

DOLORES DRIVE SPEED STUDY



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Dolores Drive
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 Dolores Drive in northwest Albuquerque.

1.A. PROJECT PURPOSE

A speed study on Dolores Drive from Bluewater Road to Avalon Road was conducted to determine the following:

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

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 0.14 (739.20 LF) mile section of Dolores Drive from Bluewater Road to Avalon Road. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

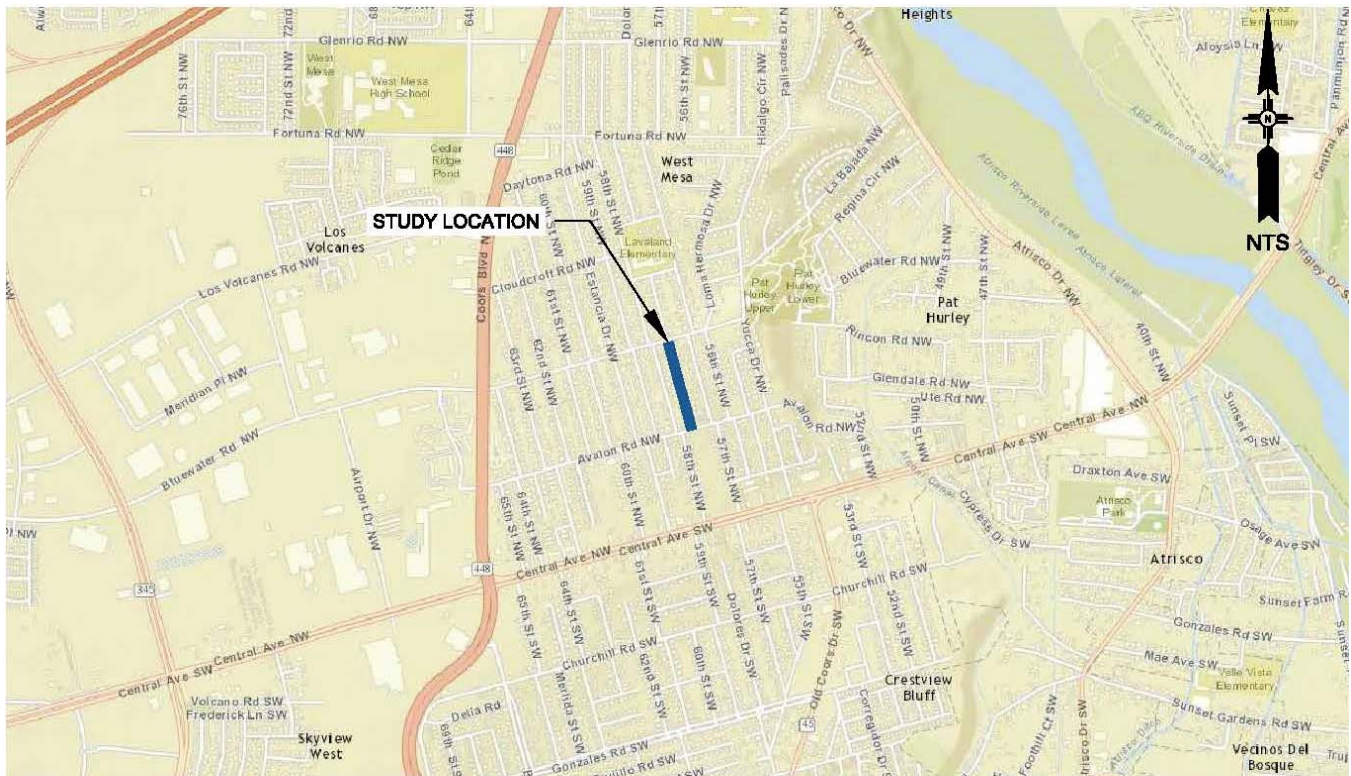


FIGURE 1.B.1.
STUDY LOCATION



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:

- Dolores Drive North;
- Dolores Drive Middle;
- Dolores Drive South.

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 Dolores Drive. Within the study limits, there are approximately 34 driveways that provide access to residential homes. Because there is no posted speed limit sign posted within the project limits, it is speculated that the current speed limit is 25 mph based on City Ordinance.





FIGURE 2.1.
 COUNT LOCATIONS

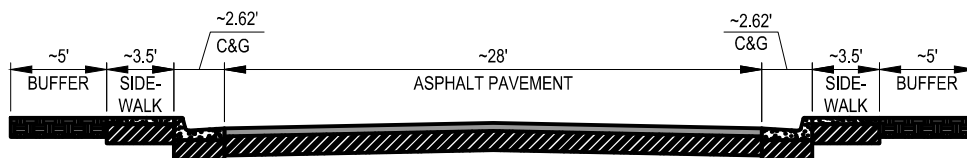


FIGURE 2.2.
 EXISTING DOLORES DRIVE TYPICAL SECTION



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.			
Dolores Drive ADT			
Count Location	NB	SB	ADT
Dolores Drive (North)	138	141	279
Dolores Drive (Middle)	115	121	236
Dolores Drive (South)	113	120	233
Average	122.0	127.3	249.3

The Dolores Drive study area directional ADT ranges from 113 to 141 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.			
Dolores Drive Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Westbound / Northbound (Peak Hour)	Eastbound / Southbound (Peak Hour)
Dolores Drive (North)	AM Peak	11 (6:45 AM - 7:45 AM)	10 (9:30 AM - 10:30 AM)
	PM Peak	18 (5:00 PM - 6:00 PM)	18 (5:45 PM - 6:45 PM)
Dolores Drive (Middle)	AM Peak	7 (6:30 AM - 6:30 AM)	8 (9:30 AM - 10:30 AM)
	PM Peak	16 (3:45 PM - 3:45 PM)	16 (5:45 PM - 6:45 PM)
Dolores Drive (South)	AM Peak	6 (8:45 AM - 9:45 AM)	9 (9:30 AM - 10:30 AM)
	PM Peak	15 (3:45 PM - 4:45 PM)	16 (5:45 PM - 6:45 PM)

The Dolores Drive study area peak hour traffic volumes range from 6 to 18 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.			
Dolores Drive (North) Speed Study			
Speed	NB	SB	Total
Average	16.8	17.9	17.3
10 mph Pace	5.7 - 15.6 (53.0%)	20.1 - 30.0 (52.6%)	20.1 - 30.0 (49.1%)
50th Percentile	13.9	20.8	20.2
67th Percentile	22.4	22.9	22.7
85th Percentile	26.7	26.8	26.5

