



AZUELO AVENUE SPEED STUDY



Azuelo Avenue Speed Study Final Report

Albuquerque, New Mexico



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

City of Albuquerque

May 2018



Table of Contents

| | |
|---------------------------------------|----|
| INTRODUCTION | 1 |
| 1.A. PROJECT PURPOSE | 1 |
| 1.B. PROJECT DESCRIPTION | 1 |
| 1.C. BACKGROUND OF SPEED LIMITS | 3 |
| 1.D. SETTING SPEED LIMITS | 3 |
| 2. EXISTING CONDITIONS | 5 |
| 2.A. COUNT LOCATIONS | 5 |
| 2.B. EXISTING CONDITIONS | 5 |
| 3. DATA | 7 |
| 3.A. ADT | 7 |
| 3.B. PEAK HOUR TRAFFIC VOLUMES | 7 |
| 3.C. SPEED STUDY RESULTS | 8 |
| 3.D. CRASH DATA | 9 |
| 4. CONCLUSION | 9 |
| Appendices | 10 |



List of Tables

| | | |
|--------------|--|---|
| Table 3.A.1. | Azuelo Avenue ADT | 7 |
| Table 3.B.1. | Azuelo Avenue Peak Hour Traffic Volumes (vph)..... | 7 |
| Table 3.C.1. | Azuelo Avenue (East) Speed Study | 8 |
| Table 3.C.2. | Azuelo Avenue (West) Speed Study | 8 |
| Table 3.C.3. | Azuelo Avenue ADT \geq 25 mph..... | 9 |
| Table 3.D.1. | Azuelo Avenue Crash Summary..... | 9 |
| Table 4.1. | COA NTMP (Neighborhood Traffic Management Program) Traffic Calming Measures..... | 9 |



List of Figures

| | |
|---|---|
| FIGURE 1.B.1. STUDY LOCATION | 1 |
| FIGURE 1.B.2. STUDY LIMITS | 2 |
| FIGURE 2.1. COUNT LOCATIONS..... | 6 |
| FIGURE 2.2. EXISTING AZUELO AVENUE TYPICAL SECTION..... | 6 |



INTRODUCTION

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

1.A. PROJECT PURPOSE

A speed study on Azuelo Avenue from Cordoniz Street to Torpedo Place/Starfire Place was conducted to determine the following:

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

As part of this study, an evaluation and cataloging of existing roadway conditions, collection of historical ADT, and crash data will be completed.

1.B. PROJECT DESCRIPTION

The study area will be a 0.1 (528.00 LF) mile section of Azuelo Avenue from Cordoniz Street to Torpedo Place/Starfire Place. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.



**FIGURE 1.B.1.
STUDY LOCATION**



FIGURE 1.B.2.
STUDY LIMITS



Engineering ♦ Environmental ♦ Surveying

www.soudermiller.com

1.C. BACKGROUND OF SPEED LIMITS

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

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

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

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

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

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

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

1.D. SETTING SPEED LIMITS

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

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

Many speed limits are established using the theory of 85th percentile. Out of the (typically) 100 vehicles surveyed, beginning with the fastest vehicle speed recorded the 15th vehicle from that speed is determined to show where the 85th percentile speed is. This is assuming that most drivers (85%) drive within reasonable limits. The posted speed limit can be established and is usually the 5 – mph increment just below the 85th percentile speed. For example, if the 85th percentile speed has been determined by an engineering survey to be 57 mph, the posted speed would be 55 mph. This method of posting



speed limits allows for a reasonable posted speed limit that can be enforced by local agencies, without creating a speed trap. a speed trap.

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

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

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

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

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

Formula for Geometric Mean:

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

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

Geometric Mean Example:

Sample speeds = 51, 52, 55, 58, and 60 mph

Step 1:

$N = 5$, the total number of values, $\frac{1}{N} = 0.2$

Step 2:

Determine geometric mean using the formula.

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

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

2. EXISTING CONDITIONS

2.A. COUNT LOCATIONS

The study area included two (2) volume and speed count locations which were at the following locations:

- Azuelo Avenue East –Cordoniz Street to Saratoga Place;
- Azuelo Avenue West – Saratoga Place to Torpedo Place/Starfire Place.

Figure 2.1. on page 6 displays the approximate traffic count locations.

2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of Azuelo Avenue. Within the study limits, there are approximately 13 driveways that provide access to residential homes, and there is a three-legged intersection with Saratoga Place. Because there is no posted speed limit sign within the project limits, it is speculated that the current speed limit is 25 mph based on City Ordinance.





FIGURE 2.1.
 COUNT LOCATIONS

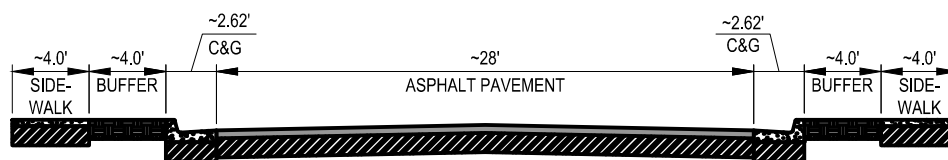


FIGURE 2.2.
 EXISTING AZUELO AVENUE TYPICAL SECTION



3. DATA

3.A. ADT

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

| Table 3.A.1. | | | |
|----------------------|-----|-----|-----|
| Azuelo Avenue ADT | | | |
| Count Location | EB | WB | ADT |
| Azuelo Avenue (East) | 80 | 38 | 118 |
| Azuelo Avenue (West) | 167 | 108 | 275 |
| Average | 124 | 73 | 197 |

The Azuelo Avenue study area directional ADT ranges from 38 to 167 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

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

| Table 3.B.1. | | | |
|---|-----------|------------------------|------------------------|
| Azuelo Avenue Peak Hour Traffic Volumes (vph) | | | |
| Count Location | Peak Hour | Eastbound (Peak Hour) | Westbound (Peak Hour) |
| Azuelo Avenue (East) | AM Peak | 8 (6:30 AM – 7:30 AM) | 4 (6:15 AM – 7:15 AM) |
| | PM Peak | 9 (3:15 PM – 4:15 PM) | 5 (5:45 PM – 6:45 PM) |
| Azuelo Avenue (West) | AM Peak | 21 (7:00 AM – 8:00 AM) | 9 (6:30 AM – 7:30 AM) |
| | PM Peak | 20 (3:30 PM – 4:30 PM) | 16 (4:45 PM – 5:45 PM) |

The Azuelo Avenue study area peak hour traffic volumes range from 4 to 21 vehicles per hour.

