



December 2018

CITY OF ALBUQUERQUE
**ANDREW DRIVE - MONTGOMERY BOULEVARD
TO DODD PLACE
SPEED STUDY**

NTMP P803000
TASK 11.7

WILSON
& COMPANY
ENGINEERS & ARCHITECTS

City of Albuquerque

ANDREW DRIVE - MONTGOMERY BOULEVARD TO DODD PLACE SPEED STUDY

NTMP P803000

NTP #11 - Task 11.7

WCI 1810002211

December 2018



December 20, 2018



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Appendix A – Traffic Data

Introduction

This report documents the speed study analysis on Andrew Drive from Montgomery Boulevard to Dodd Place in Albuquerque, New Mexico. The purpose of this project is to collect and analyze the traffic volumes, speed, and safety of Andrew Drive, a two-way street, from Montgomery Boulevard to Dodd Place to determine if it meets the traffic calming criterion described in the *City of Albuquerque (COA) Neighborhood Traffic Management Program (NTMP)*, February 2015, and the *Institute of Transportation Engineers (ITE) Traffic Engineering Handbook*, 6th Edition.

Project Area and Background

The Andrew Drive project is located in Albuquerque, New Mexico and is approximately 0.27 miles (1,430 feet) in length. Andrew Drive is a two-lane, undivided local street that runs north-south, from Montgomery Boulevard to Dodd Place. Montgomery Boulevard is a six-lane, divided principal arterial that runs east-west and intersects the north end of Andrew Drive at a T-intersection. Dodd Place a two-lane, undivided local street that runs east-west and intersects Andrew Drive from the south by means of a free-flowing curve. See **Figure 1** for a map of the project area.



Figure 1: Project Area and Existing Traffic Volumes

A request has been made to the City of Albuquerque to determine if traffic calming is appropriate for this location. Wilson & Company was tasked by the City of Albuquerque to determine Andrew Drive from Montgomery Boulevard to Dodd Place warrants traffic calming measures.

Existing Conditions

Traffic Conditions

Andrew Drive is an urban local road with an Average Daily Traffic (ADT) of 556 vehicles, which includes less than 1% heavy vehicles (buses and trucks), and an existing speed limit of 25 mph. See [Appendix A](#) for further information.

Traffic Volumes

Existing tube count data (volume, speed, and class) was collected for 48-hours on Wednesday, October 24, 2018 and Thursday, October 25, 2018. See [Figure 1](#) for the peak hour volumes. The full traffic count data can be found in [Appendix A](#).

Safety

Crash Data

Historical crash data was provided by the City of Albuquerque. Three years of crash data (2017, 2016, and 2015, no crashes in 2017 or 2015) were obtained to evaluate the existing safety condition of Andrew Drive from Montgomery Boulevard to Dodd Place. See [Table 1](#) for crash summary.

Table 1: Crash Summary

Crash Date	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Severity	Contributing Factors	Crash Correct with Traffic Calming
1/28/2016	Ponderosa Avenue	Andrew Drive	One Left Turn/Enter at Angle	Property Damage	Made Improper Turn	No

Crash Analysis

The following observations were concluded from the review of the three years (2015, 2016, and 2017) of crash data (1 total crash):

- The crash occurred in clear conditions;
- The crash resulted in property damage; and
- The crash occurred during the day.

Speed

Speed data was collected on Andrew Drive for a 48-hour period. See [Table 2](#) for the 85th-Percentile speeds for Andrew Drive.

Table 2: 85th-Percentile Speed

Location	85 th -Percentile Speed
Northbound	27 mph
Southbound	24 mph

Task 11.7: Andrew Drive from Montgomery Boulevard to Dodd Place

See [Table 3](#) for the 10 mph pace speeds for Andrew Drive.

Table 3: 10 mph Pace Speed

Location	10 mph Pace Speed
Northbound	16 - 25 mph
Southbound	16 - 25 mph

Speed data can be found in the traffic counts located in [Appendix A](#). The 85th-percentile speed does not exceed the posted speed limit by 5 mph or more (25 mph) for both northbound and southbound Andrew Drive.

