Baldwin Avenue Speed Study

City of Albuquerque

Souder, Miller & Associates
Engineering • Environmental • Surveying
www.soudermiller.com

Baldwin Avenue
Speed Study

Albuquerque, New Mexico

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I. INTRODUCTION

The City of Albuquerque – Department of Municipal Development (Engineering Division and Traffic Engineering Division) has requested Souder, Miller & Associates (SMA) to conduct a speed study along Baldwin Avenue in northeast Albuquerque.

II. PROJECT PURPOSE

A speed study on Baldwin Avenue, NE was conducted between Morris Street, NE and Indian School Road, NE to determine the following:

- Evaluate the 85th percentile speed along Baldwin Avenue NE
- Determine from the speed study if there is a speeding issue along Baldwin Avenue NE from Morris Street, NE to Indian School Road, NE.
- If traffic calming measures are warranted based on the City's Neighborhood Traffic Management Program

As part of this study, an evaluation and cataloging of existing roadway conditions, collection of historical ADT and crash data, field speed surveys at four (4) locations within the study area, and evaluation of survey data will be completed.

III. PROJECT DESCRIPTION

The study area will be a 0.44-mile section of Baldwin Avenue, NE between Morris Street, NE and Indian School Road, NE. Figures III.1 below shows the project area.

Figure III.1
Project Vicinity Map

IV. 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 visitors/tourists

IV.A 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 the 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 most drivers (85%) drive within reasonable limits. The posted speed limit can then 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 47 mph, the posted speed would be 45 mph. This method of posting speed limits allows for a reasonable posted speed limit that can be enforced by local agencies, without creating a speed trap.

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

100/15 = 50/X
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:

- The 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.

- The median is the numerical midpoint of a given survey – 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 56 mph and the 51st vehicle was also traveling 56 mph, the resulting median speed would be (56+56)/2 = 112/2 = 56 mph.

- The 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**:**
  Geometric Mean = $((X_1)(X_2)(X_3).....(X_N))^{1/N}$

  where
  X = Individual Score (speed)
  N = Sample size (Number of scores)

  Geometric Mean Example: To find the Geometric Mean of speeds 51, 52, 55, 58, and 60 mph.

  Step 1: N = 5, the total number of values. Find 1/N.
  1/N = 0.2

  Step 2: Determine Geometric Mean using the formula.
  $((51)(52)(55)(58)(60))^{0.2} = (507{,}592{,}800)^{0.2}$
  Geometric Mean = 55.09 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 on 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.

IV.B STUDY AREA

The study area is along Baldwin Avenue, NE beginning at Morris Street, NE and ending at Indian School Road, NE. The existing speed limit along Baldwin Avenue, NE is 25 mph.

Traffic counts and speed data was collected at four (4) locations along Baldwin Avenue, NE. Traffic/speed count locations were collected at the following locations:

- Baldwin Avenue, NE from Morris Street, NE to east of Gretta Street, NE
- Baldwin Avenue, NE from east of Gretta Street, NE to east of Dorothy Street, NE
- Baldwin Avenue, NE west of Shirley Street, NE
- Baldwin Avenue, NE east of Shirley Street, NE

The ADT for the locations listed above are below:

Baldwin Avenue NE ADT			
Count Location	Eastbound	Westbound	ADT
East of Gretta	225	205	430
East of Dorothy	209	170	379
West of Shirley	96	101	197
East of Shirley	88	81	169
Average	**155**	**139**	**294**

Table IV.B.1
ADT Count Data Results

Baldwin Avenue NE Peak Hour Volumes for AM & PM				
	Eastbound		Westbound	
	AM	PM	AM	PM
East of Gretta	17	27	16	18
East of Dorothy	20	26	16	18
West of Shirley	12	15	8	13
East of Shirley	8	13	8	11

Table IV.B.2
Peak Hour Volumes for AM & PM

Baldwin Avenue, NE study area ranges from 169 to 430 vehicles per day. The highest recorded peak hour volume is 27 vehicles during the PM peak hour of the eastbound lane at the east of Gretta count location.

Traffic count data is in Appendix A.

The speed survey segments are described in more detail below, beginning with the westernmost portion of the corridor at Morris Street, NE. Each study segment will have descriptions of roadside environment, driveway and intersection density and photographs illustrating the study segment. From the westerly terminus of the study area, each survey segment is described as follows:

IV.B.1 – SEGMENT 1: BALDWIN AVENUE BETWEEN MORRIS STREET AND GRETTA STREET

This segment of the study area is ROW width of 40'. A breakdown of the ROW is listed below:

- 28' asphalt pavement
- 2' curb and gutter
- 4' sidewalk

Curb and sidewalk exist on both sides of Baldwin Avenue, NE. Below is a photo showing the cross-section listed above.

Figure IV.B.1
Baldwin Avenue, NE east of Gretta Street, NE

There is one intersection (Gretta Street, NE) and 8 driveways within this segment of the study area. All driveways provide access to residential homes.

Results of the speed study for Segment 1 is listed below:

East of Gretta Count Location			
	Lane 1 (EB)	**Lane 3 (WB)**	**Comb Total**
Average	23.7	23.2	23.5
10mph Pace	20.1-30.0	20.1-30.0	20.1-30.0
50th Percentile	25.8	24.1	25.2
67th Percentile	28.2	27.4	27.8
85th Percentile	31.8	31.5	31.7

Table IV.B.3
East of Gretta Count Location Speed Study Results

IV.B.2 – SEGMENT 2: BALDWIN AVENUE BETWEEN GRETTA STREET AND DOROTHY STREET

This segment of the study area is ROW width of 40'. A breakdown of the ROW is listed below:

- 28' asphalt pavement
- 2' curb and gutter
- 4' sidewalk

Curb and sidewalk exist on both sides of Baldwin Avenue, NE. Below is a photo showing the cross-section listed above.

Figure IV.B.2
Baldwin Avenue, NE east of Dorothy Street, NE

There are two (2) intersections (June Street, NE & Dorothy Street, NE) and 14 driveways within this study area. All driveways provide access to residential homes.

Results of the speed study for Segment 2 is listed below:

East of Dorothy Count Location			
	Lane 1 (EB)	**Lane 3 (WB)**	**Comb Total**
Average	20.8	20.1	20.4
10mph Pace	20.1-30.0	20.1-30.0	20.1-30.0
50th Percentile	22.8	22.2	22.6
67th Percentile	26	24.3	25.2
85th Percentile	29	28.1	28.6

Table IV.B.4
East of Dorothy Count Location Speed Study Results

IV.B.3 – SEGMENT 3: BALDWIN AVENUE BETWEEN DOROTHY STREET AND SHIRLEY STREET

This segment of the study area is ROW width of 40'. A breakdown of the ROW is listed below:

- 28' asphalt pavement
- 2' curb and gutter
- 4' sidewalk

Curb and sidewalk exist on both sides of Baldwin Avenue, NE. Below is a photo showing the cross-section listed above.

Figure IV.B.3
Baldwin Avenue west of Shirley Street

There are two intersections (Martha Street, NE and Shirley Street, NE) and 14 driveways within this study area. Driveways provide access to residential homes and two access to parking for Shrine of Saint Bernadette church facilities.

Results of the speed study for Segment 3 is listed below:

West of Shirley Count Location			
	Lane 1 (EB)	**Lane 3 (WB)**	**Comb Total**
Average	20	19.6	19.8
10mph Pace	20.6-30.5	20.7-30.6	20.1-30.0
50th Percentile	22.2	22.1	22.2
67th Percentile	24.2	24.2	24.6
85th Percentile	28.1	27.9	28

Table IV.B.5
West of Shirley Count Location Speed Study Results

IV.B.4 – SEGMENT 4: BALDWIN AVENUE BETWEEN SHIRLEY STREET AND INDIAN SCHOOL ROAD

This segment of the study area is ROW width of 40'. A breakdown of the ROW is listed below:

- 28' asphalt pavement
- 2' curb and gutter
- 4' sidewalk

Sidewalk, curb and sidewalk exist on both sides of Baldwin Avenue, NE. Below is a photo showing the cross-section listed above.

Figure IV.B.4
Baldwin Avenue east of Shirley Street

There are no intersections and 12 driveways within this study area. All driveways provide access to residential homes.

Results of the speed study for Segment 4 is listed below:

East of Shirley Count Location			
	Lane 1 (EB)	**Lane 3 (WB)**	**Comb Total**
Average	18.9	15.7	17.3
10mph Pace	20.4-30.3	7.0-16.9	20.1-30.0
50th Percentile	21.6	12	20.2
67th Percentile	23.4	21.7	22.6
85th Percentile	27.2	23.5	26.3

Table IV.B.6
East of Shirley Count Location Speed Study Results

Speed study results for all four locations are listed in Appendix B.

V. CRASH DATA

Crash data was requested from the Mid-Region Council of Government. MRCOG stated that there were no reported crashes along Baldwin Avenue, NE within the study area. The only crashes that were reported were at the intersection of Morris Street, NE and Baldwin Road, NE.

VI. SPOT SPEED STUDY RESULTS

When considering to establish a new posted speed limit, or revising an existing posted speed limit, on a given roadway a survey of traffic speeds is critical to determine a reasonably posted speed limit. Before a posted speed limit can be modified, analysis must be conducted to ascertain if the speed limit can be adjusted without resulting in further increases of motorists' travel speeds. Motorists usually drive at speeds that they feel safe, based on the observable roadway conditions; this means that if a roadway is wide, flat and straight, the motorist will drive at a speed they feel comfortable based on what they observe as opposed to what a speed limit sign would say.

In the case of Baldwin Avenue, NE between Morris Street, NE and Indian School Road, NE, the posted speed limit is 25 mph, and roadway conditions throughout the corridor are fairly consistent: controlled access, good pavement condition with wide (11') travel lanes, and on-street parking. Thus, there are no unusual roadway conditions through the corridor.