3.C. SPEED STUDY RESULTS

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

| Table 3.C.1. | | | |
|----------------------------------|--------------------|--------------------|--------------------|
| Azuelo Avenue (East) Speed Study | | | |
| Speed | EB | WB | Total |
| Average | 15.8 | 14.7 | 15.5 |
| 10 mph Pace | 7.3 – 17.2 (56.3%) | 8.5 – 18.4 (66.2%) | 5.8 – 15.7 (59.5%) |
| 50th Percentile | 12.2 | 10.8 | 13.0 |
| 67th Percentile | 21.7 | 11.6 | 21.2 |
| 85th Percentile | 23.5 | 22.7 | 23.8 |

| Table 3.C.2. | | | |
|----------------------------------|---------------------|--------------------|---------------------|
| Azuelo Avenue (West) Speed Study | | | |
| Speed | EB | WB | Total |
| Average | 17.6 | 15.3 | 16.7 |
| 10 mph Pace | 20.1 – 30.0 (55.9%) | 6.0 – 15.9 (60.2%) | 15.0 – 24.9 (51.5%) |
| 50th Percentile | 20.8 | 12.7 | 18.5 |
| 67th Percentile | 22.6 | 21.2 | 22.1 |
| 85th Percentile | 24.4 | 23.6 | 24.2 |

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

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

In relation to Azuelo Avenue, roadway conditions are consistent, controlled access, satisfactory pavement conditions, two travel lanes, on-street parking, and there is a three-legged intersection with Saratoga Place. Table 3.C.3. displays that 9 percent of the total ADT of the two (2) count locations recorded speeds greater than 25 mph.

| Table 3.C.3. | | | | | | | |
|----------------------------|--------------|-----|---------------|-----|----------|----|----------|
| Azuelo Avenue ADT ≥ 25 mph | | | | | | | |
| Speed (mph) | 0 - 19.9 MPH | | 20 - 24.9 MPH | | ≥ 25 MPH | | Avg. ADT |
| Azuelo Avenue (East) | 69 | 58% | 39 | 33% | 10 | 8% | 118 |
| Azuelo Avenue (West) | 138 | 50% | 113 | 41% | 24 | 9% | 275 |
| Average | 104 | 53% | 76 | 39% | 17 | 9% | 197 |

3.D. CRASH DATA

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

| Table 3.D.1. | | | | |
|-----------------------------|---|--|----------------|-------------------------------------|
| Azuelo Avenue Crash Summary | | | | |
| Date | Location (Primary Street / Intersecting Street) | Cause of Crash | Crash Analysis | Crash Correct with Traffic Calming? |
| 10/27/2016 | Unser Boulevard / Azuelo Avenue | Defective Tires | Other | No |
| 3/15/2017 | Unser Boulevard / Azuelo Avenue | Driver Inattention / Following Too Closely | Same direction | No |

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 9 percent of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is not exceeding 25 mph by 5 mph or more at the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque’s Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

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

Based upon the data collected, Azuelo Avenue does not meet the two (2) minimum required criteria of four (4) warrants outlined for traffic calming measures threshold and therefore DOES NOT require traffic calming improvements.



Appendices

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



Appendix A



Special Speed Study Report: Azuelo East

Station ID : Azuelo East

Info Line 1 : Between Saratoga and Cordoniz
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AZ EAST 1WB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

| Date | Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | Total |
|----------------------|-------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-------|
| | | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | Other | |
| 08/15/17 | 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tue | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 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 | 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 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 08:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 10:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 11:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 12:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 13:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 14:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 16:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 17:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 18:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 19:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 20:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 21:00 | 0 | 3 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Daily Total : | | 29 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Percent : | | 67% | 28% | 0% | 5% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 67% | 95% | 95% | 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 | 14.5 mph | 50% Speed : 10.4 mph | 67% Speed : 10.9 mph |
| | | | 85% Speed : 22.6 mph |
| | | | 10mph Pace: 9.1 - 19.0 (67.4%) |

| Date | Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | Other | 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 | | | |
| 08/16/17 | 00:00 | 0 | 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 | 0 |
| | 02:00 | 0 | 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 | 0 | 1 |
| | 04:00 | 0 | 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 | 0 | 1 |
| | 06:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 07:00 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 08:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 13:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 14:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 17:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 18:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 19:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 20:00 | 0 | 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 | 0 |
| | 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 23:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Daily Total : | | 20 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Percent : | | 65% | 29% | 3% | 3% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 65% | 94% | 97% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | |
| Average : | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

| | | | | | | | |
|---------------|----------|-------------|----------|--------------------------------|----------|-------------|----------|
| Average Speed | 14.9 mph | 50% Speed : | 10.4 mph | 67% Speed : | 10.7 mph | 85% Speed : | 22.6 mph |
| | | | | 10mph Pace: 9.4 - 19.3 (64.5%) | | | |

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

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

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----|
| Daily Total : | 53 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| Percent : | 62% | 33% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 62% | 95% | 99% | 100% | 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 | 0 | 3 |

| | | |
|--------------------------------|----------------------|----------------------|
| Average Speed 15.0 mph | 50% Speed : 11.0 mph | 67% Speed : 21.9 mph |
| 85% Speed : 22.9 mph | | |
| 10mph Pace: 8.4 - 18.3 (62.4%) | | |

| Date | Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | Total |
|----------------------|-------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-------|
| | | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | Other | |
| 08/16/17 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 06:00 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 07:00 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 08:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 09:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 10:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 11:00 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 12:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 13:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 14:00 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 15:00 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 16:00 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 17:00 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 18:00 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 19:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 20:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 21:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 22:00 | 0 | 1 | 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 : | | 36 | 29 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| Percent : | | 49% | 40% | 10% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 49% | 89% | 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 |