Table 3.C.2.			
Dolores Drive (Middle) Speed Study			
Speed	NB	SB	Total
Average	16.7	18.5	17.6
10 mph Pace	6.1 - 16.0 (55.5%)	20.4 - 30.3 (46.3%)	20.1 - 30.0 (43.5%)
50th Percentile	13.2	21.0	17.3
67th Percentile	22.2	23.5	22.9
85th Percentile	26.9	27.7	27.2

Table 3.C.3.			
Dolores Drive (South) Speed Study			
Speed	NB	SB	Total
Average	16.1	17.3	16.7
10 mph Pace	6.0 - 15.9 (58.7%)	6.2 - 16.1 (52.1%)	20.1 - 30.0 (39.6%)
50th Percentile	12.9	13.6	16.5
67th Percentile	21.6	22.9	22.2
85th Percentile	24.1	27.6	26.5

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 Dolores Drive, the speed limit is speculated to be 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.4. displays that 20 percent of the total ADT of the three count locations recorded speeds greater than 25 mph.

Table 3.C.4.							
Dolores Drive ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Dolores Drive (North)	132.5	49%	84.5	31%	52	19%	269
Dolores Drive (Middle)	119	51%	65	28%	51.5	22%	235.5
Dolores Drive (South)	128.5	55%	63	27%	41	18%	232.5
Total	380	52%	212.5	29%	144.5	20%	737

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 was 0 recorded crashes within the study area from 2014 to 2017.

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 20% 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, Dolores Drive DOES NOT meet any of the criteria outlined to warrant traffic calming.

Appendices

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



Appendix A



Special Speed Study Report: Delores Dr (north)

Station ID : Delores Dr (north)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DELOR NORTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62
Serial Number :

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

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	
06/06/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	14:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	6	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	12	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	18:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	2	2	1	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 :		68	40	24	1	0	0	0	0	0	0	0	0	0	0	0	0	133
Percent :		51%	30%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		51%	81%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed 17.1 mph	50% Speed : 12.1 mph	67% Speed : 22.6 mph
		85% Speed : 27.1 mph
10mph Pace: 8.0 - 17.9 (51.1%)		

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			
06/07/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	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	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	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	07:00	5	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	09:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	18:00	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		73	37	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	133
Percent :		55%	28%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		55%	83%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed	16.6 mph	50% Speed :	11.9 mph	67% Speed :	22.4 mph	85% Speed :	27.1 mph
				10mph Pace:	7.8 - 17.7 (54.9%)		

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 - 06/06/2017 To: 23:59 - 06/07/2017

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	
06/06/17	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	1	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	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	09:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	15:00	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	18:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		68	45	20	3	0	0	0	0	0	0	0	0	0	0	0	0	136
Percent :		50%	33%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		50%	83%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed 17.2 mph	50% Speed : 12.2 mph	67% Speed : 22.6 mph	85% Speed : 27.0 mph
10mph Pace: 8.0 - 17.9 (50.0%)			

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	
06/07/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	13:00	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	14:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	15:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	3	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	19:00	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		56	47	31	2	0	0	0	0	0	0	0	0	0	0	0	0	136
Percent :		41%	35%	23%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		41%	76%	99%	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

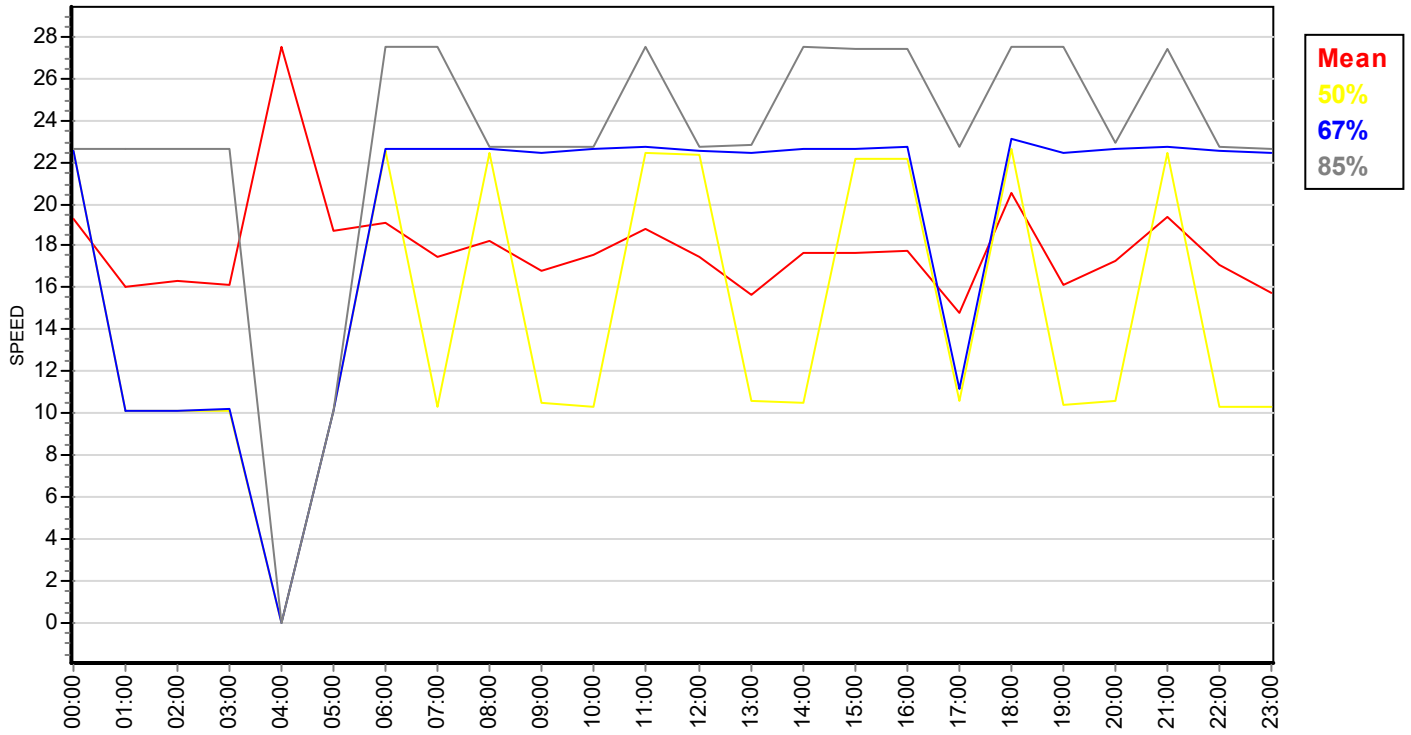
Average Speed	18.6 mph	50% Speed :	21.8 mph	67% Speed :	23.2 mph	85% Speed :	27.3 mph
				10mph Pace: 21.1 - 31.0 (57.4%)			