Typical Sections

Andrew Drive is a 28-ft wide roadway with curb and gutter and 3.5-ft wide sidewalks. See [Figure 3](#) and [Figure 4](#) for photos of the existing roadway, and [Figure 5](#) for the existing Andrew Drive typical section.



Figure 2: Andrew Drive Speed Limit



Figure 3: Andrew Drive looking north



Figure 4: Andrew Drive looking south

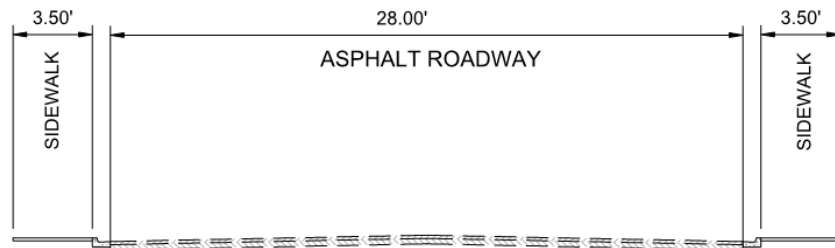


Figure 5: Andrew Drive Existing Typical Section

NTMP Traffic Calming Criteria

In order to meet the traffic calming criterion described in the *COA NTMP*, two or more of the following threshold criteria must be met:

1. Reported crashes in the past 3 years that could be corrected with traffic calming
2. Peak-hour traffic volume greater than 400 vehicles in one direction
3. 25 percent of peak-hour traffic is non-local cut-through traffic
4. 85th-percentile speed exceeds the posted speed limit by 5 mph or more

Summary of Results

The single crash that was reported in the past 3 years, could not have been corrected with traffic calming. The peak-hour traffic volumes for Andrew Drive were less than 400 vehicles for both northbound and southbound directions. The 85th-percentile speed does not exceed the posted speed limit by 5mph. See [Table 4](#) for the summary of results for Andrew Drive from Montgomery Boulevard to Dodd Place.

Table 4: Summary of Results

COA NMTP Threshold Criteria	Warranted?
1. Reported crashes in the past 3 years that could be corrected with traffic calming	No
2. Peak-hour traffic volume greater than 400 vehicles in one direction	No
3. 25 percent of peak-hour traffic is non-local cut-through traffic	Not studied
4. 85 th -percentile speed exceeds the posted speed limit by 5 mph or more	No

Recommendations

After analyzing the crash, volume, and speed data, it was determined that Andrew Drive from Montgomery Boulevard to Dodd Place meets none of the four (4) criteria and, therefore, **does not** meet the minimum traffic calming criterion as described in the *COA NTMP* at this time.

Appendix A – Traffic Data

Site Code: ANDREW
 Station ID:

Latitude: 0' 0.0000 South
 Latitude: 0' 0.0000 South

Start Time	22-Oct-18		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	North Bou	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo	North Bo	South Bo
12:00 AM	*	*	*	*	1	0	0	1	0	0	*	*	*	*	0	0
01:00	*	*	*	*	0	1	0	0	0	1	*	*	*	*	0	1
02:00	*	*	*	*	0	0	1	0	0	0	*	*	*	*	0	0
03:00	*	*	*	*	0	0	0	0	0	0	*	*	*	*	0	0
04:00	*	*	*	*	1	1	3	0	2	0	*	*	*	*	2	0
05:00	*	*	*	*	2	2	1	1	1	1	*	*	*	*	1	1
06:00	*	*	*	*	7	2	2	5	7	4	*	*	*	*	5	4
07:00	*	*	*	*	25	46	28	48	24	41	*	*	*	*	26	45
08:00	*	*	*	*	30	40	36	35	29	35	*	*	*	*	32	37
09:00	*	*	*	*	8	9	15	8	14	25	*	*	*	*	12	14
10:00	*	*	*	*	13	10	18	12	0	0	*	*	*	*	10	7
11:00	*	*	16	11	6	7	17	19	*	*	*	*	*	*	13	12
12:00 PM	*	*	7	22	12	17	12	16	*	*	*	*	*	*	10	18
01:00	*	*	7	15	13	20	17	16	*	*	*	*	*	*	12	17
02:00	*	*	12	24	15	23	11	22	*	*	*	*	*	*	13	23
03:00	*	*	47	33	44	36	49	43	*	*	*	*	*	*	47	37
04:00	*	*	19	26	18	38	18	33	*	*	*	*	*	*	18	32
05:00	*	*	15	18	12	24	15	30	*	*	*	*	*	*	14	24
06:00	*	*	15	5	10	14	18	15	*	*	*	*	*	*	14	11
07:00	*	*	9	2	7	9	10	11	*	*	*	*	*	*	9	7
08:00	*	*	2	5	7	5	6	9	*	*	*	*	*	*	5	6
09:00	*	*	3	5	4	0	1	3	*	*	*	*	*	*	3	3
10:00	*	*	1	1	1	2	3	6	*	*	*	*	*	*	2	3
11:00	*	*	3	1	0	1	1	1	*	*	*	*	*	*	1	1
Lane Day	0	0	156	168	236	307	282	334	77	107	0	0	0	0	249	303
AM Peak Vol.	-	-	11:00	11:00	08:00	07:00	08:00	07:00	08:00	07:00	-	-	-	-	08:00	07:00
PM Peak Vol.	-	-	15:00	15:00	15:00	16:00	15:00	15:00	-	-	-	-	-	-	15:00	15:00

