I risk being sideswiped and am only saved by quick reflexes. I can't wait until I know until the street is clear because I have no visibility. If a crash ever happens I will be at fault as I have the stop sign, which is not fun to contemplate

Also, there is one gentleman on this block who is often transported by a Sun Tran van, whenever it stops to pick him up or drop him off things get risky and cars come close to crashing. Many drivers do not seem to know which direction has the right of way and so the potential of a collision is always present. Frankly I am astonished that there has not been any crash to date in the two and a half years I've lived here. Nevertheless I do strongly feel that is a matter of when and not if.

Finally, people who have lived here longer than I have, remember there being a sign prohibiting parking of any kind on that side of the street. The prevailing opinion is that when the condominium building on this block was being built the sign was removed and simply never replaced.

I and some of neighbors have made efforts to address this ongoing and pervasive problem, this is the closest we have seen it come to getting some attention. I earnestly hope that for the safety of the residents of this block, and for the various vehicles that traverse it, that a no parking sign will become a reality.

Email received 12-11-2012:

- West/east bound Marquette at the 12th street intersection. The fact that it is a two way street with one lane in each direction. There is parking that is allowed close to the intersection. There is a no parking sign that is closer to the 13th street intersection, however the cars park close to the 12th street intersection. At 7:30 am and 4-5 pm the traffic that is north bound is backed up past the intersection and the west/east traffic is stuck there if there are cars that are parked too close to the 12th street/Marquette intersection also not to mention that the east/west bounds have nowhere to go if there are cars parked.

Email Received 12-10-2012:

- Whenever possible the plan should discourage downtown business traffic from accessing streets into the residential neighborhood. Business traffic should be encouraged to use 5th and 6th Streets to access Lomas and the freeway.
 - Tijeras and Marquette should be reclassified, have bulb outs and have other traffic calming techniques implemented to discourage business traffic.

- On Tijeras, any additional techniques to reduce business parking on Tijeras caused by the office complex and newly expanded lawyers office in the area of 10th and 11th Streets would help residents and their visitors find parking spaces.
- Bicycle crossings at signaled intersections should have the traffic light control box easily accessed from the person on the bike in the street and not make them drive on to the sidewalk to push the button.

Email received on 12-17-2012:

- The major issues that we have with St. Mary's School, is the amount of traffic during the peak times of the day. That being in the morning (7:30 AM to 8:45 AM) and in the afternoon (2:00 PM until 3:15 PM). The streets of Six, Seventh, Tijeras, and Copper were not built to accommodate the amount of traffic that is forced on the streets during these times. And becomes especially bad, on Wednesdays with the Noon Mass and the early dismissal of students. This does not include funerals or any other event that draws people to this area.
 - Our concern is that during the traffic jams, if an emergency vehicle i.e. fire truck, rescue squad, or delivery trucks that stop to accommodate businesses in the area make it impossible to navigate through congested streets.
 - We realize, that when built, St. Mary's had more of a walking clientele than a driving clientele. This has added to the congestion and danger in this area during peak times.

Email received on 12-18-2012:

- Speed bumps should be installed in Laguna/Roma/15th between Central Ave and Lomas to address the speeding problem and the blind corner at Roma and Laguna. The mere striping of the intersection of Laguna and Roma will not solve the problem the intersection of Roma and Laguna (vehicles will merely cross over the painted lanes) nor does it address the speeding problem. No solution was presented to address the speeding problem on 15th between Roma and Lomas. Every other street in the area has speed bumps in a clear recognition of the speeding/cut through problem on these streets.
- Further thought and feedback should be received before making Old Town Rd along Tiguex Park one way. Given the intense pedestrian usage of this area on weekends, a one way street would encourage speeding and be dangerous to the pedestrians. Two way traffic and parking forces cars to move slowly through the area.