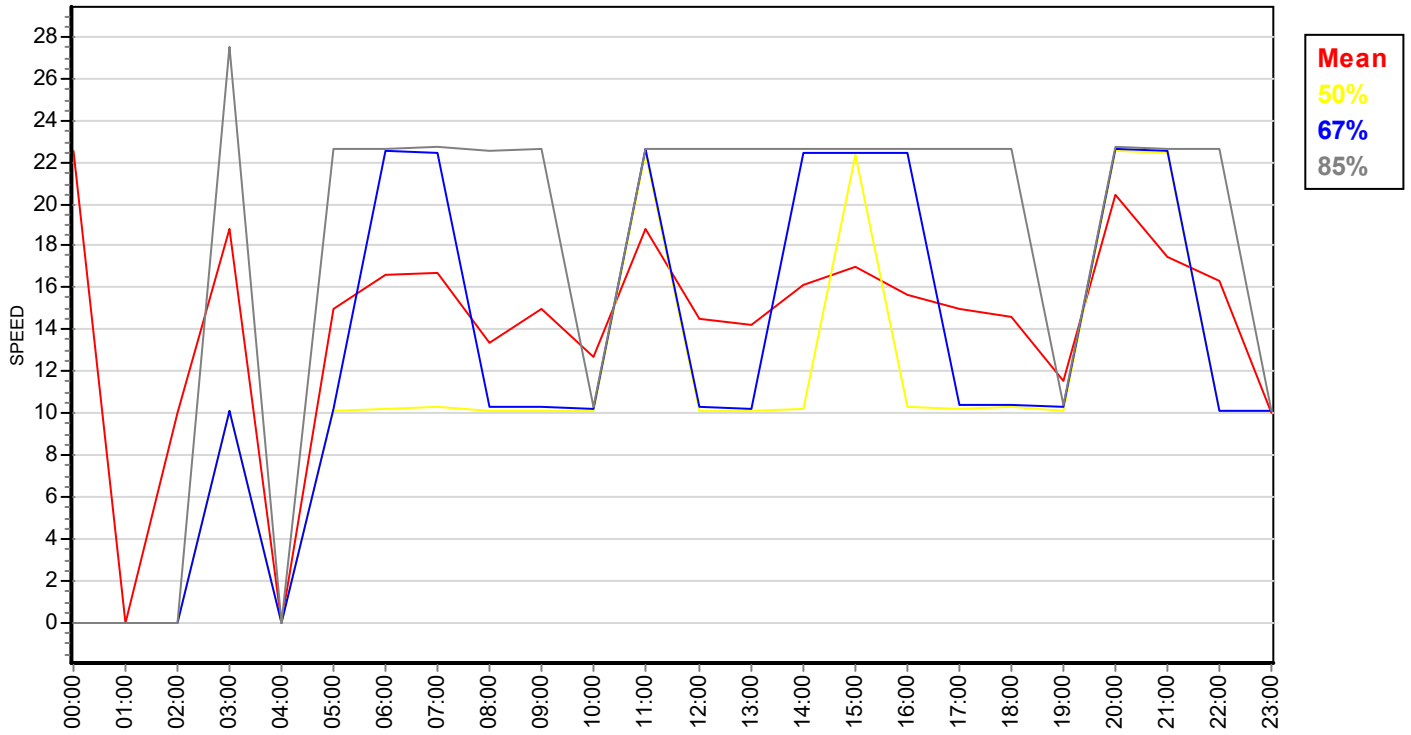
| | | | | | | | |
|---------------|----------|-------------|----------|-------------|---------------------|-------------|----------|
| Average Speed | 16.9 mph | 50% Speed : | 11.2 mph | 67% Speed : | 22.4 mph | 85% Speed : | 23.2 mph |
| | | | | 10mph Pace: | 21.6 - 31.5 (49.3%) | | |