The collected data shows a divide at Martha Street, NE. The volumes and speed averages east of the intersection are significantly lower than values west of the intersection. This is most apparent in the number of vehicles traveling at speeds greater than the posted speed limit. Table VI.1 and Table VI.2 illustrate the differences between both sections for combined eastbound and westbound traffic. Between Morris Street NE and Martha Street NE the number of counts recorded were more than double that of between Martha Street NE to Indian School Road NE. Of those counts 43% on the area west of Martha Street, NE where exceeding the speed limit compared to only 25% on the area east.

Baldwin NE (Morris Street NE to Martha Street NE) Vehicle Speed Volumes (VPD)				
	0 - 19.9 mph	20 - 24.9 mph	≥ 25 mph	No. of Vehicles
East of Gretta	191	229	439	859
East of Dorothy	253	240	251	744
Total	444	469	690	1603
% Total	28%	29%	43%	-

Table VI.1
Baldwin NE (Morris Street NE to Martha Street NE) Vehicle Speed > 25 mph

Baldwin NE (Martha Street NE to Indian School Road NE) Vehicle Speed Volumes (VPD)				
	0 - 19.9 mph	20 - 24.9 mph	≥ 25 mph	No. of Vehicles
West of Shirley	148	121	124	393
East of Shirley	166	114	56	336
Total	314	235	180	729
% Total	43%	32%	25%	-

Table VI.2
Baldwin NE (Martha Street NE to Indian School Road NE) Vehicle Speed > 25 mph

Each section was examined separately to prevent data negatively affecting and skewing the results. The following is the speed data results used for each section. For information purposes, SMA averaged the speed data west and east of Martha Street, NE respectively. Results are shown in Table VI.3 and Table VI.4 and calculations for these results are found in Appendix D.

Baldwin NE (Morris NE to Martha Street NE) Speed Study Results			
	Lane 1 (EB)	**Lane 3 (WB)**	**Comb Total**
Average	22.25	21.65	21.95
50th Percentile	24.3	23.15	23.9
67th Percentile	27.1	25.85	26.5
85th Percentile	30.4	29.8	30.15

Table VI.3
Baldwin NE (Morris Street NE to Martha Street NE) Speed Study Results

Baldwin NE (Martha Street NE to Indian School Road NE) Speed Study Results			
`	**Lane 1 (EB)**	**Lane 3 (WB)**	**Comb Total**
Average	19.45	17.65	18.55
50th Percentile	21.9	17.05	21.2
67th Percentile	23.8	22.95	23.6
85th Percentile	27.65	25.7	27.15

Table VI.4
Baldwin NE (Martha Street NE to Indian School Road) Speed Study Results

VII. U.S. LIMITS SPEED LIMIT PROGRAM

U.S. Limits is an FHWA sponsored program used to analyze speed limits. This program calculates a recommended speed limit based on the criteria given, which is listed on the website as follows:

- *density of surrounding development (e.g. high density, low density or rural);*
- *frequency of roadside access (e.g. number of residential driveways, commercial, industrial, shopping, and special activity properties, and the number and type of intersecting roads);*
- *road function (e.g. traffic movement vs. access to abutting properties);*
- *road characteristics (e.g. paved width, divided or undivided, lane width and number of lanes, sight restrictions);*
- *road conditions and important high speed road characteristics (e.g. interchange spacing, AADT, shoulders);*
- *existing vehicle operating speeds;*
- *adjoining speed limits; and*
- *any special conditions that may exist on the road section (e.g. adverse alignment, pedestrian and roadside activities, high crash rates, etc).*

Two analyses were done in this case. The first was for Baldwin Avenue between Morris Street, NE and Martha Street, NE. The program concluded that the 25-mph posted speed limit was proper for the corridor. For the second section, between Martha Street, NE and Indian School Road, NE, a posted speed limit of 20-mph was recommended.

Reports showing both results are shown in Appendix C – U.S. Limits Output.

This site can be accessed at http://www.uslimits.com

VIII. CONCLUSION

After evaluating the traffic and speed study data collected through both sections of Baldwin Avenue, NE a determination can be made as to whether traffic calming measures are needed. Per the City of Albuquerque Neighborhood Traffic Management Program (NTMP), for these measures to be warranted two (2) of the following thresholds must be meet.

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

The results for the section between Morris Street, NE and Martha Street, NE show there are no reported crashes in the past 3 years and peak hour traffic volume does not exceed 400 vehicles in any direction. The percentage

of non-local cut-through traffic was not looked at in this study. However, Because the 85th percentile speed did exceed the posted speed limit by 5 mph thru the section, it is recommended that city staff use Exhibit 2 of the NTMP to further assess the extent of any traffic issues present thru this section.

For the section from Martha Street, NE to Indian School Road, NE we can see that none of the criteria was met so no further analysis is required and no traffic calming measures are needed. Even though the US Limits study showed a speed limit lower than what is currently posted, SMA does not recommend any change as 25-mph is the national standard average for local streets.

APPENDIX A

TRAFFIC DATA

Basic Volume Report: Baldwin East of Gretta

Station ID : Baldwin East of Gretta
Info Line 1 :
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : EO GRETTA 1EB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24088
Number of Lanes : 1
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 - 09/13/2016 To: 23:59 - 09/14/2016

Date	Time	:00	:15	:30	:45	Total
09/13/16	00:00	2	1	2	0	5
Tue	01:00	0	1	1	0	2
	02:00	0	0	0	1	1
	03:00	1	0	0	1	2
	04:00	0	2	0	0	2
	05:00	0	0	1	0	1
	06:00	0	1	2	0	3
	07:00	3	0	5	2	10
	08:00	5	3	2	6	16
	09:00	4	4	3	1	12
	10:00	2	2	7	1	12
	11:00	2	7	2	1	12
	12:00	5	4	3	2	14
	13:00	5	3	5	2	15
	14:00	6	2	1	4	13
	15:00	6	7	5	4	22
	16:00	5	4	1	5	15
	17:00	8	8	5	2	23
	18:00	3	6	3	6	18
	19:00	3	4	3	3	13
	20:00	1	1	1	1	4
	21:00	1	1	0	0	2
	22:00	1	2	0	0	3
	23:00	2	1	1	0	4
Day Total :						224

AM Total :	78 (34.8%)	Peak AM Hour :	08:45 =	17 (7.6%)	Peak AM Factor :	0.607	Average Period : 2.3
PM Total :	146 (65.2%)	Peak PM Hour :	16:45 =	26 (11.6%)	Peak PM Factor :	0.812	Average Hour : 9.3

Date	Time	:00	:15	:30	:45	Total
09/14/16	00:00	0	1	0	1	2
Wed	01:00	0	0	1	1	2
	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	2	0	3
	06:00	0	0	0	0	0
	07:00	1	0	2	2	5
	08:00	5	2	5	4	16
	09:00	1	4	3	0	8
	10:00	2	2	4	2	10
	11:00	5	2	3	5	15
	12:00	2	2	3	8	15
	13:00	4	0	2	7	13
	14:00	2	7	3	4	16
	15:00	6	7	6	8	27
	16:00	4	6	6	2	18
	17:00	4	9	7	3	23
	18:00	6	6	4	0	16
	19:00	5	1	6	1	13
	20:00	4	2	2	0	8
	21:00	0	2	5	1	8
	22:00	1	2	1	2	6
	23:00	0	1	0	0	1
Day Total :						225

AM Total :	61 (27.1%)	Peak AM Hour : 08:00 =	16 (7.1%)	Peak AM Factor : 0.800	Average Period : 2.3
PM Total :	164 (72.9%)	Peak PM Hour : 15:00 =	27 (12.0%)	Peak PM Factor : 0.750	Average Hour : 9.4

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Date	Time	:00	:15	:30	:45	Total
09/13/16	00:00	0	1	1	0	2
Tue	01:00	0	2	0	0	2
	02:00	2	0	0	0	2
	03:00	1	0	0	0	1
	04:00	1	0	0	1	2
	05:00	0	0	2	1	3
	06:00	2	0	3	1	6
	07:00	2	4	6	6	18
	08:00	4	3	3	2	12
	09:00	2	0	6	3	11
	10:00	0	5	5	3	13
	11:00	2	4	3	3	12
	12:00	2	6	1	2	11
	13:00	4	3	2	6	15
	14:00	8	1	3	3	15
	15:00	8	6	4	4	22
	16:00	4	6	3	5	18
	17:00	5	4	2	1	12
	18:00	4	3	2	0	9
	19:00	3	4	4	0	11
	20:00	2	0	1	1	4
	21:00	2	0	0	1	3
	22:00	2	0	0	1	3
	23:00	0	1	0	0	1
Day Total :						208

AM Total :	84 (40.4%)	Peak AM Hour :	07:15 =	20 (9.6%)	Peak AM Factor :	0.833	Average Period : 2.2
PM Total :	124 (59.6%)	Peak PM Hour :	15:00 =	22 (10.6%)	Peak PM Factor :	0.688	Average Hour : 8.7

Date	Time	:00	:15	:30	:45	Total
09/14/16	00:00	0	1	1	3	5
Wed	01:00	0	0	0	1	1
	02:00	0	0	0	1	1
	03:00	0	0	1	0	1
	04:00	1	3	0	0	4
	05:00	0	1	0	1	2
	06:00	0	0	1	2	3
	07:00	3	5	5	4	17
	08:00	4	4	4	2	14
	09:00	1	2	5	2	10
	10:00	3	2	5	2	12
	11:00	2	5	1	3	11
	12:00	2	4	2	6	14
	13:00	4	3	3	6	16
	14:00	4	2	4	0	10
	15:00	6	1	1	4	12
	16:00	6	4	1	6	17
	17:00	0	4	7	4	15
	18:00	4	3	3	4	14
	19:00	1	0	0	6	7
	20:00	3	4	0	1	8
	21:00	1	2	2	0	5
	22:00	0	1	0	0	1
	23:00	0	1	0	1	2
Day Total :						202

