



DEPARTMENT OF
MUNICIPAL
DEVELOPMENT
TRAFFIC
ENGINEERING
DIVISION

COA Project No. 6254.10
TRAFFIC ON-CALL



INNOVATION PARKWAY TRAFFIC & SAFETY STUDY



Souder, Miller & Associates
Engineering • Environmental • Surveying

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



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City of Albuquerque
Department of Municipal Development
Traffic Engineering Division

COA Project No. 6254.10

SMA Project No. 7424542

May 2018

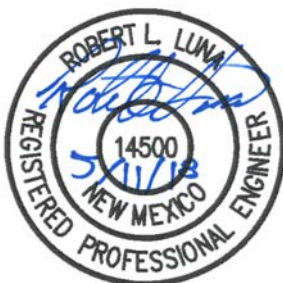




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I. EXECUTIVE SUMMARY

The City of Albuquerque (COA), Traffic Engineering Division (TED), has requested Souder, Miller, & Associates (SMA) conduct the following:

- Speed study along Innovation Parkway;
- All-way stop (traffic signal) warrant study at the Innovation Parkway and Research Road intersection;
- Origin-destination study along Innovation Parkway to determine the amount of cut-through traffic;
- Cross-walk study and pedestrian hybrid beacon (HAWK) signal warrant analysis along Innovation Parkway from Research Road to Gibson Road East.

The purpose of this traffic and safety study is to provide recommendations based upon the results of the mentioned analyses.

The project limits of this study are along Innovation Parkway from the south Eubank Boulevard/Innovation Parkway intersection and to the north Eubank Boulevard/Innovation Parkway intersection.

IA. PROJECT DESCRIPTION

The study consists of collecting traffic turn movement, ADT volume data, and crash data in order to analyze the operations for the existing conditions along Innovation Parkway. From the traffic and safety study, SMA will develop recommended improvements that are feasible for the study roadway.

The Innovation Parkway roadway typical section from north Eubank Boulevard to south of Research Road consists of raised medians, 1-lane in each direction, bicycle lanes, curb, gutter, and sidewalk in sporadic locations. Along Innovation Parkway from south of Research Road to the Innovation Parkway Office Center east driveway, the typical section consists of 1-lane in each direction and bicycle lanes. From the Innovation Parkway Office Center east driveway to south Eubank Boulevard, the typical section consists of 1-lane in each direction, bicycle lanes, curb, gutter, and a multi-use trail only on the north side of the roadway.

IB. CRASH & SAFETY ANALYSIS

Historic crash data for the study roadway was collected and analyzed for a minimum of three consecutive years to identify possible crash patterns and determine the probable cause of those crashes. Crash data from 2015 - 2017 requested from the Albuquerque Police Department showed there were 2 crashes within the roadway segment and 7 crashes at the intersections within the study area. The calculated crash rate from 2015 - 2017 for the roadway segment is calculated to be 31.98 crashes/100 million vehicle miles (RMVM) which is lower than the state crash rate of 150 crashes/100 million vehicle miles traveled as reported in the 2015 *New Mexico Traffic Crash Annual Report*.

IC. EXISTING CONDITIONS OPERATIONAL ANALYSIS

Roadway and intersection level of service (LOS) is graded from a range of A (ideal conditions) to F (failing or heavily congested) to determine the operational characteristics of the study roadway and intersections.

Existing roadway operations were analyzed using HCS 2010 and Innovation Parkway was divided into 5 segments for this analysis. Each of the segments' LOS ranged from B to C for the AM and PM peak



hours. Using Synchro 10, the two-way stop sign controlled intersections of Innovation Parkway/Gibson Boulevard east and Innovation Parkway/Research Road were analyzed to determine the intersection LOS. The LOS for each of the intersections operated exceptionally with an LOS of A for the AM, midday, and PM peak hours. Exception for intersection LOS of A is the AM peak hour for the Innovation Parkway /Gibson Boulevard east intersection which operated at an LOS of F due to the turn movement volumes from Gibson Boulevard.

ID. SPEED STUDY

A speed study was conducted along Innovation Parkway within the study limits to determine the following:

- Evaluate the 85th percentile speed along Innovation Parkway at five (5) locations;
- Calculate the average and daily peak hour traffic volumes along Innovation Parkway;
- Observe and calculate the peak-hour traffic that is non-local cut-through traffic.

Using the criteria established in the City of Albuquerque’s Neighborhood Traffic Management Program, volume, speed, and crash data within the study limits to determine if traffic calming measures are warranted for the study, it is concluded that Innovation Parkway meets two (2) minimum required criteria of four (4) warrants outlined for traffic calming measures and therefore DOES warrant traffic calming improvements.

IE. ALL-WAY STOP CONTROL WARRANT ANALYSIS

The All-Way Stop Control (AWSC) warrant analysis was performed for the intersection of Innovation Parkway and Research Road using Trafficware Warrants program for the current year condition. The following is a summary of the of AWSC warrant analysis.

Based on the four conditions outlined in the Manual on Uniform Traffic Control Devices (MUTCD), Part 4 Highway Traffic Signals, the analyzed intersection does not fulfill any of the conditions to warrant all-way stop control or traffic signal. The detailed warrant analysis can be found in Appendix I.

IF. HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK) SIGNAL ANALYSIS

The purpose of the HAWK signal analysis is to utilize pedestrian and traffic data for the two intersections of Innovation Parkway/Gibson Boulevard east and Innovation Parkway/Research Road to determine if a HAWK signal as warranted based in criteria established in the MUTCD, Part 4 Highway Traffic Signals.

Three scenarios were analyzed for the in the HAWK signal analysis and they are follows: 1) existing intersection of Innovation Parkway/Gibson Boulevard east, 2) existing intersection of Innovation Parkway/Research Road, and 3) a mid-block crossing between the two intersections utilizing combined pedestrian volumes.

The HAWK analysis performed for the Innovation Parkway/Gibson Boulevard East and Innovation Parkway/Research Road intersections, also Innovation Parkway north of Research Road, all peak hours do not exceed the minimum threshold for pedestrians crossing.

IG. SUMMARY OF RECOMMEDATIONS

Based upon the analyses conducted for the study, it is recommended that installing four (4) permanent speed radar feedback signs along Innovation Parkway at strategic locations should assist in mitigating traffic speed through the study area.



Souder, Miller & Associates ♦ 5454 Venice Avenue NE, Suite D
Albuquerque, NM 87113 ♦ (505) 299-0942 ♦ (877) 299-0942 ♦ fax (505) 293-3430

II. INTRODUCTION

The City of Albuquerque (COA), Traffic Engineering Division (TED), has requested Souder, Miller & Associates (SMA) conduct the following:

- Speed study along Innovation Parkway;
- All-way stop (traffic signal) warrant study at the Innovation Parkway and Research Road intersection;
- Origin-destination study along Innovation Parkway to determine the amount of cut-through traffic;
- Cross-walk study and pedestrian hybrid beacon (HAWK) signal warrant analysis along Innovation Parkway from Research Road to Gibson Road East.

The purpose of this traffic and safety study is to provide recommendations based upon the results of the mentioned analyses.

The project location is shown in Figure II.1. below.

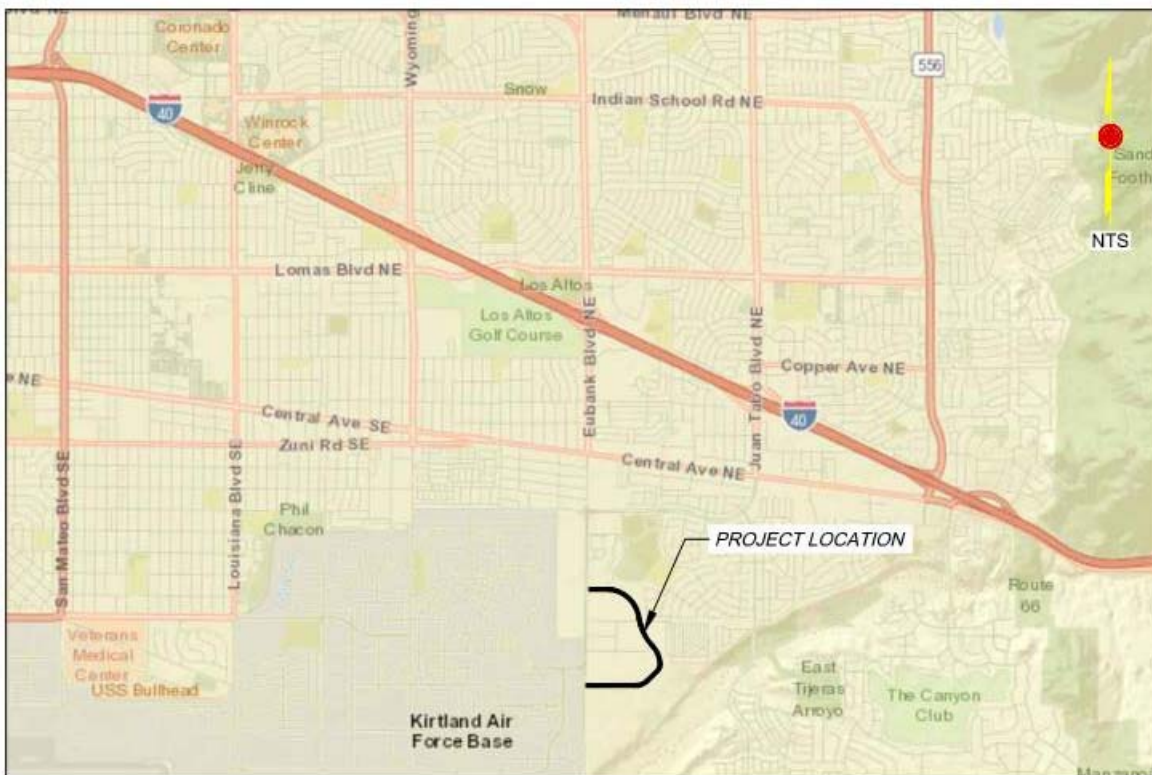
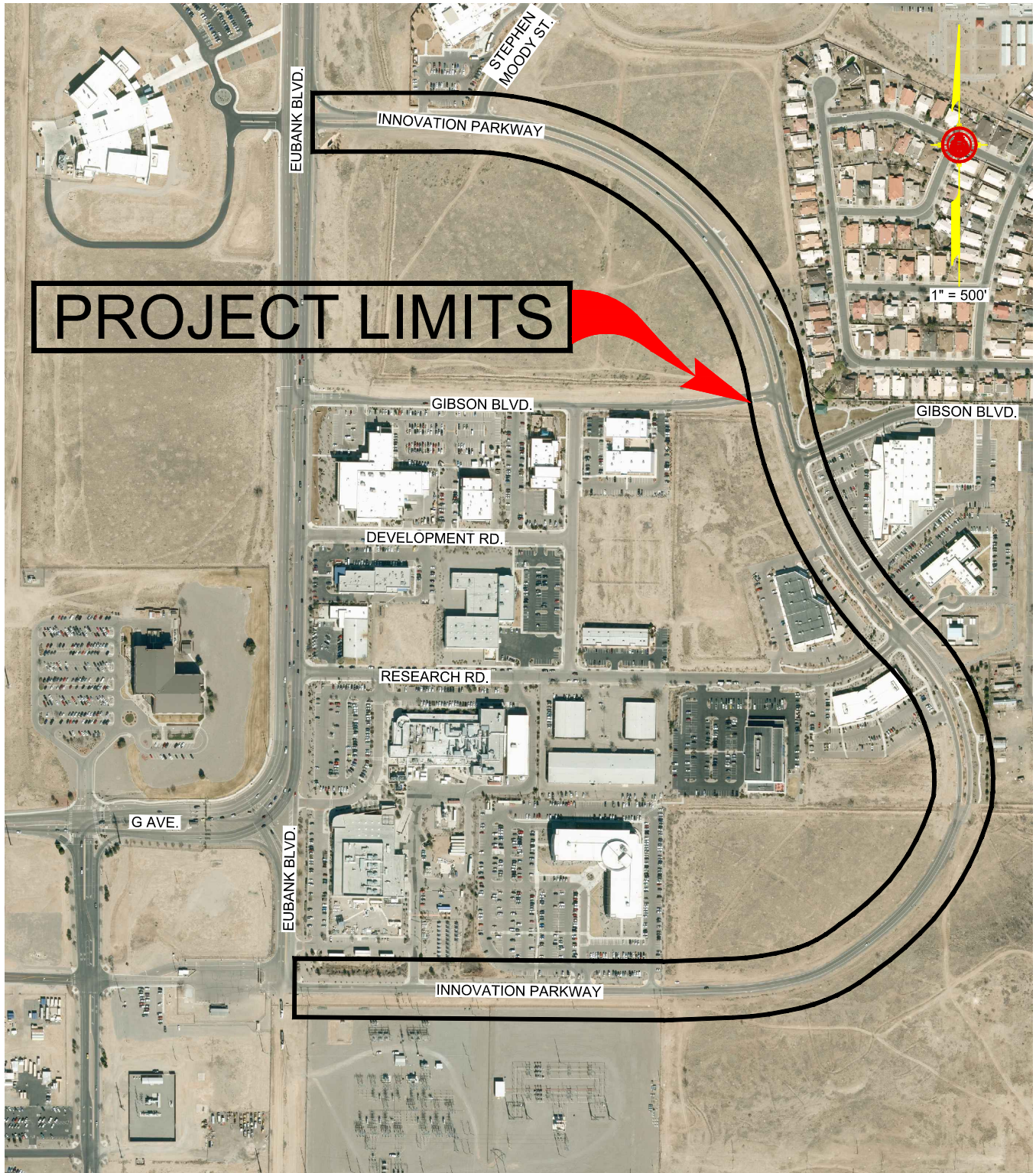


FIGURE II.1. LOCATION MAP

IIA. PROJECT LIMITS

The project limits are Innovation Road from the south Eubank Blvd./Innovation Parkway intersection to the north Eubank Blvd./Innovation Parkway intersection as shown in Figure IIA.1. on the next page.



**FIGURE IIA.1.
PROJECT LIMITS**

III. PROJECT DESCRIPTION

The study consists of collecting traffic turn movement, ADT volume data, and crash data in order to analyze the operations for the existing conditions along Innovation Parkway. From the traffic and safety study, SMA developed recommended improvements that are feasible for the study roadway.

IIIA. POSTED SPEED LIMIT

The posted speed limit for southbound and northbound Innovation Parkway is 25 mph.

IIIB. EXISTING TYPICAL SECTIONS

The typical section for Innovation Parkway in the segment from north Eubank Boulevard to south of Research Road is listed below:

- ~3' southbound bike lane;
- ~12' southbound thru lane;
- ~17.67' raised median;
- ~12' northbound thru lane;
- ~3' northbound bike lane;
- Sidewalk exists sporadically along northbound/southbound Innovation Parkway.



FIGURE IIIB.1. INNOVATION PKY. NORTH EUBANK BLVD. TO SOUTH OF RESEARCH RD. TYPICAL SECTION

The typical section for Innovation Parkway in the segment from south of Research Road to the Innovation Parkway Office Center (IPOC) east driveway is listed below:

- ~5' southbound bike lane;
- ~11' southbound thru lane;
- ~11' northbound thru lane;
- ~5' northbound bike lane.



FIGURE IIIB.2. INNOVATION PKY. FROM SOUTH OF RESEARCH RD. TO IPOC EAST DRIVEWAY TYPICAL SECTION

The typical section for Innovation Parkway in the segment from the IPOC east driveway to south Eubank Boulevard is listed below:

- ~4' eastbound bike lane;
- ~12' eastbound thru lane
- ~12' westbound thru lane;
- ~4' westbound bike lane;
- A multi-use trail exists on the north side of Innovation Parkway.



FIGURE IIIB.3. INNOVATION PARKWAY IPOC EAST DRIVEWAY TO SOUTH EUBANK BLVD. TYPICAL SECTION



IV. CRASH & SAFETY ANALYSIS

The purpose of collecting and analyzing historic traffic crash data for a roadway or intersection during consecutive years (minimum of three years) is to identify possible crash patterns and to determine the probable causes of those crashes. The crash analysis includes patterns related to roadway conditions; time of day, weather conditions; type of crash; locations (i.e.: roadway, intersection, etc.); crash severity, and other driver characteristics.

Utilizing crash data also assists with determining expected values of a specific type of crash and ultimately identifying benefit costs and estimated Rate of Return (ROR) for improving roadway segments or intersection locations within the study boundary. These “estimated” ROR values should not be construed as “true” values, but more as approximated for planning purposes.

Crash data for the most recent three (3) years was requested from the Albuquerque Police Department. Crash data can be found in Appendix A - Crash Data.

IVA. CRASH RATE CALCULATION

In order to create a comparison between crashes from one location to the other, crash rates are used. These rates are based on data such as traffic volume, length of road sections considered, and period of time in years. Typical crash rate equations for roadway sections are rates per 100 million vehicle miles (RMVM), as shown below:

$$RMVM = \frac{C \times 100,000,000}{n \times 365 \times l \times v}$$

Where: R = Roadway Crash Rate per 100 million vehicle miles;

Crashes = Total crashes in a n-year period;

n = Year period of study (minimum 3 years);

l = length of roadway in miles;

v = Total entering volume in vehicles per day.

IVB. CRASH ANALYSIS FOR THE INNOVATION PARKWAY CORRIDOR

Reported crashes included in this analysis occurred at roadway segments and unsignalized intersections along the Innovation Parkway corridor. Table IVB.1. below summarize the corridor crashes along the corridor, broken down by each segment, and year:

Segment	2015			2016			2017			CRASH RATE
	PDO	INJ	FAT	PDO	INJ	FAT	PDO	INJ	FAT	
North Eubank Blvd. to Stephen Moody St.	0	0	0	0	0	0	0	0	0	0.00
Stephen Moody St. to Gibson Blvd. East	0	0	0	0	0	0	0	0	0	0.00
Gibson Blvd. East to Research Rd.	0	0	0	0	0	0	0	0	0	0.00
Research Rd. to Innovation Pky. Office Center East Driveway	0	0	0	0	0	0	0	0	0	0.00
Innovation Pky. Office Center East Driveway to South Eubank Blvd.	0	0	0	0	0	0	2	0	0	156.59
Total	0	0	0	0	0	0	2	0	0	31.98



V. TRAFFIC ANALYSIS

VA. TRAFFIC DATA

The traffic data for this study were collected in the form of 9-hour intersection turning movement counts at 15-minute intervals and average daily traffic in vehicles per day. Average daily traffic counts are usually counted for a period of 48-hours during weekdays along roadway segments using tube counters or other approved electronic counting devices. The 48-hour counts are then averaged to obtain a 24-hour average count. The turning movement counts are typically performed between the weekdays of Tuesday through Thursday to obtain the highest hourly interval, typically known as peak hours and are measured in AM, midday, and PM periods, of turning movement counts for the intersection. The peak hour represents the highest consecutive 60-minute traffic volume in the morning and afternoon periods and can begin at the top of the hour (3:00 pm to 4:00 pm) or any 15-minute period (3:15 pm to 4:29 pm).

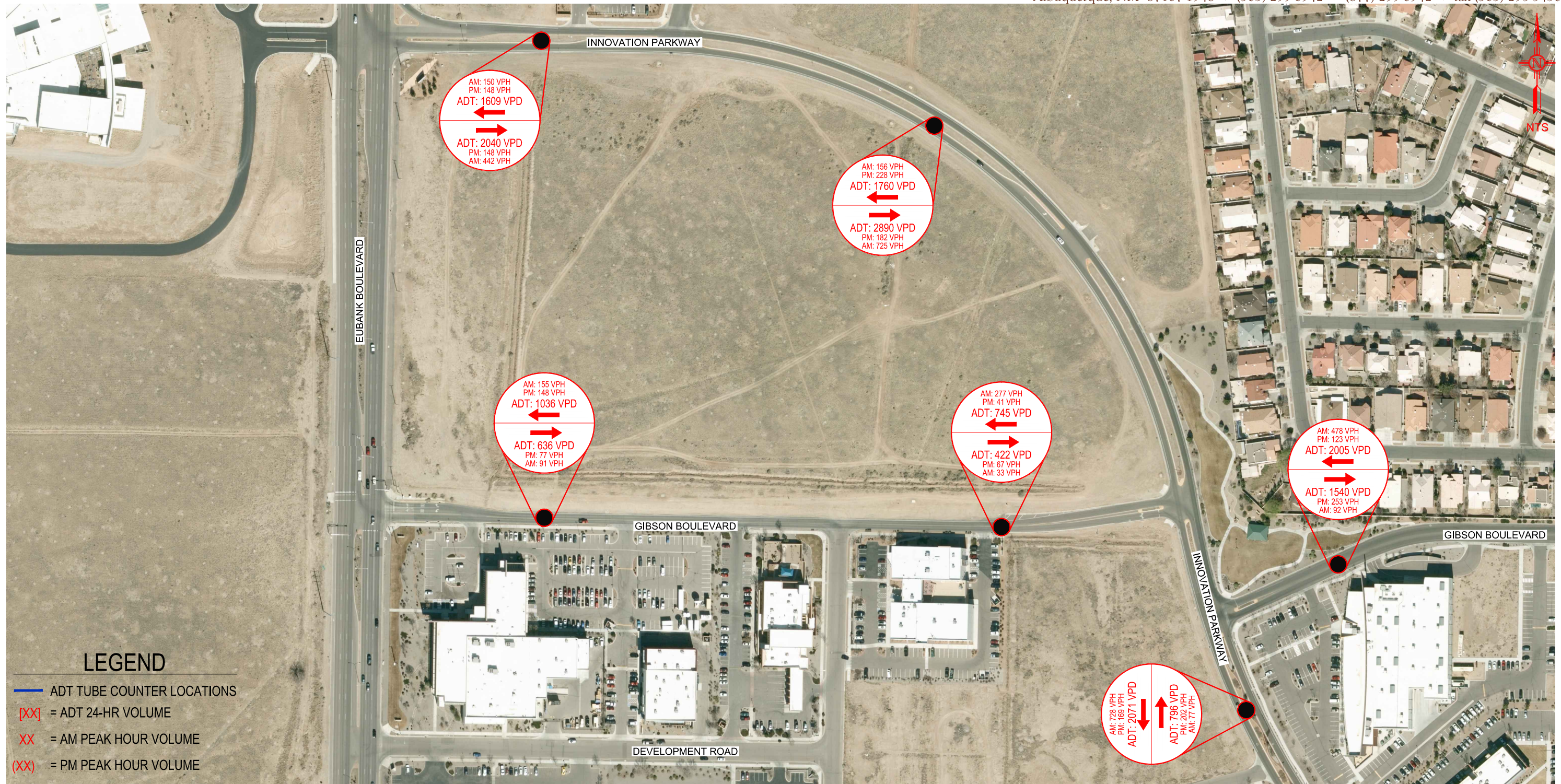
The average daily traffic count locations for the study area are listed below and they, too, were provided by Mike Henderson Consulting and the data was collected on February 22 – 23, 2018. This data can be found on the next two pages and in Appendix B – Volume and Classification Data.

- Innovation Parkway east of north Eubank Boulevard;
- Innovation Parkway east of Stephen Moody Street;
- Innovation Parkway between Gibson Boulevard east and Research Road;
- Innovation Parkway south of Research Road;
- Innovation Parkway east of south Eubank Boulevard;
- Gibson Boulevard west of Innovation Parkway;
- Gibson Boulevard east of Eubank Boulevard.
- Research Road west of Innovation Parkway;
- Research Road east of Eubank Boulevard.

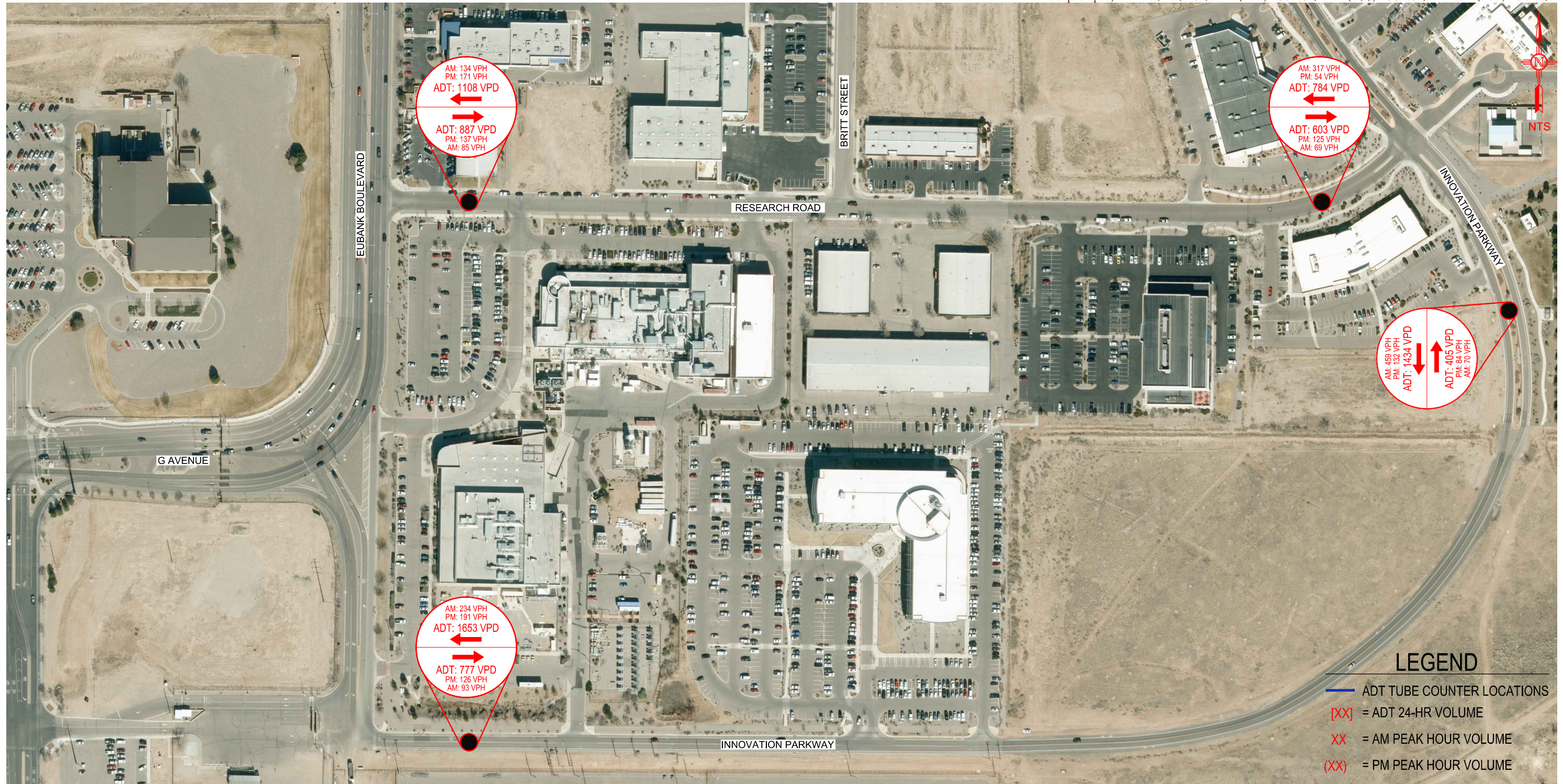
The 9-hour turning movement data for the intersections listed below were provided by the Mike Henderson Consulting and the data was collected on February 22, 2018. This data can be found on pages 11 through 14 and in Appendix C – Turn Movement Counts.

- Innovation Parkway / Eubank Boulevard;
- Innovation Parkway / Stephen Moody Street;
- Innovation Parkway / Gibson Boulevard East;
- Innovation Parkway / Research Road.

9-hour bicycle and pedestrian counts were also collected for the abovementioned intersections. The bicycle and pedestrian counts can be found in Appendix D – Bicycle and Pedestrian Counts.



**FIGURE VA.1.
 ADT SUMMARY (NORTH)**



**FIGURE VA.2.
 ADT SUMMARY (SOUTH)**

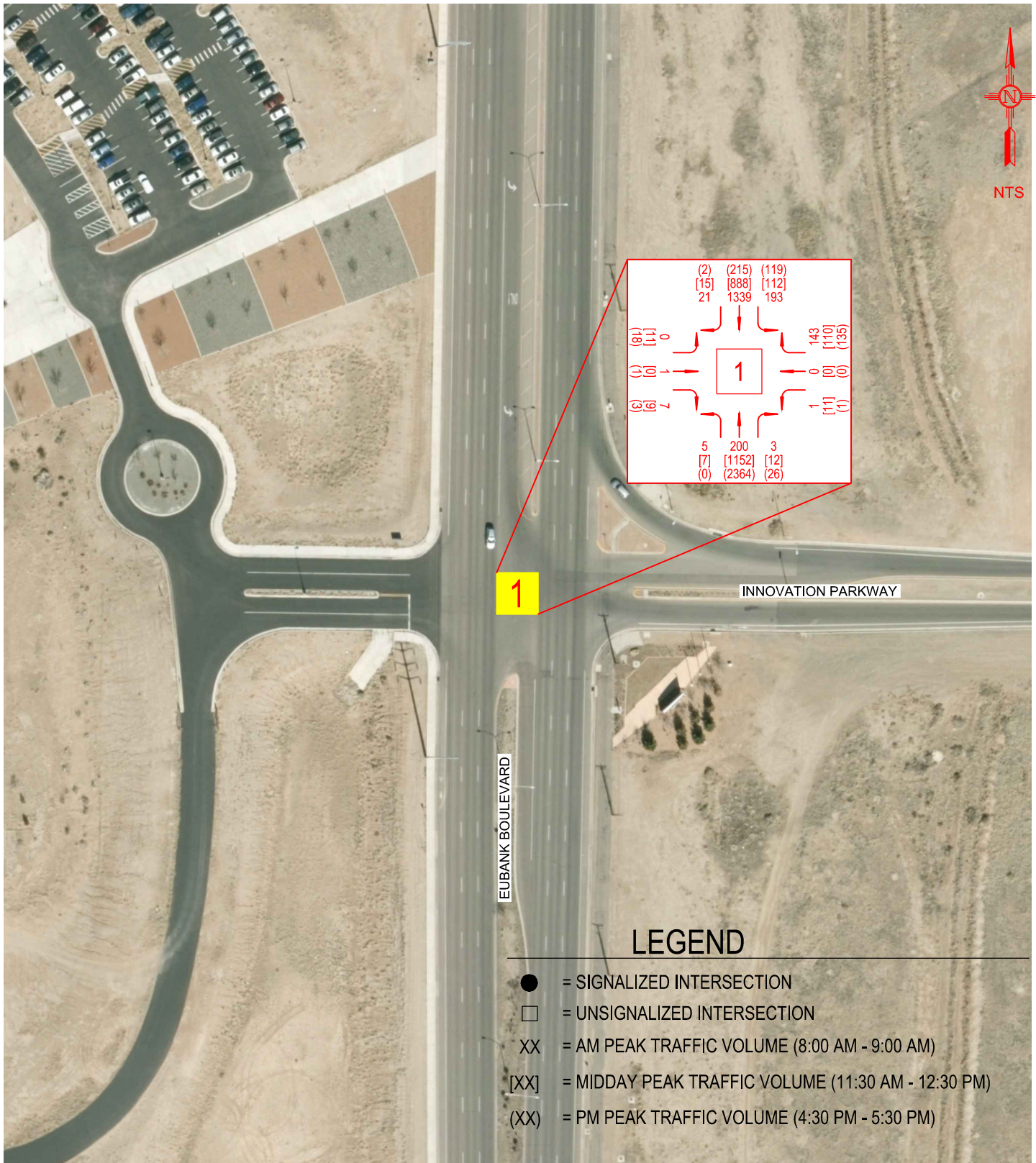


FIGURE VA.3.
INNOVATION PKY-EUBANK BLVD TURN MOVEMENT COUNTS

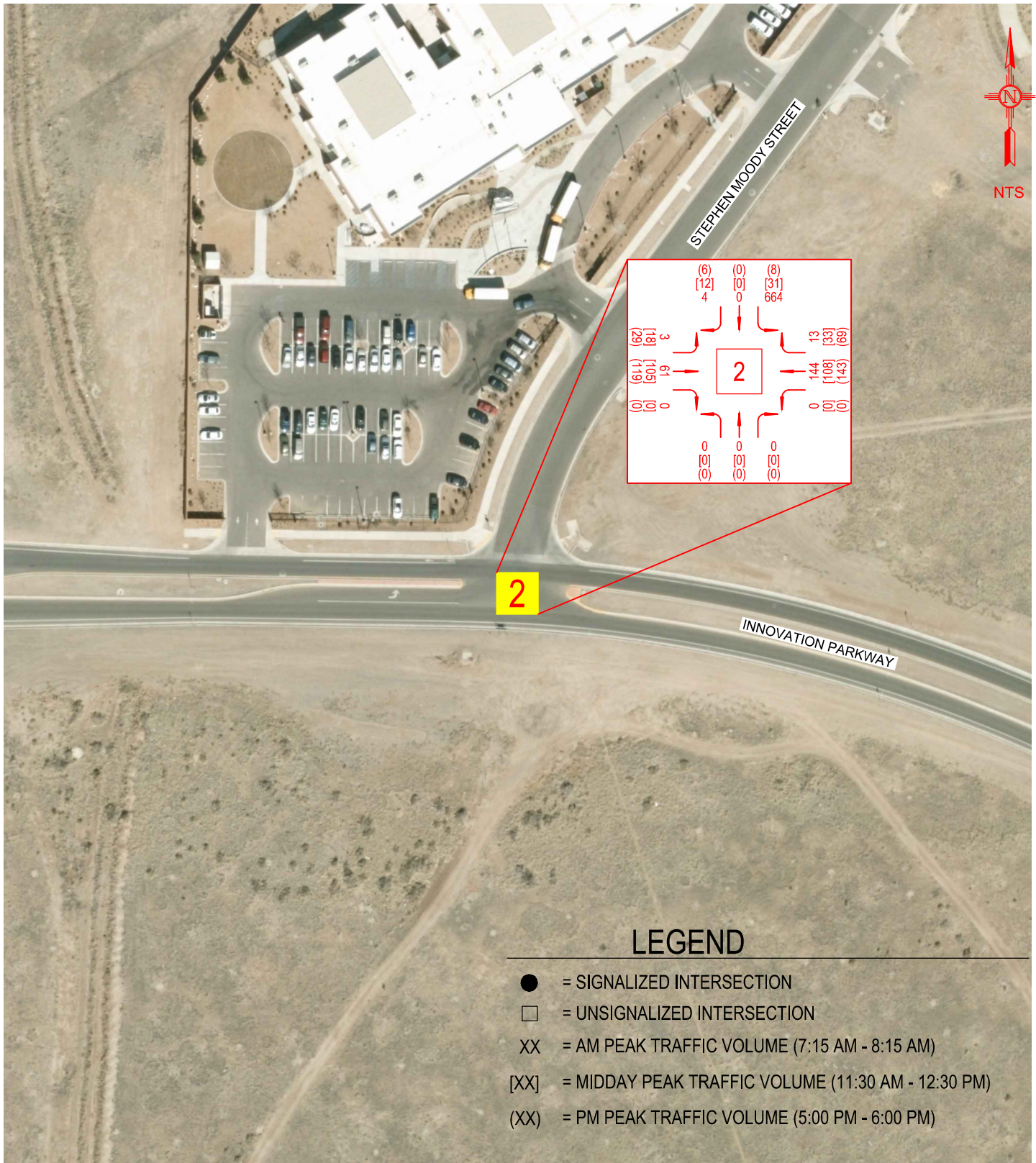


FIGURE VA.4.
INNOVATION PKY-STEPHEN MOODY ST TURN MOVEMENT COUNTS



FIGURE VA.5.
INNOVATION PKY-GIBSON BLVD TURN MOVEMENT COUNTS

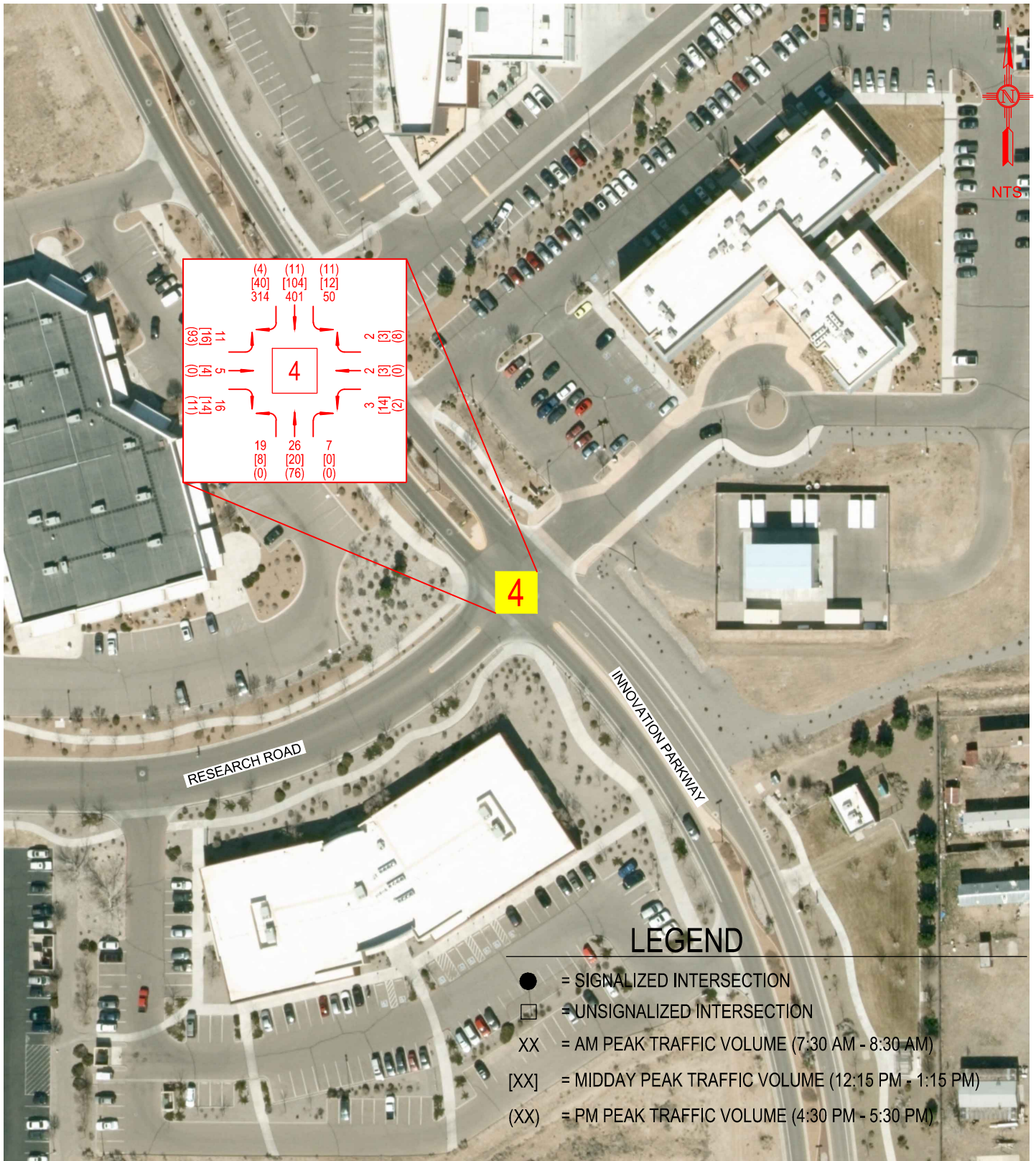


FIGURE VA.6.
INNOVATION PKY-RESEARCH RD TURN MOVEMENT COUNTS



VB. OPERATIONAL ANALYSIS DEFINITION

Unsignalized intersections are analyzed to determine the approach delay and capacity for the existing and future conditions. As traffic volumes along roadway segments continue to increase over time, the flow rate of the vehicles tends to also increase, causing the means of speed of vehicles to decrease. This ultimately causes delay and “congestion” along roadway segments.

The operational performance of an intersection or a highway facility is based on the Level of Service (LOS) criteria. LOS is a term used to qualitatively describe roadway and intersection traffic operations. LOS is expressed in letter grade format from A to F, with LOS A representing the best operation conditions and LOS F representing the worse. Per the New Mexico Department of Transportation’s (NMDOT) *State Access Management Manual*, LOS C for rural conditions and LOS D for urban conditions acceptable measures. In either case, a LOS E or F shall not be acceptable for any individual movements. A general description of LOS is as follows:

LOS A: Travel time is as efficient as the roadway or intersection facility can provide. Individual users virtually travel unaffected by the presence of others in the traffic stream.

LOS B: Travel time remains efficient. Motorists have a high degree of freedom to select speed and operation conditions, but as slightly influenced by other users.

LOS C: The efficiency of travel is reduced, but delays are well within reasonable limits. Traffic flow is becoming more restricted as individual users interact substantially with other road users.

LOS D: Travel time continues to increase, and motorist delay increases but remains within reasonable limits. Motorists are able to travel at designated speeds for the facility but have freedom to maneuver in the traffic is restricted.

LOS E: Travel time is substantially affected. Delays have reached and may exceed reasonable limits. The capacity of the facility is fully utilized.

LOS F: Travel along the roadway or through an intersection is very inefficient. Traffic flow is forced in that the amount of traffic approaching a point exceeds the amount that can be served. The roadway facility fails.

TABLE VB.1. LOS Criteria for Two-Lane Highways Class III

LOS	Percent of Free-Flow Speed (%)
A	> 91.7
B	> 83.3 – 91.7
C	> 75.0 – 83.3
D	> 66.7 – 75.0
E	≤ 66.7



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TABLE VB.2. LOS Criteria for Unsignalized Intersections		
Control Delay (sec/veh)	LOS by Volume-to-Capacity Ratio	
	$v/c \leq 1.0$	$v/c \geq 1.0$
0 -10	A	F
>10 – 15	B	F
>15 – 25	C	F
>25 – 35	D	F
>35 – 50	E	F
> 50	F	F

VC. STUDY METHODOLOGY

- a) Software Packages
 - a. SYNCHRO Studio 10
 - b. HCS 2010
 - c. Highway Capacity Software (HCS) by McTrans



VI. EXISTING CONDITIONS OPERATIONAL ANALYSIS

VIA. ROADWAY OPERATIONS

Using HCS 2010, the LOS for each segment of Innovation Parkway has been evaluated for each of the 2018 conditions. The LOS for each segment and the segment’s respective peak hour operates at acceptable levels. The detailed output files for each of the roadway segments can be found in Appendix E – HCS 2010 Roadway Operational Analysis.

TABLE VIA.1. Roadway Segment Operations

Roadway Segment	NB LOS		WB LOS	
	AM PEAK	PM PEAK	AM PEAK	PM PEAK
North Eubank Blvd. to Stephen Moody St.	B	B	C	B
Stephen Moody St. to Gibson Blvd. East	C	B	C	B
Gibson Blvd. East to Research Rd.	B	B	C	B
Research Rd. to Innovation Pky. Office Center East Driveway	C	B	C	B
Innovation Pky. Office Center East Driveway to South Eubank Blvd.	C	C	B	B

VIB. INTERSECTION OPERATIONS

The two intersections that were analyzed for this study are the Innovation Parkway / Gibson Boulevard east and Innovation Parkway / Research Road intersection. The detailed operational analyses for these intersections can be found in Appendix F – Synchro Analysis 2018. Tables VIB.1. and VIB.2. below display the existing LOS for each approach movement and overall intersection.

TABLE VIB.1. Existing Intersection LOS – Innovation Parkway/Gibson Blvd. East

Peak Period		Level of Service (LOS) by Approach Movement				Intersection	
		WB	NB	SB		Delay (sec/veh)	LOS
		L/R	T/R	L	T		
AM	Delay	139.7	0.0	7.5	0.0	63.9	F
	LOS	F	A	A	A		
Midday	Delay	11.1	0.0	7.7	0.0	4.9	A
	LOS	B	A	A	A		
PM	Delay	10.4	0.0	8.2	0.0	4.0	A
	LOS	B	A	A	A		

TABLE VIB.2. Existing Intersection LOS – Innovation Parkway/Research Rd.

Peak Period		Level of Service (LOS) by Approach Movement							Intersection	
		EB	WB		NB		SB		Delay (sec/veh)	LOS
		L/T/R	L/T	R	L	T/R	L	T/R		
AM	Delay	20.1	23.4	8.7	9.6	0.0	7.4	0.0	2.0	A
	LOS	C	C	C	A	A	A	A		
Midday	Delay	12.2	13.5	9.8	7.8	0.0	7.7	0.0	3.9	A
	LOS	B	B	A	A	A	A	A		
PM	Delay	10.5	9.8	8.9	0.0	0.0	7.4	0.0	6.1	A
	LOS	B	A	A	A	A	A	A		



As seen from the tables, the intersections operate at an acceptable LOS for all peak hours, excluding the Innovation Parkway/Gibson Boulevard East intersection's AM peak hour. Contributing to the failing LOS for the mentioned intersection's peak hour is the high amount of turning movement volume generated from Gibson Boulevard East.



VII. SPEED STUDY

VIIA. SPEED STUDY PURPOSE

A speed study on Innovation Parkway was conducted to determine the following:

- Evaluate the 85th percentile speed along Innovation Parkway at five (5) locations;
- Calculate the average and daily peak hour traffic volumes along Innovation Parkway;
- Observe and calculate the peak-hour traffic that is non-local cut-through traffic.

VIIB. SPEED STUDY COUNT LOCATIONS

The study area included five (5) volume and speed count locations which were at the following locations:

- Speed study count location #1 – Innovation Parkway east of north Eubank Boulevard;
- Speed study count location #2 – Innovation Parkway east of Stephen Moody Street;
- Speed study count location #3 – Innovation Parkway between Gibson Boulevard east and Research Road;
- Speed study count location #4 – Innovation Parkway south of Research Road;
- Speed study count location #5 – Innovation Parkway east of south Eubank Boulevard.

Figure VIIB.1. on page 20 displays the approximate traffic count locations.

VIIC. ORIGIN-DESTINATION OBSERVATION LOCATIONS

The study area included two observation locations for the documentation of cut-through traffic along Innovation Parkway from the southern Eubank Boulevard intersection to the northern Eubank Boulevard intersection. SMA staff were strategically positioned near the Innovation Parkway/Stephen Moody Street intersection and south of the Innovation Parkway/Research Road intersection to record entering/exiting license plate data for all locations.

Figure VIIB.1. on page 20 also displays the observation locations for the origin-destination analysis.



**FIGURE VIII.B.1.
SPEED STUDY COUNT LOCATIONS**



VIID. 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 instructions 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.

VIII. 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 other than 100 vehicles, the 85th percentile speed is determined by the following formula: $100/15 = \# \text{ of vehicles surveyed}/X$ (where $x = \text{the vehicle at the 85}^{\text{th}}$ 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.



VIIF. ADT

The average daily traffic (ADT) for the five (5) count locations is listed below in Table VIIF.1.

TABLE VIIF.1. Innovation Parkway ADT			
Count Location	NB	SB	ADT
Innovation Parkway #1	1609	2040	3649
Innovation Parkway #2	1760	2980	4650
Innovation Parkway #3	796	2071	2867
Innovation Parkway #4	405	1434	1839
Innovation Parkway #5	777	1653	2430
Average	1069.4	2035.6	3087.0

The Innovation Parkway study area directional ADT ranges from 405 to 2980 vehicles per day.

VIIG. PEAK HOUR TRAFFIC VOLUMES

The peak hour traffic volumes for the five (5) count locations are shown below from Table VIIG.1.

TABLE VIIG.1. Innovation Parkway Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
Innovation Parkway Count Location #1	AM Peak	150 (7:15 AM - 8:15 AM)	442 (7:30 AM - 8:30 AM)
	PM Peak	148 (5:00 PM - 6:00 PM)	155 (12:15 PM - 1:15 PM)
Innovation Parkway Count Location #2	AM Peak	156 (7:15 AM - 8:15 AM)	725 (7:30 AM - 8:30 AM)
	PM Peak	228 (4:30 PM - 5:30 PM)	182 (12:15 PM - 1:15 PM)
Innovation Parkway Count Location #3	AM Peak	77 (11:00 AM - 12:00 PM)	728 (7:30 AM - 8:30 AM)
	PM Peak	202 (4:30 PM - 5:30 PM)	169 (12:15 PM - 1:15 PM)
Innovation Parkway Count Location #4	AM Peak	70 (7:45 AM - 8:45 AM)	459 (7:00 AM - 8:00 AM)
	PM Peak	84 (4:15 PM - 5:15 PM)	132 (12:15 PM - 1:15 PM)
Innovation Parkway Count Location #5	AM Peak	93 (11:00 AM - 12:00 PM)	234 (6:45 AM - 7:45 AM)
	PM Peak	126 (12:00 PM - 1:00 PM)	191 (4:00 PM - 5:00 PM)

The Innovation Parkway study area peak hour traffic volumes range from 84 to 725 vehicles per hour.



VIIH. SPEED STUDY RESULTS

The results of the speed study are displayed below in Table VIIH.1. through Table VIIH.5. The detailed speed study results can be found in Appendix G – Speed Study data.

TABLE VIIH.1. Innovation Parkway Count Location #1 Speed Study			
Speed	NB	SB	Total
Average	33.5	31.8	32.6
10 mph Pace	30.0 - 39.9 (60.5%)	25.0 - 34.9 (70.5%)	25.0 - 34.9 (62.7%)
50th Percentile	33.6	32.0	32.6
67th Percentile	36.5	33.9	34.7
85th Percentile	39.8	37.2	38.5

TABLE VIIH.2. Innovation Parkway Count Location #2 Speed Study			
Speed	NB	SB	Total
Average	36.8	33.2	34.5
10 mph Pace	30.0 - 39.9 (58.4%)	30.0 - 39.9 (66.0%)	30.0 - 39.9 (63.1%)
50th Percentile	36.7	32.9	34.1
67th Percentile	39.3	34.9	36.9
85th Percentile	43.7	38.8	40.8

TABLE VIIH.3. Innovation Parkway Count Location #3 Speed Study			
Speed	NB	SB	Total
Average	23.1	24.8	24.3
10 mph Pace	20.1 - 30.0 (61.3%)	20.1 - 30.0 (70.9%)	20.1 - 30.0 (68.3%)
50th Percentile	23.8	25.2	24.8
67th Percentile	26.8	27.8	27.6
85th Percentile	31.3	31.3	31.2

TABLE VIIH.4. Innovation Parkway Count Location #4 Speed Study			
Speed	NB	SB	Total
Average	26.0	27.8	27.5
10 mph Pace	21.5 - 31.4 (65.6%)	25.0 - 34.9 (73.9%)	25.0 - 34.9 (71.2%)
50th Percentile	27.0	28.9	28.5
67th Percentile	28.9	31.3	30.8
85th Percentile	32.4	33.8	33.6



Speed	NB	SB	Total
Average	27.2	29.3	28.6
10 mph Pace	21.0 - 30.9 (69.6%)	25.0 - 34.9 (70.9%)	25.0 - 34.9 (70.1%)
50th Percentile	27.5	30.5	29.4
67th Percentile	29.3	32.7	31.8
85th Percentile	32.6	35.0	34.4

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 speed 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 Innovation Parkway, the posted speed limit is 25 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and bicycle lanes. The table below displays 82 percent of the total ADT at the five locations recorded speeds greater than the posted speed limit of 25 mph.

Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Innovation Parkway Count Location #1	46	1%	184.5	5%	3418	94%	3648.5
Innovation Parkway Count Location #2	17	0%	114.5	2%	4518	97%	4649.5
Innovation Parkway Count Location #3	390.5	14%	1090.5	38%	1385.5	48%	2866.5
Innovation Parkway Count Location #4	157.5	9%	256	14%	1424.5	78%	1838
Innovation Parkway Count Location #5	148.5	6%	305.5	13%	1975	81%	2429
Average	151.9	5%	390.2	13%	2544.2	82%	3086.3



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VIII. ORIGIN-DESTINATION ANALYSIS RESULTS

An origin-destination analysis was conducted for the study area. The origin-destination analysis was used to determine the amount of cut-through along Innovation Parkway from the southern Eubank Boulevard/Innovation Parkway and northern Eubank Boulevard/Innovation Parkway intersection. In the table below, the results of the origin-destination analysis are shown with the peak hours highlighted for the AM, midday, and PM peak hours. The raw data of the origin-destination results can be found in Appendix H – Origin Destination Data.

Southbound Innovation Parkway				Northbound Innovation Parkway			
Time	Total Cut-Through	Total Entering	Percent	Time	Total Cut-Through	Total Entering	Percent
7:15 AM - 7:30 AM	3	19	16%	7:15 AM - 7:30 AM	0	3	0%
7:30 AM - 7:45 AM	30	103	29%	7:30 AM - 7:45 AM	0	24	0%
7:45 AM - 8:00 AM	20	110	18%	7:45 AM - 8:00 AM	0	32	0%
8:00 AM - 8:15 AM	20	80	25%	8:00 AM - 8:15 AM	0	28	0%
8:15 AM - 8:30 AM	5	67	7%	8:15 AM - 8:30 AM	0	27	0%
8:30 AM - 8:45 AM	11	156	7%	8:30 AM - 8:45 AM	0	20	0%
8:45 AM - 9:00 AM	15	33	45%	8:45 AM - 9:00 AM	0	15	0%
9:00 AM - 9:15 AM	4	27	15%	9:00 AM - 9:15 AM	0	32	0%
9:15 AM - 9:30 AM	2	30	7%	9:15 AM - 9:30 AM	0	15	0%
9:30 AM - 9:45 AM	2	18	11%	9:30 AM - 9:45 AM	0	24	0%
9:45 AM - 10:00 AM	3	22	14%	9:45 AM - 10:00 AM	1	15	7%
10:00 AM - 10:15 AM	1	16	6%	10:00 AM - 10:15 AM	0	17	0%
11:00 AM - 11:15 AM	2	11	18%	11:00 AM - 11:15 AM	1	14	7%
11:15 AM - 11:30 AM	7	18	39%	11:15 AM - 11:30 AM	2	21	10%
11:30 AM - 11:45 AM	7	28	25%	11:30 AM - 11:45 AM	3	36	8%
11:45 AM - 12:00 PM	7	27	26%	11:45 AM - 12:00 PM	0	21	0%
12:00 PM - 12:15 PM	5	34	15%	12:00 PM - 12:15 PM	3	17	18%
12:15 PM - 12:30 PM	16	52	31%	12:15 PM - 12:30 PM	4	18	22%
12:30 PM - 12:45 PM	15	57	26%	12:30 PM - 12:45 PM	0	17	0%
12:45 PM - 1:00 PM	13	52	25%	12:45 PM - 1:00 PM	0	9	0%
1:00 PM - 1:15 PM	10	38	26%	1:00 PM - 1:15 PM	0	14	0%
1:15 PM - 1:30 PM	4	22	18%	1:15 PM - 1:30 PM	0	15	0%
1:30 PM - 1:45 PM	2	21	10%	1:30 PM - 1:45 PM	1	15	7%
1:45 PM - 2:00 PM	0	16	0%	1:45 PM - 2:00 PM	1	17	6%
3:30 PM - 3:45 PM	0	30	0%	3:30 PM - 3:45 PM	0	36	0%
3:45 PM - 4:00 PM	1	16	6%	3:45 PM - 4:00 PM	1	38	3%
4:00 PM - 4:15 PM	0	28	0%	4:00 PM - 4:15 PM	2	45	4%
4:15 PM - 4:30 PM	0	24	0%	4:15 PM - 4:30 PM	1	17	6%
4:30 PM - 4:45 PM	2	37	5%	4:30 PM - 4:45 PM	5	55	9%
4:45 PM - 5:00 PM	1	24	4%	4:45 PM - 5:00 PM	2	53	4%
5:00 PM - 5:15 PM	0	26	0%	5:00 PM - 5:15 PM	5	57	9%
5:15 PM - 5:30 PM	1	26	4%	5:15 PM - 5:30 PM	3	29	10%
5:30 PM - 5:45 PM	1	26	4%	5:30 PM - 5:45 PM	2	30	7%
5:45 PM - 6:00 PM	0	29	0%	5:45 PM - 6:00 PM	0	12	0%
6:00 PM - 6:15 PM	0	18	0%	6:00 PM - 6:15 PM	4	33	12%
6:15 PM - 6:30 PM	0	22	0%	6:15 PM - 6:30 PM	0	27	0%



TABLE VIII.2. Innovation Parkway Origin-Destination Summary

Peak Hour	Southbound Innovation Parkway			Northbound Innovation Parkway			Innovation Parkway Total		
	Total Cut-Through	Total Entering	%	Total Cut-Through	Total Entering	%	Total Cut-Through	Total Entering	%
AM Peak Hour (7:45 AM - 8:45 AM)	56	413	14%	0	107	0%	56	520	11%
Midday Peak Hour (12:15 PM - 1:15 PM)	54	199	27%	4	58	7%	58	257	23%
PM Peak Hour (4:30 PM - 5:30 PM)	4	113	4%	15	194	8%	19	307	6%
Peak Hour Total	114	725	16%	19	359	5%	133	1084	12%

As seen from the summary of the origin-destination analysis above, the highest percentage of cut-through traffic for southbound Innovation Parkway is the midday peak hour at 27%, and for northbound Innovation Parkway is the PM peak hour at 8%. The total amount of cut-through traffic for all peak hours is 12% in both directions.



VIIJ. CRASH DATA

Crash data was requested from the Albuquerque Police Department for the most recent three (3) years. The crash data requested showed there were nine (9) recorded crashes within the study limits.

Date	Location	Cause of Crash	Crash Analysis	Crash Severity	Crash Corrected with Traffic Calming?
8/27/2015	Innovation Pky. / Stephen Moody St.	Driver inattention, Failed to yield right of way	One left turn / Enter at angle	Property damage (\$500 or more)	No
4/15/2016	Eubank Blvd. / Innovation Pky.	Driver inattention	Right side road	Property damage (\$500 or more)	No
5/29/2016	Eubank Blvd. / Innovation Pky.	Driver inattention, excessive speed, speed too fast for conditions	Gas meter	Injury	No
12/18/2016	Gibson Blvd. / Innovation Pky.	Driver inattention, under influence of drugs or medication	One stopped / Enter angle	Property damage (\$500 or less)	No
4/17/2017	1611 Innovation Pky.	Driver inattention	Vehicle struck cyclist at angle	Property damage (\$500 or less)	No
4/20/2017	Eubank Blvd. / Innovation Pky.	Driver inattention, following too closely, other improper driving	Both going straight / Entering at angle	Property damage (\$500 or less)	No
4/26/2017	1611 Innovation Pky.	None	One left turn / Enter at angle	Property damage (\$500 or more)	No
5/17/2017	Innovation Pky. / Gibson Blvd.	Following too closely	Rear end collision/ Same direction	Property damage (\$500 or more)	No
10/24/2017	Innovation Pky. / Gibson Blvd.	None	Sideswipe collision/Same	Property damage (\$500 or more)	No

VIK. SPEED STUDY CONCLUSION

After evaluating the volume and speed data within the study area, it is concluded that 82% of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is exceeding the posted speed limit of 25 mph 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:

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	Yes
25% of peak-hour traffic is non-local cut-through traffic	No
85th percentile speeds exceeds the posted speed limit by 5 mph or more	Yes

Based on the data collected, Innovation Parkway meets two (2) minimum required criteria of four (4) warrants outlined for traffic calming measures threshold and therefore DOES require traffic calming improvements.



VIII. ALL-WAY STOP CONTROL WARRANT ANALYSIS

The All-Way Stop Control (AWSC) warrant analysis was performed for the intersection of Innovation Parkway and Research Road using Trafficware Warrants program for the current year condition. The following is a summary of the of AWSC warrant analysis.

