



CAROLINA STREET SPEED STUDY



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Engineering • Environmental • Surveying

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Carolina Street
Speed Study
Final Report

Albuquerque, New Mexico



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City of Albuquerque

March 2018

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INTRODUCTION

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

1.A. PROJECT PURPOSE

A speed study on Carolina Street from Claremont Avenue to Candelaria Road was conducted to determine the following:

- Evaluate the 85th percentile speed along Carolina Street at three (3) locations;
- Calculate average and daily peak hour traffic volumes along Carolina Street.

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 0.24 (1267.20 LF) mile section of Carolina Street from Claremont Avenue to Candelaria Road. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

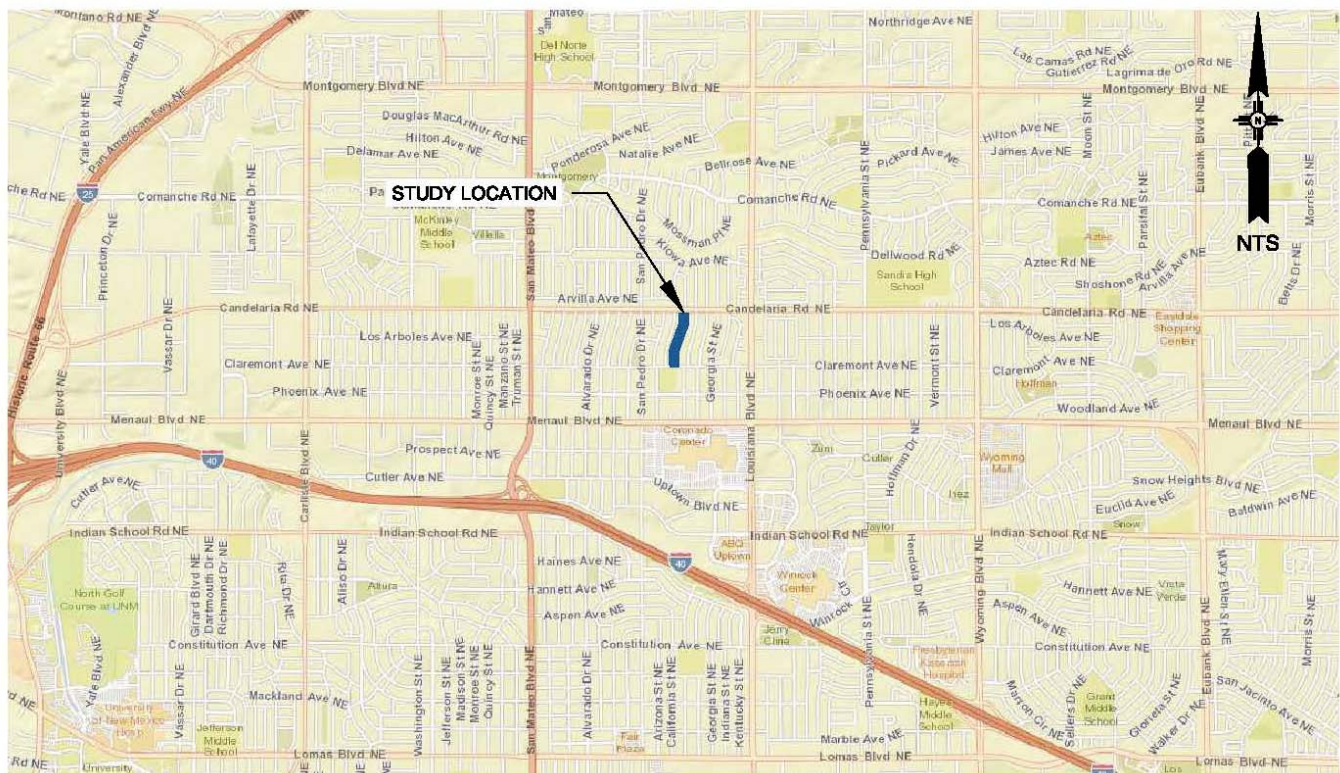


FIGURE 1.B.1.
STUDY LOCATION

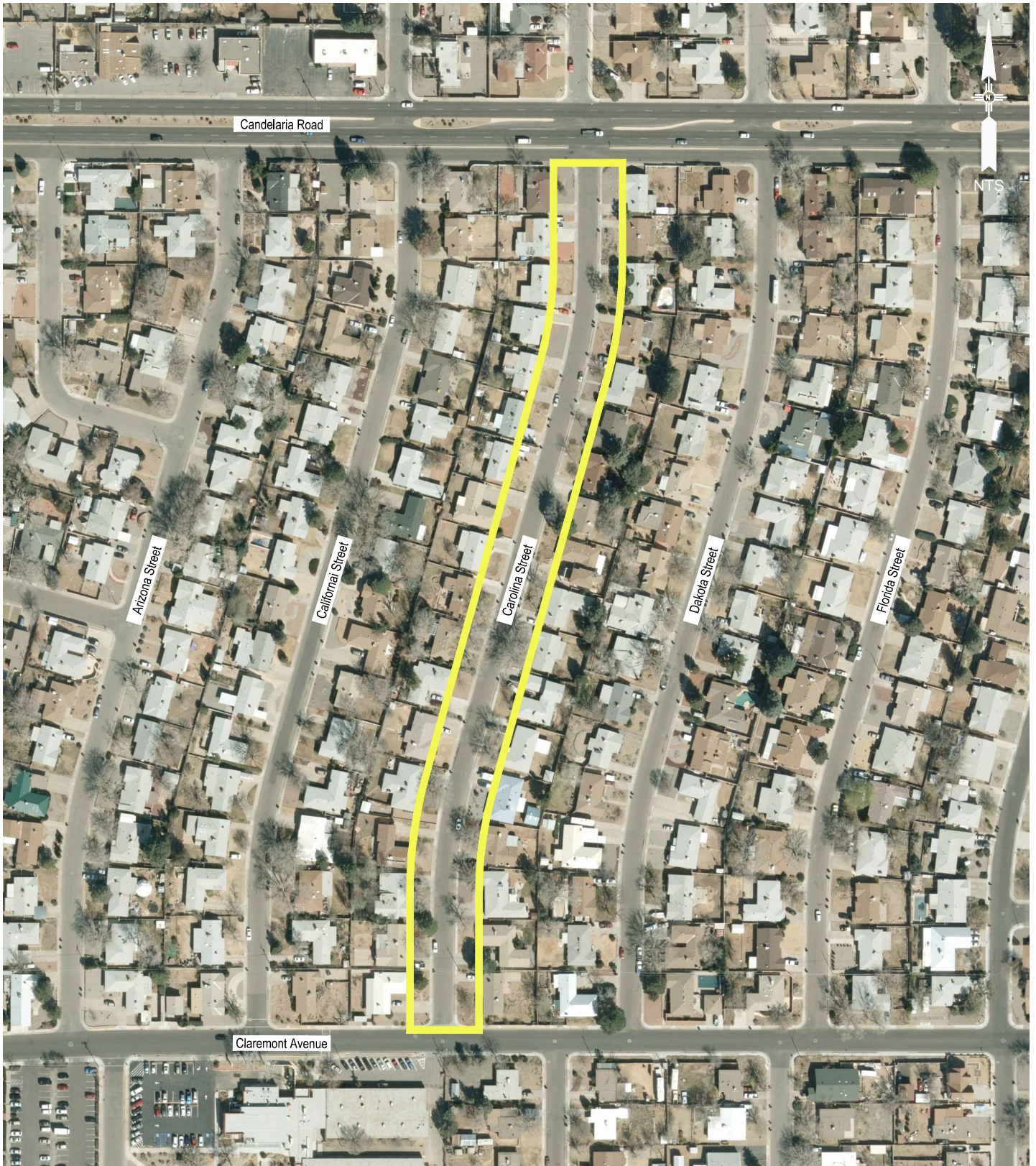


FIGURE 1.B.2.
STUDY LIMITS



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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.