AM Total :	81 (40.1%)	Peak AM Hour : 07:15 =	18 (8.9%)	Peak AM Factor : 0.900	Average Period : 2.1
PM Total :	121 (59.9%)	Peak PM Hour : 17:15 =	19 (9.4%)	Peak PM Factor : 0.679	Average Hour : 8.4

Basic Volume Summary: Baldwin East of Gretta

Grand Total For Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	449	(52.3%)	2.00	225	2.3	9.4	139 (31.0%)	310 (69.0%)
#3.	410	(47.7%)	2.00	205	2.1	8.5	165 (40.2%)	245 (59.8%)
ALL	859		2.00	430	4.4	17.9	304 (35.4%)	555 (64.6%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:45 =	17	09/13/2016	0.607	15:00 =	27	09/14/2016	0.750
#3.	07:15 =	20	09/13/2016	0.833	15:00 =	22	09/13/2016	0.688

Basic Volume Report: Baldwin East of Dorothy

Station ID : Baldwin East of Dorothy
Info Line 1 :
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : EO DORTHY 1EB.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.		Eastbound				

Lane #1 Basic Volume Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Date	Time	:00	:15	:30	:45	Total
09/13/16	00:00	1	1	2	1	5
Tue	01:00	0	0	1	0	1
	02:00	0	1	0	1	2
	03:00	0	0	0	1	1
	04:00	0	2	0	0	2
	05:00	0	0	1	0	1
	06:00	0	1	1	0	2
	07:00	4	0	4	4	12
	08:00	5	5	3	7	20
	09:00	4	2	4	1	11
	10:00	1	3	4	1	9
	11:00	2	6	3	3	14
	12:00	2	3	2	1	8
	13:00	8	2	2	4	16
	14:00	6	1	0	2	9
	15:00	6	7	3	4	20
	16:00	3	2	2	1	8
	17:00	4	5	6	1	16
	18:00	6	5	7	4	22
	19:00	0	4	4	1	9
	20:00	2	2	0	1	5
	21:00	2	1	0	1	4
	22:00	2	1	0	1	4
	23:00	1	0	0	0	1
Day Total :						202

AM Total :	80 (39.6%)	Peak AM Hour :	08:00 =	20 (9.9%)	Peak AM Factor :	0.714	Average Period : 2.1
PM Total :	122 (60.4%)	Peak PM Hour :	18:00 =	22 (10.9%)	Peak PM Factor :	0.688	Average Hour : 8.4

Date	Time	:00	:15	:30	:45	Total
09/14/16	00:00	0	1	0	1	2
Wed	01:00	0	0	1	0	1
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	1	0	0	1	2
	05:00	1	0	2	0	3
	06:00	0	0	0	0	0
	07:00	1	1	3	5	10
	08:00	4	2	7	7	20
	09:00	0	6	4	0	10
	10:00	3	3	3	6	15
	11:00	6	3	3	2	14
	12:00	1	3	4	5	13
	13:00	4	0	1	5	10
	14:00	4	7	1	3	15
	15:00	8	9	3	6	26
	16:00	4	5	3	1	13
	17:00	5	8	4	5	22
	18:00	6	6	3	0	15
	19:00	5	1	3	1	10
	20:00	0	1	2	0	3
	21:00	0	0	4	1	5
	22:00	2	0	1	2	5
	23:00	0	1	0	0	1
Day Total :						216

AM Total :	78 (36.1%)	Peak AM Hour : 08:00 =	20 (9.3%)	Peak AM Factor : 0.714	Average Period : 2.3
PM Total :	138 (63.9%)	Peak PM Hour : 15:00 =	26 (12.0%)	Peak PM Factor : 0.722	Average Hour : 9.0

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Date	Time	:00	:15	:30	:45	Total
09/13/16	00:00	0	1	0	1	2
Tue	01:00	0	1	0	2	3
	02:00	1	0	1	0	2
	03:00	1	0	0	1	2
	04:00	1	0	0	1	2
	05:00	0	0	0	0	0
	06:00	1	0	0	0	1
	07:00	2	2	3	6	13
	08:00	5	2	1	3	11
	09:00	1	1	3	4	9
	10:00	1	4	1	3	9
	11:00	3	4	2	1	10
	12:00	3	3	3	3	12
	13:00	2	3	1	4	10
	14:00	5	0	3	4	12
	15:00	5	5	1	3	14
	16:00	5	6	1	4	16
	17:00	3	1	4	2	10
	18:00	2	3	0	0	5
	19:00	4	5	3	1	13
	20:00	2	0	0	0	2
	21:00	2	0	0	0	2
	22:00	3	1	0	1	5
	23:00	0	1	0	0	1
Day Total :						166

AM Total :	64 (38.6%)	Peak AM Hour : 07:15 =	16 (9.6%)	Peak AM Factor : 0.667	Average Period : 1.7
PM Total :	102 (61.4%)	Peak PM Hour : 14:30 =	17 (10.2%)	Peak PM Factor : 0.708	Average Hour : 6.9

Date	Time	:00	:15	:30	:45	Total
09/14/16	00:00	0	1	0	3	4
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	3	3
	03:00	0	0	1	1	2
	04:00	2	2	0	1	5
	05:00	0	1	0	0	1
	06:00	0	0	0	1	1
	07:00	1	4	2	2	9
	08:00	4	2	3	1	10
	09:00	1	0	5	1	7
	10:00	2	2	4	4	12
	11:00	2	3	1	4	10
	12:00	1	5	3	4	13
	13:00	2	4	4	6	16
	14:00	4	0	2	2	8
	15:00	3	1	3	6	13
	16:00	4	4	1	4	13
	17:00	1	5	8	1	15
	18:00	4	2	3	2	11
	19:00	1	1	2	1	5
	20:00	2	4	2	0	8
	21:00	0	2	2	0	4
	22:00	0	1	0	0	1
	23:00	1	1	0	1	3
Day Total :						174

AM Total :	64 (36.8%)	Peak AM Hour : 10:30 =	13 (7.5%)	Peak AM Factor : 0.650	Average Period : 1.8
PM Total :	110 (63.2%)	Peak PM Hour : 13:15 =	18 (10.3%)	Peak PM Factor : 0.562	Average Hour : 7.3

Basic Volume Summary: Baldwin East of Dorothy

Grand Total For Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	418	(55.1%)	2.00	209	2.2	8.7	158 (37.8%)	260 (62.2%)
#3.	340	(44.9%)	2.00	170	1.8	7.1	128 (37.6%)	212 (62.4%)
ALL	758		2.00	379	4.0	15.8	286 (37.7%)	472 (62.3%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	08:00 =	20	09/13/2016	0.714	15:00 =	26	09/14/2016	0.722
#3.	07:15 =	16	09/13/2016	0.667	13:15 =	18	09/14/2016	0.562

Basic Volume Report: Baldwin West of Shirley

Station ID : Baldwin West of Shirley
Info Line 1 :
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : WO SHIR 1EB.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.		Eastbound				

Lane #1 Basic Volume Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Date	Time	:00	:15	:30	:45	Total
09/13/16	00:00	0	0	1	0	1
Tue	01:00	0	0	1	0	1
	02:00	1	0	0	0	1
	03:00	1	0	0	0	1
	04:00	1	0	0	0	1
	05:00	0	0	0	0	0
	06:00	0	2	0	0	2
	07:00	2	4	1	4	11
	08:00	1	0	1	0	2
	09:00	2	1	0	1	4
	10:00	1	1	2	0	4
	11:00	2	3	2	2	9
	12:00	0	0	1	1	2
	13:00	0	2	1	2	5
	14:00	2	1	4	3	10
	15:00	2	6	2	1	11
	16:00	4	4	1	1	10
	17:00	1	0	0	1	2
	18:00	1	4	2	2	9
	19:00	2	5	2	2	11
	20:00	0	1	1	0	2
	21:00	0	1	1	1	3
	22:00	1	2	0	2	5
	23:00	0	0	1	0	1
Day Total :						108

AM Total :	37 (34.3%)	Peak AM Hour : 07:00 =	11 (10.2%)	Peak AM Factor : 0.688	Average Period :	1.1
PM Total :	71 (65.7%)	Peak PM Hour : 14:30 =	15 (13.9%)	Peak PM Factor : 0.625	Average Hour :	4.5

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

AM Total :	35 (41.7%)	Peak AM Hour : 07:15 =	12 (14.3%)	Peak AM Factor : 0.600	Average Period : 0.9
PM Total :	49 (58.3%)	Peak PM Hour : 14:30 =	10 (11.9%)	Peak PM Factor : 0.625	Average Hour : 3.5

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Date	Time	:00	:15	:30	:45	Total
09/13/16	00:00	0	0	1	0	1
Tue	01:00	0	0	2	0	2
	02:00	0	0	0	0	0
	03:00	0	0	0	1	1
	04:00	0	1	0	0	1
	05:00	0	0	0	0	0
	06:00	0	0	0	0	0
	07:00	2	0	1	2	5
	08:00	2	1	0	3	6
	09:00	1	1	1	4	7
	10:00	0	3	1	0	4
	11:00	1	3	0	4	8
	12:00	2	2	1	1	6
	13:00	3	2	1	0	6
	14:00	5	1	0	2	8
	15:00	1	6	2	0	9
	16:00	2	1	0	1	4
	17:00	0	3	2	1	6
	18:00	3	6	1	3	13
	19:00	1	6	0	1	8
	20:00	0	1	1	1	3
	21:00	0	1	0	2	3
	22:00	0	2	0	0	2
	23:00	0	0	1	0	1
Day Total :						104

AM Total :	35 (33.7%)	Peak AM Hour :	09:30 =	8 (7.7%)	Peak AM Factor :	0.500	Average Period : 1.1
PM Total :	69 (66.3%)	Peak PM Hour :	18:00 =	13 (12.5%)	Peak PM Factor :	0.542	Average Hour : 4.3