Condition A - Where traffic control signals are justified (MUTCD Section 4 Traffic Signal Warrants 1 – 9), the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. As part of this condition, a signal warrant analysis was also completed using the Trafficware Warrants program. Below are the results for each warrant:

- Warrant 1 – Eight-Hour Vehicular Volume – **Not Met**
- Warrant 2 – Four-Hour Vehicular Volume – **Not Met**
- Warrant 3 – Peak hour – **Not Met**
- Warrant 4 – Pedestrian Volume – **Not Met**
- Warrant 5 – School Crossing – **Not Met**
- Warrant 6 – Coordinated Signal System – **Not Met**
- Warrant 7 – Crash Experience – **Not Met**
- Warrant 8 – Roadway Network – **Not Met**
- Warrant 9 – Intersection Near a Grade Crossing – **Not Met**

Conclusion: Condition A is **Not Met** because none of the 9 signal warrants were met, nor that a traffic signal is not planned for this location.

Condition B – Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions, as well as right-angle collisions.

Crash data ranging from 2015 to 2017 was provided by the TED.

Conclusion: Condition B is **Not Met**.

Condition C – Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

Conclusion – Condition C1, C2, or C3 were **Not Met**.

Condition D – Where no single criterion is satisfied, but where Criteria B, C1, C2 are all satisfied to 80 percent of the minimum values. Criterion C3 is exclude from this condition.



Conclusion – Condition D is **Not Met** at 80% for minimum values.

The detailed warrant analysis reports are included in Appendix I – Warrant Analysis Report.

IX. HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK) SIGNAL ANALYSIS

The purpose of the HAWK signal analysis is to utilize pedestrian and traffic data for the two intersection of Innovation Parkway/Gibson Boulevard east and Innovation Parkway/Research Road to determine if a HAWK signal as warranted based in criteria established in the Manual on Uniform Traffic Control Devices (MUTCD), Part 4 Highway Traffic Signals.

IXA. HAWK SIGNAL ANALYSIS CRITERIA

The HAWK signal analysis will be in accordance with the MUTCD documentation. For clarification and understanding, the following summarizes the HAWK signal analysis criteria set forth for the intersection of Innovation Parkway from Research Road to Gibson Boulevard East taken directly from the MUTCD, Part 4 Highway Traffic Signals

CHAPTER 4 F. PEDESTRIAN HYBRID BEACONS

Section 4F.01 Application of Pedestrian Hybrid Beacons

Support:

A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

Option:

A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see Chapter 4C), or at a location that meets traffic signal warrants under Sections 4C.05 and/or 4C.06 but a decision is made to not install a traffic control signal.

Standard:

If used, pedestrian hybrid beacons shall be used in conjunction with signs and pavement markings to warn and control traffic at locations where pedestrians enter or cross a street or highway. A pedestrian hybrid beacon shall only be installed at a marked crosswalk.

Guidance:

If one of the signal warrants of Chapter 4C is met and a traffic control signal is justified by an engineering study, and if a decision is made to install a traffic control signal, it should be installed based upon the provisions of Chapters 4D and 4E.

If a traffic control signal is not justified under the signal warrants of Chapter 4C and if gaps in traffic are not adequate to permit pedestrians to cross ,or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross, or if pedestrian delay is excessive, the need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that considers a major-street volumes, speeds, widths, and gaps in conjunction with pedestrian volumes, walking speeds, and delay.



For a major street where the posted or statutory speed limit of the 85th-percentile speed is 35 mph or less, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-1 for the length of the crosswalk.

For a major street where the posted or statutory speed limit of the 85th-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-2 for the length of the crosswalk.

For crosswalks that have lengths other than the four that are specifically shown in Figure 4F-1 and 4F-2, the values should be interpolated between the curves.

Section 4F.02 Design of Pedestrian Hybrid Beacons

Standard:

Except as otherwise provided in this Section, a pedestrian hybrid beacon shall meet the provisions of Chapter 4D and 4E.

A pedestrian hybrid beacon face shall consist of three signal sections, with a CIRCULAR YELLOW signal indication centered below two horizontally aligned CIRCULAR RED signal indications (see Figure 4F-3).

When an engineering study finds that installation of a pedestrian hybrid beacon is justified, then:

- A. At least two pedestrian hybrid beacon faces shall be installed for each approach of the major street,***
- B. A stop line shall be installed for each approach of the crosswalk,***
- C. A pedestrian signal head conforming to the provisions set forth in Chapter 4E shall be installed at each end of the marked crosswalk, and***
- D. The pedestrian hybrid beacon shall be pedestrian actuated.***

Guidance:

When an engineering study finds that installation of a pedestrian hybrid beacon is justified, then:

- A. The pedestrian hybrid beacon should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs,*
- B. Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk, or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance,*



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C. The installation should include suitable standard signs and pavement markings, and

D. If installed within a signal system, the pedestrian hybrid beacon should be coordinated.

On approaches having posted or statutory speed limits or 85th-percentile speeds in excess of 35 mph and on approaches having traffic or operating conditions that would tend to obscure visibility of roadside hybrid beacon face locations, both of the minimum of two pedestrian hybrid beacon faces should be installed over the roadway.

On multi-lane approaches having a posted or statutory speeds limits or 85th-percentile speeds of 35 mph or less, either a pedestrian hybrid beacon face should be installed on each side of the approach (if a median of sufficient width exists) or at least one of the pedestrian hybrid beacon faces should be installed over the roadway.

A pedestrian hybrid beacon should comply with the signal face location provisions described in Sections 4D.11 through 4D.16.

IXB. HAWK DATA

Traffic data was collected, and the following table summarizes the count data for Innovation Parkway and Gibson Boulevard East.

TABLE IXB.1. Innovation Pky./Gibson Blvd. East Pedestrian Turn Movement Counts																					
Base Year	-					Gibson Boulevard					Innovation Parkway					Innovation Parkway					HR TOTAL
AM Peak Hour	Eastbound					Westbound					Northbound					Southbound					
	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	
7:15 AM	-	-	-	-	-	42	-	48	0	90	-	8	1	0	9	6	131	-	0	137	
7:30 AM	-	-	-	-	-	55	-	57	0	112	-	5	2	1	7	11	123	-	0	134	
7:45 AM	-	-	-	-	-	83	-	69	2	152	-	13	2	0	15	10	133	-	0	143	
8:00 AM	-	-	-	-	-	62	-	55	1	117	-	12	7	0	19	13	148	-	0	161	
Total	-	-	-	-	-	242	-	229	3	471	-	38	12	1	50	40	535	-	0	575	1096 VPH
Largest QRTR	-	-	-	-	-	83	-	69	2		-	13	7	1		13	148	-	0		4 PPH
PHF	-	-	-	-	-	0.73	-	0.83			-	0.73	0.43			0.77	0.90	-			
Mid Peak Hour	Eastbound					Westbound					Northbound					Southbound					
11:45 AM	-	-	-	-	-	5	-	24	0	29	-	23	6	0	29	23	16	-	0	39	
12:00 PM	-	-	-	-	-	7	-	25	1	32	-	13	10	0	23	22	15	-	0	37	
12:15 PM	-	-	-	-	-	9	-	21	4	30	-	14	3	0	17	14	29	-	1	43	
12:30 PM	-	-	-	-	-	10	-	18	4	28	-	8	4	0	12	29	28	-	0	57	
Total	-	-	-	-	-	31	-	88	9	119	-	58	23	0	81	88	88	-	1	176	376 VPH
Largest QRTR	-	-	-	-	-	10	-	25	4		-	23	10	0		29	29	-	1		10 PPH
PHF	-	-	-	-	-	0.78	-	0.88			-	0.63	0.58			0.76	0.76	-			
PM Peak Hour	Eastbound					Westbound					Northbound					Southbound					
4:30 PM	-	-	-	-	-	1	-	19	0	20	-	39	23	0	62	37	3	-	0	40	
4:45 PM	-	-	-	-	-	1	-	23	4	24	-	26	23	0	49	34	3	-	0	37	
5:00 PM	-	-	-	-	-	1	-	23	1	24	-	35	31	0	66	33	5	-	0	38	
5:15 PM	-	-	-	-	-	1	-	17	1	18	-	33	24	0	57	38	7	-	0	45	
Total	-	-	-	-	-	4	-	82	6	86	-	133	101	0	234	142	18	-	0	160	480 VPH
Largest QRTR	-	-	-	-	-	1	-	23	4		-	39	31	0		38	7	-	0		6 PPH
PHF	-	-	-	-	-	1.00	-	0.89			-	0.85	0.81			0.93	0.64	-			



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The following table summarize the count data for the Innovation Parkway and Research Road.

TABLE IXB.2. Innovation Pky./Research Rd. East Pedestrian Turn Movement Counts																					
Base Year	Research Road					Driveway 1					Innovation Parkway					Innovation Parkway					HR TOTAL
AM Peak Hour	Eastbound					Westbound					Northbound					Southbound					
	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	Left	Thru	Right	Peds	Total	
7:30 AM	3	0	2	0	5	0	0	0	1	0	3	2	2	0	7	6	98	66	2	170	
7:45 AM	2	3	5	0	10	0	0	0	2	0	7	12	2	0	21	15	119	83	1	217	
8:00 AM	5	2	5	0	12	2	1	2	2	5	3	9	2	0	14	15	105	87	0	207	
8:15 AM	1	0	4	0	5	1	1	0	1	2	6	3	1	0	10	14	79	78	0	171	
Total	11	5	16	0	32	3	2	2	6	7	19	26	7	0	52	50	401	314	3	765	856 VPH
Largest QRTR	5	3	5	0		2	1	2	2		7	12	2	0		15	119	87	2		9 PPH
PHF	0.55	0.42	0.80			0.38	0.50	0.25			0.68	0.54	0.88			0.83	0.84	0.90			
Mid Peak Hour	Eastbound					Westbound					Northbound					Southbound					
12:15 PM	3	0	5	3	8	1	0	0	2	1	2	8	0	0	10	1	31	6	2	38	
12:30 PM	4	1	1	2	6	7	2	1	6	10	2	6	0	0	8	4	26	11	2	41	
12:45 PM	5	0	2	2	7	6	1	0	2	7	3	5	0	0	8	1	27	15	3	43	
1:00 PM	4	3	6	2	13	0	0	2	5	2	1	1	0	0	2	6	20	8	1	34	
Total	16	4	14	9	34	14	3	3	15	20	8	20	0	0	28	12	104	40	8	156	238 VPH
Largest QRTR	5	3	6	3		7	2	2	6		3	8	0	0		6	31	15	3		32 PPH
PHF	0.80	0.33	0.58			0.50	0.38	0.38			0.67	0.63	0.00			0.50	0.84	0.67			
PM Peak Hour	Eastbound					Westbound					Northbound					Southbound					
4:30 PM	23	0	6	1	29	1	0	0	0	1	0	23	0	0	23	1	3	1	1	5	
4:45 PM	19	0	3	0	22	0	0	3	0	3	0	19	0	0	19	3	1	1	0	5	
5:00 PM	30	0	0	2	30	1	0	1	0	2	0	20	0	0	20	2	3	2	0	7	
5:15 PM	21	0	2	1	23	0	0	4	1	4	0	14	0	0	14	5	4	0	0	9	
Total	93	0	11	4	104	2	0	8	1	10	0	76	0	0	76	11	11	4	1	26	216 VPH
Largest QRTR	30	0	6	2		1	0	4	1		0	23	0	0		5	4	2	1		6 PPH
PHF	0.78	0.00	0.46			0.50	0.00	0.50			0.00	0.83	0.00			0.55	0.69	0.50			



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Additionally, the pedestrian volumes crossing Innovation Parkway from the beforementioned intersections, Innovation Parkway/Gibson Boulevard East and Innovation Parkway/Research Road, were combined to represent a theoretical mid-block crossing between the two intersections.

Base Year	Innovation Parkway				Innovation Parkway				Peds		HR TOTAL
	Northbound				Southbound				EB	WB	
AM Peak Hour	Left	Thru	Right	Total	Left	Thru	Right	Total			
7:30 AM	-	6	-	6	-	160	-	160	0	1	
7:45 AM	-	16	-	16	-	207	-	207	0	4	
8:00 AM	-	18	-	18	-	198	-	198	0	3	
8:15 AM	-	4	-	4	-	163	-	163	0	1	
Total	-	44	-	44	-	728	-	728	0	9	772 VPH
Largest QRTR	-	18	-		-	207	-		0	4	9 PPH
PHF	-	0.61	-		-	0.88	-				
Mid Peak Hour	Northbound				Southbound				EB	WB	
12:15 PM	-	11	-	11	-	39	-	39	3	6	
12:30 PM	-	11	-	11	-	40	-	40	2	10	
12:45 PM	-	11	-	11	-	45	-	45	2	3	
1:00 PM	-	9	-	9	-	33	-	33	2	13	
Total	-	42	-	42	-	157	-	157	9	32	199 VPH
Largest QRTR	-	11	-		-	45	-		3	13	41 PPH
PHF	-	0.95	-		-	0.87	-				
PM Peak Hour	Northbound				Southbound				EB	WB	
4:30 PM	-	52	-	52	-	5	-	5	1	0	
4:45 PM	-	47	-	47	-	5	-	5	0	4	
5:00 PM	-	54	-	54	-	7	-	7	2	1	
5:15 PM	-	49	-	49	-	9	-	9	1	2	
Total	-	202	-	202	-	26	-	26	4	7	228 VPH
Largest QRTR	-	54	-		-	9	-		2	4	11 PPH
PHF	-	0.94	-		-	0.72	-				



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Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

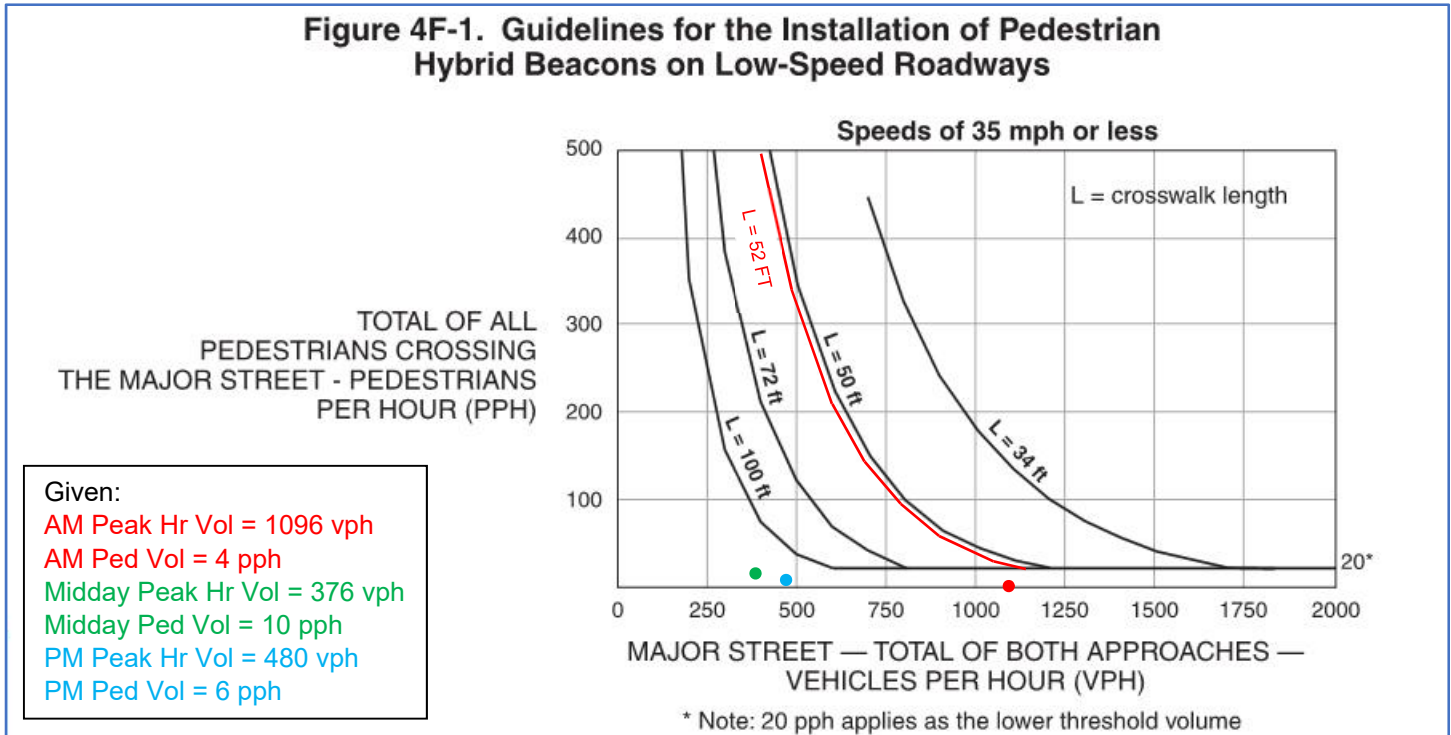


FIGURE IXB.1. INNOVATION PKY./GIBSON BLVD. EAST HAWK ANALYSIS PLOT

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

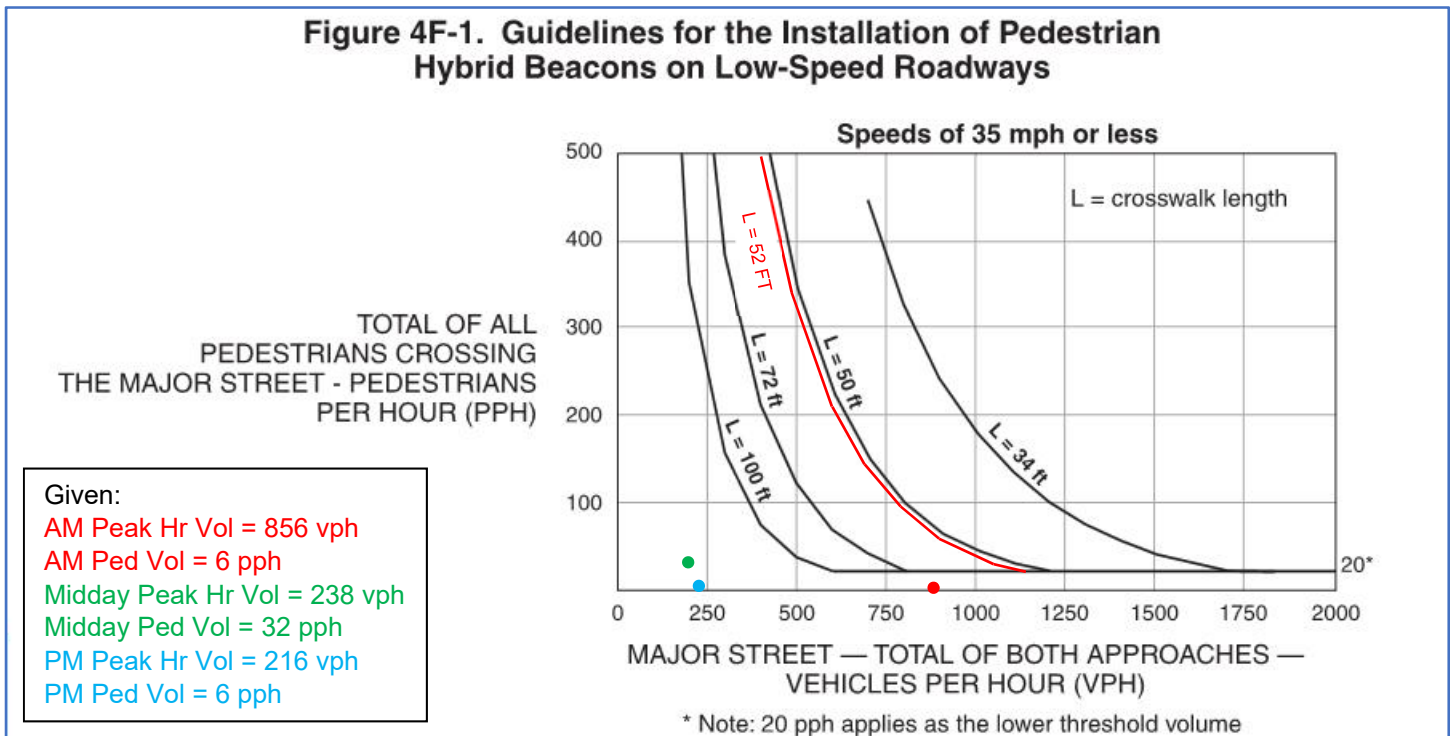


FIGURE IXB.2. INNOVATION PKY./RESEARCH RD. HAWK ANALYSIS PLOT



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Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

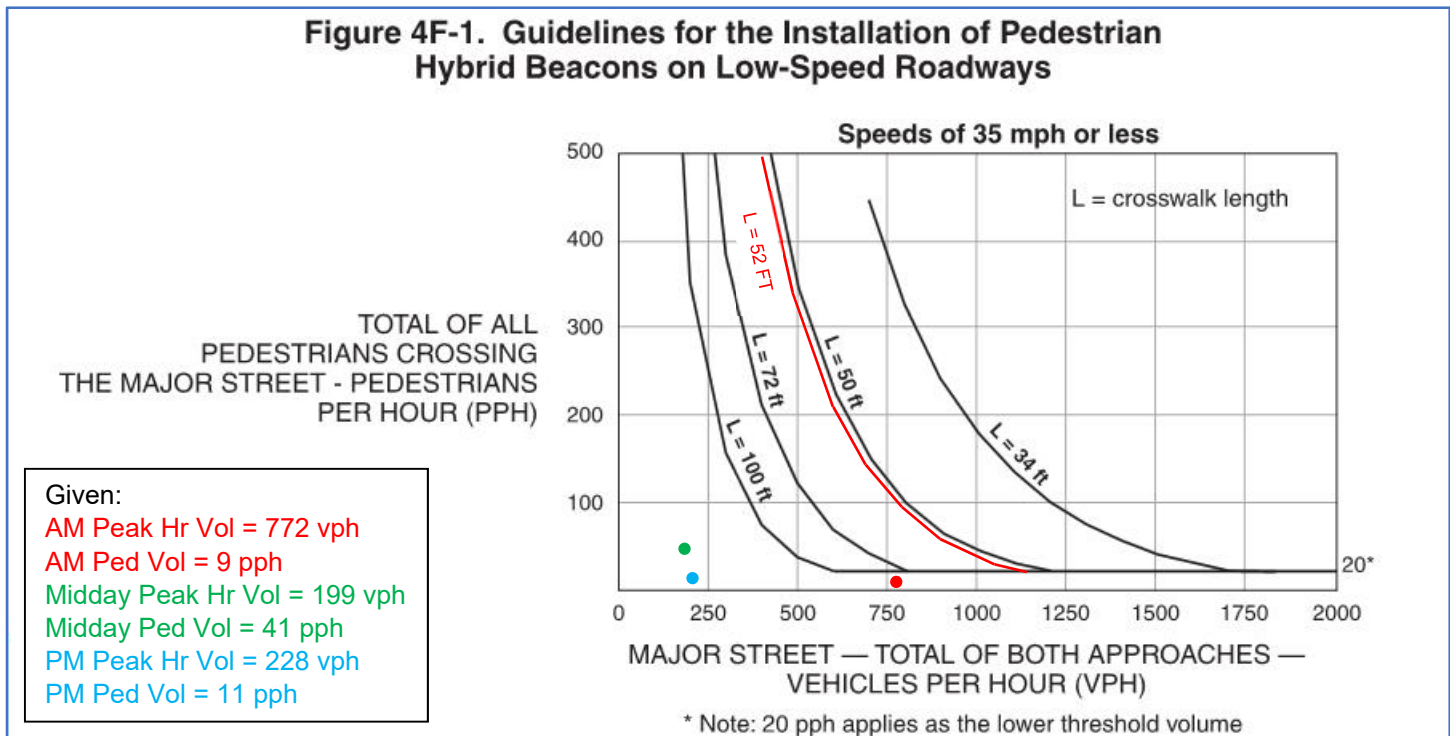


FIGURE IXB.3. INNOVATION PKY. NORTH OF RESEARCH RD. HAWK ANALYSIS PLOT

IXC. HAWK ANALYSIS SUMMARY

The HAWK analysis performed for the Innovation Parkway/Gibson Boulevard East and Innovation Parkway/Research Road intersections, also Innovation Parkway north of Research Road, all peak hours do not exceed the minimum threshold for pedestrians crossing. The minimum threshold isn't met when plotting the data points based upon the peak hour volume and pedestrian volume to warrant consideration for a hybrid beacon.



X. SUMMARY OF RECOMMENDATIONS

XA. SPEED STUDY RECOMMENDATIONS

Based upon the conducted speed study analysis and origin-destination analysis, the City of Albuquerque Neighborhood Traffic Management Program, it is concluded that Innovation Parkway does warrant traffic calming measures. The recommendation for traffic calming within the study limits is the installation of speed radar feedback signs. A total of four speed radar feedback signs would be installed between Stephen Moody Street and Research Road along Innovation Parkways. Figures XA.1. and XA.2. on the next two pages display the approximate installation locations. Below are the descriptions of the pros and cons associated with the speed study recommendation.

Pros:

- Real-time feedback of speed;
- Does not inhibit emergency vehicles and bicyclists;
- Permanent installation;
- May slow down responsible and unfamiliar drivers;
- Quick installation.

Cons:

- Requires electrical service or solar power;
- Subject to vandalism;
- Maintenance;
- Effectiveness may be temporary.

Approximate cost: \$26,000 - \$30,000 (\$6,500 - \$7,500 each)

XB. ALL-WAY STOP CONTROL WARRANT ANALYSIS RECOMMENDATIONS

An all-way stop control warrant analysis was conducted for the Innovation Parkway/Research Road intersection for the current year. Based upon the multiple conditions presented in the MUTCD, the intersection does not warrant an all-way top control or traffic signal. It is recommended that the intersection remain as it exists presently, due to the operations of the intersection operating at acceptable levels and the analysis not warranting an all-way stop control or traffic signal.

XC. HAWK SIGNAL ANALYSIS RECOMMENDATIONS

A HAWK signal analysis was conducted for the intersections of Innovation Parkway/Gibson Boulevard East and Innovation Parkway/Research Road, and the mid-block crossing scenario between the two mentioned intersections. Based upon the pedestrian and traffic volumes through the analyzed areas that were plotted on MUTCD Figure 4F-1 (Guidelines for the Installation of Pedestrians Hybrid Beacons on Low-Speed Roadways) as shown on Figures IXB.1. through IXB.3. (pages 35 and 36), a HAWK is not warranted and not recommended for the study area. It is recommended the pedestrian crossing conditions remain as is.

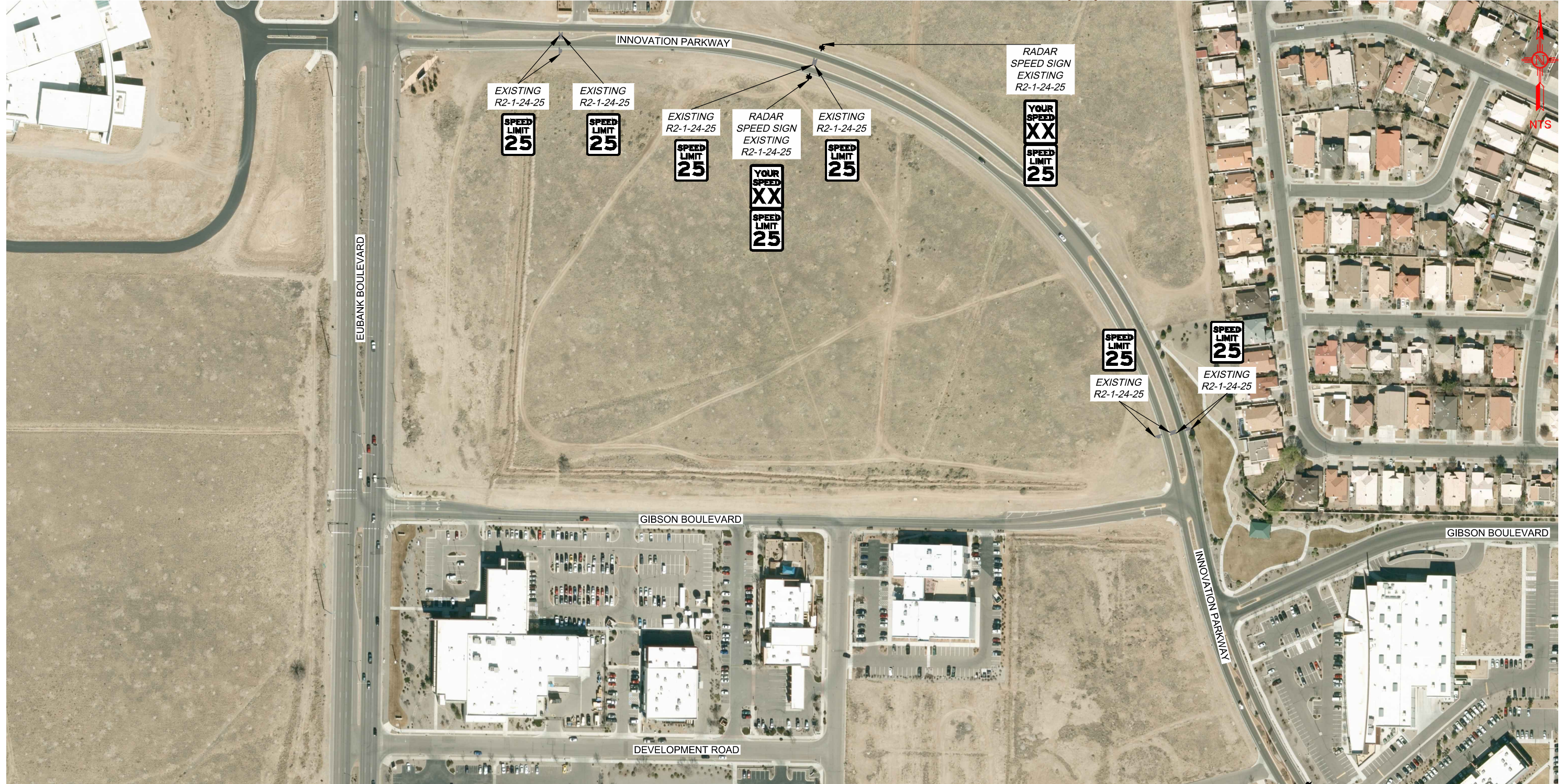


FIGURE XA.1.
RECOMMENDATION 1 (NORTH)



FIGURE XA.2.
RECOMMENDATION 1 (SOUTH)



XI. APPENDICES

Appendix A – Crash Data

Appendix B – Volume and Classification Data

Appendix C – Turn Movement Counts

Appendix D – Bicycle and Pedestrian Counts

Appendix E – HCS 2010 Roadway Operational Analysis

Appendix F – Synchro Analysis 2018

Appendix G – Speed Study Results

Appendix H – Origin-Destination Data

Appendix I – Warrant Analysis Report



Appendix A – Crash Data

5/29/2016	19:22	160048868		EUBANK BLVD SE	15 - GAS METER	Daylight	Clear	Injury	Driver inattention, Excessive Speed, Speed too fast for conditions	521
4/20/2017	15:33	170037455		EUBANK BLVD SE	01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE	Daylight	Clear	Damage under 500	None	521
4/20/2017	15:33	170037455		EUBANK BLVD SE	01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE	Daylight	Clear	Damage under 500	Driver inattention, Following too closely, Other improper driving	521
4/17/2017	06:57	170036040			03 - VEH STRUCK CYCLIST AT ANGLE	Dawn	Clear	Damage under 500	Driver inattention	521
4/17/2017	06:57	170036040			03 - VEH STRUCK CYCLIST AT ANGLE	Dawn	Clear	Damage under 500	Driver inattention	521
8/20/2017	13:53	170080658		LA ENTRADA AVE SE	47 - OTHER	Daylight	Raining	Damage 500 or more	Driver inattention, Excessive Speed, Under influence of alcohol	521
8/27/2015	09:38	150078456			03 - ONE LEFT TURN/ENTER AT ANGLE	Daylight	Clear	Damage 500 or more	None	521
8/27/2015	09:38	150078456			03 - ONE LEFT TURN/ENTER AT ANGLE	Daylight	Clear	Damage 500 or more	Driver inattention, Failed to yield right of way	521
4/15/2016	17:03	160034190			01 - RIGHT SIDE ROAD	Daylight	Clear	Damage 500 or more	Driver inattention	521
12/18/2016	14:34	160119848			06 - ONE STOPPED/ENTER ANGLE	Daylight	Clear	Damage under 500	Driver inattention, Under influence of drugs or medication	521
12/18/2016	14:34	160119848			06 - ONE STOPPED/ENTER ANGLE	Daylight	Clear	Damage under 500	None	521
4/20/2017	15:33	170037455		EUBANK BLVD SE	01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE	Daylight	Clear	Damage under 500	None	521
4/20/2017	15:33	170037455		EUBANK BLVD SE	01 - BOTH GOING STRAIGHT/ENTERING AT ANGLE	Daylight	Clear	Damage under 500	Driver inattention, Following too closely, Other improper driving	521
4/26/2017	09:31	170039628			03 - ONE LEFT TURN/ENTER AT ANGLE	Daylight	Clear	Damage 500 or more	None	521
4/26/2017	09:31	170039628			03 - ONE LEFT TURN/ENTER AT ANGLE	Daylight	Clear	Damage 500 or more	None	521
5/17/2017	17:09	170046899			23 - REAR END COLL/SAME DIR	Daylight	Clear	Damage 500 or more	None	521
5/17/2017	17:09	170046899			23 - REAR END COLL/SAME DIR	Daylight	Clear	Damage 500 or more	Following too closely	521
10/24/2017	11:23	170103901	GIBSON AVE		24 - SIDESWIPE COLL/SAME DIR	Daylight	Clear	Damage 500 or more	None	521
10/24/2017	11:23	170103901	GIBSON AVE		24 - SIDESWIPE COLL/SAME DIR	Daylight	Clear	Damage 500 or more	None	521



Appendix B – Volume and Classification Data

Basic Volume Report: Gibson East of Eubank

Station ID : Gibson East of Eubank

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : GIB W 1EB.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.	Eastbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	1	0	0	0	1
Tue	01:00	0	1	0	0	1
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	1	1	2
	05:00	1	2	6	21	30
	06:00	6	10	2	1	19
	07:00	0	5	0	6	11
	08:00	6	4	5	13	28
	09:00	19	9	10	8	46
	10:00	4	10	11	6	31
	11:00	10	17	19	22	68
	12:00	17	19	11	15	62
	13:00	14	4	19	11	48
	14:00	6	14	10	11	41
	15:00	11	16	17	13	57
	16:00	9	16	22	9	56
	17:00	15	22	12	9	58
	18:00	11	4	4	4	23
	19:00	0	2	3	6	11
	20:00	1	3	3	5	12
	21:00	1	1	0	0	2
	22:00	0	0	2	0	2
	23:00	1	0	0	0	1

Day Total : 611

AM Total :	238 (39.0%)	Peak AM Hour : 11:00 =	68 (11.1%)	Peak AM Factor : 0.773	Average Period :	6.4
PM Total :	373 (61.0%)	Peak PM Hour : 16:30 =	68 (11.1%)	Peak PM Factor : 0.773	Average Hour :	25.5

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	0	1	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	0	1	0	0	1
	04:00	0	1	2	0	3
	05:00	1	2	5	7	15
	06:00	4	6	6	1	17
	07:00	2	3	1	3	9
	08:00	6	18	41	13	78
	09:00	19	16	11	9	55
	10:00	9	7	10	9	35
	11:00	10	17	9	12	48
	12:00	20	20	22	15	77
	13:00	11	17	11	12	51
	14:00	16	8	10	3	37
	15:00	12	14	22	15	63
	16:00	20	13	14	14	61
	17:00	9	21	10	11	51
	18:00	7	5	4	5	21
	19:00	2	2	1	1	6
	20:00	3	5	5	2	15
	21:00	2	2	0	2	6
	22:00	3	0	0	0	3
	23:00	2	3	0	1	6
Day Total :						660

AM Total :	263 (39.8%)	Peak AM Hour : 08:15 =	91 (13.8%)	Peak AM Factor : 0.555	Average Period :	6.9
PM Total :	397 (60.2%)	Peak PM Hour : 12:00 =	77 (11.7%)	Peak PM Factor : 0.875	Average Hour :	27.5

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	2	2	1	5	10
	06:00	6	5	20	17	48
	07:00	25	35	43	43	146
	08:00	33	36	21	22	112
	09:00	22	13	10	9	54
	10:00	9	3	15	7	34
	11:00	23	13	16	25	77
	12:00	25	9	20	13	67
	13:00	26	11	20	6	63
	14:00	5	11	14	8	38
	15:00	20	18	27	36	101
	16:00	20	32	30	37	119
	17:00	34	37	29	27	127
	18:00	11	10	7	7	35
	19:00	2	5	4	4	15
	20:00	0	0	2	5	7
	21:00	0	1	3	0	4
	22:00	0	0	0	2	2
	23:00	0	0	0	0	0

Day Total : 1061

AM Total :	483 (45.5%)	Peak AM Hour : 07:30 =	155 (14.6%)	Peak AM Factor : 0.901	Average Period :	11.1
PM Total :	578 (54.5%)	Peak PM Hour : 16:30 =	138 (13.0%)	Peak PM Factor : 0.932	Average Hour :	44.2

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	0	0	0	1	1
Wed	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	1	3	2	4	10
	06:00	4	13	16	16	49
	07:00	16	25	32	33	106
	08:00	18	23	18	12	71
	09:00	20	12	8	5	45
	10:00	7	15	8	11	41
	11:00	14	19	17	18	68
	12:00	31	17	12	28	88
	13:00	18	15	13	10	56
	14:00	11	18	14	11	54
	15:00	20	13	33	27	93
	16:00	31	30	39	34	134
	17:00	42	33	33	24	132
	18:00	16	10	4	7	37
	19:00	1	2	4	0	7
	20:00	0	1	2	2	5
	21:00	2	1	1	3	7
	22:00	0	1	1	0	2
	23:00	1	0	1	0	2
Day Total :						1010

AM Total :	393 (38.9%)	Peak AM Hour : 07:15 =	108 (10.7%)	Peak AM Factor : 0.818	Average Period :	10.5
PM Total :	617 (61.1%)	Peak PM Hour : 16:30 =	148 (14.7%)	Peak PM Factor : 0.881	Average Hour :	42.1

Basic Volume Summary: Gibson East of Eubank

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1271 (38.0%)	2.00	636	6.6	26.5	501 (39.4%)	770 (60.6%)
#3.	2071 (62.0%)	2.00	1036	10.8	43.1	876 (42.3%)	1195 (57.7%)
ALL	3342	2.00	1672	17.4	69.6	1377 (41.2%)	1965 (58.8%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:15 = 91	02/28/2018	0.555	12:00 = 77	02/28/2018	0.875
#3.	07:30 = 155	02/27/2018	0.901	16:30 = 148	02/28/2018	0.881

Basic Volume Report: Gibson East of Innovation Pkwy

Station ID : Gibson East of Innovation Pkwy

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : GIB E2 1EB.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.		Eastbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	4	4	2	1	11
Tue	01:00	1	4	3	0	8
	02:00	3	3	1	0	7
	03:00	2	1	0	0	3
	04:00	1	1	0	0	2
	05:00	1	1	1	1	4
	06:00	3	5	2	4	14
	07:00	3	5	6	5	19
	08:00	10	9	14	13	46
	09:00	12	14	18	10	54
	10:00	14	6	13	12	45
	11:00	21	16	33	22	92
	12:00	30	12	28	20	90
	13:00	21	10	24	15	70
	14:00	13	23	26	20	82
	15:00	32	32	36	28	128
	16:00	39	40	61	58	198
	17:00	66	61	68	44	239
	18:00	48	38	37	38	161
	19:00	25	24	18	17	84
	20:00	21	13	22	17	73
	21:00	18	17	14	10	59
	22:00	9	10	17	11	47
	23:00	4	8	7	2	21

Day Total : 1557

AM Total :	305 (19.6%)	Peak AM Hour : 11:00 =	92 (5.9%)	Peak AM Factor : 0.697	Average Period :	16.2
PM Total :	1252 (80.4%)	Peak PM Hour : 16:45 =	253 (16.2%)	Peak PM Factor : 0.930	Average Hour :	64.9

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	4	1	5	0	10
Wed	01:00	3	1	1	3	8
	02:00	3	1	0	0	4
	03:00	0	1	1	0	2
	04:00	0	1	1	1	3
	05:00	3	1	0	2	6
	06:00	2	2	4	2	10
	07:00	3	3	3	7	16
	08:00	10	20	11	9	50
	09:00	12	7	19	15	53
	10:00	13	9	11	19	52
	11:00	13	20	20	15	68
	12:00	17	15	26	12	70
	13:00	15	12	14	16	57
	14:00	35	20	27	29	111
	15:00	22	34	36	37	129
	16:00	34	48	51	58	191
	17:00	69	52	55	32	208
	18:00	37	37	30	37	141
	19:00	20	29	23	28	100
	20:00	12	28	22	21	83
	21:00	24	16	13	15	68
	22:00	17	8	10	15	50
	23:00	6	14	4	8	32

Day Total : 1522

AM Total :	282 (18.5%)	Peak AM Hour : 10:45 =	72 (4.7%)	Peak AM Factor : 0.900	Average Period :	15.9
PM Total :	1240 (81.5%)	Peak PM Hour : 16:45 =	234 (15.4%)	Peak PM Factor : 0.848	Average Hour :	63.4

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	3	0	1	1	5
Tue	01:00	0	0	0	1	1
	02:00	0	4	1	0	5
	03:00	1	0	1	1	3
	04:00	0	2	3	6	11
	05:00	6	11	19	24	60
	06:00	17	38	70	75	200
	07:00	83	100	114	144	441
	08:00	120	84	68	49	321
	09:00	30	27	35	13	105
	10:00	21	10	22	13	66
	11:00	20	19	18	24	81
	12:00	28	31	27	28	114
	13:00	27	19	23	23	92
	14:00	31	14	22	24	91
	15:00	23	17	32	21	93
	16:00	27	19	16	15	77
	17:00	19	13	14	26	72
	18:00	14	18	24	12	68
	19:00	16	12	11	9	48
	20:00	8	8	8	8	32
	21:00	7	10	9	4	30
	22:00	9	3	8	5	25
	23:00	1	3	3	1	8

Day Total : 2049

AM Total :	1299 (63.4%)	Peak AM Hour : 07:15 =	478 (23.3%)	Peak AM Factor : 0.830	Average Period :	21.3
PM Total :	750 (36.6%)	Peak PM Hour : 12:00 =	114 (5.6%)	Peak PM Factor : 0.891	Average Hour :	85.4

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	2	2	0	0	4
Wed	01:00	3	0	0	1	4
	02:00	0	3	0	0	3
	03:00	0	0	1	1	2
	04:00	3	4	2	10	19
	05:00	6	11	24	24	65
	06:00	27	38	65	80	210
	07:00	84	79	124	100	387
	08:00	103	65	45	51	264
	09:00	41	33	25	15	114
	10:00	19	18	12	20	69
	11:00	18	14	23	17	72
	12:00	25	24	40	34	123
	13:00	24	20	17	23	84
	14:00	22	22	17	17	78
	15:00	29	19	17	24	89
	16:00	16	14	21	19	70
	17:00	10	23	25	18	76
	18:00	18	13	13	16	60
	19:00	13	10	15	11	49
	20:00	7	7	15	10	39
	21:00	10	9	5	8	32
	22:00	7	9	2	8	26
	23:00	8	8	4	2	22

Day Total : 1961

AM Total :	1213 (61.9%)	Peak AM Hour : 07:15 =	406 (20.7%)	Peak AM Factor : 0.819	Average Period :	20.4
PM Total :	748 (38.1%)	Peak PM Hour : 12:00 =	123 (6.3%)	Peak PM Factor : 0.769	Average Hour :	81.7

Basic Volume Summary: Gibson East of Innovation Pkwy

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	3079 (43.4%)	2.00	1540	16.0	64.1	587 (19.1%)	2492 (80.9%)
#3.	4010 (56.6%)	2.00	2005	20.9	83.5	2512 (62.6%)	1498 (37.4%)
ALL	7089	2.00	3545	36.9	147.6	3099 (43.7%)	3990 (56.3%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 92	02/27/2018	0.697	16:45 = 253	02/27/2018	0.930
#3.	07:15 = 478	02/27/2018	0.830	12:00 = 123	02/28/2018	0.769

Basic Volume Report: Gibson West of Innovation Pkwy

Station ID : Gibson West of Innovation Pkwy

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : DBFILE 030118 - 10.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.		Eastbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	0	0	0	0	0
Tue	01:00	0	1	0	0	1
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	1	0	1	3	5
	06:00	3	3	2	0	8
	07:00	1	4	4	7	16
	08:00	6	4	3	5	18
	09:00	5	7	7	4	23
	10:00	2	4	5	3	14
	11:00	6	4	11	12	33
	12:00	12	9	9	10	40
	13:00	9	5	8	4	26
	14:00	2	8	5	3	18
	15:00	7	10	9	5	31
	16:00	15	10	20	10	55
	17:00	15	17	16	12	60
	18:00	13	7	4	7	31
	19:00	2	1	3	3	9
	20:00	2	2	4	2	10
	21:00	2	1	1	0	4
	22:00	0	1	2	0	3
	23:00	1	1	0	0	2

Day Total : 409

AM Total :	120 (29.3%)	Peak AM Hour : 11:00 =	33 (8.1%)	Peak AM Factor : 0.688	Average Period :	4.3
PM Total :	289 (70.7%)	Peak PM Hour : 16:30 =	62 (15.2%)	Peak PM Factor : 0.775	Average Hour :	17.0

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	0	1	0	0	1
	04:00	0	1	1	0	2
	05:00	1	1	0	2	4
	06:00	2	1	2	1	6
	07:00	2	0	2	4	8
	08:00	5	7	9	2	23
	09:00	4	3	5	4	16
	10:00	5	4	8	3	20
	11:00	11	11	7	1	30
	12:00	9	12	9	8	38
	13:00	7	6	6	5	24
	14:00	11	3	9	5	28
	15:00	8	7	17	13	45
	16:00	13	19	11	14	57
	17:00	12	23	18	12	65
	18:00	7	12	4	4	27
	19:00	3	1	2	2	8
	20:00	2	5	5	2	14
	21:00	2	3	0	0	5
	22:00	4	0	0	0	4
	23:00	2	3	0	2	7

Day Total : 434

AM Total :	112 (25.8%)	Peak AM Hour : 10:30 =	33 (7.6%)	Peak AM Factor : 0.750	Average Period :	4.5
PM Total :	322 (74.2%)	Peak PM Hour : 16:45 =	67 (15.4%)	Peak PM Factor : 0.728	Average Hour :	18.1

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	4	2	2	10	18
	06:00	5	7	28	37	77
	07:00	60	47	73	74	254
	08:00	71	59	53	27	210
	09:00	10	7	5	5	27
	10:00	5	3	8	3	19
	11:00	9	4	6	14	33
	12:00	8	8	10	8	34
	13:00	7	6	12	1	26
	14:00	3	4	6	3	16
	15:00	5	9	9	10	33
	16:00	5	9	6	7	27
	17:00	5	6	5	4	20
	18:00	3	3	3	5	14
	19:00	1	2	1	1	5
	20:00	0	0	1	1	2
	21:00	0	1	3	1	5
	22:00	0	0	0	1	1
	23:00	0	0	0	0	0

Day Total : 823

AM Total :	640 (77.8%)	Peak AM Hour : 07:30 =	277 (33.7%)	Peak AM Factor : 0.936	Average Period :	8.6
PM Total :	183 (22.2%)	Peak PM Hour : 12:00 =	34 (4.1%)	Peak PM Factor : 0.708	Average Hour :	34.3

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	0	2	0	0	2
Wed	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	1	1	0	2
	05:00	1	3	2	4	10
	06:00	5	12	21	28	66
	07:00	54	44	57	59	214
	08:00	46	41	19	5	111
	09:00	11	7	8	3	29
	10:00	5	2	4	2	13
	11:00	8	6	9	10	33
	12:00	5	11	10	14	40
	13:00	6	10	7	3	26
	14:00	7	8	5	6	26
	15:00	6	5	7	4	22
	16:00	11	6	13	1	31
	17:00	3	9	7	2	21
	18:00	3	1	0	1	5
	19:00	1	0	3	0	4
	20:00	0	1	0	1	2
	21:00	0	1	1	2	4
	22:00	0	0	2	0	2
	23:00	1	0	2	0	3
Day Total :						667

AM Total :	481 (72.1%)	Peak AM Hour : 07:00 =	214 (32.1%)	Peak AM Factor : 0.907	Average Period :	6.9
PM Total :	186 (27.9%)	Peak PM Hour : 12:15 =	41 (6.1%)	Peak PM Factor : 0.732	Average Hour :	27.8

Basic Volume Summary: Gibson West of Innovation Pkwy

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	843 (36.1%)	2.00	422	4.4	17.6	232 (27.5%)	611 (72.5%)
#3.	1490 (63.9%)	2.00	745	7.8	31.0	1121 (75.2%)	369 (24.8%)
ALL	2333	2.00	1167	12.2	48.6	1353 (58.0%)	980 (42.0%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 33	02/27/2018	0.688	16:45 = 67	02/28/2018	0.728
#3.	07:30 = 277	02/27/2018	0.936	12:15 = 41	02/28/2018	0.732

Basic Volume Report: Innovation East of Eubank (N)

Station ID : Innovation East of Eubank (N)

Info Line 1 : North of Gibson

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : IP 1 1EB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24090

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	5	5	2	0	12
Tue	01:00	1	2	3	1	7
	02:00	2	2	1	1	6
	03:00	1	1	0	0	2
	04:00	1	2	0	1	4
	05:00	2	5	7	19	33
	06:00	21	37	65	21	144
	07:00	11	19	16	12	58
	08:00	17	18	53	108	196
	09:00	39	33	24	17	113
	10:00	19	13	21	16	69
	11:00	21	22	31	26	100
	12:00	30	35	46	29	140
	13:00	33	16	24	19	92
	14:00	27	31	24	29	111
	15:00	24	30	31	20	105
	16:00	28	26	38	34	126
	17:00	37	41	40	34	152
	18:00	36	29	26	34	125
	19:00	26	22	14	12	74
	20:00	19	21	18	20	78
	21:00	18	22	14	11	65
	22:00	9	10	17	11	47
	23:00	2	6	7	2	17

Day Total : 1876

AM Total :	744 (39.7%)	Peak AM Hour : 08:30 =	233 (12.4%)	Peak AM Factor : 0.539	Average Period :	19.5
PM Total :	1132 (60.3%)	Peak PM Hour : 16:45 =	152 (8.1%)	Peak PM Factor : 0.826	Average Hour :	78.2

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	4	1	5	0	10
Wed	01:00	2	1	2	2	7
	02:00	1	1	0	0	2
	03:00	0	0	1	0	1
	04:00	0	1	0	4	5
	05:00	4	5	4	16	29
	06:00	18	30	64	24	136
	07:00	36	81	84	104	305
	08:00	143	111	51	38	343
	09:00	25	24	28	23	100
	10:00	12	12	23	24	71
	11:00	17	22	27	29	95
	12:00	28	39	43	37	147
	13:00	36	26	15	27	104
	14:00	28	19	23	21	91
	15:00	23	31	21	20	95
	16:00	19	28	32	44	123
	17:00	30	35	32	18	115
	18:00	32	22	30	34	118
	19:00	21	30	21	20	92
	20:00	14	22	17	19	72
	21:00	23	18	13	14	68
	22:00	14	11	11	11	47
	23:00	6	12	3	7	28

Day Total : 2204

AM Total :	1104 (50.1%)	Peak AM Hour : 07:30 =	442 (20.1%)	Peak AM Factor : 0.773	Average Period :	23.0
PM Total :	1100 (49.9%)	Peak PM Hour : 12:15 =	155 (7.0%)	Peak PM Factor : 0.881	Average Hour :	91.8

Lane #2 Configuration

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

Lane #2 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	2	1	1	1	5
Tue	01:00	0	2	0	2	4
	02:00	0	3	1	0	4
	03:00	1	0	1	3	5
	04:00	0	1	4	5	10
	05:00	4	5	8	11	28
	06:00	13	20	25	27	85
	07:00	30	33	33	45	141
	08:00	39	22	41	40	142
	09:00	36	28	26	15	105
	10:00	17	14	22	18	71
	11:00	20	17	31	31	99
	12:00	30	27	19	12	88
	13:00	21	19	16	16	72
	14:00	27	18	40	29	114
	15:00	34	22	42	37	135
	16:00	36	32	34	28	130
	17:00	41	31	33	43	148
	18:00	28	31	25	17	101
	19:00	19	15	14	8	56
	20:00	17	12	12	10	51
	21:00	7	12	10	3	32
	22:00	10	2	9	5	26
	23:00	2	2	3	1	8

Day Total : 1660

AM Total :	699 (42.1%)	Peak AM Hour : 07:15 =	150 (9.0%)	Peak AM Factor : 0.833	Average Period :	17.3
PM Total :	961 (57.9%)	Peak PM Hour : 17:00 =	148 (8.9%)	Peak PM Factor : 0.860	Average Hour :	69.2

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	4	1	1	0	6
Wed	01:00	2	0	0	1	3
	02:00	0	2	0	0	2
	03:00	1	0	1	1	3
	04:00	3	2	2	9	16
	05:00	5	7	8	12	32
	06:00	21	17	23	25	86
	07:00	31	23	38	37	129
	08:00	31	31	22	29	113
	09:00	33	21	17	16	87
	10:00	13	19	12	17	61
	11:00	22	14	20	25	81
	12:00	39	20	39	23	121
	13:00	16	16	21	24	77
	14:00	22	24	17	17	80
	15:00	37	27	20	34	118
	16:00	38	24	40	32	134
	17:00	37	38	36	33	144
	18:00	30	20	13	24	87
	19:00	11	11	13	14	49
	20:00	12	6	18	12	48
	21:00	11	10	4	8	33
	22:00	6	10	0	7	23
	23:00	9	11	2	2	24

Day Total : 1557

AM Total :	619 (39.8%)	Peak AM Hour : 07:30 =	137 (8.8%)	Peak AM Factor : 0.901	Average Period :	16.2
PM Total :	938 (60.2%)	Peak PM Hour : 16:30 =	147 (9.4%)	Peak PM Factor : 0.919	Average Hour :	64.9

Basic Volume Summary: Innovation East of Eubank (N)

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	4080 (55.9%)	2.00	2040	21.3	85.0	1848 (45.3%)	2232 (54.7%)
#2.	3217 (44.1%)	2.00	1609	16.8	67.0	1318 (41.0%)	1899 (59.0%)
ALL	7297	2.00	3649	38.1	152.0	3166 (43.4%)	4131 (56.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:30 = 442	02/28/2018	0.773	12:15 = 155	02/28/2018	0.881
#2.	07:15 = 150	02/27/2018	0.833	17:00 = 148	02/27/2018	0.860

Basic Volume Report: Innovation East of Eubank (S)

Station ID : Innovation East of Eubank (S)

Info Line 1 : South of Research

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 03.1553,N / 106 31.8890,W

DB File : Innovation East of Eubank (S).DB

Last Connected Device Type : OmegaX3

Version Number : 1.41

Serial Number : XC33037

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	0	0	0	0	0
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	1	0	0	3	4
	05:00	3	2	3	1	9
	06:00	1	8	2	8	19
	07:00	6	7	14	9	36
	08:00	13	15	6	15	49
	09:00	16	23	12	24	75
	10:00	20	21	15	27	83
	11:00	18	17	17	28	80
	12:00	23	19	40	35	117
	13:00	18	22	21	19	80
	14:00	13	19	13	19	64
	15:00	16	24	22	17	79
	16:00	12	15	12	9	48
	17:00	17	8	8	7	40
	18:00	1	2	2	2	7
	19:00	0	0	0	0	0
	20:00	2	0	0	0	2
	21:00	1	0	0	0	1
	22:00	0	1	0	0	1
	23:00	0	0	0	1	1

Day Total : 797

AM Total :	357 (44.8%)	Peak AM Hour : 10:00 =	83 (10.4%)	Peak AM Factor : 0.741	Average Period :	8.3
PM Total :	440 (55.2%)	Peak PM Hour : 12:00 =	117 (14.7%)	Peak PM Factor : 0.731	Average Hour :	33.2

Date	Time	:00	:15	:30	:45	Total
2/28/2018	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	1	0	2	1	4
	05:00	3	1	0	3	7
	06:00	6	4	2	9	21
	07:00	12	9	9	17	47
	08:00	19	19	7	22	67
	09:00	9	17	23	16	65
	10:00	10	16	15	20	61
	11:00	15	24	29	25	93
	12:00	28	32	30	36	126
	13:00	17	22	19	20	78
	14:00	16	15	21	15	67
	15:00	10	6	9	21	46
	16:00	11	9	10	15	45
	17:00	8	6	3	3	20
	18:00	1	1	0	0	2
	19:00	1	0	1	0	2
	20:00	0	1	0	0	1
	21:00	0	1	0	1	2
	22:00	0	0	0	0	0
	23:00	1	0	0	0	1

Day Total : 756

AM Total :	366 (48.4%)	Peak AM Hour : 11:00 =	93 (12.3%)	Peak AM Factor : 0.802	Average Period :	7.9
PM Total :	390 (51.6%)	Peak PM Hour : 12:00 =	126 (16.7%)	Peak PM Factor : 0.875	Average Hour :	31.5

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	0	0	0	0	0
Tue	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	1	1
	05:00	1	6	7	13	27
	06:00	10	18	59	60	147
	07:00	6	17	4	12	39
	08:00	10	6	19	3	38
	09:00	24	33	34	29	120
	10:00	23	28	16	32	99
	11:00	34	32	37	58	161
	12:00	49	38	43	35	165
	13:00	34	23	29	35	121
	14:00	31	26	23	33	113
	15:00	34	32	33	31	130
	16:00	39	48	67	37	191
	17:00	37	48	40	19	144
	18:00	12	15	8	6	41
	19:00	5	3	3	2	13
	20:00	4	3	0	1	8
	21:00	0	2	0	0	2
	22:00	0	1	0	0	1
	23:00	0	0	1	0	1

Day Total : 1563

AM Total :	633 (40.5%)	Peak AM Hour : 11:00 =	161 (10.3%)	Peak AM Factor : 0.671	Average Period :	16.3
PM Total :	930 (59.5%)	Peak PM Hour : 16:00 =	191 (12.2%)	Peak PM Factor : 0.713	Average Hour :	65.1

Date	Time	:00	:15	:30	:45	Total
2/28/2018	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	1	1
	05:00	1	0	13	9	23
	06:00	10	12	43	80	145
	07:00	50	53	51	61	215
	08:00	37	45	32	34	148
	09:00	24	27	25	28	104
	10:00	17	28	22	28	95
	11:00	45	46	45	43	179
	12:00	42	33	35	58	168
	13:00	35	30	24	28	117
	14:00	35	12	27	20	94
	15:00	37	22	17	29	105
	16:00	47	35	49	34	165
	17:00	47	28	18	28	121
	18:00	18	8	4	8	38
	19:00	6	5	2	5	18
	20:00	1	0	0	1	2
	21:00	0	1	0	1	2
	22:00	0	0	1	0	1
	23:00	1	0	0	0	1
Day Total :						1742

AM Total :	910 (52.2%)	Peak AM Hour : 06:45 =	234 (13.4%)	Peak AM Factor : 0.731	Average Period :	18.1
PM Total :	832 (47.8%)	Peak PM Hour : 12:00 =	168 (9.6%)	Peak PM Factor : 0.724	Average Hour :	72.6

Basic Volume Summary: Innovation East of Eubank (S)

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1553 (32.0%)	2.00	777	8.1	32.4	723 (46.6%)	830 (53.4%)
#3.	3305 (68.0%)	2.00	1653	17.2	68.9	1543 (46.7%)	1762 (53.3%)
ALL	4858	2.00	2430	25.3	101.3	2266 (46.6%)	2592 (53.4%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 93	02/28/2018	0.802	12:00 = 126	02/28/2018	0.875
#3.	06:45 = 234	02/28/2018	0.731	16:00 = 191	02/27/2018	0.713