Comb. Total	0	324	543	616	184	0	0	552
ADT	ADT 556	AADT 556						

Site Code: ANDREW
 Station ID:

Latitude: 0' 0.0000 South
 Latitude: 0' 0.0000 South

North Bound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
10/23/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	2	5	6	2	1	0	0	0	0	0	0	0	0	0	16	16-25	11
12 PM	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7	16-25	6
13:00	2	2	1	2	0	0	0	0	0	0	0	0	0	0	7	21-30	3
14:00	0	3	6	3	0	0	0	0	0	0	0	0	0	0	12	16-25	9
15:00	4	13	23	7	0	0	0	0	0	0	0	0	0	0	47	16-25	36
16:00	1	4	8	5	1	0	0	0	0	0	0	0	0	0	19	19-28	13
17:00	3	4	6	1	1	0	0	0	0	0	0	0	0	0	15	16-25	10
18:00	2	5	6	2	0	0	0	0	0	0	0	0	0	0	15	16-25	11
19:00	0	3	5	1	0	0	0	0	0	0	0	0	0	0	9	16-25	8
20:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	19-28	1
21:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
23:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
Total	15	43	68	26	3	1	0	0	0	0	0	0	0	0	156		
Percent	9.6%	27.6%	43.6%	16.7%	1.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00										11:00		
Vol.	2	5	6	2	1										16		
PM Peak	15:00	15:00	15:00	15:00	16:00	20:00									15:00		
Vol.	4	13	23	7	1	1									47		

Site Code: ANDREW
 Station ID:

Latitude: 0' 0.0000 South
 Latitude: 0' 0.0000 South

North Bound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
10/24/18	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	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	*	*
03:00	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	1	14-23	1
05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
06:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	16-25	7
07:00	2	1	11	10	1	0	0	0	0	0	0	0	0	0	25	21-30	21
08:00	2	5	13	6	3	1	0	0	0	0	0	0	0	0	30	19-28	19
09:00	0	1	2	4	1	0	0	0	0	0	0	0	0	0	8	21-30	6
10:00	3	3	4	3	0	0	0	0	0	0	0	0	0	0	13	16-25	7
11:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5
12 PM	2	5	3	0	1	1	0	0	0	0	0	0	0	0	12	15-24	8
13:00	1	6	3	2	1	0	0	0	0	0	0	0	0	0	13	16-25	9
14:00	2	6	5	2	0	0	0	0	0	0	0	0	0	0	15	16-25	11
15:00	3	12	26	2	0	1	0	0	0	0	0	0	0	0	44	16-25	38
16:00	0	4	9	4	1	0	0	0	0	0	0	0	0	0	18	16-25	13
17:00	1	3	5	1	2	0	0	0	0	0	0	0	0	0	12	16-25	8
18:00	2	3	3	2	0	0	0	0	0	0	0	0	0	0	10	16-25	6
19:00	1	1	4	1	0	0	0	0	0	0	0	0	0	0	7	18-27	5
20:00	2	1	3	1	0	0	0	0	0	0	0	0	0	0	7	21-30	4
21:00	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4	19-28	2
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	22	59	100	42	10	3	0	0	0	0	0	0	0	0	236		
Percent	9.3%	25.0%	42.4%	17.8%	4.2%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00	07:00	08:00	08:00									08:00		
Vol.	3	5	13	10	3	1									30		
PM Peak	15:00	15:00	15:00	16:00	17:00	12:00									15:00		
Vol.	3	12	26	4	2	1									44		