Date	Time	:00	:15	:30	:45	Total
09/14/16	00:00	0	1	0	1	2
Wed	01:00	0	0	1	0	1
	02:00	1	0	0	0	1
	03:00	1	0	0	0	1
	04:00	1	0	0	0	1
	05:00	0	0	0	1	1
	06:00	0	0	0	0	0
	07:00	1	0	0	0	1
	08:00	4	0	2	2	8
	09:00	1	2	3	0	6
	10:00	1	1	1	2	5
	11:00	1	1	1	0	3
	12:00	1	3	0	3	7
	13:00	1	0	0	1	2
	14:00	2	3	1	1	7
	15:00	2	3	2	5	12
	16:00	2	4	1	0	7
	17:00	1	3	2	1	7
	18:00	3	2	1	0	6
	19:00	3	1	2	1	7
	20:00	0	0	4	0	4
	21:00	0	0	1	3	4
	22:00	1	0	2	1	4
	23:00	0	0	0	0	0
Day Total :						97

AM Total :	30 (30.9%)	Peak AM Hour : 08:00 =	8 (8.2%)	Peak AM Factor : 0.500	Average Period : 1.0
PM Total :	67 (69.1%)	Peak PM Hour : 15:30 =	13 (13.4%)	Peak PM Factor : 0.650	Average Hour : 4.0

Basic Volume Summary: Baldwin West of Shirley

Grand Total For Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	192	(48.9%)	2.00	96	1.0	4.0	72 (37.5%)	120 (62.5%)
#3.	201	(51.1%)	2.00	101	1.0	4.2	65 (32.3%)	136 (67.7%)
ALL	393		2.00	197	2.0	8.2	137 (34.9%)	256 (65.1%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:15 =	12	09/14/2016	0.600	14:30 =	15	09/13/2016	0.625
#3.	09:30 =	8	09/13/2016	0.500	18:00 =	13	09/13/2016	0.542

Basic Volume Report: Baldwin East of Shirley

Station ID : Baldwin East of Shirley
Info Line 1 :
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : BAL EO SHIRLY.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 93883

Number of Lanes : 1
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 - 09/13/2016 To: 23:59 - 09/14/2016

Date	Time	:00	:15	:30	:45	Total
09/13/16	00:00	0	0	1	0	1
Tue	01:00	0	0	2	0	2
	02:00	0	0	0	0	0
	03:00	0	0	0	1	1
	04:00	0	1	0	0	1
	05:00	0	0	0	0	0
	06:00	0	1	0	1	2
	07:00	3	1	1	0	5
	08:00	2	1	1	3	7
	09:00	0	1	2	2	5
	10:00	1	3	1	0	5
	11:00	1	3	0	3	7
	12:00	2	2	1	1	6
	13:00	1	1	1	0	3
	14:00	2	1	0	1	4
	15:00	0	3	2	0	5
	16:00	2	1	2	0	5
	17:00	1	1	4	1	7
	18:00	2	5	1	3	11
	19:00	1	3	0	1	5
	20:00	0	1	1	1	3
	21:00	0	0	0	1	1
	22:00	0	0	0	0	0
	23:00	0	0	1	0	1
Day Total :						87

AM Total :	36 (41.4%)	Peak AM Hour :	09:30 =	8 (9.2%)	Peak AM Factor :	0.667	Average Period : 0.9
PM Total :	51 (58.6%)	Peak PM Hour :	17:30 =	12 (13.8%)	Peak PM Factor :	0.600	Average Hour : 3.6

Date	Time	:00	:15	:30	:45	Total
09/14/16	00:00	0	0	0	1	1
Wed	01:00	0	0	1	0	1
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	0	0	0	1	1
	06:00	0	1	0	0	1
	07:00	1	1	2	0	4
	08:00	3	0	1	2	6
	09:00	0	2	3	0	5
	10:00	1	0	2	3	6
	11:00	0	2	1	0	3
	12:00	1	3	0	4	8
	13:00	1	0	0	1	2
	14:00	1	3	1	1	6
	15:00	1	3	1	4	9
	16:00	2	5	2	0	9
	17:00	2	0	2	1	5
	18:00	2	2	1	1	6
	19:00	1	1	1	1	4
	20:00	0	0	3	1	4
	21:00	0	0	1	2	3
	22:00	1	0	0	1	2
	23:00	0	0	0	0	0
Day Total :						88

AM Total :	30 (34.1%)	Peak AM Hour : 08:45 =	7 (8.0%)	Peak AM Factor : 0.583	Average Period : 0.9
PM Total :	58 (65.9%)	Peak PM Hour : 15:45 =	13 (14.8%)	Peak PM Factor : 0.650	Average Hour : 3.7

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Date	Time	:00	:15	:30	:45	Total
09/13/16	00:00	0	0	1	1	2
Tue	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	0	0	0	0	0
	06:00	0	0	1	0	1
	07:00	2	1	1	2	6
	08:00	1	0	2	0	3
	09:00	2	0	1	0	3
	10:00	1	0	2	1	4
	11:00	3	2	2	1	8
	12:00	0	1	0	0	1
	13:00	0	2	0	2	4
	14:00	2	1	3	2	8
	15:00	1	5	1	1	8
	16:00	3	3	1	0	7
	17:00	1	1	3	0	5
	18:00	1	3	2	2	8
	19:00	0	4	2	2	8
	20:00	0	0	2	0	2
	21:00	0	1	1	1	3
	22:00	0	2	0	1	3
	23:00	0	0	1	0	1
Day Total :						87

AM Total :	29 (33.3%)	Peak AM Hour :	10:30 =	8 (9.2%)	Peak AM Factor :	0.667	Average Period : 0.9
PM Total :	58 (66.7%)	Peak PM Hour :	14:30 =	11 (12.6%)	Peak PM Factor :	0.550	Average Hour : 3.6

Date	Time	:00	:15	:30	:45	Total
09/14/16	00:00	0	0	0	0	0
Wed	01:00	1	0	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	0	0	0	0	0
	06:00	1	0	1	1	3
	07:00	0	2	2	1	5
	08:00	2	0	1	3	6
	09:00	0	1	1	0	2
	10:00	2	1	3	2	8
	11:00	0	1	1	2	4
	12:00	2	2	1	0	5
	13:00	0	0	0	0	0
	14:00	1	0	3	1	5
	15:00	1	3	0	0	4
	16:00	1	1	2	1	5
	17:00	2	3	2	1	8
	18:00	0	4	3	1	8
	19:00	2	0	0	1	3
	20:00	2	0	0	0	2
	21:00	0	0	1	0	1
	22:00	0	1	0	0	1
	23:00	1	1	0	0	2
Day Total :						74

AM Total :	30 (40.5%)	Peak AM Hour : 10:00 =	8 (10.8%)	Peak AM Factor : 0.667	Average Period : 0.8
PM Total :	44 (59.5%)	Peak PM Hour : 18:15 =	10 (13.5%)	Peak PM Factor : 0.625	Average Hour : 3.1

Basic Volume Summary: Baldwin East of Shirley

Grand Total For Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	175	(52.1%)	2.00	88	0.9	3.6	66 (37.7%)	109 (62.3%)
#3.	161	(47.9%)	2.00	81	0.8	3.4	59 (36.6%)	102 (63.4%)
ALL	336		2.00	169	1.7	7.0	125 (37.2%)	211 (62.8%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	09:30 =	8	09/13/2016	0.667	15:45 =	13	09/14/2016	0.650
#3.	10:30 =	8	09/13/2016	0.667	14:30 =	11	09/13/2016	0.550

APPENDIX B

SPEED DATA

Special Speed Study Report: Baldwin East of Gretta

Station ID : Baldwin East of Gretta

Info Line 1 :
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : EO GRETTA 1EB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24088

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

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
09/13/16	00:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	1	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	0	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	09:00	2	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	10:00	2	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	2	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	3	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	13:00	1	5	4	2	2	0	1	0	0	0	0	0	0	0	0	0	15
	14:00	2	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	13
	15:00	6	7	4	2	3	0	0	0	0	0	0	0	0	0	0	0	22
	16:00	4	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	17:00	4	4	8	5	2	0	0	0	0	0	0	0	0	0	0	0	23
	18:00	7	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		53	50	71	40	8	1	1	0	0	0	0	0	0	0	0	0	224
Percent :		24%	22%	32%	18%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		24%	46%	78%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 23.6 mph 50% Speed : 25.8 mph 67% Speed : 28.2 mph 85% Speed : 32.2 mph
10mph Pace: 21.0 - 30.9 (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
09/14/16	00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	1	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	4	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	16
	09:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	3	5	3	2	1	1	0	0	0	0	0	0	0	0	0	0	15
	12:00	4	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	13:00	2	2	7	1	1	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	2	4	6	4	0	0	0	0	0	0	0	0	0	0	0	0	16
	15:00	1	4	13	8	1	0	0	0	0	0	0	0	0	0	0	0	27
	16:00	5	4	6	2	1	0	0	0	0	0	0	0	0	0	0	0	18
	17:00	2	4	15	2	0	0	0	0	0	0	0	0	0	0	0	0	23
	18:00	3	2	7	3	1	0	0	0	0	0	0	0	0	0	0	0	16
	19:00	7	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		47	50	85	33	8	2	0	0	0	0	0	0	0	0	0	0	225
Percent :		21%	22%	38%	15%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	43%	81%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 23.9 mph 50% Speed : 26.0 mph 67% Speed : 28.0 mph 85% Speed : 32.0 mph
10mph Pace: 21.0 - 30.9 (60.0%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

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
09/13/16	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	1	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	2	7	5	2	1	1	0	0	0	0	0	0	0	0	0	0	18
	08:00	3	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	1	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	2	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	3	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	5	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	4	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0	15
	15:00	3	6	6	4	3	0	0	0	0	0	0	0	0	0	0	0	22
	16:00	3	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	18
	17:00	5	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	4	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	5	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		50	52	68	26	10	1	1	0	0	0	0	0	0	0	0	0	208
Percent :		24%	25%	33%	13%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		24%	49%	82%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 23.3 mph 50% Speed : 25.5 mph 67% Speed : 27.7 mph 85% Speed : 32.1 mph
10mph Pace: 20.9 - 30.8 (57.7%)