Basic Volume Report: Innovation East of Moody

Station ID : Innovation East of Moody

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : IP 2 1EB.DB

Last Connected Device Type : Apollo

Version Number : 1.62
Serial Number : 21494

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	5	5	2	0	12
Tue	01:00	1	2	3	0	6
	02:00	3	2	1	1	7
	03:00	1	1	0	0	2
	04:00	1	1	0	2	4
	05:00	3	5	7	19	34
	06:00	22	42	98	158	320
	07:00	170	158	175	170	673
	08:00	208	172	166	114	660
	09:00	37	31	28	21	117
	10:00	21	15	19	18	73
	11:00	21	20	34	29	104
	12:00	31	41	52	45	169
	13:00	36	16	30	20	102
	14:00	21	22	23	25	91
	15:00	29	29	30	21	109
	16:00	23	26	27	29	105
	17:00	27	36	40	24	127
	18:00	33	24	23	32	112
	19:00	29	21	14	13	77
	20:00	22	15	15	16	68
	21:00	17	21	13	8	59
	22:00	9	10	16	10	45
	23:00	2	6	6	1	15

Day Total : 3091

AM Total :	2012 (65.1%)	Peak AM Hour : 07:30 =	725 (23.5%)	Peak AM Factor : 0.871	Average Period :	32.2
PM Total :	1079 (34.9%)	Peak PM Hour : 12:15 =	174 (5.6%)	Peak PM Factor : 0.837	Average Hour :	128.8

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	3	1	5	0	9
Wed	01:00	2	1	2	3	8
	02:00	1	1	0	0	2
	03:00	0	0	1	0	1
	04:00	0	1	1	3	5
	05:00	5	6	4	16	31
	06:00	20	34	75	142	271
	07:00	163	160	172	192	687
	08:00	163	122	61	40	386
	09:00	26	20	28	21	95
	10:00	14	11	18	22	65
	11:00	14	21	23	28	86
	12:00	27	45	53	43	168
	13:00	41	27	16	25	109
	14:00	25	19	23	21	88
	15:00	23	29	18	17	87
	16:00	22	23	27	29	101
	17:00	27	29	31	17	104
	18:00	24	19	24	33	100
	19:00	19	27	20	19	85
	20:00	10	21	17	17	65
	21:00	23	15	14	12	64
	22:00	14	9	11	11	45
	23:00	5	12	2	7	26

Day Total : 2688

AM Total :	1646 (61.2%)	Peak AM Hour : 07:00 =	687 (25.6%)	Peak AM Factor : 0.895	Average Period :	28.0
PM Total :	1042 (38.8%)	Peak PM Hour : 12:15 =	182 (6.8%)	Peak PM Factor : 0.858	Average Hour :	112.0

Lane #2 Configuration

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

Lane #2 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	2	1	1	1	5
Tue	01:00	0	1	0	1	2
	02:00	0	3	1	0	4
	03:00	1	0	1	1	3
	04:00	0	1	3	4	8
	05:00	3	5	7	9	24
	06:00	11	19	23	25	78
	07:00	30	33	34	49	146
	08:00	40	23	43	37	143
	09:00	20	25	27	12	84
	10:00	17	15	21	22	75
	11:00	24	17	39	36	116
	12:00	37	30	22	16	105
	13:00	19	20	19	19	77
	14:00	22	16	23	28	89
	15:00	39	22	44	41	146
	16:00	53	52	56	43	204
	17:00	59	53	48	50	210
	18:00	42	28	27	20	117
	19:00	26	14	14	7	61
	20:00	15	11	10	7	43
	21:00	6	10	9	3	28
	22:00	9	4	9	5	27
	23:00	2	2	2	2	8

Day Total : 1803

AM Total :	688 (38.2%)	Peak AM Hour : 07:15 =	156 (8.7%)	Peak AM Factor : 0.796	Average Period :	18.8
PM Total :	1115 (61.8%)	Peak PM Hour : 16:30 =	211 (11.7%)	Peak PM Factor : 0.894	Average Hour :	75.1

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	3	1	0	0	4
Wed	01:00	2	0	0	1	3
	02:00	0	2	0	0	2
	03:00	1	0	0	1	2
	04:00	3	2	3	7	15
	05:00	3	7	7	10	27
	06:00	19	15	20	22	76
	07:00	29	23	39	37	128
	08:00	34	31	24	28	117
	09:00	26	21	15	16	78
	10:00	14	15	16	22	67
	11:00	24	18	25	33	100
	12:00	38	26	36	23	123
	13:00	17	13	20	25	75
	14:00	21	25	17	14	77
	15:00	36	22	32	34	124
	16:00	50	45	58	48	201
	17:00	65	57	57	43	222
	18:00	34	23	16	28	101
	19:00	15	11	14	15	55
	20:00	11	6	17	11	45
	21:00	11	8	4	8	31
	22:00	7	9	0	7	23
	23:00	8	9	2	2	21
Day Total :						1717

AM Total :	619 (36.1%)	Peak AM Hour : 07:30 =	141 (8.2%)	Peak AM Factor : 0.904	Average Period :	17.9
PM Total :	1098 (63.9%)	Peak PM Hour : 16:30 =	228 (13.3%)	Peak PM Factor : 0.877	Average Hour :	71.5

Basic Volume Summary: Innovation East of Moody

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	5779 (62.1%)	2.00	2890	30.1	120.4	3658 (63.3%)	2121 (36.7%)
#2.	3520 (37.9%)	2.00	1760	18.3	73.3	1307 (37.1%)	2213 (62.9%)
ALL	9299	2.00	4650	48.4	193.7	4965 (53.4%)	4334 (46.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:30 = 725	02/27/2018	0.871	12:15 = 182	02/28/2018	0.858
#2.	07:15 = 156	02/27/2018	0.796	16:30 = 228	02/28/2018	0.877

Basic Volume Report: Innovation North of Research

Station ID : Innovation North of Research

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : IP 3 1NB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 24087

Number of Lanes : 2
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 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	1	0	0	0	1
Tue	01:00	0	2	0	0	2
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	1	1	3
	06:00	0	1	2	6	9
	07:00	4	8	6	16	34
	08:00	18	4	18	13	53
	09:00	6	10	4	4	24
	10:00	5	3	5	8	21
	11:00	14	11	27	25	77
	12:00	19	11	11	11	52
	13:00	9	10	10	7	36
	14:00	5	6	11	8	30
	15:00	13	9	24	23	69
	16:00	31	38	52	47	168
	17:00	54	49	39	23	165
	18:00	24	17	13	13	67
	19:00	5	3	7	1	16
	20:00	0	1	2	1	4
	21:00	0	1	1	0	2
	22:00	0	0	2	0	2
	23:00	1	0	1	2	4

Day Total : 839

AM Total :	224 (26.7%)	Peak AM Hour : 11:00 =	77 (9.2%)	Peak AM Factor : 0.713	Average Period :	8.7
PM Total :	615 (73.3%)	Peak PM Hour : 16:30 =	202 (24.1%)	Peak PM Factor : 0.935	Average Hour :	35.0

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	1	1	1	0	3
Wed	01:00	1	0	0	0	1
	02:00	0	0	0	0	0
	03:00	1	0	0	0	1
	04:00	0	0	1	0	1
	05:00	0	0	0	2	2
	06:00	1	0	1	0	2
	07:00	2	4	3	5	14
	08:00	9	2	2	1	14
	09:00	3	3	6	6	18
	10:00	5	8	7	13	33
	11:00	12	9	11	23	55
	12:00	19	14	14	9	56
	13:00	4	3	6	8	21
	14:00	7	11	11	13	42
	15:00	10	10	26	22	68
	16:00	33	38	49	39	159
	17:00	64	40	42	20	166
	18:00	23	10	8	10	51
	19:00	5	6	4	7	22
	20:00	4	4	2	2	12
	21:00	0	1	1	2	4
	22:00	1	1	1	1	4
	23:00	1	1	1	0	3

Day Total : 752

AM Total :	144 (19.1%)	Peak AM Hour : 11:00 =	55 (7.3%)	Peak AM Factor : 0.598	Average Period :	7.8
PM Total :	608 (80.9%)	Peak PM Hour : 16:30 =	192 (25.5%)	Peak PM Factor : 0.750	Average Hour :	31.3

Lane #2 Configuration

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

Lane #2 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	2	0	1	0	3
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	1	0	3	4
	05:00	3	8	10	26	47
	06:00	23	42	108	142	315
	07:00	157	148	160	207	672
	08:00	198	163	142	102	605
	09:00	33	31	23	16	103
	10:00	13	10	11	12	46
	11:00	9	17	12	21	59
	12:00	19	39	40	45	143
	13:00	33	14	20	15	82
	14:00	20	5	6	10	41
	15:00	6	11	8	6	31
	16:00	10	5	5	5	25
	17:00	7	9	6	2	24
	18:00	2	2	2	0	6
	19:00	0	0	2	0	2
	20:00	3	0	0	2	5
	21:00	0	2	0	0	2
	22:00	0	0	1	0	1
	23:00	0	1	1	0	2

Day Total : 2218

AM Total :	1854 (83.6%)	Peak AM Hour : 07:30 =	728 (32.8%)	Peak AM Factor : 0.879	Average Period :	23.1
PM Total :	364 (16.4%)	Peak PM Hour : 12:15 =	157 (7.1%)	Peak PM Factor : 0.872	Average Hour :	92.4

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	0	0	1	0	1
Wed	01:00	1	0	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	0	1	0	6	7
	05:00	4	3	19	18	44
	06:00	16	35	86	138	275
	07:00	155	147	166	190	658
	08:00	175	108	57	45	385
	09:00	29	18	18	15	80
	10:00	9	12	8	17	46
	11:00	6	13	18	20	57
	12:00	27	35	48	50	160
	13:00	36	19	12	14	81
	14:00	8	7	6	8	29
	15:00	1	8	7	8	24
	16:00	7	11	11	2	31
	17:00	3	7	5	5	20
	18:00	1	2	1	3	7
	19:00	2	3	0	2	7
	20:00	0	1	2	1	4
	21:00	0	1	0	2	3
	22:00	1	0	1	0	2
	23:00	0	1	0	0	1

Day Total : 1924

AM Total :	1555 (80.8%)	Peak AM Hour : 07:15 =	678 (35.2%)	Peak AM Factor : 0.892	Average Period :	20.0
PM Total :	369 (19.2%)	Peak PM Hour : 12:15 =	169 (8.8%)	Peak PM Factor : 0.845	Average Hour :	80.2

Basic Volume Summary: Innovation North of Research

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1591 (27.8%)	2.00	796	8.3	33.1	368 (23.1%)	1223 (76.9%)
#2.	4142 (72.2%)	2.00	2071	21.6	86.3	3409 (82.3%)	733 (17.7%)
ALL	5733	2.00	2867	29.9	119.4	3777 (65.9%)	1956 (34.1%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 77	02/27/2018	0.713	16:30 = 202	02/27/2018	0.935
#2.	07:30 = 728	02/27/2018	0.879	12:15 = 169	02/28/2018	0.845

Basic Volume Report: Innovation South of Research

Station ID : Innovation South of Research

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : IP 4 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 2

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 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	2	0	0	0	2
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	1	0	2
	06:00	0	0	0	2	2
	07:00	5	9	7	21	42
	08:00	15	10	24	20	69
	09:00	7	7	2	8	24
	10:00	3	5	5	7	20
	11:00	7	10	15	14	46
	12:00	10	10	9	8	37
	13:00	2	8	6	2	18
	14:00	5	5	8	8	26
	15:00	6	6	5	8	25
	16:00	13	17	24	21	75
	17:00	22	15	19	11	67
	18:00	6	5	5	6	22
	19:00	1	1	1	0	3
	20:00	0	1	0	0	1
	21:00	0	1	0	0	1
	22:00	0	0	1	0	1
	23:00	0	0	0	2	2

Day Total : 486

AM Total :	208 (42.8%)	Peak AM Hour : 07:45 =	70 (14.4%)	Peak AM Factor : 0.729	Average Period :	5.1
PM Total :	278 (57.2%)	Peak PM Hour : 16:15 =	84 (17.3%)	Peak PM Factor : 0.875	Average Hour :	20.3

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	1	0	0	0	1
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	1	0	1
	05:00	0	0	0	0	0
	06:00	0	0	1	0	1
	07:00	2	5	4	4	15
	08:00	2	3	3	0	8
	09:00	1	4	4	1	10
	10:00	3	2	9	6	20
	11:00	4	6	5	11	26
	12:00	6	6	7	5	24
	13:00	2	4	6	5	17
	14:00	2	8	7	6	23
	15:00	7	6	5	9	27
	16:00	14	14	27	17	72
	17:00	19	14	17	4	54
	18:00	5	5	3	1	14
	19:00	0	0	1	0	1
	20:00	0	2	0	1	3
	21:00	0	0	1	1	2
	22:00	0	0	0	1	1
	23:00	1	1	0	0	2

Day Total : 323

AM Total :	83 (25.7%)	Peak AM Hour : 11:00 =	26 (8.0%)	Peak AM Factor : 0.591	Average Period :	3.4
PM Total :	240 (74.3%)	Peak PM Hour : 16:15 =	77 (23.8%)	Peak PM Factor : 0.713	Average Hour :	13.5

Lane #2 Configuration

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

Lane #2 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	1	0	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	2	7	7	20	36
	06:00	22	36	86	113	257
	07:00	118	118	99	124	459
	08:00	117	84	75	61	337
	09:00	25	21	27	13	86
	10:00	5	5	8	10	28
	11:00	14	11	9	17	51
	12:00	18	38	33	37	126
	13:00	24	12	15	11	62
	14:00	20	9	5	7	41
	15:00	4	7	3	5	19
	16:00	6	5	10	4	25
	17:00	4	6	4	2	16
	18:00	1	3	3	0	7
	19:00	0	0	1	0	1
	20:00	3	0	0	1	4
	21:00	0	2	0	0	2
	22:00	0	1	0	0	1
	23:00	0	1	2	0	3

Day Total : 1563

AM Total :	1256 (80.4%)	Peak AM Hour : 07:00 =	459 (29.4%)	Peak AM Factor : 0.925	Average Period :	16.3
PM Total :	307 (19.6%)	Peak PM Hour : 12:15 =	132 (8.4%)	Peak PM Factor : 0.868	Average Hour :	65.1

Date	Time	:00	:15	:30	:45	Total
2/28/2018	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	1	0	0	1
	05:00	1	3	15	14	33
	06:00	13	29	71	114	227
	07:00	107	113	106	97	423
	08:00	87	65	38	19	209
	09:00	17	16	11	9	53
	10:00	4	14	8	13	39
	11:00	8	10	18	18	54
	12:00	24	27	36	33	120
	13:00	26	13	9	11	59
	14:00	7	3	4	5	19
	15:00	3	3	2	7	15
	16:00	4	3	5	6	18
	17:00	5	9	4	4	22
	18:00	0	0	0	1	1
	19:00	1	0	1	2	4
	20:00	0	1	0	1	2
	21:00	0	1	0	1	2
	22:00	0	0	1	0	1
	23:00	1	1	0	0	2

Day Total : 1304

AM Total :	1039 (79.7%)	Peak AM Hour : 06:45 =	440 (33.7%)	Peak AM Factor : 0.965	Average Period :	13.6
PM Total :	265 (20.3%)	Peak PM Hour : 12:15 =	122 (9.4%)	Peak PM Factor : 0.847	Average Hour :	54.3

Basic Volume Summary: Innovation South of Research

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	809 (22.0%)	2.00	405	4.2	16.9	291 (36.0%)	518 (64.0%)
#2.	2867 (78.0%)	2.00	1434	14.9	59.7	2295 (80.0%)	572 (20.0%)
ALL	3676	2.00	1839	19.1	76.6	2586 (70.3%)	1090 (29.7%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:45 = 70	02/27/2018	0.729	16:15 = 84	02/27/2018	0.875
#2.	07:00 = 459	02/27/2018	0.925	12:15 = 132	02/27/2018	0.868

Basic Volume Report: Research Rd East of Eubank

Station ID : Research Rd East of Eubank

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : RES W 1EB.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.		Eastbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	0	0	0	0	0
Tue	01:00	0	1	0	0	1
	02:00	0	1	0	0	1
	03:00	1	0	2	1	4
	04:00	3	0	0	6	9
	05:00	4	7	19	7	37
	06:00	7	4	1	2	14
	07:00	4	6	8	7	25
	08:00	6	7	11	6	30
	09:00	21	14	18	18	71
	10:00	20	15	7	13	55
	11:00	23	16	26	20	85
	12:00	12	14	26	29	81
	13:00	29	17	15	18	79
	14:00	19	11	20	18	68
	15:00	18	18	17	17	70
	16:00	18	17	24	23	82
	17:00	16	20	19	12	67
	18:00	17	13	7	7	44
	19:00	3	3	5	5	16
	20:00	3	0	1	1	5
	21:00	3	1	0	0	4
	22:00	0	2	1	0	3
	23:00	1	1	1	3	6

Day Total : 857

AM Total :	332 (38.7%)	Peak AM Hour : 11:00 =	85 (9.9%)	Peak AM Factor : 0.817	Average Period :	8.9
PM Total :	525 (61.3%)	Peak PM Hour : 12:30 =	101 (11.8%)	Peak PM Factor : 0.871	Average Hour :	35.7

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	0	0	0	0	0
Wed	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	5	5
	04:00	1	0	4	4	9
	05:00	1	8	24	19	52
	06:00	12	6	4	1	23
	07:00	3	4	4	5	16
	08:00	4	4	18	26	52
	09:00	19	17	21	14	71
	10:00	8	14	13	29	64
	11:00	15	12	8	19	54
	12:00	18	33	40	37	128
	13:00	27	20	20	13	80
	14:00	16	9	13	19	57
	15:00	18	22	18	23	81
	16:00	18	23	21	16	78
	17:00	20	23	21	13	77
	18:00	10	6	10	5	31
	19:00	4	6	4	4	18
	20:00	2	4	3	1	10
	21:00	0	2	0	2	4
	22:00	0	2	2	0	4
	23:00	1	0	1	0	2

Day Total : 917

AM Total :	347 (37.8%)	Peak AM Hour : 08:45 =	83 (9.1%)	Peak AM Factor : 0.716	Average Period :	9.6
PM Total :	570 (62.2%)	Peak PM Hour : 12:15 =	137 (14.9%)	Peak PM Factor : 0.856	Average Hour :	38.2

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	1	0	2	1	4
Tue	01:00	0	0	0	0	0
	02:00	0	1	1	0	2
	03:00	0	0	0	1	1
	04:00	0	1	2	3	6
	05:00	1	1	2	5	9
	06:00	5	8	10	18	41
	07:00	27	19	34	43	123
	08:00	37	20	21	19	97
	09:00	10	7	13	11	41
	10:00	9	12	10	14	45
	11:00	19	23	26	38	106
	12:00	36	25	27	19	107
	13:00	14	10	15	13	52
	14:00	12	6	10	16	44
	15:00	26	10	31	14	81
	16:00	28	37	44	38	147
	17:00	37	28	22	15	102
	18:00	23	22	39	14	98
	19:00	9	3	2	2	16
	20:00	5	2	3	3	13
	21:00	3	1	2	1	7
	22:00	0	1	0	0	1
	23:00	5	1	1	0	7

Day Total : 1150

AM Total :	475 (41.3%)	Peak AM Hour : 07:30 =	134 (11.7%)	Peak AM Factor : 0.779	Average Period :	12.0
PM Total :	675 (58.7%)	Peak PM Hour : 16:15 =	156 (13.6%)	Peak PM Factor : 0.886	Average Hour :	47.9

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	1	0	1	0	2
Wed	01:00	0	1	1	0	2
	02:00	0	3	0	0	3
	03:00	0	0	1	1	2
	04:00	0	1	0	6	7
	05:00	2	0	3	4	9
	06:00	2	9	13	11	35
	07:00	26	16	25	31	98
	08:00	24	11	5	11	51
	09:00	12	7	9	11	39
	10:00	12	9	10	13	44
	11:00	13	29	19	26	87
	12:00	38	28	16	22	104
	13:00	15	10	13	18	56
	14:00	12	11	16	17	56
	15:00	15	16	20	18	69
	16:00	23	19	40	37	119
	17:00	50	44	36	26	156
	18:00	28	17	18	10	73
	19:00	11	5	8	7	31
	20:00	1	2	2	3	8
	21:00	2	1	3	2	8
	22:00	0	2	0	0	2
	23:00	4	0	1	0	5

Day Total : 1066

AM Total :	379 (35.6%)	Peak AM Hour : 07:00 =	98 (9.2%)	Peak AM Factor : 0.790	Average Period :	11.1
PM Total :	687 (64.4%)	Peak PM Hour : 16:30 =	171 (16.0%)	Peak PM Factor : 0.855	Average Hour :	44.4

Basic Volume Summary: Research Rd East of Eubank

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1774 (44.5%)	2.00	887	9.2	37.0	679 (38.3%)	1095 (61.7%)
#3.	2216 (55.5%)	2.00	1108	11.5	46.2	854 (38.5%)	1362 (61.5%)
ALL	3990	2.00	1995	20.7	83.2	1533 (38.4%)	2457 (61.6%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 85	02/27/2018	0.817	12:15 = 137	02/28/2018	0.856
#3.	07:30 = 134	02/27/2018	0.779	16:30 = 171	02/28/2018	0.855

Basic Volume Report: Research Rd West of Innovation

Station ID : Research Rd West of Innovation

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : RES EAST.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.		Eastbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	0	0	0	0	0
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	0	0	0	1
	06:00	0	1	2	3	6
	07:00	3	5	6	6	20
	08:00	15	6	5	4	30
	09:00	12	10	3	5	30
	10:00	7	3	2	5	17
	11:00	19	10	22	18	69
	12:00	15	11	8	9	43
	13:00	17	10	9	10	46
	14:00	12	7	9	10	38
	15:00	14	12	22	21	69
	16:00	16	28	33	26	103
	17:00	30	27	18	11	86
	18:00	17	14	9	7	47
	19:00	3	2	4	1	10
	20:00	2	0	1	1	4
	21:00	0	1	0	0	1
	22:00	0	1	1	0	2
	23:00	1	0	2	0	3

Day Total : 626

AM Total :	174 (27.8%)	Peak AM Hour : 11:00 =	69 (11.0%)	Peak AM Factor : 0.784	Average Period :	6.5
PM Total :	452 (72.2%)	Peak PM Hour : 16:15 =	117 (18.7%)	Peak PM Factor : 0.886	Average Hour :	26.1

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	1	1	0	0	2
Wed	01:00	1	0	0	0	1
	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	0	2	2
	06:00	0	1	0	1	2
	07:00	1	7	6	5	19
	08:00	7	3	4	5	19
	09:00	2	5	8	4	19
	10:00	3	11	7	18	39
	11:00	10	4	11	16	41
	12:00	17	14	15	11	57
	13:00	8	7	7	3	25
	14:00	8	5	8	7	28
	15:00	9	11	22	17	59
	16:00	19	25	25	26	95
	17:00	44	29	26	12	111
	18:00	14	5	5	7	31
	19:00	4	5	2	5	16
	20:00	2	2	2	1	7
	21:00	0	1	0	1	2
	22:00	1	1	1	0	3
	23:00	1	0	1	0	2
Day Total :						580

AM Total :	144 (24.8%)	Peak AM Hour : 10:15 =	46 (7.9%)	Peak AM Factor : 0.639	Average Period :	6.0
PM Total :	436 (75.2%)	Peak PM Hour : 16:45 =	125 (21.6%)	Peak PM Factor : 0.710	Average Hour :	24.2

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Date	Time	:00	:15	:30	:45	Total
2/27/2018	00:00	2	0	0	0	2
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	1	0	2	3
	05:00	1	1	2	4	8
	06:00	3	7	21	28	59
	07:00	50	40	63	84	237
	08:00	85	81	67	36	269
	09:00	11	8	6	8	33
	10:00	10	6	3	5	24
	11:00	5	8	6	10	29
	12:00	9	10	15	20	54
	13:00	8	5	9	11	33
	14:00	6	4	4	5	19
	15:00	6	10	10	3	29
	16:00	10	5	1	5	21
	17:00	7	2	3	2	14
	18:00	6	1	3	2	12
	19:00	0	0	0	0	0
	20:00	0	1	0	3	4
	21:00	0	0	0	0	0
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0

Day Total : 850

AM Total :	664 (78.1%)	Peak AM Hour : 07:45 =	317 (37.3%)	Peak AM Factor : 0.932	Average Period :	8.9
PM Total :	186 (21.9%)	Peak PM Hour : 12:00 =	54 (6.4%)	Peak PM Factor : 0.675	Average Hour :	35.4

Date	Time	:00	:15	:30	:45	Total
2/28/2018	00:00	1	0	0	0	1
Wed	01:00	1	0	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	0	0	0	5	5
	05:00	2	0	4	4	10
	06:00	2	7	20	28	57
	07:00	45	46	69	93	253
	08:00	76	39	17	16	148
	09:00	10	5	5	3	23
	10:00	5	4	7	2	18
	11:00	2	11	6	8	27
	12:00	9	10	18	12	49
	13:00	8	9	5	8	30
	14:00	4	4	0	5	13
	15:00	2	8	5	4	19
	16:00	7	5	7	4	23
	17:00	7	2	9	7	25
	18:00	5	1	1	0	7
	19:00	0	1	0	0	1
	20:00	0	1	1	1	3
	21:00	0	1	0	1	2
	22:00	1	0	0	0	1
	23:00	0	0	0	0	0
Day Total :						717

AM Total :	544 (75.9%)	Peak AM Hour : 07:15 =	284 (39.6%)	Peak AM Factor : 0.763	Average Period :	7.5
PM Total :	173 (24.1%)	Peak PM Hour : 12:00 =	49 (6.8%)	Peak PM Factor : 0.681	Average Hour :	29.9

Basic Volume Summary: Research Rd West of Innovation

Grand Total For Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1206 (43.5%)	2.00	603	6.3	25.1	318 (26.4%)	888 (73.6%)
#3.	1567 (56.5%)	2.00	784	8.2	32.6	1208 (77.1%)	359 (22.9%)
ALL	2773	2.00	1387	14.5	57.7	1526 (55.0%)	1247 (45.0%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 69	02/27/2018	0.784	16:45 = 125	02/28/2018	0.710
#3.	07:45 = 317	02/27/2018	0.932	12:00 = 54	02/27/2018	0.675

Basic Axle Classification Report: Gibson East of

Station ID : Gibson East of Eubank

Info Line 1 :

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : GIB W 1EB.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	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
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	21	8	0	0	0	0	1	0	0	0	0	0	30
	06:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
	07:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	08:00	0	23	3	0	0	0	0	1	0	0	1	0	0	28
	09:00	0	30	14	0	0	0	0	1	1	0	0	0	0	46
	10:00	0	17	13	0	0	0	0	0	0	0	1	0	0	31
	11:00	0	55	11	0	0	0	0	0	0	1	1	0	0	68
	12:00	0	43	17	0	1	0	0	1	0	0	0	0	0	62
	13:00	1	39	7	0	0	0	0	0	0	0	1	0	0	48
	14:00	0	33	7	0	1	0	0	0	0	0	0	0	0	41
	15:00	0	45	11	0	0	0	0	0	0	0	1	0	0	57
	16:00	0	47	9	0	0	0	0	0	0	0	0	0	0	56
	17:00	4	40	9	0	0	0	0	0	2	0	3	0	0	58
	18:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
	19:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	20:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	1	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	1
Daily Total :		5	460	127	0	3	0	0	4	3	1	8	0	0	611
Percent :		1%	75%	21%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	
Average :		0	19	5	0	0	0	0	0	0	0	0	0	0	24

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	1	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
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	06:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	07:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	0	64	10	0	0	0	1	0	0	0	3	0	0	78
	09:00	0	39	15	0	0	0	1	0	0	0	0	0	0	55
	10:00	0	24	10	0	0	0	0	0	0	0	1	0	0	35
	11:00	1	38	8	0	0	0	0	0	0	0	1	0	0	48
	12:00	0	54	22	0	0	1	0	0	0	0	0	0	0	77
	13:00	0	40	10	0	0	1	0	0	0	0	0	0	0	51
	14:00	0	28	8	0	0	0	0	0	0	0	1	0	0	37
	15:00	0	52	11	0	0	0	0	0	0	0	0	0	0	63
	16:00	2	47	9	0	0	1	0	1	0	0	1	0	0	61
	17:00	3	44	4	0	0	0	0	0	0	0	0	0	0	51
	18:00	0	13	7	0	0	0	0	0	0	0	1	0	0	21
	19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	20:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		6	514	126	0	0	3	2	1	0	0	8	0	0	660
Percent :		1%	78%	19%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :		0	21	5	0	0	0	0	0	0	0	0	0	0	26

Lane #3 Configuration

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

Lane #3 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/201	00:00	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
	02:00	0	1	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
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	06:00	1	36	10	0	1	0	0	0	0	0	0	0	0	48
	07:00	0	126	20	0	0	0	0	0	0	0	0	0	0	146
	08:00	0	92	20	0	0	0	0	0	0	0	0	0	0	112
	09:00	0	35	16	0	0	0	1	2	0	0	0	0	0	54
	10:00	0	23	11	0	0	0	0	0	0	0	0	0	0	34
	11:00	1	58	16	0	0	0	0	0	0	0	2	0	0	77
	12:00	0	51	15	0	0	0	0	0	0	0	1	0	0	67
	13:00	0	54	8	0	0	0	0	0	0	0	1	0	0	63
	14:00	0	30	6	0	1	0	0	0	1	0	0	0	0	38
	15:00	0	74	25	0	0	0	0	1	0	0	1	0	0	101
	16:00	0	95	22	0	1	0	0	0	0	0	1	0	0	119
	17:00	0	108	17	0	0	0	1	0	0	0	1	0	0	127
	18:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35
	19:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	20:00	0	5	1	0	0	0	0	1	0	0	0	0	0	7
	21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	0	1	0	0	0	0	0	1	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		2	839	202	0	3	0	2	4	2	0	7	0	0	1061
Percent :		0%	79%	19%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :		0	35	8	0	0	0	0	0	0	0	0	0	0	43

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	1	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
	02:00	0	1	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
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	06:00	1	38	8	0	1	1	0	0	0	0	0	0	0	49
	07:00	1	86	19	0	0	0	0	0	0	0	0	0	0	106
	08:00	0	61	9	0	0	0	0	0	0	0	1	0	0	71
	09:00	0	36	8	0	0	0	0	0	1	0	0	0	0	45
	10:00	0	29	12	0	0	0	0	0	0	0	0	0	0	41
	11:00	0	54	14	0	0	0	0	0	0	0	0	0	0	68
	12:00	0	70	18	0	0	0	0	0	0	0	0	0	0	88
	13:00	0	43	10	0	1	1	0	1	0	0	0	0	0	56
	14:00	0	43	8	0	2	0	0	1	0	0	0	0	0	54
	15:00	0	74	18	0	0	0	0	0	0	0	1	0	0	93
	16:00	0	93	36	0	0	0	0	0	1	0	4	0	0	134
	17:00	0	112	15	0	0	1	0	0	0	0	4	0	0	132
	18:00	0	31	5	0	0	0	0	0	0	0	0	0	1	37
	19:00	1	5	0	0	0	1	0	0	0	0	0	0	0	7
	20:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		3	797	187	0	4	4	0	2	2	0	10	0	1	1010
Percent :		0%	79%	19%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :		0	33	8	0	0	0	0	0	0	0	0	0	0	41

Basic Axle Class Summary: Gibson East of Eubank

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	11	974	253	0	3	3	2	5	3	1	16	0	0	1271
	#3.	5	1636	389	0	7	4	2	6	4	0	17	0	1	2071
		16	2610	642	0	10	7	4	11	7	1	33	0	1	3342
Percents :	#1.	1%	77%	20%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	38%
	#3.	0%	79%	19%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	62%
		0%	78%	19%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :	#1.	0	20	5	0	0	0	0	0	0	0	0	0	0	25
	#3.	0	34	8	0	0	0	0	0	0	0	0	0	0	42
		0	54	13	0	0	0	0	0	0	0	0	0	0	67
Days & ADT :	#1.	2.0	635												
	#3.	2.0	1035												
		2.0	1671												

Basic Axle Classification Report: Gibson East of

Station ID : Gibson East of Innovation Pkwy

Info Line 1 :

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : GIB E2 1EB.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Tue	01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	2	1	0	0	0	0	0	0	0	1	0	0	4
	06:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
	07:00	0	12	2	0	0	1	0	1	0	1	1	0	1	19
	08:00	0	31	6	0	2	1	1	1	1	0	2	0	1	46
	09:00	0	40	11	0	0	0	0	1	0	0	2	0	0	54
	10:00	0	28	13	0	0	1	0	1	0	0	2	0	0	45
	11:00	0	70	18	0	0	0	0	1	0	0	2	0	1	92
	12:00	1	71	15	0	1	0	0	0	1	0	1	0	0	90
	13:00	2	54	13	0	0	0	1	0	0	0	0	0	0	70
	14:00	2	61	16	0	0	0	0	0	0	0	3	0	0	82
	15:00	3	104	13	0	2	0	0	2	0	0	3	0	1	128
	16:00	3	141	42	0	1	0	1	1	2	0	6	0	1	198
	17:00	2	182	46	0	0	0	0	3	0	0	6	0	0	239
	18:00	4	126	26	0	0	0	0	0	0	0	4	0	1	161
	19:00	0	63	18	0	0	0	0	0	0	0	2	0	1	84
	20:00	0	57	14	0	0	0	0	0	0	0	1	0	1	73
	21:00	0	46	13	0	0	0	0	0	0	0	0	0	0	59
	22:00	0	40	5	0	0	0	0	0	1	0	1	0	0	47
	23:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		17	1186	279	0	7	3	3	11	5	1	37	0	8	1557
Percent :		1%	76%	18%	0%	0%	0%	0%	1%	0%	0%	2%	0%	1%	
Average :		1	49	12	0	0	0	0	0	0	0	2	0	0	64

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	06:00	0	8	1	0	0	0	0	0	0	0	1	0	0	10
	07:00	0	11	3	0	0	0	1	0	0	0	1	0	0	16
	08:00	0	39	4	0	1	0	2	0	0	0	2	1	1	50
	09:00	0	43	9	0	0	0	0	0	0	0	1	0	0	53
	10:00	0	42	5	0	2	0	0	1	1	0	1	0	0	52
	11:00	1	56	8	0	0	1	0	0	0	0	1	1	0	68
	12:00	1	48	19	0	0	0	0	0	0	0	2	0	0	70
	13:00	0	39	16	0	0	0	0	1	0	0	1	0	0	57
	14:00	0	90	18	0	0	0	1	0	0	0	1	0	1	111
	15:00	0	98	25	0	1	0	0	2	1	1	1	0	0	129
	16:00	0	146	36	0	0	0	0	1	0	1	6	0	1	191
	17:00	0	148	47	0	0	1	1	3	0	0	7	0	1	208
	18:00	3	94	38	0	0	0	0	2	1	0	3	0	0	141
	19:00	0	83	15	0	0	0	0	2	0	0	0	0	0	100
	20:00	0	73	8	0	0	0	0	0	1	0	1	0	0	83
	21:00	0	57	10	0	0	0	0	1	0	0	0	0	0	68
	22:00	0	39	11	0	0	0	0	0	0	0	0	0	0	50
	23:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32
Daily Total :		5	1172	280	0	4	2	5	13	4	2	29	2	4	1522
Percent :		0%	77%	18%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	
Average :		0	49	12	0	0	0	0	1	0	0	1	0	0	63

Lane #3 Configuration

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

Lane #3 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
	05:00	2	37	21	0	0	0	0	0	0	0	0	0	0	60
	06:00	4	136	56	0	2	0	0	2	0	0	0	0	0	200
	07:00	7	327	95	1	3	0	0	7	0	0	1	0	0	441
	08:00	12	245	51	0	1	2	0	5	0	0	4	0	1	321
	09:00	8	76	19	0	0	0	0	0	0	0	2	0	0	105
	10:00	0	52	13	0	0	0	0	0	0	0	1	0	0	66
	11:00	2	53	23	0	1	0	0	1	0	0	1	0	0	81
	12:00	1	86	22	0	2	0	1	2	0	0	0	0	0	114
	13:00	1	64	25	0	0	1	0	0	0	0	1	0	0	92
	14:00	2	66	16	0	2	0	0	0	0	0	4	0	1	91
	15:00	1	72	15	0	3	0	0	0	0	1	1	0	0	93
	16:00	0	58	16	0	1	0	1	0	0	0	1	0	0	77
	17:00	1	53	15	0	0	0	0	0	1	1	1	0	0	72
	18:00	2	53	8	0	0	1	0	0	1	0	3	0	0	68
	19:00	0	38	8	0	0	1	0	0	0	0	1	0	0	48
	20:00	0	27	5	0	0	0	0	0	0	0	0	0	0	32
	21:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30
	22:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
	23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		43	1519	420	1	15	5	2	17	2	2	21	0	2	2049
Percent :		2%	74%	20%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	
Average :		2	63	18	0	1	0	0	1	0	0	1	0	0	86

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/28/201	00:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
	05:00	1	46	18	0	0	0	0	0	0	0	0	0	0	65
	06:00	6	142	58	0	2	0	0	2	0	0	0	0	0	210
	07:00	8	285	86	0	2	2	0	0	1	0	2	0	1	387
	08:00	7	199	49	0	0	0	0	5	1	0	3	0	0	264
	09:00	4	87	17	0	0	0	1	0	0	0	4	0	1	114
	10:00	1	54	11	0	2	0	0	0	1	0	0	0	0	69
	11:00	0	60	11	0	0	0	0	0	0	0	1	0	0	72
	12:00	1	95	24	0	0	2	1	0	0	0	0	0	0	123
	13:00	2	63	18	0	0	0	0	1	0	0	0	0	0	84
	14:00	1	59	12	0	3	0	0	1	0	0	1	0	1	78
	15:00	0	61	21	0	0	0	2	0	2	0	3	0	0	89
	16:00	0	57	11	0	0	0	1	0	0	0	1	0	0	70
	17:00	1	48	17	0	0	0	1	1	1	0	7	0	0	76
	18:00	1	45	11	0	0	0	0	1	0	0	2	0	0	60
	19:00	0	38	9	0	0	1	0	1	0	0	0	0	0	49
	20:00	0	32	7	0	0	0	0	0	0	0	0	0	0	39
	21:00	0	29	2	0	0	0	0	0	0	0	1	0	0	32
	22:00	0	22	2	0	0	1	0	0	0	0	1	0	0	26
	23:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		33	1465	395	0	9	6	6	12	6	0	26	0	3	1961
Percent :		2%	75%	20%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	
Average :		1	61	16	0	0	0	0	1	0	0	1	0	0	80

Basic Axle Class Summary: Gibson East of Innovation

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	22	2358	559	0	11	5	8	24	9	3	66	2	12	3079
	#3.	76	2984	815	1	24	11	8	29	8	2	47	0	5	4010
		98	5342	1374	1	35	16	16	53	17	5	113	2	17	7089
Percents :	#1.	1%	77%	18%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	43%
	#3.	2%	74%	20%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	57%
		1%	75%	19%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	
Average :	#1.	0	49	12	0	0	0	0	1	0	0	1	0	0	63
	#3.	2	62	17	0	1	0	0	1	0	0	1	0	0	84
		2	111	29	0	1	0	0	2	0	0	2	0	0	147
Days & ADT :	#1.	2.0	1539												
	#3.	2.0	2005												
		2.0	3544												

Basic Axle Classification Report: Gibson West of

Station ID : Gibson West of Innovation Pkwy

Last Connected Device Type : Apollo

Info Line 1 :

Version Number : 1.66

Info Line 2 : Albuquerque

Serial Number :

GPS Lat/Lon :

Number of Lanes : 1

DB File : DBFILE 030118 - 10.DB

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	1	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	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	07:00	0	11	4	0	0	0	0	0	0	0	1	0	0	16
	08:00	0	13	2	0	0	0	0	0	1	0	2	0	0	18
	09:00	0	18	4	0	0	0	0	1	0	0	0	0	0	23
	10:00	0	8	5	0	0	0	0	0	0	0	1	0	0	14
	11:00	0	25	7	0	0	0	0	0	0	0	0	0	1	33
	12:00	0	33	6	0	1	0	0	0	0	0	0	0	0	40
	13:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
	14:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
	15:00	1	23	7	0	0	0	0	0	0	0	0	0	0	31
	16:00	0	47	8	0	0	0	0	0	0	0	0	0	0	55
	17:00	0	50	10	0	0	0	0	0	0	0	0	0	0	60
	18:00	0	24	7	0	0	0	0	0	0	0	0	0	0	31
	19:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	20:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		1	324	76	0	1	0	0	1	1	0	4	0	1	409
Percent :		0%	79%	19%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :		0	14	3	0	0	0	0	0	0	0	0	0	0	17

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	1	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
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	07:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	08:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
	09:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
	10:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
	11:00	1	24	5	0	0	0	0	0	0	0	0	0	0	30
	12:00	0	31	7	0	0	0	0	0	0	0	0	0	0	38
	13:00	0	14	9	0	0	1	0	0	0	0	0	0	0	24
	14:00	0	18	10	0	0	0	0	0	0	0	0	0	0	28
	15:00	0	37	8	0	0	0	0	0	0	0	0	0	0	45
	16:00	0	49	8	0	0	0	0	0	0	0	0	0	0	57
	17:00	0	55	10	0	0	0	0	0	0	0	0	0	0	65
	18:00	0	19	8	0	0	0	0	0	0	0	0	0	0	27
	19:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	20:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		1	344	87	0	1	1	0	0	0	0	0	0	0	434
Percent :		0%	79%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	14	4	0	0	0	0	0	0	0	0	0	0	18

Lane #3 Configuration

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

Lane #3 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	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
	02:00	0	1	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
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	12	5	0	0	0	0	0	0	0	0	0	0	18
	06:00	1	58	16	0	1	1	0	0	0	0	0	0	0	77
	07:00	0	218	36	0	0	0	0	0	0	0	0	0	0	254
	08:00	0	170	36	0	0	0	0	2	1	0	1	0	0	210
	09:00	0	19	8	0	0	0	0	0	0	0	0	0	0	27
	10:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
	11:00	0	26	6	0	0	0	0	1	0	0	0	0	0	33
	12:00	0	28	6	0	0	0	0	0	0	0	0	0	0	34
	13:00	0	20	6	0	0	0	0	0	0	0	0	0	0	26
	14:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
	15:00	0	22	8	0	1	0	0	1	0	0	1	0	0	33
	16:00	0	23	3	0	1	0	0	0	0	0	0	0	0	27
	17:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
	18:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	19:00	0	4	1	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	2
	21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	1	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
Daily Total :		2	666	143	0	4	1	0	4	1	0	2	0	0	823
Percent :		0%	81%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	28	6	0	0	0	0	0	0	0	0	0	0	34

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	2	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
	02:00	0	1	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
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
	06:00	1	54	10	0	1	0	0	0	0	0	0	0	0	66
	07:00	1	176	36	0	0	0	0	0	0	0	0	0	1	214
	08:00	0	86	22	0	0	0	1	1	0	0	1	0	0	111
	09:00	1	21	7	0	0	0	0	0	0	0	0	0	0	29
	10:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
	11:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
	12:00	0	30	10	0	0	0	0	0	0	0	0	0	0	40
	13:00	0	17	7	0	2	0	0	0	0	0	0	0	0	26
	14:00	0	18	5	0	3	0	0	0	0	0	0	0	0	26
	15:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	16:00	0	25	5	0	0	0	0	0	0	0	1	0	0	31
	17:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		3	526	127	0	6	0	1	1	0	0	2	0	1	667
Percent :		0%	79%	19%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	22	5	0	0	0	0	0	0	0	0	0	0	27

Basic Axle Class Summary: Gibson West of

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total	
TOTAL COUNT :		#1.	2	668	163	0	2	1	0	1	1	0	4	0	1	843
		#3.	5	1192	270	0	10	1	1	5	1	0	4	0	1	1490
			7	1860	433	0	12	2	1	6	2	0	8	0	2	2333
Percents :		#1.	0%	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	36%
		#3.	0%	80%	18%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%
			0%	80%	19%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Average :		#1.	0	14	3	0	0	0	0	0	0	0	0	0	0	17
		#3.	0	25	6	0	0	0	0	0	0	0	0	0	0	31
			0	39	9	0	0	0	0	0	0	0	0	0	0	48
Days & ADT :		#1.	2.0	421												
		#3.	2.0	745												
			2.0	1166												

Basic Axle Classification Report: Innovation East of

Station ID : Innovation East of Eubank (N)

Info Line 1 : North of Gibson

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : IP 1 1EB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24090

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/201	00:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	1	25	7	0	0	0	0	0	0	0	0	0	0	33
	06:00	0	104	38	0	1	1	0	0	0	0	0	0	0	144
	07:00	0	47	11	0	0	0	0	0	0	0	0	0	0	58
	08:00	0	165	24	0	6	0	0	0	1	0	0	0	0	196
	09:00	0	89	23	0	0	0	0	0	1	0	0	0	0	113
	10:00	0	54	14	0	0	1	0	0	0	0	0	0	0	69
	11:00	0	83	17	0	0	0	0	0	0	0	0	0	0	100
	12:00	0	114	26	0	0	0	0	0	0	0	0	0	0	140
	13:00	1	69	20	0	1	0	1	0	0	0	0	0	0	92
	14:00	0	80	22	0	8	1	0	0	0	0	0	0	0	111
	15:00	0	88	16	0	1	0	0	0	0	0	0	0	0	105
	16:00	3	100	22	0	0	0	0	1	0	0	0	0	0	126
	17:00	3	117	32	0	0	0	0	0	0	0	0	0	0	152
	18:00	0	109	16	0	0	0	0	0	0	0	0	0	0	125
	19:00	0	56	18	0	0	0	0	0	0	0	0	0	0	74
	20:00	0	60	18	0	0	0	0	0	0	0	0	0	0	78
	21:00	0	49	16	0	0	0	0	0	0	0	0	0	0	65
	22:00	0	43	4	0	0	0	0	0	0	0	0	0	0	47
	23:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		8	1497	347	0	17	3	1	1	2	0	0	0	0	1876
Percent :		0%	80%	18%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	62	14	0	1	0	0	0	0	0	0	0	0	77

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/28/201	00:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
	06:00	0	105	28	0	1	1	0	0	1	0	0	0	0	136
	07:00	0	258	45	0	0	1	0	0	1	0	0	0	0	305
	08:00	1	292	43	0	5	0	1	1	0	0	0	0	0	343
	09:00	1	80	19	0	0	0	0	0	0	0	0	0	0	100
	10:00	0	62	6	0	3	0	0	0	0	0	0	0	0	71
	11:00	0	74	17	0	4	0	0	0	0	0	0	0	0	95
	12:00	0	119	27	0	0	1	0	0	0	0	0	0	0	147
	13:00	0	83	21	0	0	0	0	0	0	0	0	0	0	104
	14:00	0	80	10	0	0	0	0	1	0	0	0	0	0	91
	15:00	0	79	16	0	0	0	0	0	0	0	0	0	0	95
	16:00	0	97	26	0	0	0	0	0	0	0	0	0	0	123
	17:00	2	83	30	0	0	0	0	0	0	0	0	0	0	115
	18:00	0	89	29	0	0	0	0	0	0	0	0	0	0	118
	19:00	0	78	14	0	0	0	0	0	0	0	0	0	0	92
	20:00	0	67	5	0	0	0	0	0	0	0	0	0	0	72
	21:00	0	56	12	0	0	0	0	0	0	0	0	0	0	68
	22:00	0	36	11	0	0	0	0	0	0	0	0	0	0	47
	23:00	0	22	6	0	0	0	0	0	0	0	0	0	0	28
Daily Total :		4	1806	373	0	13	3	1	2	2	0	0	0	0	2204
Percent :		0%	82%	17%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	75	16	0	1	0	0	0	0	0	0	0	0	92

Lane #2 Configuration

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

Lane #2 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/201	00:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	05:00	0	21	7	0	0	0	0	0	0	0	0	0	0	28
	06:00	0	62	23	0	0	0	0	0	0	0	0	0	0	85
	07:00	0	112	29	0	0	0	0	0	0	0	0	0	0	141
	08:00	0	112	30	0	0	0	0	0	0	0	0	0	0	142
	09:00	1	77	21	0	6	0	0	0	0	0	0	0	0	105
	10:00	0	54	16	0	0	0	0	0	0	0	1	0	0	71
	11:00	0	76	22	0	1	0	0	0	0	0	0	0	0	99
	12:00	0	68	17	1	2	0	0	0	0	0	0	0	0	88
	13:00	0	52	19	0	1	0	0	0	0	0	0	0	0	72
	14:00	0	87	21	0	6	0	0	0	0	0	0	0	0	114
	15:00	0	111	20	0	3	1	0	0	0	0	0	0	0	135
	16:00	0	105	24	0	0	0	1	0	0	0	0	0	0	130
	17:00	0	122	26	0	0	0	0	0	0	0	0	0	0	148
	18:00	0	83	18	0	0	0	0	0	0	0	0	0	0	101
	19:00	0	44	12	0	0	0	0	0	0	0	0	0	0	56
	20:00	0	45	6	0	0	0	0	0	0	0	0	0	0	51
	21:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
	22:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
	23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		1	1314	322	1	19	1	1	0	0	0	1	0	0	1660
Percent :		0%	79%	19%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	55	13	0	1	0	0	0	0	0	0	0	0	69

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
	05:00	0	24	8	0	0	0	0	0	0	0	0	0	0	32
	06:00	0	65	21	0	0	0	0	0	0	0	0	0	0	86
	07:00	0	99	30	0	0	0	0	0	0	0	0	0	0	129
	08:00	0	89	24	0	0	0	0	0	0	0	0	0	0	113
	09:00	0	66	17	0	4	0	0	0	0	0	0	0	0	87
	10:00	0	51	10	0	0	0	0	0	0	0	0	0	0	61
	11:00	0	63	17	0	1	0	0	0	0	0	0	0	0	81
	12:00	0	91	24	0	5	1	0	0	0	0	0	0	0	121
	13:00	0	61	16	0	0	0	0	0	0	0	0	0	0	77
	14:00	0	65	14	0	0	0	0	1	0	0	0	0	0	80
	15:00	0	97	18	0	1	0	1	1	0	0	0	0	0	118
	16:00	0	105	29	0	0	0	0	0	0	0	0	0	0	134
	17:00	0	121	23	0	0	0	0	0	0	0	0	0	0	144
	18:00	0	71	16	0	0	0	0	0	0	0	0	0	0	87
	19:00	0	39	10	0	0	0	0	0	0	0	0	0	0	49
	20:00	0	41	7	0	0	0	0	0	0	0	0	0	0	48
	21:00	0	31	2	0	0	0	0	0	0	0	0	0	0	33
	22:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
	23:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
Daily Total :		0	1242	300	0	11	1	1	2	0	0	0	0	0	1557
Percent :		0%	80%	19%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	52	13	0	0	0	0	0	0	0	0	0	0	65

Basic Axle Class Summary: Innovation East of

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	12	3303	720	0	30	6	2	3	4	0	0	0	0	4080
	#2.	1	2556	622	1	30	2	2	2	0	0	1	0	0	3217
		13	5859	1342	1	60	8	4	5	4	0	1	0	0	7297
Percents :	#1.	0%	81%	18%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	56%
	#2.	0%	79%	19%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	44%
		0%	80%	18%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	69	15	0	1	0	0	0	0	0	0	0	0	85
	#2.	0	53	13	0	1	0	0	0	0	0	0	0	0	67
		0	122	28	0	2	0	0	0	0	0	0	0	0	152
Days & ADT :	#1.	2.0	2040												
	#2.	2.0	1608												
		2.0	3648												

Basic Axle Classification Report: Innovation East of

Station ID : Innovation East of Eubank (S)

Info Line 1 : South of Research

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 03.1553,N / 106 31.8890,W

DB File : Innovation East of Eubank (S).DB

Last Connected Device Type : OmegaX3

Version Number : 1.41

Serial Number : XC33037

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	1	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	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	06:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
	07:00	1	26	6	0	0	0	0	2	0	0	1	0	0	36
	08:00	0	36	4	0	1	2	0	4	0	1	0	1	0	49
	09:00	0	54	17	0	0	1	0	1	0	0	0	0	2	75
	10:00	0	63	18	0	0	0	0	2	0	0	0	0	0	83
	11:00	0	60	17	0	2	1	0	0	0	0	0	0	0	80
	12:00	0	90	21	0	0	0	3	3	0	0	0	0	0	117
	13:00	0	66	13	0	0	0	0	0	0	0	0	1	0	80
	14:00	0	50	12	0	1	0	1	0	0	0	0	0	0	64
	15:00	1	63	15	0	0	0	0	0	0	0	0	0	0	79
	16:00	0	38	9	0	0	0	0	1	0	0	0	0	0	48
	17:00	1	30	8	0	0	0	0	1	0	0	0	0	0	40
	18:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		4	615	146	0	4	4	4	14	0	1	1	2	2	797
Percent :		1%	77%	18%	0%	1%	1%	1%	2%	0%	0%	0%	0%	0%	
Average :		0	26	6	0	0	0	0	1	0	0	0	0	0	33

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	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
	02:00	0	1	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
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	06:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
	07:00	0	35	12	0	0	0	0	0	0	0	0	0	0	47
	08:00	0	49	18	0	0	0	0	0	0	0	0	0	0	67
	09:00	0	52	13	0	0	0	0	0	0	0	0	0	0	65
	10:00	0	48	13	0	0	0	0	0	0	0	0	0	0	61
	11:00	0	73	16	0	0	1	1	1	0	1	0	0	0	93
	12:00	0	98	27	0	0	0	0	1	0	0	0	0	0	126
	13:00	0	58	19	0	0	0	0	0	0	0	0	1	0	78
	14:00	0	50	17	0	0	0	0	0	0	0	0	0	0	67
	15:00	0	38	8	0	0	0	0	0	0	0	0	0	0	46
	16:00	0	37	8	0	0	0	0	0	0	0	0	0	0	45
	17:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
	18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		2	585	163	0	0	1	1	2	0	1	0	1	0	756
Percent :		0%	77%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	24	7	0	0	0	0	0	0	0	0	0	0	31

Lane #3 Configuration

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

Lane #3 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/201	00:00	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
	02:00	0	1	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
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	20	5	0	0	1	0	0	0	0	0	0	0	27
	06:00	5	101	40	0	0	0	0	0	0	0	0	0	1	147
	07:00	4	11	5	6	0	0	0	3	1	2	0	1	6	39
	08:00	5	14	9	0	0	0	0	2	2	0	2	1	3	38
	09:00	10	89	14	0	3	0	1	2	0	0	0	0	1	120
	10:00	1	70	27	0	0	1	0	0	0	0	0	0	0	99
	11:00	2	132	26	0	0	0	1	0	0	0	0	0	0	161
	12:00	1	122	35	0	1	1	2	2	0	1	0	0	0	165
	13:00	2	90	28	0	0	0	0	1	0	0	0	0	0	121
	14:00	1	90	21	0	0	0	1	0	0	0	0	0	0	113
	15:00	0	105	25	0	0	0	0	0	0	0	0	0	0	130
	16:00	0	159	28	0	0	0	0	3	0	0	0	1	0	191
	17:00	2	124	18	0	0	0	0	0	0	0	0	0	0	144
	18:00	0	35	6	0	0	0	0	0	0	0	0	0	0	41
	19:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	20:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		34	1183	293	6	4	3	5	13	3	3	2	3	11	1563
Percent :		2%	76%	19%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	
Average :		1	49	12	0	0	0	0	1	0	0	0	0	0	63

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	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
	02:00	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
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	19	3	0	0	0	0	0	0	0	0	0	0	23
	06:00	5	91	45	0	2	0	1	0	1	0	0	0	0	145
	07:00	9	141	56	0	1	2	1	4	1	0	0	0	0	215
	08:00	6	103	36	0	0	0	0	1	0	0	0	1	1	148
	09:00	7	79	17	0	0	0	0	1	0	0	0	0	0	104
	10:00	1	68	26	0	0	0	0	0	0	0	0	0	0	95
	11:00	0	150	27	0	1	0	1	0	0	0	0	0	0	179
	12:00	1	130	32	0	0	0	4	0	0	0	0	0	1	168
	13:00	2	79	33	0	1	1	0	1	0	0	0	0	0	117
	14:00	0	72	21	0	0	0	0	1	0	0	0	0	0	94
	15:00	1	84	20	0	0	0	0	0	0	0	0	0	0	105
	16:00	2	143	19	0	0	0	0	1	0	0	0	0	0	165
	17:00	0	102	18	0	0	0	0	1	0	0	0	0	0	121
	18:00	0	35	3	0	0	0	0	0	0	0	0	0	0	38
	19:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	1	1	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	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		36	1317	359	0	5	3	7	10	2	0	0	1	2	1742
Percent :		2%	76%	21%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		2	55	15	0	0	0	0	0	0	0	0	0	0	72

Basic Axle Class Summary: Innovation East of

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	6	1200	309	0	4	5	5	16	0	2	1	3	2	1553
	#3.	70	2500	652	6	9	6	12	23	5	3	2	4	13	3305
		76	3700	961	6	13	11	17	39	5	5	3	7	15	4858
Percents :	#1.	0%	77%	20%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	32%
	#3.	2%	76%	20%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	68%
		2%	76%	20%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :	#1.	0	25	6	0	0	0	0	0	0	0	0	0	0	31
	#3.	1	52	14	0	0	0	0	0	0	0	0	0	0	67
		1	77	20	0	0	0	0	0	0	0	0	0	0	98
Days & ADT :	#1.	2.0	776												
	#3.	2.0	1652												
		2.0	2429												

Basic Axle Classification Report: Innovation East of

Station ID : Innovation East of Moody

Info Line 1 :

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : IP 2 1EB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 21494

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	1	26	7	0	0	0	0	0	0	0	0	0	0	34
	06:00	0	251	63	0	1	1	0	3	1	0	0	0	0	320
	07:00	1	558	108	0	0	0	0	5	0	0	0	0	1	673
	08:00	0	557	94	0	4	1	0	3	1	0	0	0	0	660
	09:00	0	93	23	0	0	0	0	0	1	0	0	0	0	117
	10:00	0	57	15	0	0	1	0	0	0	0	0	0	0	73
	11:00	1	82	21	0	0	0	0	0	0	0	0	0	0	104
	12:00	1	136	32	0	0	0	0	0	0	0	0	0	0	169
	13:00	1	82	17	0	0	0	1	1	0	0	0	0	0	102
	14:00	1	73	15	0	1	1	0	0	0	0	0	0	0	91
	15:00	1	88	18	0	2	0	0	0	0	0	0	0	0	109
	16:00	0	80	22	0	0	0	1	2	0	0	0	0	0	105
	17:00	1	98	28	0	0	0	0	0	0	0	0	0	0	127
	18:00	0	98	14	0	0	0	0	0	0	0	0	0	0	112
	19:00	0	58	19	0	0	0	0	0	0	0	0	0	0	77
	20:00	0	52	16	0	0	0	0	0	0	0	0	0	0	68
	21:00	0	45	14	0	0	0	0	0	0	0	0	0	0	59
	22:00	0	41	4	0	0	0	0	0	0	0	0	0	0	45
	23:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		8	2519	532	0	8	4	2	14	3	0	0	0	1	3091
Percent :		0%	81%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	105	22	0	0	0	0	1	0	0	0	0	0	128