| | #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 |

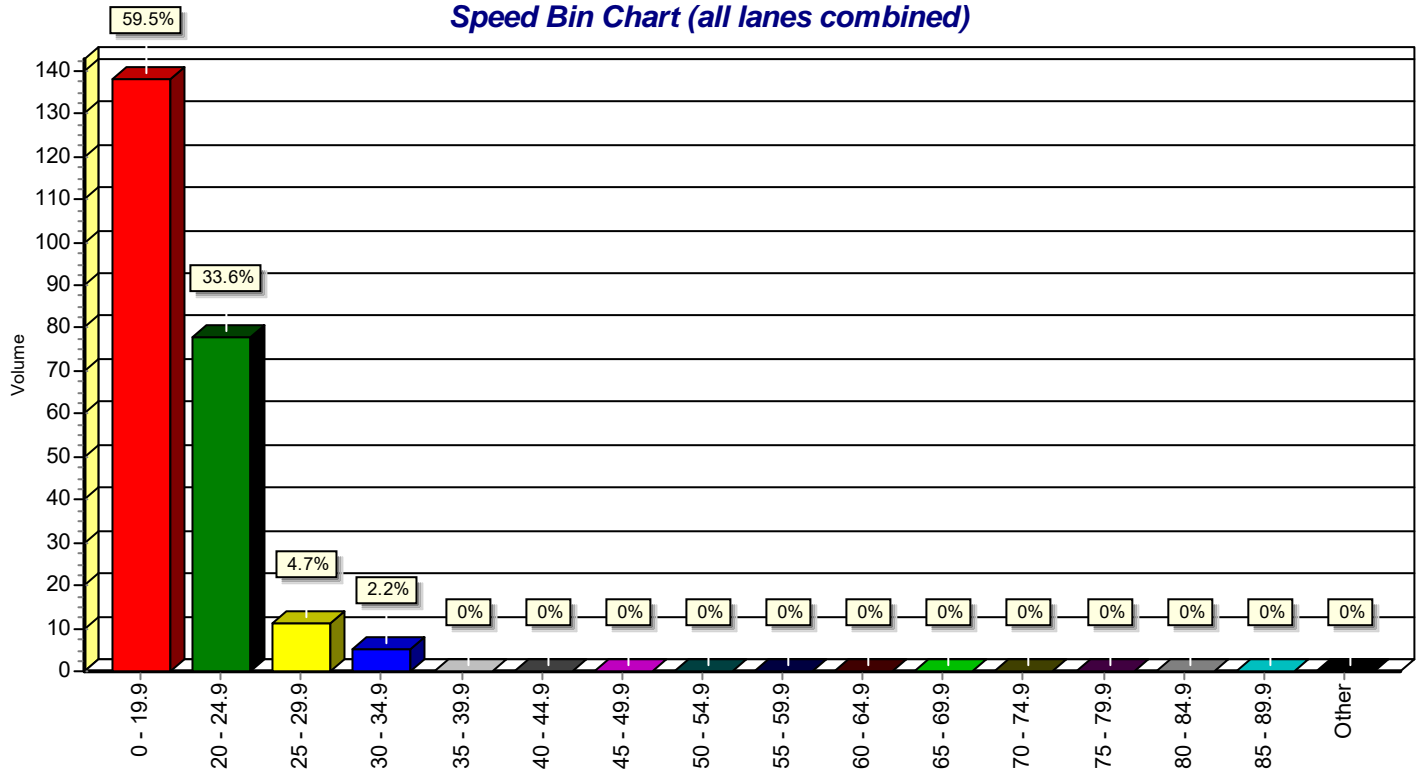
Special Speed Study Summary: Azuelo East

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | |
|------------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-------|
| | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | Other | Total |
| Grand Total #1: | 49 | 21 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| Percent : | 66% | 28% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 66% | 95% | 96% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| ADT = 37 | Average Speed 14.7 mph 50% Speed : 10.8 mph 67% Speed : 11.6 mph 85% Speed : 22.7 mph 10mph Pace: 8.5 - 18.4 (66.2%) | | | | | | | | | | | | | | | | |
| Grand Total #3: | 89 | 57 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| Percent : | 56% | 36% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 56% | 92% | 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 |
| ADT = 79 | Average Speed 15.8 mph 50% Speed : 12.2 mph 67% Speed : 21.7 mph 85% Speed : 23.5 mph 10mph Pace: 7.3 - 17.2 (56.3%) | | | | | | | | | | | | | | | | |
| Comb. Total : | 138 | 78 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 |
| Percent : | 59% | 34% | 5% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 59% | 93% | 98% | 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 = 116 | Average Speed 15.5 mph 50% Speed : 13.0 mph 67% Speed : 21.2 mph 85% Speed : 23.8 mph 10mph Pace: 5.8 - 15.7 (59.5%) | | | | | | | | | | | | | | | | |

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Azuelo West

Station ID : Azuelo West

Info Line 1 : Between Torpedo PI & Saratoga
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : DBFILE 081717 - 31.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24087

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

| Date | Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | Total |
|----------------------|-------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-------|
| | | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | Other | |
| 08/15/17 | 00:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Tue | 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 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 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 06:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 07:00 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 08:00 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 09:00 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 10:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 11:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 12:00 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 13:00 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 14:00 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 15:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 16:00 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| | 17:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 18:00 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 19:00 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 20:00 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 21:00 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 22:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 23:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Daily Total : | | 72 | 37 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| Percent : | | 62% | 32% | 5% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 62% | 94% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

| | | | |
|---------------|----------|--------------------------------|----------------------|
| Average Speed | 15.1 mph | 50% Speed : 11.4 mph | 67% Speed : 21.7 mph |
| | | | 85% Speed : 23.0 mph |
| | | 10mph Pace: 7.8 - 17.7 (62.1%) | |

| Date | Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | Total |
|----------------------|-------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-------|
| | | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | Other | |
| 08/16/17 | 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 | 1 | 0 | 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 | 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 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 07:00 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 08:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 11:00 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 12:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 13:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 14:00 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 15:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 16:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 17:00 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 18:00 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 19:00 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 20:00 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 21:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 22:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 23:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Daily Total : | | 58 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Percent : | | 58% | 34% | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 58% | 92% | 100% | 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 | 15.7 mph | 50% Speed : | 11.4 mph | 67% Speed : | 22.1 mph | 85% Speed : | 23.2 mph |
| | | | | 10mph Pace: | 8.3 - 18.2 (58.0%) | | |

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

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

| | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Daily Total : | 72 | 89 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| Percent : | 42% | 51% | 6% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 42% | 93% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |

| | | |
|---------------------------------|----------------------|----------------------|
| Average Speed 17.6 mph | 50% Speed : 20.9 mph | 67% Speed : 22.5 mph |
| 85% Speed : 24.1 mph | | |
| 10mph Pace: 20.1 - 30.0 (57.8%) | | |

| Date | Time | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | Total |
|----------------------|-------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-------|
| | | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | Other | |
| 08/16/17 | 00:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 06:00 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| | 07:00 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | 08:00 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 09:00 | 3 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 10:00 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 11:00 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 12:00 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 13:00 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 14:00 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| | 15:00 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 16:00 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| | 17:00 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | 18:00 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | 19:00 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 20:00 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| | 21:00 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 22:00 | 2 | 1 | 0 | 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 : | | 73 | 65 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 |
| Percent : | | 46% | 41% | 13% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | | 46% | 86% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |

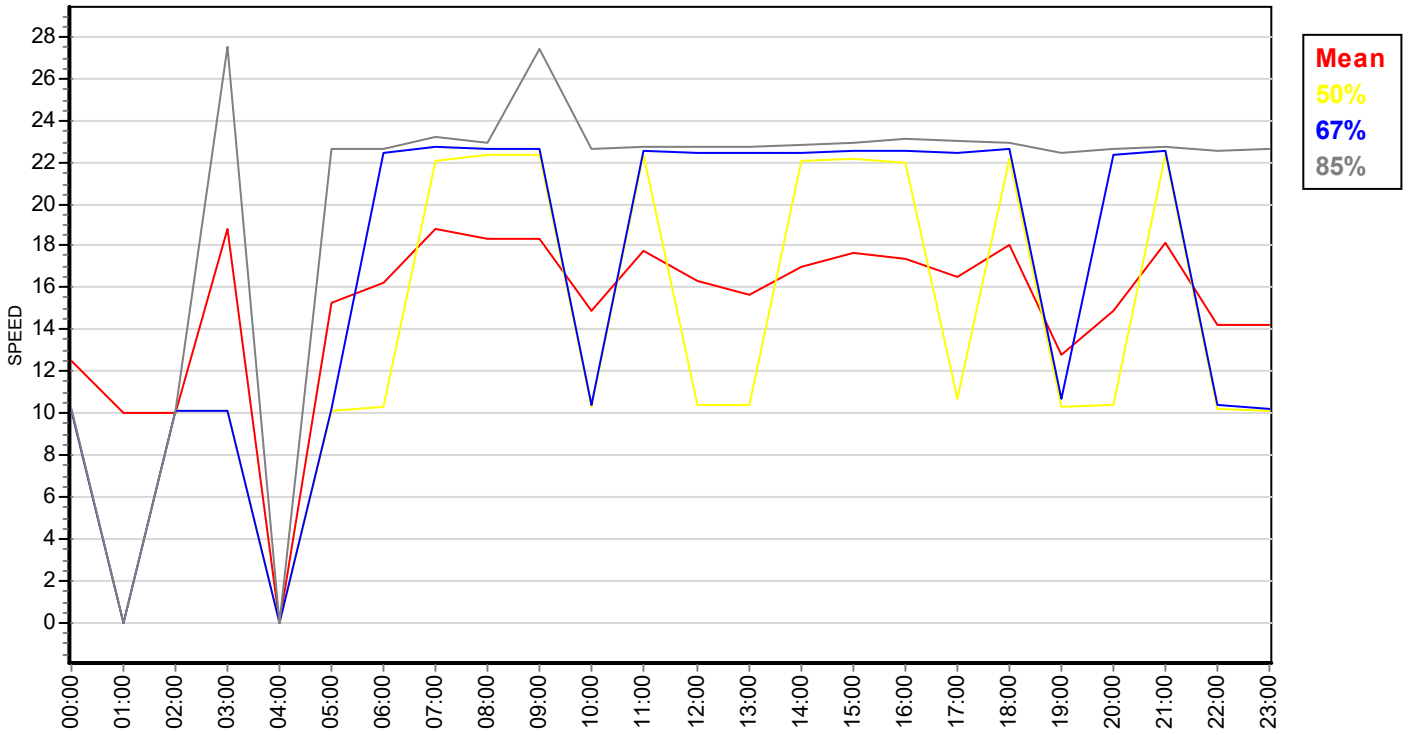
| | | | | | | | |
|---------------|----------|-------------|----------|-------------|---------------------|-------------|----------|
| Average Speed | 17.5 mph | 50% Speed : | 20.9 mph | 67% Speed : | 22.6 mph | 85% Speed : | 24.4 mph |
| | | | | 10mph Pace: | 20.5 - 30.4 (53.8%) | | |

| | #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 - | | | |
| <i>Date</i> | 19.9 | 24.9 | 29.9 | 34.9 | 39.9 | 44.9 | 49.9 | 54.9 | 59.9 | 64.9 | 69.9 | 74.9 | 79.9 | 84.9 | 89.9 | <i>Other</i> | <i>Total</i> | |

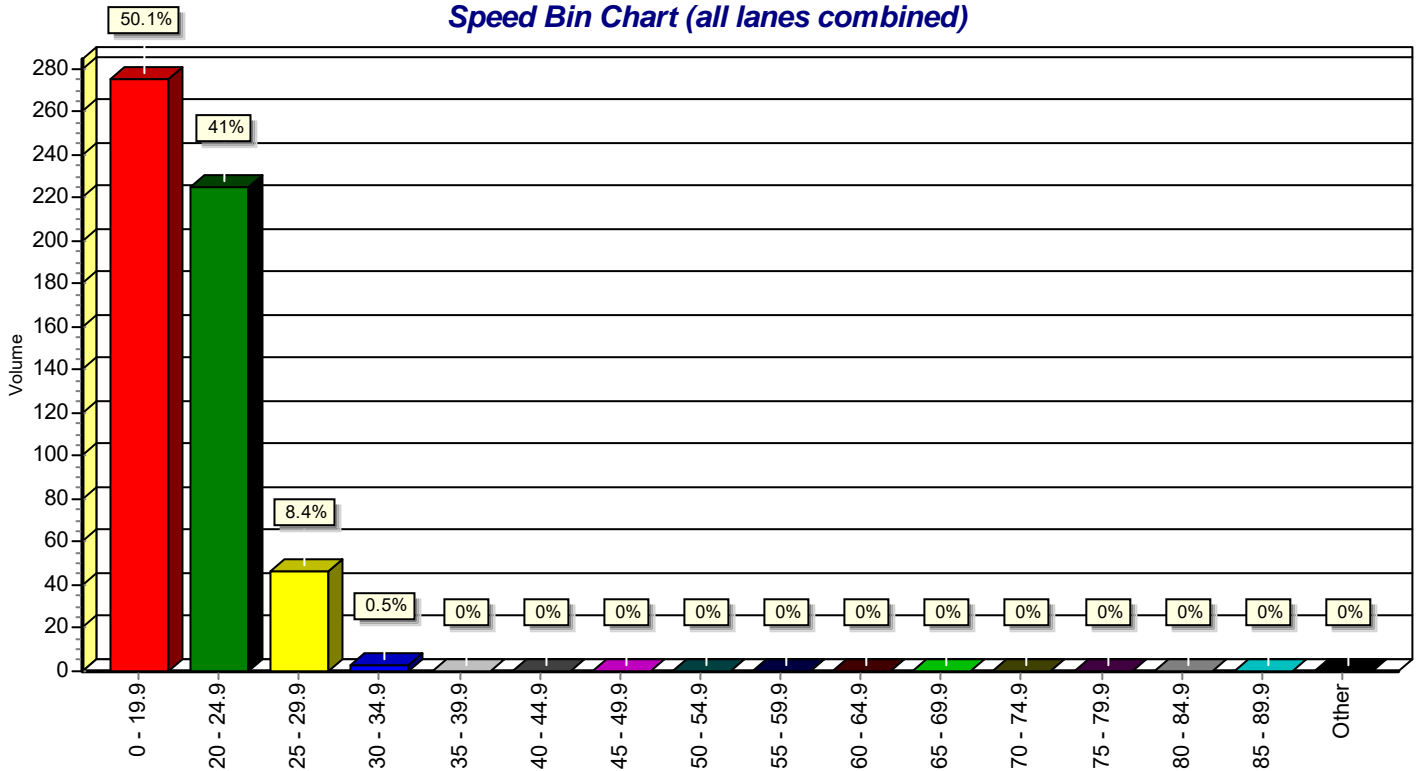
Special Speed Study Summary: Azuelo West