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
09/14/16	00:00	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	5
Wed	01:00	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	2	8	3	2	2	0	0	0	0	0	0	0	0	0	0	0	17
	08:00	2	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	14
	09:00	4	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	2	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	2	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	11
	12:00	3	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	13:00	0	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	14:00	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	0	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	2	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	17:00	5	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	18:00	4	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		41	77	49	27	8	0	0	0	0	0	0	0	0	0	0	0	202
Percent :		20%	38%	24%	13%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		20%	58%	83%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8

Average Speed 23.1 mph 50% Speed : 23.9 mph 67% Speed : 27.0 mph 85% Speed : 31.9 mph
10mph Pace: 20.1 - 30.0 (62.4%)

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

Special Speed Study Summary: Baldwin East of Gretta

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	100	100	156	73	16	3	1	0	0	0	0	0	0	0	0	0	449
Percent :	22%	22%	35%	16%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	22%	45%	79%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9

ADT = 224

Average Speed 23.7 mph 50% Speed : 25.8 mph 67% Speed : 28.2 mph 85% Speed : 31.8 mph
10mph Pace: 20.1 - 30.0 (57.0%)

Grand Total #3:	91	129	117	53	18	1	1	0	0	0	0	0	0	0	0	0	410
Percent :	22%	31%	29%	13%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	22%	54%	82%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8

ADT = 205

Average Speed 23.2 mph 50% Speed : 24.1 mph 67% Speed : 27.4 mph 85% Speed : 31.5 mph
10mph Pace: 20.1 - 30.0 (60.0%)

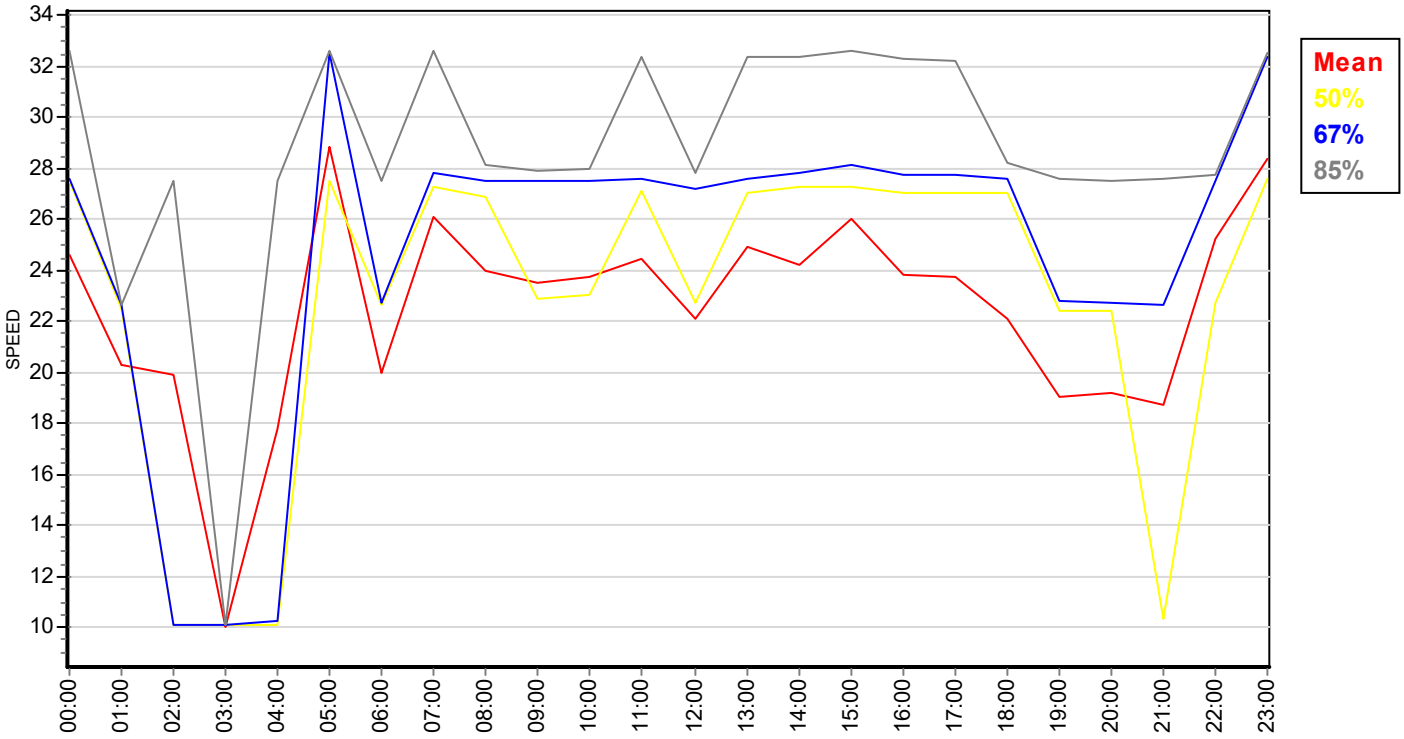
Comb. Total :	191	229	273	126	34	4	2	0	0	0	0	0	0	0	0	0	859
Percent :	22%	27%	32%	15%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	22%	49%	81%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	19

ADT = 429

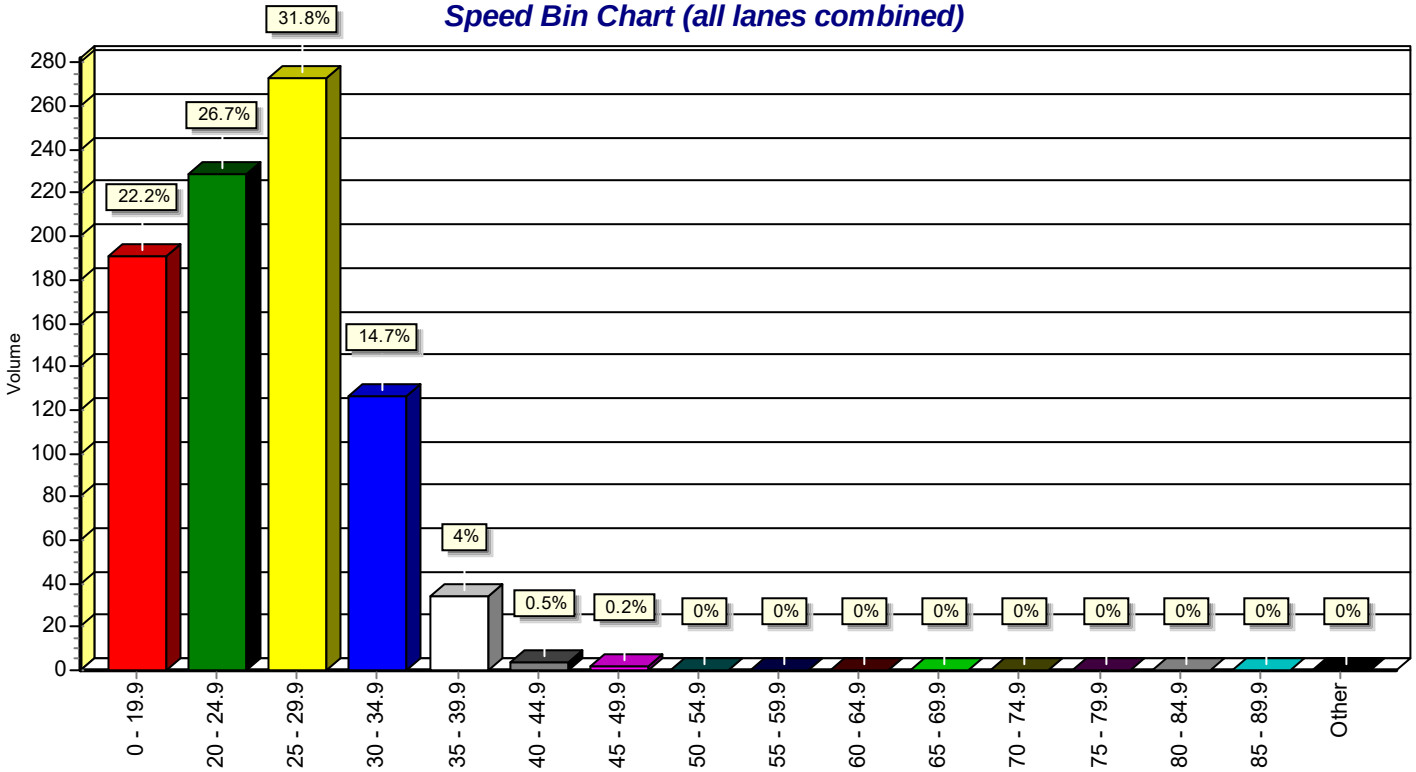
Average Speed 23.5 mph 50% Speed : 25.2 mph 67% Speed : 27.8 mph 85% Speed : 31.7 mph
10mph Pace: 20.1 - 30.0 (58.7%)

Baldwin East of Gretta Charts For Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Baldwin East of Dorothy

Station ID : Baldwin East of Dorothy

Info Line 1 :
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : EO DORTHY 1EB.DB

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

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

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
09/13/16	00:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	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	0	1	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	1
	07:00	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	8	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	09:00	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	3	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	12:00	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	5	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	14:00	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	2	9	6	3	0	0	0	0	0	0	0	0	0	0	0	0	20
	16:00	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	6	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	18:00	12	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	19:00	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		73	65	43	16	0	0	0	0	0	0	0	0	0	0	0	0	197
Percent :		37%	33%	22%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		37%	70%	92%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 19.8 mph 50% Speed : 22.1 mph 67% Speed : 24.1 mph 85% Speed : 28.0 mph
10mph Pace: 20.5 - 30.4 (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
09/14/16	00:00	0	1	0	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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	6	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	8	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	5	3	6	0	1	0	0	0	0	0	0	0	0	0	0	0	15
	11:00	6	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	14
	12:00	2	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	2	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	4	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	14
	15:00	4	5	10	6	1	0	0	0	0	0	0	0	0	0	0	0	26
	16:00	3	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	4	5	10	3	0	0	0	0	0	0	0	0	0	0	0	0	22
	18:00	3	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	19:00	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	20:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		61	58	62	26	4	0	0	0	0	0	0	0	0	0	0	0	211
Percent :		29%	27%	29%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		29%	56%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9