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/28/201	00:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Wed	01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	25	6	0	0	0	0	0	0	0	0	0	0	31
	06:00	1	213	52	0	1	1	0	2	1	0	0	0	0	271
	07:00	1	576	102	0	0	1	1	4	1	0	0	1	0	687
	08:00	1	324	54	0	2	0	1	2	0	0	0	2	0	386
	09:00	1	79	15	0	0	0	0	0	0	0	0	0	0	95
	10:00	0	57	6	0	1	0	0	0	0	0	1	0	0	65
	11:00	1	67	18	0	0	0	0	0	0	0	0	0	0	86
	12:00	1	138	28	0	1	0	0	0	0	0	0	0	0	168
	13:00	0	89	19	0	0	0	0	1	0	0	0	0	0	109
	14:00	0	78	10	0	0	0	0	0	0	0	0	0	0	88
	15:00	0	68	18	0	0	0	0	1	0	0	0	0	0	87
	16:00	0	78	23	0	0	0	0	0	0	0	0	0	0	101
	17:00	0	79	25	0	0	0	0	0	0	0	0	0	0	104
	18:00	0	74	26	0	0	0	0	0	0	0	0	0	0	100
	19:00	0	71	14	0	0	0	0	0	0	0	0	0	0	85
	20:00	0	61	4	0	0	0	0	0	0	0	0	0	0	65
	21:00	0	53	11	0	0	0	0	0	0	0	0	0	0	64
	22:00	0	34	11	0	0	0	0	0	0	0	0	0	0	45
	23:00	0	20	6	0	0	0	0	0	0	0	0	0	0	26
Daily Total :		6	2207	450	0	5	2	2	10	2	0	1	3	0	2688
Percent :		0%	82%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	92	19	0	0	0	0	0	0	0	0	0	0	111

Lane #2 Configuration

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

Lane #2 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/201	00:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
	06:00	0	55	22	0	0	1	0	0	0	0	0	0	0	78
	07:00	0	112	32	0	1	0	0	1	0	0	0	0	0	146
	08:00	0	112	31	0	0	0	0	0	0	0	0	0	0	143
	09:00	1	65	18	0	0	0	0	0	0	0	0	0	0	84
	10:00	2	56	17	0	0	0	0	0	0	0	0	0	0	75
	11:00	1	85	29	0	1	0	0	0	0	0	0	0	0	116
	12:00	0	80	22	0	3	0	0	0	0	0	0	0	0	105
	13:00	0	54	22	0	1	0	0	0	0	0	0	0	0	77
	14:00	1	67	18	0	1	0	0	2	0	0	0	0	0	89
	15:00	1	113	28	0	3	1	0	0	0	0	0	0	0	146
	16:00	1	170	32	0	0	0	1	0	0	0	0	0	0	204
	17:00	1	177	32	0	0	0	0	0	0	0	0	0	0	210
	18:00	0	94	23	0	0	0	0	0	0	0	0	0	0	117
	19:00	0	48	13	0	0	0	0	0	0	0	0	0	0	61
	20:00	0	37	6	0	0	0	0	0	0	0	0	0	0	43
	21:00	0	23	5	0	0	0	0	0	0	0	0	0	0	28
	22:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
	23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		8	1418	361	0	10	2	1	3	0	0	0	0	0	1803
Percent :		0%	79%	20%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	59	15	0	0	0	0	0	0	0	0	0	0	74

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	05:00	0	19	8	0	0	0	0	0	0	0	0	0	0	27
	06:00	1	57	18	0	0	0	0	0	0	0	0	0	0	76
	07:00	0	97	30	0	1	0	0	0	0	0	0	0	0	128
	08:00	0	92	24	0	0	0	0	1	0	0	0	0	0	117
	09:00	0	63	15	0	0	0	0	0	0	0	0	0	0	78
	10:00	0	55	11	0	1	0	0	0	0	0	0	0	0	67
	11:00	1	75	22	0	1	0	0	1	0	0	0	0	0	100
	12:00	0	98	24	0	0	0	0	1	0	0	0	0	0	123
	13:00	0	57	17	0	0	1	0	0	0	0	0	0	0	75
	14:00	0	64	12	0	0	0	0	1	0	0	0	0	0	77
	15:00	0	92	28	0	1	0	1	2	0	0	0	0	0	124
	16:00	2	162	36	0	0	0	0	1	0	0	0	0	0	201
	17:00	1	190	31	0	0	0	0	0	0	0	0	0	0	222
	18:00	1	82	18	0	0	0	0	0	0	0	0	0	0	101
	19:00	0	45	10	0	0	0	0	0	0	0	0	0	0	55
	20:00	0	39	6	0	0	0	0	0	0	0	0	0	0	45
	21:00	0	28	2	0	0	0	0	1	0	0	0	0	0	31
	22:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
	23:00	0	15	6	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		6	1372	325	0	4	1	1	8	0	0	0	0	0	1717
Percent :		0%	80%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	57	14	0	0	0	0	0	0	0	0	0	0	71

Basic Axle Class Summary: Innovation East of Moody

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total	
TOTAL COUNT :		#1.	14	4726	982	0	13	6	4	24	5	0	1	3	1	5779
		#2.	14	2790	686	0	14	3	2	11	0	0	0	0	0	3520
			28	7516	1668	0	27	9	6	35	5	0	1	3	1	9299
Percents :		#1.	0%	82%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	62%
		#2.	0%	79%	19%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%
			0%	81%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		#1.	0	98	20	0	0	0	0	1	0	0	0	0	0	119
		#2.	0	58	14	0	0	0	0	0	0	0	0	0	0	72
			0	156	34	0	0	0	0	1	0	0	0	0	0	191
Days & ADT :		#1.	2.0	2889												
		#2.	2.0	1760												
			2.0	4649												

Basic Axle Classification Report: Innovation North of

Station ID : Innovation North of Research

Info Line 1 :

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : IP 3 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24087

Number of Lanes : 2

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 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	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
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	7	1	0	0	1	0	0	0	0	0	0	0	9
	07:00	0	31	3	0	0	0	0	0	0	0	0	0	0	34
	08:00	0	41	12	0	0	0	0	0	0	0	0	0	0	53
	09:00	0	19	4	0	0	0	0	1	0	0	0	0	0	24
	10:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
	11:00	3	60	14	0	0	0	0	0	0	0	0	0	0	77
	12:00	2	40	9	0	1	0	0	0	0	0	0	0	0	52
	13:00	2	29	5	0	0	0	0	0	0	0	0	0	0	36
	14:00	0	24	5	0	1	0	0	0	0	0	0	0	0	30
	15:00	4	55	9	0	1	0	0	0	0	0	0	0	0	69
	16:00	18	124	25	0	0	0	0	1	0	0	0	0	0	168
	17:00	23	124	17	0	0	0	0	1	0	0	0	0	0	165
	18:00	10	47	9	0	0	0	0	1	0	0	0	0	0	67
	19:00	3	10	3	0	0	0	0	0	0	0	0	0	0	16
	20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		65	644	122	0	3	1	0	4	0	0	0	0	0	839
Percent :		8%	77%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		3	27	5	0	0	0	0	0	0	0	0	0	0	35

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Wed	01:00	0	1	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
	03:00	0	1	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	1
	05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	08:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	09:00	1	14	3	0	0	0	0	0	0	0	0	0	0	18
	10:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
	11:00	2	43	10	0	0	0	0	0	0	0	0	0	0	55
	12:00	2	43	11	0	0	0	0	0	0	0	0	0	0	56
	13:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
	14:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42
	15:00	0	54	12	0	1	0	0	1	0	0	0	0	0	68
	16:00	10	128	20	0	0	0	0	1	0	0	0	0	0	159
	17:00	11	129	23	0	0	0	0	1	0	2	0	0	0	166
	18:00	9	36	4	0	0	0	0	2	0	0	0	0	0	51
	19:00	3	16	2	0	0	0	0	1	0	0	0	0	0	22
	20:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		38	594	111	0	1	0	0	6	0	2	0	0	0	752
Percent :		5%	79%	15%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		2	25	5	0	0	0	0	0	0	0	0	0	0	32

Lane #2 Configuration

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

Lane #2 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/201	00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	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
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	1	39	7	0	0	0	0	0	0	0	0	0	0	47
	06:00	2	236	72	0	0	0	0	4	1	0	0	0	0	315
	07:00	1	507	139	0	0	0	0	20	0	0	0	2	3	672
	08:00	6	488	89	0	3	1	0	13	0	0	0	4	1	605
	09:00	5	81	15	0	0	0	0	1	1	0	0	0	0	103
	10:00	0	41	5	0	0	0	0	0	0	0	0	0	0	46
	11:00	2	44	13	0	0	0	0	0	0	0	0	0	0	59
	12:00	3	119	21	0	0	0	0	0	0	0	0	0	0	143
	13:00	1	66	14	0	0	0	0	1	0	0	0	0	0	82
	14:00	1	37	1	1	1	0	0	0	0	0	0	0	0	41
	15:00	0	23	8	0	0	0	0	0	0	0	0	0	0	31
	16:00	0	17	8	0	0	0	0	0	0	0	0	0	0	25
	17:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
	18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	1	1	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	1
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		22	1736	403	1	4	1	0	39	2	0	0	6	4	2218
Percent :		1%	78%	18%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	
Average :		1	72	17	0	0	0	0	2	0	0	0	0	0	92

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	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	1
	04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	1	40	3	0	0	0	0	0	0	0	0	0	0	44
	06:00	2	202	64	0	1	1	0	3	1	0	0	0	1	275
	07:00	2	516	113	0	0	1	0	17	1	1	1	5	1	658
	08:00	3	308	63	0	0	0	0	7	0	1	1	1	1	385
	09:00	3	65	11	1	0	0	0	0	0	0	0	0	0	80
	10:00	0	41	5	0	0	0	0	0	0	0	0	0	0	46
	11:00	1	47	9	0	0	0	0	0	0	0	0	0	0	57
	12:00	1	133	23	0	0	0	0	2	0	0	0	1	0	160
	13:00	1	68	12	0	0	0	0	0	0	0	0	0	0	81
	14:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
	15:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
	16:00	0	26	5	0	0	0	0	0	0	0	0	0	0	31
	17:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
	18:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	1	1	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	1
Daily Total :		14	1530	331	1	1	2	0	29	2	2	2	7	3	1924
Percent :		1%	80%	17%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	
Average :		1	64	14	0	0	0	0	1	0	0	0	0	0	80

Basic Axle Class Summary: Innovation North of

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
TOTAL COUNT :	#1.	103	1238	233	0	4	1	0	10	0	2	0	0	0	1591
	#2.	36	3266	734	2	5	3	0	68	4	2	2	13	7	4142
		<u>139</u>	<u>4504</u>	<u>967</u>	<u>2</u>	<u>9</u>	<u>4</u>	<u>0</u>	<u>78</u>	<u>4</u>	<u>4</u>	<u>2</u>	<u>13</u>	<u>7</u>	<u>5733</u>
Percents :	#1.	6%	78%	15%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	28%
	#2.	1%	79%	18%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	72%
		<u>2%</u>	<u>79%</u>	<u>17%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>1%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>
Average :	#1.	2	26	5	0	0	0	0	0	0	0	0	0	0	33
	#2.	1	68	15	0	0	0	0	1	0	0	0	0	0	85
		<u>3</u>	<u>94</u>	<u>20</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>118</u>
Days & ADT :	#1.	2.0	795												
	#2.	2.0	2071												
		<u>2.0</u>	<u>2866</u>												

Basic Axle Classification Report: Innovation South of

Station ID : Innovation South of Research

Info Line 1 :

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : IP 4 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 2

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 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	1	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
	03:00	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
	05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	0	39	3	0	0	0	0	0	0	0	0	0	0	42
	08:00	1	53	15	0	0	0	0	0	0	0	0	0	0	69
	09:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
	10:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
	11:00	1	39	6	0	0	0	0	0	0	0	0	0	0	46
	12:00	2	28	6	0	1	0	0	0	0	0	0	0	0	37
	13:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
	14:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
	15:00	1	22	2	0	0	0	0	0	0	0	0	0	0	25
	16:00	3	59	13	0	0	0	0	0	0	0	0	0	0	75
	17:00	6	52	9	0	0	0	0	0	0	0	0	0	0	67
	18:00	2	18	2	0	0	0	0	0	0	0	0	0	0	22
	19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		16	398	70	0	2	0	0	0	0	0	0	0	0	486
Percent :		3%	82%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	17	3	0	0	0	0	0	0	0	0	0	0	21

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	1	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
	02:00	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	1
	04:00	0	1	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
	06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	08:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	09:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
	11:00	2	23	1	0	0	0	0	0	0	0	0	0	0	26
	12:00	1	19	4	0	0	0	0	0	0	0	0	0	0	24
	13:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	14:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
	15:00	0	23	3	0	1	0	0	0	0	0	0	0	0	27
	16:00	3	62	7	0	0	0	0	0	0	0	0	0	0	72
	17:00	1	47	6	0	0	0	0	0	0	0	0	0	0	54
	18:00	3	11	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		10	277	35	0	1	0	0	0	0	0	0	0	0	323
Percent :		3%	86%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	12	1	0	0	0	0	0	0	0	0	0	0	13

Lane #2 Configuration

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

Lane #2 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/201	00:00	0	1	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
	02:00	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
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	30	5	0	0	0	0	0	0	0	0	0	0	36
	06:00	3	192	58	2	0	1	0	0	1	0	0	0	0	257
	07:00	8	364	83	0	1	0	0	2	0	0	0	0	1	459
	08:00	6	268	56	0	2	1	0	2	0	0	2	0	0	337
	09:00	8	62	14	0	0	1	0	0	1	0	0	0	0	86
	10:00	1	20	7	0	0	0	0	0	0	0	0	0	0	28
	11:00	2	42	7	0	0	0	0	0	0	0	0	0	0	51
	12:00	2	102	22	0	0	0	0	0	0	0	0	0	0	126
	13:00	3	49	9	0	0	0	0	1	0	0	0	0	0	62
	14:00	1	35	5	0	0	0	0	0	0	0	0	0	0	41
	15:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
	16:00	1	20	4	0	0	0	0	0	0	0	0	0	0	25
	17:00	1	11	4	0	0	0	0	0	0	0	0	0	0	16
	18:00	1	4	2	0	0	0	0	0	0	0	0	0	0	7
	19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		38	1223	284	2	3	3	0	5	2	0	2	0	1	1563
Percent :		2%	78%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		2	51	12	0	0	0	0	0	0	0	0	0	0	65

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/28/201	00:00	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
	02:00	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
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	30	2	0	0	0	0	0	0	0	0	0	0	33
	06:00	1	169	54	0	0	0	0	0	1	0	1	0	1	227
	07:00	6	342	71	1	0	1	0	1	1	0	0	0	0	423
	08:00	6	177	26	0	0	0	0	0	0	0	0	0	0	209
	09:00	6	40	7	0	0	0	0	0	0	0	0	0	0	53
	10:00	1	31	6	0	1	0	0	0	0	0	0	0	0	39
	11:00	1	43	10	0	0	0	0	0	0	0	0	0	0	54
	12:00	1	100	17	0	0	1	0	0	0	0	1	0	0	120
	13:00	1	51	6	0	0	1	0	0	0	0	0	0	0	59
	14:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
	15:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	16:00	1	12	5	0	0	0	0	0	0	0	0	0	0	18
	17:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
	18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	19:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	2	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	1
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		25	1052	216	1	1	3	0	1	2	0	2	0	1	1304
Percent :		2%	81%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	44	9	0	0	0	0	0	0	0	0	0	0	54

Basic Axle Class Summary: Innovation South of

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
TOTAL COUNT :		#1.	26	675	105	0	3	0	0	0	0	0	0	0	809
		#2.	63	2275	500	3	4	6	0	6	4	0	4	0	2867
			89	2950	605	3	7	6	0	6	4	0	4	0	3676
Percents :		#1.	3%	83%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%
		#2.	2%	79%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	78%
			2%	80%	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		#1.	1	14	2	0	0	0	0	0	0	0	0	0	17
		#2.	1	47	10	0	0	0	0	0	0	0	0	0	58
			2	61	12	0	0	0	0	0	0	0	0	0	75
Days & ADT :		#1.	2.0	404											
		#2.	2.0	1433											
			2.0	1838											

Basic Axle Classification Report: Research Rd East of

Station ID : Research Rd East of Eubank

Last Connected Device Type : Apollo

Info Line 1 :

Version Number : 1.62

Info Line 2 : Albuquerque

Serial Number : 97001

GPS Lat/Lon :

Number of Lanes : 1

DB File : RES W 1EB.DB

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	1	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	1
	03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	26	11	0	0	0	0	0	0	0	0	0	0	37
	06:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	07:00	1	20	1	0	0	1	0	0	0	0	2	0	0	25
	08:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30
	09:00	0	57	10	0	2	0	1	0	0	0	0	0	1	71
	10:00	1	32	16	0	0	2	0	0	2	0	2	0	0	55
	11:00	1	70	10	0	0	0	2	0	0	0	2	0	0	85
	12:00	0	64	12	0	0	0	1	0	0	0	3	1	0	81
	13:00	3	62	11	0	1	0	0	1	0	0	1	0	0	79
	14:00	0	54	12	0	1	0	0	0	0	0	1	0	0	68
	15:00	2	52	10	0	0	1	0	0	0	1	3	0	1	70
	16:00	19	46	10	0	0	0	2	1	1	0	3	0	0	82
	17:00	13	42	10	0	0	0	1	0	0	0	1	0	0	67
	18:00	14	24	4	0	0	0	0	0	1	0	1	0	0	44
	19:00	2	9	4	0	1	0	0	0	0	0	0	0	0	16
	20:00	1	3	1	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		57	616	138	0	5	4	7	2	5	1	19	1	2	857
Percent :		7%	72%	16%	0%	1%	0%	1%	0%	1%	0%	2%	0%	0%	
Average :		2	26	6	0	0	0	0	0	0	0	1	0	0	35

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	1	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
	03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	41	11	0	0	0	0	0	0	0	0	0	0	52
	06:00	0	15	7	0	0	1	0	0	0	0	0	0	0	23
	07:00	0	14	0	0	0	0	0	0	0	0	2	0	0	16
	08:00	0	41	8	0	0	0	0	1	0	0	0	1	1	52
	09:00	1	55	13	0	1	0	0	1	0	0	0	0	0	71
	10:00	3	52	6	0	2	0	0	0	1	0	0	0	0	64
	11:00	1	39	10	0	0	0	0	0	1	0	2	0	1	54
	12:00	1	99	23	0	0	0	0	3	0	0	2	0	0	128
	13:00	0	62	13	0	1	0	0	0	0	0	3	0	1	80
	14:00	1	48	6	0	1	0	0	0	0	0	1	0	0	57
	15:00	1	64	14	0	0	0	0	1	0	0	1	0	0	81
	16:00	10	53	11	0	0	0	0	0	0	0	4	0	0	78
	17:00	10	52	13	0	0	0	1	0	0	0	1	0	0	77
	18:00	7	20	3	0	0	0	0	1	0	0	0	0	0	31
	19:00	1	12	3	0	0	0	1	0	0	0	1	0	0	18
	20:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		36	695	148	0	5	1	2	7	2	0	17	1	3	917
Percent :		4%	76%	16%	0%	1%	0%	0%	1%	0%	0%	2%	0%	0%	
Average :		2	29	6	0	0	0	0	0	0	0	1	0	0	38

Lane #3 Configuration

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

Lane #3 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/201	00:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9
	06:00	2	33	6	0	0	0	0	0	0	0	0	0	0	41
	07:00	3	95	22	0	2	1	0	0	0	0	0	0	0	123
	08:00	1	73	21	0	1	0	0	0	0	0	1	0	0	97
	09:00	0	31	7	0	2	0	0	0	0	0	1	0	0	41
	10:00	0	34	10	0	0	1	0	0	0	0	0	0	0	45
	11:00	0	84	15	0	1	0	0	0	1	0	4	1	0	106
	12:00	2	83	16	0	0	0	0	1	0	0	5	0	0	107
	13:00	0	39	12	0	0	0	1	0	0	0	0	0	0	52
	14:00	0	31	8	0	1	1	1	1	0	0	1	0	0	44
	15:00	0	64	10	0	0	0	0	0	0	0	4	0	3	81
	16:00	0	124	16	0	1	0	0	0	0	0	6	0	0	147
	17:00	1	88	8	0	0	0	0	0	0	0	5	0	0	102
	18:00	0	86	11	0	0	0	0	0	1	0	0	0	0	98
	19:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
	20:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		9	923	170	0	8	3	2	2	2	0	27	1	3	1150
Percent :		1%	80%	15%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	
Average :		0	38	7	0	0	0	0	0	0	0	1	0	0	46

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	6	2	0	0	0	0	0	0	0	1	0	0	9
	06:00	2	24	8	0	0	1	0	0	0	0	0	0	0	35
	07:00	3	76	18	0	0	0	0	0	0	0	1	0	0	98
	08:00	0	43	8	0	0	0	0	0	0	0	0	0	0	51
	09:00	1	27	10	0	0	0	0	0	0	0	0	0	1	39
	10:00	0	33	10	0	0	0	0	0	1	0	0	0	0	44
	11:00	0	73	11	0	1	0	0	0	1	0	1	0	0	87
	12:00	2	82	16	0	0	1	0	0	0	0	3	0	0	104
	13:00	0	45	11	0	0	0	0	0	0	0	0	0	0	56
	14:00	0	43	9	0	3	0	0	0	0	0	0	1	0	56
	15:00	0	56	10	0	0	0	0	0	1	1	0	0	1	69
	16:00	0	95	17	0	0	1	2	0	0	0	4	0	0	119
	17:00	1	129	16	0	0	0	1	3	1	0	5	0	0	156
	18:00	0	63	8	0	1	0	0	0	0	0	1	0	0	73
	19:00	0	24	6	0	0	0	0	0	1	0	0	0	0	31
	20:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		9	856	162	0	5	3	3	3	5	1	16	1	2	1066
Percent :		1%	80%	15%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
Average :		0	36	7	0	0	0	0	0	0	0	1	0	0	44

Basic Axle Class Summary: Research Rd East of

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
TOTAL COUNT :	#1.	93	1311	286	0	10	5	9	9	7	1	36	2	5	1774
	#3.	18	1779	332	0	13	6	5	5	7	1	43	2	5	2216
		111	3090	618	0	23	11	14	14	14	2	79	4	10	3990
Percents :	#1.	5%	74%	16%	0%	1%	0%	1%	1%	0%	0%	2%	0%	0%	44%
	#3.	1%	80%	15%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	56%
		3%	77%	15%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	
Average :	#1.	2	27	6	0	0	0	0	0	0	0	1	0	0	36
	#3.	0	37	7	0	0	0	0	0	0	0	1	0	0	45
		2	64	13	0	0	0	0	0	0	0	2	0	0	81
Days & ADT :	#1.	2.0	887												
	#3.	2.0	1108												
		2.0	1995												

Basic Axle Classification Report: Research Rd West

Station ID : Research Rd West of Innovation

Info Line 1 :

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : RES EAST.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	1	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
	03:00	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
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	3	1	0	0	1	0	0	0	0	1	0	0	6
	07:00	1	13	2	0	0	0	0	0	0	0	4	0	0	20
	08:00	0	22	5	0	0	1	1	1	0	0	0	0	0	30
	09:00	0	25	4	0	1	0	0	0	0	0	0	0	0	30
	10:00	1	9	7	0	0	0	0	0	0	0	0	0	0	17
	11:00	1	57	10	0	0	0	0	0	0	0	1	0	0	69
	12:00	0	36	7	0	0	0	0	0	0	0	0	0	0	43
	13:00	3	32	10	0	0	0	0	1	0	0	0	0	0	46
	14:00	0	29	9	0	0	0	0	0	0	0	0	0	0	38
	15:00	3	51	13	0	1	0	0	0	0	1	0	0	0	69
	16:00	17	71	11	0	0	1	0	0	0	0	3	0	0	103
	17:00	19	56	11	0	0	0	0	0	0	0	0	0	0	86
	18:00	10	29	7	1	0	0	0	0	0	0	0	0	0	47
	19:00	3	5	2	0	0	0	0	0	0	0	0	0	0	10
	20:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		59	447	101	1	2	3	1	2	0	1	9	0	0	626
Percent :		9%	71%	16%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :		2	19	4	0	0	0	0	0	0	0	0	0	0	25

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/28/201	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	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
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
	07:00	0	14	3	0	0	0	0	0	1	1	0	0	0	19
	08:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
	09:00	1	15	3	0	0	0	0	0	0	0	0	0	0	19
	10:00	1	30	7	0	1	0	0	0	0	0	0	0	0	39
	11:00	1	32	8	0	0	0	0	0	0	0	0	0	0	41
	12:00	1	42	11	0	0	0	0	1	0	0	2	0	0	57
	13:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25
	14:00	1	21	6	0	0	0	0	0	0	0	0	0	0	28
	15:00	1	43	12	0	1	0	1	1	0	0	0	0	0	59
	16:00	7	74	13	0	0	0	0	0	0	0	1	0	0	95
	17:00	10	84	17	0	0	0	0	0	0	0	0	0	0	111
	18:00	5	20	4	0	1	0	0	0	0	0	0	0	1	31
	19:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
	20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		28	441	98	0	3	1	1	2	1	1	3	0	1	580
Percent :		5%	76%	17%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :		1	18	4	0	0	0	0	0	0	0	0	0	0	23

Lane #3 Configuration

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

Lane #3 Basic Axle Classification Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
2/27/2018	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	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
	04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	06:00	3	48	8	0	0	0	0	0	0	0	0	0	0	59
	07:00	1	191	38	0	0	0	0	3	0	0	2	0	2	237
	08:00	1	222	44	0	0	1	0	1	0	0	0	0	0	269
	09:00	0	27	5	0	1	0	0	0	0	0	0	0	0	33
	10:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
	11:00	0	22	5	0	0	0	0	0	0	0	2	0	0	29
	12:00	2	45	6	0	0	0	1	0	0	0	0	0	0	54
	13:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
	14:00	0	14	3	0	2	0	0	0	0	0	0	0	0	19
	15:00	0	26	2	0	0	0	0	0	0	0	1	0	0	29
	16:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
	17:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	18:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		7	704	123	0	3	1	1	4	0	0	5	0	2	850
Percent :		1%	83%	14%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :		0	29	5	0	0	0	0	0	0	0	0	0	0	34

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
2/28/201	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	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	1
	04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	06:00	3	44	8	0	1	1	0	0	0	0	0	0	0	57
	07:00	1	217	29	0	0	0	0	3	0	0	0	2	1	253
	08:00	3	117	25	0	0	0	0	2	0	0	1	0	0	148
	09:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
	10:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	11:00	1	24	1	0	0	0	0	0	0	0	1	0	0	27
	12:00	0	42	7	0	0	0	0	0	0	0	0	0	0	49
	13:00	1	23	5	0	1	0	0	0	0	0	0	0	0	30
	14:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	15:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
	16:00	0	21	1	0	0	0	0	0	1	0	0	0	0	23
	17:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
	18:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	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
Daily Total :		9	599	95	0	2	1	0	5	1	0	2	2	1	717
Percent :		1%	84%	13%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		0	25	4	0	0	0	0	0	0	0	0	0	0	29

Basic Axle Class Summary: Research Rd West of

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	87	888	199	1	5	4	2	4	1	2	12	0	1	1206
	#3.	16	1303	218	0	5	2	1	9	1	0	7	2	3	1567
		103	2191	417	1	10	6	3	13	2	2	19	2	4	2773
Percents :	#1.	7%	74%	17%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	43%
	#3.	1%	83%	14%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	57%
		4%	79%	15%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	
Average :	#1.	2	19	4	0	0	0	0	0	0	0	0	0	0	25
	#3.	0	27	5	0	0	0	0	0	0	0	0	0	0	32
		2	46	9	0	0	0	0	0	0	0	0	0	0	57
Days & ADT :	#1.	2.0	603												
	#3.	2.0	783												
		2.0	1386												



Appendix C – Turn Movement Counts

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH15

File Name : Innovation Parkway & Eubank
Site Code :
Start Date : 2/27/2018
Page No : 1

Groups Printed- Car - Truck

Start Time	Driveway Eastbound				Innovation Pkwy Westbound				Eubank Blvd Northbound				Eubank Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30	0	0	0	0	0	0	27	27	1	24	1	26	60	362	2	424	477
06:45	0	0	0	0	1	0	26	27	0	31	0	31	21	364	2	387	445
Total	0	0	0	0	1	0	53	54	1	55	1	57	81	726	4	811	922
07:00	1	0	0	1	1	0	29	30	4	33	0	37	11	333	4	348	416
07:15	0	0	0	0	1	0	33	34	0	35	0	35	18	344	1	363	432
07:30	1	0	1	2	1	0	31	32	2	42	0	44	16	328	1	345	423
07:45	1	0	2	3	0	0	44	44	2	44	0	46	12	324	1	337	430
Total	3	0	3	6	3	0	137	140	8	154	0	162	57	1329	7	1393	1701
08:00	0	0	1	1	0	0	40	40	0	50	0	50	19	365	3	387	478
08:15	0	0	2	2	0	0	24	24	3	43	1	47	16	349	6	371	444
08:30	0	1	3	4	0	0	40	40	0	49	1	50	52	369	7	428	522
08:45	0	0	1	1	1	0	39	40	2	58	1	61	106	256	5	367	469
Total	0	1	7	8	1	0	143	144	5	200	3	208	193	1339	21	1553	1913
09:00	1	0	2	3	3	0	27	30	0	72	1	73	39	218	2	259	365
09:15	0	0	2	2	2	1	24	27	1	35	0	36	33	197	6	236	301
*** BREAK ***																	
Total	1	0	4	5	5	1	51	57	1	107	1	109	72	415	8	495	666
*** BREAK ***																	
11:00	1	0	3	4	0	0	19	19	0	281	3	284	18	107	3	128	435
11:15	1	0	1	2	1	0	18	19	3	339	2	344	19	150	4	173	538
11:30	2	0	1	3	5	0	27	32	2	353	3	358	28	171	3	202	595
11:45	0	0	3	3	2	0	30	32	2	306	2	310	24	221	5	250	595
Total	4	0	8	12	8	0	94	102	7	1279	10	1296	89	649	15	753	2163
12:00	5	0	3	8	2	0	28	30	2	288	4	294	27	216	2	245	577
12:15	4	0	2	6	2	0	25	27	1	205	3	209	33	280	5	318	560
12:30	1	0	1	2	0	0	19	19	0	164	4	168	43	290	2	335	524
12:45	1	0	4	5	1	0	11	12	4	139	0	143	29	239	5	273	433
Total	11	0	10	21	5	0	83	88	7	796	11	814	132	1025	14	1171	2094
13:00	4	0	2	6	3	1	17	21	1	120	2	123	31	248	1	280	430
13:15	2	0	0	2	3	0	16	19	4	103	1	108	15	137	3	155	284
13:30	1	0	1	2	0	0	16	16	6	109	1	116	23	157	5	185	319
13:45	2	0	1	3	0	0	16	16	0	87	1	88	18	118	3	139	246
Total	9	0	4	13	6	1	65	72	11	419	5	435	87	660	12	759	1279
*** BREAK ***																	
15:00	2	0	2	4	0	0	34	34	2	279	1	282	25	85	1	111	431
15:15	6	0	2	8	0	0	22	22	0	353	5	358	24	80	1	105	493
15:30	10	0	3	13	0	0	42	42	1	508	3	512	28	65	0	93	660
15:45	3	0	2	5	1	0	37	38	1	450	1	452	19	67	1	87	582
Total	21	0	9	30	1	0	135	136	4	1590	10	1604	96	297	3	396	2166
16:00	4	0	2	6	0	0	36	36	0	562	8	570	22	40	0	62	674
16:15	2	0	0	2	0	0	32	32	3	582	4	589	23	52	0	75	698
16:30	4	1	1	6	1	0	35	36	0	621	7	628	26	61	0	87	757
16:45	6	0	0	6	0	0	28	28	0	585	6	591	27	56	1	84	709
Total	16	1	3	20	1	0	131	132	3	2350	25	2378	98	209	1	308	2838

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH15

File Name : Innovation Parkway & Eubank
Site Code :
Start Date : 2/27/2018
Page No : 2

Groups Printed- Car - Truck

Start Time	Driveway Eastbound				Innovation Pkwy Westbound				Eubank Blvd Northbound				Eubank Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
17:00	5	0	0	5	0	0	40	40	0	543	7	550	31	54	1	86	681
17:15	3	0	2	5	0	0	32	32	0	615	6	621	35	44	0	79	737
17:30	2	0	0	2	0	0	32	32	2	511	1	514	35	50	1	86	634
17:45	6	0	0	6	0	0	45	45	1	464	6	471	27	53	0	80	602
Total	16	0	2	18	0	0	149	149	3	2133	20	2156	128	201	2	331	2654
Grand Total	81	2	50	133	31	2	1041	1074	50	9083	86	9219	1033	6850	87	7970	18396
Apprch %	60.9	1.5	37.6		2.9	0.2	96.9		0.5	98.5	0.9		13	85.9	1.1		
Total %	0.4	0	0.3	0.7	0.2	0	5.7	5.8	0.3	49.4	0.5	50.1	5.6	37.2	0.5	43.3	
Car	79	1	48	128	30	2	1029	1061	47	9016	86	9149	1014	6800	86	7900	18238
% Car	97.5	50	96	96.2	96.8	100	98.8	98.8	94	99.3	100	99.2	98.2	99.3	98.9	99.1	99.1
Truck	2	1	2	5	1	0	12	13	3	67	0	70	19	50	1	70	158
% Truck	2.5	50	4	3.8	3.2	0	1.2	1.2	6	0.7	0	0.8	1.8	0.7	1.1	0.9	0.9

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
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Collected by: MH15

File Name : Innovation Parkway & Eubank
Site Code :
Start Date : 2/27/2018
Page No : 3

Start Time	Driveway Eastbound				Innovation Pkwy Westbound				Eubank Blvd Northbound				Eubank Blvd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	1	1	0	0	40	40	0	50	0	50	19	365	3	387	478
08:15	0	0	2	2	0	0	24	24	3	43	1	47	16	349	6	371	444
08:30	0	1	3	4	0	0	40	40	0	49	1	50	52	369	7	428	522
08:45	0	0	1	1	1	0	39	40	2	58	1	61	106	256	5	367	469
Total Volume	0	1	7	8	1	0	143	144	5	200	3	208	193	1339	21	1553	1913
% App. Total	0	12.5	87.5		0.7	0	99.3		2.4	96.2	1.4		12.4	86.2	1.4		
PHF	.000	.250	.583	.500	.250	.000	.894	.900	.417	.862	.750	.852	.455	.907	.750	.907	.916
Car	0	0	7	7	1	0	142	143	4	190	3	197	183	1332	20	1535	1882
% Car	0	0	100	87.5	100	0	99.3	99.3	80.0	95.0	100	94.7	94.8	99.5	95.2	98.8	98.4
Truck	0	1	0	1	0	0	1	1	1	10	0	11	10	7	1	18	31
% Truck	0	100	0	12.5	0	0	0.7	0.7	20.0	5.0	0	5.3	5.2	0.5	4.8	1.2	1.6
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30																	
11:30	2	0	1	3	5	0	27	32	2	353	3	358	28	171	3	202	595
11:45	0	0	3	3	2	0	30	32	2	306	2	310	24	221	5	250	595
12:00	5	0	3	8	2	0	28	30	2	288	4	294	27	216	2	245	577
12:15	4	0	2	6	2	0	25	27	1	205	3	209	33	280	5	318	560
Total Volume	11	0	9	20	11	0	110	121	7	1152	12	1171	112	888	15	1015	2327
% App. Total	55	0	45		9.1	0	90.9		0.6	98.4	1		11	87.5	1.5		
PHF	.550	.000	.750	.625	.550	.000	.917	.945	.875	.816	.750	.818	.848	.793	.750	.798	.978
Car	9	0	9	18	11	0	108	119	6	1143	12	1161	112	877	15	1004	2302
% Car	81.8	0	100	90.0	100	0	98.2	98.3	85.7	99.2	100	99.1	100	98.8	100	98.9	98.9
Truck	2	0	0	2	0	0	2	2	1	9	0	10	0	11	0	11	25
% Truck	18.2	0	0	10.0	0	0	1.8	1.7	14.3	0.8	0	0.9	0	1.2	0	1.1	1.1
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	4	1	1	6	1	0	35	36	0	621	7	628	26	61	0	87	757
16:45	6	0	0	6	0	0	28	28	0	585	6	591	27	56	1	84	709
17:00	5	0	0	5	0	0	40	40	0	543	7	550	31	54	1	86	681
17:15	3	0	2	5	0	0	32	32	0	615	6	621	35	44	0	79	737
Total Volume	18	1	3	22	1	0	135	136	0	2364	26	2390	119	215	2	336	2884
% App. Total	81.8	4.5	13.6		0.7	0	99.3		0	98.9	1.1		35.4	64	0.6		
PHF	.750	.250	.375	.917	.250	.000	.844	.850	.000	.952	.929	.951	.850	.881	.500	.966	.952
Car	18	1	3	22	1	0	135	136	0	2359	26	2385	119	213	2	334	2877
% Car	100	100	100	100	100	0	100	100	0	99.8	100	99.8	100	99.1	100	99.4	99.8
Truck	0	0	0	0	0	0	0	0	0	5	0	5	0	2	0	2	7
% Truck	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0	0.9	0	0.6	0.2

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH10

File Name : Innovation Parkway & Gibson East Leg
Site Code :
Start Date : 2/27/2018
Page No : 1

Groups Printed- Car - Truck

Start Time	Eastbound				Gibson Blvd Westbound				Innovation Pkwy Northbound				Innovation Pkwy Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30	0	0	0	0	30	0	41	71	0	1	0	1	7	84	0	91	163
06:45	0	0	0	0	45	0	27	72	0	2	2	4	13	107	0	120	196
Total	0	0	0	0	75	0	68	143	0	3	2	5	20	191	0	211	359
07:00	0	0	0	0	39	0	45	84	0	3	0	3	4	130	0	134	221
07:15	0	0	0	0	42	0	48	90	0	8	1	9	6	131	0	137	236
07:30	0	0	0	0	55	0	57	112	0	5	2	7	11	123	0	134	253
07:45	0	0	0	0	83	0	69	152	0	13	2	15	10	133	0	143	310
Total	0	0	0	0	219	0	219	438	0	29	5	34	31	517	0	548	1020
08:00	0	0	0	0	62	0	55	117	0	12	7	19	13	148	0	161	297
08:15	0	0	0	0	46	0	42	88	0	3	1	4	15	123	0	138	230
08:30	0	0	0	0	25	0	39	64	0	17	3	20	13	124	0	137	221
08:45	0	0	0	0	13	0	37	50	0	13	1	14	13	92	0	105	169
Total	0	0	0	0	146	0	173	319	0	45	12	57	54	487	0	541	917
09:00	0	0	0	0	8	0	22	30	0	6	1	7	13	23	0	36	73
09:15	0	0	0	0	7	0	17	24	0	10	3	13	11	24	0	35	72
*** BREAK ***																	
Total	0	0	0	0	15	0	39	54	0	16	4	20	24	47	0	71	145
11:00	0	0	0	0	2	0	19	21	0	13	6	19	16	8	0	24	64
11:15	0	0	0	0	6	0	15	21	0	5	5	10	12	12	0	24	55
11:30	0	0	0	0	3	0	20	23	0	20	10	30	28	10	0	38	91
11:45	0	0	0	0	5	0	24	29	0	23	6	29	23	16	0	39	97
Total	0	0	0	0	16	0	78	94	0	61	27	88	79	46	0	125	307
12:00	0	0	0	0	7	0	25	32	0	13	10	23	22	15	0	37	92
12:15	0	0	0	0	9	0	21	30	0	14	3	17	14	29	0	43	90
12:30	0	0	0	0	10	0	18	28	0	8	4	12	29	28	0	57	97
12:45	0	0	0	0	13	0	13	26	0	6	6	12	21	30	0	51	89
Total	0	0	0	0	39	0	77	116	0	41	23	64	86	102	0	188	368
13:00	0	0	0	0	11	0	18	29	0	3	5	8	19	24	0	43	80
13:15	0	0	0	0	5	0	15	20	0	7	3	10	8	8	0	16	46
13:30	0	0	0	0	7	0	19	26	0	9	5	14	19	16	0	35	75
13:45	0	0	0	0	6	0	16	22	0	3	3	6	16	8	0	24	52
Total	0	0	0	0	29	0	68	97	0	22	16	38	62	56	0	118	253
15:00	0	0	0	0	0	0	23	23	0	13	7	20	26	4	0	30	73
15:15	0	0	0	0	3	0	18	21	0	9	5	14	29	8	0	37	72
15:30	0	0	0	0	3	0	34	37	0	13	12	25	27	5	0	32	94
15:45	0	0	0	0	2	0	28	30	0	21	7	28	18	3	0	21	79
Total	0	0	0	0	8	0	103	111	0	56	31	87	100	20	0	120	318
16:00	0	0	0	0	4	0	27	31	0	28	10	38	31	7	0	38	107
16:15	0	0	0	0	0	0	20	20	0	32	13	45	26	5	0	31	96
16:30	0	0	0	0	1	0	19	20	0	39	23	62	37	3	0	40	122
16:45	0	0	0	0	1	0	23	24	0	26	23	49	34	3	0	37	110
Total	0	0	0	0	6	0	89	95	0	125	69	194	128	18	0	146	435

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH10

File Name : Innovation Parkway & Gibson East Leg
Site Code :
Start Date : 2/27/2018
Page No : 2

Groups Printed- Car - Truck

Start Time	Eastbound				Gibson Blvd Westbound				Innovation Pkwy Northbound				Innovation Pkwy Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
17:00	0	0	0	0	1	0	23	24	0	35	31	66	33	5	0	38	128
17:15	0	0	0	0	1	0	17	18	0	33	24	57	38	7	0	45	120
17:30	0	0	0	0	0	0	21	21	0	27	21	48	47	6	0	53	122
17:45	0	0	0	0	2	0	31	33	0	21	11	32	32	0	0	32	97
Total	0	0	0	0	4	0	92	96	0	116	87	203	150	18	0	168	467
Grand Total	0	0	0	0	557	0	1006	1563	0	514	276	790	734	1502	0	2236	4589
Apprch %	0	0	0		35.6	0	64.4		0	65.1	34.9		32.8	67.2	0		
Total %	0	0	0	0	12.1	0	21.9	34.1	0	11.2	6	17.2	16	32.7	0	48.7	
Car	0	0	0	0	555	0	988	1543	0	509	274	783	719	1490	0	2209	4535
% Car	0	0	0	0	99.6	0	98.2	98.7	0	99	99.3	99.1	98	99.2	0	98.8	98.8
Truck	0	0	0	0	2	0	18	20	0	5	2	7	15	12	0	27	54
% Truck	0	0	0	0	0.4	0	1.8	1.3	0	1	0.7	0.9	2	0.8	0	1.2	1.2

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH10

File Name : Innovation Parkway & Gibson East Leg
Site Code :
Start Date : 2/27/2018
Page No : 3

Start Time	Eastbound				Gibson Blvd Westbound				Innovation Pkwy Northbound				Innovation Pkwy Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 to 09:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	42	0	48	90	0	8	1	9	6	131	0	137	236
07:30	0	0	0	0	55	0	57	112	0	5	2	7	11	123	0	134	253
07:45	0	0	0	0	83	0	69	152	0	13	2	15	10	133	0	143	310
08:00	0	0	0	0	62	0	55	117	0	12	7	19	13	148	0	161	297
Total Volume	0	0	0	0	242	0	229	471	0	38	12	50	40	535	0	575	1096
% App. Total	0	0	0	0	51.4	0	48.6		0	76	24		7	93	0		
PHF	.000	.000	.000	.000	.729	.000	.830	.775	.000	.731	.429	.658	.769	.904	.000	.893	.884
Car	0	0	0	0	242	0	227	469	0	38	12	50	39	532	0	571	1090
% Car	0	0	0	0	100	0	99.1	99.6	0	100	100	100	97.5	99.4	0	99.3	99.5
Truck	0	0	0	0	0	0	2	2	0	0	0	0	1	3	0	4	6
% Truck	0	0	0	0	0	0	0.9	0.4	0	0	0	0	2.5	0.6	0	0.7	0.5

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:45

11:45	0	0	0	0	5	0	24	29	0	23	6	29	23	16	0	39	97
12:00	0	0	0	0	7	0	25	32	0	13	10	23	22	15	0	37	92
12:15	0	0	0	0	9	0	21	30	0	14	3	17	14	29	0	43	90
12:30	0	0	0	0	10	0	18	28	0	8	4	12	29	28	0	57	97
Total Volume	0	0	0	0	31	0	88	119	0	58	23	81	88	88	0	176	376
% App. Total	0	0	0	0	26.1	0	73.9		0	71.6	28.4		50	50	0		
PHF	.000	.000	.000	.000	.775	.000	.880	.930	.000	.630	.575	.698	.759	.759	.000	.772	.969
Car	0	0	0	0	30	0	85	115	0	56	23	79	87	88	0	175	369
% Car	0	0	0	0	96.8	0	96.6	96.6	0	96.6	100	97.5	98.9	100	0	99.4	98.1
Truck	0	0	0	0	1	0	3	4	0	2	0	2	1	0	0	1	7
% Truck	0	0	0	0	3.2	0	3.4	3.4	0	3.4	0	2.5	1.1	0	0	0.6	1.9

Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	0	0	0	0	1	0	19	20	0	39	23	62	37	3	0	40	122
16:45	0	0	0	0	1	0	23	24	0	26	23	49	34	3	0	37	110
17:00	0	0	0	0	1	0	23	24	0	35	31	66	33	5	0	38	128
17:15	0	0	0	0	1	0	17	18	0	33	24	57	38	7	0	45	120
Total Volume	0	0	0	0	4	0	82	86	0	133	101	234	142	18	0	160	480
% App. Total	0	0	0	0	4.7	0	95.3		0	56.8	43.2		88.8	11.2	0		
PHF	.000	.000	.000	.000	1.00	.000	.891	.896	.000	.853	.815	.886	.934	.643	.000	.889	.938
Car	0	0	0	0	4	0	79	83	0	132	101	233	142	18	0	160	476
% Car	0	0	0	0	100	0	96.3	96.5	0	99.2	100	99.6	100	100	0	100	99.2
Truck	0	0	0	0	0	0	3	3	0	1	0	1	0	0	0	0	4
% Truck	0	0	0	0	0	0	3.7	3.5	0	0.8	0	0.4	0	0	0	0	0.8

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH3

File Name : Innovation Parkway & Research
Site Code :
Start Date : 2/27/2018
Page No : 1

Groups Printed- Car - Truck

Start Time	Research Rd Eastbound				Driveway 1 Westbound				Innovation Pkwy Northbound				Innovation Pkwy Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30	1	0	0	1	0	0	0	0	0	0	0	0	4	86	22	112	113
06:45	1	0	3	4	0	0	0	0	0	2	0	2	9	110	26	145	151
Total	2	0	3	5	0	0	0	0	0	2	0	2	13	196	48	257	264
07:00	1	0	2	3	0	0	0	0	2	3	0	5	6	113	51	170	178
07:15	1	0	3	4	3	0	0	3	3	6	0	9	9	110	44	163	179
07:30	3	0	2	5	0	0	0	0	3	2	2	7	6	98	66	170	182
07:45	2	3	5	10	0	0	0	0	7	12	2	21	15	119	83	217	248
Total	7	3	12	22	3	0	0	3	15	23	4	42	36	440	244	720	787
08:00	5	2	5	12	2	1	2	5	3	9	2	14	15	105	87	207	238
08:15	1	0	4	5	1	1	0	2	6	3	1	10	14	79	78	171	188
08:30	4	0	3	7	0	0	0	0	9	14	1	24	16	69	61	146	177
08:45	0	1	1	2	2	1	1	4	7	12	1	20	16	56	32	104	130
Total	10	3	13	26	5	3	3	11	25	38	5	68	61	309	258	628	733
09:00	1	1	8	10	0	1	0	1	3	4	0	7	10	14	8	32	50
09:15	3	1	2	6	2	0	1	3	1	5	1	7	8	17	6	31	47
*** BREAK ***																	
Total	4	2	10	16	2	1	1	4	4	9	1	14	18	31	14	63	97
*** BREAK ***																	
11:00	8	1	8	17	1	0	0	1	1	6	0	7	2	6	2	10	35
11:15	7	2	3	12	0	0	0	0	3	1	5	9	6	8	3	17	38
11:30	11	6	3	20	0	1	0	1	0	14	0	14	3	5	3	11	46
11:45	10	3	6	19	0	0	1	1	2	12	0	14	2	10	7	19	53
Total	36	12	20	68	1	1	1	3	6	33	5	44	13	29	15	57	172
12:00	9	0	6	15	0	1	1	2	1	9	0	10	0	13	7	20	47
12:15	3	0	5	8	1	0	0	1	2	8	0	10	1	31	6	38	57
12:30	4	1	1	6	7	2	1	10	2	6	0	8	4	26	11	41	65
12:45	5	0	2	7	6	1	0	7	3	5	0	8	1	27	15	43	65
Total	21	1	14	36	14	4	2	20	8	28	0	36	6	97	39	142	234
13:00	4	3	6	13	0	0	2	2	1	1	0	2	6	20	8	34	51
13:15	4	1	0	5	1	0	0	1	3	5	0	8	0	11	3	14	28
13:30	7	1	2	10	0	2	0	2	1	3	1	5	1	13	6	20	37
13:45	4	1	3	8	1	1	0	2	2	1	0	3	1	6	7	14	27
Total	19	6	11	36	2	3	2	7	7	10	1	18	8	50	24	82	143
*** BREAK ***																	
15:00	7	2	2	11	1	1	0	2	0	5	1	6	2	1	3	6	25
15:15	5	3	3	11	0	0	0	0	2	4	0	6	0	4	7	11	28
15:30	18	2	1	21	1	0	0	1	0	4	1	5	1	1	6	8	35
15:45	14	2	2	18	0	0	1	1	1	4	3	8	1	3	2	6	33
Total	44	9	8	61	2	1	1	4	3	17	5	25	4	9	18	31	121
16:00	13	2	1	16	1	0	2	3	1	12	0	13	2	3	5	10	42
16:15	19	0	4	23	0	1	1	2	0	15	1	16	1	1	3	5	46
16:30	23	0	6	29	1	0	0	1	0	23	0	23	1	3	1	5	58
16:45	19	0	3	22	0	0	3	3	0	19	0	19	3	1	1	5	49
Total	74	2	14	90	2	1	6	9	1	69	1	71	7	8	10	25	195

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

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File Name : Innovation Parkway & Research
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Page No : 2

Groups Printed- Car - Truck

Start Time	Research Rd Eastbound				Driveway 1 Westbound				Innovation Pkwy Northbound				Innovation Pkwy Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
17:00	30	0	0	30	1	0	1	2	0	20	0	20	2	3	2	7	59
17:15	21	0	2	23	0	0	4	4	0	14	0	14	5	4	0	9	50
17:30	14	0	1	15	0	0	3	3	0	16	0	16	3	2	1	6	40
17:45	9	0	0	9	0	1	0	1	0	10	1	11	0	2	0	2	23
Total	74	0	3	77	1	1	8	10	0	60	1	61	10	11	3	24	172
Grand Total	291	38	108	437	32	15	24	71	69	289	23	381	176	1180	673	2029	2918
Apprch %	66.6	8.7	24.7		45.1	21.1	33.8		18.1	75.9	6		8.7	58.2	33.2		
Total %	10	1.3	3.7	15	1.1	0.5	0.8	2.4	2.4	9.9	0.8	13.1	6	40.4	23.1	69.5	
Car	285	38	106	429	32	14	24	70	69	288	23	380	176	1169	670	2015	2894
% Car	97.9	100	98.1	98.2	100	93.3	100	98.6	100	99.7	100	99.7	100	99.1	99.6	99.3	99.2
Truck	6	0	2	8	0	1	0	1	0	1	0	1	0	11	3	14	24
% Truck	2.1	0	1.9	1.8	0	6.7	0	1.4	0	0.3	0	0.3	0	0.9	0.4	0.7	0.8

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
 Albuquerque, NM 87111
 (505) 275-5706

Collected by: MH12

File Name : Innovation Parkway & Moody
 Site Code :
 Start Date : 2/27/2018
 Page No : 1

Groups Printed- Car - Truck

Start Time	Innovation Pkwy Eastbound				Innovation Pkwy Westbound				Northbound				Stephen Moody St Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30	1	63	0	64	0	24	0	24	0	0	0	0	35	0	1	36	124
06:45	0	21	0	21	0	25	0	25	0	0	0	0	140	0	3	143	189
Total	1	84	0	85	0	49	0	49	0	0	0	0	175	0	4	179	313
07:00	0	11	0	11	0	26	3	29	0	0	0	0	163	0	3	166	206
07:15	2	17	0	19	0	31	2	33	0	0	0	0	142	0	1	143	195
07:30	1	15	0	16	0	31	3	34	0	0	0	0	165	0	1	166	216
07:45	0	12	0	12	0	44	4	48	0	0	0	0	160	0	1	161	221
Total	3	55	0	58	0	132	12	144	0	0	0	0	630	0	6	636	838
08:00	0	17	0	17	0	38	4	42	0	0	0	0	197	0	1	198	257
08:15	1	17	0	18	0	22	1	23	0	0	0	0	153	0	0	153	194
08:30	2	51	0	53	0	39	2	41	0	0	0	0	117	0	2	119	213
08:45	17	92	0	109	0	37	1	38	0	0	0	0	22	0	0	22	169
Total	20	177	0	197	0	136	8	144	0	0	0	0	489	0	3	492	833
09:00	9	31	0	40	0	19	1	20	0	0	0	0	6	0	7	13	73
09:15	2	31	0	33	0	21	2	23	0	0	0	0	2	0	4	6	62
*** BREAK ***																	
Total	11	62	0	73	0	40	3	43	0	0	0	0	8	0	11	19	135
*** BREAK ***																	
11:00	3	18	0	21	0	19	5	24	0	0	0	0	2	0	0	2	47
11:15	4	17	0	21	0	14	2	16	0	0	0	0	3	0	2	5	42
11:30	5	28	0	33	0	29	9	38	0	0	0	0	6	0	3	9	80
11:45	2	23	0	25	0	27	9	36	0	0	0	0	8	0	3	11	72
Total	14	86	0	100	0	89	25	114	0	0	0	0	19	0	8	27	241
12:00	8	23	0	31	0	28	8	36	0	0	0	0	8	0	3	11	78
12:15	3	31	0	34	0	24	7	31	0	0	0	0	9	0	3	12	77
12:30	3	42	0	45	0	16	6	22	0	0	0	0	7	0	2	9	76
12:45	0	29	0	29	0	11	3	14	0	0	0	0	16	0	1	17	60
Total	14	125	0	139	0	79	24	103	0	0	0	0	40	0	9	49	291
13:00	2	31	0	33	0	18	3	21	0	0	0	0	6	0	4	10	64
13:15	4	12	0	16	0	16	4	20	0	0	0	0	4	0	4	8	44
13:30	1	22	0	23	0	14	5	19	0	0	0	0	8	0	1	9	51
13:45	3	17	0	20	0	14	5	19	0	0	0	0	3	0	2	5	44
Total	10	82	0	92	0	62	17	79	0	0	0	0	21	0	11	32	203
*** BREAK ***																	
15:00	4	21	0	25	0	29	10	39	0	0	0	0	7	0	5	12	76
15:15	7	23	0	30	0	18	3	21	0	0	0	0	6	0	3	9	60
15:30	5	26	0	31	0	39	8	47	0	0	0	0	4	0	9	13	91
15:45	3	17	0	20	0	32	9	41	0	0	0	0	4	0	2	6	67
Total	19	87	0	106	0	118	30	148	0	0	0	0	21	0	19	40	294
16:00	7	21	0	28	0	33	20	53	0	0	0	0	3	0	3	6	87
16:15	5	20	0	25	0	29	21	50	0	0	0	0	6	0	2	8	83
16:30	9	26	0	35	0	30	26	56	0	0	0	0	1	0	4	5	96
16:45	8	28	0	36	0	28	14	42	0	0	0	0	2	0	0	2	80
Total	29	95	0	124	0	120	81	201	0	0	0	0	12	0	9	21	346

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

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Groups Printed- Car - Truck

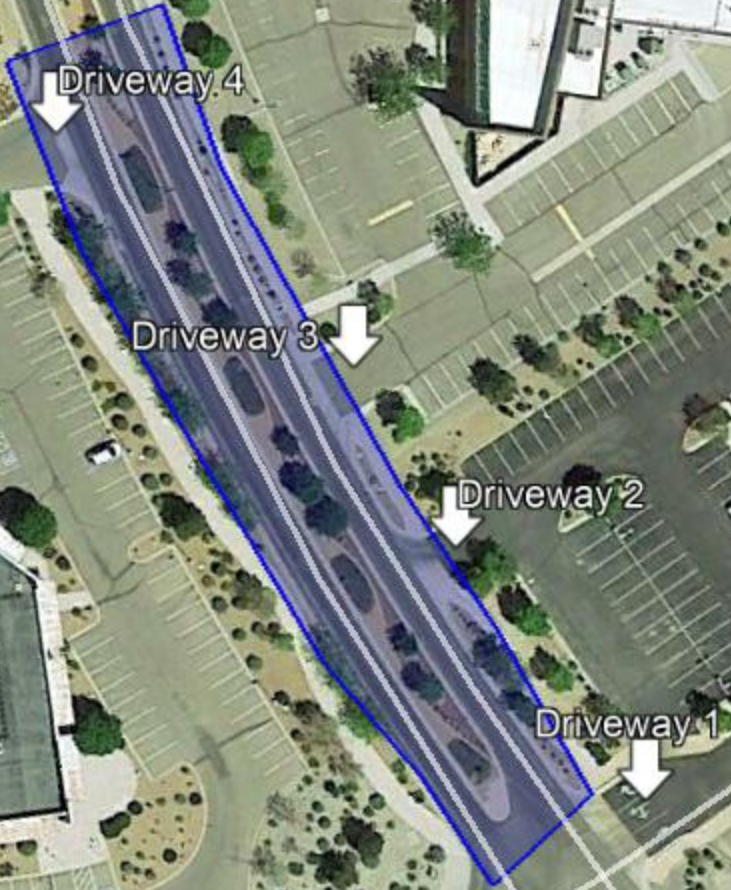
Start Time	Innovation Pkwy Eastbound				Innovation Pkwy Westbound				Northbound				Stephen Moody St Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
17:00	10	26	0	36	0	41	21	62	0	0	0	0	2	0	1	3	101
17:15	7	33	0	40	0	31	22	53	0	0	0	0	2	0	1	3	96
17:30	3	36	0	39	0	30	17	47	0	0	0	0	4	0	2	6	92
17:45	9	24	0	33	0	41	9	50	0	0	0	0	0	0	2	2	85
Total	29	119	0	148	0	143	69	212	0	0	0	0	8	0	6	14	374
Grand Total	150	972	0	1122	0	968	269	1237	0	0	0	0	1423	0	86	1509	3868
Apprch %	13.4	86.6	0		0	78.3	21.7		0	0	0		94.3	0	5.7		
Total %	3.9	25.1	0	29	0	25	7	32	0	0	0	0	36.8	0	2.2	39	
Car	143	960	0	1103	0	953	264	1217	0	0	0	0	1411	0	81	1492	3812
% Car	95.3	98.8	0	98.3	0	98.5	98.1	98.4	0	0	0	0	99.2	0	94.2	98.9	98.6
Truck	7	12	0	19	0	15	5	20	0	0	0	0	12	0	5	17	56
% Truck	4.7	1.2	0	1.7	0	1.5	1.9	1.6	0	0	0	0	0.8	0	5.8	1.1	1.4



Appendix D – Bicycle and Pedestrian Counts

Legend

- ↓ Driveway
- Pedestrian Count Area



Research Rd-SE



Pedestrian/Bike Observations (Tuesday, February 27, 2018: 6:30 - 9:30 AM, 11:00 - 2:00 PM, 3:00 - 6:00 PM)