Email received on 12-19-2012:

- Convert the signal timing at 12th & Mountain to a three-way signal as follows, with separate intervals for:
 - Southbound traffic on 12th
 - Northbound traffic on 12th
 - East/west traffic on Mountain

Currently backups can be caused on 12th (either northbound or southbound) by a single vehicle making a left turn, especially when that left-turning vehicle is first or second at the light. Sometimes a *single* left-turning vehicle is the only vehicle that makes it through the light, and then only when it turns yellow, causing all the other vehicles have to sit and wait for the next green light. I live right around the corner from this intersection and have witnessed and experienced this many times. Traffic on Mountain is not affected as much by left-turning vehicles because there is less traffic and more room to maneuver, so east/west traffic on Mountain could all go with one cycle of the light. This simple change could easily alleviate the problem. It's an economical fix! Just change the timing of the lights. No road construction required.

Email received on 12-21-2012:

- **Short Term Solutions**

- 1. I am not in favor of an additional speed hump on 12th Street. They create noise from trucks "jumping" as they cross over, noise from low cars scraping as they cross over them and decrease air quality due to the deceleration/acceleration.
- 2. I support this recommendation.
- 3. I am not in favor of a 4-way Stop at 12th/Roma or 12th Marquette. During the peak hours this will make it difficult for residents to get out of their driveways as cars backup from the stop signs. Also, using Stop signs as a means to slow down traffic is not a good engineering solution.
- 4, 5, 6, 7, 8, 9, 10, & 11. I support these recommendations
- 12. I am not in favor of turning Old Town Road into a one-way street. This will eliminate oncoming traffic needing to slow down and wait for the "other guy" which will allow for increased speeds on Old Town Road since no one will need to slow down. Before this solution is implemented a few questions should be asked. Is there a documented history of crashes on Old Town Road which justify a one-way street? Are there any serious accidents if there is a history? Or is this a reaction because some folks don't like having to wait for the oncoming car to pass?

- **RE: Long Term Solutions**

- I support all of these solutions. However, I would check with ABQ Ride and Rio Metro to see if a dedicated transit lane on Lomas Blvd could be used between Old Town and Downtown for a BRT route instead of Central because Lomas is wider and has the parking lane which rarely has cars parked on it.

Email received on 1-8-2013:

- I have been asked to bring up the issue of parking on 14th Street, north of Lomas again. This was omitted from preliminary options that were presented at the public meeting in Decemger. Basically, the issue is that the street, which is a designated Bicycle Blvd, is too narrow to have parking on both sides and function well for bicycles. Moreover, 14th Street south of Lomas, also

part of the Bicycle Blvd, has parking only on the west side. Removing parking from the east side of 14th north of Lomas would make it consistent from Central to Mountain.

Email received on 1-14-2013:

- I wish we would have had a GABAC member at these meetings. Everybody thinks that these Bicycle Boulevards in ABQ create more issues than they solve. They aren't perfect, but I don't think the problems is as big as many are making it. First, the biggest problems are the cross street stop signs (easy fix), no refuge on Lomas/14th (wasn't one designed?), and some type of signage/wayfinding mechanism (perhaps even on street that does a better job of communicating and perhaps even some marketing/CR). Second, there are some great Bike Boulevards with on street parking. On-street parking is not a big deal if managed correctly. I think it is Savannah around River Street that created one way bicycle boulevards. Those work excellent and solved a huge problem--no off street parking available. On 14th, our issue is a bit different (those are huge driveways that are empty) but completely solvable with better signage and markings (and perhaps further reducing posted speeds). NACTO has some great concepts and guidelines [here](#) if you drill down a bit.
 - o One Elephant that permeates all of this stuff, is how we treat Public Right of Way. Until PROW in ABQ becomes less political and more planned/best practice oriented, a lot of this stuff is still moot.
 - o There are also alternatives further East on 7th/8th. If I remember right, they were considered but discarded because of ROW issues at 12th/Mountain intersection. The GABAC member for the SW area, Ron Nelson, is probably much more familiar with issues in that area then I am. I encourage you and the NA to talk to him. I want to stay in the loop on the stops signs (Fruit, Marble???) and the crossing at 14th/Lomas as I have been caught in the middle unprotected (once on my ass as cleats slid as I hit skids) there more than once. For me, the Bike Boulevard works great to get downtown, City Hall, and COG. A cyclist has to slow down in the neighborhoods, but I am not so sure that is a bad thing.