Average Speed 21.9 mph 50% Speed : 23.5 mph 67% Speed : 27.0 mph 85% Speed : 29.3 mph
10mph Pace: 20.8 - 30.7 (56.9%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

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
09/13/16	00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	09:00	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	3	5	2	4	0	0	0	0	0	0	0	0	0	0	0	0	14
	16:00	4	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	17:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	0	1	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	2	0	0	1	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 :		67	55	30	9	1	0	0	0	0	0	0	0	0	0	0	0	162
Percent :		41%	34%	19%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		41%	75%	94%	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 18.9 mph 50% Speed : 21.7 mph 67% Speed : 23.4 mph 85% Speed : 27.5 mph
10mph Pace: 20.8 - 30.7 (52.5%)

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
09/14/16	00:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	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	2	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:00	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	13:00	3	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	14:00	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	3	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	16:00	1	8	1	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	2	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	18:00	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	0	3	3	1	0	0	0	0	0	0	0	0	0	1	0	0	8
	21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		52	62	47	11	1	0	0	0	0	0	0	0	0	1	0	0	174
Percent :		30%	36%	27%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Cum. Percent :		30%	66%	93%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	
Average :		2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Average Speed 21.1 mph 50% Speed : 22.8 mph 67% Speed : 26.2 mph 85% Speed : 28.1 mph
10mph Pace: 20.6 - 30.5 (62.6%)

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

Special Speed Study Summary: Baldwin East of Dorothy

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	134	123	105	42	4	0	0	0	0	0	0	0	0	0	0	0	408
Percent :	33%	30%	26%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	33%	63%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9

ADT = 204

Average Speed 20.8 mph 50% Speed : 22.8 mph 67% Speed : 26.0 mph 85% Speed : 29.0 mph
10mph Pace: 20.1 - 30.0 (55.9%)

Grand Total #3:	119	117	77	20	2	0	0	0	0	0	0	0	0	1	0	0	336
Percent :	35%	35%	23%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	35%	70%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6

ADT = 168

Average Speed 20.1 mph 50% Speed : 22.2 mph 67% Speed : 24.3 mph 85% Speed : 28.1 mph
10mph Pace: 20.1 - 30.0 (57.7%)

Comb. Total :	253	240	182	62	6	0	0	0	0	0	0	0	0	1	0	0	744
Percent :	34%	32%	24%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	34%	66%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	15

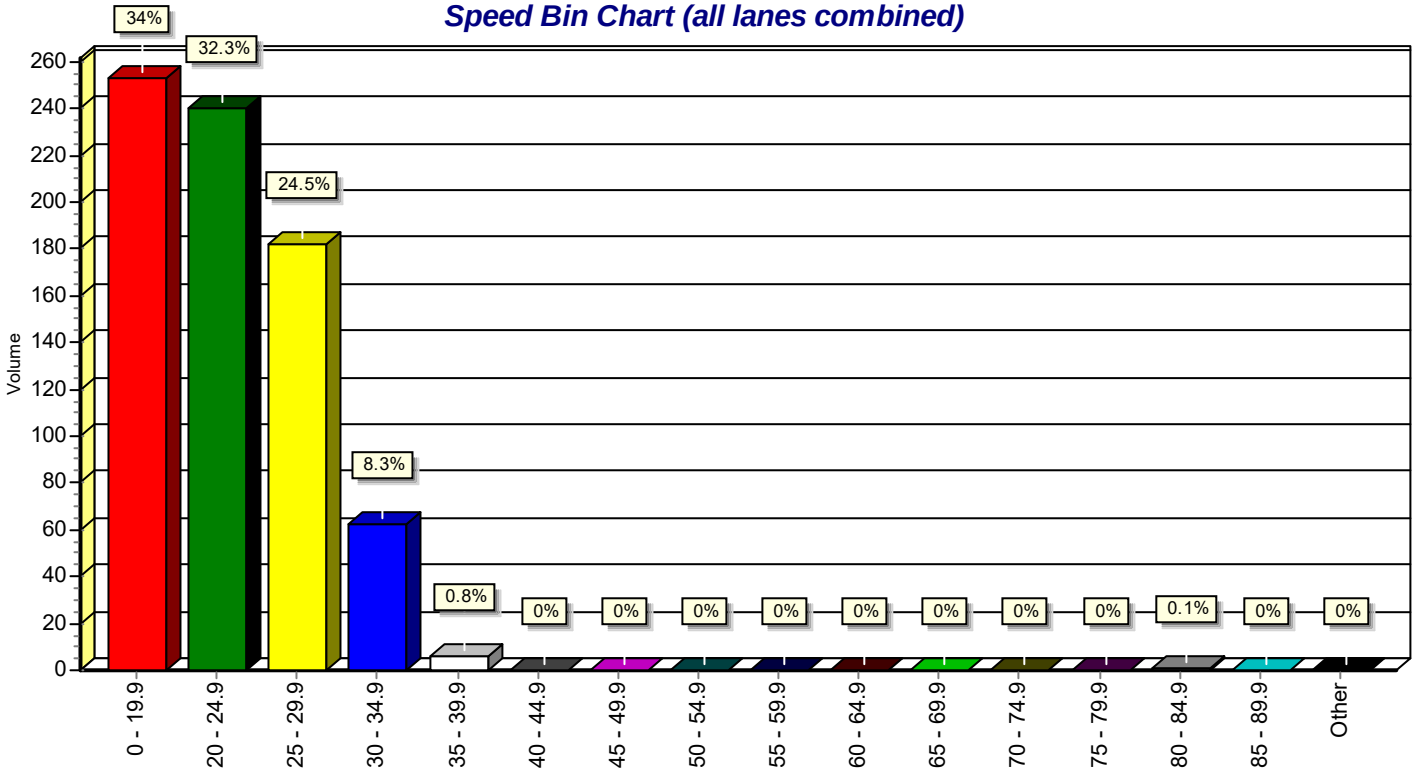
ADT = 372

Average Speed 20.4 mph 50% Speed : 22.6 mph 67% Speed : 25.2 mph 85% Speed : 28.6 mph
10mph Pace: 20.1 - 30.0 (56.7%)

Baldwin East of Dorothy Charts For Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Speed Percent vs. Time (all lanes)

Speed Bin Chart (all lanes combined)



Special Speed Study Report: Baldwin West of Shirley

Station ID : Baldwin West of Shirley

Info Line 1 :
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : WO SHIR 1EB.DB

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

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

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
09/13/16	00:00	1	0	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	1	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	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	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	13:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	2	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	17:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	18:00	3	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	9
	19:00	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	2	2	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 :		33	37	27	10	0	1	0	0	0	0	0	0	0	0	0	0	108
Percent :		31%	34%	25%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		31%	65%	90%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 21.0 mph 50% Speed : 22.7 mph 67% Speed : 26.8 mph 85% Speed : 28.0 mph
10mph Pace: 21.4 - 31.3 (59.3%)

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
09/14/16	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	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	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	08:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	13:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	16:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		37	24	18	4	1	0	0	0	0	0	0	0	0	0	0	0	84
Percent :		44%	29%	21%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		44%	73%	94%	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 18.7 mph 50% Speed : 22.1 mph 67% Speed : 23.0 mph 85% Speed : 27.6 mph
10mph Pace: 21.8 - 31.7 (50.0%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

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
09/13/16	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	1	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	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	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	17:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		39	30	30	4	1	0	0	0	0	0	0	0	0	0	0	0	104
Percent :		38%	29%	29%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		38%	66%	95%	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 19.8 mph 50% Speed : 22.4 mph 67% Speed : 23.5 mph 85% Speed : 27.8 mph
10mph Pace: 21.6 - 31.5 (57.7%)

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
09/14/16	00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	1	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	1	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	12:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	17:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	2	1	1	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 :		39	30	22	5	0	1	0	0	0	0	0	0	0	0	0	0	97
Percent :		40%	31%	23%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		40%	71%	94%	99%	99%	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 19.3 mph 50% Speed : 22.2 mph 67% Speed : 23.2 mph 85% Speed : 27.7 mph
10mph Pace: 21.6 - 31.5 (53.6%)

		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
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: Baldwin West of Shirley

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	70	61	45	14	1	1	0	0	0	0	0	0	0	0	0	0	192
Percent :	36%	32%	23%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	36%	68%	92%	99%	99%	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 = 96

Average Speed 20.0 mph 50% Speed : 22.2 mph 67% Speed : 24.2 mph 85% Speed : 28.1 mph
10mph Pace: 20.6 - 30.5 (55.2%)

Grand Total #3:	78	60	52	9	1	1	0	0	0	0	0	0	0	0	0	0	201
Percent :	39%	30%	26%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	39%	69%	95%	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 = 100

Average Speed 19.6 mph 50% Speed : 22.1 mph 67% Speed : 24.2 mph 85% Speed : 27.9 mph
10mph Pace: 20.7 - 30.6 (55.7%)