Site Code: ANDREW
 Station ID:

Latitude: 0' 0.0000 South
 Latitude: 0' 0.0000 South

North Bound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
10/25/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	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	1	9-18	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3	15-24	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
07:00	4	6	12	3	2	1	0	0	0	0	0	0	0	0	28	16-25	18
08:00	7	7	12	9	1	0	0	0	0	0	0	0	0	0	36	20-29	21
09:00	0	4	4	5	2	0	0	0	0	0	0	0	0	0	15	21-30	9
10:00	1	3	11	2	1	0	0	0	0	0	0	0	0	0	18	16-25	14
11:00	0	6	8	1	2	0	0	0	0	0	0	0	0	0	17	16-25	14
12 PM	0	6	5	1	0	0	0	0	0	0	0	0	0	0	12	16-25	11
13:00	1	4	11	0	1	0	0	0	0	0	0	0	0	0	17	16-25	15
14:00	0	3	5	3	0	0	0	0	0	0	0	0	0	0	11	16-25	8
15:00	2	14	20	10	3	0	0	0	0	0	0	0	0	0	49	16-25	34
16:00	2	5	9	2	0	0	0	0	0	0	0	0	0	0	18	16-25	14
17:00	3	1	7	4	0	0	0	0	0	0	0	0	0	0	15	21-30	11
18:00	3	5	8	0	2	0	0	0	0	0	0	0	0	0	18	16-25	13
19:00	1	6	1	2	0	0	0	0	0	0	0	0	0	0	10	16-25	7
20:00	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6	19-28	5
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
22:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	19-28	3
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
Total	25	76	120	45	15	1	0	0	0	0	0	0	0	0	282		
Percent	8.9%	27.0%	42.6%	16.0%	5.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	08:00	07:00	07:00									08:00		
Vol.	7	7	12	9	2	1									36		
PM Peak	17:00	15:00	15:00	15:00	15:00										15:00		
Vol.	3	14	20	10	3										49		

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	517
	Percent in Pace :	68.8%
	Number of Vehicles > 25 MPH :	165
	Percent of Vehicles > 25 MPH :	22.0%
	Mean Speed(Average) :	22 MPH

Site Code: ANDREW
 Station ID:

Latitude: 0' 0.0000 South
 Latitude: 0' 0.0000 South

South Bound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
10/24/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
02:00	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	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
07:00	7	13	22	4	0	0	0	0	0	0	0	0	0	0	46	16-25	35
08:00	2	14	19	5	0	0	0	0	0	0	0	0	0	0	40	16-25	33
09:00	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9	16-25	9
10:00	4	2	4	0	0	0	0	0	0	0	0	0	0	0	10	16-25	6
11:00	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7	16-25	6
12 PM	4	5	6	2	0	0	0	0	0	0	0	0	0	0	17	16-25	11
13:00	0	9	9	2	0	0	0	0	0	0	0	0	0	0	20	16-25	18
14:00	4	9	7	3	0	0	0	0	0	0	0	0	0	0	23	16-25	16
15:00	1	12	20	3	0	0	0	0	0	0	0	0	0	0	36	16-25	32
16:00	4	14	16	4	0	0	0	0	0	0	0	0	0	0	38	16-25	30
17:00	5	7	9	1	2	0	0	0	0	0	0	0	0	0	24	16-25	16
18:00	1	3	8	2	0	0	0	0	0	0	0	0	0	0	14	16-25	11
19:00	0	3	5	1	0	0	0	0	0	0	0	0	0	0	9	16-25	8
20:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5	16-25	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	32	107	137	28	3	0	0	0	0	0	0	0	0	0	307		
Percent	10.4%	34.9%	44.6%	9.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	07:00	08:00											07:00		
Vol.	7	14	22	5											46		
PM Peak	17:00	16:00	15:00	16:00	17:00										16:00		
Vol.	5	14	20	4	2										38		