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 three (3) volume and speed count locations which were at the following locations:

- Carolina Street North - Near Candelaria Road;
- Carolina Street Middle - between Claremont Avenue and Candelaria Road;
- Carolina Street South - Near Claremont Avenue.

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 Carolina Street. Within the study limits there are approximately 35 driveways that provide access to residential homes. 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.



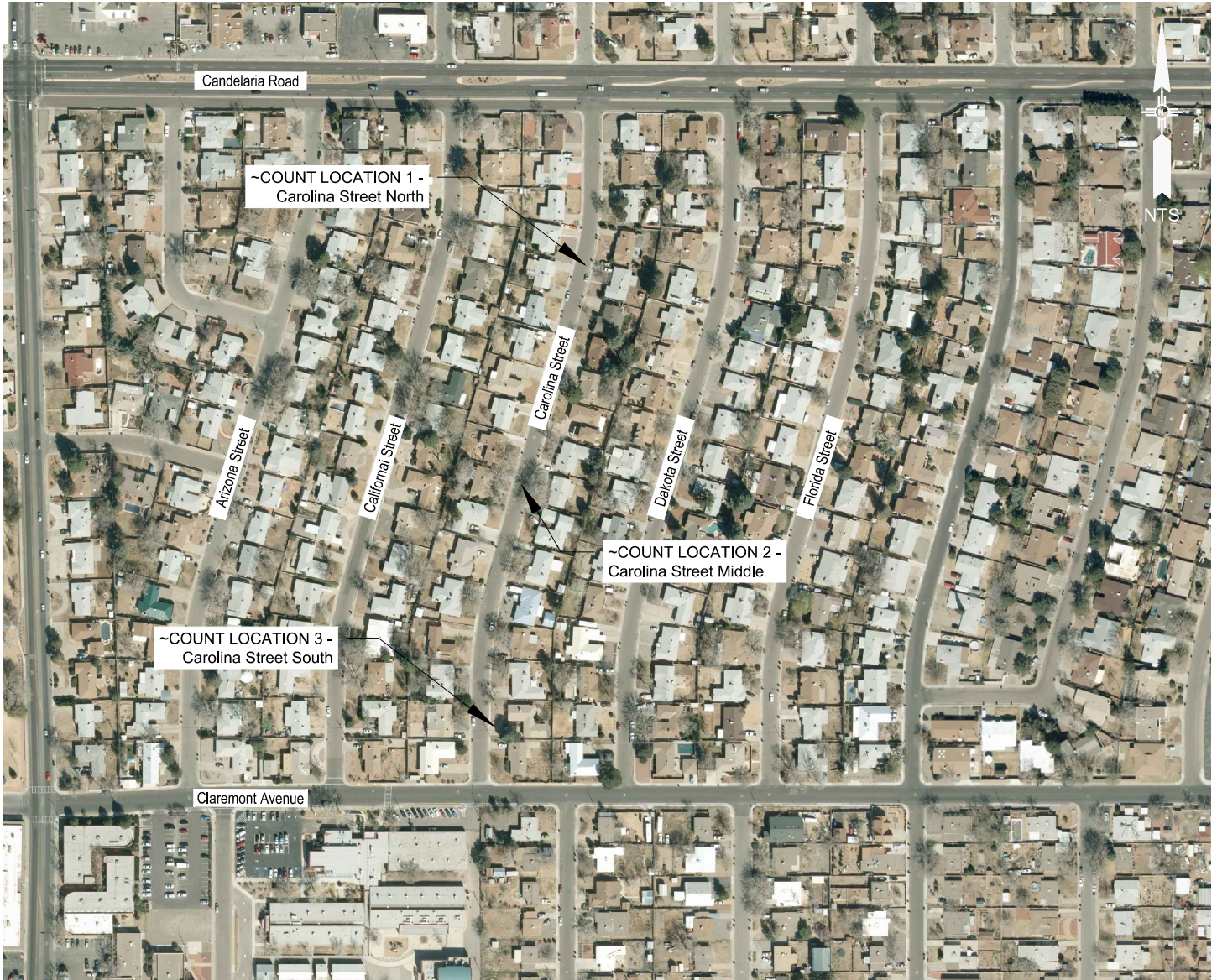


FIGURE 2.1.
 COUNT LOCATIONS

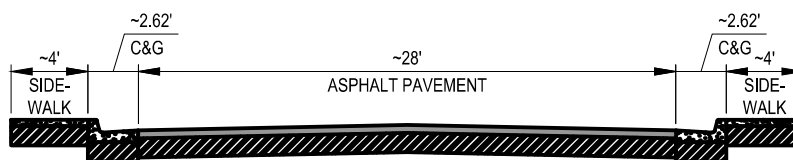


FIGURE 2.2.
 EXISTING CAROLINA STREET TYPICAL SECTION



3. DATA

3.A. ADT

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

Table 3.A.1.			
Carolina Street ADT			
Count Location	NB	SB	ADT
Carolina Street North	103	110	213
Carolina Street Middle	102	112	214
Carolina Street South	100	112	212
Average	101.7	111.3	213.0

The Carolina Street study area directional ADT ranges from 100 to 112 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

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

Table 3.B.1.			
Carolina Street Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
Carolina Street North	AM Peak	12 (8:45 AM - 9:45 AM)	10 (8:45 AM - 9:45 AM)
	PM Peak	15 (4:00 PM - 5:00 PM)	13 (3:30 PM - 4:30 PM)
Carolina Street Middle	AM Peak	11 (8:45 AM - 9:45 AM)	11 (8:45 AM - 9:45 AM)
	PM Peak	18 (5:30 PM - 6:30 PM)	15 (5:45 PM - 6:45 PM)
Carolina Street South	AM Peak	7 (8:45 AM - 9:45 AM)	11 (7:30 AM - 8:30 AM)
	PM Peak	22 (5:30 PM - 6:30 PM)	14 (3:30 PM - 4:30 PM)

The Carolina Street study area peak hour traffic volumes range from 7 to 22 vehicles per hour.

3.C. SPEED STUDY RESULTS

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

Table 3.C.1.			
Carolina Street North Speed Study			
Speed	NB	SB	Total
Average	19.1	18.9	19.0
10 mph Pace	20.8 - 30.7 (51.7%)	20.6 - 30.5 (49.8%)	20.1 - 30.0 (50.7%)
50th Percentile	21.8	21.4	21.6
67th Percentile	24.0	23.7	23.9
85th Percentile	28.0	27.8	27.9

Table 3.C.2.			
Carolina Street Middle Speed Study			
Speed	NB	SB	Total
Average	20.6	20.3	20.4
10 mph Pace	21.1 - 30.0 (49.5%)	20.2 - 30.1 (58.3%)	20.1 - 30.0 (54.1%)
50th Percentile	22.7	22.4	22.6
67th Percentile	26.7	24.7	25.7
85th Percentile	29.0	28.1	28.6

Table 3.C.3.			
Carolina Street South Speed Study			
Speed	NB	SB	Total
Average	22.1	21.4	21.7
10 mph Pace	20.3 - 30.2 (68.5%)	20.2 - 30.1 (61.9%)	20.1 - 30.0 (65.0%)
50th Percentile	23.7	23.2	23.4
67th Percentile	26.5	26.2	26.3
85th Percentile	28.7	28.7	28.7

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 Carolina Street, the speculated speed limit is 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.4. displays that 35 percent of the average ADT of the three count locations recorded speeds greater than 25 mph.