	#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

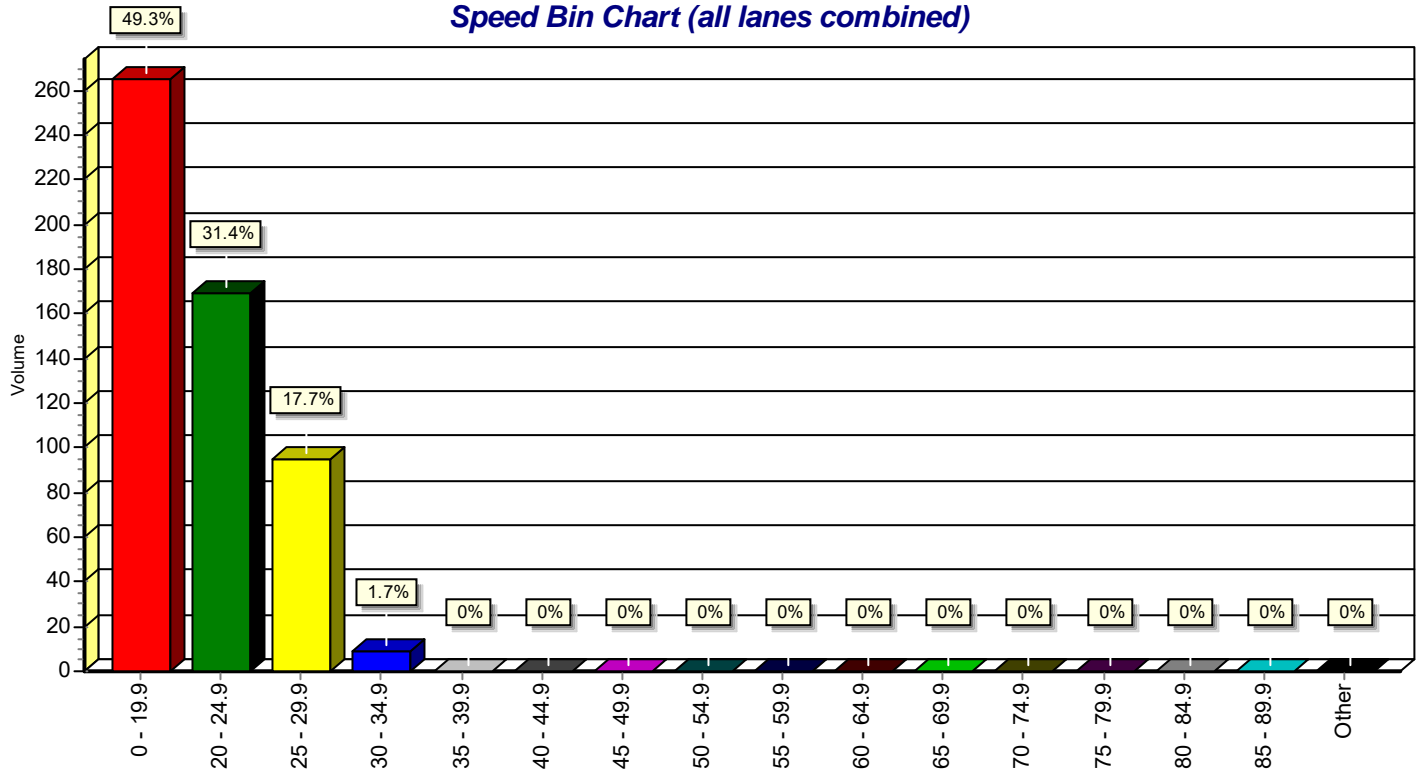
Special Speed Study Summary: Delores Dr (north)

	#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:	141	77	44	4	0	0	0	0	0	0	0	0	0	0	0	0	266
Percent :	53%	29%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	53%	82%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
ADT = 133	Average Speed 16.8 mph 50% Speed : 13.9 mph 67% Speed : 22.4 mph 85% Speed : 26.7 mph 10mph Pace: 5.7 - 15.6 (53.0%)																
Grand Total #3:	124	92	51	5	0	0	0	0	0	0	0	0	0	0	0	0	272
Percent :	46%	34%	19%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	46%	79%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
ADT = 136	Average Speed 17.9 mph 50% Speed : 20.8 mph 67% Speed : 22.9 mph 85% Speed : 26.8 mph 10mph Pace: 20.1 - 30.0 (52.6%)																
Comb. Total :	265	169	95	9	0	0	0	0	0	0	0	0	0	0	0	0	538
Percent :	49%	31%	18%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	49%	81%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
ADT = 269	Average Speed 17.3 mph 50% Speed : 20.2 mph 67% Speed : 22.7 mph 85% Speed : 26.5 mph 10mph Pace: 20.1 - 30.0 (49.1%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Delores Dr (middle)

Station ID : Delores Dr (middle)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DELOR MID.DB

Last Connected Device Type : Apollo

Version Number : 1.63
Serial Number : 21495

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 - 06/06/2017 To: 23:59 - 06/07/2017

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	
06/06/17	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	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	15:00	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		62	38	13	4	0	0	0	0	0	0	0	0	0	0	0	0	117
Percent :		53%	32%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		53%	85%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed 16.8 mph 50% Speed : 11.7 mph 67% Speed : 22.4 mph 85% Speed : 23.7 mph
10mph Pace: 8.1 - 18.0 (53.0%)

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	
06/07/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	4	0	0	0	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	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	16:00	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	19:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		65	23	19	4	1	0	0	0	0	0	0	0	0	0	0	0	112
Percent :		58%	21%	17%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		58%	79%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed	16.5 mph	50% Speed :	11.5 mph	67% Speed :	22.4 mph	85% Speed :	27.3 mph
				10mph Pace:	8.0 - 17.9 (58.0%)		