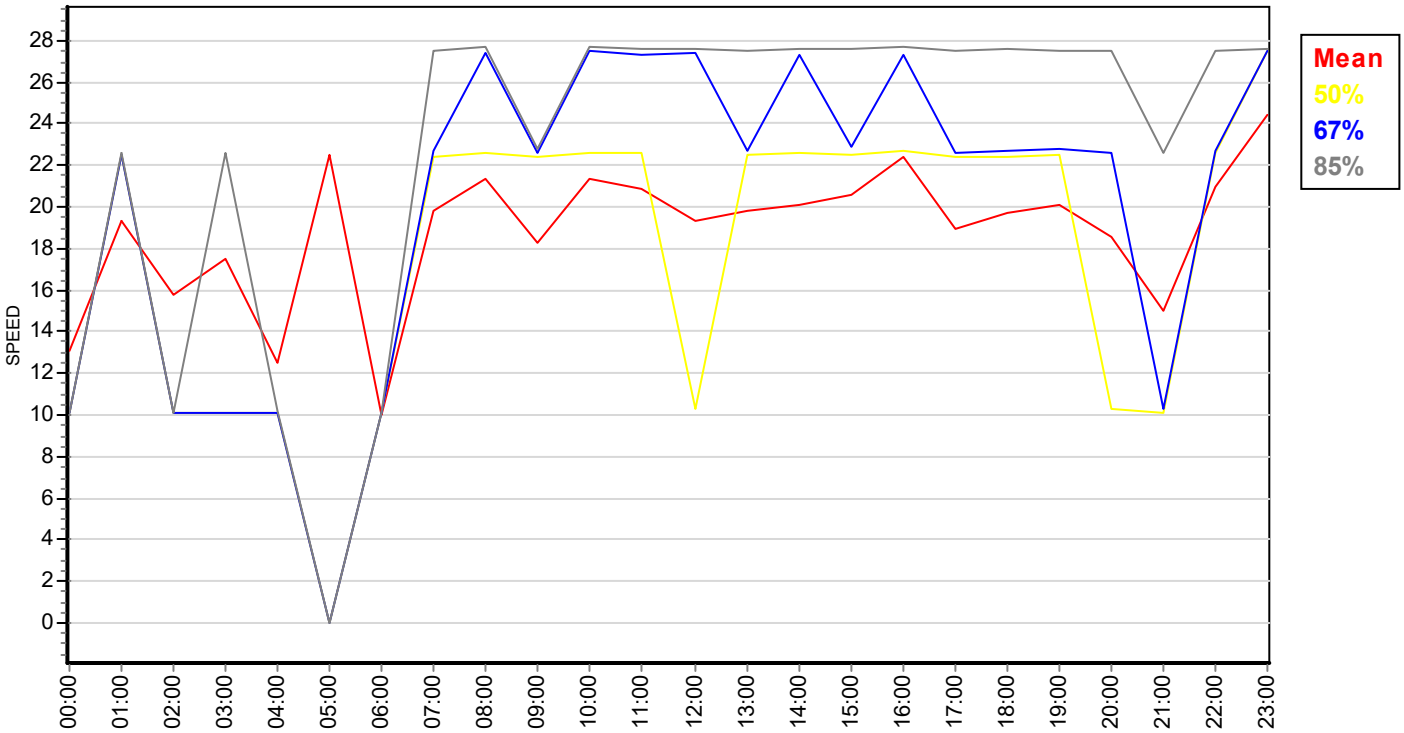
Comb. Total :	148	121	97	23	2	2	0	0	0	0	0	0	0	0	0	0	393
Percent :	38%	31%	25%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	38%	68%	93%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8

ADT = 196

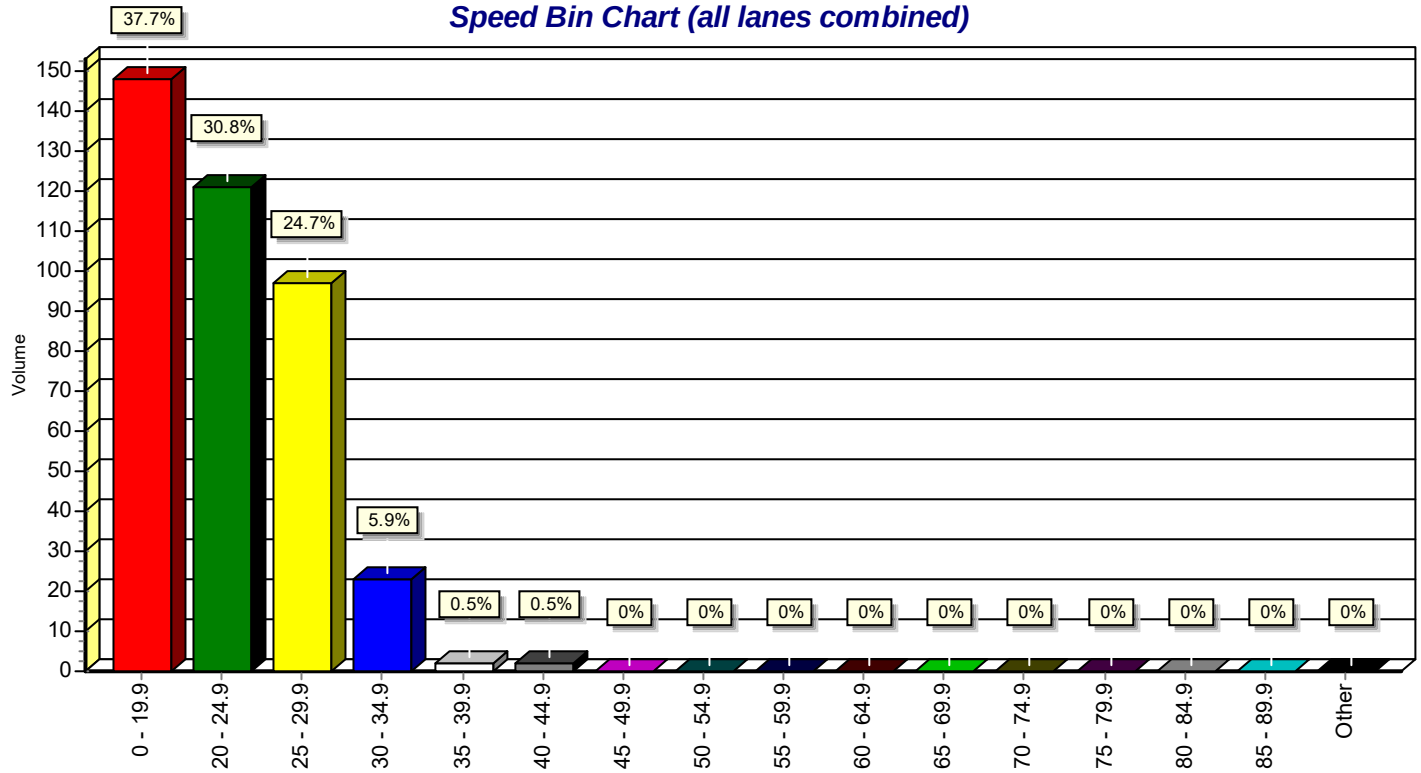
Average Speed 19.8 mph 50% Speed : 22.2 mph 67% Speed : 24.6 mph 85% Speed : 28.0 mph
10mph Pace: 20.1 - 30.0 (55.5%)

Baldwin West of Shirley Charts For Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Baldwin East of Shirley

Station ID : Baldwin East of Shirley

Info Line 1 :
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : BAL EO SHIRLY.DB

Last Connected Device Type : Apollo
Version Number : 1.45
Serial Number : 93883

Number of Lanes : 1
Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

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
09/13/16	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	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	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	15:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	16:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		36	28	22	1	0	0	0	0	0	0	0	0	0	0	0	0	87
Percent :		41%	32%	25%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		41%	74%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 18.7 mph 50% Speed : 22.1 mph 67% Speed : 23.1 mph 85% Speed : 27.4 mph
10mph Pace: 21.7 - 31.6 (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
09/14/16	00:00	0	0	1	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	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	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	1	4	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	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	2	1	1	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	0	2	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 :		32	42	10	3	1	0	0	0	0	0	0	0	0	0	0	0	88
Percent :		36%	48%	11%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		36%	84%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed 19.0 mph 50% Speed : 22.0 mph 67% Speed : 22.9 mph 85% Speed : 23.9 mph
10mph Pace: 21.3 - 31.2 (59.1%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

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
09/13/16	00:00	2	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	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	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	09:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	5	3	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	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	17:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	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 :		47	30	8	1	1	0	0	0	0	0	0	0	0	0	0	0	87
Percent :		54%	34%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		54%	89%	98%	99%	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 16.5 mph 50% Speed : 11.2 mph 67% Speed : 22.3 mph 85% Speed : 23.2 mph
10mph Pace: 8.6 - 18.5 (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
09/14/16	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	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	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	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	1	1	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		51	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	74
Percent :		69%	19%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		69%	88%	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 14.6 mph 50% Speed : 10.7 mph 67% Speed : 11.5 mph 85% Speed : 22.8 mph
10mph Pace: 8.5 - 18.4 (68.9%)

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

Special Speed Study Summary: Baldwin East of Shirley

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	68	70	32	4	1	0	0	0	0	0	0	0	0	0	0	0	175
Percent :	39%	40%	18%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	39%	79%	97%	99%	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 = 87

Average Speed 18.9 mph 50% Speed : 21.6 mph 67% Speed : 23.4 mph 85% Speed : 27.2 mph
10mph Pace: 20.4 - 30.3 (58.3%)

Grand Total #3:	98	44	15	3	1	0	0	0	0	0	0	0	0	0	0	0	161
Percent :	61%	27%	9%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	61%	88%	98%	99%	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 = 80

Average Speed 15.7 mph 50% Speed : 12.0 mph 67% Speed : 21.7 mph 85% Speed : 23.5 mph
10mph Pace: 7.0 - 16.9 (60.9%)