Table 3.C.4.							
Carolina Street ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Carolina Street North	90	42%	61	29%	61	29%	212
Carolina Street Middle	76	36%	61.5	29%	76	36%	213.5
Carolina Street South	54.5	26%	74	35%	83	39%	211.5
Total	220.5	35%	196.5	31%	220	35%	637

3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department for the most 3 recent years. The crash data requested showed there were 3 recorded crashes within the study area from 2014 to 2017.

Table 3.D.1.				
Carolina Street Crash Summary				
Year	Location (Primary Street / Intersecting Street)	Cause of Crash	Crash Analysis	Crash Correct with Traffic Calming?
2015	Carolina Street / Candelaria Road	Made Improper Turn / Failed Yield Right of Way	One Left Turn / From Opposite Direction	No
2015	Candelaria Road / Carolina Street	Driver Inattention / Failed to Yield Right of Way	One Right Turn / Entering at Angle	No
2017	Candelaria Road / Candelaria Road	Driver Inattention	Both Going Straight / Entering at Angle	No

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 35% 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 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 on the data collected, Carolina Street DOES NOT meet any of the criteria outlined to warrant traffic calming.

Appendices

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



Appendix A



Special Speed Study Report: Carolina (north)

Station ID : Carolina (north)

Info Line 1 : South of Candelaria
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : CAR NORTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24088

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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	
06/13/17	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:00	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	6	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	17:00	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		44	21	22	7	0	0	0	0	0	0	0	0	0	0	0	0	94
Percent :		47%	22%	23%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		47%	69%	93%	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	18.5 mph	50% Speed : 22.1 mph	67% Speed : 23.0 mph
			85% Speed : 27.7 mph
		10mph Pace: 8.7 - 18.6 (46.8%)	

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	
06/14/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	09:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	2	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	3	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	0	1	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 :		41	37	26	7	0	0	0	0	0	0	0	0	0	0	0	0	111
Percent :		37%	33%	23%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		37%	70%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed	19.6 mph	50% Speed :	22.2 mph	67% Speed :	23.4 mph	85% Speed :	27.7 mph
				10mph Pace: 21.4 - 31.3 (56.8%)			

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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	
06/13/17	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	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	3	3	1	1	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	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	4	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	1	2	4	1	0	0	1	0	0	0	0	0	0	0	0	0	9
	19:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		47	32	19	6	2	0	1	0	0	0	0	0	0	0	0	0	107
Percent :		44%	30%	18%	6%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		44%	74%	92%	97%	99%	99%	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 19.0 mph 50% Speed : 21.9 mph 67% Speed : 23.1 mph 85% Speed : 27.6 mph
 10mph Pace: 21.6 - 31.5 (47.7%)

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			
06/14/17	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	0	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	0
	05:00	0	0	0	1	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	0
	07:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	4	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		48	32	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	112
Percent :		43%	29%	23%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		43%	71%	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	0	4

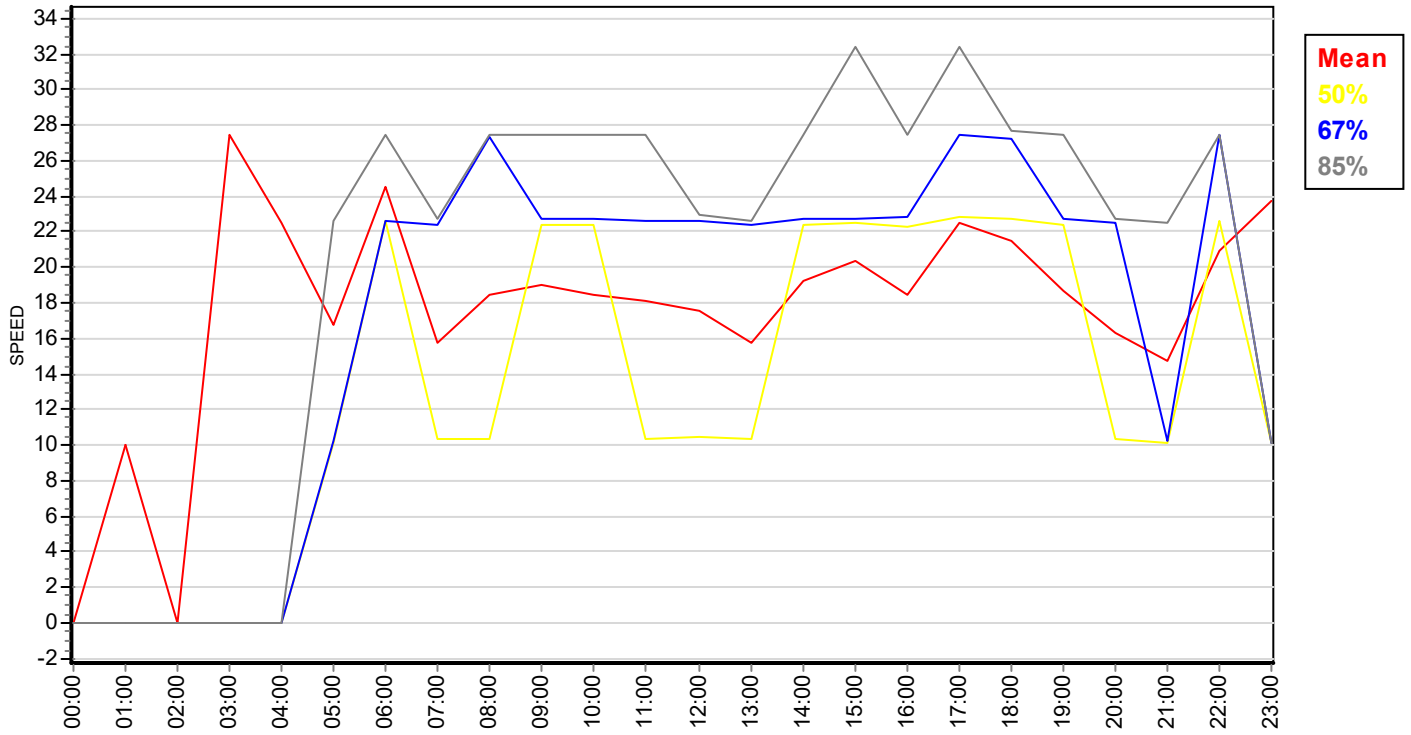
Average Speed	18.9 mph	50% Speed :	22.1 mph	67% Speed :	23.2 mph	85% Speed :	27.7 mph
		10mph Pace:		21.6 - 31.5 (51.8%)			