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 - 06/06/2017 To: 23:59 - 06/07/2017

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	
06/06/17	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	1	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	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	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	09:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	5	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	10
	18:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	19:00	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	22:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		55	32	17	9	1	1	0	0	0	0	0	0	0	0	0	0	115
Percent :		48%	28%	15%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		48%	76%	90%	98%	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 18.3 mph	50% Speed : 21.7 mph	67% Speed : 22.9 mph	85% Speed : 27.6 mph
10mph Pace: 8.3 - 18.2 (47.8%)			

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	
06/07/17	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	14:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	18:00	2	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	19:00	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	5	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	1	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	7
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		56	37	26	5	2	1	0	0	0	0	0	0	0	0	0	0	127
Percent :		44%	29%	20%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		44%	73%	94%	98%	99%	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

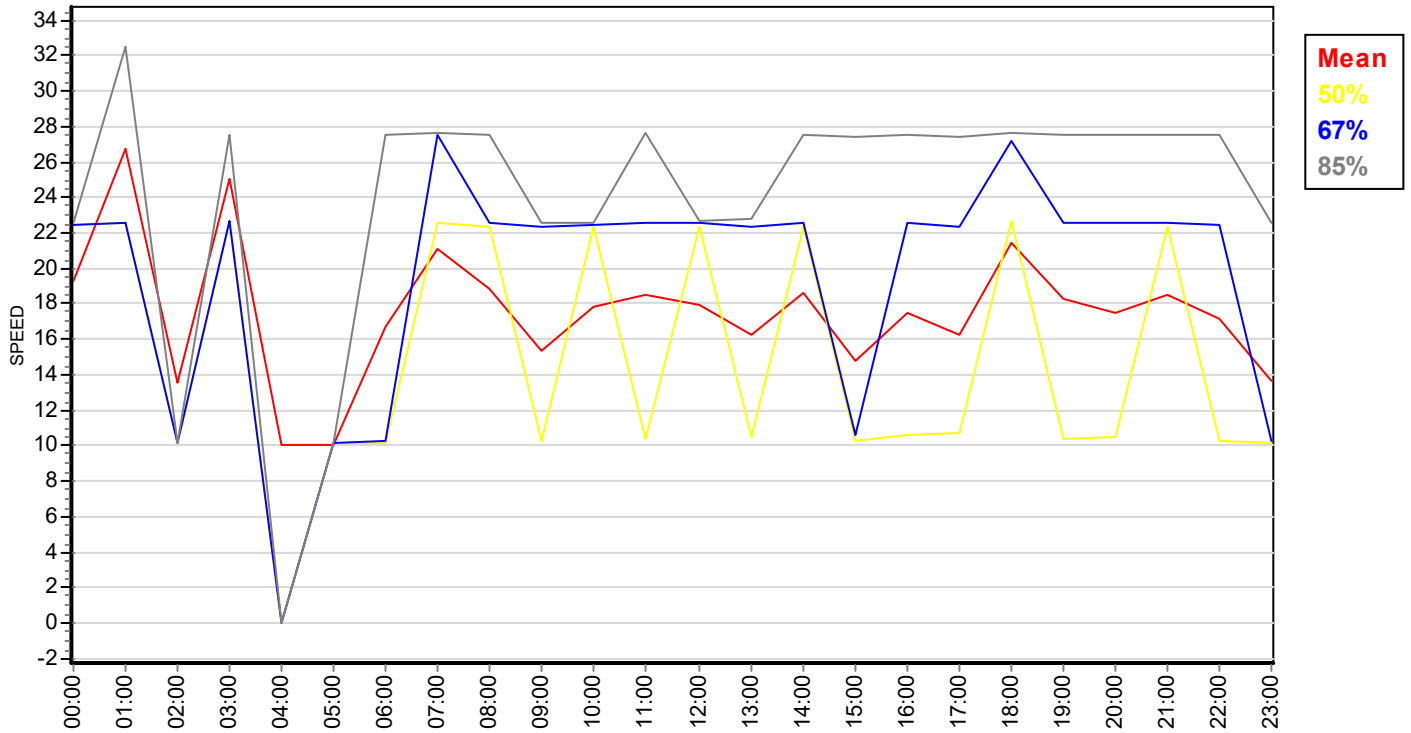
Average Speed	18.8 mph	50% Speed :	21.8 mph	67% Speed :	23.2 mph	85% Speed :	27.6 mph
				10mph Pace:	21.4 - 31.3 (49.6%)		