Enter Time	Type	Enters Pedestrian Zone	Description of Movement in Bike/Pedestrian Count Zone	Exits Pedestrian Zone
6:36	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
6:38	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
6:44	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
6:47	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
6:47	Bike	SB on IP East Sidewalk	Continues SB on sidewalk, turns right at Research Rd and crosses IP going WB	WB on Research Rd
6:47	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
6:47	Bike	SB on IP East Sidewalk	Continues SB on sidewalk and turns left into Driveway 2	EB at Driveway 2
6:47	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
6:53	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
6:54	Bike	WB from Driveway 2	Turns left out of driveway and goes SB on IP East sidewalk, crosses IP at Research, and then turns left to go SB on IP Bike Lane	SB on IP Bike Lane
6:56	2 Bikes	SB on IP Bike Lane	Continue SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
6:58	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:00	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:05	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	WB on Research Rd
7:07	Ped	SB on IP East Sidewalk	Continues SB on sidewalk, then turns right and crosses IP on the south side of Research	WB on Research Rd
7:07	Bike	SB on IP East Sidewalk	Continues SB on sidewalk and turns left into Driveway 2	EB at Driveway 2
7:10	Jogger	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
7:13	2 Bikes	SB on IP Bike Lane	Continue SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:16	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:17	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:18	2 Bikes	SB on IP Bike Lane	Continue SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:19	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:20	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:21	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane, then turns right on Research	WB on Research Rd
7:22	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:23	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane, then turns right on Research	WB on Research Rd
7:24	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:27	Ped	SB on IP East Sidewalk	Continues SB on sidewalk, then turns right at Research Rd and crosses IP on the south side of Research	WB on Research Rd
7:29	Bike	WB from Driveway 3	Continues SB on sidewalk, turns right at Research Rd and crosses IP going WB	WB on Research Rd
7:30	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:30	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:34	Skateboard	WB from Driveway 3	Turns left out of driveway and enters street and goes SB on IP, then turns right on Research, still in street	WB on Research Rd
7:30	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:36	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:37	Bike	SB on IP East Sidewalk	Turns right at Research Rd and crosses IP on the south side of Research, turns left and continues SB in IP Bike Lane	SB on IP Bike Lane
7:39	Ped	SB on IP East Sidewalk	Crosses Research Rd and continues SB in NB IP Bike Lane	SB on IP NB Bike Lane
7:39	Jogger	SB on IP East Sidewalk	Crosses Research Rd and continues Jogging SB on IP in NB Bike Lane	SB on IP Bike Lane
7:40	Ped	EB on Research North Sidewalk	Turns left from sidewalk on north side of Research, continues NB on IP west sidewalk	NB on West Sidewalk
7:43	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:45	Ped	EB on Research South Sidewalk	Crosses IP from sidewalk on south side of Research, enters Driveway 1	EB at Driveway 1
7:47	Ped	SB on IP East Sidewalk	Continues SB on sidewalk, then turns right at Research Rd and crosses IP on the south side of Research, continues WB	WB on Research Rd
7:47	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
7:48	Bike	SB on IP East Sidewalk	Continues SB on sidewalk and turns left into Driveway 1	EB at Driveway 1
7:48	Ped	SB on IP East Sidewalk	Continues SB on sidewalk and turns left into Driveway 2	EB at Driveway 2
7:48	Bike	WB from Driveway 3	Turns left and continues SB on west sidewalk, crosses Research Rd and continues SB on IP in NB Bike Lane	SB on IP Bike Lane
7:50	Ped	EB on Research South Sidewalk	Approaches IP on south sidewalk of Research, turns right and goes south on West IP sidewalk	SB on West Sidewalk
7:51	Ped	SB on IP West Sidewalk	Continues SB on sidewalk, then turns right at Research Rd and continues on north sidewalk	WB on Research Rd
7:51	2 Peds	NB on IP West Sidewalk	Approaches Research on west sidewalk, then turn left on Research Rd and continue on south sidewalk	WB on Research Rd

7:57	Bike	SB on NB IP Bike Lane	Continues SB on NB Innovation Pkwy (IP) bike lane	SB on NB IP Bike Lane
7:58	Bike	WB from Driveway 3	Continues SB on sidewalk, then turns right at Research Rd and crosses IP going WB in street	WB on Research Rd
7:59	Ped	EB on Research North Sidewalk	Approaches IP on north sidewalk, crosses IP, and continues into Driveway 1	EB at Driveway 1
8:00	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
8:02	Ped	SB on IP East Sidewalk	Continues SB on sidewalk, then turns right at Research Rd and crosses IP on the south side of Research, continues WB	WB on Research Rd
8:04	Ped	NB on IP East Sidewalk	Turns left and crosses IP on the south side of Research, continues WB	WB on Research Rd
8:03	Bike	SB on IP East Sidewalk	Continues SB on sidewalk and turns left into Driveway 2	EB at Driveway 2
8:10	Ped	SB on IP East Sidewalk	Continues SB on sidewalk and turns left into Driveway 2	EB at Driveway 2
8:11	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
8:12	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
8:13	Bike	WB from Driveway 3	Turns left out of driveway and enters street and goes SB on IP, then turns right on Research	WB on Research Rd
8:17	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
8:18	Bike	NB on IP Bike Lane	Turns right into Driveway 1	EB at Driveway 1
8:22	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
8:27	Ped	WB from Driveway 1	Crosses IP on the south side of Research, continues WB	WB on Research Rd
8:29	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
8:29	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
8:31	Bike	SB on West Sidewalk	Continues SB on IP west sidewalk, crosses Research and continues SB on West IP sidewalk	SB on West Sidewalk
8:31	Ped	SB on East Sidewalk	Crosses IP across median near Driveway 4, turns left to go south on west sidewalk, continues south of Research	SB on West IP Sidewalk
8:31	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane, turns right on Research Rd	WB on Research Rd
8:34	Bike	SB on NB IP Bike Lane	Continues SB on NB Innovation Pkwy (IP) bike lane	SB on NB IP Bike Lane
8:34	Ped	SB on West Sidewalk	Continues SB on IP east sidewalk, crosses IP at Research and continues west on North Sidewalk	WB on Research Rd
8:36	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
8:37	Ped	SB on IP West Sidewalk	Continues SB on sidewalk and turns left into Driveway 2	EB at Driveway 2
8:39	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
8:30	3 Peds	EB on Research South Sidewalk	Turn right on sidewalk at IP, continue SB south of Research on sidewalk on west side of IP	SB on West IP Sidewalk
8:41	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane, turns right on Research Rd	WB on Research Rd
8:45	Bike	WB from Driveway 3	Turns left out of driveway into street, then right at Research Rd and crosses IP, turns left and continues SB in IP Bike Lane	SB on IP Bike Lane
8:47	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane, then turns right on Research	WB on Research Rd
8:48	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane, then turns left on Research, enters driveway 1	EB at Driveway 1
8:52	Ped	SB on IP West Sidewalk	Crosses IP near Driveway 4, turns left and goes NB on East IP sidewalk	NB on IP East Sidewalk
8:54	Ped	EB on Research South Sidewalk	Crosses IP and continues into Driveway 1	EB at Driveway 1
8:56	Ped	EB on Research South Sidewalk	Crosses IP and continues into Driveway 1	EB at Driveway 1
8:56	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
9:06	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
9:08	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
9:09	Bike	SB on East Sidewalk	Crosses IP at Research, then turns left and heads SB in IP Bike Lane	SB on IP Bike Lane
9:13	Ped	EB on Research North Sidewalk	Approaches IP on north sidewalk, crosses IP, and continues into Driveway 1	EB at Driveway 1
9:15	Bike	SB on NB IP Bike Lane	Continues SB on NB Innovation Pkwy (IP) bike lane	SB on NB IP Bike Lane
9:16	Ped	EB on Research North Sidewalk	Approaches IP on north sidewalk, crosses IP, and continues into Driveway 1	EB at Driveway 1
9:18	Ped	WB from Parking Lot	Crosses IP across median going WB near Driveway 4, enters Driveway 4	WB at Driveway 4
9:19	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
9:20	Ped	WB from Driveway 3	Crosses IP across median at Driveway 3, turns left (SB) on west sidewalk, turns right on Research Rd north sidewalk	WB on Research Rd
9:20	Ped	SB on East Sidewalk	Continues SB on IP west sidewalk, crosses Research and continues SB on NB IP Bike Lane	SB on NB IP Bike Lane
9:22	Ped	WB from Driveway 1	Turns right onto IP east sidewalk	NB on IP East Sidewalk
9:23	Ped	SB on East Sidewalk	Continues SB on IP west sidewalk, crosses Research and continues SB on NB IP Bike Lane	WB on Research Rd
9:24	Ped	WB from Driveway 1	Crosses IP and continues on Research the north sidewalks	WB on Research Rd
9:30	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
11:00	2 Peds	SB on West Sidewalk	Continues SB on IP west sidewalk, cross Research and turn left (WB) on Research south sidewalk	WB on Research Rd
11:03	Ped	EB on Research South Sidewalk	Crosses IP and continues into Driveway 1	EB at Driveway 1

11:13	Ped	NB on IP West Sidewalk	Crosses Research and continues NB on west sidewalk	NB on IP West Sidewalk
11:22	Ped	SB on IP West Sidewalk	Continues SB on IP west sidewalk, crosses Research and continues SB on West IP sidewalk	SB on West Sidewalk
11:23	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
11:25	Bike	EB on Research	Turns left on Research and goes NB on IP bike lane	NB on IP Bike Lane
11:28	2 Peds	NB on IP West Sidewalk	Turn right on south side of Research and cross IP and go into Driveway 1	EB at Driveway 1
11:28	Ped	SB on East Sidewalk	Continues SB on IP east sidewalk, crosses IP at Research on south side of Research and continues west on south sidewalk	WB on Research Rd
11:34	Ped	WB from Driveway 2	Turns right and goes NB on IP east sidewalk	NB on IP East Sidewalk
11:35	Jogger	EB on Research	Crosses IP from Research south sidewalk, turns left and jogs in NB IP bike lane	NB on IP Bike Lane
11:38	Ped	SB on East Sidewalk	Continues SB on sidewalk, at Research continues SB on NB IP bike lane	SB on NB IP Bike Lane
11:44	Ped	EB on Research North Sidewalk	Turns left and goes NB on IP west sidewalk	NB on IP West Sidewalk
11:45	Ped	EB on Research South Sidewalk	Turns right and goes SB on IP west sidewalk	SB on West IP Sidewalk
11:46	Ped	EB on Research South Sidewalk	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
11:46	3 Peds	EB on Research South Sidewalk	Turns right and goes SB on IP west sidewalk	SB on West IP Sidewalk
11:54	Ped	NB on IP West Sidewalk	Turns left on Research and continues on south sidewalk	WB on Research Rd
11:54	Ped	WB from Driveway 1	Turns left into NB IP bike lane and continues south	SB on NB IP Bike Lane
11:55	Ped	WB from Driveway 1	Crosses IP and continues WB on Research south sidewalk	WB on Research Rd
11:56	Bike	EB on Research	Turns left at IP on goes NB on IP bike lane	NB on IP Bike Lane
11:56	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
11:58	Ped	NB on IP West Sidewalk	Turns right at Research and crosses IP, enters Driveway 1	EB at Driveway 1
11:59	Ped	WB from Driveway 1	Crosses IP and continues WB on Research south sidewalk	WB on Research Rd
11:59	Ped	WB from Driveway 1	Turns right and continues NB on IP East sidewalk	NB on IP East Sidewalk
12:00	Ped	WB from Driveway 1	Crosses IP and continues WB on Research north sidewalk	WB on Research Rd
12:00	Ped	EB on Research North Sidewalk	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
12:02	Ped	EB from Driveway 4	Turns right and goes SB on IP west sidewalk, turns right at Research and continues WB on Research north sidewalk	WB on Research Rd
12:02	Ped	EB from Driveway 4	Crosses IP across median near Driveway 4, turns right and goes SB on east IP sidewalk, turns left to enter Driveway 1	EB at Driveway 1
12:03	Ped	WB from driveway 1	Crosses IP on south side of Research, turns left and goes SB on west IP sidewalk	SB on West IP Sidewalk
12:04	Ped	WB from Driveway 1	Turns left and continues SB on IP east sidewalk	SB on IP East Sidewalk
12:05	Jogger	NB on SB IP Bike Lane	Continues NB on IP bike Lane	NB on SB IP Bike Lane
12:07	Bike	NB on IP Bike Lane	Turns right at Research and goes EB into Driveway 1	EB at Driveway 1
12:07	Ped	EB on Research South Sidewalk	Crosses IP and continues into Driveway 1	EB at Driveway 1
12:09	Ped	NB on IP West Sidewalk	Turns left on Research and continues on south sidewalk	WB at Driveway 4
12:09	Ped	EB on Research South Sidewalk	Crosses IP and turns left at Research, continues NB on east sidewalk	NB on IP East Sidewalk
12:10	Ped	NB on IP East Sidewalk	Continues NB on IP east sidewalk to Driveway 4 area, turns around area a few times, continues north again	NB on IP East Sidewalk
12:11	Ped	EB on Research South Sidewalk	Turns left and crosses Research, continues NB on IP west sidewalk	NB on IP West Sidewalk
12:11	Ped	EB on Resarch North Sidewalk	Turns left and goes NB on IP west sidewalk	NB on IP West Sidewalk
12:12	Ped	NB on IP East Sidewalk	Continues NB on IP east sidewalk	NB on IP East Sidewalk
12:13	2 Peds	EB on Research South Sidewalk	Cross IP and continues EB into Driveway 1	EB at Driveway 1
12:14	Ped	NB on IP East Sidewalk	Continues NB on IP east sidewalk	NB on IP East Sidewalk
12:16	2 Peds	EB on Research South Sidewalk	Turn right on sidewalk at IP, continue SB south of Research on sidewalk on west side of IP	SB on West IP Sidewalk
12:16	Jogger	SB on NB IP Bike Lane	Turns right and crosses IP at Research and continues WB on Research in street	WB on Research Rd
12:17	Ped	EB on Resarch North Sidewalk	Turns left and goes NB on IP west sidewalk	NB on IP West Sidewalk
12:17	Ped	EB on Research South Sidewalk	Crosses IP and continues into Driveway 1	EB at Driveway 1
12:19	Ped	WB from Driveway 1	Turns left at IP on goes SB on NB IP bike lane	SB on NB IP Bike Lane
12:19	Ped	SB on IP West Sidewalk	Continue SB on IP west driveway, crosses Research and turns right (WB) on Research south sidewalk	WB on Research Rd
12:25	Ped	NB on IP West Sidewalk	Turns left on Research and continues WB on south sidewalk	WB on Research Rd
12:26	2 Peds	NB on IP West Sidewalk	Turn right on South side of Research and cross IP, turn left and go NB on IP east sidewalk	NB on IP East Sidewalk
12:27	Ped	WB from Driveway 1	Crosses IP and continues WB on Research north sidewalk	WB on Research Rd
12:30	Ped	WB from Driveway 1	Crosses IP and continues WB on Research south sidewalk	WB on Research Rd
12:31	2 Peds	WB from Driveway 1	Cross IP on south side of Research, turn left and continue SB on IP West sidewalk	SB on IP West Sidewalk
12:33	Ped	SB on IP East Sidewalk	Continues SB on Innovation Pkwy (IP) bike lane, then turns left and enters driveway 2	EB at Driveway 2
12:33	Ped	SB on IP East Sidewalk	Continues SB on Innovation Pkwy (IP) bike lane, then turns left and enters driveway 1	EB at Driveway 1

12:34	Ped	EB across IP from Driveway 2	Crosses IP EB across median at Driveway 2, enters driveway 2	EB at Driveway 2
12:35	Ped	WB from Driveway 1	Crosses IP and continues WB on Research north sidewalk	WB on Research Rd
12:38	Ped	NB on IP West Sidewalk	Turns left at Research, continues WB on Research south sidewalk	WB on Research Rd
12:41	Bike	WB from Driveway 1	Turns left at IP and goes SB on IP bike lane	SB on IP Bike Lane
12:43	Ped	EB on Research South Sidewalk	Cross IP and continues EB into Driveway 1	EB at Driveway 1
12:44	2 Peds	WB from Driveway 1	Turn left and go SB on NB IP bike lane	SB on NB IP Bike Lane
12:44	2 Peds	SB on IP East Sidewalk	Continue SB on IP east sidewalk, turn right on south side of IP at Research, continue WB on Research south sidewalk	WB on Research Rd
12:45	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
12:45	Ped	EB on Resarch North Sidewalk	Turns left at IP and goes NB on IP west sidewalk, turns around at driveway 4, goes back to Research and turns right on south sidewalk	WB on Research Rd
12:47	Ped	WB from Driveway 1	Crosses IP and continues WB on Research south sidewalk	WB on Research Rd
12:47	Bike	SB on IP Bike Lane	Continues SB on Innovation Pkwy (IP) bike lane, turns right on Research Rd	WB on Research Rd
12:49	Ped	EB on Resarch North Sidewalk	Turns left and goes NB on IP west sidewalk	NB on IP West Sidewalk
12:53	Ped	EB on Research South Sidewalk	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
12:55	Bike	SB on IP Bike Lane	Continue SB on Innovation Pkwy (IP) bike lane	SB on IP Bike Lane
12:55	Ped	EB on Research South Sidewalk	Turns right and goes SB on IP west sidewalk	SB on IP West Sidewalk
12:56	Bike	WB from Driveway 3	Turns left and continues SB on IP east sidewalk, turns right and crosses IP at Research	EB on Research Rd
12:57	Ped	EB on Research South Sidewalk	Crosses IP and turns left, continues NB on IP east sidewalk	NB on IP East Sidewalk
12:57	Ped	WB from Driveway 1	WB from Driveway 1	SB on NB IP Bike Lane
12:57	Ped	SB on IP West Sidewalk	Continues south and crosses Research, turns right and goes WB on Research south sidewalk	WB on Research Rd
12:58	Ped	WB from Driveway 1	Crosses IP and continues WB on Research south sidewalk	WB on Research Rd
12:59	2 Peds	NB on IP Bike Lane	Turn right at driveway 1	EB at Driveway 1
13:00	2 Peds	EB on Research South Sidewalk	Turn right and continue south on IP west sidewalk	SB on IP West Sidewalk
13:00	Ped	WB from Driveway 2	Turns right and continues NB on IP east sidewalk	NB on IP East Sidewalk
13:02	2 Peds	NB on IP West Sidewalk	Turn left at Research and continue WB on Research south sidewalk	WB at Driveway 4
13:03	Ped	WB from Driveway 3	Crosses IP across median at Driveway 3, turns right on west sidewalk and continues NB	NB on IP West Sidewalk
13:04	Ped	WB from Driveway 1	Crosses IP on the south side of Research, continues WB on south sidewalk	WB on Research Rd
13:05	Ped	SB on IP East Sidewalk	Turns right at Research and crosses IP, and continues WB on Research north sidewalk	WB on Research Rd
13:06	Ped	EB on Research South Sidewalk	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
13:06	Ped	EB on Research South Sidewalk	Turns left, crosses to the north side of Research, Crosses IP, turns left and goes NB on IP east sidewalk	NB on IP East Sidewalk
13:08	Ped	SB on IP East Sidewalk	Continues SB and turns left at Driveway 2	EB at Driveway 2
13:08	Ped	SB on IP East Sidewalk	Continues SB to Research, crosses intersection diagonally to IP west sidewalk, continues SB	SB on IP West Sidewalk
13:10	Ped	WB from Driveway 1	Turns left and goes SB on IP east sidewalk	SB on IP East Sidewalk
13:13	Ped	SB on IP East Sidewalk	Turns right north of Research and crosses IP, crosses SB across Research, turns right and goes WB on Research south sidewalk	WB on Research Rd
13:15	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
13:16	Ped	WB from Driveway 1	Crosses IP on the south side of Research, continues WB on Research south sidewalk	WB on Research Rd
13:18	Ped	NB on IP East Sidewalk	Turns right into Driveway 1	EB at Driveway 1
13:21	Ped	NB on IP West Sidewalk	Turns left and goes WB on Research south sidewalk	WB on Research Rd
13:21	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
13:28	Ped	EB on Research North Sidewalk	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
13:35	Ped	NB on IP East Sidewalk	Continues NB on IP east sidewalk	NB on IP East Sidewalk
13:42	Ped	NB on IP West Sidewalk	Turns right and crosses IP on south side of Research, continues EB into driveway 1	EB at Driveway 1
13:48	Ped	WB from Driveway 1	Turns right and crosses IP at Research and continues WB on Research south sidewalk	WB on Research Rd
13:48	2 Peds	EB on Research South Sidewalk	Turn right and go SB on IP west sidewalk	SB on IP West Sidewalk
13:54	Bike	WB from Driveway 1	Crosses IP, turns left and goes SB on IP bike lane	SB on IP Bike Lane
13:54	Ped	WB from Driveway 2	Turns right and goes NB on IP east sidewalk	NB on IP East Sidewalk
13:59	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
13:59	Ped	EB on Research South Sidewalk	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
13:59	Ped	SB on IP East Sidewalk	Continues SB and turns left at Driveway 2	EB at Driveway 2
15:00	Ped	WB from Driveway 1	Crosses IP and continues WB on Research north sidewalk	WB on Research Rd
15:00	Ped	EB on Research South Sidewalk	Crosses IP and continues into Driveway 1	EB at Driveway 1

15:00	2 Peds	WB from Driveway 1	Turn right and go north on IP east sidewalk	NB on IP East Sidewalk
15:02	Bike	SB on IP Bike Lane	Continues SB on IP bike lane turns right at Research	WB on Research Rd
15:05	Bike	EB on Research	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
15:06	Ped	EB on Research South Sidewalk	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
15:08	Ped	NB on IP West Sidewalk	Crosses driveway 1 and continues NB on IP east sidewalk	NB on IP East Sidewalk
15:10	Ped	WB from Driveway 1	Crosses IP and continues WB on Research south sidewalk	WB on Research Rd
15:17	Ped	SB on IP East Sidewalk	Continues SB on east sidewalk, turns left and enters driveway 2	EB at Driveway 2
15:19	Ped	SB on IP East Sidewalk	Continues SB on IP east sidewalk	SB on IP East Sidewalk
15:26	Ped	EB on Research South Sidewalk	Turns right and goes SB on IP west sidewalk	SB on IP West Sidewalk
15:29	Ped	WB from Driveway 2	Goes NB on IP east sidewalk, crosses IP median WB at driveway 3, goes SB on IP west sidewalk, crosses EB back on IP at Research	EB at Driveway 1
15:32	Bike	EB on Research South Sidewalk	Crosses IP and goes NB on IP east sidewalk, turns right at driveway 3	EB at Driveway 3
15:32	Skateboard	EB on Research South Sidewalk	Crosses IP and goes NB on IP east sidewalk, turns right at driveway 3	EB at Driveway 3
15:34	Bike	EB on Research	Turns left and continues NB on IP east sidewalk	NB on IP East Sidewalk
15:35	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
15:35	Ped	WB from Driveway 2	Turns right and goes NB on IP east sidewalk	NB on IP East Sidewalk
15:36	8 Peds	EB on Research South Sidewalk	Turn right and go SB on IP west sidewalk	SB on West IP Sidewalk
15:36	Bike	WB from Driveway 2	Turns right and goes NB on IP bike Lane	NB on IP Bike Lane
15:37	Ped	EB on Research South Sidewalk	Crosses IP and turns right and goes SB on NB IP bike lane	SB on NB IP Bike Lane
15:37	2 Peds	SB on IP East Sidewalk	Continue SB and cross IP at Research, then continue WB on Research north sidewalk	EB on Research Rd
15:38	2 Peds	EB on Research South Sidewalk	Cross IP and turn left and go NB on IP east sidewalk	NB on IP East Sidewalk
15:40	Ped	EB on Research South Sidewalk	Crosses IP and goes NB on IP east sidewalk	NB on IP East Sidewalk
15:41	Ped	EB on Resarch North Sidewalk	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
15:43	Ped	SB on IP East Sidewalk	Turns left at driveway 2	EB at Driveway 2
15:49	Bike	NB on IP West Sidewalk	Crosses street diagonally at Research and enters NB IP bike lane	NB on IP Bike Lane
15:42	Ped	NB on IP West Sidewalk	Turns left at Research and continues WB on Research south sidewalk	WB on Research Rd
15:52	2 Peds	SB on IP East Sidewalk	Turn right at Research cross street diagonally, then continue WB on Research south sidewalk	WB on Research Rd
15:53	Ped	WB from Driveway 1	Turns left and goes SB on IP east sidewalk	SB on IP West Sidewalk
15:55	Bike	EB on Research	Turns left at IP on goes NB on IP bike lane	NB on IP Bike Lane
15:58	Ped	WB from Driveway 1	Crosses IP and continues WB on Research south sidewalk	WB on Research Rd
16:01	Ped	WB from Driveway 1	Turns left at IP and goes SB on IP west sidewalk	SB on IP West Sidewalk
15:02	Ped	NB on IP East Sidewalk	Turns right at driveway 1	EB at Driveway 1
16:02	Ped	NB on IP West Sidewalk	Turns right and crosses IP on south side of Research, continues EB into driveway 1	EB at Driveway 1
16:02	Bike	EB on Research	Turns left at IP and goes NB on IP bike lane	NB on IP Bike Lane
16:03	Ped	NB on IP West Sidewalk	Turns right and crosses IP at Research, continues EB into driveway 1	EB at Driveway 1
16:03	3 Peds	EB on Research South Sidewalk	Cross IP and continue EB into Driveway 1	EB at Driveway 1
16:04	2 Peds	EB on Research South Sidewalk	Turn right and go SB on IP west sidewalk	SB on IP West Sidewalk
16:06	Ped	WB from Driveway 2	Turns right and goes NB on IP east sidewalk	NB on IP East Sidewalk
16:07	Ped	WB from Driveway 1	Turns left and goes SB on IP bike lane	SB on IP Bike Lane
16:07	Ped	SB on IP West Sidewalk	Turns right and Research and continues WB on north sidewalk	WB on Research Rd
16:08	Ped	EB on Research South Sidewalk	Crosses IP and continues EB into Driveway 1	EB at Driveway 1
16:08	Ped	SB on IP East Sidewalk	Turns right and crosses IP at median near driveway 2, turns left on IP west sidewalk, then right on Research north sidewalk	EB on Research Rd
16:13	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:13	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:15	Ped	WB from Driveway 2	Turns left and goes SB, turns right and crosses IP at Research, continues on Research the north sidewalks	EB on Research Rd
16:17	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:19	Ped	EB on Research North Sidewalk	Crosses IP and turns left, continues NB on IP east sidewalk	NB on IP East Sidewalk
16:19	4 Peds	EB on Research South Sidewalk	Cross IP and continue EB into Driveway 1	EB at Driveway 1
16:20	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:26	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:28	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:28	Ped	SB on IP East Sidewalk	Turns left at driveway 2	EB at Driveway 2

16:31	Ped	WB from Driveway 1	Turns left and goes SB on NB IP bike lane	SB on NB IP Bike Lane
16:32	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:33	Ped	SB on IP West Sidewalk	Continues SB, crosses IP on the north side of Research, turns left and walks back NB on IP east sidewalk, turns right at driveway 3	EB at Driveway 3
16:36	Ped	NB on IP West Sidewalk	Turns left and goes WB on Research south sidewalk	WB on Research Rd
16:39	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:40	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:41	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:44	Bike	EB on Research	Turns left and goes NB on IP bike lane, turns right at driveway 3	EB at Driveway 3
16:45	2 Bikes	EB on Research	Turn left and go NB on IP bike lane	NB on IP Bike Lane
16:46	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
16:48	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:50	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
16:50	Ped	WB from Driveway 3	Turns right and goes NB on IP east sidewalk	NB on IP East Sidewalk
16:50	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
16:51	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:52	Bike	WB from Driveway 2	Turns right and goes NB on IP bike lane	NB on IP Bike Lane
16:53	3 Bikes	SB on East Sidewalk	Continue SB on IP east sidewalk, at Research continue SB on NB IP bike lane	SB on NB IP Bike Lane
16:55	Bike	EB on Research	Turns left and goes NB on IP bike lane, turns right at driveway 3	EB at Driveway 3
16:55	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
16:56	Bike	WB from Driveway 1	Crosses IP and continues WB on Research	WB on Research Rd
16:57	Ped	NB on IP Bike Lane	Turns right at driveway 1	EB at Driveway 1
17:00	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:00	Ped	EB on Research South Sidewalk	Cross IP and turns left on IP east sidewalk and goes NB	EB at Driveway 1
17:01	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:03	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:06	3 Bikes	NB on IP East Sidewalk	Continue NB on IP east sidewalk	NB on IP East Sidewalk
17:10	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
17:11	Ped	EB on Research South Sidewalk	Crosses IP and turns left at Research, continues NB on east sidewalk	NB on IP East Sidewalk
17:11	Ped	WB from Driveway 2	Turns right and goes NB on IP east sidewalk	NB on IP East Sidewalk
17:12	Bike	EB on Research	Turns left and goes NB on IP east sidewalk	NB on IP East Sidewalk
17:16	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:17	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:18	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
17:19	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:19	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:20	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:20	Ped	SB on IP East Sidewalk	Turns left and goes EB at driveway 3	EB at Driveway 3
17:20	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:28	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:28	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
17:30	Bike	WB from Driveway 1	Turns left and goes SB on IP bike lane	SB on IP Bike Lane
17:30	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
17:32	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
17:33	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane
17:34	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:33	Bike	WB from Driveway 2	Turns right and goes NB on IP bike Lane	NB on IP Bike Lane
17:35	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:36	Ped	WB from Driveway 2	Turns right and goes NB on IP east sidewalk	NB on IP East Sidewalk
17:38	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:39	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:39	Bike	NB on IP Bike Lane	Continues NB on IP bike Lane	NB on IP Bike Lane

17:41	Ped	WB from Driveway 2	Turns right and goes NB on IP east sidewalk	NB on IP East Sidewalk
17:45	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:46	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:46	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:51	Ped	EB on Research South Sidewalk	Crosses IP and turns left, continues NB on IP east sidewalk, turns right at driveway 3	EB at Driveway 3
17:51	Bike	EB on Research	Turns right and goes SB on IP bike lane	SB on IP Bike Lane
17:52	Bike	EB on Research	Turns left and goes NB on IP bike lane	NB on IP Bike Lane
17:55	Jogger	SB on Research East Sidewalk	Continues SB, goes into SB IP bike lane near driveway 2, continues SB	SB on IP Bike Lane

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH15

File Name : Innovation Parkway & Eubank
Site Code :
Start Date : 2/27/2018
Page No : 1

Groups Printed- Bikes

Start Time	Driveway Eastbound					Innovation Pkwy Westbound					Eubank Blvd Northbound					Eubank Blvd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1	3
06:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4	5
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	5	0	0	5	8
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2
07:30	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	1	0	0	1	4
07:45	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	2	0	0	2	5
Total	0	0	0	0	0	1	0	0	6	7	0	0	0	1	1	0	4	0	0	4	12
08:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	3
08:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	5	0	0	5	9
09:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																					
11:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2
11:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	2	4
12:00	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
12:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	2	3	0	0	0	1	1	0	0	0	0	0	4
*** BREAK ***																					
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2
*** BREAK ***																					
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
15:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	6	6	0	2	0	0	2	0	0	0	0	0	8
Total	0	1	0	0	1	0	0	0	7	7	0	2	0	0	2	0	0	0	0	0	10
16:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	1	1	0	0	0	0	0	0	2	2	1	5	0	0	0	0	0	6
16:45	0	0	0	1	1	0	0	0	1	1	0	1	1	0	2	0	0	0	0	0	4
Total	0	0	0	2	2	0	0	0	4	4	0	3	3	1	7	0	0	0	0	0	13

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH15

File Name : Innovation Parkway & Eubank
Site Code :
Start Date : 2/27/2018
Page No : 2

Groups Printed- Bikes

Start Time	Driveway Eastbound					Innovation Pkwy Westbound					Eubank Blvd Northbound					Eubank Blvd Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
17:00	0	1	0	0	1	0	0	0	1	1	0	1	1	0	2	0	0	0	0	0	4
17:15	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	3
17:30	1	0	0	0	1	0	0	0	0	0	0	2	1	1	4	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Total	1	1	0	1	3	0	0	0	1	1	0	4	4	1	9	0	0	0	1	1	14
Grand Total	1	2	0	3	6	1	1	1	30	33	0	9	8	4	21	0	15	1	2	18	78
Apprch %	16.7	33.3	0	50		3	3	3	90.9		0	42.9	38.1	19		0	83.3	5.6	11.1		
Total %	1.3	2.6	0	3.8	7.7	1.3	1.3	1.3	38.5	42.3	0	11.5	10.3	5.1	26.9	0	19.2	1.3	2.6	23.1	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH10

File Name : Innovation Parkway & Gibson East Leg
Site Code :
Start Date : 2/27/2018
Page No : 1

Groups Printed- Bikes

Start Time	Eastbound					Gibson Blvd Westbound					Innovation Pkwy Northbound					Innovation Pkwy Southbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
06:30	0	0	0	0	0	2	0	2	0	4	0	0	0	0	0	0	1	0	0	0	1	5
06:45	0	0	0	0	0	8	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	0	0	0	10	0	3	0	13	0	0	0	0	0	0	1	0	0	0	1	14
07:00	0	0	0	0	0	4	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	6
07:15	0	0	0	0	0	13	0	1	0	14	0	0	0	0	0	0	0	0	0	0	0	14
07:30	0	0	0	0	0	3	0	0	0	3	0	0	0	1	1	0	0	0	0	0	0	4
07:45	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	21	0	2	3	26	0	0	0	1	1	0	0	0	0	0	0	27
08:00	0	0	0	0	0	5	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	6
08:15	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0	0	1	5
08:30	0	0	0	0	0	5	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	7
08:45	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	17	0	0	3	20	0	0	0	0	0	0	1	0	0	0	1	21
09:00	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	3
09:15	0	0	0	0	0	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																						
Total	0	0	0	0	0	3	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	6
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	1	1	0	1	1	0	2	0	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	1	0	0	0	0	0	3
Total	0	0	0	0	0	1	0	0	3	4	0	1	2	0	3	2	0	0	0	0	2	9
12:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	1	5
12:30	0	0	0	0	0	0	0	0	4	4	0	0	1	0	1	0	0	0	0	0	0	5
12:45	0	0	0	0	0	2	0	2	1	5	0	0	0	1	1	0	1	0	0	0	1	7
Total	0	0	0	0	0	2	0	2	10	14	0	0	1	1	2	0	1	0	1	0	2	18
13:00	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	8
13:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	0	0	0	1	3
13:45	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	11	11	0	0	2	3	5	1	0	0	0	0	1	17
15:00	0	0	0	0	0	1	0	0	1	2	0	0	0	1	1	1	0	0	0	0	1	4
15:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	1	3
15:30	0	0	0	0	0	0	0	0	7	7	0	0	3	0	3	0	0	0	0	0	0	10
15:45	0	0	0	0	0	0	0	0	2	2	0	0	2	0	2	2	0	0	0	0	2	6
Total	0	0	0	0	0	1	0	0	12	13	0	0	5	1	6	3	0	0	1	4	23	
16:00	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	1	0	0	0	0	1	5
16:15	0	0	0	0	0	0	0	0	1	1	0	1	4	0	5	0	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	2	6
16:45	0	0	0	0	0	0	0	0	4	4	0	0	8	0	8	0	0	0	0	0	0	12
Total	0	0	0	0	0	0	0	0	6	6	0	1	19	0	20	3	0	0	0	0	3	29

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH10

File Name : Innovation Parkway & Gibson East Leg
Site Code :
Start Date : 2/27/2018
Page No : 2

Groups Printed- Bikes

Start Time	Eastbound					Gibson Blvd Westbound					Innovation Pkwy Northbound					Innovation Pkwy Southbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
17:00	0	0	0	0	0	0	0	0	1	1	0	0	6	0	6	1	0	0	0	0	1	8
17:15	0	0	0	0	0	0	0	0	1	1	0	0	9	0	9	3	0	0	0	0	3	13
17:30	0	0	0	0	0	0	0	0	1	1	0	1	8	0	9	0	0	0	0	0	0	10
17:45	0	0	0	0	0	1	0	0	0	1	0	0	4	0	4	0	0	0	0	0	0	5
Total	0	0	0	0	0	1	0	0	3	4	0	1	27	0	28	4	0	0	0	0	4	36
Grand Total	0	0	0	0	0	56	0	8	53	117	0	3	56	6	65	13	3	0	2	18	200	
Apprch %	0	0	0	0	0	47.9	0	6.8	45.3		0	4.6	86.2	9.2		72.2	16.7	0	11.1			
Total %	0	0	0	0	0	28	0	4	26.5	58.5	0	1.5	28	3	32.5	6.5	1.5	0	1	9		

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH3

File Name : Innovation Parkway & Research
Site Code :
Start Date : 2/27/2018
Page No : 1

Groups Printed- Bikes

Start Time	Research Rd Eastbound					Driveway 1 Westbound					Innovation Pkwy Northbound					Innovation Pkwy Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
06:45	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	8
Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	9	0	0	9	11
07:00	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2	0	5	0	0	5	8
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	9	2	0	11	13
07:30	0	0	0	1	1	1	1	0	2	4	0	0	0	0	0	0	4	0	1	5	10
07:45	0	0	0	0	0	0	1	0	3	4	0	0	0	2	2	0	1	0	1	2	8
Total	0	0	0	1	1	1	2	0	7	10	0	1	0	4	5	0	19	2	2	23	39
08:00	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	5	0	1	6	9
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	3	5
08:30	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	1	3	2	1	7	10
08:45	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	1	1	1	0	3	6
Total	0	0	0	2	2	1	0	0	2	3	0	0	1	5	6	2	12	3	2	19	30
09:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	1	3	4
09:15	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	0	2	3	6
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	3	4	0	0	0	0	0	0	3	0	3	6	10
11:00	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
11:15	1	0	0	1	2	0	0	0	1	1	0	1	0	2	3	0	0	0	0	0	6
11:30	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	4
11:45	1	0	0	0	1	0	0	0	1	1	0	0	0	4	4	0	1	0	0	1	7
Total	2	0	0	4	6	0	0	0	4	4	0	1	0	9	10	0	1	0	0	1	21
12:00	0	0	0	2	2	0	0	0	4	4	0	0	1	7	8	0	0	0	1	1	15
12:15	0	0	0	1	1	0	0	0	2	2	0	0	0	3	3	0	0	0	2	2	8
12:30	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	6
12:45	0	0	0	3	3	0	1	0	6	7	0	0	0	6	6	0	3	0	0	3	19
Total	0	0	0	6	6	0	1	0	13	14	0	0	1	20	21	0	3	0	4	7	48
13:00	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	7
13:15	2	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	5
13:30	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
13:45	1	0	0	0	1	1	0	0	0	1	0	0	0	2	2	0	1	0	0	1	5
Total	3	0	0	2	5	1	0	0	2	3	0	0	0	7	7	0	1	0	4	5	20
15:00	0	1	0	0	1	0	0	0	1	1	0	0	0	3	3	0	0	1	2	3	8
15:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
15:30	4	0	0	0	4	0	0	0	4	4	0	0	0	7	7	0	0	0	4	4	19
15:45	2	0	0	0	2	0	0	0	2	2	0	1	0	3	4	0	0	0	0	0	8
Total	6	1	0	0	7	0	0	0	8	8	0	1	0	13	14	0	0	1	6	7	36
16:00	3	0	0	0	3	1	0	0	1	2	0	0	0	7	7	0	0	0	0	0	12
16:15	3	0	0	0	3	0	0	0	6	6	0	1	0	5	6	0	0	0	2	2	17
16:30	5	0	0	0	5	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	7
16:45	4	0	0	0	4	0	1	0	4	5	0	2	0	0	2	0	0	0	0	0	11
Total	15	0	0	0	15	1	1	0	12	14	0	3	0	12	15	0	0	0	3	3	47

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH3

File Name : Innovation Parkway & Research
Site Code :
Start Date : 2/27/2018
Page No : 2

Groups Printed- Bikes

Start Time	Research Rd Eastbound					Driveway 1 Westbound					Innovation Pkwy Northbound					Innovation Pkwy Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
17:00	5	0	0	0	5	0	0	0	5	5	0	1	0	2	3	0	0	0	0	0	13
17:15	7	0	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
17:30	4	0	0	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9
17:45	3	0	1	0	4	0	0	0	2	2	0	1	0	1	2	0	0	0	0	0	8
Total	19	0	1	0	20	1	0	0	7	8	0	8	0	3	11	0	0	0	0	0	39
Grand Total	45	1	1	15	62	7	5	0	58	70	0	14	2	73	89	2	48	6	24	80	301
Apprch %	72.6	1.6	1.6	24.2		10	7.1	0	82.9		0	15.7	2.2	82		2.5	60	7.5	30		
Total %	15	0.3	0.3	5	20.6	2.3	1.7	0	19.3	23.3	0	4.7	0.7	24.3	29.6	0.7	15.9	2	8	26.6	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE
Albuquerque, NM 87111
(505) 275-5706

Collected by: MH12

File Name : Innovation Parkway & Moody
Site Code :
Start Date : 2/27/2018
Page No : 1

Groups Printed- Bikes

Start Time	Innovation Pkwy Eastbound					Innovation Pkwy Westbound					Northbound					Stephen Moody St Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	2	0	3	4
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	3	0	4	5
*** BREAK ***																					
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
*** BREAK ***																					
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
09:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	4
*** BREAK ***																					
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	1	2	4
*** BREAK ***																					
13:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
15:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
16:15	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
16:30	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	1	0	0	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	6
17:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
17:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
Grand Total	9	3	0	0	12	0	2	5	2	9	0	0	0	0	0	6	0	4	1	11	32
Apprch %	75	25	0	0		0	22.2	55.6	22.2		0	0	0	0		54.5	0	36.4	9.1		
Total %	28.1	9.4	0	0	37.5	0	6.2	15.6	6.2	28.1	0	0	0	0	0	18.8	0	12.5	3.1	34.4	

Mike Henderson Consulting, LLC

5301 Camino Sandia NE

Albuquerque, NM 87111

(505) 275-5706



Appendix E – HCS 2010 Roadway Operational Analysis

Phone: Fax:
 E-Mail:

----- Directional Two-Lane Highway Segment Analysis -----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 3/30/2018
 Analysis Time Period AM Peak (EB)
 Highway Innovation Parkway
 From/To N Eubank Blvd to Stephen Moody
 Jurisdiction COA
 Analysis Year 2018
 Description Eastbound AM Peak

----- Input Data -----

Highway class	Class 3		Peak hour factor, PHF	0.77	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 442 veh/h
 Opposing direction volume, Vo 137 veh/h

----- Average Travel Speed -----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	574 pc/h	178 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 38 mi/h
 Observed total demand,(note-3) V 579 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfs - mi/h
 Adj. for lane and shoulder width,(note-3) fLS - mi/h
 Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFsd 42.5 mi/h

Adjustment for no-passing zones, fnp 3.6 mi/h
 Average travel speed, ATsd 33.0 mi/h
 Percent Free Flow Speed, PFFS 77.7 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.0	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	574 pc/h	178 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	49.2	%	
Adjustment for no-passing zones, fnp	34.4		
Percent time-spent-following, PTSFD	75.5	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.34	
Peak 15-min vehicle-miles of travel, VMT15	16	veh-mi
Peak-hour vehicle-miles of travel, VMT60	49	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	33.0	mi/h
Percent time-spent-following, PTSFD (from above)	75.5	
Level of service, LOSd (from above)	C	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	574.0
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	3.46
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 3/30/2018
Analysis Time Period PM Peak (EB)
Highway Innovation Parkway
From/To N Eubank Blvd to Stephen Moody
Jurisdiction COA
Analysis Year 2018
Description Eastbound PM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.77	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 155 veh/h
Opposing direction volume, Vo 108 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.5	1.7
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	201 pc/h	140 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 38 mi/h
Observed total demand,(note-3) V 263 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 40.0 mi/h

Adjustment for no-passing zones, fnp 3.0 mi/h
Average travel speed, ATfSd 34.4 mi/h
Percent Free Flow Speed, PFfS 85.8 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	201	140	pc/h
Base percent time-spent-following,(note-4) BPTSFd	21.6	%	
Adjustment for no-passing zones, fnp	56.2		
Percent time-spent-following, PTSFd	54.7	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.12	
Peak 15-min vehicle-miles of travel, VMT15	5	veh-mi
Peak-hour vehicle-miles of travel, VMT60	16	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	34.4	mi/h
Percent time-spent-following, PTSFd (from above)	54.7	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	201.3
Effective width of outside lane, We	18.38
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	2.36
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
 E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 3/30/2018
 Analysis Time Period AM Peak (WB)
 Highway Innovation Parkway
 From/To N Eubank Blvd to Stephen Moody
 Jurisdiction COA
 Analysis Year 2018
 Description Westbound AM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.83	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 137 veh/h
 Opposing direction volume, Vo 64 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.6	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	165 pc/h	77 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 38 mi/h
 Observed total demand,(note-3) V 201 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
 Adj. for lane and shoulder width,(note-3) fLS - mi/h
 Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 39.6 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
 Average travel speed, ATfSd 35.3 mi/h
 Percent Free Flow Speed, PFfS 89.2 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	165 pc/h	77 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	18.2 %		
Adjustment for no-passing zones, fnp	49.9		
Percent time-spent-following, PTSFD	52.2 %		

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.10	
Peak 15-min vehicle-miles of travel, VMT15	4 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	14 veh-mi	
Peak 15-min total travel time, TT15	0.1 veh-h	
Capacity from ATS, CdATS	1700 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1700 veh/h	

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.1 mi
Length of two-lane highway upstream of the passing lane, Lu	- mi
Length of passing lane including tapers, Lpl	- mi
Average travel speed, ATSD (from above)	35.3 mi/h
Percent time-spent-following, PTSFD (from above)	52.2
Level of service, LOSd (from above)	B

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi
Adj. factor for the effect of passing lane on average speed, fpl	-
Average travel speed including passing lane, ATSp1	-
Percent free flow speed including passing lane, PFFSp1	0.0 %

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-
Percent time-spent-following including passing lane, PTSFpl	- %

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E
Peak 15-min total travel time, TT15	- veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	165.1
Effective width of outside lane, We	19.73
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	2.05
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 3/30/2018
Analysis Time Period PM Peak (WB)
Highway Innovation Parkway
From/To N Eubank Blvd to Stephen Moody
Jurisdiction COA
Analysis Year 2018
Description Westbound PM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.77	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.1	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 148 veh/h
Opposing direction volume, Vo 105 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.5	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	192 pc/h	136 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 38 mi/h
Observed total demand,(note-3) V 253 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfs - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFsd 40.0 mi/h

Adjustment for no-passing zones, fnp 3.0 mi/h
Average travel speed, ATsd 34.4 mi/h
Percent Free Flow Speed, PFFS 86.2 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	192 pc/h	136 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	20.8	%	
Adjustment for no-passing zones, fnp	56.2		
Percent time-spent-following, PTSFD	53.7	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	5	veh-mi
Peak-hour vehicle-miles of travel, VMT60	15	veh-mi
Peak 15-min total travel time, TT15	0.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.1	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	34.4	mi/h
Percent time-spent-following, PTSFD (from above)	53.7	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	192.2
Effective width of outside lane, We	18.90
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	2.24
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: _____ Fax: _____
 E-Mail: _____

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 4/2/2018
 Analysis Time Period AM Peak (NB)
 Highway Innovation Parkway
 From/To Stephen Moody to Gibson Blvd E
 Jurisdiction COA
 Analysis Year 2018
 Description Northbound AM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.80	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 156 veh/h
 Opposing direction volume, Vo 711 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.5	1.0
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	195 pc/h	889 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 41 mi/h
 Observed total demand,(note-3) V 867 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
 Adj. for lane and shoulder width,(note-3) fLS - mi/h
 Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 47.7 mi/h

Adjustment for no-passing zones, fnp 1.2 mi/h
 Average travel speed, ATfSd 38.1 mi/h
 Percent Free Flow Speed, PFFfS 79.9 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.0	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	195 pc/h	889 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	31.3	%	
Adjustment for no-passing zones, fnp	28.1		
Percent time-spent-following, PTSFD	36.4	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.11	
Peak 15-min vehicle-miles of travel, VMT15	15	veh-mi
Peak-hour vehicle-miles of travel, VMT60	47	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	38.1	mi/h
Percent time-spent-following, PTSFD (from above)	36.4	
Level of service, LOSd (from above)	C	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	195.0
Effective width of outside lane, We	18.30
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	2.32
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: _____ Fax: _____
 E-Mail: _____

----- Directional Two-Lane Highway Segment Analysis -----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 4/2/2018
 Analysis Time Period PM Peak (NB)
 Highway Innovation Parkway
 From/To Stephen Moody to Gibson Blvd E
 Jurisdiction COA
 Analysis Year 2018
 Description Northbound PM Peak

----- Input Data -----

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 228 veh/h
 Opposing direction volume, Vo 112 veh/h

----- Average Travel Speed -----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	1.000	1.000
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	259 pc/h	127 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM 41 mi/h
 Observed total demand, (note-3) V 340 veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFfS - mi/h
 Adj. for lane and shoulder width, (note-3) fLS - mi/h
 Adj. for access point density, (note-3) fA - mi/h

Free-flow speed, FFfSd 43.6 mi/h

Adjustment for no-passing zones, fnp 2.8 mi/h
 Average travel speed, ATfSd 37.8 mi/h
 Percent Free Flow Speed, PFFfS 86.6 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	259	127	pc/h
Base percent time-spent-following,(note-4) BPTSFD	26.8	%	
Adjustment for no-passing zones, fnp	51.0		
Percent time-spent-following, PTSFD	61.0	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.15	
Peak 15-min vehicle-miles of travel, VMT15	19	veh-mi
Peak-hour vehicle-miles of travel, VMT60	68	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	37.8	mi/h
Percent time-spent-following, PTSFD (from above)	61.0	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	259.1
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	3.06
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 4/2/2018
Analysis Time Period AM Peak (SB)
Highway Innovation Parkway
From/To Stephen Moody to Gibson Blvd E
Jurisdiction COA
Analysis Year 2018
Description Southbound AM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.87	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 725 veh/h
Opposing direction volume, Vo 146 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.6
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	833 pc/h	168 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 41 mi/h
Observed total demand,(note-3) V 871 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfs - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFsd 47.8 mi/h

Adjustment for no-passing zones, fnp 3.5 mi/h
Average travel speed, ATsd 36.5 mi/h
Percent Free Flow Speed, PFFS 76.4 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.0	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	833	168	pc/h
Base percent time-spent-following,(note-4) BPTSFD	62.2	%	
Adjustment for no-passing zones, fnp	26.5		
Percent time-spent-following, PTSFD	84.3	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.49	
Peak 15-min vehicle-miles of travel, VMT15	67	veh-mi
Peak-hour vehicle-miles of travel, VMT60	232	veh-mi
Peak 15-min total travel time, TT15	1.8	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	36.5	mi/h
Percent time-spent-following, PTSFD (from above)	84.3	
Level of service, LOSd (from above)	C	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	833.3
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	3.71
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: _____ Fax: _____
 E-Mail: _____

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 4/2/2018
 Analysis Time Period PM Peak (SB)
 Highway Innovation Parkway
 From/To Stephen Moody to Gibson Blvd E
 Jurisdiction COA
 Analysis Year 2018
 Description Southbound PM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.86	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 182 veh/h
 Opposing direction volume, Vo 102 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.5	1.8
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	212 pc/h	119 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 41 mi/h
 Observed total demand,(note-3) V 284 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
 Adj. for lane and shoulder width,(note-3) fLS - mi/h
 Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 43.2 mi/h

Adjustment for no-passing zones, fnp 2.7 mi/h
 Average travel speed, ATfSd 37.9 mi/h
 Percent Free Flow Speed, PFFfS 87.8 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	212	119	pc/h
Base percent time-spent-following,(note-4) BPTSFd	22.7	%	
Adjustment for no-passing zones, fnp	52.7		
Percent time-spent-following, PTSFd	56.5	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.12	
Peak 15-min vehicle-miles of travel, VMT15	16	veh-mi
Peak-hour vehicle-miles of travel, VMT60	55	veh-mi
Peak 15-min total travel time, TT15	0.4	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	37.9	mi/h
Percent time-spent-following, PTSFd (from above)	56.5	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	211.6
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	2.96
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 4/2/2018
Analysis Time Period AM Peak (NB)
Highway Innovation Parkway
From/To Gibson Blvd E to Research Rd
Jurisdiction COA
Analysis Year 2018
Description Northbound AM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.71	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 77 veh/h
Opposing direction volume, Vo 59 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	108 pc/h	83 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 31 mi/h
Observed total demand,(note-3) V 136 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 32.1 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
Average travel speed, ATfSd 28.2 mi/h
Percent Free Flow Speed, PFfS 87.9 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	108	83	pc/h
Base percent time-spent-following,(note-4) BPTSFd	12.5	%	
Adjustment for no-passing zones, fnp	53.2		
Percent time-spent-following, PTSFd	42.6	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	8	veh-mi
Peak-hour vehicle-miles of travel, VMT60	23	veh-mi
Peak 15-min total travel time, TT15	0.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	28.2	mi/h
Percent time-spent-following, PTSFd (from above)	42.6	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	108.5
Effective width of outside lane, We	24.23
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	0.80
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 4/2/2018
Analysis Time Period PM Peak (NB)
Highway Innovation Parkway
From/To Gibson Blvd E to Research Rd
Jurisdiction COA
Analysis Year 2018
Description Northbound PM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.94	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 202 veh/h
Opposing direction volume, Vo 26 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.5	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	215 pc/h	28 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 31 mi/h
Observed total demand,(note-3) V 228 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFFS - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFSd 32.8 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
Average travel speed, ATSD 28.5 mi/h
Percent Free Flow Speed, PFFS 86.9 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	215	28	pc/h
Base percent time-spent-following,(note-4) BPTSFd	22.9	%	
Adjustment for no-passing zones, fnp	42.9		
Percent time-spent-following, PTSFd	60.9	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.13	
Peak 15-min vehicle-miles of travel, VMT15	16	veh-mi
Peak-hour vehicle-miles of travel, VMT60	61	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	28.5	mi/h
Percent time-spent-following, PTSFd (from above)	60.9	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	214.9
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	2.96
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: _____ Fax: _____
 E-Mail: _____

----- Directional Two-Lane Highway Segment Analysis -----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 4/2/2018
 Analysis Time Period AM Peak (SB)
 Highway Innovation Parkway
 From/To Gibson Blvd E to Research Rd
 Jurisdiction COA
 Analysis Year 2018
 Description Southbound AM Peak

----- Input Data -----

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 728 veh/h
 Opposing direction volume, Vo 44 veh/h

----- Average Travel Speed -----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.1	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor, (note-5) fHV	1.000	1.000
Grade adj. factor, (note-1) fg	1.00	1.00
Directional flow rate, (note-2) vi	827 pc/h	50 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, (note-3) S FM 31 mi/h
 Observed total demand, (note-3) V - veh/h

Estimated Free-Flow Speed:

Base free-flow speed, (note-3) BFfS - mi/h
 Adj. for lane and shoulder width, (note-3) fLS - mi/h
 Adj. for access point density, (note-3) fA - mi/h

Free-flow speed, FFfSd 37.0 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
 Average travel speed, ATfSd 27.8 mi/h
 Percent Free Flow Speed, PFfS 75.1 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.0	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	827	50	pc/h
Base percent time-spent-following,(note-4) BPTSFD	61.9	%	
Adjustment for no-passing zones, fnp	19.7		
Percent time-spent-following, PTSFD	80.5	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.49	
Peak 15-min vehicle-miles of travel, VMT15	52	veh-mi
Peak-hour vehicle-miles of travel, VMT60	182	veh-mi
Peak 15-min total travel time, TT15	1.9	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.3	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	27.8	mi/h
Percent time-spent-following, PTSFD (from above)	80.5	
Level of service, LOSd (from above)	C	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	827.3
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	3.69
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 4/2/2018
Analysis Time Period PM Peak (SB)
Highway Innovation Parkway
From/To Gibson Blvd E to Research Rd
Jurisdiction COA
Analysis Year 2018
Description Southbound PM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.85	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 169 veh/h
Opposing direction volume, Vo 41 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.5	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	199 pc/h	48 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 31 mi/h
Observed total demand,(note-3) V 210 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 32.6 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
Average travel speed, ATfSd 28.3 mi/h
Percent Free Flow Speed, PFfS 86.8 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	199 pc/h	48 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	21.5 %		
Adjustment for no-passing zones, fnp	46.8		
Percent time-spent-following, PTSFD	59.2 %		

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.12	
Peak 15-min vehicle-miles of travel, VMT15	15 veh-mi	
Peak-hour vehicle-miles of travel, VMT60	51 veh-mi	
Peak 15-min total travel time, TT15	0.5 veh-h	
Capacity from ATS, CdATS	1700 veh/h	
Capacity from PTSF, CdPTSF	1700 veh/h	
Directional Capacity	1700 veh/h	

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.3 mi
Length of two-lane highway upstream of the passing lane, Lu	- mi
Length of passing lane including tapers, Lpl	- mi
Average travel speed, ATSD (from above)	28.3 mi/h
Percent time-spent-following, PTSFD (from above)	59.2
Level of service, LOSd (from above)	B

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	- mi
Adj. factor for the effect of passing lane on average speed, fpl	-
Average travel speed including passing lane, ATSp1	-
Percent free flow speed including passing lane, PFFSp1	0.0 %

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	- mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	- mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-
Percent time-spent-following including passing lane, PTSFpl	- %

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E
Peak 15-min total travel time, TT15	- veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	198.8
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	2.92
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 4/2/2018
Analysis Time Period AM Peak (NB)
Highway Innovation Parkway
From/To Research Rd to IP Office E Dri
Jurisdiction COA
Analysis Year 2018
Description Northbound AM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.73	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 70 veh/h
Opposing direction volume, Vo 400 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.9	1.2
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	96 pc/h	548 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 34 mi/h
Observed total demand,(note-3) V 470 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 37.6 mi/h

Adjustment for no-passing zones, fnp 2.0 mi/h
Average travel speed, ATfSd 30.6 mi/h
Percent Free Flow Speed, PFfS 81.3 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.0	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	96	548	pc/h
Base percent time-spent-following,(note-4) BPTSFD	15.6	%	
Adjustment for no-passing zones, fnp	33.2		
Percent time-spent-following, PTSFD	20.5	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.06	
Peak 15-min vehicle-miles of travel, VMT15	17	veh-mi
Peak-hour vehicle-miles of travel, VMT60	49	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	30.6	mi/h
Percent time-spent-following, PTSFD (from above)	20.5	
Level of service, LOSd (from above)	C	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	95.9
Effective width of outside lane, We	24.75
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	0.63
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: _____ Fax: _____
 E-Mail: _____

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 4/2/2018
 Analysis Time Period PM Peak (NB)
 Highway Innovation Parkway
 From/To Research Rd to IP Office E Dri
 Jurisdiction COA
 Analysis Year 2018
 Description Northbound PM Peak

-----Input Data-----

Highway class	Class 3	Peak hour factor, PHF	0.73	
Shoulder width	3.0 ft	% Trucks and buses	0	%
Lane width	12.0 ft	% Trucks crawling	0.0	%
Segment length	0.7 mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level	% Recreational vehicles	0	%
Grade: Length	- mi	% No-passing zones	100	%
Up/down	- %	Access point density	0	/mi

Analysis direction volume, Vd 84 veh/h
 Opposing direction volume, Vo 23 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	115 pc/h	32 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 34 mi/h
 Observed total demand,(note-3) V 107 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
 Adj. for lane and shoulder width,(note-3) fLS - mi/h
 Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 34.8 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
 Average travel speed, ATfSd 31.3 mi/h
 Percent Free Flow Speed, PFFfS 89.8 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	115 pc/h	32 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	13.2	%	
Adjustment for no-passing zones, fnp	48.1		
Percent time-spent-following, PTSFD	50.8	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	20	veh-mi
Peak-hour vehicle-miles of travel, VMT60	59	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	31.3	mi/h
Percent time-spent-following, PTSFD (from above)	50.8	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	115.1
Effective width of outside lane, We	23.70
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	0.96
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 4/2/2018
Analysis Time Period AM Peak (SB)
Highway Innovation Parkway
From/To Research Rd to IP Office E Dri
Jurisdiction COA
Analysis Year 2018
Description Southbound AM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.93	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 459 veh/h
Opposing direction volume, Vo 42 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.2	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	494 pc/h	45 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 34 mi/h
Observed total demand,(note-3) V 501 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfs - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFsd 37.9 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
Average travel speed, ATsd 31.3 mi/h
Percent Free Flow Speed, PFFS 82.6 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.0	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	494 pc/h	45 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	44.3	%	
Adjustment for no-passing zones, fnp	32.9		
Percent time-spent-following, PTSFD	74.5	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.29	
Peak 15-min vehicle-miles of travel, VMT15	86	veh-mi
Peak-hour vehicle-miles of travel, VMT60	321	veh-mi
Peak 15-min total travel time, TT15	2.7	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	31.3	mi/h
Percent time-spent-following, PTSFD (from above)	74.5	
Level of service, LOSd (from above)	C	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	493.5
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	3.51
Bicycle LOS	D