| | #1 | #2 | #3 | #4 | #5 | #6 | #7 | #8 | #9 | #10 | #11 | #12 | #13 | #14 | #15 | #16 | |
|------------------------|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|-------|
| | 0 - 19.9 | 20 - 24.9 | 25 - 29.9 | 30 - 34.9 | 35 - 39.9 | 40 - 44.9 | 45 - 49.9 | 50 - 54.9 | 55 - 59.9 | 60 - 64.9 | 65 - 69.9 | 70 - 74.9 | 75 - 79.9 | 80 - 84.9 | 85 - 89.9 | Other | Total |
| Grand Total #1: | 130 | 71 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| Percent : | 60% | 33% | 6% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 60% | 93% | 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 = 108 | Average Speed 15.3 mph 50% Speed : 12.7 mph 67% Speed : 21.2 mph 85% Speed : 23.6 mph 10mph Pace: 6.0 - 15.9 (60.2%) | | | | | | | | | | | | | | | | |
| Grand Total #3: | 145 | 154 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| Percent : | 44% | 46% | 10% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 44% | 90% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| ADT = 166 | Average Speed 17.6 mph 50% Speed : 20.8 mph 67% Speed : 22.6 mph 85% Speed : 24.4 mph 10mph Pace: 20.1 - 30.0 (55.9%) | | | | | | | | | | | | | | | | |
| Comb. Total : | 275 | 225 | 46 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 549 |
| Percent : | 50% | 41% | 8% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Cum. Percent : | 50% | 91% | 99% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | |
| Average : | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| ADT = 274 | Average Speed 16.7 mph 50% Speed : 18.5 mph 67% Speed : 22.1 mph 85% Speed : 24.2 mph 10mph Pace: 15.0 - 24.9 (51.5%) | | | | | | | | | | | | | | | | |

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Azuelo East

Station ID : Azuelo East

Info Line 1 : Between Saratoga and Cordoniz

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : AZ EAST 1WB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

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

Day Total : 44

| | | | | | | |
|------------|------------|------------------------|----------|------------------------|------------------|-----|
| AM Total : | 17 (38.6%) | Peak AM Hour : 06:15 = | 4 (9.1%) | Peak AM Factor : 0.500 | Average Period : | 0.5 |
| PM Total : | 27 (61.4%) | Peak PM Hour : 13:15 = | 4 (9.1%) | Peak PM Factor : 0.500 | Average Hour : | 1.8 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|----------|-------|-----|-----|-----|-----|-------|
| 08/16/17 | 00:00 | 0 | 0 | 0 | 0 | 0 |
| Wed | 01:00 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 0 | 0 | 0 | 0 | 0 |
| | 03:00 | 0 | 0 | 1 | 0 | 1 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 0 | 0 | 1 | 0 | 1 |
| | 06:00 | 0 | 0 | 1 | 0 | 1 |
| | 07:00 | 2 | 1 | 0 | 1 | 4 |
| | 08:00 | 1 | 0 | 0 | 1 | 2 |
| | 09:00 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 | 1 | 0 | 0 | 0 | 1 |
| | 11:00 | 0 | 0 | 0 | 0 | 0 |
| | 12:00 | 1 | 0 | 0 | 1 | 2 |
| | 13:00 | 0 | 1 | 0 | 1 | 2 |
| | 14:00 | 0 | 0 | 3 | 0 | 3 |
| | 15:00 | 0 | 0 | 0 | 2 | 2 |
| | 16:00 | 1 | 0 | 0 | 0 | 1 |
| | 17:00 | 0 | 2 | 0 | 0 | 2 |
| | 18:00 | 1 | 2 | 2 | 0 | 5 |
| | 19:00 | 0 | 1 | 0 | 1 | 2 |
| | 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 | 0 | 2 | 2 |

Day Total : 31

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 10 (32.3%) | Peak AM Hour : 06:30 = | 4 (12.9%) | Peak AM Factor : 0.500 | Average Period : | 0.3 |
| PM Total : | 21 (67.7%) | Peak PM Hour : 17:45 = | 5 (16.1%) | Peak PM Factor : 0.417 | Average Hour : | 1.3 |

Lane #3 Configuration

| # | Dir. Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|------------------|-------------|----------------|-------------|---------|
| 3. | Eastbound | Normal | Veh. | No | |