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	691
	Percent in Pace :	75.4%
	Number of Vehicles > 25 MPH :	107
	Percent of Vehicles > 25 MPH :	11.7%
	Mean Speed(Average) :	20 MPH

Site Code: ANDREW

Station ID:

Latitude: 0' 0.0000 South

Latitude: 0' 0.0000 South

North Bound, South Bound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/23/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	20	6	0	1	0	0	0	0	0	0	0	0	0	27
12 PM	0	21	5	0	2	0	0	0	0	0	0	0	0	1	29
13:00	0	14	8	0	0	0	0	0	0	0	0	0	0	0	22
14:00	0	27	7	2	0	0	0	0	0	0	0	0	0	0	36
15:00	1	44	23	2	7	0	0	0	0	0	0	0	0	3	80
16:00	1	31	9	0	1	0	0	0	0	0	0	0	0	3	45
17:00	0	25	3	0	2	0	0	0	0	0	0	0	0	3	33
18:00	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
19:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
Total	2	221	72	4	15	0	0	0	0	0	0	0	0	10	324
Percent	0.6%	68.2%	22.2%	1.2%	4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	
AM Peak Vol.		11:00	11:00		11:00										11:00
PM Peak Vol.	15:00	15:00	15:00	14:00	15:00									15:00	15:00

Site Code: ANDREW

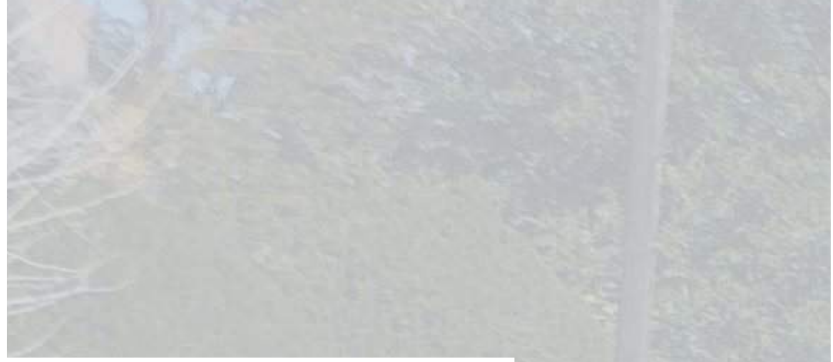
Station ID:

Latitude: 0' 0.0000 South

Latitude: 0' 0.0000 South

North Bound, South Bound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/25/18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	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	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
07:00	0	47	18	0	7	0	0	0	0	0	0	0	0	4	76
08:00	0	54	8	4	2	0	0	0	0	0	0	0	0	3	71
09:00	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
10:00	0	20	4	0	3	0	0	0	0	0	0	0	0	3	30
11:00	0	28	5	0	3	0	0	0	0	0	0	0	0	0	36
12 PM	0	19	4	0	3	0	0	0	0	0	0	0	0	2	28
13:00	0	17	13	0	2	1	0	0	0	0	0	0	0	0	33
14:00	0	25	2	3	3	0	0	0	0	0	0	0	0	0	33
15:00	0	71	15	1	3	0	0	0	0	0	0	0	0	2	92
16:00	0	34	13	0	3	0	0	1	0	0	0	0	0	0	51
17:00	2	33	5	0	4	0	0	0	0	0	0	0	0	1	45
18:00	1	27	1	0	1	0	0	0	0	0	0	0	0	3	33
19:00	0	18	2	0	1	0	0	0	0	0	0	0	0	0	21
20:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	440	105	8	40	1	0	1	0	0	0	0	0	18	616
Percent	0.5%	71.4%	17.0%	1.3%	6.5%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	
AM Peak Vol.		08:00	07:00	08:00	07:00									07:00	07:00
		54	18	4	7									4	76
PM Peak Vol.	17:00	15:00	15:00	14:00	17:00	13:00		16:00						18:00	15:00
	2	71	15	3	4	1		1						3	92



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