	#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>	

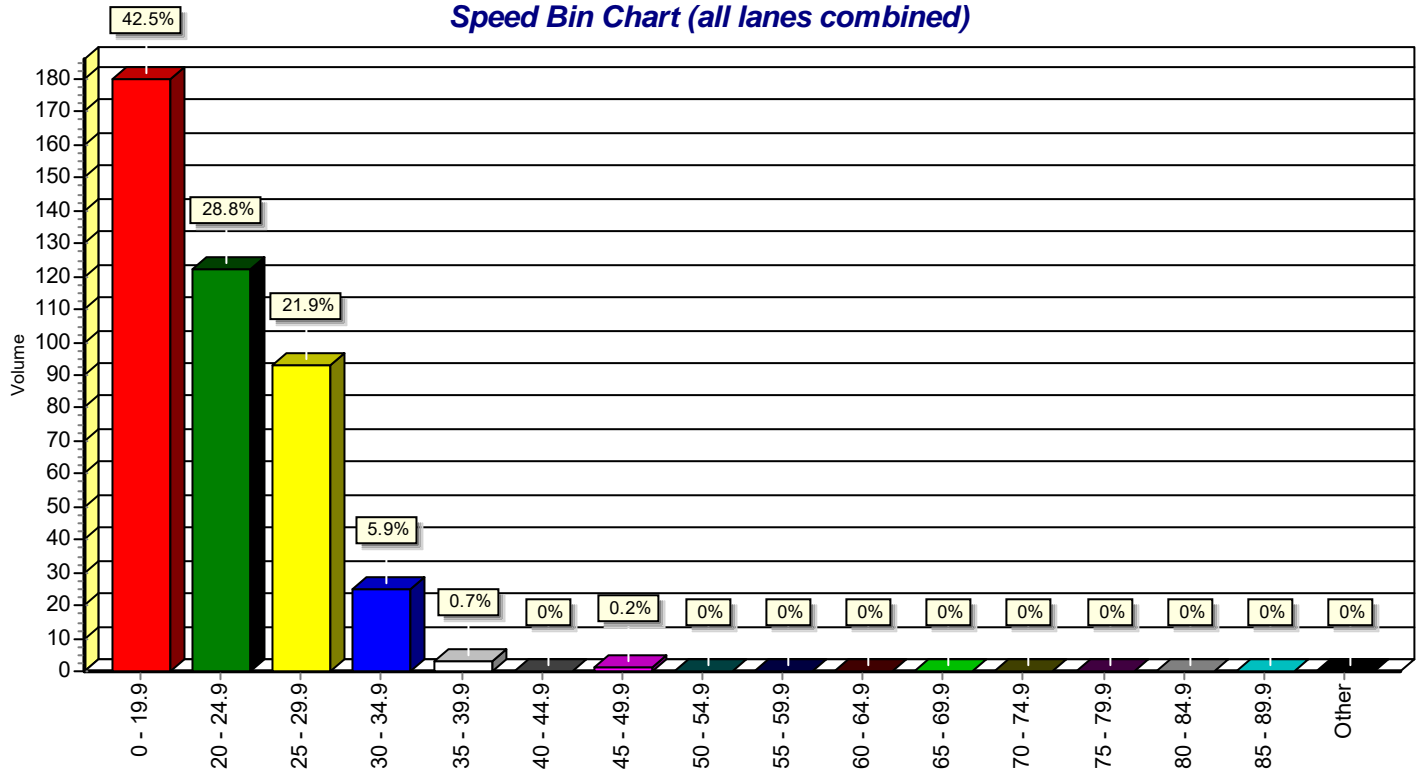
Special Speed Study Summary: Carolina (north)

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:	85	58	48	14	0	0	0	0	0	0	0	0	0	0	0	0	205															
Percent :	41%	28%	23%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	41%	70%	93%	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															
ADT = 102	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>19.1 mph</td> <td>50% Speed :</td> <td>21.8 mph</td> <td>67% Speed :</td> <td>24.0 mph</td> <td>85% Speed :</td> <td>28.0 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 20.8 - 30.7 (51.7%)</td> </tr> </table>																Average Speed	19.1 mph	50% Speed :	21.8 mph	67% Speed :	24.0 mph	85% Speed :	28.0 mph					10mph Pace: 20.8 - 30.7 (51.7%)			
Average Speed	19.1 mph	50% Speed :	21.8 mph	67% Speed :	24.0 mph	85% Speed :	28.0 mph																									
				10mph Pace: 20.8 - 30.7 (51.7%)																												
Grand Total #3:	95	64	45	11	3	0	1	0	0	0	0	0	0	0	0	0	219															
Percent :	43%	29%	21%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	43%	73%	93%	98%	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 = 109	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>18.9 mph</td> <td>50% Speed :</td> <td>21.4 mph</td> <td>67% Speed :</td> <td>23.7 mph</td> <td>85% Speed :</td> <td>27.8 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 20.6 - 30.5 (49.8%)</td> </tr> </table>																Average Speed	18.9 mph	50% Speed :	21.4 mph	67% Speed :	23.7 mph	85% Speed :	27.8 mph					10mph Pace: 20.6 - 30.5 (49.8%)			
Average Speed	18.9 mph	50% Speed :	21.4 mph	67% Speed :	23.7 mph	85% Speed :	27.8 mph																									
				10mph Pace: 20.6 - 30.5 (49.8%)																												
Comb. Total :	180	122	93	25	3	0	1	0	0	0	0	0	0	0	0	0	424															
Percent :	42%	29%	22%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	42%	71%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10															
ADT = 212	<table style="width: 100%; border: 1px solid black;"> <tr> <td>Average Speed</td> <td>19.0 mph</td> <td>50% Speed :</td> <td>21.6 mph</td> <td>67% Speed :</td> <td>23.9 mph</td> <td>85% Speed :</td> <td>27.9 mph</td> </tr> <tr> <td colspan="4"></td> <td colspan="4">10mph Pace: 20.1 - 30.0 (50.7%)</td> </tr> </table>																Average Speed	19.0 mph	50% Speed :	21.6 mph	67% Speed :	23.9 mph	85% Speed :	27.9 mph					10mph Pace: 20.1 - 30.0 (50.7%)			
Average Speed	19.0 mph	50% Speed :	21.6 mph	67% Speed :	23.9 mph	85% Speed :	27.9 mph																									
				10mph Pace: 20.1 - 30.0 (50.7%)																												

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Carolina (middle)

Station ID : Carolina (middle)

Info Line 1 : Between Claremont & Candelaria
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : CAR MID.DB

Last Connected Device Type : Apollo

Version Number : 1.66

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.	Northbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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	
06/13/17	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:00	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	16:00	3	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	17:00	2	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	18:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	1	0	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		30	22	20	15	1	0	0	0	0	0	0	0	0	0	0	0	88
Percent :		34%	25%	23%	17%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		34%	59%	82%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 21.3 mph 50% Speed : 22.7 mph 67% Speed : 27.3 mph 85% Speed : 32.1 mph
 10mph Pace: 21.9 - 31.8 (47.7%)

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	
06/14/17	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	16:00	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	6	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	17
	18:00	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		46	25	34	9	2	0	0	0	0	0	0	0	0	0	0	0	116
Percent :		40%	22%	29%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		40%	61%	91%	98%	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	20.0 mph	50% Speed :	22.5 mph	67% Speed :	26.8 mph	85% Speed :	28.1 mph
				10mph Pace: 21.7 - 31.6 (50.9%)			

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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	
06/13/17	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	4	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	5	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	2	5	0	2	0	0	0	1	0	0	0	0	0	0	0	0	10
	19:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	0	2	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 :	33	36	27	6	2	0	0	1	0	0	0	0	0	0	0	0	0	105
Percent :	31%	34%	26%	6%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	31%	66%	91%	97%	99%	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	0	4

Average Speed 20.9 mph	50% Speed : 22.6 mph	67% Speed : 26.7 mph
85% Speed : 27.9 mph		
10mph Pace: 21.4 - 31.3 (60.0%)		

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	
06/14/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	1	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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	16:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	8	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	4	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	19:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	0	2	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 :		43	40	27	8	0	0	0	0	0	0	0	0	0	0	0	0	118
Percent :		36%	34%	23%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		36%	70%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