	#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

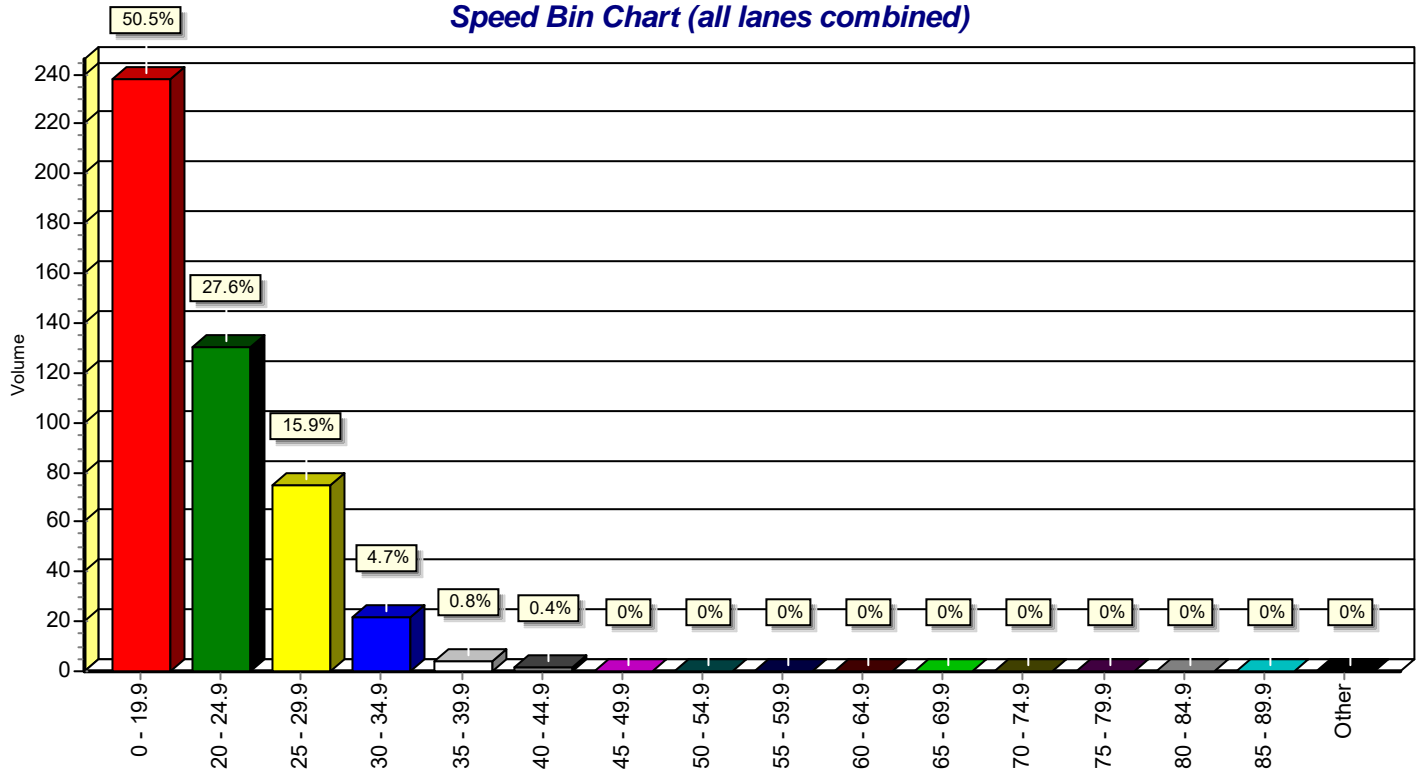
Special Speed Study Summary: Delores Dr (middle)

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:	127	61	32	8	1	0	0	0	0	0	0	0	0	0	0	0	229
Percent :	55%	27%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	55%	82%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
ADT = 114	Average Speed 16.7 mph 50% Speed : 13.2 mph 67% Speed : 22.2 mph 85% Speed : 26.9 mph 10mph Pace: 6.1 - 16.0 (55.5%)																
Grand Total #3:	111	69	43	14	3	2	0	0	0	0	0	0	0	0	0	0	242
Percent :	46%	29%	18%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	46%	74%	92%	98%	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
ADT = 121	Average Speed 18.5 mph 50% Speed : 21.0 mph 67% Speed : 23.5 mph 85% Speed : 27.7 mph 10mph Pace: 20.4 - 30.3 (46.3%)																
Comb. Total :	238	130	75	22	4	2	0	0	0	0	0	0	0	0	0	0	471
Percent :	51%	28%	16%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	51%	78%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
ADT = 235	Average Speed 17.6 mph 50% Speed : 17.3 mph 67% Speed : 22.9 mph 85% Speed : 27.2 mph 10mph Pace: 20.1 - 30.0 (43.5%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Delores Dr (south)

Station ID : Delores Dr (south)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DELOR 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 - 06/06/2017 To: 23:59 - 06/07/2017

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	
06/06/17	00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	15:00	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	6	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	19:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	1	1	1	1	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 :		66	39	10	2	1	0	0	0	0	0	0	0	0	0	0	0	118
Percent :		56%	33%	8%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	89%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed 16.2 mph 50% Speed : 11.7 mph 67% Speed : 22.1 mph 85% Speed : 23.4 mph
10mph Pace: 8.0 - 17.9 (55.9%)

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	
06/07/17	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	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	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	14:00	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	15:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	4	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	7
	17:00	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	19:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		66	29	8	3	0	0	0	0	0	0	0	0	1	0	0	0	107
Percent :		62%	27%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	
Cum. Percent :		62%	89%	96%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	
Average :		3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed	16.0 mph	50% Speed :	11.3 mph	67% Speed :	21.9 mph	85% Speed :	23.1 mph
10mph Pace: 8.0 - 17.9 (61.7%)							

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 - 06/06/2017 To: 23:59 - 06/07/2017

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	
06/06/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	16:00	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	17:00	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	18:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	4	1	3	1	0	0	0	0	0	0	0	0	0	0	0	1	10
	20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	4	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		60	32	18	5	1	0	0	0	0	0	0	0	0	0	0	1	117
Percent :		51%	27%	15%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Cum. Percent :		51%	79%	94%	98%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	
Average :		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed 17.2 mph	50% Speed : 11.8 mph	67% Speed : 22.7 mph	85% Speed : 27.4 mph
10mph Pace: 8.2 - 18.1 (51.3%)			

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	
06/07/17	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	14:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	16:00	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	8
	17:00	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	6	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	19:00	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	21:00	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	7
	22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		65	26	22	5	3	1	0	0	0	0	0	0	0	0	0	1	123
Percent :		53%	21%	18%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Cum. Percent :		53%	74%	92%	96%	98%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	
Average :		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