Downtown Neighborhood Area Traffic Study

Public Meeting #3

Summary of the Public Information Meeting held on June 5, 2012

The third public meeting for the Downtown Neighborhood Area Traffic Study was held on June 5, 2014. The meeting was held in the conference room of the Mid Region Council of Governments (MRCOG) and was attended by approximately 18 people, including area residents and City of Albuquerque staff. Members of the consultant team were also present but are not included in the attendance number. The meeting included a presentation with a question and answer session afterwards. The presentation started at approximately 6:15 pm.

The purpose of the meeting was to:

- Keep the public informed of study progress and involved in the study.
- Provide information about data that has been identified and evaluated so far.
- Provide information about the status of the recommended short and long term solutions to neighborhood traffic issues from the draft traffic study.
- Receive input from the public on the recommendations that were presented.

In addition, display boards presented included:

- Aerial map of the study area with traffic signals and stop signs noted.
- Purpose, Summary of Data Collection and Timeline.
- Summary of Downtown Neighborhood Area Sector Plan transportation issues and goals.
- Speed and Traffic Volume Data.
- Turning Movement Data.
- Accident Data
- Traffic calming examples

All meeting participants were provided with a comment form. Attendees were able to provide written comments at the meeting, mail the comments to the City of Albuquerque, or send their comments to the City in an email.

Questions and comments made at the meeting are summarized below (responses that were provided at the meeting are shown in bold):

- Lomas striping – who implements the petition? How do you get the property owners signatures?
- City should be able to stripe road where necessary, petition shouldn't be required.
- Laguna/Roma
 - Add rumble strips
 - Maybe a raised median could be used

- o May need a stop sign at 15th/Roma
- “One-Way” on Old Town Road will increase speeding
- Lomas/14th – there are bad sidewalks north of Lomas, not just south.
- 14th Street – maybe paint bike crossing on Lomas with purple paint to delineate – like it recommends in Sector Plan.
- Isaac Benton – state in report which recommendations that DMD is not in favor of but the community wants. He will fight to get recommendations implemented, if necessary.
- There is a speeding problem in Marquette.
- Sidewalks – where does the money come from? Benton is looking for funding.
- 14th Street – should stop signs be changed so bike boulevard has right-of-way? Or maybe change stop signs to 4-way.
- Lots of discussion about project hiatus – people wanted to know the reasons, who was responsible, if it could happen again, etc. Isaac Benton and Tom Menicucci responded to concerns.
- Roma/12th Street – if a stop sign is added, the queue at the stop sign might block driveways.
- 11th Street south of Lomas has a speeding problem.
- Vague recommendations in the report should be clarified.

Written comments received on comment forms are listed below:

- I have concerns about the intersection of 15th and Roma and the blind corner on Laguna that turns into Roma. Also, the elimination of stop signs at 14th and Roma concerns me as I have a house on the corner and see the need for a stop sign at this intersection.
- Concerns about changes at I-40.

Comments received by email:

Email received 6-14-2014.

- I have had a chance to review the traffic study, and I wanted to thank you for working on this importance issue to our neighborhood. As a property owner at 8th/Lomas and another at 10th/Tijeras, daily traffic has a big impact on myself and my family. I support the bump outs at Keleher and 14th on Lomas as well as the boulevard concept with trees and would like to encourage you to make the Central Avenue road diet permanent. I would also support a 4 way stop at 10th/Tijeras - the accident frequency is quite high and I believe the sun often blocks the view of 10th street traffic waiting to cross Tijeras.