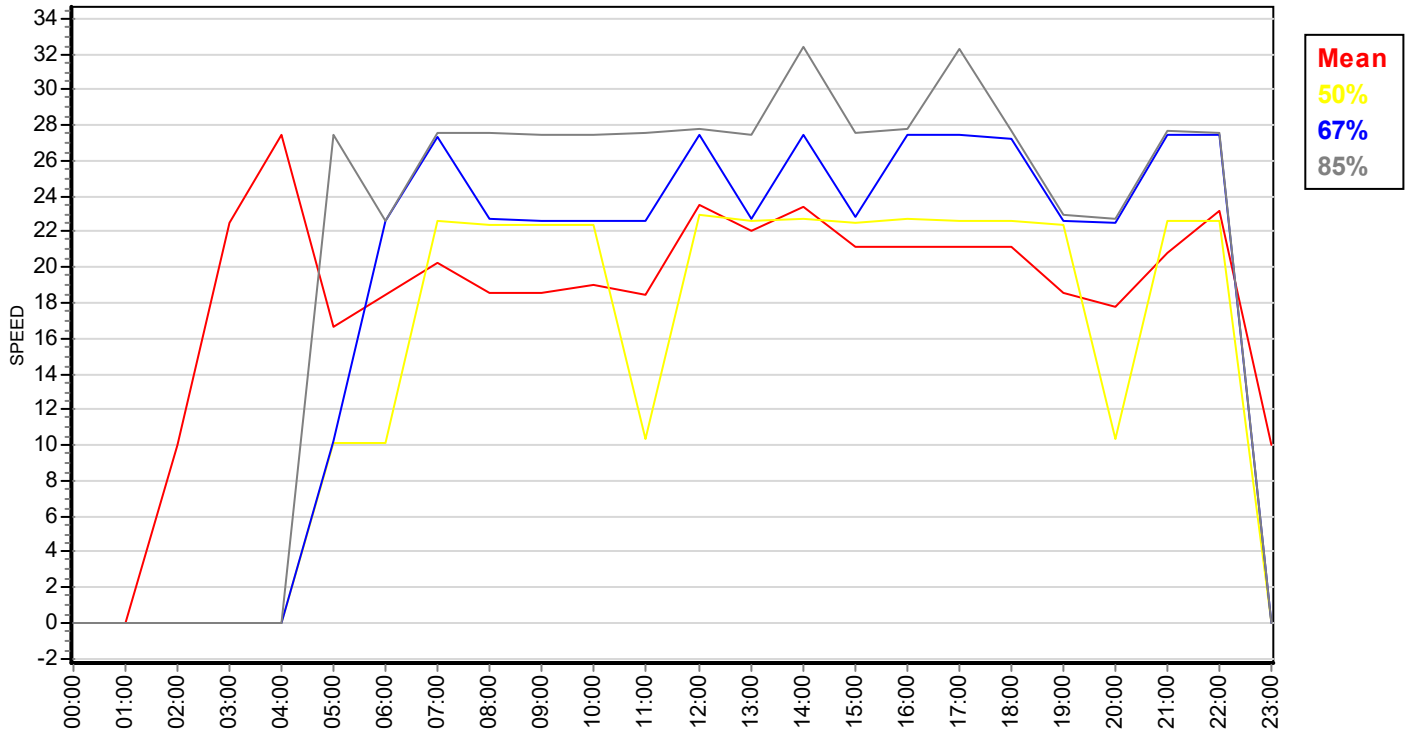
Average Speed	19.8 mph	50% Speed :	22.3 mph	67% Speed :	23.5 mph	85% Speed :	27.7 mph
				10mph Pace: 21.3 - 31.2 (56.8%)			

	#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>	

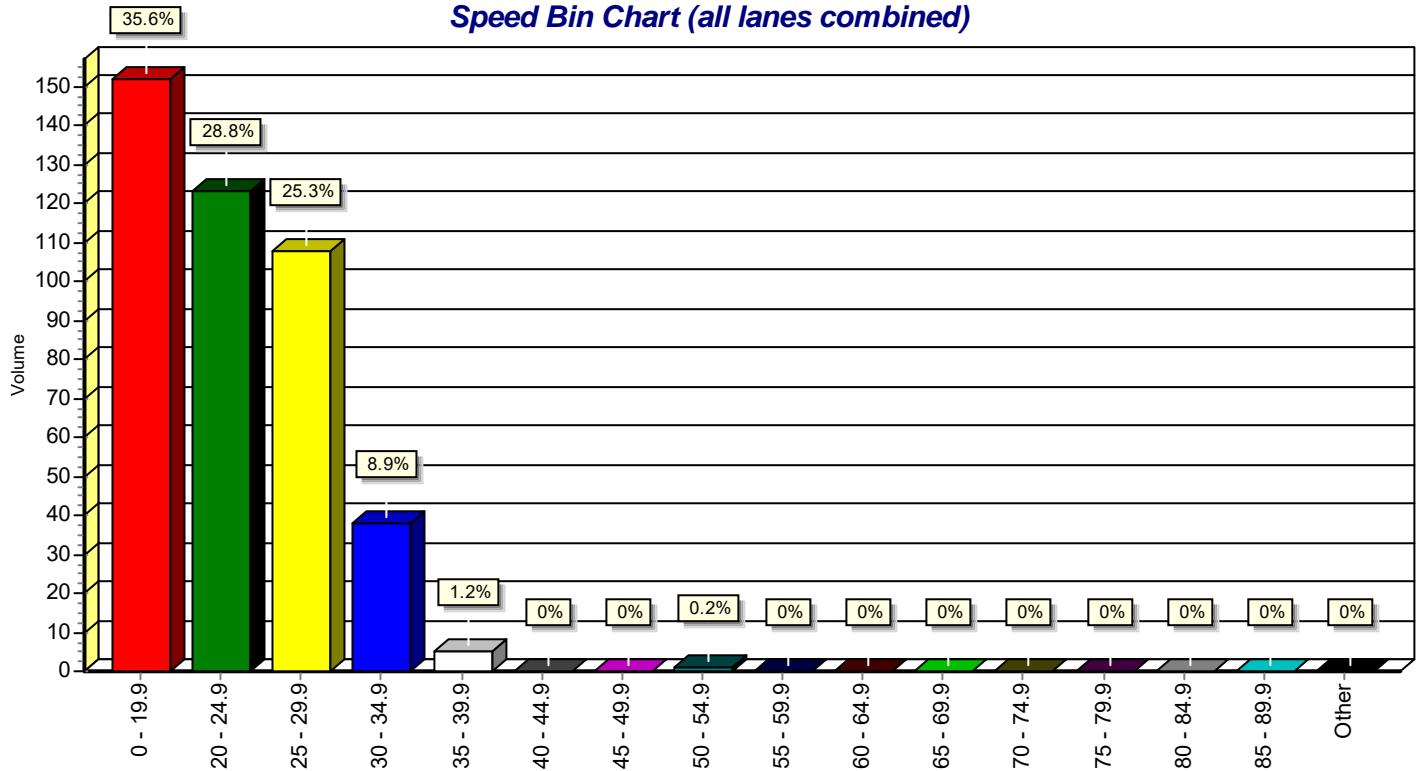
Special Speed Study Summary: Carolina (middle)

	#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:	76	47	54	24	3	0	0	0	0	0	0	0	0	0	0	0	204
Percent :	37%	23%	26%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	37%	60%	87%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
ADT = 102	Average Speed 20.6 mph 50% Speed : 22.7 mph 67% Speed : 26.7 mph 85% Speed : 29.0 mph 10mph Pace: 21.1 - 31.0 (49.5%)																
Grand Total #3:	76	76	54	14	2	0	0	1	0	0	0	0	0	0	0	0	223
Percent :	34%	34%	24%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	34%	68%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
ADT = 111	Average Speed 20.3 mph 50% Speed : 22.4 mph 67% Speed : 24.7 mph 85% Speed : 28.1 mph 10mph Pace: 20.2 - 30.1 (58.3%)																
Comb. Total :	152	123	108	38	5	0	0	1	0	0	0	0	0	0	0	0	427
Percent :	36%	29%	25%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	36%	64%	90%	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 = 213	Average Speed 20.4 mph 50% Speed : 22.6 mph 67% Speed : 25.7 mph 85% Speed : 28.6 mph 10mph Pace: 20.1 - 30.0 (54.1%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Carolina (south)

Station ID : Carolina (south)

Info Line 1 : North of Claremont
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : CAR SOUTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 97001

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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	
06/13/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	16:00	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	17:00	2	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	2	0	1	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		25	33	22	5	1	0	0	0	0	0	0	0	0	0	0	0	86
Percent :		29%	38%	26%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		29%	67%	93%	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