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
 E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 4/2/2018
 Analysis Time Period PM Peak (SB)
 Highway Innovation Parkway
 From/To Research Rd to IP Office E Dri
 Jurisdiction COA
 Analysis Year 2018
 Description Southbound PM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.87	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.7	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 132 veh/h
 Opposing direction volume, Vo 29 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	152 pc/h	33 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 34 mi/h
 Observed total demand,(note-3) V 161 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
 Adj. for lane and shoulder width,(note-3) fLS - mi/h
 Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 35.2 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
 Average travel speed, ATfSd 31.4 mi/h
 Percent Free Flow Speed, PFfS 89.1 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	152 pc/h	33 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	17.0	%	
Adjustment for no-passing zones, fnp	47.0		
Percent time-spent-following, PTSFD	55.6	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.09	
Peak 15-min vehicle-miles of travel, VMT15	27	veh-mi
Peak-hour vehicle-miles of travel, VMT60	92	veh-mi
Peak 15-min total travel time, TT15	0.9	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.7	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	31.4	mi/h
Percent time-spent-following, PTSFD (from above)	55.6	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	151.7
Effective width of outside lane, We	20.10
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	1.86
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: _____ Fax: _____
 E-Mail: _____

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 4/2/2018
 Analysis Time Period AM Peak (NB)
 Highway Innovation Parkway
 From/To IP Office E Dri to Eubank Blvd
 Jurisdiction COA
 Analysis Year 2018
 Description Northbound AM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.80	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 93 veh/h
 Opposing direction volume, Vo 179 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.8	1.5
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	116 pc/h	224 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 34 mi/h
 Observed total demand,(note-3) V 272 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
 Adj. for lane and shoulder width,(note-3) fLS - mi/h
 Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 36.1 mi/h

Adjustment for no-passing zones, fnp 3.8 mi/h
 Average travel speed, ATfSd 29.6 mi/h
 Percent Free Flow Speed, PFfS 82.0 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	116 pc/h	224 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	13.8	%	
Adjustment for no-passing zones, fnp	51.6		
Percent time-spent-following, PTSFD	31.4	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.07	
Peak 15-min vehicle-miles of travel, VMT15	15	veh-mi
Peak-hour vehicle-miles of travel, VMT60	47	veh-mi
Peak 15-min total travel time, TT15	0.5	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	29.6	mi/h
Percent time-spent-following, PTSFD (from above)	31.4	
Level of service, LOSd (from above)	C	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	116.3
Effective width of outside lane, We	23.02
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	1.17
Bicycle LOS	A

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 4/2/2018
Analysis Time Period PM Peak (NB)
Highway Innovation Parkway
From/To IP Office E Dri to Eubank Blvd
Jurisdiction COA
Analysis Year 2018
Description Northbound PM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.88	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 126 veh/h
Opposing direction volume, Vo 168 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.7	1.5
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	143 pc/h	191 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 34 mi/h
Observed total demand,(note-3) V 294 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 36.3 mi/h

Adjustment for no-passing zones, fnp 3.9 mi/h
Average travel speed, ATfSd 29.8 mi/h
Percent Free Flow Speed, PFFfS 82.2 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	143 pc/h	191 pc/h	
Base percent time-spent-following,(note-4) BPTSFD	16.1 %		
Adjustment for no-passing zones, fnp	57.1		
Percent time-spent-following, PTSFD	40.5 %		

-----Level of Service and Other Performance Measures-----

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.08	
Peak 15-min vehicle-miles of travel, VMT15	18	veh-mi
Peak-hour vehicle-miles of travel, VMT60	63	veh-mi
Peak 15-min total travel time, TT15	0.6	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	29.8	mi/h
Percent time-spent-following, PTSFD (from above)	40.5	
Level of service, LOSd (from above)	C	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	143.2
Effective width of outside lane, We	20.55
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	1.82
Bicycle LOS	B

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: _____ Fax: _____
 E-Mail: _____

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
 Agency/Co. City of Albuquerque
 Date Performed 4/2/2018
 Analysis Time Period AM Peak (SB)
 Highway Innovation Parkway
 From/To IP Office E Dri to Eubank Blvd
 Jurisdiction COA
 Analysis Year 2018
 Description Southbound AM Peak

-----Input Data-----

Highway class	Class 3	Peak hour factor, PHF	0.73	
Shoulder width	3.0 ft	% Trucks and buses	0	%
Lane width	12.0 ft	% Trucks crawling	0.0	%
Segment length	0.5 mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level	% Recreational vehicles	0	%
Grade: Length	- mi	% No-passing zones	100	%
Up/down	- %	Access point density	0	/mi

Analysis direction volume, Vd 234 veh/h
 Opposing direction volume, Vo 29 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	321 pc/h	40 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 34 mi/h
 Observed total demand,(note-3) V 263 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
 Adj. for lane and shoulder width,(note-3) fLS - mi/h
 Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 36.0 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
 Average travel speed, ATfSd 30.8 mi/h
 Percent Free Flow Speed, PFfS 85.6 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	321	40	pc/h
Base percent time-spent-following,(note-4) BPTSFD	31.9	%	
Adjustment for no-passing zones, fnp	39.0		
Percent time-spent-following, PTSFD	66.6	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.19	
Peak 15-min vehicle-miles of travel, VMT15	40	veh-mi
Peak-hour vehicle-miles of travel, VMT60	117	veh-mi
Peak 15-min total travel time, TT15	1.3	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	30.8	mi/h
Percent time-spent-following, PTSFD (from above)	66.6	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	320.5
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	3.12
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Phone: Fax:
E-Mail:

-----Directional Two-Lane Highway Segment Analysis-----

Analyst SMA
Agency/Co. City of Albuquerque
Date Performed 4/2/2018
Analysis Time Period PM Peak (SB)
Highway Innovation Parkway
From/To IP Office E Dri to Eubank Blvd
Jurisdiction COA
Analysis Year 2018
Description Southbound PM Peak

-----Input Data-----

Highway class	Class 3		Peak hour factor, PHF	0.71	
Shoulder width	3.0	ft	% Trucks and buses	0	%
Lane width	12.0	ft	% Trucks crawling	0.0	%
Segment length	0.5	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	%
Grade: Length	-	mi	% No-passing zones	100	%
Up/down	-	%	Access point density	0	/mi

Analysis direction volume, Vd 191 veh/h
Opposing direction volume, Vo 48 veh/h

-----Average Travel Speed-----

Direction	Analysis(d)	Opposing (o)
PCE for trucks, ET	1.4	1.9
PCE for RVs, ER	1.0	1.0
Heavy-vehicle adj. factor,(note-5) fHV	1.000	1.000
Grade adj. factor,(note-1) fg	1.00	1.00
Directional flow rate,(note-2) vi	269 pc/h	68 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed,(note-3) S FM 34 mi/h
Observed total demand,(note-3) V 239 veh/h

Estimated Free-Flow Speed:

Base free-flow speed,(note-3) BFfS - mi/h
Adj. for lane and shoulder width,(note-3) fLS - mi/h
Adj. for access point density,(note-3) fA - mi/h

Free-flow speed, FFfSd 35.9 mi/h

Adjustment for no-passing zones, fnp 2.4 mi/h
Average travel speed, ATfSd 30.8 mi/h
Percent Free Flow Speed, PFfS 86.0 %

-----Percent Time-Spent-Following-----

Direction	Analysis(d)	Opposing (o)	
PCE for trucks, ET	1.1	1.1	
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor,(note-1) fg	1.00	1.00	
Directional flow rate,(note-2) vi	269	68	pc/h
Base percent time-spent-following,(note-4) BPTSFD	27.7	%	
Adjustment for no-passing zones, fnp	45.3		
Percent time-spent-following, PTSFD	63.9	%	

-----Level of Service and Other Performance Measures-----

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.16	
Peak 15-min vehicle-miles of travel, VMT15	34	veh-mi
Peak-hour vehicle-miles of travel, VMT60	96	veh-mi
Peak 15-min total travel time, TT15	1.1	veh-h
Capacity from ATS, CdATS	1700	veh/h
Capacity from PTSF, CdPTSF	1700	veh/h
Directional Capacity	1700	veh/h

-----Passing Lane Analysis-----

Total length of analysis segment, Lt	0.5	mi
Length of two-lane highway upstream of the passing lane, Lu	-	mi
Length of passing lane including tapers, Lpl	-	mi
Average travel speed, ATSD (from above)	30.8	mi/h
Percent time-spent-following, PTSFD (from above)	63.9	
Level of service, LOSd (from above)	B	

-----Average Travel Speed with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	-	mi
Adj. factor for the effect of passing lane on average speed, fpl	-	
Average travel speed including passing lane, ATSp1	-	
Percent free flow speed including passing lane, PFFSp1	0.0	%

-----Percent Time-Spent-Following with Passing Lane-----

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	-	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	-	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	-	
Percent time-spent-following including passing lane, PTSFpl	-	%

-----Level of Service and Other Performance Measures with Passing Lane-----

Level of service including passing lane, LOSpl	E	
Peak 15-min total travel time, TT15	-	veh-h

-----Bicycle Level of Service-----

Posted speed limit, Sp	25
Percent of segment with occupied on-highway parking	0
Pavement rating, P	3
Flow rate in outside lane, vOL	269.0
Effective width of outside lane, We	15.00
Effective speed factor, St	2.61
Bicycle LOS Score, BLOS	3.06
Bicycle LOS	C

Notes:

1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i (v_d or v_o) $\geq 1,700$ pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only and for $v > 200$ veh/h.
4. For the analysis direction only.
5. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.



Appendix F – Synchro Analysis 2018

Intersection						
Int Delay, s/veh	63.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	242	229	38	12	40	535
Future Vol, veh/h	242	229	38	12	40	535
Conflicting Peds, #/hr	4	4	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	73	83	73	43	77	90
Heavy Vehicles, %	0	1	0	0	3	1
Mvmt Flow	332	276	52	28	52	594

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	771	73	0	0	83
Stage 1	69	-	-	-	-
Stage 2	702	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.13
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.227
Pot Cap-1 Maneuver	371	992	-	-	1508
Stage 1	959	-	-	-	-
Stage 2	495	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	355	985	-	-	1504
Mov Cap-2 Maneuver	355	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	493	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	139.7	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	500	1504
HCM Lane V/C Ratio	-	-	1.215	0.035
HCM Control Delay (s)	-	-	139.7	7.5
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	23.2	0.1

Intersection												
Int Delay, s/veh	2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕			↕			↕	↕
Traffic Vol, veh/h	50	401	314	19	26	7	11	5	16	3	2	3
Future Vol, veh/h	50	401	314	19	26	7	11	5	16	3	2	3
Conflicting Peds, #/hr	7	0	3	7	0	0	7	0	3	7	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	84	90	68	54	88	55	42	80	38	50	25
Heavy Vehicles, %	0	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	477	349	28	48	8	20	12	20	8	4	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	833	0	0	902	898	666	910	1068	66
Stage 1	-	-	-	-	-	-	779	779	-	115	115	-
Stage 2	-	-	-	-	-	-	123	119	-	795	953	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1553	-	-	809	-	-	261	281	463	258	223	1003
Stage 1	-	-	-	-	-	-	392	409	-	895	804	-
Stage 2	-	-	-	-	-	-	886	801	-	384	340	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1543	-	-	804	-	-	230	247	457	215	196	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	230	247	-	215	196	-
Stage 1	-	-	-	-	-	-	359	375	-	821	770	-
Stage 2	-	-	-	-	-	-	835	767	-	326	312	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.5	3.2	20.1	16
HCM LOS			C	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2
Capacity (veh/h)	290	804	-	-	1543	-	-	208 990
HCM Lane V/C Ratio	0.179	0.035	-	-	0.039	-	-	0.057 0.012
HCM Control Delay (s)	20.1	9.6	-	-	7.4	0	-	23.4 8.7
HCM Lane LOS	C	A	-	-	A	A	-	C A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.2 0

Intersection						
Int Delay, s/veh	4.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	88	58	23	88	88
Future Vol, veh/h	31	88	58	23	88	88
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	88	63	58	76	76
Heavy Vehicles, %	0	4	1	0	0	0
Mvmt Flow	40	100	92	40	116	116

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	480	132	0	0	142	0
Stage 1	122	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2	-
Pot Cap-1 Maneuver	548	912	-	-	1453	-
Stage 1	908	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	494	895	-	-	1439	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	727	1439
HCM Lane V/C Ratio	-	-	0.192	0.08
HCM Control Delay (s)	-	-	11.1	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.3

Intersection												
Int Delay, s/veh	3.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕			↕			↕	↕
Traffic Vol, veh/h	12	104	40	8	20	0	16	4	14	14	3	3
Future Vol, veh/h	12	104	40	8	20	0	16	4	14	14	3	3
Conflicting Peds, #/hr	82	0	54	54	0	54	62	0	62	54	0	54
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	84	67	100	63	25	80	33	58	100	38	38
Heavy Vehicles, %	0	0	0	0	0	0	0	0	7	0	0	0
Mvmt Flow	24	124	60	8	32	0	20	12	24	14	8	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	238	0	0	374	386	270	412	416	176
Stage 1	-	-	-	-	-	-	256	256	-	130	130	-
Stage 2	-	-	-	-	-	-	118	130	-	282	286	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1488	-	-	1341	-	-	587	551	757	554	530	872
Stage 1	-	-	-	-	-	-	753	699	-	878	792	-
Stage 2	-	-	-	-	-	-	891	792	-	729	679	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1372	-	-	1272	-	-	501	469	676	445	452	756
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	469	-	445	452	-
Stage 1	-	-	-	-	-	-	700	650	-	793	725	-
Stage 2	-	-	-	-	-	-	815	725	-	636	631	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.9	1.6	12.2	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2
Capacity (veh/h)	554	1272	-	-	1372	-	-	447 756
HCM Lane V/C Ratio	0.102	0.006	-	-	0.017	-	-	0.049 0.01
HCM Control Delay (s)	12.2	7.8	-	-	7.7	0	-	13.5 9.8
HCM Lane LOS	B	A	-	-	A	A	-	B A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2 0

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	FF		FB		FB	FB
Traffic Vol, veh/h	4	82	133	101	142	18
Future Vol, veh/h	4	82	133	101	142	18
Conflicting Peds, #/hr	6	6	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	65	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	89	85	81	93	64
Heavy Vehicles, %	0	4	1	0	0	0
Mvmt Flow	4	92	156	125	153	28

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	565	231	0	0	287
Stage 1	225	-	-	-	-
Stage 2	340	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2
Pot Cap-1 Maneuver	490	803	-	-	1287
Stage 1	817	-	-	-	-
Stage 2	725	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	426	794	-	-	1280
Mov Cap-2 Maneuver	426	-	-	-	-
Stage 1	715	-	-	-	-
Stage 2	721	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	6.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	766	1280
HCM Lane V/C Ratio	-	-	0.126	0.119
HCM Control Delay (s)	-	-	10.4	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.4

Intersection												
Int Delay, s/veh	6.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕			↕			↕	↕
Traffic Vol, veh/h	11	11	4	0	76	0	93	0	11	2	0	8
Future Vol, veh/h	11	11	4	0	76	0	93	0	11	2	0	8
Conflicting Peds, #/hr	6	0	6	6	0	6	6	0	6	6	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	150	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	69	50	67	83	88	78	25	46	50	25	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	0	0
Mvmt Flow	20	16	8	0	92	0	119	0	24	4	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	98	0	0	30	0	0	172	164	32	176	168	104
Stage 1	-	-	-	-	-	-	66	66	-	98	98	-
Stage 2	-	-	-	-	-	-	106	98	-	78	70	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.3
Pot Cap-1 Maneuver	1508	-	-	1596	-	-	796	732	1048	789	728	956
Stage 1	-	-	-	-	-	-	950	844	-	911	818	-
Stage 2	-	-	-	-	-	-	905	818	-	933	841	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1499	-	-	1587	-	-	765	713	1036	753	709	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	765	713	-	753	709	-
Stage 1	-	-	-	-	-	-	931	827	-	893	813	-
Stage 2	-	-	-	-	-	-	885	813	-	894	824	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	3.4	0	10.5	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	SWLn2
Capacity (veh/h)	800	1587	-	-	1499	-	-	753 945
HCM Lane V/C Ratio	0.179	-	-	-	0.013	-	-	0.005 0.017
HCM Control Delay (s)	10.5	0	-	-	7.4	0	-	9.8 8.9
HCM Lane LOS	B	A	-	-	A	A	-	A A
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0 0.1



Appendix G – Speed Study Results

Special Speed Study Report: Gibson East of Eubank

Station ID : Gibson East of Eubank

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : GIB W 1EB.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.		Eastbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	5	3	14	4	2	1	1	0	0	0	0	0	0	0	0	30
	06:00	0	2	4	6	5	2	0	0	0	0	0	0	0	0	0	0	19
	07:00	0	4	2	2	3	0	0	0	0	0	0	0	0	0	0	0	11
	08:00	0	1	8	9	9	0	0	0	0	0	0	1	0	0	0	0	28
	09:00	1	3	13	20	8	1	0	0	0	0	0	0	0	0	0	0	46
	10:00	0	2	6	12	9	1	1	0	0	0	0	0	0	0	0	0	31
	11:00	4	8	26	20	9	1	0	0	0	0	0	0	0	0	0	0	68
	12:00	1	4	19	28	9	1	0	0	0	0	0	0	0	0	0	0	62
	13:00	1	8	17	15	7	0	0	0	0	0	0	0	0	0	0	0	48
	14:00	4	4	11	16	6	0	0	0	0	0	0	0	0	0	0	0	41
	15:00	1	13	19	20	4	0	0	0	0	0	0	0	0	0	0	0	57
	16:00	0	2	12	27	14	1	0	0	0	0	0	0	0	0	0	0	56
	17:00	5	3	18	22	8	1	0	0	0	0	1	0	0	0	0	0	58
	18:00	2	2	10	6	3	0	0	0	0	0	0	0	0	0	0	0	23
	19:00	2	0	4	2	3	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	2	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	0	2	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	1
Daily Total :		23	64	182	224	103	10	2	1	0	0	1	1	0	0	0	0	611
Percent :		4%	10%	30%	37%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	14%	44%	81%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	8	9	4	0	0	0	0	0	0	0	0	0	0	0	25

Average Speed 30.3 mph 50% Speed : 30.9 mph 67% Speed : 33.1 mph 85% Speed : 36.7 mph
10mph Pace: 25.0 - 34.9 (66.4%)

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	
2/28/201	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	1	3	5	4	1	1	0	0	0	0	0	0	0	0	0	15
	06:00	1	1	2	7	4	2	0	0	0	0	0	0	0	0	0	0	17
	07:00	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	1	8	28	32	7	1	1	0	0	0	0	0	0	0	0	0	78
	09:00	2	4	18	20	7	4	0	0	0	0	0	0	0	0	0	0	55
	10:00	1	4	11	16	3	0	0	0	0	0	0	0	0	0	0	0	35
	11:00	1	3	19	18	7	0	0	0	0	0	0	0	0	0	0	0	48
	12:00	2	11	30	26	7	1	0	0	0	0	0	0	0	0	0	0	77
	13:00	2	10	16	19	4	0	0	0	0	0	0	0	0	0	0	0	51
	14:00	2	7	7	18	3	0	0	0	0	0	0	0	0	0	0	0	37
	15:00	1	7	23	24	7	1	0	0	0	0	0	0	0	0	0	0	63
	16:00	3	6	16	24	9	2	1	0	0	0	0	0	0	0	0	0	61
	17:00	2	8	16	16	9	0	0	0	0	0	0	0	0	0	0	0	51
	18:00	0	4	6	6	4	1	0	0	0	0	0	0	0	0	0	0	21
	19:00	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	0	0	7	7	1	0	0	0	0	0	0	0	0	0	0	0	15
	21:00	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		20	81	216	249	78	13	3	0	0	0	0	0	0	0	0	0	660
Percent :		3%	12%	33%	38%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		3%	15%	48%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	9	10	3	1	0	0	0	0	0	0	0	0	0	0	27

Average Speed	29.8 mph	50% Speed :	30.3 mph	67% Speed :	32.5 mph	85% Speed :	34.9 mph
				10mph Pace:	25.0 - 34.9 (70.5%)		

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	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	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	2	0	5	2	1	0	0	0	0	0	0	0	0	0	0	10
	06:00	3	5	12	15	8	5	0	0	0	0	0	0	0	0	0	0	48
	07:00	1	8	41	59	32	1	3	1	0	0	0	0	0	0	0	0	146
	08:00	3	10	40	40	15	3	1	0	0	0	0	0	0	0	0	0	112
	09:00	3	8	21	15	6	1	0	0	0	0	0	0	0	0	0	0	54
	10:00	2	6	17	7	1	0	1	0	0	0	0	0	0	0	0	0	34
	11:00	7	8	22	26	14	0	0	0	0	0	0	0	0	0	0	0	77
	12:00	1	8	22	28	7	1	0	0	0	0	0	0	0	0	0	0	67
	13:00	5	11	26	13	8	0	0	0	0	0	0	0	0	0	0	0	63
	14:00	4	6	16	9	2	1	0	0	0	0	0	0	0	0	0	0	38
	15:00	7	17	34	32	9	1	1	0	0	0	0	0	0	0	0	0	101
	16:00	0	8	38	56	17	0	0	0	0	0	0	0	0	0	0	0	119
	17:00	6	16	53	35	12	5	0	0	0	0	0	0	0	0	0	0	127
	18:00	1	3	19	9	3	0	0	0	0	0	0	0	0	0	0	0	35
	19:00	2	0	3	7	2	1	0	0	0	0	0	0	0	0	0	0	15
	20:00	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	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 :		48	118	369	360	139	20	6	1	0	0	0	0	0	0	0	0	1061
Percent :		5%	11%	35%	34%	13%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		5%	16%	50%	84%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :		2	5	15	15	6	1	0	0	0	0	0	0	0	0	0	0	44

Average Speed 29.5 mph	50% Speed : 29.9 mph	67% Speed : 32.4 mph	85% Speed : 35.4 mph
10mph Pace: 25.0 - 34.9 (68.7%)			

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	
2/28/201	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	1	6	1	0	1	0	0	0	0	0	0	0	0	0	10
	06:00	3	4	13	16	9	2	2	0	0	0	0	0	0	0	0	0	49
	07:00	1	9	36	33	23	3	1	0	0	0	0	0	0	0	0	0	106
	08:00	2	8	19	31	4	5	2	0	0	0	0	0	0	0	0	0	71
	09:00	1	5	24	12	2	1	0	0	0	0	0	0	0	0	0	0	45
	10:00	1	5	17	14	4	0	0	0	0	0	0	0	0	0	0	0	41
	11:00	3	10	26	23	4	2	0	0	0	0	0	0	0	0	0	0	68
	12:00	3	12	42	23	7	1	0	0	0	0	0	0	0	0	0	0	88
	13:00	2	7	26	16	5	0	0	0	0	0	0	0	0	0	0	0	56
	14:00	6	4	19	22	2	1	0	0	0	0	0	0	0	0	0	0	54
	15:00	6	18	31	32	5	1	0	0	0	0	0	0	0	0	0	0	93
	16:00	7	16	46	52	13	0	0	0	0	0	0	0	0	0	0	0	134
	17:00	8	16	50	41	12	5	0	0	0	0	0	0	0	0	0	0	132
	18:00	1	5	17	10	2	2	0	0	0	0	0	0	0	0	0	0	37
	19:00	2	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
	21:00	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Daily Total :		49	124	371	339	95	24	6	2	0	0	0	0	0	0	0	0	1010
Percent :		5%	12%	37%	34%	9%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	17%	54%	87%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	5	15	14	4	1	0	0	0	0	0	0	0	0	0	0	41

Average Speed	29.1 mph	50% Speed :	29.4 mph	67% Speed :	32.0 mph	85% Speed :	34.6 mph
				10mph Pace:	25.0 - 34.9 (70.3%)		

Special Speed Study Summary: Gibson East of Eubank

	#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:	43	145	398	473	181	23	5	1	0	0	1	1	0	0	0	0	1271
Percent :	3%	11%	31%	37%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	3%	15%	46%	83%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	3	8	10	4	0	0	0	0	0	0	0	0	0	0	0	26
ADT = 635	Average Speed 30.0 mph		50% Speed : 30.6 mph				67% Speed : 32.8 mph				85% Speed : 35.7 mph				10mph Pace: 25.0 - 34.9 (68.5%)		
Grand Total #3:	97	242	740	699	234	44	12	3	0	0	0	0	0	0	0	0	2071
Percent :	5%	12%	36%	34%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	5%	16%	52%	86%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	5	15	15	5	1	0	0	0	0	0	0	0	0	0	0	43
ADT = 1035	Average Speed 29.3 mph		50% Speed : 29.7 mph				67% Speed : 32.2 mph				85% Speed : 34.9 mph				10mph Pace: 25.0 - 34.9 (69.5%)		
Comb. Total :	140	387	1138	1172	415	67	17	4	0	0	1	1	0	0	0	0	3342
Percent :	4%	12%	34%	35%	12%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	4%	16%	50%	85%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	8	24	24	9	1	0	0	0	0	0	0	0	0	0	0	69
ADT = 1671	Average Speed 29.6 mph		50% Speed : 30.0 mph				67% Speed : 32.4 mph				85% Speed : 35.1 mph				10mph Pace: 25.0 - 34.9 (69.1%)		

Special Speed Study Report: Gibson East of Innovation Pkwy

Station ID : Gibson East of Innovation Pkwy

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : GIB E2 1EB.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	2	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	11
Tue	01:00	2	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	14
	07:00	1	4	9	3	2	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	4	11	18	12	1	0	0	0	0	0	0	0	0	0	0	0	46
	09:00	6	13	18	13	4	0	0	0	0	0	0	0	0	0	0	0	54
	10:00	7	11	14	10	2	1	0	0	0	0	0	0	0	0	0	0	45
	11:00	3	15	45	26	3	0	0	0	0	0	0	0	0	0	0	0	92
	12:00	3	11	48	25	3	0	0	0	0	0	0	0	0	0	0	0	90
	13:00	4	10	33	18	2	2	1	0	0	0	0	0	0	0	0	0	70
	14:00	3	27	29	18	5	0	0	0	0	0	0	0	0	0	0	0	82
	15:00	8	29	55	35	1	0	0	0	0	0	0	0	0	0	0	0	128
	16:00	9	21	109	52	6	0	1	0	0	0	0	0	0	0	0	0	198
	17:00	7	51	123	51	7	0	0	0	0	0	0	0	0	0	0	0	239
	18:00	14	42	79	23	2	0	1	0	0	0	0	0	0	0	0	0	161
	19:00	4	27	36	15	2	0	0	0	0	0	0	0	0	0	0	0	84
	20:00	6	8	50	9	0	0	0	0	0	0	0	0	0	0	0	0	73
	21:00	4	12	27	14	2	0	0	0	0	0	0	0	0	0	0	0	59
	22:00	2	13	24	7	1	0	0	0	0	0	0	0	0	0	0	0	47
	23:00	2	5	5	9	0	0	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		93	315	743	353	47	3	3	0	0	0	0	0	0	0	0	0	1557
Percent :		6%	20%	48%	23%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		6%	26%	74%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	13	31	15	2	0	0	0	0	0	0	0	0	0	0	0	65

Average Speed 26.9 mph 50% Speed : 27.5 mph 67% Speed : 29.2 mph 85% Speed : 32.4 mph
10mph Pace: 25.0 - 34.9 (70.4%)

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	
2/28/201	00:00	1	1	1	6	0	1	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	1	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	10
	07:00	1	4	6	2	2	0	0	0	1	0	0	0	0	0	0	0	16
	08:00	1	15	16	14	4	0	0	0	0	0	0	0	0	0	0	0	50
	09:00	2	10	26	15	0	0	0	0	0	0	0	0	0	0	0	0	53
	10:00	1	9	25	16	1	0	0	0	0	0	0	0	0	0	0	0	52
	11:00	1	20	27	19	1	0	0	0	0	0	0	0	0	0	0	0	68
	12:00	3	9	37	18	3	0	0	0	0	0	0	0	0	0	0	0	70
	13:00	4	23	21	7	2	0	0	0	0	0	0	0	0	0	0	0	57
	14:00	6	29	52	20	3	0	0	0	0	0	1	0	0	0	0	0	111
	15:00	15	49	43	22	0	0	0	0	0	0	0	0	0	0	0	0	129
	16:00	7	42	102	40	0	0	0	0	0	0	0	0	0	0	0	0	191
	17:00	14	57	104	31	2	0	0	0	0	0	0	0	0	0	0	0	208
	18:00	7	36	63	30	5	0	0	0	0	0	0	0	0	0	0	0	141
	19:00	6	25	46	19	3	0	1	0	0	0	0	0	0	0	0	0	100
	20:00	5	26	37	13	2	0	0	0	0	0	0	0	0	0	0	0	83
	21:00	6	16	32	12	2	0	0	0	0	0	0	0	0	0	0	0	68
	22:00	2	16	21	10	1	0	0	0	0	0	0	0	0	0	0	0	50
	23:00	4	4	16	8	0	0	0	0	0	0	0	0	0	0	0	0	32
Daily Total :		88	401	688	310	31	1	1	0	1	0	1	0	0	0	0	0	1522
Percent :		6%	26%	45%	20%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		6%	32%	77%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	17	29	13	1	0	0	0	0	0	0	0	0	0	0	0	64

Average Speed	26.4 mph	50% Speed :	27.0 mph	67% Speed :	28.8 mph	85% Speed :	31.9 mph
				10mph Pace: 20.1 - 30.0 (71.9%)			

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	11
	05:00	0	8	24	21	6	0	1	0	0	0	0	0	0	0	0	0	60
	06:00	0	35	99	51	12	2	0	0	0	0	0	0	0	0	0	1	200
	07:00	28	32	207	143	26	2	0	0	0	0	0	0	0	0	0	3	441
	08:00	11	35	154	102	18	1	0	0	0	0	0	0	0	0	0	0	321
	09:00	9	13	39	37	5	2	0	0	0	0	0	0	0	0	0	0	105
	10:00	4	10	28	20	4	0	0	0	0	0	0	0	0	0	0	0	66
	11:00	5	25	25	24	1	1	0	0	0	0	0	0	0	0	0	0	81
	12:00	6	21	40	39	7	1	0	0	0	0	0	0	0	0	0	0	114
	13:00	3	16	39	27	7	0	0	0	0	0	0	0	0	0	0	0	92
	14:00	7	20	31	20	12	1	0	0	0	0	0	0	0	0	0	0	91
	15:00	8	22	41	21	1	0	0	0	0	0	0	0	0	0	0	0	93
	16:00	7	22	23	22	3	0	0	0	0	0	0	0	0	0	0	0	77
	17:00	4	15	28	21	4	0	0	0	0	0	0	0	0	0	0	0	72
	18:00	3	21	30	9	5	0	0	0	0	0	0	0	0	0	0	0	68
	19:00	0	16	14	13	4	1	0	0	0	0	0	0	0	0	0	0	48
	20:00	2	6	16	6	1	0	1	0	0	0	0	0	0	0	0	0	32
	21:00	1	7	11	10	0	1	0	0	0	0	0	0	0	0	0	0	30
	22:00	2	5	10	6	2	0	0	0	0	0	0	0	0	0	0	0	25
	23:00	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	8

Daily Total :	103	333	869	602	123	12	3	0	0	0	0	0	0	0	0	0	4	2049
Percent :	5%	16%	42%	29%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	5%	21%	64%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	14	36	25	5	1	0	0	0	0	0	0	0	0	0	0	0	85

Average Speed 27.9 mph	50% Speed : 28.4 mph	67% Speed : 30.6 mph
85% Speed : 33.6 mph		
10mph Pace: 25.0 - 34.9 (71.8%)		

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	
2/28/201	00:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	12	5	1	0	0	0	0	0	0	0	0	0	0	0	19
	05:00	0	6	25	24	9	0	1	0	0	0	0	0	0	0	0	0	65
	06:00	6	34	109	49	10	0	1	0	0	0	0	0	0	0	0	1	210
	07:00	13	39	162	148	24	0	0	0	0	0	0	0	0	0	0	1	387
	08:00	11	28	112	98	13	1	1	0	0	0	0	0	0	0	0	0	264
	09:00	5	28	41	33	6	1	0	0	0	0	0	0	0	0	0	0	114
	10:00	3	15	28	16	6	1	0	0	0	0	0	0	0	0	0	0	69
	11:00	1	17	34	20	0	0	0	0	0	0	0	0	0	0	0	0	72
	12:00	5	25	47	41	4	1	0	0	0	0	0	0	0	0	0	0	123
	13:00	3	24	32	23	1	1	0	0	0	0	0	0	0	0	0	0	84
	14:00	10	27	26	11	4	0	0	0	0	0	0	0	0	0	0	0	78
	15:00	4	21	35	22	7	0	0	0	0	0	0	0	0	0	0	0	89
	16:00	4	17	31	14	4	0	0	0	0	0	0	0	0	0	0	0	70
	17:00	5	13	31	23	2	1	0	0	0	0	1	0	0	0	0	0	76
	18:00	3	13	20	17	6	1	0	0	0	0	0	0	0	0	0	0	60
	19:00	4	9	20	13	1	1	0	0	0	0	0	0	0	0	0	1	49
	20:00	2	12	15	8	1	1	0	0	0	0	0	0	0	0	0	0	39
	21:00	3	6	14	8	1	0	0	0	0	0	0	0	0	0	0	0	32
	22:00	0	5	12	7	0	2	0	0	0	0	0	0	0	0	0	0	26
	23:00	1	5	8	6	1	0	1	0	0	0	0	0	0	0	0	0	22
Daily Total :		86	347	817	590	102	11	4	0	0	0	1	0	0	0	0	3	1961
Percent :		4%	18%	42%	30%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	22%	64%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	14	34	25	4	0	0	0	0	0	0	0	0	0	0	0	81

Average Speed	27.9 mph	50% Speed :	28.3 mph	67% Speed :	30.5 mph	85% Speed :	33.5 mph
				10mph Pace: 25.0 - 34.9 (71.7%)			

Special Speed Study Summary: Gibson East of Innovation Pkwy

	#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:	181	716	1431	663	78	4	4	0	1	0	1	0	0	0	0	0	3079
Percent :	6%	23%	46%	22%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	6%	29%	76%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	15	30	14	2	0	0	0	0	0	0	0	0	0	0	0	65
ADT = 1539	Average Speed 26.7 mph 50% Speed : 27.3 mph 67% Speed : 29.1 mph 85% Speed : 32.2 mph 10mph Pace: 20.1 - 30.0 (70.3%)																
Grand Total #3:	189	680	1686	1192	225	23	7	0	0	0	1	0	0	0	0	7	4010
Percent :	5%	17%	42%	30%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	5%	22%	64%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	14	35	25	5	0	0	0	0	0	0	0	0	0	0	0	83
ADT = 2005	Average Speed 27.9 mph 50% Speed : 28.3 mph 67% Speed : 30.6 mph 85% Speed : 33.6 mph 10mph Pace: 25.0 - 34.9 (71.8%)																
Comb. Total :	370	1396	3117	1855	303	27	11	0	1	0	2	0	0	0	0	7	7089
Percent :	5%	20%	44%	26%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	5%	25%	69%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	29	65	39	6	1	0	0	0	0	0	0	0	0	0	0	148
ADT = 3544	Average Speed 27.3 mph 50% Speed : 27.8 mph 67% Speed : 29.8 mph 85% Speed : 33.1 mph 10mph Pace: 25.0 - 34.9 (70.1%)																

Special Speed Study Report: Gibson West of Innovation Pkwy

Station ID : Gibson West of Innovation Pkwy

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : DBFILE 030118 - 10.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.		Eastbound	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	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	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	1	1	1	0	0	1	0	0	0	0	0	0	0	0	5
	06:00	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	1	1	6	7	1	0	0	0	0	0	0	0	0	0	0	0	16
	08:00	1	1	7	4	3	2	0	0	0	0	0	0	0	0	0	0	18
	09:00	1	3	9	8	2	0	0	0	0	0	0	0	0	0	0	0	23
	10:00	0	3	3	7	1	0	0	0	0	0	0	0	0	0	0	0	14
	11:00	1	5	13	10	3	1	0	0	0	0	0	0	0	0	0	0	33
	12:00	0	5	9	15	11	0	0	0	0	0	0	0	0	0	0	0	40
	13:00	0	0	13	9	3	1	0	0	0	0	0	0	0	0	0	0	26
	14:00	0	6	5	7	0	0	0	0	0	0	0	0	0	0	0	0	18
	15:00	1	3	8	13	6	0	0	0	0	0	0	0	0	0	0	0	31
	16:00	1	7	14	22	10	1	0	0	0	0	0	0	0	0	0	0	55
	17:00	8	7	22	17	4	1	1	0	0	0	0	0	0	0	0	0	60
	18:00	2	8	9	10	0	2	0	0	0	0	0	0	0	0	0	0	31
	19:00	1	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		18	58	134	140	49	8	1	1	0	0	0	0	0	0	0	0	409
Percent :		4%	14%	33%	34%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	19%	51%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	6	6	2	0	0	0	0	0	0	0	0	0	0	0	17

Average Speed 29.3 mph 50% Speed : 29.6 mph 67% Speed : 32.3 mph 85% Speed : 34.8 mph
10mph Pace: 25.0 - 34.9 (67.0%)

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	
2/28/201	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	6
	07:00	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	8
	08:00	0	2	10	7	3	1	0	0	0	0	0	0	0	0	0	0	23
	09:00	1	1	3	7	4	0	0	0	0	0	0	0	0	0	0	0	16
	10:00	1	2	7	9	1	0	0	0	0	0	0	0	0	0	0	0	20
	11:00	3	3	11	10	3	0	0	0	0	0	0	0	0	0	0	0	30
	12:00	4	6	12	14	2	0	0	0	0	0	0	0	0	0	0	0	38
	13:00	4	5	3	9	3	0	0	0	0	0	0	0	0	0	0	0	24
	14:00	3	7	8	7	3	0	0	0	0	0	0	0	0	0	0	0	28
	15:00	1	6	18	16	4	0	0	0	0	0	0	0	0	0	0	0	45
	16:00	4	6	19	22	4	2	0	0	0	0	0	0	0	0	0	0	57
	17:00	4	11	25	18	6	1	0	0	0	0	0	0	0	0	0	0	65
	18:00	3	6	8	6	3	1	0	0	0	0	0	0	0	0	0	0	27
	19:00	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	0	0	9	3	1	1	0	0	0	0	0	0	0	0	0	0	14
	21:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	4
	23:00	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		33	63	148	143	38	9	0	0	0	0	0	0	0	0	0	0	434
Percent :		8%	15%	34%	33%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		8%	22%	56%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	6	6	2	0	0	0	0	0	0	0	0	0	0	0	18

Average Speed	28.2 mph	50% Speed :	29.0 mph	67% Speed :	31.7 mph	85% Speed :	34.1 mph
				10mph Pace:	25.0 - 34.9 (67.1%)		

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	1	6	6	3	0	1	0	0	0	0	0	0	0	0	0	18
	06:00	7	6	18	26	14	6	0	0	0	0	0	0	0	0	0	0	77
	07:00	11	11	66	113	47	6	0	0	0	0	0	0	0	0	0	0	254
	08:00	12	6	71	87	25	9	0	0	0	0	0	0	0	0	0	0	210
	09:00	0	3	10	11	2	1	0	0	0	0	0	0	0	0	0	0	27
	10:00	0	2	11	5	1	0	0	0	0	0	0	0	0	0	0	0	19
	11:00	4	3	10	11	5	0	0	0	0	0	0	0	0	0	0	0	33
	12:00	4	1	16	9	4	0	0	0	0	0	0	0	0	0	0	0	34
	13:00	0	6	11	6	3	0	0	0	0	0	0	0	0	0	0	0	26
	14:00	1	1	9	4	1	0	0	0	0	0	0	0	0	0	0	0	16
	15:00	2	6	13	8	3	1	0	0	0	0	0	0	0	0	0	0	33
	16:00	2	2	8	13	2	0	0	0	0	0	0	0	0	0	0	0	27
	17:00	0	4	5	7	4	0	0	0	0	0	0	0	0	0	0	0	20
	18:00	0	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Daily Total :	46	57	265	314	116	24	1	0	0	0	0	0	0	0	0	0	0	823
Percent :	6%	7%	32%	38%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	6%	13%	45%	83%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	2	11	13	5	1	0	0	0	0	0	0	0	0	0	0	0	34

Average Speed 29.9 mph	50% Speed : 30.7 mph	67% Speed : 32.9 mph
85% Speed : 36.1 mph		
10mph Pace: 25.0 - 34.9 (70.4%)		

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	
2/28/201	00:00	2	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	4	4	1	0	0	1	0	0	0	0	0	0	0	0	10
	06:00	2	7	16	22	15	3	1	0	0	0	0	0	0	0	0	0	66
	07:00	13	13	66	86	31	4	1	0	0	0	0	0	0	0	0	0	214
	08:00	6	6	43	43	11	2	0	0	0	0	0	0	0	0	0	0	111
	09:00	2	3	15	5	4	0	0	0	0	0	0	0	0	0	0	0	29
	10:00	0	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	13
	11:00	6	6	13	4	4	0	0	0	0	0	0	0	0	0	0	0	33
	12:00	3	6	16	15	0	0	0	0	0	0	0	0	0	0	0	0	40
	13:00	3	2	13	5	3	0	0	0	0	0	0	0	0	0	0	0	26
	14:00	4	6	7	8	0	1	0	0	0	0	0	0	0	0	0	0	26
	15:00	2	3	11	5	1	0	0	0	0	0	0	0	0	0	0	0	22
	16:00	0	5	14	9	3	0	0	0	0	0	0	0	0	0	0	0	31
	17:00	0	3	9	5	3	1	0	0	0	0	0	0	0	0	0	0	21
	18:00	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
	19:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	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	1	0	0	1	0	0	0	0	0	0	0	0	3
Daily Total :		46	66	239	221	79	12	2	2	0	0	0	0	0	0	0	0	667
Percent :		7%	10%	36%	33%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		7%	17%	53%	86%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	10	9	3	1	0	0	0	0	0	0	0	0	0	0	28

Average Speed	29.0 mph	50% Speed :	29.6 mph	67% Speed :	32.2 mph	85% Speed :	34.8 mph
				10mph Pace:	25.0 - 34.9 (69.0%)		

Special Speed Study Summary: Gibson West of Innovation Pkwy

	#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:	51	121	282	283	87	17	1	1	0	0	0	0	0	0	0	0	843
Percent :	6%	14%	33%	34%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	6%	20%	54%	87%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	3	6	6	2	0	0	0	0	0	0	0	0	0	0	0	18
ADT = 421	Average Speed 28.7 mph		50% Speed : 29.3 mph				67% Speed : 32.0 mph				85% Speed : 34.5 mph				10mph Pace: 25.0 - 34.9 (67.0%)		
Grand Total #3:	92	123	504	535	195	36	3	2	0	0	0	0	0	0	0	0	1490
Percent :	6%	8%	34%	36%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	6%	14%	48%	84%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	11	11	4	1	0	0	0	0	0	0	0	0	0	0	32
ADT = 745	Average Speed 29.5 mph		50% Speed : 30.3 mph				67% Speed : 32.6 mph				85% Speed : 35.4 mph				10mph Pace: 25.0 - 34.9 (69.7%)		
Comb. Total :	143	244	786	818	282	53	4	3	0	0	0	0	0	0	0	0	2333
Percent :	6%	10%	34%	35%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	6%	17%	50%	85%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	5	16	17	6	1	0	0	0	0	0	0	0	0	0	0	48
ADT = 1166	Average Speed 29.2 mph		50% Speed : 30.0 mph				67% Speed : 32.4 mph				85% Speed : 35.0 mph				10mph Pace: 25.0 - 34.9 (68.8%)		

Special Speed Study Report: Innovation East of Eubank (N)

Station ID : Innovation East of Eubank (N)

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

GPS Lat/Lon :

DB File : IP 1 1EB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24090

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	0	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	1	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	1	4	14	11	2	0	1	0	0	0	0	0	0	0	0	33
	06:00	0	10	31	63	31	8	1	0	0	0	0	0	0	0	0	0	144
	07:00	0	4	22	18	11	2	1	0	0	0	0	0	0	0	0	0	58
	08:00	2	14	71	76	27	6	0	0	0	0	0	0	0	0	0	0	196
	09:00	0	2	32	54	22	3	0	0	0	0	0	0	0	0	0	0	113
	10:00	2	4	12	26	21	4	0	0	0	0	0	0	0	0	0	0	69
	11:00	0	1	21	46	25	7	0	0	0	0	0	0	0	0	0	0	100
	12:00	0	2	33	78	26	1	0	0	0	0	0	0	0	0	0	0	140
	13:00	0	8	24	29	22	7	2	0	0	0	0	0	0	0	0	0	92
	14:00	3	8	31	39	24	6	0	0	0	0	0	0	0	0	0	0	111
	15:00	0	5	22	44	28	6	0	0	0	0	0	0	0	0	0	0	105
	16:00	4	5	23	59	32	2	1	0	0	0	0	0	0	0	0	0	126
	17:00	2	7	28	69	37	7	2	0	0	0	0	0	0	0	0	0	152
	18:00	0	6	38	54	21	5	1	0	0	0	0	0	0	0	0	0	125
	19:00	1	5	24	31	9	4	0	0	0	0	0	0	0	0	0	0	74
	20:00	1	8	21	39	6	3	0	0	0	0	0	0	0	0	0	0	78
	21:00	0	4	19	29	13	0	0	0	0	0	0	0	0	0	0	0	65
	22:00	0	5	14	23	3	2	0	0	0	0	0	0	0	0	0	0	47
	23:00	0	0	6	7	4	0	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		16	100	488	810	378	75	8	1	0	0	0	0	0	0	0	0	1876
Percent :		1%	5%	26%	43%	20%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	6%	32%	75%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	4	20	34	16	3	0	0	0	0	0	0	0	0	0	0	78

Average Speed 31.9 mph 50% Speed : 32.1 mph 67% Speed : 34.1 mph 85% Speed : 37.4 mph
10mph Pace: 25.0 - 34.9 (69.2%)

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	
2/28/201	00:00	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	5	13	10	1	0	0	0	0	0	0	0	0	0	0	29
	06:00	0	5	37	54	32	7	1	0	0	0	0	0	0	0	0	0	136
	07:00	0	21	81	139	57	7	0	0	0	0	0	0	0	0	0	0	305
	08:00	3	14	78	163	69	15	1	0	0	0	0	0	0	0	0	0	343
	09:00	0	4	25	47	17	6	1	0	0	0	0	0	0	0	0	0	100
	10:00	0	2	21	33	10	3	1	0	0	0	0	0	0	0	0	1	71
	11:00	1	5	30	38	19	2	0	0	0	0	0	0	0	0	0	0	95
	12:00	0	7	42	68	22	8	0	0	0	0	0	0	0	0	0	0	147
	13:00	0	8	30	41	20	5	0	0	0	0	0	0	0	0	0	0	104
	14:00	2	4	30	44	7	4	0	0	0	0	0	0	0	0	0	0	91
	15:00	1	8	28	40	11	7	0	0	0	0	0	0	0	0	0	0	95
	16:00	0	6	46	57	12	2	0	0	0	0	0	0	0	0	0	0	123
	17:00	2	6	32	44	26	4	0	1	0	0	0	0	0	0	0	0	115
	18:00	0	4	27	57	25	4	1	0	0	0	0	0	0	0	0	0	118
	19:00	2	4	14	49	21	2	0	0	0	0	0	0	0	0	0	0	92
	20:00	0	3	27	27	13	2	0	0	0	0	0	0	0	0	0	0	72
	21:00	1	3	24	25	15	0	0	0	0	0	0	0	0	0	0	0	68
	22:00	1	6	14	20	5	1	0	0	0	0	0	0	0	0	0	0	47
	23:00	1	3	7	13	3	1	0	0	0	0	0	0	0	0	0	0	28
Daily Total :		14	115	602	978	406	82	5	1	0	0	0	0	0	0	0	1	2204
Percent :		1%	5%	27%	44%	18%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	6%	33%	78%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	5	25	41	17	3	0	0	0	0	0	0	0	0	0	0	92

Average Speed	31.7 mph	50% Speed :	31.9 mph	67% Speed :	33.8 mph	85% Speed :	37.1 mph
				10mph Pace: 25.0 - 34.9 (71.7%)			

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	2	3	2	2	1	0	0	0	0	0	0	0	0	0	10
	05:00	0	1	3	11	3	7	2	1	0	0	0	0	0	0	0	0	28
	06:00	2	3	13	23	29	10	5	0	0	0	0	0	0	0	0	0	85
	07:00	0	3	6	37	57	34	4	0	0	0	0	0	0	0	0	0	141
	08:00	1	3	20	35	58	22	2	0	1	0	0	0	0	0	0	0	142
	09:00	14	4	11	27	29	13	6	1	0	0	0	0	0	0	0	0	105
	10:00	1	1	7	25	19	17	1	0	0	0	0	0	0	0	0	0	71
	11:00	1	1	19	47	22	9	0	0	0	0	0	0	0	0	0	0	99
	12:00	3	2	17	29	27	7	3	0	0	0	0	0	0	0	0	0	88
	13:00	1	4	25	16	18	6	2	0	0	0	0	0	0	0	0	0	72
	14:00	15	9	33	27	18	10	1	1	0	0	0	0	0	0	0	0	114
	15:00	1	22	30	46	23	9	4	0	0	0	0	0	0	0	0	0	135
	16:00	0	5	40	51	26	8	0	0	0	0	0	0	0	0	0	0	130
	17:00	1	9	37	63	33	3	1	1	0	0	0	0	0	0	0	0	148
	18:00	2	8	21	44	23	2	1	0	0	0	0	0	0	0	0	0	101
	19:00	1	0	8	18	19	7	3	0	0	0	0	0	0	0	0	0	56
	20:00	0	2	12	20	12	5	0	0	0	0	0	0	0	0	0	0	51
	21:00	0	0	5	8	13	4	1	1	0	0	0	0	0	0	0	0	32
	22:00	0	0	3	12	9	1	1	0	0	0	0	0	0	0	0	0	26
	23:00	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	8

Daily Total :	43	79	317	550	447	179	39	5	1	0	0	0	0	0	0	0	0	1660
Percent :	3%	5%	19%	33%	27%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	3%	7%	26%	60%	87%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	13	23	19	7	2	0	0	0	0	0	0	0	0	0	0	69

Average Speed 33.2 mph	50% Speed : 33.6 mph	67% Speed : 36.5 mph
85% Speed : 39.6 mph		
10mph Pace: 30.0 - 39.9 (60.1%)		

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
2/28/201	00:00	1	0	0	1	1	2	0	0	1	0	0	0	0	0	0	0	6
Wed	01:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	2	7	2	3	0	1	0	0	0	0	0	0	0	0	16
	05:00	0	2	1	10	7	9	2	1	0	0	0	0	0	0	0	0	32
	06:00	0	6	16	24	28	10	2	0	0	0	0	0	0	0	0	0	86
	07:00	0	3	8	43	36	30	8	1	0	0	0	0	0	0	0	0	129
	08:00	1	1	9	33	36	23	9	1	0	0	0	0	0	0	0	0	113
	09:00	7	3	13	27	25	9	2	1	0	0	0	0	0	0	0	0	87
	10:00	1	4	11	20	18	3	4	0	0	0	0	0	0	0	0	0	61
	11:00	2	2	16	40	15	4	2	0	0	0	0	0	0	0	0	0	81
	12:00	5	6	23	50	26	10	1	0	0	0	0	0	0	0	0	0	121
	13:00	1	4	17	27	25	3	0	0	0	0	0	0	0	0	0	0	77
	14:00	0	11	21	24	15	6	3	0	0	0	0	0	0	0	0	0	80
	15:00	0	9	46	36	17	6	3	1	0	0	0	0	0	0	0	0	118
	16:00	0	10	34	45	33	11	1	0	0	0	0	0	0	0	0	0	134
	17:00	1	2	39	62	29	9	2	0	0	0	0	0	0	0	0	0	144
	18:00	0	4	16	29	28	6	1	2	1	0	0	0	0	0	0	0	87
	19:00	0	0	4	17	22	5	1	0	0	0	0	0	0	0	0	0	49
	20:00	0	1	7	14	17	6	1	1	1	0	0	0	0	0	0	0	48
	21:00	0	3	5	11	11	2	1	0	0	0	0	0	0	0	0	0	33
	22:00	0	0	0	9	9	1	4	0	0	0	0	0	0	0	0	0	23
	23:00	0	2	3	7	9	3	0	0	0	0	0	0	0	0	0	0	24
Daily Total :		19	75	292	538	411	163	47	9	3	0	0	0	0	0	0	0	1557
Percent :		1%	5%	19%	35%	26%	10%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	6%	25%	59%	86%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	12	22	17	7	2	0	0	0	0	0	0	0	0	0	64

Average Speed	33.7 mph	50% Speed :	33.6 mph	67% Speed :	36.5 mph	85% Speed :	39.8 mph
				10mph Pace: 30.0 - 39.9 (61.0%)			

Special Speed Study Summary: Innovation East of Eubank (N)

	#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:	30	215	1090	1788	784	157	13	2	0	0	0	0	0	0	0	1	4080
Percent :	1%	5%	27%	44%	19%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	6%	33%	77%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	4	23	37	16	3	0	0	0	0	0	0	0	0	0	0	84
ADT = 2040	Average Speed 31.8 mph 50% Speed : 32.0 mph 67% Speed : 33.9 mph 85% Speed : 37.2 mph 10mph Pace: 25.0 - 34.9 (70.5%)																
Grand Total #2:	62	154	609	1088	858	342	86	14	4	0	0	0	0	0	0	0	3217
Percent :	2%	5%	19%	34%	27%	11%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	2%	7%	26%	59%	86%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	3	13	23	18	7	2	0	0	0	0	0	0	0	0	0	67
ADT = 1608	Average Speed 33.5 mph 50% Speed : 33.6 mph 67% Speed : 36.5 mph 85% Speed : 39.8 mph 10mph Pace: 30.0 - 39.9 (60.5%)																
Comb. Total :	92	369	1699	2876	1642	499	99	16	4	0	0	0	0	0	0	1	7297
Percent :	1%	5%	23%	39%	23%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	6%	30%	69%	92%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	8	35	60	34	10	2	0	0	0	0	0	0	0	0	0	151
ADT = 3648	Average Speed 32.6 mph 50% Speed : 32.6 mph 67% Speed : 34.7 mph 85% Speed : 38.5 mph 10mph Pace: 25.0 - 34.9 (62.7%)																

Special Speed Study Report: Innovation East of Eubank (S)

Station ID : Innovation East of Eubank (S)

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

GPS Lat/Lon : 35 03.1553,N / 106 31.8890,W

DB File : Innovation East of Eubank (S).DB

Last Connected Device Type : OmegaX3

Version Number : 1.41

Serial Number : XC33037

Number of Lanes : 2

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	9
	06:00	2	3	9	3	1	1	0	0	0	0	0	0	0	0	0	0	19
	07:00	8	7	18	1	0	1	0	0	0	0	1	0	0	0	0	0	36
	08:00	5	24	17	3	0	0	0	0	0	0	0	0	0	0	0	0	49
	09:00	4	17	31	21	2	0	0	0	0	0	0	0	0	0	0	0	75
	10:00	0	22	41	15	4	0	0	0	0	0	0	0	0	0	0	1	83
	11:00	2	17	34	24	2	0	0	0	0	0	0	1	0	0	0	0	80
	12:00	2	31	56	26	2	0	0	0	0	0	0	0	0	0	0	0	117
	13:00	1	17	35	26	1	0	0	0	0	0	0	0	0	0	0	0	80
	14:00	0	14	32	16	2	0	0	0	0	0	0	0	0	0	0	0	64
	15:00	5	15	41	13	4	1	0	0	0	0	0	0	0	0	0	0	79
	16:00	3	8	19	16	2	0	0	0	0	0	0	0	0	0	0	0	48
	17:00	4	4	23	8	1	0	0	0	0	0	0	0	0	0	0	0	40
	18:00	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		37	182	367	180	25	3	0	0	0	0	1	1	0	0	0	1	797
Percent :		5%	23%	46%	23%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	27%	74%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	8	15	8	1	0	0	0	0	0	0	0	0	0	0	0	34

Average Speed 27.0 mph 50% Speed : 27.5 mph 67% Speed : 29.1 mph 85% Speed : 32.5 mph
10mph Pace: 21.8 - 31.7 (69.4%)

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	
2/28/201	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	1	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	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	0	5	10	6	0	0	0	0	0	0	0	0	0	0	0	0	21
	07:00	3	12	20	11	1	0	0	0	0	0	0	0	0	0	0	0	47
	08:00	1	13	33	17	2	1	0	0	0	0	0	0	0	0	0	0	67
	09:00	3	20	25	14	2	1	0	0	0	0	0	0	0	0	0	0	65
	10:00	0	16	25	18	2	0	0	0	0	0	0	0	0	0	0	0	61
	11:00	2	17	46	24	4	0	0	0	0	0	0	0	0	0	0	0	93
	12:00	5	25	68	27	1	0	0	0	0	0	0	0	0	0	0	0	126
	13:00	5	28	34	11	0	0	0	0	0	0	0	0	0	0	0	0	78
	14:00	4	22	26	9	5	0	1	0	0	0	0	0	0	0	0	0	67
	15:00	0	13	15	12	3	2	0	0	0	0	0	0	0	0	0	1	46
	16:00	0	5	25	13	2	0	0	0	0	0	0	0	0	0	0	0	45
	17:00	1	5	9	4	1	0	0	0	0	0	0	0	0	0	0	0	20
	18:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	19:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		25	184	340	175	25	5	1	0	0	0	0	0	0	0	0	1	756
Percent :		3%	24%	45%	23%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		3%	28%	73%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	8	14	7	1	0	0	0	0	0	0	0	0	0	0	0	31

Average Speed	27.2 mph	50% Speed :	27.5 mph	67% Speed :	29.3 mph	85% Speed :	32.6 mph
				10mph Pace: 21.7 - 31.6 (69.8%)			

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	4	6	9	3	4	0	0	0	0	0	0	0	0	0	27
	06:00	16	15	43	46	19	6	2	0	0	0	0	0	0	0	0	0	147
	07:00	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	39
	08:00	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
	09:00	12	8	43	44	12	0	0	1	0	0	0	0	0	0	0	0	120
	10:00	1	12	35	40	10	1	0	0	0	0	0	0	0	0	0	0	99
	11:00	1	5	40	82	26	6	0	1	0	0	0	0	0	0	0	0	161
	12:00	2	9	63	65	23	2	1	0	0	0	0	0	0	0	0	0	165
	13:00	1	15	44	48	12	1	0	0	0	0	0	0	0	0	0	0	121
	14:00	1	12	38	45	16	1	0	0	0	0	0	0	0	0	0	0	113
	15:00	2	5	45	60	14	4	0	0	0	0	0	0	0	0	0	0	130
	16:00	0	11	57	99	23	1	0	0	0	0	0	0	0	0	0	0	191
	17:00	3	7	44	73	15	2	0	0	0	0	0	0	0	0	0	0	144
	18:00	1	5	14	17	3	1	0	0	0	0	0	0	0	0	0	0	41
	19:00	0	1	4	2	6	0	0	0	0	0	0	0	0	0	0	0	13
	20:00	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Daily Total :	115	109	476	634	190	28	7	2	0	0	0	0	0	0	0	0	2	1563
Percent :	7%	7%	30%	41%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	7%	14%	45%	85%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	5	20	26	8	1	0	0	0	0	0	0	0	0	0	0	0	65