Lane #3 Basic Volume Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/15/17 | 00:00 | 0 | 0 | 0 | 0 | 0 |
| Tue | 01:00 | 0 | 0 | 0 | 0 | 0 |
| | 02:00 | 0 | 0 | 1 | 0 | 1 |
| | 03:00 | 0 | 0 | 0 | 1 | 1 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 0 | 0 | 1 | 0 | 1 |
| | 06:00 | 0 | 1 | 2 | 1 | 4 |
| | 07:00 | 1 | 4 | 1 | 2 | 8 |
| | 08:00 | 1 | 1 | 0 | 2 | 4 |
| | 09:00 | 2 | 1 | 2 | 1 | 6 |
| | 10:00 | 1 | 3 | 1 | 1 | 6 |
| | 11:00 | 0 | 1 | 2 | 0 | 3 |
| | 12:00 | 0 | 1 | 0 | 1 | 2 |
| | 13:00 | 0 | 0 | 0 | 2 | 2 |
| | 14:00 | 0 | 0 | 1 | 2 | 3 |
| | 15:00 | 0 | 3 | 2 | 2 | 7 |
| | 16:00 | 2 | 3 | 1 | 2 | 8 |
| | 17:00 | 1 | 2 | 1 | 1 | 5 |
| | 18:00 | 0 | 2 | 2 | 3 | 7 |
| | 19:00 | 2 | 1 | 2 | 1 | 6 |
| | 20:00 | 0 | 0 | 2 | 4 | 6 |
| | 21:00 | 2 | 1 | 1 | 0 | 4 |
| | 22:00 | 1 | 1 | 0 | 0 | 2 |
| | 23:00 | 0 | 0 | 0 | 0 | 0 |
| Day Total : | | | | | | 86 |

| | | | | | |
|------------|------------|------------------------|-----------|------------------------|----------------------|
| AM Total : | 34 (39.5%) | Peak AM Hour : 06:30 = | 8 (9.3%) | Peak AM Factor : 0.500 | Average Period : 0.9 |
| PM Total : | 52 (60.5%) | Peak PM Hour : 15:15 = | 9 (10.5%) | Peak PM Factor : 0.562 | Average Hour : 3.6 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/16/17 | 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 | 1 | 0 | 1 |
| | 04:00 | 0 | 0 | 0 | 0 | 0 |
| | 05:00 | 0 | 1 | 1 | 1 | 3 |
| | 06:00 | 1 | 0 | 3 | 0 | 4 |
| | 07:00 | 1 | 1 | 0 | 1 | 3 |
| | 08:00 | 0 | 0 | 0 | 2 | 2 |
| | 09:00 | 1 | 0 | 0 | 2 | 3 |
| | 10:00 | 0 | 1 | 0 | 0 | 1 |
| | 11:00 | 1 | 0 | 1 | 2 | 4 |
| | 12:00 | 1 | 1 | 0 | 3 | 5 |
| | 13:00 | 2 | 1 | 0 | 0 | 3 |
| | 14:00 | 2 | 0 | 0 | 2 | 4 |
| | 15:00 | 3 | 2 | 1 | 2 | 8 |
| | 16:00 | 1 | 1 | 2 | 1 | 5 |
| | 17:00 | 1 | 3 | 0 | 4 | 8 |
| | 18:00 | 1 | 3 | 1 | 1 | 6 |
| | 19:00 | 1 | 1 | 0 | 2 | 4 |
| | 20:00 | 1 | 0 | 1 | 1 | 3 |
| | 21:00 | 1 | 1 | 1 | 0 | 3 |
| | 22:00 | 0 | 1 | 0 | 0 | 1 |
| | 23:00 | 0 | 1 | 0 | 1 | 2 |
| Day Total : | | | | | | 74 |

| | | | | | | |
|------------|------------|------------------------|-----------|------------------------|------------------|-----|
| AM Total : | 22 (29.7%) | Peak AM Hour : 05:45 = | 5 (6.8%) | Peak AM Factor : 0.417 | Average Period : | 0.8 |
| PM Total : | 52 (70.3%) | Peak PM Hour : 17:45 = | 9 (12.2%) | Peak PM Factor : 0.562 | Average Hour : | 3.1 |

Basic Volume Summary: Azuelo East

Grand Total For Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|------|-------------|-----------|-----|-------------|-----------|--------------------|--------------------|
| #1. | 75 (31.9%) | 2.00 | 38 | 0.4 | 1.6 | 27 (36.0%) | 48 (64.0%) |
| #3. | 160 (68.1%) | 2.00 | 80 | 0.8 | 3.3 | 56 (35.0%) | 104 (65.0%) |
| ALL | 235 | 2.00 | 118 | 1.2 | 4.9 | 83 (35.3%) | 152 (64.7%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|------|--------------|--------------|----------------|--------------|--------------|----------------|
| #1. | 06:15 = | 4 08/15/2017 | 0.500 | 17:45 = | 5 08/16/2017 | 0.417 |
| #3. | 06:30 = | 8 08/15/2017 | 0.500 | 15:15 = | 9 08/15/2017 | 0.562 |

Basic Volume Report: Azuelo West

Station ID : Azuelo West

Info Line 1 : Between Torpedo PI & Saratoga

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : DBFILE 081717 - 31.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24087

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

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

Day Total : 116

| | | | | | | |
|------------|------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 33 (28.4%) | Peak AM Hour : 07:30 = | 8 (6.9%) | Peak AM Factor : 0.500 | Average Period : | 1.2 |
| PM Total : | 83 (71.6%) | Peak PM Hour : 16:45 = | 15 (12.9%) | Peak PM Factor : 0.625 | Average Hour : | 4.8 |

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

Day Total : 100

| | | | | | | |
|------------|------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 23 (23.0%) | Peak AM Hour : 06:30 = | 9 (9.0%) | Peak AM Factor : 0.450 | Average Period : | 1.0 |
| PM Total : | 77 (77.0%) | Peak PM Hour : 16:45 = | 16 (16.0%) | Peak PM Factor : 0.667 | Average Hour : | 4.2 |