Average Speed	20.9 mph	50% Speed : 22.6 mph	67% Speed : 23.5 mph
			85% Speed : 27.8 mph
			10mph Pace: 21.5 - 31.4 (64.0%)

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			
06/14/17	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	16:00	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	2	4	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	18:00	1	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		21	39	43	11	0	0	0	0	0	0	0	0	0	0	0	0	0	114
Percent :		18%	34%	38%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		18%	53%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed	23.0 mph	50% Speed :	23.5 mph	67% Speed :	27.2 mph	85% Speed :	28.4 mph
				10mph Pace: 21.3 - 31.2 (71.9%)			

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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	
06/13/17	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	18:00	1	3	3	1	0	0	1	0	0	0	0	0	0	0	0	0	9
	19:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	1	0	1	1	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 :	26	37	30	10	0	0	1	0	0	0	0	0	0	0	0	0	0	104
Percent :	25%	36%	29%	10%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	25%	61%	89%	99%	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	0	4

Average Speed 22.0 mph	50% Speed : 23.0 mph	67% Speed : 27.0 mph	85% Speed : 28.1 mph
10mph Pace: 21.4 - 31.3 (64.4%)			

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	
06/14/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	1	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	16:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	5	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	3	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		37	39	32	11	0	0	0	0	0	0	0	0	0	0	0	0	119
Percent :		31%	33%	27%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		31%	64%	91%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

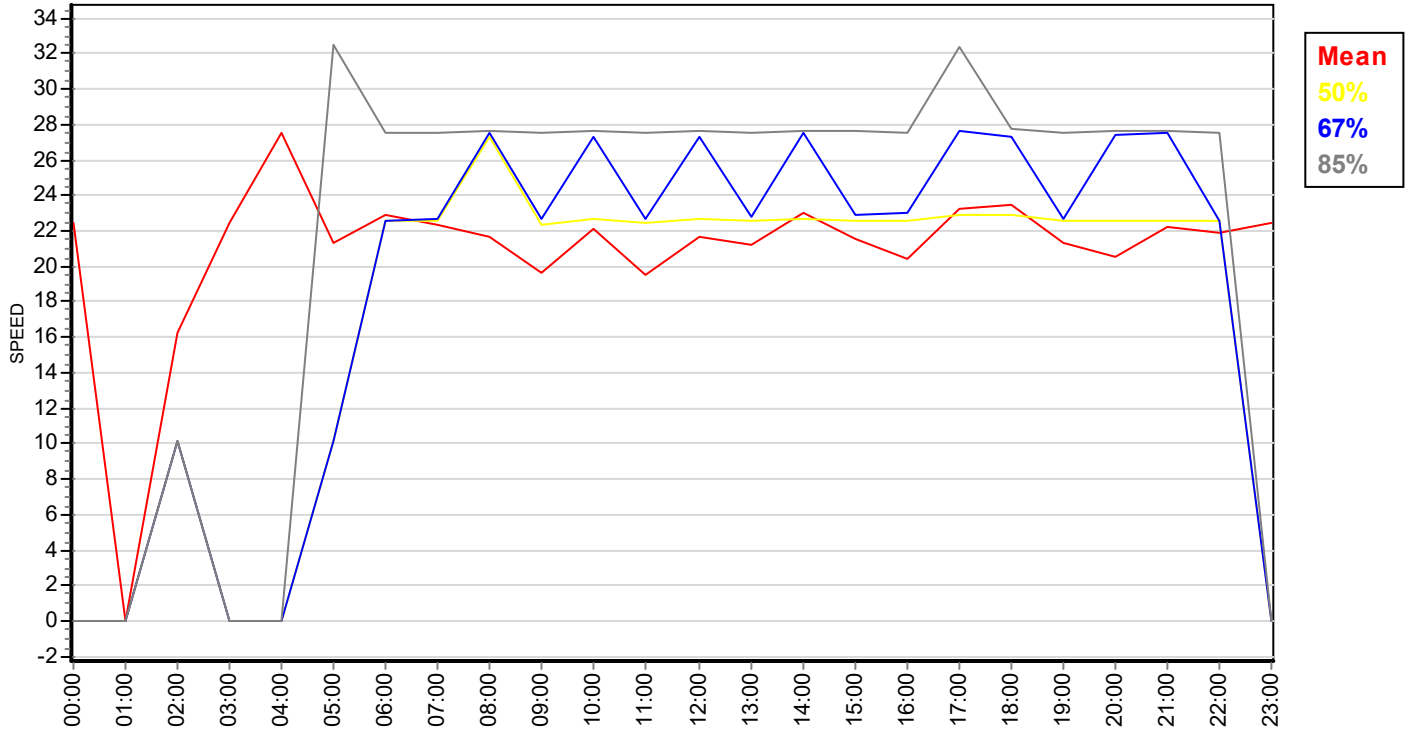
Average Speed	20.8 mph	50% Speed :	22.7 mph	67% Speed :	26.7 mph	85% Speed :	28.1 mph
				10mph Pace:	21.3 - 31.2 (59.7%)		

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

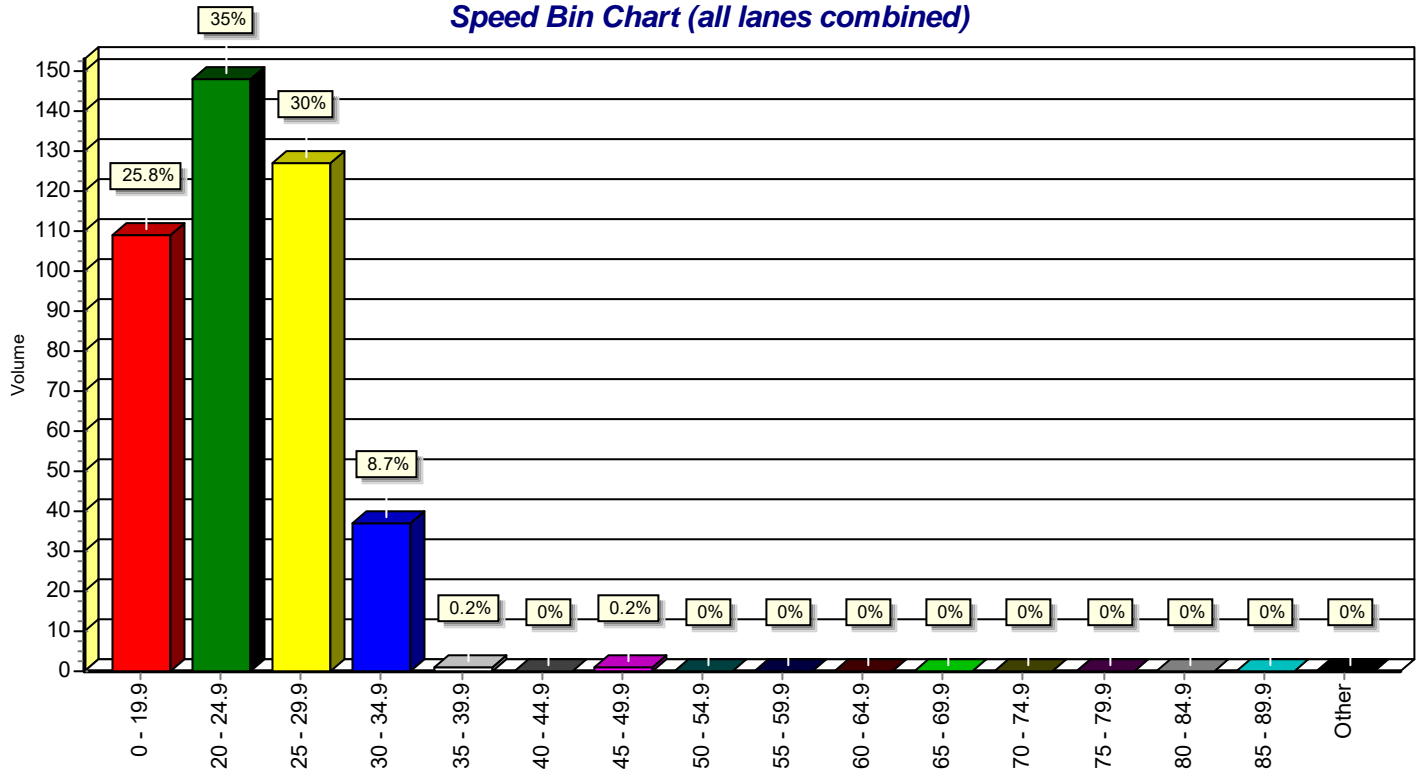
Special Speed Study Summary: Carolina (south)