Average Speed 29.4 mph	50% Speed : 30.6 mph	67% Speed : 32.7 mph
85% Speed : 35.0 mph		
10mph Pace: 25.0 - 34.9 (71.0%)		

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	
2/28/201	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	2	9	8	3	0	1	0	0	0	0	0	0	0	0	23
	06:00	3	11	41	55	29	2	1	1	0	0	0	0	0	0	0	2	145
	07:00	87	40	49	32	7	0	0	0	0	0	0	0	0	0	0	0	215
	08:00	3	17	44	65	16	2	1	0	0	0	0	0	0	0	0	0	148
	09:00	7	6	28	46	15	2	0	0	0	0	0	0	0	0	0	0	104
	10:00	1	7	33	37	14	2	1	0	0	0	0	0	0	0	0	0	95
	11:00	0	6	61	91	18	3	0	0	0	0	0	0	0	0	0	0	179
	12:00	3	6	60	80	19	0	0	0	0	0	0	0	0	0	0	0	168
	13:00	3	6	50	52	5	1	0	0	0	0	0	0	0	0	0	0	117
	14:00	4	13	42	25	8	2	0	0	0	0	0	0	0	0	0	0	94
	15:00	3	8	34	38	15	7	0	0	0	0	0	0	0	0	0	0	105
	16:00	4	4	56	68	30	3	0	0	0	0	0	0	0	0	0	0	165
	17:00	0	7	38	57	18	1	0	0	0	0	0	0	0	0	0	0	121
	18:00	1	1	16	15	4	1	0	0	0	0	0	0	0	0	0	0	38
	19:00	0	1	3	5	8	1	0	0	0	0	0	0	0	0	0	0	18
	20:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		120	136	557	677	215	30	3	2	0	0	0	0	0	0	0	2	1742
Percent :		7%	8%	32%	39%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		7%	15%	47%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	6	23	28	9	1	0	0	0	0	0	0	0	0	0	0	72

Average Speed	29.3 mph	50% Speed :	30.4 mph	67% Speed :	32.6 mph	85% Speed :	34.9 mph
				10mph Pace:	25.0 - 34.9 (70.8%)		

Special Speed Study Summary: Innovation East of Eubank (S)

	#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:	62	366	707	355	50	8	1	0	0	0	1	1	0	0	0	2	1553															
Percent :	4%	24%	46%	23%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	4%	28%	73%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	1	8	15	7	1	0	0	0	0	0	0	0	0	0	0	0	32															
ADT = 776	<table border="1"> <tr> <td>Average Speed</td> <td>27.2 mph</td> <td>50% Speed :</td> <td>27.5 mph</td> <td>67% Speed :</td> <td>29.3 mph</td> <td>85% Speed :</td> <td>32.6 mph</td> </tr> <tr> <td>10mph Pace:</td> <td colspan="7">21.0 - 30.9 (69.6%)</td> </tr> </table>																Average Speed	27.2 mph	50% Speed :	27.5 mph	67% Speed :	29.3 mph	85% Speed :	32.6 mph	10mph Pace:	21.0 - 30.9 (69.6%)						
Average Speed	27.2 mph	50% Speed :	27.5 mph	67% Speed :	29.3 mph	85% Speed :	32.6 mph																									
10mph Pace:	21.0 - 30.9 (69.6%)																															
Grand Total #3:	235	245	1033	1311	405	58	10	4	0	0	0	0	0	0	0	4	3305															
Percent :	7%	7%	31%	40%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	7%	15%	46%	85%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	5	5	22	27	8	1	0	0	0	0	0	0	0	0	0	0	68															
ADT = 1652	<table border="1"> <tr> <td>Average Speed</td> <td>29.3 mph</td> <td>50% Speed :</td> <td>30.5 mph</td> <td>67% Speed :</td> <td>32.7 mph</td> <td>85% Speed :</td> <td>35.0 mph</td> </tr> <tr> <td>10mph Pace:</td> <td colspan="7">25.0 - 34.9 (70.9%)</td> </tr> </table>																Average Speed	29.3 mph	50% Speed :	30.5 mph	67% Speed :	32.7 mph	85% Speed :	35.0 mph	10mph Pace:	25.0 - 34.9 (70.9%)						
Average Speed	29.3 mph	50% Speed :	30.5 mph	67% Speed :	32.7 mph	85% Speed :	35.0 mph																									
10mph Pace:	25.0 - 34.9 (70.9%)																															
Comb. Total :	297	611	1740	1666	455	66	11	4	0	0	1	1	0	0	0	6	4858															
Percent :	6%	13%	36%	34%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	6%	19%	55%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	6	13	36	35	9	1	0	0	0	0	0	0	0	0	0	0	100															
ADT = 2429	<table border="1"> <tr> <td>Average Speed</td> <td>28.6 mph</td> <td>50% Speed :</td> <td>29.4 mph</td> <td>67% Speed :</td> <td>31.8 mph</td> <td>85% Speed :</td> <td>34.4 mph</td> </tr> <tr> <td>10mph Pace:</td> <td colspan="7">25.0 - 34.9 (70.1%)</td> </tr> </table>																Average Speed	28.6 mph	50% Speed :	29.4 mph	67% Speed :	31.8 mph	85% Speed :	34.4 mph	10mph Pace:	25.0 - 34.9 (70.1%)						
Average Speed	28.6 mph	50% Speed :	29.4 mph	67% Speed :	31.8 mph	85% Speed :	34.4 mph																									
10mph Pace:	25.0 - 34.9 (70.1%)																															

Special Speed Study Report: Innovation East of Moody

Station ID : Innovation East of Moody

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : IP 2 1EB.DB

Last Connected Device Type : Apollo

Version Number : 1.62
Serial Number : 21494

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	0	1	1	6	2	2	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	1	4	10	9	9	1	0	0	0	0	0	0	0	0	0	34
	06:00	0	10	102	137	56	12	3	0	0	0	0	0	0	0	0	0	320
	07:00	1	10	150	394	106	9	3	0	0	0	0	0	0	0	0	0	673
	08:00	0	16	171	367	94	11	1	0	0	0	0	0	0	0	0	0	660
	09:00	0	4	24	38	39	11	1	0	0	0	0	0	0	0	0	0	117
	10:00	1	5	7	25	21	11	2	1	0	0	0	0	0	0	0	0	73
	11:00	1	2	15	27	43	15	0	1	0	0	0	0	0	0	0	0	104
	12:00	1	7	30	81	43	6	1	0	0	0	0	0	0	0	0	0	169
	13:00	1	3	18	34	26	10	8	2	0	0	0	0	0	0	0	0	102
	14:00	2	3	12	28	23	16	6	1	0	0	0	0	0	0	0	0	91
	15:00	1	5	10	31	40	17	5	0	0	0	0	0	0	0	0	0	109
	16:00	0	4	8	34	32	22	5	0	0	0	0	0	0	0	0	0	105
	17:00	0	3	14	29	53	22	4	1	0	1	0	0	0	0	0	0	127
	18:00	0	0	15	47	34	13	3	0	0	0	0	0	0	0	0	0	112
	19:00	1	4	14	29	19	9	1	0	0	0	0	0	0	0	0	0	77
	20:00	0	3	12	28	18	7	0	0	0	0	0	0	0	0	0	0	68
	21:00	0	2	5	24	18	8	2	0	0	0	0	0	0	0	0	0	59
	22:00	0	5	3	19	13	5	0	0	0	0	0	0	0	0	0	0	45
	23:00	0	0	4	3	4	3	1	0	0	0	0	0	0	0	0	0	15
Daily Total :		9	89	621	1399	699	220	47	6	0	1	0	0	0	0	0	0	3091
Percent :		0%	3%	20%	45%	23%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	3%	23%	69%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	4	26	58	29	9	2	0	0	0	0	0	0	0	0	0	128

Average Speed 33.2 mph 50% Speed : 32.9 mph 67% Speed : 34.9 mph 85% Speed : 38.6 mph
10mph Pace: 30.0 - 39.9 (67.9%)

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	
2/28/201	00:00	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	9
Wed	01:00	0	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	2	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	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	6	10	9	5	1	0	0	0	0	0	0	0	0	0	31
	06:00	1	5	88	114	46	12	4	1	0	0	0	0	0	0	0	0	271
	07:00	1	7	187	349	121	20	2	0	0	0	0	0	0	0	0	0	687
	08:00	1	15	103	148	80	35	4	0	0	0	0	0	0	0	0	0	386
	09:00	0	1	28	29	25	9	3	0	0	0	0	0	0	0	0	0	95
	10:00	0	3	10	19	24	6	3	0	0	0	0	0	0	0	0	0	65
	11:00	1	6	17	20	29	10	3	0	0	0	0	0	0	0	0	0	86
	12:00	1	6	36	75	38	8	4	0	0	0	0	0	0	0	0	0	168
	13:00	0	5	30	35	26	11	1	1	0	0	0	0	0	0	0	0	109
	14:00	0	5	14	34	27	6	1	1	0	0	0	0	0	0	0	0	88
	15:00	0	8	13	28	27	7	4	0	0	0	0	0	0	0	0	0	87
	16:00	0	2	17	46	23	12	1	0	0	0	0	0	0	0	0	0	101
	17:00	0	3	18	30	26	21	4	2	0	0	0	0	0	0	0	0	104
	18:00	1	1	7	38	35	14	2	1	1	0	0	0	0	0	0	0	100
	19:00	1	0	15	24	28	16	1	0	0	0	0	0	0	0	0	0	85
	20:00	0	2	11	27	19	4	2	0	0	0	0	0	0	0	0	0	65
	21:00	1	3	10	23	22	4	1	0	0	0	0	0	0	0	0	0	64
	22:00	0	2	10	15	15	3	0	0	0	0	0	0	0	0	0	0	45
	23:00	0	1	6	5	9	4	1	0	0	0	0	0	0	0	0	0	26
Daily Total :		8	76	629	1076	639	210	43	6	1	0	0	0	0	0	0	0	2688
Percent :		0%	3%	23%	40%	24%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	3%	27%	67%	90%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	3	26	45	27	9	2	0	0	0	0	0	0	0	0	0	112

Average Speed	33.2 mph	50% Speed :	32.9 mph	67% Speed :	35.2 mph	85% Speed :	38.8 mph
				10mph Pace:	30.0 - 39.9 (63.8%)		

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	04:00	0	0	1	2	1	1	2	1	0	0	0	0	0	0	0	0	8
	05:00	0	0	3	6	5	4	4	2	0	0	0	0	0	0	0	0	24
	06:00	0	1	5	16	21	19	7	8	1	0	0	0	0	0	0	0	78
	07:00	0	1	12	20	42	49	15	6	1	0	0	0	0	0	0	0	146
	08:00	0	1	12	23	47	42	14	2	2	0	0	0	0	0	0	0	143
	09:00	0	1	10	11	21	27	9	3	2	0	0	0	0	0	0	0	84
	10:00	0	1	4	21	13	21	11	3	0	0	1	0	0	0	0	0	75
	11:00	1	0	13	46	33	21	2	0	0	0	0	0	0	0	0	0	116
	12:00	0	4	9	28	35	20	7	1	1	0	0	0	0	0	0	0	105
	13:00	0	1	9	23	23	11	9	1	0	0	0	0	0	0	0	0	77
	14:00	0	3	10	24	27	15	6	3	1	0	0	0	0	0	0	0	89
	15:00	3	2	13	39	52	25	10	1	1	0	0	0	0	0	0	0	146
	16:00	1	3	22	75	69	23	10	1	0	0	0	0	0	0	0	0	204
	17:00	1	3	27	63	74	33	6	2	1	0	0	0	0	0	0	0	210
	18:00	0	3	22	34	40	15	1	2	0	0	0	0	0	0	0	0	117
	19:00	0	0	7	20	18	9	4	3	0	0	0	0	0	0	0	0	61
	20:00	0	2	2	16	13	9	1	0	0	0	0	0	0	0	0	0	43
	21:00	0	0	2	3	8	12	1	0	2	0	0	0	0	0	0	0	28
	22:00	0	1	2	6	13	3	2	0	0	0	0	0	0	0	0	0	27
	23:00	0	0	1	2	2	1	2	0	0	0	0	0	0	0	0	0	8
Daily Total :		6	27	187	481	561	365	123	40	12	0	1	0	0	0	0	0	1803
Percent :		0%	1%	10%	27%	31%	20%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		0%	2%	12%	39%	70%	90%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :		0	1	8	20	23	15	5	2	1	0	0	0	0	0	0	0	75

Average Speed : 36.9 mph	50% Speed : 36.8 mph	67% Speed : 39.5 mph	85% Speed : 43.6 mph
10mph Pace : 30.0 - 39.9 (57.8%)			

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
2/28/201	00:00	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	4
Wed	01:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	1	3	4	5	0	0	1	0	0	0	0	0	0	0	15
	05:00	0	0	0	6	5	6	8	1	1	0	0	0	0	0	0	0	27
	06:00	0	4	5	17	23	16	10	0	1	0	0	0	0	0	0	0	76
	07:00	0	2	5	21	42	31	20	4	3	0	0	0	0	0	0	0	128
	08:00	0	0	5	23	29	35	19	6	0	0	0	0	0	0	0	0	117
	09:00	1	1	7	13	28	15	10	2	0	1	0	0	0	0	0	0	78
	10:00	0	4	8	19	19	10	5	2	0	0	0	0	0	0	0	0	67
	11:00	2	1	11	35	33	14	4	0	0	0	0	0	0	0	0	0	100
	12:00	0	1	14	45	35	21	6	1	0	0	0	0	0	0	0	0	123
	13:00	0	3	7	20	24	18	2	1	0	0	0	0	0	0	0	0	75
	14:00	1	5	14	19	20	12	4	1	1	0	0	0	0	0	0	0	77
	15:00	2	1	14	44	40	11	7	4	1	0	0	0	0	0	0	0	124
	16:00	2	4	29	70	55	29	9	3	0	0	0	0	0	0	0	0	201
	17:00	1	1	29	86	70	25	8	2	0	0	0	0	0	0	0	0	222
	18:00	1	5	8	28	33	17	5	2	1	1	0	0	0	0	0	0	101
	19:00	0	0	4	14	17	17	2	0	1	0	0	0	0	0	0	0	55
	20:00	0	1	5	9	16	8	3	0	2	1	0	0	0	0	0	0	45
	21:00	0	2	2	7	13	3	3	0	1	0	0	0	0	0	0	0	31
	22:00	0	0	0	5	7	7	1	3	0	0	0	0	0	0	0	0	23
	23:00	0	1	1	6	4	6	3	0	0	0	0	0	0	0	0	0	21
Daily Total :		11	37	169	494	519	308	130	32	14	3	0	0	0	0	0	0	1717
Percent :		1%	2%	10%	29%	30%	18%	8%	2%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	3%	13%	41%	72%	90%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	2	7	21	22	13	5	1	1	0	0	0	0	0	0	0	72

Average Speed	36.7 mph	50% Speed :	36.5 mph	67% Speed :	39.1 mph	85% Speed :	43.7 mph
				10mph Pace: 30.0 - 39.9 (59.0%)			

Special Speed Study Summary: Innovation East of Moody

	#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:	17	165	1250	2475	1338	430	90	12	1	1	0	0	0	0	0	0	5779
Percent :	0%	3%	22%	43%	23%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	3%	25%	68%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	3	26	52	28	9	2	0	0	0	0	0	0	0	0	0	120
ADT = 2889	Average Speed 33.2 mph 50% Speed : 32.9 mph 67% Speed : 34.9 mph 85% Speed : 38.8 mph 10mph Pace: 30.0 - 39.9 (66.0%)																
Grand Total #2:	17	64	356	975	1080	673	253	72	26	3	1	0	0	0	0	0	3520
Percent :	0%	2%	10%	28%	31%	19%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	2%	12%	40%	71%	90%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	1	7	20	23	14	5	2	1	0	0	0	0	0	0	0	73
ADT = 1760	Average Speed 36.8 mph 50% Speed : 36.7 mph 67% Speed : 39.3 mph 85% Speed : 43.7 mph 10mph Pace: 30.0 - 39.9 (58.4%)																
Comb. Total :	34	229	1606	3450	2418	1103	343	84	27	4	1	0	0	0	0	0	9299
Percent :	0%	2%	17%	37%	26%	12%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	3%	20%	57%	83%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	5	33	72	50	23	7	2	1	0	0	0	0	0	0	0	194
ADT = 4649	Average Speed 34.5 mph 50% Speed : 34.1 mph 67% Speed : 36.9 mph 85% Speed : 40.8 mph 10mph Pace: 30.0 - 39.9 (63.1%)																

Special Speed Study Report: Innovation North of Research

Station ID : Innovation North of Research

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : IP 3 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62
Serial Number : 24087

Number of Lanes : 2
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 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	5	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	9
	07:00	4	7	11	8	4	0	0	0	0	0	0	0	0	0	0	0	34
	08:00	2	16	13	14	7	1	0	0	0	0	0	0	0	0	0	0	53
	09:00	8	9	3	3	1	0	0	0	0	0	0	0	0	0	0	0	24
	10:00	2	5	9	3	1	1	0	0	0	0	0	0	0	0	0	0	21
	11:00	17	22	22	14	2	0	0	0	0	0	0	0	0	0	0	0	77
	12:00	5	18	19	8	1	1	0	0	0	0	0	0	0	0	0	0	52
	13:00	12	10	9	5	0	0	0	0	0	0	0	0	0	0	0	0	36
	14:00	7	8	5	8	2	0	0	0	0	0	0	0	0	0	0	0	30
	15:00	12	36	10	8	3	0	0	0	0	0	0	0	0	0	0	0	69
	16:00	32	52	44	31	9	0	0	0	0	0	0	0	0	0	0	0	168
	17:00	36	65	37	23	4	0	0	0	0	0	0	0	0	0	0	0	165
	18:00	20	26	10	7	4	0	0	0	0	0	0	0	0	0	0	0	67
	19:00	7	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		176	288	196	137	38	4	0	0	0	0	0	0	0	0	0	0	839
Percent :		21%	34%	23%	16%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	55%	79%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	12	8	6	2	0	0	0	0	0	0	0	0	0	0	0	35

Average Speed 23.4 mph 50% Speed : 24.1 mph 67% Speed : 27.5 mph 85% Speed : 32.0 mph
10mph Pace: 20.1 - 30.0 (57.9%)

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	
2/28/201	00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Wed	01:00	0	1	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	1	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	2	3	5	1	1	2	0	0	0	0	0	0	0	0	0	0	14
	08:00	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	09:00	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	10:00	6	12	7	5	3	0	0	0	0	0	0	0	0	0	0	0	33
	11:00	13	23	9	7	3	0	0	0	0	0	0	0	0	0	0	0	55
	12:00	8	27	16	5	0	0	0	0	0	0	0	0	0	0	0	0	56
	13:00	4	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	14:00	10	15	10	6	1	0	0	0	0	0	0	0	0	0	0	0	42
	15:00	13	33	12	6	4	0	0	0	0	0	0	0	0	0	0	0	68
	16:00	29	63	36	23	5	3	0	0	0	0	0	0	0	0	0	0	159
	17:00	35	68	41	18	4	0	0	0	0	0	0	0	0	0	0	0	166
	18:00	13	20	12	4	1	1	0	0	0	0	0	0	0	0	0	0	51
	19:00	9	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	20:00	3	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		157	312	176	77	24	6	0	0	0	0	0	0	0	0	0	0	752
Percent :		21%	41%	23%	10%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		21%	62%	86%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	13	7	3	1	0	0	0	0	0	0	0	0	0	0	0	31

Average Speed	22.7 mph	50% Speed :	23.5 mph	67% Speed :	26.1 mph	85% Speed :	29.8 mph
				10mph Pace: 20.1 - 30.0 (64.9%)			

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	2	5	15	11	10	3	1	0	0	0	0	0	0	0	0	0	47
	06:00	19	94	111	71	16	3	1	0	0	0	0	0	0	0	0	0	315
	07:00	55	277	248	85	6	0	0	0	0	0	0	0	0	0	1	0	672
	08:00	79	273	193	51	7	1	1	0	0	0	0	0	0	0	0	0	605
	09:00	15	33	34	21	0	0	0	0	0	0	0	0	0	0	0	0	103
	10:00	7	18	11	6	4	0	0	0	0	0	0	0	0	0	0	0	46
	11:00	2	28	14	11	4	0	0	0	0	0	0	0	0	0	0	0	59
	12:00	8	40	53	33	8	1	0	0	0	0	0	0	0	0	0	0	143
	13:00	9	26	31	13	2	1	0	0	0	0	0	0	0	0	0	0	82
	14:00	5	11	12	10	3	0	0	0	0	0	0	0	0	0	0	0	41
	15:00	6	12	7	4	2	0	0	0	0	0	0	0	0	0	0	0	31
	16:00	5	11	6	3	0	0	0	0	0	0	0	0	0	0	0	0	25
	17:00	7	6	8	2	1	0	0	0	0	0	0	0	0	0	0	0	24
	18:00	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		225	843	747	324	66	9	3	0	0	0	0	0	0	0	1	0	2218
Percent :		10%	38%	34%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		10%	48%	82%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		9	35	31	14	3	0	0	0	0	0	0	0	0	0	0	0	92

Average Speed 24.9 mph 50% Speed : 25.4 mph 67% Speed : 27.8 mph 85% Speed : 31.1 mph
 10mph Pace: 20.1 - 30.0 (72.0%)

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	
2/28/201	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	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	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	11	6	12	13	1	1	0	0	0	0	0	0	0	0	0	44
	06:00	10	73	101	80	7	4	0	0	0	0	0	0	0	0	0	0	275
	07:00	69	264	244	73	7	0	0	0	0	0	0	1	0	0	0	0	658
	08:00	44	171	109	49	11	1	0	0	0	0	0	0	0	0	0	0	385
	09:00	12	35	21	10	2	0	0	0	0	0	0	0	0	0	0	0	80
	10:00	8	19	10	5	3	0	1	0	0	0	0	0	0	0	0	0	46
	11:00	8	22	14	12	1	0	0	0	0	0	0	0	0	0	0	0	57
	12:00	26	55	39	33	6	1	0	0	0	0	0	0	0	0	0	0	160
	13:00	14	25	27	9	5	1	0	0	0	0	0	0	0	0	0	0	81
	14:00	6	13	7	3	0	0	0	0	0	0	0	0	0	0	0	0	29
	15:00	9	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	24
	16:00	6	14	7	2	2	0	0	0	0	0	0	0	0	0	0	0	31
	17:00	3	10	2	3	1	1	0	0	0	0	0	0	0	0	0	0	20
	18:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	1	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		223	738	596	295	59	10	2	0	0	0	0	1	0	0	0	0	1924
Percent :		12%	38%	31%	15%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		12%	50%	81%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		9	31	25	12	2	0	0	0	0	0	0	0	0	0	0	0	79

Average Speed	24.7 mph	50% Speed :	25.1 mph	67% Speed :	27.8 mph	85% Speed :	31.4 mph
				10mph Pace:	20.1 - 30.0 (69.6%)		

Special Speed Study Summary: Innovation North of Research

	#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:	333	600	372	214	62	10	0	0	0	0	0	0	0	0	0	0	1591
Percent :	21%	38%	23%	13%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	21%	59%	82%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	7	13	8	4	1	0	0	0	0	0	0	0	0	0	0	0	33
ADT = 795	Average Speed 23.1 mph 50% Speed : 23.8 mph 67% Speed : 26.8 mph 85% Speed : 31.3 mph 10mph Pace: 20.1 - 30.0 (61.3%)																
Grand Total #2:	448	1581	1343	619	125	19	5	0	0	0	0	1	0	0	1	0	4142
Percent :	11%	38%	32%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	11%	49%	81%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	9	33	28	13	3	0	0	0	0	0	0	0	0	0	0	0	86
ADT = 2071	Average Speed 24.8 mph 50% Speed : 25.2 mph 67% Speed : 27.8 mph 85% Speed : 31.3 mph 10mph Pace: 20.1 - 30.0 (70.9%)																
Comb. Total :	781	2181	1715	833	187	29	5	0	0	0	0	1	0	0	1	0	5733
Percent :	14%	38%	30%	15%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	14%	52%	82%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	16	45	36	17	4	1	0	0	0	0	0	0	0	0	0	0	119
ADT = 2866	Average Speed 24.3 mph 50% Speed : 24.8 mph 67% Speed : 27.6 mph 85% Speed : 31.2 mph 10mph Pace: 20.1 - 30.0 (68.3%)																

Special Speed Study Report: Innovation South of Research

Station ID : Innovation South of Research

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : IP 4 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62
Serial Number :

Number of Lanes : 2
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 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	0	1	1	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	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	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	4	11	13	13	1	0	0	0	0	0	0	0	0	0	0	0	42
	08:00	2	20	26	13	8	0	0	0	0	0	0	0	0	0	0	0	69
	09:00	3	7	11	2	1	0	0	0	0	0	0	0	0	0	0	0	24
	10:00	1	5	12	0	1	1	0	0	0	0	0	0	0	0	0	0	20
	11:00	7	12	19	7	1	0	0	0	0	0	0	0	0	0	0	0	46
	12:00	2	12	17	5	1	0	0	0	0	0	0	0	0	0	0	0	37
	13:00	3	4	9	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	14:00	3	7	11	4	0	0	0	0	0	0	0	0	0	0	0	1	26
	15:00	2	11	9	3	0	0	0	0	0	0	0	0	0	0	0	0	25
	16:00	5	12	36	18	4	0	0	0	0	0	0	0	0	0	0	0	75
	17:00	10	12	27	16	2	0	0	0	0	0	0	0	0	0	0	0	67
	18:00	2	3	10	6	1	0	0	0	0	0	0	0	0	0	0	0	22
	19:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		49	119	204	91	21	1	0	0	0	0	0	0	0	0	1	0	486
Percent :		10%	24%	42%	19%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		10%	35%	77%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	5	9	4	1	0	0	0	0	0	0	0	0	0	0	0	21

Average Speed	26.0 mph	50% Speed : 27.0 mph	67% Speed : 28.6 mph	85% Speed : 32.4 mph
10mph Pace: 21.3 - 31.2 (66.9%)				

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	
2/28/201	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	0	5	6	1	3	0	0	0	0	0	0	0	0	0	0	0	15
	08:00	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	10:00	3	6	5	5	1	0	0	0	0	0	0	0	0	0	0	0	20
	11:00	5	3	11	7	0	0	0	0	0	0	0	0	0	0	0	0	26
	12:00	0	6	14	4	0	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	3	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	14:00	1	7	9	5	1	0	0	0	0	0	0	0	0	0	0	0	23
	15:00	2	6	9	7	2	0	0	0	0	0	0	0	0	0	0	1	27
	16:00	4	15	32	17	2	2	0	0	0	0	0	0	0	0	0	0	72
	17:00	3	7	27	16	1	0	0	0	0	0	0	0	0	0	0	0	54
	18:00	2	0	7	4	1	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		33	73	132	70	11	3	0	0	0	0	0	0	0	0	0	1	323
Percent :		10%	23%	41%	22%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		10%	33%	74%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	13

Average Speed	26.0 mph	50% Speed :	27.2 mph	67% Speed :	28.9 mph	85% Speed :	32.6 mph
				10mph Pace:	20.3 - 30.2 (63.5%)		

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	8	13	12	2	0	0	0	0	0	0	0	0	0	0	36
	06:00	9	26	112	96	11	2	0	0	0	0	0	0	0	0	0	1	257
	07:00	20	31	186	194	27	0	0	0	0	0	0	0	0	0	0	1	459
	08:00	31	26	126	130	23	0	1	0	0	0	0	0	0	0	0	0	337
	09:00	15	15	25	29	2	0	0	0	0	0	0	0	0	0	0	0	86
	10:00	4	4	10	8	2	0	0	0	0	0	0	0	0	0	0	0	28
	11:00	7	9	20	11	2	2	0	0	0	0	0	0	0	0	0	0	51
	12:00	7	19	57	33	9	1	0	0	0	0	0	0	0	0	0	0	126
	13:00	12	11	24	14	1	0	0	0	0	0	0	0	0	0	0	0	62
	14:00	12	14	11	2	2	0	0	0	0	0	0	0	0	0	0	0	41
	15:00	0	4	7	6	2	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	1	8	15	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	17:00	4	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	16
	18:00	2	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		127	173	615	543	95	7	1	0	0	0	0	0	0	0	0	2	1563
Percent :		8%	11%	39%	35%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		8%	19%	59%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	7	26	23	4	0	0	0	0	0	0	0	0	0	0	0	65

Average Speed	27.8 mph	50% Speed : 28.9 mph	67% Speed : 31.3 mph	85% Speed : 33.7 mph
10mph Pace: 25.0 - 34.9 (74.1%)				

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
2/28/201	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	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	3	15	11	2	1	0	0	0	0	0	0	0	0	0	33
	06:00	12	19	99	86	8	2	0	0	0	0	0	0	0	0	0	1	227
	07:00	24	32	168	178	21	0	0	0	0	0	0	0	0	0	0	0	423
	08:00	20	13	73	86	13	3	1	0	0	0	0	0	0	0	0	0	209
	09:00	9	14	19	9	2	0	0	0	0	0	0	0	0	0	0	0	53
	10:00	7	10	15	1	5	1	0	0	0	0	0	0	0	0	0	0	39
	11:00	5	10	23	15	1	0	0	0	0	0	0	0	0	0	0	0	54
	12:00	13	16	50	31	9	1	0	0	0	0	0	0	0	0	0	0	120
	13:00	6	10	19	22	2	0	0	0	0	0	0	0	0	0	0	0	59
	14:00	0	8	10	0	1	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	3	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	16:00	3	3	8	3	1	0	0	0	0	0	0	0	0	0	0	0	18
	17:00	2	2	12	4	1	1	0	0	0	0	0	0	0	0	0	0	22
	18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	19:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	1	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		106	147	509	452	77	10	2	0	0	0	0	0	0	0	0	1	1304
Percent :		8%	11%	39%	35%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		8%	19%	58%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	6	21	19	3	0	0	0	0	0	0	0	0	0	0	0	53

Average Speed	27.9 mph	50% Speed :	28.8 mph	67% Speed :	31.3 mph	85% Speed :	33.7 mph
				10mph Pace:	25.0 - 34.9 (73.7%)		

Special Speed Study Summary: Innovation South of Research

	#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:	82	192	336	161	32	4	0	0	0	0	0	0	0	0	1	1	809
Percent :	10%	24%	42%	20%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	10%	34%	75%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	17
ADT = 404	Average Speed 26.0 mph 50% Speed : 27.0 mph 67% Speed : 28.9 mph 85% Speed : 32.4 mph 10mph Pace: 21.5 - 31.4 (65.6%)																
Grand Total #2:	233	320	1124	995	172	17	3	0	0	0	0	0	0	0	0	3	2867
Percent :	8%	11%	39%	35%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	8%	19%	58%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	7	23	21	4	0	0	0	0	0	0	0	0	0	0	0	60
ADT = 1433	Average Speed 27.8 mph 50% Speed : 28.9 mph 67% Speed : 31.3 mph 85% Speed : 33.8 mph 10mph Pace: 25.0 - 34.9 (73.9%)																
Comb. Total :	315	512	1460	1156	204	21	3	0	0	0	0	0	0	0	1	4	3676
Percent :	9%	14%	40%	31%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	9%	22%	62%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	7	11	30	24	4	0	0	0	0	0	0	0	0	0	0	0	76
ADT = 1838	Average Speed 27.5 mph 50% Speed : 28.5 mph 67% Speed : 30.8 mph 85% Speed : 33.6 mph 10mph Pace: 25.0 - 34.9 (71.2%)																

Special Speed Study Report: Research Rd East of Eubank

Station ID : Research Rd East of Eubank

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : RES W 1EB.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	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	1	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	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	5	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	05:00	33	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37
	06:00	8	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	07:00	3	12	9	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	08:00	6	10	9	5	0	0	0	0	0	0	0	0	0	0	0	0	30
	09:00	21	18	28	3	1	0	0	0	0	0	0	0	0	0	0	0	71
	10:00	15	15	16	8	0	0	0	0	0	0	1	0	0	0	0	0	55
	11:00	18	22	38	7	0	0	0	0	0	0	0	0	0	0	0	0	85
	12:00	26	18	28	8	1	0	0	0	0	0	0	0	0	0	0	0	81
	13:00	32	13	28	4	2	0	0	0	0	0	0	0	0	0	0	0	79
	14:00	22	26	15	5	0	0	0	0	0	0	0	0	0	0	0	0	68
	15:00	16	21	24	9	0	0	0	0	0	0	0	0	0	0	0	0	70
	16:00	28	10	35	9	0	0	0	0	0	0	0	0	0	0	0	0	82
	17:00	27	13	20	6	1	0	0	0	0	0	0	0	0	0	0	0	67
	18:00	22	7	12	3	0	0	0	0	0	0	0	0	0	0	0	0	44
	19:00	8	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		303	194	281	72	6	0	0	0	0	0	1	0	0	0	0	0	857
Percent :		35%	23%	33%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		35%	58%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		13	8	12	3	0	0	0	0	0	0	0	0	0	0	0	0	36

Average Speed 20.7 mph 50% Speed : 23.1 mph 67% Speed : 26.5 mph 85% Speed : 29.0 mph
10mph Pace: 20.1 - 30.0 (55.4%)

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	
2/28/201	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	1	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	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	04:00	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	05:00	37	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	52
	06:00	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	07:00	1	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	08:00	18	10	20	4	0	0	0	0	0	0	0	0	0	0	0	0	52
	09:00	25	18	18	10	0	0	0	0	0	0	0	0	0	0	0	0	71
	10:00	15	22	19	8	0	0	0	0	0	0	0	0	0	0	0	0	64
	11:00	11	16	22	5	0	0	0	0	0	0	0	0	0	0	0	0	54
	12:00	48	35	38	7	0	0	0	0	0	0	0	0	0	0	0	0	128
	13:00	34	24	19	3	0	0	0	0	0	0	0	0	0	0	0	0	80
	14:00	14	14	23	5	1	0	0	0	0	0	0	0	0	0	0	0	57
	15:00	15	24	33	8	1	0	0	0	0	0	0	0	0	0	0	0	81
	16:00	21	19	28	10	0	0	0	0	0	0	0	0	0	0	0	0	78
	17:00	28	13	30	4	2	0	0	0	0	0	0	0	0	0	0	0	77
	18:00	10	2	14	5	0	0	0	0	0	0	0	0	0	0	0	0	31
	19:00	3	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	18
	20:00	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		308	231	297	77	4	0	0	0	0	0	0	0	0	0	0	0	917
Percent :		34%	25%	32%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		34%	59%	91%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		13	10	12	3	0	0	0	0	0	0	0	0	0	0	0	0	38

Average Speed	20.8 mph	50% Speed :	23.2 mph	67% Speed :	26.4 mph	85% Speed :	29.0 mph
				10mph Pace: 20.1 - 30.0 (57.6%)			

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	1	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	9
	06:00	13	11	12	2	3	0	0	0	0	0	0	0	0	0	0	0	41
	07:00	10	34	58	15	4	0	0	0	1	0	0	0	0	0	0	1	123
	08:00	11	31	39	16	0	0	0	0	0	0	0	0	0	0	0	0	97
	09:00	7	8	18	7	1	0	0	0	0	0	0	0	0	0	0	0	41
	10:00	6	10	24	5	0	0	0	0	0	0	0	0	0	0	0	0	45
	11:00	27	39	23	12	5	0	0	0	0	0	0	0	0	0	0	0	106
	12:00	37	27	34	9	0	0	0	0	0	0	0	0	0	0	0	0	107
	13:00	17	10	19	5	1	0	0	0	0	0	0	0	0	0	0	0	52
	14:00	8	14	16	6	0	0	0	0	0	0	0	0	0	0	0	0	44
	15:00	25	22	27	6	1	0	0	0	0	0	0	0	0	0	0	0	81
	16:00	49	41	49	8	0	0	0	0	0	0	0	0	0	0	0	0	147
	17:00	54	17	25	6	0	0	0	0	0	0	0	0	0	0	0	0	102
	18:00	52	16	17	13	0	0	0	0	0	0	0	0	0	0	0	0	98
	19:00	10	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	4	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	21:00	4	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		347	290	377	117	17	0	0	0	1	0	0	0	0	0	0	1	1150
Percent :		30%	25%	33%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		30%	55%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		14	12	16	5	1	0	0	0	0	0	0	0	0	0	0	0	48

Average Speed 21.6 mph	50% Speed : 23.9 mph	67% Speed : 26.8 mph	85% Speed : 29.4 mph
10mph Pace: 20.1 - 30.0 (58.2%)			

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	
2/28/201	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	05:00	2	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	9
	06:00	18	3	8	4	2	0	0	0	0	0	0	0	0	0	0	0	35
	07:00	7	24	50	16	1	0	0	0	0	0	0	0	0	0	0	0	98
	08:00	6	18	14	12	1	0	0	0	0	0	0	0	0	0	0	0	51
	09:00	8	6	17	7	0	1	0	0	0	0	0	0	0	0	0	0	39
	10:00	15	10	12	7	0	0	0	0	0	0	0	0	0	0	0	0	44
	11:00	19	21	27	18	2	0	0	0	0	0	0	0	0	0	0	0	87
	12:00	36	31	28	8	1	0	0	0	0	0	0	0	0	0	0	0	104
	13:00	17	11	20	7	1	0	0	0	0	0	0	0	0	0	0	0	56
	14:00	13	12	20	10	1	0	0	0	0	0	0	0	0	0	0	0	56
	15:00	21	14	18	14	2	0	0	0	0	0	0	0	0	0	0	0	69
	16:00	49	33	30	6	1	0	0	0	0	0	0	0	0	0	0	0	119
	17:00	72	36	36	10	2	0	0	0	0	0	0	0	0	0	0	0	156
	18:00	34	10	20	8	0	0	0	0	0	0	0	0	0	1	0	0	73
	19:00	18	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	31
	20:00	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		353	240	317	138	16	1	0	0	0	0	0	0	0	1	0	0	1066
Percent :		33%	23%	30%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		33%	56%	85%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		15	10	13	6	1	0	0	0	0	0	0	0	0	0	0	0	45

Average Speed	21.4 mph	50% Speed :	23.7 mph	67% Speed :	27.0 mph	85% Speed :	29.9 mph
		10mph Pace:	20.1 - 30.0	(52.4%)			

Special Speed Study Summary: Research Rd East of Eubank

	#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:	611	425	578	149	10	0	0	0	0	0	1	0	0	0	0	0	1774
Percent :	34%	24%	33%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	34%	58%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	13	9	12	3	0	0	0	0	0	0	0	0	0	0	0	0	37
ADT = 887	Average Speed 20.8 mph 50% Speed : 23.2 mph 67% Speed : 26.4 mph 85% Speed : 29.0 mph 10mph Pace: 20.1 - 30.0 (56.7%)																
Grand Total #3:	700	530	694	255	33	1	0	0	1	0	0	0	0	1	0	1	2216
Percent :	32%	24%	31%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	32%	56%	87%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	15	11	14	5	1	0	0	0	0	0	0	0	0	0	0	0	46
ADT = 1108	Average Speed 21.5 mph 50% Speed : 23.8 mph 67% Speed : 26.9 mph 85% Speed : 29.6 mph 10mph Pace: 20.1 - 30.0 (55.5%)																
Comb. Total :	1311	955	1272	404	43	1	0	0	1	0	1	0	0	1	0	1	3990
Percent :	33%	24%	32%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	33%	57%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	27	20	27	8	1	0	0	0	0	0	0	0	0	0	0	0	83
ADT = 1995	Average Speed 21.1 mph 50% Speed : 23.6 mph 67% Speed : 26.7 mph 85% Speed : 29.4 mph 10mph Pace: 20.1 - 30.0 (56.0%)																

Special Speed Study Report: Research Rd West of Innovation

Station ID : Research Rd West of Innovation

Info Line 1 :
Info Line 2 : Albuquerque

GPS Lat/Lon :
DB File : RES EAST.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.	Eastbound		Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	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	1	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	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	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	6
	07:00	3	4	4	9	0	0	0	0	0	0	0	0	0	0	0	0	20
	08:00	5	4	13	4	4	0	0	0	0	0	0	0	0	0	0	0	30
	09:00	10	5	10	3	2	0	0	0	0	0	0	0	0	0	0	0	30
	10:00	9	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	11:00	19	23	19	7	0	0	0	0	0	1	0	0	0	0	0	0	69
	12:00	11	12	16	3	1	0	0	0	0	0	0	0	0	0	0	0	43
	13:00	15	9	13	7	2	0	0	0	0	0	0	0	0	0	0	0	46
	14:00	11	11	7	8	1	0	0	0	0	0	0	0	0	0	0	0	38
	15:00	18	16	26	8	1	0	0	0	0	0	0	0	0	0	0	0	69
	16:00	36	11	25	24	7	0	0	0	0	0	0	0	0	0	0	0	103
	17:00	26	6	18	30	5	1	0	0	0	0	0	0	0	0	0	0	86
	18:00	14	7	12	10	2	1	0	0	0	1	0	0	0	0	0	0	47
	19:00	3	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	10
	20:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		188	111	173	121	27	3	1	0	0	2	0	0	0	0	0	0	626
Percent :		30%	18%	28%	19%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		30%	48%	75%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	5	7	5	1	0	0	0	0	0	0	0	0	0	0	0	26

Average Speed 22.9 mph 50% Speed : 25.5 mph 67% Speed : 28.3 mph 85% Speed : 32.5 mph
10mph Pace: 25.0 - 34.9 (47.0%)

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	
2/28/201	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	3	2	8	6	0	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	2	4	3	5	2	2	1	0	0	0	0	0	0	0	0	0	19
	09:00	6	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	19
	10:00	11	8	14	5	1	0	0	0	0	0	0	0	0	0	0	0	39
	11:00	11	10	12	8	0	0	0	0	0	0	0	0	0	0	0	0	41
	12:00	17	16	17	7	0	0	0	0	0	0	0	0	0	0	0	0	57
	13:00	5	8	11	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	14:00	10	5	6	4	1	1	1	0	0	0	0	0	0	0	0	0	28
	15:00	9	14	23	10	2	1	0	0	0	0	0	0	0	0	0	0	59
	16:00	31	9	25	26	3	1	0	0	0	0	0	0	0	0	0	0	95
	17:00	25	17	28	36	3	2	0	0	0	0	0	0	0	0	0	0	111
	18:00	7	4	7	6	6	0	0	0	0	1	0	0	0	0	0	0	31
	19:00	3	2	4	4	3	0	0	0	0	0	0	0	0	0	0	0	16
	20:00	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		147	101	173	124	25	7	2	0	0	1	0	0	0	0	0	0	580
Percent :		25%	17%	30%	21%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		25%	43%	73%	94%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	4	7	5	1	0	0	0	0	0	0	0	0	0	0	0	23

Average Speed	23.9 mph	50% Speed :	26.3 mph	67% Speed :	29.0 mph	85% Speed :	32.8 mph
				10mph Pace: 25.0 - 34.9 (51.2%)			

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 02/27/2018 To: 23:59 - 02/28/2018

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	
2/27/2018	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	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	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	8
	06:00	7	13	19	15	3	2	0	0	0	0	0	0	0	0	0	0	59
	07:00	11	40	101	69	13	3	0	0	0	0	0	0	0	0	0	0	237
	08:00	21	71	105	58	13	1	0	0	0	0	0	0	0	0	0	0	269
	09:00	8	8	8	7	1	1	0	0	0	0	0	0	0	0	0	0	33
	10:00	12	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	24
	11:00	15	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	12:00	22	18	12	1	1	0	0	0	0	0	0	0	0	0	0	0	54
	13:00	11	11	7	4	0	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	6	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	12	9	6	1	1	0	0	0	0	0	0	0	0	0	0	0	29
	16:00	12	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	17:00	9	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	18:00	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Daily Total :	156	206	280	166	34	8	0	0	0	0	0	0	0	0	0	0	0	850
Percent :	18%	24%	33%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	18%	43%	76%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	7	9	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	36

Average Speed	24.5 mph	50% Speed : 26.3 mph	67% Speed : 28.6 mph
		85% Speed : 32.4 mph	
10mph Pace: 21.1 - 31.0 (57.6%)			

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	
2/28/201	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	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	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	1	5	1	3	0	0	0	0	0	0	0	0	0	0	0	10
	06:00	6	10	21	14	5	1	0	0	0	0	0	0	0	0	0	0	57
	07:00	23	56	104	60	8	2	0	0	0	0	0	0	0	0	0	0	253
	08:00	14	23	60	41	9	1	0	0	0	0	0	0	0	0	0	0	148
	09:00	3	3	8	5	4	0	0	0	0	0	0	0	0	0	0	0	23
	10:00	7	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	11:00	18	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	27
	12:00	18	18	11	2	0	0	0	0	0	0	0	0	0	0	0	0	49
	13:00	10	6	8	5	1	0	0	0	0	0	0	0	0	0	0	0	30
	14:00	4	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	13
	15:00	7	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	5	10	2	6	0	0	0	0	0	0	0	0	0	0	0	0	23
	17:00	15	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	18:00	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	2	0	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 :		137	151	244	148	32	5	0	0	0	0	0	0	0	0	0	0	717
Percent :		19%	21%	34%	21%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		19%	40%	74%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	6	10	6	1	0	0	0	0	0	0	0	0	0	0	0	29

Average Speed	24.6 mph	50% Speed :	26.5 mph	67% Speed :	28.9 mph	85% Speed :	32.6 mph
				10mph Pace:	20.3 - 30.2 (55.4%)		

Special Speed Study Summary: Research Rd West of Innovation

	#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 -																	
Description	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															
Grand Total #1:	335	212	346	245	52	10	3	0	0	3	0	0	0	0	0	0	1206															
Percent :	28%	18%	29%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	28%	45%	74%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	7	4	7	5	1	0	0	0	0	0	0	0	0	0	0	0	24															
ADT = 603	<table border="1"> <tr> <td>Average Speed</td> <td>23.4 mph</td> <td>50% Speed :</td> <td>25.9 mph</td> <td>67% Speed :</td> <td>28.6 mph</td> <td>85% Speed :</td> <td>32.7 mph</td> </tr> <tr> <td>10mph Pace:</td> <td colspan="7">25.0 - 34.9 (49.0%)</td> </tr> </table>																Average Speed	23.4 mph	50% Speed :	25.9 mph	67% Speed :	28.6 mph	85% Speed :	32.7 mph	10mph Pace:	25.0 - 34.9 (49.0%)						
Average Speed	23.4 mph	50% Speed :	25.9 mph	67% Speed :	28.6 mph	85% Speed :	32.7 mph																									
10mph Pace:	25.0 - 34.9 (49.0%)																															
Grand Total #3:	293	357	524	314	66	13	0	0	0	0	0	0	0	0	0	0	1567															
Percent :	19%	23%	33%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	19%	41%	75%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	6	7	11	7	1	0	0	0	0	0	0	0	0	0	0	0	32															
ADT = 783	<table border="1"> <tr> <td>Average Speed</td> <td>24.6 mph</td> <td>50% Speed :</td> <td>26.4 mph</td> <td>67% Speed :</td> <td>28.8 mph</td> <td>85% Speed :</td> <td>32.5 mph</td> </tr> <tr> <td>10mph Pace:</td> <td colspan="7">20.1 - 30.0 (56.6%)</td> </tr> </table>																Average Speed	24.6 mph	50% Speed :	26.4 mph	67% Speed :	28.8 mph	85% Speed :	32.5 mph	10mph Pace:	20.1 - 30.0 (56.6%)						
Average Speed	24.6 mph	50% Speed :	26.4 mph	67% Speed :	28.8 mph	85% Speed :	32.5 mph																									
10mph Pace:	20.1 - 30.0 (56.6%)																															
Comb. Total :	628	569	870	559	118	23	3	0	0	3	0	0	0	0	0	0	2773															
Percent :	23%	21%	31%	20%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%																
Cum. Percent :	23%	43%	75%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%																
Average :	13	12	18	12	2	0	0	0	0	0	0	0	0	0	0	0	57															
ADT = 1386	<table border="1"> <tr> <td>Average Speed</td> <td>24.0 mph</td> <td>50% Speed :</td> <td>26.2 mph</td> <td>67% Speed :</td> <td>28.8 mph</td> <td>85% Speed :</td> <td>32.6 mph</td> </tr> <tr> <td>10mph Pace:</td> <td colspan="7">20.1 - 30.0 (52.3%)</td> </tr> </table>																Average Speed	24.0 mph	50% Speed :	26.2 mph	67% Speed :	28.8 mph	85% Speed :	32.6 mph	10mph Pace:	20.1 - 30.0 (52.3%)						
Average Speed	24.0 mph	50% Speed :	26.2 mph	67% Speed :	28.8 mph	85% Speed :	32.6 mph																									
10mph Pace:	20.1 - 30.0 (52.3%)																															



Appendix H – Origin-Destination Data

North Observation Point Northbound License Plate Data

License Plate Study Field Sheet

Location N. OBS Pt. Direction of Traffic NO
 Time: Begin: 7:15 Station Number _____
 End: 10:15 Weather _____

License Number	Time	Truck or Bus Color Type	Out-of State ?	Turn Direction	License Number	Time	Truck or Bus	Out-of State ?	Turn Direction
NK-	728	GP	NO		Temp	742	RC	NO	R
471-	728	SP	NO		019	742	WP		
AC1	729	SP	NO		545	742	SC		
	730	YB	NO		322	742	BC		
	730	BP	NO		ABT	743	SC		
	731	RP			G-947	744	YB		
	731	WP			455	744	BC	↓	
	732	BC			093	744	SC	YES	
545-	732	RC			CC-	745	SP	NO	
207-32	733	WP		R	KKW	746	WP	NO	
PJB	733	SC		R	314	746	SP	YES	↓
039-S	734	SP		R	JW-9	746	SC	NO	L
CAX	735	BC		R	MYK	747	BC		L
NTI	736	BP		R	PHJ	748	SC		R
487	737	BP			PHN	748	WP		
461	737	SC			MBZ	749	SP	↓	
ADH	737	WC			5574	750	SP	? vet license	↓
387	738	SP			NYA	750	WC	NO	L
471	739	SC	↓		455-FWT	752	BC		R
Temp Tag	739	SC	?		128-PNT	752	BP		
LNP	740	BP	NO		CPZ-245	753	BP		
NPC	740	TP			PGH	753	BP		
NLC	741	WC			416-TFX	753	SP		
NWT	741	BC	↓		MXV	754	RC	↓	↓

Date: _____ Observer M. Kelly

Figure G-14 Refer to Figure 7-8 on page 119.

License Plate Study Field Sheet

Location N. Obs Pt Direction of Traffic _____
 Time: Begin: 7:15 Station Number _____
 End: 10:15 Weather _____

License Number	Time	Truck or Bus Color Type	Out-of State ?	Turn Direction	License Number	Time	Truck or Bus	Out-of State ?
NWIT	754	BC	No	R	AABB2	7800	RP	No
ACH	754	RP			540TNT	↓	WP	↓
187-TTX	755	SP			475	↓	BP	↓
AAT	↓				475	801	WB	Yes
553	↓				569	802	BC	No
214	↓				384	802	WC	↓
		WC			JGG	803	WP	↓
PAG	↓	SP			KVLD	803	WP	↓
AAB	756	RP			NPC	804	WC	↓
NMJ	757	BC	↓		159YUU	804	BC	Yes
	757	City Bus	NO		LFF	804	TC	No
NWK	757	RP	No		No License	806	BC	No License
022	↓	SP	Yes		NWA	806	SP	No
KHF	↓	WP	No		ACZ	806	SP	↓
8TU	↓	WP	↓		PHJ-904	808	TP	↓
CST	758	CS	↓		PKA	809	WP	↓
811 NA	758	WP	↓		NNL	809	BP	↓
5574	759	SP	Viet license		XFN	810	TP	Yes
	759	SC	No	?	No license	810	BC	?
	800	WC			GBS	810	TC	No
	↓	RP			KHG746	812	YP	↓
PKW	↓	WC			W14TAG	812	SE	↓
PKW	↓	SC			589	813	GC	↓
	↓	SP			574	813	BP	↓

Date: _____ Observer: M. Kelly

Figure G-14 Refer to Figure 7-8 on page 119.

License Plate Study Field Sheet

Location: N. obs Pt Direction of Traffic: _____
 Time: Begin: _____ Station Number: _____
 End: _____ Weather: _____

License Number	Time	Truck or Bus Color Type	Out-of-State ?		License Number	Time	Truck or Bus	Out-of-State ?
	813	WP	No	R	NW4			
255	813	SP	↓		284			
No license	814	RT	?		061			
432 SCX	814	BC	No		201			
PGP	814	WP			333	8:28		
	815	TC			P26?		S	
LZF	815	WP			—		truck	whole trailer
147	814	TP			33		T.	
217-XZ	816	WC			246?		S	
495	817	WC			M4M		C	
LKA	817	BC			414		S.	
BLCP	818	BC			M		C.	005.
W77	818	BC	↓		322		S	
FWH	819	WC	Yes		977		P	
268	820	RC	vet license		496		C.	6len.
MBJ	820	GP	No		211		C	
ABB	820	WP			N		C	
	823	BC			242		S.	
ADF	823	RC			1202		C.	
NWA	823	GP			43		P.	
AC					670.		P.	
817	8:25				N107		S.	
417					289	8:38	S	
648								

Date: _____ Observer: _____

Figure G-14 Refer to Figure 7-8 on page 119.

License Plate Study Field Sheet

Location N. Obs. Pt Direction of Traffic _____
 Time: Begin: _____ Station Number _____
 End: _____ Weather _____

License Number	Time	Truck or Bus	Out-of State ?
--T	c.		
056.	c.		
510.	c.		
ACZ	s.		
29.	c.		
--2	c.		
9-	c		
W10	842	WC	NO R
622TXN	843	RC	↓
NNS.	843	WP	↓
HRBL74	844	RP	↓
884-	845	WP	↓
2uu-	845	RP	vet license
ACC-	845	WP	No
JAN	845	WP	↓
NBN-	845	WC	↓
NFY-067	850	RP	↓
LVP-	850	WP	↓
NSK-995	852	SC	↓
132-	852	BC	↓
PLF-	853	WC	↓
PBY-	853	SE	↓
NAB-762	854	WC	↓
574	857	RC	NO

Turn Direction

License Number	Time	Truck or Bus <small>Motor Toter</small>	Out-of State ?
	858	BP	NO R
	858	SC	↓
	858	WP	↓
PAF-	859	BP	↓
NZC-	859	SC	↓
AAT-	900	TC	↓
MEN	900	B	↓
735-		SP	↓
MGX-		WP	↓
PLL		RP	↓
984 -		BC	↓
ADP -		RC	↓
PGM-		WP	↓
499		SC	↓
PFZ		BC	↓
NNS		WP	↓
397	903	WP	↓
235	↓	RC	↓
280-	↓	WP	↓
NWT-	904	TC	↓
474-	904	BP	↓
PJZ-	905	BC	↓
MCZ-	905	SP	↓
638	905	RP	↓

Date: _____ Observer M. Kelly

Figure G-14 Refer to Figure 7-8 on page 119.