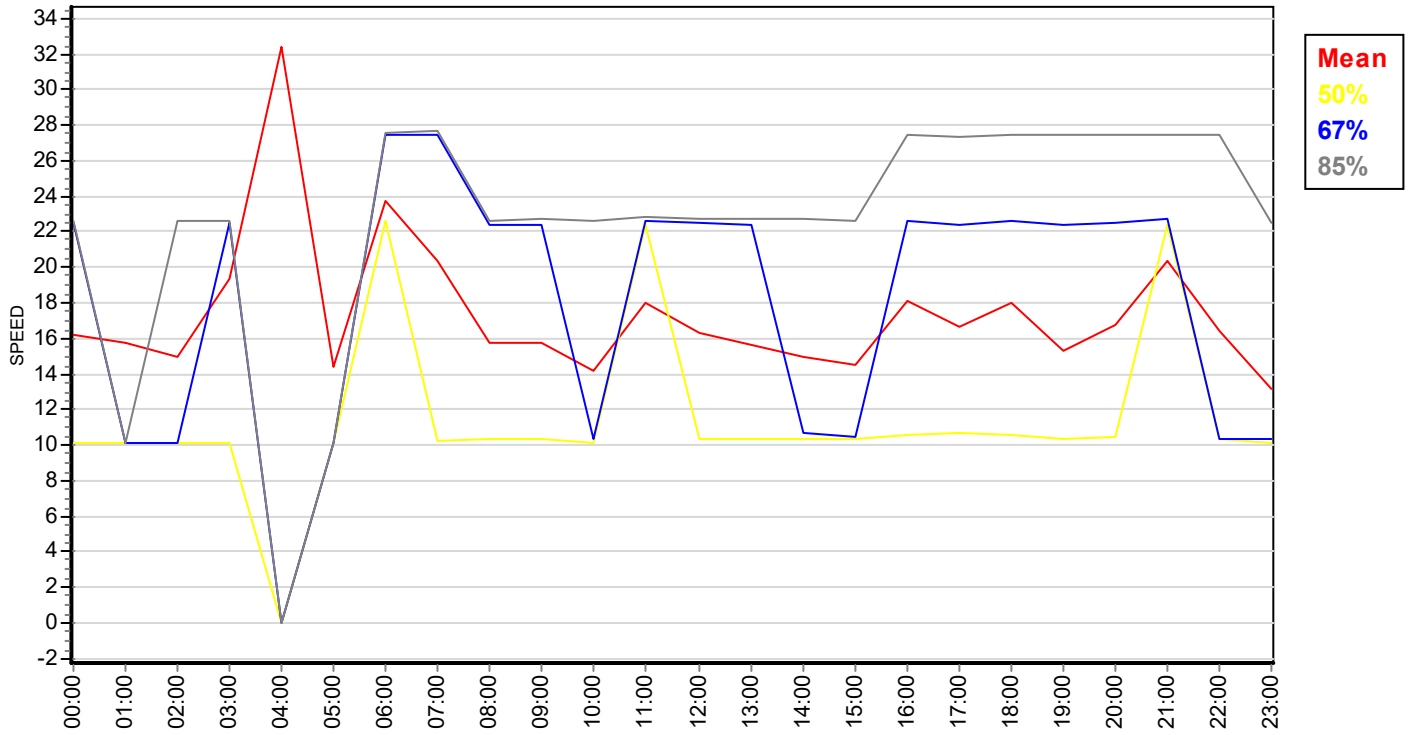
Average Speed	17.5 mph	50% Speed :	11.8 mph	67% Speed :	22.8 mph	85% Speed :	27.7 mph
10mph Pace: 8.0 - 17.9 (52.8%)							

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

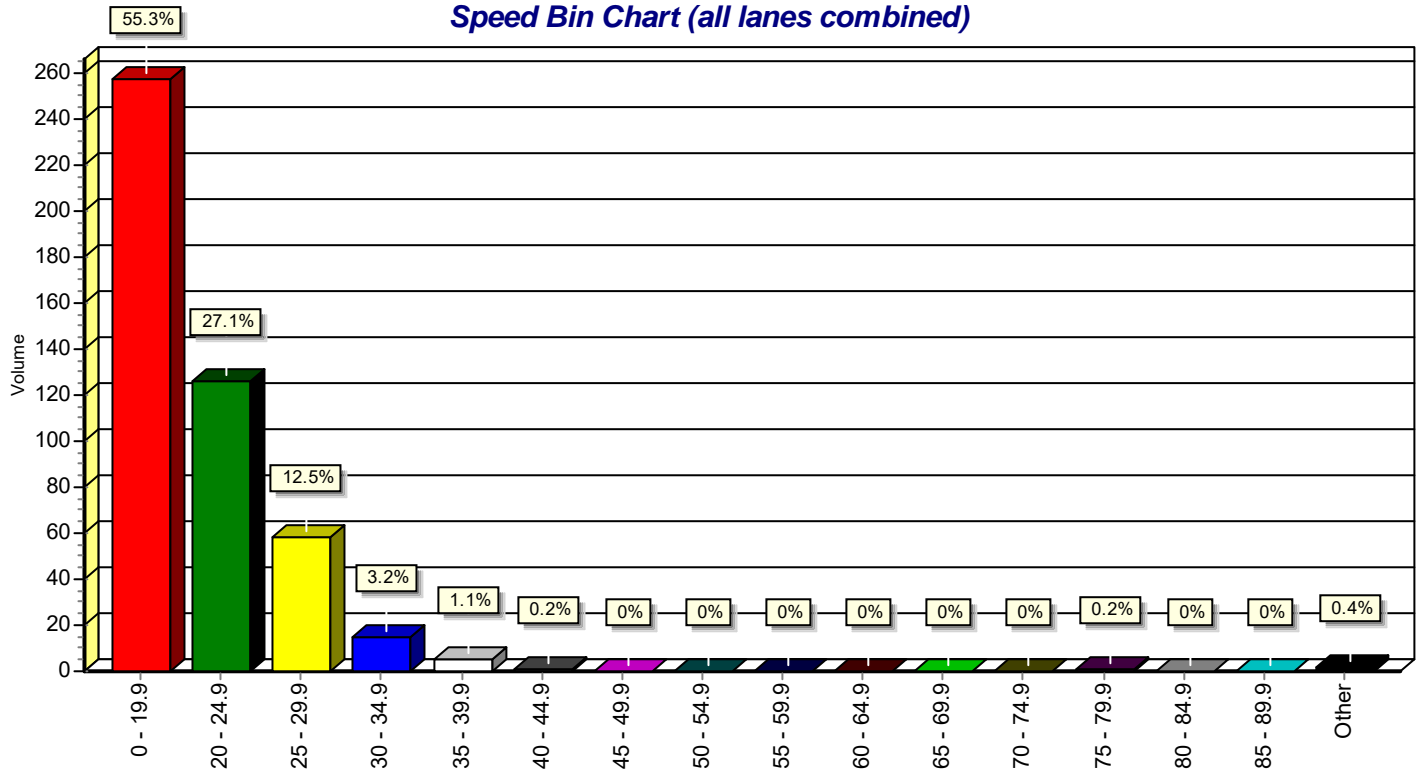
Special Speed Study Summary: Delores Dr (south)