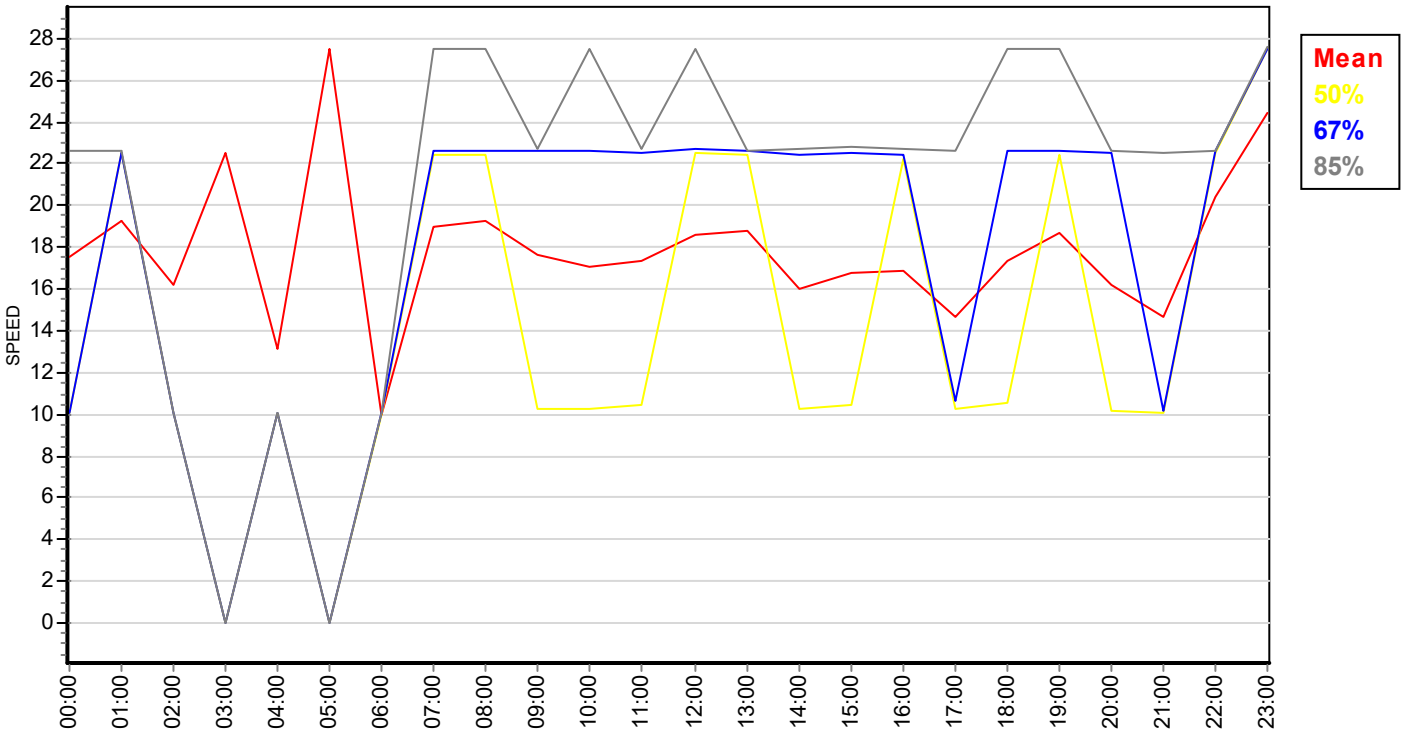
Comb. Total :	166	114	47	7	2	0	0	0	0	0	0	0	0	0	0	0	336
Percent :	49%	34%	14%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	49%	83%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6

ADT = 168

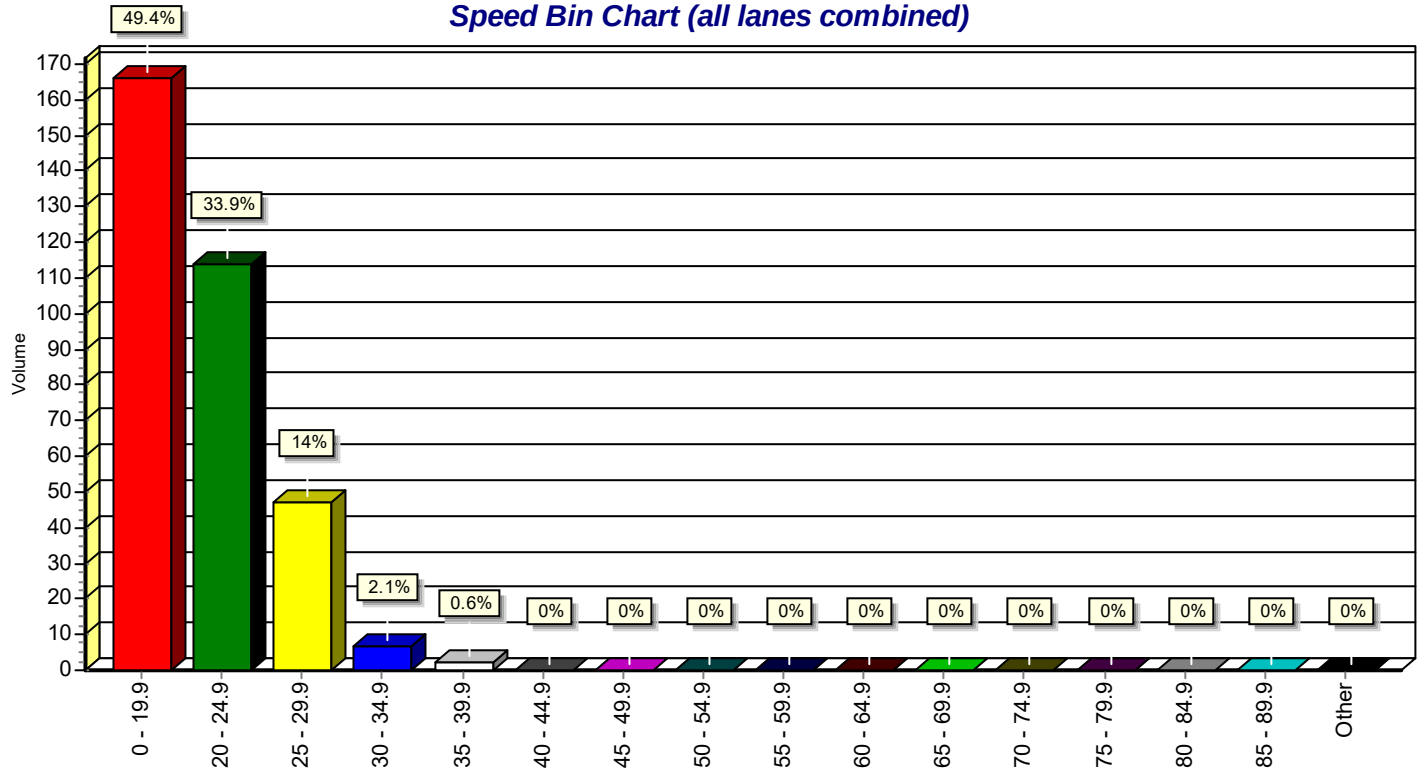
Average Speed 17.3 mph 50% Speed : 20.2 mph 67% Speed : 22.6 mph 85% Speed : 26.3 mph
10mph Pace: 20.1 - 30.0 (47.9%)

Baldwin East of Shirley Charts For Data From: 00:00 - 09/13/2016 To: 23:59 - 09/14/2016

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



APPENDIX C

U.S. LIMITS OUTPUT DATA

USLIMITS2 Speed Zoning Report

Project Name: Baldwin Avenue (Morris St to Martha St) USLIMITS2 Report

Analyst: Souder, Miller & Associates

Date: 11-22-2016

Basic Project Information
Project Number: 6254
Route Name: Baldwin Avenue
From: Morris Street
To: Martha Street
State: New Mexico
County: Bernalillo County
City: Albuquerque city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: .22 mile(s)
Statutory Speed Limit: 25 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided:
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 22
Number of Signals: 0

Crash Data Information
Crash Data Years: 1.00
Crash AADT: 401 veh/day
Total Number of Crashes: 0
Total Number of Injury Crashes: 0
Section Crash Rate: 0 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 67

Traffic Information
85th Percentile Speed: 31 mph
50th Percentile Speed: 24 mph
AADT: 401 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: High

Recommended Speed Limit:

USLIMITS2 Speed Zoning Report

Project Name: Baldwin Avenue (Martha St to Indian School Road) USLIMITS2 Report

Analyst: Souder, Miller & Associates

Date: 11-22-2016

Basic Project Information
Project Number: 6254
Route Name: Baldwin Avenue
From: Martha Street
To: Indian School Road
State: New Mexico
County: Bernalillo County
City: Albuquerque city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: .22 mile(s)
Statutory Speed Limit: 25 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 26
Number of Signals: 0

Crash Data Information
Crash Data Years: 1.00
Crash AADT: 182 veh/day
Total Number of Crashes: 0
Total Number of Injury Crashes: 0
Section Crash Rate: 0 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 67

Traffic Information
85th Percentile Speed: 28 mph
50th Percentile Speed: 22 mph
AADT: 182 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: High

Recommended Speed Limit:

APPENDIX D

SEGMENT AVERAGING CALCULATIONS

Averaging calculations for section between Morris Street, NE and Martha Street, NE from speed data results in Table IV.B.3 and Table IV.B.4.

Lane 1(EB)

Average: (23.7 + 20.8)/2 = 22.25

50th percentile: (25.8 + 22.8)/2 = 24.3

67th percentile: (28.2 + 26)/2 = 27.1

85th percentile: (31.8 + 29)/2 = 30.4

Lane 3(WB)

Average: (23.2 + 20.1)/2 = 21.65

50th percentile: (24.1 + 22.2)/2 = 23.15

67th percentile: (27.4 + 24.3)/2 = 25.85

85th percentile: (31.5 + 28.1)/2 = 29.8

Averaging calculations for section between Martha Street, NE and Indian School Road, NE from speed data results in Table IV.B.5 and Table IV.B.6.

Lane 1(EB)

Average: (18.9 + 20)/2 = 19.45

50th percentile: (21.6 + 22.2)/2 = 21.9

67th percentile: (23.4 + 24.2)/2 = 23.8

85th percentile: (27.2 + 28.1)/2 = 27.65

Lane 3(WB)

Average: (15.7 + 19.6)/2 = 17.65

50th percentile: (12 + 22.1)/2 = 17.05

67th percentile: (21.7 + 24.2)/2 = 22.95

85th percentile: (23.5 + 27.9)/2 = 25.7

Souder, Miller & Associates • 3451 Candelaria Road NE, Suite D
Albuquerque, NM 87107-1948 • (505 299-0942 • (877) 299-0942 • fax (505) 293-3430