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:	46	72	65	16	1	0	0	0	0	0	0	0	0	0	0	0	200
Percent :	23%	36%	33%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	23%	59%	92%	100%	100%	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
ADT = 100	Average Speed 22.1 mph				50% Speed : 23.7 mph				67% Speed : 26.5 mph				85% Speed : 28.7 mph				
	10mph Pace: 20.3 - 30.2 (68.5%)																
Grand Total #3:	63	76	62	21	0	0	1	0	0	0	0	0	0	0	0	0	223
Percent :	28%	34%	28%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	28%	62%	90%	100%	100%	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
ADT = 111	Average Speed 21.4 mph				50% Speed : 23.2 mph				67% Speed : 26.2 mph				85% Speed : 28.7 mph				
	10mph Pace: 20.2 - 30.1 (61.9%)																
Comb. Total :	109	148	127	37	1	0	1	0	0	0	0	0	0	0	0	0	423
Percent :	26%	35%	30%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	26%	61%	91%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
ADT = 211	Average Speed 21.7 mph				50% Speed : 23.4 mph				67% Speed : 26.3 mph				85% Speed : 28.7 mph				
	10mph Pace: 20.1 - 30.0 (65.0%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Carolina (north)

Station ID : Carolina (north)

Info Line 1 : South of Candelaria

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : CAR NORTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24088

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Northbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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

Day Total : 94

AM Total :	32 (34.0%)	Peak AM Hour : 10:30 =	8 (8.5%)	Peak AM Factor : 0.500	Average Period :	1.0
PM Total :	62 (66.0%)	Peak PM Hour : 16:00 =	15 (16.0%)	Peak PM Factor : 0.625	Average Hour :	3.9

Date	Time	:00	:15	:30	:45	Total
06/14/17	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	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	2	1	3
	06:00	0	0	1	1	2
	07:00	2	2	0	1	5
	08:00	3	3	0	4	10
	09:00	1	4	3	1	9
	10:00	1	2	3	1	7
	11:00	1	2	4	0	7
	12:00	1	2	2	0	5
	13:00	1	2	2	0	5
	14:00	1	2	2	2	7
	15:00	1	1	0	2	4
	16:00	2	3	0	4	9
	17:00	3	2	2	6	13
	18:00	2	4	3	2	11
	19:00	3	0	0	1	4
	20:00	4	0	1	2	7
	21:00	0	1	0	1	2
	22:00	0	0	1	0	1
	23:00	0	0	0	0	0
Day Total :						111

AM Total :	43 (38.7%)	Peak AM Hour : 08:45 =	12 (10.8%)	Peak AM Factor : 0.750	Average Period :	1.2
PM Total :	68 (61.3%)	Peak PM Hour : 17:45 =	15 (13.5%)	Peak PM Factor : 0.625	Average Hour :	4.6

Lane #3 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Southbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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

Day Total : 107

AM Total :	33 (30.8%)	Peak AM Hour : 10:00 =	9 (8.4%)	Peak AM Factor : 0.562	Average Period : 1.1
PM Total :	74 (69.2%)	Peak PM Hour : 15:30 =	13 (12.1%)	Peak PM Factor : 0.542	Average Hour : 4.5

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

Day Total : 112

AM Total :	34 (30.4%)	Peak AM Hour : 08:45 =	10 (8.9%)	Peak AM Factor : 0.625	Average Period :	1.2
PM Total :	78 (69.6%)	Peak PM Hour : 16:15 =	13 (11.6%)	Peak PM Factor : 0.650	Average Hour :	4.7

Basic Volume Summary: Carolina (north)

Grand Total For Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	205 (48.3%)	2.00	103	1.1	4.3	75 (36.6%)	130 (63.4%)
#3.	219 (51.7%)	2.00	110	1.1	4.6	67 (30.6%)	152 (69.4%)
ALL	424	2.00	213	2.2	8.9	142 (33.5%)	282 (66.5%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:45 = 12	06/14/2017	0.750	16:00 = 15	06/13/2017	0.625
#3.	08:45 = 10	06/14/2017	0.625	15:30 = 13	06/13/2017	0.542

Basic Volume Report: Carolina (middle)

Station ID : Carolina (middle)

Info Line 1 : Between Claremont & Candelaria

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : CAR MID.DB

Last Connected Device Type : Apollo

Version Number : 1.66

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.	Northbound		Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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

Day Total : 88

AM Total :	26 (29.5%)	Peak AM Hour : 08:45 =	6 (6.8%)	Peak AM Factor : 0.500	Average Period :	0.9
PM Total :	62 (70.5%)	Peak PM Hour : 16:00 =	14 (15.9%)	Peak PM Factor : 0.700	Average Hour :	3.7

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

Day Total : 116

AM Total :	37 (31.9%)	Peak AM Hour : 08:45 =	11 (9.5%)	Peak AM Factor : 0.688	Average Period :	1.2
PM Total :	79 (68.1%)	Peak PM Hour : 17:30 =	18 (15.5%)	Peak PM Factor : 0.643	Average Hour :	4.8

Lane #3 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Southbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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

Day Total : 105

AM Total :	38 (36.2%)	Peak AM Hour : 07:30 =	10 (9.5%)	Peak AM Factor : 0.500	Average Period : 1.1
PM Total :	67 (63.8%)	Peak PM Hour : 15:45 =	13 (12.4%)	Peak PM Factor : 0.650	Average Hour : 4.4

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

Day Total : 118

AM Total :	39 (33.1%)	Peak AM Hour : 08:45 =	11 (9.3%)	Peak AM Factor : 0.550	Average Period :	1.2
PM Total :	79 (66.9%)	Peak PM Hour : 17:45 =	15 (12.7%)	Peak PM Factor : 0.625	Average Hour :	4.9

Basic Volume Summary: Carolina (middle)

Grand Total For Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	204 (47.8%)	2.00	102	1.1	4.3	63 (30.9%)	141 (69.1%)
#3.	223 (52.2%)	2.00	112	1.2	4.6	77 (34.5%)	146 (65.5%)
ALL	427	2.00	214	2.3	8.9	140 (32.8%)	287 (67.2%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:45 = 11	06/14/2017	0.688	17:30 = 18	06/14/2017	0.643
#3.	08:45 = 11	06/14/2017	0.550	17:45 = 15	06/14/2017	0.625

Basic Volume Report: Carolina (south)

Station ID : Carolina (south)

Info Line 1 : North of Claremont

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : CAR SOUTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 97001

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	Northbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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

Day Total : 86

AM Total :	19 (22.1%)	Peak AM Hour : 08:45 =	5 (5.8%)	Peak AM Factor : 0.417	Average Period :	0.9
PM Total :	67 (77.9%)	Peak PM Hour : 16:45 =	15 (17.4%)	Peak PM Factor : 0.750	Average Hour :	3.6