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:	132	68	18	5	1	0	0	0	0	0	0	0	0	1	0	0	225
Percent :	59%	30%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	59%	89%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
ADT = 112	Average Speed 16.1 mph				50% Speed : 12.9 mph				67% Speed : 21.6 mph				85% Speed : 24.1 mph				
	10mph Pace: 6.0 - 15.9 (58.7%)																
Grand Total #3:	125	58	40	10	4	1	0	0	0	0	0	0	0	0	0	2	240
Percent :	52%	24%	17%	4%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
Cum. Percent :	52%	76%	93%	97%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	
Average :	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
ADT = 120	Average Speed 17.3 mph				50% Speed : 13.6 mph				67% Speed : 22.9 mph				85% Speed : 27.6 mph				
	10mph Pace: 6.2 - 16.1 (52.1%)																
Comb. Total :	257	126	58	15	5	1	0	0	0	0	0	0	0	1	0	2	465
Percent :	55%	27%	12%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	55%	82%	95%	98%	99%	99%	99%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%
Average :	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
ADT = 232	Average Speed 16.7 mph				50% Speed : 16.5 mph				67% Speed : 22.2 mph				85% Speed : 26.5 mph				
	10mph Pace: 20.1 - 30.0 (39.6%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Delores Dr (north)

Station ID : Delores Dr (north)

Info Line 1 :

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : DELOR NORTH.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 139

AM Total :	42 (30.2%)	Peak AM Hour : 06:15 =	9 (6.5%)	Peak AM Factor : 0.375	Average Period :	1.4
PM Total :	97 (69.8%)	Peak PM Hour : 17:00 =	18 (12.9%)	Peak PM Factor : 0.900	Average Hour :	5.8

Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	1	0	0	1	2
Wed	01:00	0	0	0	0	0
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	1	0	1
	06:00	0	1	1	4	6
	07:00	2	2	3	2	9
	08:00	2	0	0	1	3
	09:00	0	5	1	1	7
	10:00	0	2	1	1	4
	11:00	0	1	5	0	6
	12:00	1	2	0	3	6
	13:00	2	2	4	7	15
	14:00	2	2	1	1	6
	15:00	0	1	4	1	6
	16:00	2	1	0	3	6
	17:00	6	2	4	4	16
	18:00	6	2	2	1	11
	19:00	3	1	2	1	7
	20:00	2	3	2	3	10
	21:00	0	0	2	2	4
	22:00	1	0	3	1	5
	23:00	1	2	0	2	5
Day Total :						136

AM Total :	39 (28.7%)	Peak AM Hour : 06:45 =	11 (8.1%)	Peak AM Factor : 0.550	Average Period :	1.4
PM Total :	97 (71.3%)	Peak PM Hour : 17:00 =	16 (11.8%)	Peak PM Factor : 0.571	Average Hour :	5.7

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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 142

AM Total :	42 (29.6%)	Peak AM Hour : 09:30 =	10 (7.0%)	Peak AM Factor : 0.625	Average Period :	1.5
PM Total :	100 (70.4%)	Peak PM Hour : 17:15 =	17 (12.0%)	Peak PM Factor : 0.425	Average Hour :	5.9

Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	1	0	0	0	1
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	1	0	0	0	1
	06:00	0	0	0	0	0
	07:00	0	0	0	1	1
	08:00	2	3	0	1	6
	09:00	1	2	1	3	7
	10:00	1	1	0	0	2
	11:00	0	1	1	1	3
	12:00	1	3	4	0	8
	13:00	1	3	6	5	15
	14:00	2	1	1	0	4
	15:00	1	0	2	1	4
	16:00	5	6	1	0	12
	17:00	4	3	4	3	14
	18:00	5	3	7	3	18
	19:00	1	2	4	3	10
	20:00	3	2	1	5	11
	21:00	1	5	1	1	8
	22:00	2	1	3	0	6
	23:00	4	1	0	1	6
Day Total :						139

AM Total :	23 (16.5%)	Peak AM Hour : 09:00 =	7 (5.0%)	Peak AM Factor : 0.583	Average Period :	1.4
PM Total :	116 (83.5%)	Peak PM Hour : 17:45 =	18 (12.9%)	Peak PM Factor : 0.643	Average Hour :	5.8

Basic Volume Summary: Delores Dr (north)

Grand Total For Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	275 (49.5%)	2.00	138	1.4	5.7	81 (29.5%)	194 (70.5%)
#3.	281 (50.5%)	2.00	141	1.5	5.9	65 (23.1%)	216 (76.9%)
ALL	556	2.00	279	2.9	11.6	146 (26.3%)	410 (73.7%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:45 = 11	06/07/2017	0.550	17:00 = 18	06/06/2017	0.900
#3.	09:30 = 10	06/06/2017	0.625	17:45 = 18	06/07/2017	0.643

Basic Volume Report: Delores Dr (middle)

Station ID : Delores Dr (middle)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DELOR MID.DB

Last Connected Device Type : Apollo
Version Number : 1.63
Serial Number : 21495

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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 117

AM Total :	29 (24.8%)	Peak AM Hour : 06:30 =	7 (6.0%)	Peak AM Factor : 0.438	Average Period :	1.2
PM Total :	88 (75.2%)	Peak PM Hour : 15:45 =	16 (13.7%)	Peak PM Factor : 0.800	Average Hour :	4.9

Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	0	0	0	1	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	1	0	1
	06:00	0	0	0	2	2
	07:00	1	2	1	2	6
	08:00	1	1	0	0	2
	09:00	0	2	2	0	4
	10:00	0	2	1	1	4
	11:00	1	1	3	0	5
	12:00	1	2	0	1	4
	13:00	1	1	4	5	11
	14:00	2	1	2	2	7
	15:00	0	1	2	2	5
	16:00	2	2	1	3	8
	17:00	5	1	2	5	13
	18:00	5	2	3	1	11
	19:00	3	0	2	1	6
	20:00	2	2	1	3	8
	21:00	0	1	2	2	5
	22:00	1	0	3	0	4
	23:00	1	2	0	1	4
Day Total :						112

AM Total :	26 (23.2%)	Peak AM Hour : 06:45 =	6 (5.4%)	Peak AM Factor : 0.500	Average Period :	1.2
PM Total :	86 (76.8%)	Peak PM Hour : 17:45 =	15 (13.4%)	Peak PM Factor : 0.750	Average Hour :	4.7

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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 115

AM Total :	37 (32.2%)	Peak AM Hour : 09:30 =	8 (7.0%)	Peak AM Factor : 0.500	Average Period :	1.2
PM Total :	78 (67.8%)	Peak PM Hour : 22:15 =	11 (9.6%)	Peak PM Factor : 0.393	Average Hour :	4.8

Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	2	0	0	0	2
Wed	01:00	0	0	0	0	0
	02:00	0	1	0	1	2
	03:00	1	0	0	0	1
	04:00	0	0	0	0	0
	05:00	1	0	0	0	1
	06:00	0	0	1	0	1
	07:00	0	0	0	2	2
	08:00	2	3	1	0	6
	09:00	1	1	3	2	7
	10:00	1	1	0	0	2
	11:00	1	1	1	1	4
	12:00	0	3	2	0	5
	13:00	1	3	6	4	14
	14:00	1	1	1	0	3
	15:00	1	0	1	0	2
	16:00	3	5	1	0	9
	17:00	4	3	4	3	14
	18:00	4	3	6	2	15
	19:00	2	2	2	2	8
	20:00	5	2	2	4	13
	21:00	1	3	2	1	7
	22:00	0	1	1	0	2
	23:00	5	1	0	1	7
Day Total :						127

AM Total :	28 (22.0%)	Peak AM Hour : 07:45 =	8 (6.3%)	Peak AM Factor : 0.667	Average Period :	1.3
PM Total :	99 (78.0%)	Peak PM Hour : 17:45 =	16 (12.6%)	Peak PM Factor : 0.667	Average Hour :	5.3

Basic Volume Summary: Delores Dr (middle)

Grand Total For Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	229 (48.6%)	2.00	115	1.2	4.8	55 (24.0%)	174 (76.0%)
#3.	242 (51.4%)	2.00	121	1.3	5.0	65 (26.9%)	177 (73.1%)
ALL	471	2.00	236	2.5	9.8	120 (25.5%)	351 (74.5%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:30 =	7 06/06/2017	0.438	15:45 =	16 06/06/2017	0.800
#3.	09:30 =	8 06/06/2017	0.500	17:45 =	16 06/07/2017	0.667

Basic Volume Report: Delores Dr (south)

Station ID : Delores Dr (south)

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DELOR 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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 118

AM Total :	25 (21.2%)	Peak AM Hour : 08:45 =	6 (5.1%)	Peak AM Factor : 0.500	Average Period :	1.2
PM Total :	93 (78.8%)	Peak PM Hour : 15:45 =	15 (12.7%)	Peak PM Factor : 0.625	Average Hour :	4.9

Date	Time	:00	:15	:30	:45	Total
06/07/17	00:00	0	0	0	1	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	1	0	0	1
	06:00	0	0	0	0	0
	07:00	0	1	1	2	4
	08:00	2	1	0	1	4
	09:00	0	2	1	0	3
	10:00	0	1	2	0	3
	11:00	1	1	3	0	5
	12:00	1	1	0	1	3
	13:00	1	1	3	5	10
	14:00	2	2	2	2	8
	15:00	0	0	2	2	4
	16:00	1	2	0	4	7
	17:00	3	1	2	6	12
	18:00	4	1	3	0	8
	19:00	3	1	1	1	6
	20:00	3	2	2	3	10
	21:00	0	1	3	3	7
	22:00	1	0	4	0	5
	23:00	2	2	0	1	5
Day Total :						107

AM Total :	22 (20.6%)	Peak AM Hour : 07:15 =	6 (5.6%)	Peak AM Factor : 0.500	Average Period :	1.1
PM Total :	85 (79.4%)	Peak PM Hour : 17:45 =	14 (13.1%)	Peak PM Factor : 0.583	Average Hour :	4.5

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 - 06/06/2017 To: 23:59 - 06/07/2017

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

Day Total : 117

AM Total :	38 (32.5%)	Peak AM Hour : 09:30 =	9 (7.7%)	Peak AM Factor : 0.562	Average Period : 1.2
PM Total :	79 (67.5%)	Peak PM Hour : 15:30 =	12 (10.3%)	Peak PM Factor : 0.333	Average Hour : 4.9

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

Day Total : 123

AM Total :	27 (22.0%)	Peak AM Hour : 07:45 =	8 (6.5%)	Peak AM Factor : 1.000	Average Period :	1.3
PM Total :	96 (78.0%)	Peak PM Hour : 17:45 =	16 (13.0%)	Peak PM Factor : 0.667	Average Hour :	5.1

Basic Volume Summary: Delores Dr (south)

Grand Total For Data From: 00:00 - 06/06/2017 To: 23:59 - 06/07/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	225 (48.4%)	2.00	113	1.2	4.7	47 (20.9%)	178 (79.1%)
#3.	240 (51.6%)	2.00	120	1.3	5.0	65 (27.1%)	175 (72.9%)
ALL	465	2.00	233	2.5	9.7	112 (24.1%)	353 (75.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:45 =	6 06/06/2017	0.500	15:45 =	15 06/06/2017	0.625
#3.	09:30 =	9 06/06/2017	0.562	17:45 =	16 06/07/2017	0.667

Appendix B



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM NTMP



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

11249

2/3

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 <INSERT REQUESTING NEIGHBORHOOD> neighborhood, on <INSERT APPLICATION DATE> 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)

Section II

(ONLY ONE SIGNATURE PER ADDRESS)

Name (print)	Address	Telephone	Email	Signature
Vanessa Jimenez	339 Dolores Dr.	910-5217	levin.vane89@gmail.com	
Fabian Spirka	332 Dolores Dr	301-4376	badrad333@yahoo.com	
Antoinette Doule	320 Dolores Dr.	388-3694		
Michael Hicks	319 Dolores	505-715-7876	mikentashhicks2015@att.net	
Nellie Parva	308 Dolores	505-220-9451		
Rosemary Kriebel	368 Dolores	831-1349		
Leslie Gonzalez	360 Dolores Dr	2060947		
Willie Mba	845 Dolores	836 0260	APT B	
Ranimo Costarede	345 Dolores Dr. NW.		APT A	
Donna Silva	312 Dolores	228-3104	None	
Rosa Wilkay	354 Dolores	203-5903		
Deborah Serna	395 Dolores NW	352-6253		
John R. Ad...	351 Dolores NW	511/0047		
Luis A. Aosta	363 Dolores NW	818-8534	None	
Charalle Smeets	344 Dolores	304-6348		
Joslyn Lovato	5709 Dolores	400-3456		
Adelina Perez	Dolores 87105	505 363-7264		
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature
Name (print)	Address	Telephone	Email	Signature

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE)



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