Lane #3 Configuration

| # | Dir. | Information | Volume Mode | Volume Sensors | Divide By 2 | Comment |
|----|-----------|-------------|-------------|----------------|-------------|---------|
| 3. | Eastbound | | Normal | Veh. | No | |

Lane #3 Basic Volume Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

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

Day Total : 173

| | | | | | |
|------------|-------------|------------------------|------------|------------------------|----------------------|
| AM Total : | 68 (39.3%) | Peak AM Hour : 07:00 = | 19 (11.0%) | Peak AM Factor : 0.792 | Average Period : 1.8 |
| PM Total : | 105 (60.7%) | Peak PM Hour : 15:30 = | 20 (11.6%) | Peak PM Factor : 0.714 | Average Hour : 7.2 |

| Date | Time | :00 | :15 | :30 | :45 | Total |
|-------------|-------|-----|-----|-----|-----|-------|
| 08/16/17 | 00:00 | 1 | 1 | 0 | 1 | 3 |
| 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 | 1 | 1 | 0 | 1 | 3 |
| | 06:00 | 1 | 1 | 5 | 2 | 9 |
| | 07:00 | 2 | 9 | 4 | 6 | 21 |
| | 08:00 | 1 | 2 | 2 | 3 | 8 |
| | 09:00 | 3 | 2 | 3 | 3 | 11 |
| | 10:00 | 0 | 2 | 1 | 3 | 6 |
| | 11:00 | 1 | 2 | 1 | 3 | 7 |
| | 12:00 | 2 | 1 | 0 | 3 | 6 |
| | 13:00 | 6 | 2 | 1 | 1 | 10 |
| | 14:00 | 3 | 2 | 2 | 5 | 12 |
| | 15:00 | 4 | 1 | 2 | 3 | 10 |
| | 16:00 | 1 | 1 | 8 | 3 | 13 |
| | 17:00 | 2 | 4 | 0 | 5 | 11 |
| | 18:00 | 3 | 4 | 1 | 0 | 8 |
| | 19:00 | 1 | 1 | 2 | 3 | 7 |
| | 20:00 | 1 | 0 | 3 | 2 | 6 |
| | 21:00 | 1 | 1 | 2 | 0 | 4 |
| | 22:00 | 1 | 1 | 1 | 0 | 3 |
| | 23:00 | 0 | 1 | 0 | 0 | 1 |
| Day Total : | | | | | | 160 |

| | | | | | | |
|------------|------------|------------------------|------------|------------------------|------------------|-----|
| AM Total : | 69 (43.1%) | Peak AM Hour : 07:00 = | 21 (13.1%) | Peak AM Factor : 0.583 | Average Period : | 1.7 |
| PM Total : | 91 (56.9%) | Peak PM Hour : 16:30 = | 17 (10.6%) | Peak PM Factor : 0.531 | Average Hour : | 6.7 |

Basic Volume Summary: Azeulo West

Grand Total For Data From: 00:00 - 08/15/2017 To: 23:59 - 08/16/2017

| Lane | Total Count | # Of Days | ADT | Avg. Period | Avg. Hour | AM Total & Percent | PM Total & Percent |
|------|-------------|-----------|-----|-------------|-----------|--------------------|--------------------|
| #1. | 216 (39.3%) | 2.00 | 108 | 1.1 | 4.5 | 56 (25.9%) | 160 (74.1%) |
| #3. | 333 (60.7%) | 2.00 | 167 | 1.7 | 6.9 | 137 (41.1%) | 196 (58.9%) |
| ALL | 549 | 2.00 | 275 | 2.8 | 11.4 | 193 (35.2%) | 356 (64.8%) |

| Lane | Peak AM Hour | Date | Peak AM Factor | Peak PM Hour | Date | Peak PM Factor |
|------|--------------|------------|----------------|--------------|------------|----------------|
| #1. | 06:30 = 9 | 08/16/2017 | 0.450 | 16:45 = 16 | 08/16/2017 | 0.667 |
| #3. | 07:00 = 21 | 08/16/2017 | 0.583 | 15:30 = 20 | 08/15/2017 | 0.714 |

Appendix B



| Crash Date | Agency Case Number | Crash Intersecting Street | Crash Primary Street | Crash Analysis | Contributing Factors |
|------------|--------------------|---------------------------|----------------------|--|---|
| 9/1/2016 | 160081487 | UNSER BLVD | UNSER BLVD | 01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE | None |
| 9/1/2016 | 160081487 | UNSER BLVD | UNSER BLVD | 01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE | Driver inattention |
| 9/14/2016 | 160086147 | UNSER BLVD | UNSER BLVD NW NM 345 | 20 - MEDIAN RAISED OR CURB | Avoid no contact - other, Driver inattention, Excessive Speed |
| 2/1/2016 | 160010214 | UNSER BLVD | UNSER BLVD | 19 - LIGHT STANDARD (LIGHT POLE) | Driver inattention |
| 10/27/2016 | 160101656 | UNSER BLVD | UNSER BLVD | 47 - OTHER | None |
| 10/27/2016 | 160101656 | AZUELO NW | UNSER BLVD | 47 - OTHER | Defective tires |
| 3/15/2017 | 170025190 | AZUELO NW | UNSER BLVD | 08 - BOTH GOING STRAIGHT/FROM SAME DIR | None |
| 3/15/2017 | 170025190 | AZUELO NW | UNSER BLVD | 08 - BOTH GOING STRAIGHT/FROM SAME DIR | None |
| 3/15/2017 | 170025190 | AZUELO NW | UNSER BLVD | 08 - BOTH GOING STRAIGHT/FROM SAME DIR | Driver inattention |
| 3/15/2017 | 170025190 | AZUELO NW | UNSER BLVD | 08 - BOTH GOING STRAIGHT/FROM SAME DIR | None |
| 3/15/2017 | 170025190 | AZUELO NW | UNSER BLVD | 08 - BOTH GOING STRAIGHT/FROM SAME DIR | Following too closely |

Appendix C





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