Date	Time	:00	:15	:30	:45	Total
06/14/17	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	1	0	1	2
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	1	0	1
	06:00	0	0	0	0	0
	07:00	1	1	0	1	3
	08:00	1	1	0	3	5
	09:00	0	3	1	0	4
	10:00	1	3	0	2	6
	11:00	1	3	1	0	5
	12:00	2	3	5	0	10
	13:00	0	2	3	1	6
	14:00	1	4	2	2	9
	15:00	2	1	0	2	5
	16:00	2	2	1	4	9
	17:00	3	3	4	8	18
	18:00	6	4	1	3	14
	19:00	3	0	1	1	5
	20:00	4	0	1	1	6
	21:00	0	1	1	1	3
	22:00	1	0	1	0	2
	23:00	1	0	0	0	1
Day Total :						114

AM Total :	26 (22.8%)	Peak AM Hour : 08:45 =	7 (6.1%)	Peak AM Factor : 0.583	Average Period :	1.2
PM Total :	88 (77.2%)	Peak PM Hour : 17:30 =	22 (19.3%)	Peak PM Factor : 0.688	Average Hour :	4.8

Lane #3 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
3.	Southbound	Normal	Veh.	No	

Lane #3 Basic Volume Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

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

Day Total : 104

AM Total :	40 (38.5%)	Peak AM Hour : 07:30 =	11 (10.6%)	Peak AM Factor : 0.550	Average Period :	1.1
PM Total :	64 (61.5%)	Peak PM Hour : 15:30 =	14 (13.5%)	Peak PM Factor : 0.500	Average Hour :	4.3

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

Day Total : 119

AM Total :	38 (31.9%)	Peak AM Hour : 08:45 =	11 (9.2%)	Peak AM Factor : 0.550	Average Period :	1.2
PM Total :	81 (68.1%)	Peak PM Hour : 18:00 =	14 (11.8%)	Peak PM Factor : 0.583	Average Hour :	5.0

Basic Volume Summary: Carolina (south)

Grand Total For Data From: 00:00 - 06/13/2017 To: 23:59 - 06/14/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	200 (47.3%)	2.00	100	1.0	4.2	45 (22.5%)	155 (77.5%)
#3.	223 (52.7%)	2.00	112	1.2	4.6	78 (35.0%)	145 (65.0%)
ALL	423	2.00	212	2.2	8.8	123 (29.1%)	300 (70.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:45 =	7 06/14/2017	0.583	17:30 =	22 06/14/2017	0.688
#3.	07:30 =	11 06/13/2017	0.550	15:30 =	14 06/13/2017	0.500

Appendix B



Crash Date	Agency Case Number	Crash Intersecting Street	Crash Primary Street	Crash Analysis	Contributing Factors
2/18/2015	150015204	CANDELARIA RD NE	CAROLINA ST NE	18 - ONE LEFT TURN/FROM OPP DIR	Made improper turn, Failed to yield right of way
2/18/2015	150015204	CANDELARIA RD NE	CAROLINA ST NE	18 - ONE LEFT TURN/FROM OPP DIR	None
11/13/2015	150104821	CAROLINA ST NE	CANDELARIA RD NE	02 - ONE RIGHT TURN/ENTERING AT ANGLE	None
11/13/2015	150104821	CAROLINA ST NE	CANDELARIA RD NE	02 - ONE RIGHT TURN/ENTERING AT ANGLE	Driver inattention, Failed to yield right of way
2/11/2017	170014495	CANDELARIA RD NE	CANDELARIA RD NE	01 - BOTH GOING STRAIGHT/ENTERI NG AT ANGLE	Driver inattention
2/11/2017	170014495	CANDELARIA RD NE	CANDELARIA RD NE	01 - BOTH GOING STRAIGHT/ENTERI NG AT ANGLE	None

Appendix C



I also emailed this in on 11/26/10

6449

NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP

*** NEIGHBORHOOD TRAFFIC CALMING PETITION ***

Section I

Date: <INSERT DATE SENT TO NEIGHBORHOOD CONTACT>

Representatives from the Vista Encantada neighborhood, on 11/26/10 requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached Exhibit 1 are considered to be in the affected area. An initial assessment of available data has been conducted, and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (600 Second NW, Albuquerque, NM 87103 or STEP@cabq.gov)

contact ↓

Section II

(ONLY ONE SIGNATURE PER ADDRESS)

- Name (print) Address Telephone Email Signature
Rebecca Marshall 2819 Carolina 950-3341 beckusmarshall@gmail.com Rhu511u
- Name (print) Address Telephone Email Signature
Denise + Frank Corde 2329 Carolina 505-270-4329
- Name (print) Address Telephone Email Signature
Jerald Flack 2825 Carolina St 505-401-4827
- Name (print) Address Telephone Email Signature
Franko Umez 2818 Carolina St 505-830-9465
- Name (print) Address Telephone Email Signature
Teresa Lichte 2813 Carolina St 505-363-4644
- Name (print) Address Telephone Email Signature
David L. Castor 2805 Carolina St 505.690.1665
- Name (print) Address Telephone Email Signature
Melinda Zacks 2801 Carolina St 505-272-0600 zacksme@usa.net Melinda Zacks
- Name (print) Address Telephone Email Signature
June A Frach 2804 Carolina St 505-881-3072 June A Frach
- Name (print) Address Telephone Email Signature
Lena Russell 2804 Carolina St 505-463-9897 lenarussell@earthlink.net Lena Russell
- Name (print) Address Telephone Email Signature
Bobbie C. Yocum 2904 Carolina St NE 505-884-8692 Bobbie C. Yocum
- Name (print) Address Telephone Email Signature
Lynda Guymore 2908 Carolina St NE 505-881-3982 Lynda Guymore
- Name (print) Address Telephone Email Signature
Paul T. Luvato 2916 Carolina 505-363-7365 Paul T. Luvato
- Name (print) Address Telephone Email Signature
Kenneth Little 2929 Carolina St NE 505-4177 Kenneth Little
- Name (print) Address Telephone Email Signature
CHRISTOPHER COOPER 2925 CAROLINA 450-2191 Christopher Cooper
- Name (print) Address Telephone Email Signature
Christie Stepp 2913 Carolina St NE 505-270-7344 Christie Stepp
- Name (print) Address Telephone Email Signature
Sara Weitz 2930 Carolina St NE 217-5144 Sara Weitz
- Name (print) Address Telephone Email Signature
Wanda Park 2833 Carolina 881-3963 Wanda S. Park
- Name (print) Address Telephone Email Signature
Jose Figuerola 2810 Carolina St NE 505-582-0270 josemfiguerola72@hotmail.com Jose Figuerola
- Name (print) Address Telephone Email Signature
Nathan Nieto 2919 Carolina 505-275-3296 Nathannieto Nathan Nieto

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

Jacob Breax 2919 Carolina 505-979-8390

600@gmail.com
Jacob Breax

Name (print)	Address	Telephone	Email	Signature
JAMES LUNA	2933 CAROLINA	710 0175		<i>James R. Luna</i>
Jenny Carian	2900 Carolina ST. NE	459-3527		<i>Jenny Carian</i>
Erin C. H.	2834 Cindy	505 321 1403		<i>Erin C. H.</i>
Bill Dencoff	2909 Carolina	881-4815		<i>Bill Dencoff</i>

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)

Q

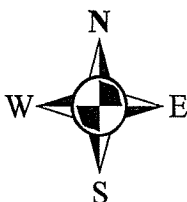
6449

[scribble]

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM NTMP



2801 2805 2813 2819 2825 2829 2833
 2908 2913
 2916
 2919
 2925
 2929
 2933



This document includes the petition that must be completed by at least two-thirds of the affected households for the street segment. The map above is what the COA has determined to be the affected area. This must be filled out and sent back to Traffic Engineering within 2-3 weeks to be considered for traffic calming.

REQUEST DATE: 10/24/16
 RETURN DATE: 12/5/16

6449

2800 and
 2932 are
 vacant



Souder, Miller & Associates
Engineering • Environmental • Surveying