License #	Time	Car Color & Type	out of State?	Turn Direction	N. obs Pt
	907		No	R	Am
PFL		BMC			
NDN		BC			
683		BC			
MWB		SC			
Temp Tag	908	RP			
933 -	908	BP			
PBX	909	SC			
151	909	WC			
PCY	912	SP			
	912	WP			
NPK		SC			
NSD	912				
PHZ-384	913	SC			
PCG	914	RC			
	915	WC			
ACT	915	WC			
NNS	915	WC			
NMT	915	SC			
NHS	915	SP			
NGY	918				
	919	SP			
T66		RC			
503	919				
	919	RP			
	920	SP			
PGR	921	WP			
Bike	922				

PJG / 922 / SC / No / R	ULB / 930 / WP / No / R	NJB / 935 / WP / No / R
T28 / 923 / Blue / No / R	624 / 930 / SP / No / R	455 / 935 / BC / No / R
MKH / 924 / WC / No / R	757 / 930 / WC / No / R	384 / 937 / WC / No / R
EC-wo / 926 / WP / Yes / R	PGL / 931 / SC / No / R	PGC / 937 / GC / No / R
ACT- / 927 / WC / No / R	901 / 931 / TP / No / R	NKL / 938 / SC / No / R
NRD / 928 / WP / No / R	047 / 932 / Blue P / No / R	539 / 938 / WP / No / R
LVP / 929 / RC / No / R	933 / Blue P / No / R	GUB / 939 / SP / No / R
	BWN / 933 / RC / No / R	Temp Tag / 939 / SP / No / R

License #	Time	Car color + Type	out of State?	Turn Direction	N. Obs. Pl
ASB / 940 / RP / No / R	AM	Temp Tag / 1002 / RP / ? / R		621 / 1119 / SC / N / R	
ADH / 941 / BP / N / L		MDH / 1002 / SC / N / R		— / 1120 / SP / N / R	
AAW / 942 / SC / N / R		KHF / 1003 / WP / N / R		942 / 1122 / GC / N / R	
PBN / — / — / BP / N / R		1W0 / 1003 / TC / N / R		Lpn / 1122 / BC / N / R	
— / — / — / SP / N / R		242 / 1003 / TC / N / R		800 / 1123 / SC / N / R	
ACC / — / — / SC / N / R		MBT / 1004 / WP / N / R		PLU / 1122 / RT / N / R	
ACT / 942 / SP / N / R		218 / 1004 / BC / N / R		GFC / 1122 / TP / N / R	
PKN / 943 / SP / No / R		AAW / 1005 / SP / N / R		817 / 1122 / BC / N / R	
B4R / 943 / BP / N / R		LNL / 1005 / WC / N / R		MNR / 1122 / SC / N / R	
— / 944 / OC / N / R		AMS / 1008 / Bluc / Y / R		Bike / 1122 / — / — / R	
MCN / 944 / BC / N / R		JCR / 1008 / BC / N / R		KRT / 1122 / SP / N / R	
912 / 945 / WC / No / R		WAD / 1011 / Blwp / vet / R		364 / 1123 / WC / N / R	
242 / 946 / RC / N / R		933 / 1013 / WP / N / R		— / — / SC / — / — / R	
956 / 946 / RP / Y / R		RCF / 1013 / BC / N / R		— / — / SP / — / — / R	
187 / 947 / SP / N / R		10:15 stop		7065 / 1123 / GC / N / R	
PNN / 948 / SC / N / R		Start At 11:00	AM	NCF / 1123 / BP / Y / R	
W17 / 948 / TC / N / R			pm	— / 1123 / WP / Y / R	
PHJ / 949 / RT / N / R		428 / 1101 / SC / vet / R		264 / 1124 / RC / N / R	
G-81 / 950 / WP / N / R		MYR / 1103 / RP / N / R		JMK / 1124 / SP / N / R	
Temp / 952 / SC / ? / R		GSX / 1104 / SC / N / R		PGB / 1125 / SP / N / R	
ABF / 953 / WC / N / R		NWC / 1105 / WC / N / R		OWT / 1125 / WP / N / R	
ED-02 / 956 / WP / Y / R		794 / 1106 / WP / N / R		Temp / 1128 / SP / N / R	
— / 956 / TC / N / R		7VL / 1106 / SC / Y / R		119 / 1129 / SC / N / R	
220 / 956 / Blwp / N / R		MGM / 1108 / WP / N / R		29- / 1129 / City Bus / N / R	
PKP / 957 / WP / N / R		367 / 1108 / SP / N / R		252 / 1130 / BC / — / — / R	
HWN / 958 / TP / Y / L		LFR / 1109 / SC / N / R		NWY / 1130 / Bluc / — / — / R	
WAC / 959 / Blwp / N / R		400 / 1109 / WP / N / R		NWN / 1130 / SC / N / R	
KSN / 1000 / TC / N / R		KK8 / 1110 / SC / N / R		007 / 1131 / SP / — / — / R	
PAP / 1001 / BP / No / R		BFC / 1110 / SC / N / R		387 / — / SC / — / — / R	
155 / — / RC / N / R		— / 1110 / SC / N / R		ARK / — / BC / — / — / R	
		LJB / 1112 / WP / N / R		569 / 1132 / WB / — / — / R	
		PLS / 1114 / WP / N / R		507 / 1132 / SP / — / — / R	
		MSY / 1119 / SC / N / R		112 / 1133 / WC / — / — / R	
		LLN / 1119 / Bluc / R			

License#	Time	Car color	out of State?	Turn Direction
PM		Type		
	1132	SC	N	R
-	1133	WP	N	R
G40	1133	BC	Y	R
007	1134	WC	N	R
MRO	1135	BC		
		WC		
MGX		WP		
039				
MYN		SC		
ADD	1136	RP	N	R
-	1136	WC	N	R
KXA	1138	WP	N	R
Temp	1138	RP	N	
AB	1138	RP	N	
-	1138	WB	N	
KCJ	1138	SP	N	
ZJI	1138	GP	Y	
W03	1139	WC	N	
NTY	1139	WC	N	
PJN	1140	RP	N	
NHG	1140	WC	N	
MPG	1140	SP	N	R
466	1141	RC	N	R
998	1141	SC		
-	1141	SP		
725	1141	TC		
909	1142	Blue		
NJP		WP		
191		RC		

License#	Time	Car color	out of State?	Turn Direction
AAP	1143	SC	N	R
705	1144	Blue	N	R
FTT	1144	SC	N	R
PFU	1144	SC	N	R
		BP		
		RC		
		RC		
		BP		
		PC		
287	1145	WC	N	R
LWX	1145	RC	N	R
933	1151	OP	N	S
PRR	1152	RC	N	S
-		SC	N	S
294		WC	N	S
NTJ		SP	N	
-		SC	N	
610	1153	WP	N	
MRD	1153	WC	N	S
PNX		WC		R
45		WP		R
387		RC		R
426	1154	BP	N	S
PLJ		WC	N	S
W07	1154	TC	N	S
W55	1155	TP		R
-	1155	SC		S
-	1155	SP	N	S
NFF	1156	RP	N	R
ADL	1156	TP	N	S
	1157	WC	N	S
PHT	1157	WC	N	S



1157 | WC | N | R
 AYU | 1158 | WP | N | R
 726 | 1159 | BP | N | S
 MKU | 1159 | WC | N | R
 LMX | 1200 | SP | N | S
 442 | 1200 | SP | N | S
 996 | 1202 | - | N | S
 ABF | 1202 | - | N | R
 1202 | BCN | S
 - | 1202 | BCN | S
 - | 1202 | SC | V | S
 - | 1202 | SC | N | S
 505 | 1203 | SC | N | R
 - | 1203 | SP | N | S
 352 | 1203 | BP | N | R
 NMY | 1203 | WC | N | R
 ADC | 1204 | WP | N | S
 101 | 1207 | GP | N | S
 691 | 1207 | WP | N | S
 AMS | 1209 | BC | V | S
 116 | 1209 | SC | N | S
 ABD | 1209 | WC | N | R
 119 | 1210 | BC | N | R
 - | 1212 | SP | N | R
 - | 1212 | SC | N | S
 - | 1212 | SP | N | S
 ACB | - | RC | S
 - | - | SC | S
 - | - | BC | S
 286 | 1214 | WP | N | R
 1214 | SP | N | S
 GXF | 1214 | RP | N | S

PNW | / | 1214 | SC | S
 097 | | | | |
 NPC | | | | |
 PGB | | | | |
 - | 1217 | WC | N | S
 PSI | 1217 | SC | N | S
 PLL | 1218 | RP | N | S
 781 | 1218 | BP | N | R
 - | 1218 | SC | N | R
 818 | 1219 | RP | N | R
 - | | SC | | S
 - | | SP | | R
 - | | BP | | R
 - | | SC | | S
 - | | SP | | S
 4KG | 1220 | BP | N | S
 047 | 1221 | BC | N | R
 - | 1221 | BP | V | S
 - | 1221 | BP | V | S
 802 | 1221 | WP | N | S
 - | - | SP | V | S
 AAT | 1222 | SC | N | S
 - | 1222 | WC | N | S
 - | 1223 | SC | N | S
 G-95 | 1223 | VB | N | S
 - | - | BC | N | R
 NIM | 1224 | BP | N | R
 464 | 1225 | Bluep | N | S
 905 | 1225 | WP | N | S
 PUB | 1226 | RC | N | R
 - | 1226 | BP | N | S
 NPT | 1227 | SC | N | R

8

N. Obs Pt.

PDM

	CHECKED	BY
— /1229 / WP / N / S	vet 1251 RP N / S	034 1311 BC / Y / R
KKW / 1230 / WP / N / S	— 1251 SC N / S	PDM 1311 BP / N / S
OWN / 1230 / WC / N / S	— 1251 WP N / S	ABF 1311 WC / N / S
386 / 1231 / SC / N / S	— 1251 RC N / S	170 1312 BC / N / S
206 / 1232 / WP / N / S	001 1252 WC / N / S	387 1313 SC / N / S
997 / 1232 / Blwp / N / S	AAN 1252 SP N / S	vet 1313 WC / N / S
066 / 1233 / SC / N / S	670 1256 BP N / S	085 1314 BP / N / S
ABD / 1233 / BP / N / S	912 1256 WC N / S	815 1315 BP / Y / S
ACD / 1234 / SC / N / R	Bike 1256 — S	811 1316 Bluc / N / S
vet 1234 / SP / N / S	864 1257 BC / N / S	622 1316 RC / N / S
AAT / 1234 / SC / N / R	— 1268 SC N / S	MJK 1317 — S
CLX / 1235 / SC / Y / S	NTX 1259 SWP / N / S	PRX —
395 / 1236 / BC / N / S	126 1305 RP / N / S	PLR —
G-94 / 1237 / YB / N / R	562 1305 WP / N / S	— 1377 Bluc / N / S
008 / 1237 / WC / N / S	352 1305 WP / N / R	NPT 1318 BC / N / S
LND / 1238 / RC / N / S	463 1306 WC / N / S	574 1320 TP / N / S
— / 1238 / RC / N / R	EFT 1306 TC / N / S	801 1324 TP / N / S
118 1241 WC / N / S	Temp 1308 WC / N / S	PJZ 1325 SC / N / S
NXW 1242 / SC / N / S	— 1308 / TC / Y / S	NYT 1326 SC / N / S
913 1244 / SP / N / S	66 1309 / SP / N / S	LWY 1326 BP / N / S
008 1247 / BC / N / S	— 1309 / RC / N / S	WAB 1327 WC / N / S
452 1247 / BC / N / S	933 1310 WP / N / S	Bike 1328 — / S
845 1248 / SP / N / R	— 1310 TP / N / S	AGB 1328 SP / N / S

- / 1329 / SP / N / S
 PLZ7 / 1329 / RC / N / S
 PAT / 1330 / Blue / N / S
 474 / 1333 / BP / N / S
 725 / 1335 / TC / N / S
 608 / 1335 / TC / N / R
 Mail Truck / 1336 / - / - / R
 LST / 1336 / SC / N / R
 SDF / 1337 / RC / Y / S
 001 / 1340 / Blue / N / R
 - / 1340 / SC / N / S
 - / 1340 / BP / N / S
 GLB / 1340 / RP / N / S
 799 / 1341 / WP / N / S
 906 / 1341 / WP / N / S
 MZC / 1341 / WC / N / S
 648 / 1342 / GP / N / S
 WNM / 1342 / - / - / -
 LNU / - / - / - / -
 MIN / - / - / - / -
 3BX / 1343 / SC / N / S
 391 / 1345 / WP / N / S
 PDF / 1347 / TP / N / S
 058 / 1347 / SC / N / S
 - / - / BP / N / S
 ABB / 1350 / WP / N / S
 ABR / 1351 / RP / N / R
 067 / 1351 / WP / N / S
 927 / 1352 / BP / N / S
 MYX / - / - / - / -
 PNW / - / - / - / -
 NHS / 1353 / Blue / N / S
 - / 1353 / BP / Y / S
 - / 1355 / WC / N / S
 323 / 1355 / BC / - / -
 008 / - / - / - / -
 MGM / 1355 / SC / - / -

BYV / 1357 / BP / Y / S
 MAC / 1359 / SC / N / S
 - / 1369 / Blue / N / S
 474 / 1359 / BP / - / -
 NDT / 1400 / WC / - / -
 1400 Stop
 1530 Start
 MDL / 1530 / SP / N / S
 PDM / 1530 / BP / N / S
 HGP / 1531 / SP / N / R
 - / 1532 / BP / N / S
 - / 1532 / WC / N / S
 MCP / 1533 / SC / N / S
 FXT / 1533 / WP / N / -
 550 / 1534 / - / N / S
 MSC / - / - / - / -
 305 / - / - / - / -
 - / - / WC / - / -
 NKT / - / - / BC / - / -
 NGC / 1535 / SP / - / -
 707 / - / - / SC / N / R
 974 / - / - / WC / N / S
 - / - / - / BP / - / -
 - / - / - / RP / - / -
 PGM / 1535 / BP / N / R
 - / 1535 / SC / Y / R
 980 / 1535 / BP / - / -
 LIB / 1536 / WP / N / S
 101 / 1537 / SP / N / R
 City Bus / - / - / - / -
 - / - / - / RP / N / R
 - / 1537 / SC / N / S
 - / - / - / - / -
 100 / 1537 / SC / N / S
 - / - / - / - / -
 ABS / 1538 / BC / N / S
 - / 1538 / SC / N / S
 - / 1539 / - / - / -
 NBI

- / 1540 / RC / N / R
 LFF / 1541 / RC / N / R
 N4F / - / WP / - / -
 690 / - / WP / - / -
 - / 1542 / WC / N / S
 532 / 1543 / SC / N / S
 380 / 1543 / SP / Y / S
 - / 1544 / Blue / N / S
 - / 1544 / P / - / -
 836 / 1544 / SP / N / R
 SNN / 1545 / WC / N / S
 ADB / - / - / RC / N / S
 391 / 1545 / WP / N / S
 - / 1545 / TP / Y / S
 ACK / 1546 / BP / N / R
 - / 1547 / TP / N / S
 NHS / 1547 / SC / N / S
 536 / 1547 / SC / N / S
 - / 1547 / RP / N / S
 - / 1548 / TP / N / S
 564 / 1548 / WC / N / S
 024 / 1548 / WC / N / S
 JBQ / 1548 / RC / N / S
 - / 1548 / Brown / N / S
 - / 1548 / - / - / -
 181 / 1548 / SC / N / R
 GNL / 1549 / BP / N / S
 JSW / 1550 / WC / N / S
 988 / 1550 / RP / N / S
 949 / 1550 / TC / N / S

N. Obs Pt

Pm

						CHECKED			BY			
GSP	1551	WP	N/S	MWP	1601	-	3	123	Nell	Bue	N/S	
113	1551	WP	Y/S	315	1601	-	1	S	NDP	WU	WCL	N/S
090	1552	WC	N/S	REG	1602	-	1	S	245	161	BC	N/S
PMX	1552	WC	N/R	-	1602	-	1	S	PHN	1612	-	
NCK	1552	TC	N/S	821	1602	BP	N/S	MNJ	1612	-		
W20	1553	WP	N/R	142	1603	RP	N/S	-				
G10	1553	BC	Y/S	KHF	1603	WP	N/S	-				
328	1553	WC	N/S	852	1604	WC	N/S	MAS	↓			
EJR	1554	BP	Y/S	245	1604	WC	N/S	212	1613	BC	N/S	
066	1554	TC	N/R	NBK	1605	SC	N/R	W26	1613	WP	N/R	
222	1554	TC	N/R	MNU	1606	RC	N/R	WIF	1613	GC	N/S	
180	1555	TC	N/R	-	1607	WC	N/S	THL	1613	RP	N/R	
GKS	1555	SC	N/R	NJH	1608	Bue	N/R	PMX	1613	-	-	S
360	1555	WC	N/S	ACR	1608	WC	N/R	-	1614	-	-	R
-	1555	WB	N/S	PMU	1608	SP	N/R	UMX	1614	WP	N/R	
PFW	1556	RC	N/S	NZZ	1609	SC	N/R	ADH	1614	BC	N/S	
NTX	1556	WC	N/S	Vet	1609	Bue	N/S	-	1614	RP	N/R	
BLST	1557	SC	N/S	0871	1610	WC	N/S	NMX	1614	BP	N/E	
BIKE ME	1558	WC	N/R	ADL	1610	WP	N/S	NWB	1614	GC	N/S	
851	1559	BP	N/S	117	1610	SP	N/S	CAB	1614	Bue	N/S	
725	1600	WP	N/S	-	1611	SC	N/S	FNJ	1615	Bue	N/S	
NYK	1601	WP	N/R	-	1611	SP	N/S	MMX	1615	BC	N/S	
AG-	1601	WC	N/S	-	1611	SP	N/S	PCS	1615	BC	N/R	

AABL | 1166 | BC | N | S
 — | 1166 | TC | N | S
 918 | 1168 | S | P | Y | S
 UJS | 11620 | WP | N | S
 PAP | 11621 | WC | N | S
 UET | 11623 | BP | N | S
 motor | 11624 | B | N | R
 Cycle
 CRJ | 11624 | P | N | S
 213 | 11625 | SP | N | S
 NAB | 11626 | ^{blue} | N | S
 P |
 NXH | 11627 | SC | N | S
 458 | 11628 | WC | N | R
 715 | 11629 | SC | N | S
 PFT | 11629 | SP | N | S
 UET | 11630 | — | N | S
 195 | 11630 | GP | N | R
 630 | 11630 | WP | N | R
 PKA | 11630 | BC | N | S
 UNM | 11631 | SP | N | S
 — | 11631 | SP | N | S
 PBG | 11631 | TP | N | S
 NVT | 11631 | GC | N | I
 960 | 11631 | ^{blue} | N | S
 C |
 769 | 11632 | SP | N | R
 — | 11632 | SC | N | R
 MRG | 11632 | WC | N | S
 — | 11632 | SP | N | R
 MCZ | 11633 | WP | N | S
 PHZ | 11633 | SP | N | S
 NKZ | 11633 | SC | N | S

— | 11633 | WC | N | S
 422 | 11634 | RP | N | R
 280 | 11634 | SC | N | R
 367 | 11635 | RP | N | S
 359 | 11635 | SP | N | S
 + | 11635 | WB | N | R
 NRK | 11635 | —
 JGB | 11634
 105 | 11634 | WP
 PHP | 11636 | SP | N | S
 AAT | 11636 | SP | N | S
 motor | 11636 | B | N | R
 Cycle
 297 | 11636 | SC | N | S
 — | 11636 | BP | N | S
 — | 11637 | BA | N | S
 575 | 11637 | WC | N | R
 240 | 11637 | TC | N | R
 — | 11638 | TC | N | R
 MSY | 11638 | SC | N | R
 FWY | 11638 | GP | N | R
 Bike | 11639 | — | R
 motor | 11639 | B | N | R
 Cycle
 — | 11639 | WC | N | R
 — | 11639 | WC | N | R
 PDM | 11640 | BP | N | S
 — | 11640 | SC | N | R
 — | 11640 | WAN | R
 — | 11640 | SC | N | S
 190 | 11641 | BC | N | R
 NZE | 11641 | BP | —
 AAP | 11641 | WC | —
 — | 11641 | VC | —

— | 11641 | WC | N | S
 vet | 11641 | BP | N | R
 620 | 11642 | BC | N | S
 BBE | 11643 | BC | Y | S
 266 | 11644 | BC | N | S
 055 | 11644 | TP | N | S
 — | 11644 | SC | N | S
 NGS | 11644 | SC | N | S
 499 | 11644 | WP | N | R
 motor | 11645 | R | N | R
 cycle
 — | 11645 | BP | N | S
 JAK | 11645 | TP | N | R
 — | 11646 | WP | N | R
 — | 11646 | WC | N | S
 354 | 11647 | GP | N | S
 723 | 11647 | TP | Y | S
 LMX | 11648 | SC | N | S
 PNF | 11649 | BB | N | S
 — | 11649 | WC | N | S
 NBB | 11650 | SC | N | R
 JZD | 11650 | WP | Y | S
 PKB | 11650 | BC | N | S
 NKX | 11650 | ^{blue} | N | S
 C |
 OWI | 11651 | WC | N | R
 JHI | 11651 | TP | N | S
 952 | 11651 | BC | N | S
 PFT | 11651 | — | N | S
 NWY | 11651 | TP | N | S
 UNM | 11652 | WC | N | R

NLK	1851	WC/N/S	PJJ	1856	BC/N/S	-	1805	GP/N/S
OSY		TC/N/R	242	1856	WC/N/S	-	1805	BC/N/S
929	↓	TC/N/S	NNW	1857	WC/N/R	432	1806	WP/N/S
PJG	1852	TC/N/S	KCR	1857	WC/N/R	297	1806	WC/N/S
-	1852	TC/N/S	JNK	1858	WC/N/S	452	1807	WC/N/S
973	1852	RP/N/S	^{motor} _{gate}	1858	B/N/R	848		RC/N/S
NNW	1852	TC/N/S	Stee	1858	B _p /N/S	968		B _h C
NXX	1853	BP/N/S	GMW	1859	SC/Y/S	AAS	↓	TC/N/S
-	1853	RP/N/S	391	1859	BP/N/S	811	1808	B _h p/N/S
-	1853	WP/N/S	-	1859	WP/N/S	289	1808	SC/N/S
285	1853	B _h /N/S	-	1800	WP/N/S	691		B
117	↓	BP/N/S	053	1800	SC/N/S	KGN		B
422	1854	WC/N/R	179	1801	RP/N/S	030		R/R
KPN	1854	WP/N/S	001	1801	WP/N/R	381		W/S
MPD	1854	WC/N/R	PDR	1801	RC/N/S	031	↓	B/S
DTD	1855	TP/N/S	KHB	1801	SP/N/S	-		B/S
NNF		-/N/S	180	1804	SC/N/S	479	1809	
PJD		TP/N/S	ACU	1804	WC/N/R	295		WC/N/S
DJF	↓	RC/N/R	NFC	1804	TP/N/S	-	↓	RP/N/S
T20	1856	-/N/S	085		-/S	885	1809	SC/N/S
831	↓	RP/N/R	-					
U17	1856	WC/N/S	HNF	1804	RC/N/S	382	1810	SC/N/R
-	1856	BC/N/R	-	1804	Blackp/N/R	-	↓	WC/N/S BC/N/S

940/1711/BP/N/R
 140/1711/SP/N/S
 231/1711/WP/R
 SNB/1711/SP/N/S
 FKT/1711/RP/N/R
 ADP/1721/Blue/N/S
 WAH/1712/RP/N/R
 201/1712/WC/N/R
 Vet/1712/WC/N/R
 NTB/1712/TC/N/S
 WZL/1712/SC/N/R
 26el/1712/RC/N/S
 30el/1713/WP/N/R
 LCC/1713/BP/Y/R
 CKJ/1713/WP/N/S
 PKZ/1714/WC/N/S
 352/1714/WP/N/R
 153/1714/BC/N/R
 JMK/1715/BC/N/S
 LZ1/1715/GC/N/R
 135/1716/SC/N/S
 236/1716/SC/N/S
 314/1716/SC/N/S
 NTU/1717/BC/N/R
 1717/Blue/R

097/1718/BP/N/S
 DTN/1719/SP/N/S
 NPT/1720/SP/N/S
 1720/BC/N/R
 886/1720/SC/N/S
 PLS/1720/SP/S
 NJJ/1720/Blue/N/R
 884/1720/BC/N/S
 WAH/1720/VP/R
 NWN/1720/RC/N/S
 JWN/1720/RP/V/S
 NMF/1721/SC/N/S
 142/1722/SP/N/S
 454/1722/RP/Y/R
 9el/1722/SC/N/S
 PKJ/1722/SC/N/S
 NWK/1722/SC/N/S
 PHJ/1723/SP/N/R
 005/1723/GC/N/S
 501/1723/GC/N/S
 PGS/1724/SP/N/S
 174/1724/SP/N/R
 PAZ/1724/SC/N/S
 898/1726/RC/N/R
 846/1727/RC/N/R
 2w1/1727/WP/N/S

092/1728/RC/N/S
 499/1727/GC/N/S
 305/1727/TC/N/S
 147/1727/TP/N/S
 815/1728/BP/N/R
 NDH/1728/SP/N/R
 WGW/1728/GC/N/S
 PMY/1729/SC/N/S
 250/1730/WP/N/S
 NLD/1731/Blue/N/S
 287/1732/WC/N/R
 1733/RP/N/S
 LGO/1733/BC/S
 1733/SC/S
 GLO/1733/BC/Y/S
 NYB/1733/WC/N/S
 NJL/1733/TC/N/S
 BAL/1733/Blue/N/S
 1734/WC/Y/R
 1734/BC/Y/R
 813/1735/Blue/N/S
 MDD/1736/BC/N/S
 ABF/1736/WC/N/S
 LBL/1737/Blue/N/R
 1737/TC/S
 1737/RP/R
 1737/WC/R
 465/1738/TC/N/S
 KHL/1738/RP/N/S

SUBJECT Innovation Prkwy Eubank
Traffic & Safety

PROJECT PAGE
DATE 3/22/18 BY M. Kelly

				CHECKED		BY						
179	1740	RC	N/S	474	1748	N/S	KVD	1758	RB	N	S	
939	1740	WC	N/S	Ice cream Truck			PXF		BC		R	
PGX	1740	SC	N/S	ACZ			ABV		TP		S	
PJG	1741	BC	N/R	545	1749	RC	N/S	174	1759	Bw		S
839	1744	BP	N/S	817	1749		N/R			BB		R
PGT		WC	N/S	LFF	1749		N/S	A&Y	1759			R
PTT		RP	N/S	JZT	1750		N/S	NMW	1800	WP	N	R
NRW		TC	N/R	007			N/S	ADP	1801	SP	N	S
PTR		SC	N/R	NZX			N/S	PGP	1802	BP	N	S
PMP	1745	TC	N/S	927	1751	GP	N/S	LXY	1802	RC	N	S
NXT	1745	WC	N/S	FBC		BP	N/S	WTL	1803	BC	N	S
SN	1745		N/S	007		WC	N/R	NYC	1803	SC	N	S
AAV			R	GKR	1751	GC	N/S	431	1803	WC	N	S
788			S	NJM	1754	WP	N/S	464	1803	Bw	N	R
ADH			S	217	1754	WC	N/S	361	1804	SC	Y	S
582	1745	BP	N/S	977	1754	WC	R	665	1804	SP	N	R
105	1745	SP	N/S	178	1755	WC	N/S	LFR	1804	BC	N	S
3DG	1746	BC	N/S	ACH	1755	BP	N/S	006	1756	WC	N/S	
242	1747	ST		006	1756	WC	N/S	PDG	1756	TB	N/S	
AGB	1747	Bw		PDG	1756	TB	N/S	041	1757	WP	N/R	
242	1748		S	041	1757	WP	N/R	JMK	1805		N	S
		BC	N/S	068	1757	WC	N/S	400	1805			S
628			S					PHJ	1805			R

Vet | 1804 | SP | N | R
 912 | 1806 | WC | N | S
 LHP | 1806 | RC | N | S
 PDZ | 1807 | BP | N | S
 — | 1808 | SC | N | S
 PAT | 1808 | ^{Blue}P | N | S
 520 | 1800 | BC | N | S
 PLH | 1810 | SP | N | R
 170 | 1810 | BC | N | S
 JKN | 1811 | BC | V | S
 260 | 1811 | WC | N | ~~R~~
 701 | 1811 | SC | N | S
 303 | 1812 | RP | N | ~~R~~
 425 | 1812 | BP | N | R
 ADA | 1812 | RC | N | S
 ACT | 1813 | RC | N | S
 728 | 1813 | RC | N | S
 508 | 1814 | SP | N | S
 NBT | 1815 | WP | N | S
 440 | 1815 | WP | N | S
 142 | 1816 | RP | N | S
 711 | 1816 | BC | N | S
 439 | 1817 | RP | N | S
 — | 1817 | GP | N | S
 JJA | 1817 | PC | N | S
 V20 | ↓ | OC | V | S
 PLP | ↓ | SP | N | R
 AAR | 1818 | BC | N | S
 NSG | 1818 | SP | N | S

NZX | 1820 | BP | N | R
 242 | 1820 | SC | N | S
 566 | 1821 | BP | N | S
 118 | 1822 | WC | N | S
 663 | 1822 | RC | N | S
 084 | 1823 | SC | N | S
 NCW | 1823 | SC | N | S
 NAB | 1824 | RP | N | S
 430 | 1825 | SP | N | S
 640 | 1824 | BP | N | R
 motor cycle | 1826 | B | N | S
 — | 1827 | BP | N | S
 665 | 1827 | WP | N | S
 PCY | 1828 | SC | N | R
 463 | 1829 | BP | N | S
 PGC | 1830 | WP | N | S
 Stop 1830

North Observation Point Southbound License Plate Data

License Plate Study Field Sheet

Location	N. Obs. Point	Direction of Traffic	SB
Time: Begin:	7:15 / 11:00 / 3:30	Station Number	
End:	10:15 / 2:00 / 6:30	Weather	

S
↓

License Number	Time	Truck or Bus	Out-of State ?
002	7:25		Grey
694			
NLG			
MLG			
522			
001			
MNT			
AAC			
962		S	
MICZ			
550	7:28	C	Grey
442		C	Blue
030		S	Grey
HTZ		C	Green
949		C	
ACS		S	Grey
576		C	Grey
PGW		C	Blue
NYD		C	
NWT		C	
045		S	
243		B	
		B	

License Number	Time	Truck or Bus	Out-of State ?
DDA		C	
NWJ		C	
MDN	7:31	C	
898		C	Red
M-D		C	White
629		C	
174		C	Wh.
NNG		C	W.
- - T		C	B
884		C	Grey
AAC		Truck	
FBR		Pick	Grey
HRSKLF			
178			
48			
MIRD			
844			
413			
BEB			
WAK			
ACK			
176.			
675			
475			

Date: _____ Observer: cyo

Figure G-14 Refer to Figure 7-8 on page 119.

2

S ↓

PCY		C	
NTB	7:33	C	
PBLC		C	wh.
PKX		C	
097		C	
175	7:34	SUV	Wh.
PHK		C	
LXC		Pick.	
BIKE ME		C	
305		S.	Bl.
KAB			
—	7:35		
588		C	B.
927		C	
728		C	
522	—————	SUV	wh.
ABA	—————	C	
435?	—————	C	
584	—————	C	
153	—————	C	
UNM9	—————	SUV	w.
LSY	—————	SUV.	w-
083	—————	C	w
834			
WHH?			
14M	—————	P.	
197	—————	SUV	
387	—————	C	
L4K	—————	SUV	
140	—————	SUV	
JYR	—————	C	w.
13	—————	C	Sil.

KST		SUV	Blue
NNS	7:37	C.	Sil
642		T	
030		C	Black.
943		SUV.	
1AK		C.	OOS.
403		S	Bl.
NWW		C	OOS
169		SUV	w.
MRO?	7:39	car	Black
MYK		C.	bl.
707		C	
964	7:39	C.	blue.
906		C.	gre/blue.
NZW?		SUV.	grey

WAB		C.	grey.
ABW		SUV.	Red
230		C	
345			
—		truck	blue
PGY		C.	white
NFP		Pick	w.
NSB	7:42	SUV.	Gold
NJR		SUV	grey?
JBT		car	blue/grey?
MKS		C.	blue.
423		SUV.	sil/blue
NFW		C.	blue/grey.
454		C.	bl.
363		SUV?	w/sil.
CLD.	7:43	SUV	sil.
421		S.	
KBB		S.	
MAD		SUV	
033 Gov.		U	

8

License Plate Study Field Sheet

Location _____

Direction of Traffic _____

Time: Begin: _____

Station Number _____

End: _____

Weather _____

License Number	Time	Truck or Bus	Out-of State ?
314		Pick	bla.
GJG		S	
534?		S	
923		S	
KXH		6	
KRD		C	
CRG	7:44	S	
ABM		Pic	blw.
152		C Red	Red
NSC	7:45	Pic	sil.
PMX		S.	
207		Pick	
KCL		Pick P	os
790		C.	Red.
484			
MCT			
663		C	
KYS.		P	
NRK		P	Whi.
PGH		C.	
PJR		C.	
—	7:47	C	black.
801		S	bla.
ABH		C	

S ↓

License Number	Time	Truck or Bus	Out-of State ?
NSB			
--P			
NFL			
KDX			
FTM			os
015			
452		S	
—		S	greenish
524		C.	red
SG-1		C	os
452		C	
MCS		S	sil.
797		C.	red.
MSZ		C.	bla.
PGS		S.	
768		C.	sil
905		C	gray.
MDK		S.	
680		Pick	gold
NLG		S	
PCY		C	
246		P	
MAL		C	
—		C	sil

red

Date: _____

Observer: _____

Figure G-14 Refer to Figure 7-8 on page 119.

(4)

S ↓

GXR	S	
8	C	
108	E	
NWT	E	
227	C	7:51
PKA	C	
465	C	
AAB	P.	red
NDP	C	
MYC	C	
967	C	
FSF	C	gray/blue
750	Pick	red
589	C	
53UNM	C	
0539	S.	
WAF	S	7:52
83.8	C.	
384	C	
--7	S.	
719	C	
639	S	
384	P.	
118	C	
FJ	S	
PKB		
PKS	C	
281	P	
NBK	S	
PKJ	S	
617	C	
110	C	
0222	P	

630	S	
MRS	E	7:54
MCY	P	
520	C	
PAPA	C	
G	C.	
NKZ ?	C.	
PLK	P.	
PBN	C	
QT	P.	
-	C	
ZHD	C	
LXC	C	
NNW	C	
-DT	P.	
PLF	C	
P-G	C	
PHZ	C	
KND	C	
LZL	C	
JME	C	
-	Pick	red/orca.
LFR	C.	
150	C	
-MK	C	
126	S.	7:57
350	C	
MPF	P	
ZZ7	S	
JXD	C	
Pqm	C	
636	S	
PGJ	S	
494	S	
PKL	C	
H-R	S	

003

5

License Plate Study Field Sheet

Location _____ Direction of Traffic _____
 Time: Begin: _____ Station Number _____
 End: _____ Weather _____

License Number	Time	Truck or Bus	Out-of State ?
NJZ		S	
241		P	
JRZ		P	
PAF		S	003
392		P	
KJK		C	05
PY4		C	05
EC		T	05
381		C	L
2113		S	
PKB		C	
03		T	
NRP		C	
213		S	
282		S	
083		S	
AB9		C	R
660		C	
941		C	
456		C	
LDH	8:01	S	
PGP		S	
400		S	whi.
KBL		S	sil.

S ↓

License Number	Time	Truck or Bus	Out-of State ?
530		O	
N7H		P	
PKJ		C	
577		C	
HR		P	
NLB		C	
NBL		S	
Q34		C	05
817			
ABC		S	
537			
615		P	
MWN		S	
ABE		C	
MRN		C	
561		S	
053		S	
--5	8:04	S	
725		S	whi
—		C	whi
WAD		P	whi
PAT		S	red
XFN			
PLB			

005

Date: _____ Observer: _____

Figure G-14 Refer to Figure 7-8 on page 119.

6

S 519 S
 ↓ 965 S
 PDF
 PKY 8:07 C red
 FPS S gold
 OZI C
 GAC. S bla.
 Ø5Ø S
 Ø91 S red.
 151 S sil.
 305 C gauy.
 471 8:08 C sill/gold
 Ø35 C sil/gold
 119 C
 Ø83 S bla.
 323 8:07 dS bla.
 LFC S
 HAU. C bla.
 LNL C
 365 C wh.
 25Ø 8:10. P whi.
 784 C. wh.
 WAG 8:14 C.
 494 S.
 PJW C
 175 C.
 NEX C.
 --Ø S. wh.
 NXZ S bla.
 MNR C red
 GILG7 C wh.
 Ø75 S wh.
 BLY S.
 187 S os.
 LLL S

N — C
 DT C
 Ø77 2. 8:14 S
 NMT S.
 575 8:14 ~~Ø~~ sil. oos
 MMR C gauy
 884 C gauy
 PLZ S
 NDA C. gol
 PCJ C
 KBZ C oos
 628 ~~Ø~~ C red
 ØJK S
 NRS ~~Ø~~ C. bla
 KFX C yellow
 Ø85 S
 NJH C o.a.
 MCG 8:17 S
 PAT S
 MDL S
 898 S sil.
 569 C blue.
 622 S red
 PJG C
 NCP C
 PJG C
 Ø92 C
 MPK C
 311 E
 JGG S
 NBZ 8:20 S
 159 C
 MDT p/truck
 Ø05

License Plate Study Field Sheet

Location _____	Direction of Traffic _____
Time: Begin: _____	Station Number _____
End: _____	Weather _____

S
↓

License Number	Time	Truck or Bus	Out-of State ?
725		C	
877		C	
604		C	
763		S	
638		C	
212		C	
653		P	
PKC		C	
HGH	8:21	C	
NPX		C	
MPZ?		S.	
PKZ		C	
8E1		C	oos
1ACTZ		S.	
47		C	oos
PMM	8:23	S	
—		C	66a.
LC17		S	
568		S	
063			
7Z			oos
PJ7			
455			
5567			

License Number	Time	Truck or Bus	Out-of State ?
344			
BK		P	oos
063			
988			
PLP	8:25		
M4M		C	
648		C	
LFA		C	
ACL	8:26	C.	
NLR			
545			
307			
691			
BLX			oos.
MSX			
—			
NMT			
NPB			
ACZ			
N5P	8:28		
N5P.			
W5H			
—			

Date: _____ Observer: _____

Figure G-14 Refer to Figure 7-8 on page 119.

⑧
- 2 weeks ago

nme c. blue.
 AAD S
 NRO P
 MRN. S.
 MCT. c.
 O76 8:30 c.
 115 c.
 JCD c.
 NAB16?
 JDW S oos.
 WATN C red
 NANT S
 BEM c.
 NTH C
 LYZ D.
 206. c. wht.
 NMF
 LST
 797 c. wht
 JN
 518 C
 AB S
 M c. wht.
 148 P.
 140 c.
 NF W c. sil.
 LFY S.
 NDT o wolv
 0022 0028 C
 360 C
 PAL C
 811 S
 699 S

S

397
 KHP
 701
 MR
 LBS
 S
 006
 702
 PLF
 314 8:38.
 101
 741
 NNN
 469
 GXA 8:40
~~8~~
 432.
 817
 838 8:42
 933
 KGN
 NR 3
 PBW
 NBY 8:44.
 142.
 FYN
 JMS
 811
 LFT
 NFW
 -- 0
 NLK
 PKZ
 PGP
 214
 98

P.
 P.
 S-
 P.
 C
 C
 T
 C
 S
 c
 C
 P.
 C
 S.
 C.
 C.
 C.
 C.
 S.
 C
 C
 P
 P.
 S.
 C
 C.
 C.
 S. red.
 P.
 C
 C.
 track + tre.
 P
 T.
 C.

oos
oos

oos

ora

oos

License Plate Study Field Sheet

Location _____	Direction of Traffic _____
Time: Begin: _____	Station Number _____
End: _____	Weather _____

S
↓

License Number	Time	Truck or Bus	Out-of State ?
314	8:49	C.	
235		S	
44		S	
074		C	
423		S	
442		P	
256		e	
PLS		C	
NAK	8:51	C.	
MSZ		C	
MY		C	
969		C	
455		C	
PGT		C	
852		C	
PLF		S	
PKZ	8:53	C	
MHM		S	
255		C.	
286		S	
663		S	red.
LRJ		P.	
G9		bus	
K		S	

S
↓

License Number	Time	Truck or Bus	Out-of State ?
619		C	
041		S	
375		S.	
JBL		C	61a. bus
CZR		C	61a.
MMP.		S.	
HBV		P	
261		P	
ABR		P.	
OAS		S.	
MTH		C	
MYN	8:59	C	red
605		S	blu.
607		C.	whi.
ACZ		S.	
304		P.	gr
648		S	
PMH?		C	
PKA		S	
NMT		C	
MAC		C	
PJT		C	
NNR		C	

Date: _____ Observer: _____

Figure G-14 Refer to Figure 7-8 on page 119.

Time	Code	Color	Time	Code	Color	Time	Code	Color
9:02	C. red		9:25	C	white	005		
	S,			c	wh.			
	P	005		S	red			
	P.		9:27	S	whi			
	C.			C	bla.			
9:03	C.			C	silv.			
	C. bla.			C	bla.			
	C. gry.			S	wh.			
	C.			Motor cycle.				
	C.			C	gry.			
	C. bla.			P	black			
	S. gry.		9:30	C	red			
	C. gry. 005							
9:07	C. silv.			C	bla.			
	S.			P	whi			
	S. gry. 005.		9:32	C	whi			
	C. gry.		9:35	S	sil.			
9:09.	C. gry.			C	red			
	e whi,			S				
	S. silv.			C				
9:16	P/T		9:37	S	gud			
	S			P.	red.			
	P. bla.			P	gud			
	S. whi,			e.	black			
	C.			P	blue.			
9:19	P. bla.		9:40.	S.	black			
9:21	C. wh.			P	red.			
	C			C	gud			
	C. gry		9:44	C.	bla.	005.		
	C			C	blue.			
	C			P	whi			
9:21	C.			C	whi			
9:21	C.			C	whi			
9:22	P.		9:46	P	bla.			
9:23	C			C	gold			
9:23	C		9:50	C	blue.			
	C red			C	whi			
9:24	C. blue/black			C		005.		
9:24	C. red			C	whi.			
	S whi		9:51	S	bla.			
	S			S	whi	005		
	S oran.		9:52	S	blan	005		
				S	brown			

License Plate Study Field Sheet

Location _____

Direction of Traffic _____

Time: Begin: _____

Station Number _____

End: _____

Weather _____



License Number	Time	Truck or Bus	Out-of State ?
449	9:53	C	gold
paper		S	white.
744	9:55	C	silv.
ADF		C	grey.
KCK		C	gold
634		C	gray
505	9:57	C	silv
616		C	bla.
952		P	bla.
PSG		C	gold
562	10:00	S	gold
LXH		C	gold
610	10:03	S	whi
KPZ		S	whi
493	10:04	C	blue
PEJ	10:05	C	gold
NYH	10:09	S	black
ED-02		P	wh/sil. 005
ACZ		C	silver
GNL	10:10	S	gold
973		S.	red
436		S	silv.
W04	10:12	S	admi.
3396		S,	whi

License Number	Time	Truck or Bus	Out-of State ?
AAW		S	sil.
MKH		S	whi
JPR		C	sil.

—	11:01	S	brwn
AA		S	grey.
665		C	bla.
PKP		S	whi
680		C	bla.
AWM		P	grey
KLC		C	silv. 005
PLS	11:06	C	grey
250		P	whi
404		S	whi
MGX		S	whi.
858		P	blue
695	11:15	B.	
BRD		S	bro.
NCF		S	bla/blue
PAP		S	bl/bl
214		S	red 005
418		S	bro
KC		P	grey
ZJ	11:18	P	gre 005

Indebted

Date: _____

Observer: _____

Figure G-14 Refer to Figure 7-8 on page 119.

License Plate Study Field Sheet

Location _____

Direction of Traffic _____

Time: Begin: _____

Station Number _____

End: _____

Weather _____

4-2

License Number	Time	Truck or Bus	Out-of State ?
174	12:20	S	bla.
892		S	red
838		C	dark
CZR		C	bla.
KKW ?		P	whi.
CAX		S	blue/sil.
208		P	white
891		C	grey
3861		C	silv.
123		S	white
053		S	silver
PAZ		C	silv.
686	12:23	S	grey
993		S	silver
043		S	blue
MAG?		P	white
LLA		S	silv./bro.
844		C	whi.
WAG		C	grey
121		P	bla.
HTN		S	white
VAY	12:25	C	grey
NFC		C	green
252		C	bla.

License Number	Time	Truck or Bus	Out-of State ?
221		P	whi
NJZ		S	blue
797		P	bla
553	12:28	P	red
MGM		S	whi.
264		C	
PCB		S	
314		C	red
paper		S	whi.
J4F		C	
KPZ		S	
AMS		C	
7ZL	12:30	S	white
002		S	grey/grey
A-C		C	silver
NPX		C	white
P35		C	blue
BKW		C	bla
NBY		C	grey
116		C	gold
NMS		C	bla
LSF		S	white
387		C	red

003

003

Date: _____

Observer: _____

Figure G-14 Refer to Figure 7-8 on page 119.

204

441 12:33 S white
 paper P blue/bla.
 047 C bla.
 ELJ B red oos
 MKD S white
 LLM C red
 PUN C silu
 KUK E silu
 645 S sil/green
 MZF S gold
 MFW C wh
 PCY C wh
~~AA~~
 WAH 12:37 P grey
 454 C dark
 NNW C white
 NCM S silu
 MYW S green
 927 P blue/bla
 PGB S orange
 JVK C grey oos
 MNA C grey
 906 P white
 097 C bla
 A P gold
 87 12:41 motor
 cycle
 014 C white
 387 C silu.
 MXX C grey.
 HCH C blue
 NFW C blue/bla
 746 S silu.
 175 S white
 WAF S black
 718 C white
 paper S whi
 297 12:42 C white

457
 GLQ
 356
 FFZ
 030
 315
 535
 655
 050
 NJZ
 NWK
 860?
 NBZ 12:45
 NMT
 564
 744
 622
 PLF
 IAM
 213
 PFG
 NHS
 KXA
 NZC
 077
 NRK
 023
 007
 256
 286
 DTM
 901
 LTM 12:50
 PGP
 AAP
 ACB
 907
 245
 MRN
 244
 BLX
 C
 C bla oos
 C green
 C
 P white
 C gold
 P silu
 S bla
 S blue
 C
 P white
 S, red
 P grey
 C white
 C grey
 S rd
 C white
 C dark oos
 S sil.
 P gm
 C white
 S white
 S white
 S gold
 P white
 C grey
 C white
 P silu
 S grey
 C grey
 C grey
 C grey
 P black
 C grey
 S grey
 C silu
 C grey oos
 S dark
 S grey
 C bla

243 12:53
 898
 NYA
 paper
 ACB
 274
 973
 ED
 NYD
 ACD
 811
 MAD
 845
 ABT
 LJB
 paper
 768
 MYC 12:58
 118
 720
 576
 733
 NR9
 NMF
 PDF
 364
 725
 352 1:02
 980
 ADL
 530
 AAP
 359
 776
 046
 656
 141
 759
 ADC
 901
 404
 619
 NYN
 ACT
 C
 C bla
 C red
 S white
 C white
 S red
 C grey
 S = green/grey
 P grey/sly
 C silu
 C silu
 C white
 C w
 P silu
 C bla
 S white
 S red
 C white
 C blue
 C white
 S red
 C gold
 C silu
 C silu
 C white
 S white
 C black
 C gold
 S white
 S green
 C white
 C brown/epid
 C dark
 P silu
 P blue
 C grey
 S blue
 P/T/O white/green
 105 P blue
 P black
 P gold
 S
 C
 C

254 12:52 32 10 8 4 2

License Plate Study Field Sheet

Location _____	Direction of Traffic _____
Time: Begin: _____	Station Number _____
End: _____	Weather _____



License Number	Time	Truck or Bus	Out-of State ?
WAB	1:07	C	white
FWP?		C	white
NXL		S	green
47B		P	red
PKS		S	black
NBY		P	ora.
MBT		S	black
386		S	bla
PLB		C	red
ACC	1:12	P	grey
HKK		C	red
JCR		C	grey
LWX		C	red
461		C	red
—	1:13	C	bla.
550		C	silver
ABS		C	black
LLB?		S	silver
702		C	red
MFT		C	silver
ADH		P	red
PER	1:17	P	blg
^{unm} 229		P	white
GSP	1:20	P	white

License Number	Time	Truck or Bus	Out-of State ?
B76		P	white
35W	1:23	C	red
B54		S	bla
N2B		C	gold
110		P	grey
NPC		S	brown
912		C	white
MPZ	1:25	S	green
MNR	1:28	S	dark
550		C	red
KMC		S	white
FAB		C	grey
474		S	bla
283?		C	white
464		S	blue
NT4		C	silver
ACC	1:30	S	green
369		P	
413		C	slv
PBY		S	
730		C	
NFX		S	w
452	1:34	C	bla.
505		C	grey

Date: _____ Observer: _____

Figure G-14 Refer to Figure 7-8 on page 119.

16

174 1:36 C black
 862 1:38 S white
 paper 1:39 P red
 PAT S blue
 ACC C brown
 CJA 005 S yellow
 PJZ 1:41 C grey/green
 paper C black
 WINEAUX S black
 PDM S black
 ADP C green
 670 1:43 P black
 EC-60 005 P white
 mail truck
 693 1:46 S red
 811 S blue
 NMT P brown
 ACAT 1:48 S grey
 KMF P white
 130 S white
 972 1:50 C blue
 PFZ C blue/grey
 paper S blue
 ABF 1:54 C white
 PHM C dark
 69- 1:56 C white
 915 1:57 C white
 142 P silver
 384 1:59 P black/grey
 085 P black
 053 C silver

PM
 110 3:30 C bla
 JBX C silv
 JHT P bro/grey
 555 S gold
 335 C blue
 245 C white
 NPL 3:33 P bro/grey
 JGG S white
 ADH S grey
 NPB 3:35 S white
 ADW P red
 PBC 3:38 S
 LTH P black
 BPC 005 P blue
 UMCHS P grey
 379 C whi
 NPD C whi
 146 3:40 S grey
 562 S whi
 933 S ora
 MYK C bla
 NRP 3:42 P red
 MKH S whi
 NMF C grey
 570 S w
 564 P w
 paper S grey
 328 3:43 C grey
 MNF S green
 103 S white
 GKS 3:46 C brown
 556 3:47 C red
 PKW C wh
 NXH v/s wh
 485 3:48 S blue
 PHT 1 C grey
 540 3:50 P whi
 624 3:51 S silv
 NMF C whi
 ACA 3:52 C gold
 NG 3:54 C whi

912 3:55 C whi
 ACM | T/P whi
 831 3:56 C red
 PPW | C red
 ACN 3:57 P red
 054 4:00 S wh 005
 968 S black
 495 C whi
 LFR C red
 099 4:01 C gold
 941 4:02 B yellow
 MWK 4:03 S red
 MWX 4:04 S whi
 145 | C black
 632 4:05 S blue
 ADA C red
 663 S wh
 PDM 4:06 S black
 PKD 4:06 C black
 PHZ 4:07 C silv
 555 S gold
 880 P gold
 MYH 4:08 P black
 PMW 4:09 S red
 PKA S whi
 242 4:10 S grey/bro
 JJJ 4:12 S blue
 211 4:13 B blue
 LHD C red
 ABB P whi
 XFIVE S black
 KKK C gold
 645 4:14 P whi
 0648 4:15 S grey
 paper C bla
 NPK 4:16 C blue
 40MM 4:17 S red
 NBSG 4:18 P whi
 NMN | P bla

17

S ↓



#	time	type	color	#	time	type	color	#	time	type	color
446	4:19	P	whi	ABC	436	S	bla	566	4:47	P	lola
NGY	↓	S	silv.	PGS	↓	P	silver	NDH	↓	S	bla
PFR	↓	C	red	454	4:38	P	blue	9654	↓	S	bro
AAR	4:20	C	bla.	paper	↓	S	gry	PJG	4:48	C	red
424	4:21	S	red	554	↓	S	gry	KCR	4:49	C	whi
PHJ	↓	C	gry	367	↓	S	gry	PJK	4:50	C	white
φφ1 arm	↓	C	blue	420	↓	C	silv	885	4:51	C	green/gold
016	4:22	S	gry	420	↓	C	silv	paper	↓	S	whi.
NYH	↓	S	bl.	420	↓	P	whi.	813	↓	P	blue
ACT	↓	S	whi	665	↓	C	bla.	245	4:53	C	black
923	4:25	S	whi.	623	4:39	P	whi	—	4:55	—	—
487	4:27	S	ble	717	↓	S	gold	PGJ	↓	C	white
047	↓	C	wh	496	↓	C	black	105	↓	P	white
260	↓	P	red	545	↓	C	red	ADL	4:56	P	gry
LFE	↓	C	gold	ACD	↓	C	red	561	4:57	C	gry
320	4:28	P	bla.	440	↓	S	white	467	↓	C	whi
UNM83	4:29	P	whi	AAT	440	C	whi.	ABT	↓	C	blue
KM-	4:29	P	red	FZW	442	P	whi	paper	↓	C	gry
879	4:30	P	silv.	449	↓	C	blue	NZC	4:58	S	gry
ACZ	4:32	S	grey	285	↓	S	blue	PAF	↓	S	black
305	↓	C	gry	117	4:43	P	blue.	ADF	↓	C	blue
WAD	↓	C	Bl	LJC	↓	C	gry	628	4:59	S	grey
NHN	↓	C	Blue	PHJ	↓	S	blue	NJR	↓	S	white
105	4:33	P	w	626	↓	S	black	501	5:00	C	green
441	↓	C	sil	628	↓	S	white	400	↓	C	white
MAX	↓	C	red	PGC	4:44	C	green	MCN	5:01	C	black
paper	↓	S	red	PBS	↓	V/S	white	NXS	5:02	P/T	white
ACM	↓	C	black	φφ1	4:45	P	gold	NK2	↓	S	bla
MSA	4:34	S	green	ABN	↓	C	bla	455	↓	C	bla
paper	↓	C	gry								
NXA	↓	C	whi								

19

time type color

CHECKED

BY

229	557	C	gray	NXF	619	C	bla
MTP		C	white	H75		S	gray
HGL	558	P	white	ABA	620	C	bla
047	559	S	blue	428	621	C	whi
242	1	S	brown	NZF	623	S	bro
paper	6:00	C	gray	FBC		S	
H70		C	white	PLC		C	sil
ABN	6:01	S	dark	KPIK		C	gray
NMA	6:02	S	silver	NNK		C	gray
383	↓	S	white	KFN		P	
391	▲	P	white	G79	pair	C	white
HZY	603	C	white	LWL	625	S	
397?	604	C	black	B64	1	P	
351	↓	P	black	763	26	P	
864	6:05	C	black	PJA		P	white
58?	6:06	C	blue	NBT		S	white
LPA	608	C	green	NED	6:28	P	whi
NTZ	609	V/P	white	FNL		P	whi
NPB	611	C	black	PWT?	629	C	silver
MBS?	611	C	silver				
ADH	612	S	gray				
665	6:13	P	Wh				
paper	↓	S	red				
977	↓	P	bla				
BWF	615	S	whi				
PJA	↓	S	silver				
246	6:17	S	blue				

22
x 16
38
→ 40mm

South Observation Point
Northbound/Southbound License
Plate Data

License Plate Study Field Sheet

Location: South Obs. Point Direction of Traffic: _____
 Time: Begin: 7:15 AM Station Number: _____
 End: 10:15 AM Weather: Sunny/clear

License Number	Time	Truck or Bus	Out-of State ?
S MPW 989		C	
S NZF 520		C	
↓ PMA 616			
↓ 442 PFS			
N	7:30	B/T	
S NYD 617		S/C	
S MAJMT		B/C	
S 573 PTY			
S 243 WCN	7:31	B/C	
S 898 RAS		R/C	
N 472 SOC		S/C	
S 679 TSW		G/C	
S 170 SCH		B/C	
S KHT 347		G/C	
S PFX 548		W/SV	
FZK 655			
↓ 111 SF		W/C	
↓ 178 SPC			
MAJMT			
84M R3		W/C	
BEZ 882L		R/T	✓
915 SSR	7:34	B/C	
655 SFC		W/C	
Q7A		B/C	

License Number	Time	Truck or Bus	Out-of State ?
S M5 TSD			
MP 1204			
706 NLA			
587 SLM			
BKCE ME		S/C	
958 KPS		W/C	
KAB 752		R/T	
558 KKA		S/S	Browser
977 SHP		B/C	
WALW 70		B/C	
602 TCC	7:37	W/C	
_____		B/C	
581 TTN			
153 PFS			
550 -			✓
CSX 210			
NPI 315			
UNM 2487			
_____ WHITE SV	7:38		1B
CS4834			
HHH 786		B/T	
19771		B/C	UNR
L4K-791		W/T	
13421			UNM

Date: 3-22-18

Observer: HUMR TYM W/A
264 TFB W/C
T34

Figure G-14 Refer to Figure 7-8 on page 119.

3

License Plate Study Field Sheet

Location: South Obs. Point Direction of Traffic: _____
 Time: Begin: 7:15 AM Station Number: _____
 End: 10:15 AM Weather: Sunny / clear

License Number	Time	Truck or Bus	Out-of State ?
642 WBS	7:39	W/T	
943 STD			
ACL 588			
PKY		B/C	
NNN 880		B/C B/C	
MRF 436		B/C	
946 KHX		S/C	
LXN 367		B/C	
NCH 813		S/C	
PSK 652		G/C	
WAG 58		G/C	
ABW 657		R/C	
7302		R/C	
247 TLA		W/T	
3670		R/C	
NFP 91		W/T	
NSB 544	7:43	G/C	
NSR 589	7:44	G/C	
NFW 461		S/C	
363 LLV		W/V	
149 SSL		W/C	
421 TRA		W/C	
665 SLP		W/C	
260 B		B/C	UNM

License Number	Time	Truck or Bus	Out-of State ?
0337U			G
530 SLD			
		R/S	
993 DAL		SK	
PDL 805		S/C	
KXH 871		S/C	
PET 890		R/T	
157 WRF		W/T	
PFV 330		B/C	
MC 5RF		G/C	
HTX 240		G/C	
483 XYC		B/C	Y
NSL 787		B/T	
PHX 271		B/C	
790 SNP	7:47	R/C	
6373B		W/D	
00 KSY 990		W/T	
959 RKY		W/C	
BIG RED		R/T	
NSB 349	7:49	S/C	
KPX 649		DR/C	
452 WCG		W/C	
A 440		B/C	
71UNMF		R/T	
NAC 677		B/T	

Date: 3-22-18

Observer: _____

Figure G-14 Refer to Figure 7-8 on page 119.

TSY

W/C

IB

IB



License Plate Study Field Sheet

Location: South obs. Point
 Time: Begin: 7:15 AM
 End: 10:15 AM

Direction of Traffic: _____
 Station Number: _____
 Weather: Sunny/clear

④

License Number	Time	Truck or Bus	Out-of State ?
56-1		S/C	
457 SYV		B/C	
NKS 549	7:51	S/C	
NMC 510		B/C	
639-TFB		W/C	
22941		G/C UNM	
PKX 705		W/C	
753 L-DW			
DLX 958			
78590	7:52	W/C	
10848		W/C	
PKR 076		B/C	
465		B/C	
25201		B/C	
BFX 548		W/C	
		R/T	
WAFGGI		G/C	
KSH 777		G/T	
WAF 221		D/C	
858 UNM	7:54	G/C	
639 TNP		W/C	
3816		G/T	
FFJ 566		B/C	
PKS 595		O/R/C	

License Number	Time	Truck or Bus	Out-of State ?
63 UNM 05	7:55	W/C	
ADAT10		W/T	
520 SAT1		G/C	
52H 675			
KBN 626			
844 TSP			
ZHD 300		S/C	Y
LXC 546		W/C	
WADW 490	7:57	W/C	
138 RXL		W/C	
L2L 254		G/R/C	
JK 483 SMK 483			
N 01790A		white delivery truck	
S 5305 UET	7:59	B/K	
14153 UNM		G/C	
PGS 544		G/T	
3CF 753		G/C	
HKR 470		S/C	
		B/C	
S MMV 065		R/C	
JPT 35		S/T	
392 TYX		G/T	
KJF 922		R/C	Y
BK43668			Y

P3H 351
 Date: 3-22-18

Observer: 243 TGF

Figure G-14 Refer to Figure 7-8 on page 119.

T54

License Plate Study Field Sheet

Location South Obs. Point
 Time: Begin: 7:15 AM
 End: 10:15 AM

Direction of Traffic _____
 Station Number _____
 Weather Sunny/clear

5

License Number	Time	Truck or Bus	Out-of State ?
NRP 131	8:02	G/C	
LDV —		S/C	
—		W/C	
ABCV46		R/C	
941 526		B/C	
P6P 423		G/C	
1054		B/T	
3BL 185		S/C	
41 TMC		S/C	
NMT 269		B/T	
PK3099	8:05	S/C	
926 TRF		B/T	
HBM 047		W/T	
NZL 574		W/C	
FTC 668		G/C	
483 XYC		B/L/C	
		B/L/C	
ABCF56		B/L/C	
537 PJP		B/L/C	
MWN 399		R/C	
ABFD79			
LA766		R/C	
053 5CN		B/L/C	
48509	8:07	B/C	

License Number	Time	Truck or Bus	Out-of State ?
PLB 600		R/C	
965 RHC			
PDF 495			
798N			
750 TCW		B/L/C	
001 TGS		S/C	
NTK 415		B/L/C	
09129		R/C	
ISI T2N		S/C	
NWT 226	8:10	S/C	
085 TSB		B/L/C	
372 TTL		S/C	
NWK 616		B/L/C	
LFC 901		W/V	
LNL 440	8:12	W/C	
GXW 924		G/R/C	
PSW 206		W/C	
AB3T99		R/C	
WAW 078		B/L/C	
WHA 10		B/L/C	
024 567		B/L/C	TX
PHH 156		S/C	
KLC 781		B/L/C	TX
DIA 885		W/C	

S

N

S

S

N

S

1B

1B 5

1B 5

1B

Date: 3-22-18

Observer: N-W 486
TSY

B/L/C

Figure G-14 Refer to Figure 7-8 on page 119.

License Plate Study Field Sheet

Location: South obs. Point Direction of Traffic: _____
 Time: Begin: 7:15 AM Station Number: _____
 End: 12:15 AM Weather: Sunny/clear

7

	License Number	Time	Truck or Bus	Out-of State ?		License Number	Time	Truck or Bus	Out-of State ?
N	G979L	8:41			S	735 TFW		S/C	
S	GXA014		BR/C	Y		4441		S/C	
S	419 TNX	8:42	W/C			25685		W/C	
S	730 TFB		R/C			NAK 625		BU/C	
N	4340UNM		BU/C			M52 125		R/C	
S	554 RPC		BL/C			969 WAK		BU/C	
S	NBY455		OR/T			455 RXK		G/L	
N	NAF017		S/C			P67 256		G/L	
S	_____	8:45	BU/C			PLF031		G/L	
S	KXC 315		S/C			PKZ 688	8:54	BL/C	
S	KAF 175		W/C			MAM 927	8:55	S/C	
	NDA 316		W/C			MAL 786		BU/C	
	ASMS2399		G/C	TX		ACCY74		G/R/C	
	135 PRM		BL/C			375 SP5	8:58	BR/C	
	311 TMX		W/C			CZL777		BL/C	
	NEBPT NFW 347		R/C		N	ABRT77		R/C BU/T	
	568 SDM	8:48	S/C		S	MTH 617		BU/C	
	PHJ204		BU/C		S	NXT155		G/T	
	074 TGM		BL/C		S	MGB39		G/R/C	
	KDL790		G/C		N	735 TFW		S/C	
	0973M		S/C	60V	N	675 S SBF		BU/C	
	KDF553		BU/C		N	PLY241		G/C	
	POP 274		BL/T		N	071 TYM	9:02	G/C	
	31472	8:51	W/C		S	3846		G/T	
	948 SMS		W/C		S	PMH 497		S/C	
	Date: <u>5-22-78</u>					Observer: <u>NAT061</u>		S/C	

Figure G-14 Refer to Figure 7-8 on page 119.

TSY

License Plate Study Field Sheet

Location South of B. Point Direction of Traffic _____
 Time: Begin: 7:15 AM Station Number _____
 End: 10:15 AM Weather Sunny/Clear

8

License Number	Time	Truck or Bus	Out-of State ?	License Number	Time	Truck or Bus	Out-of State ?
	9:04						
S PGL355	9:05	W/C	W/C	S 130 PM6		BR/C	
N UNK617	9:07	BL/C		S 773 TWC	9:40	W/T	
S 244522		G/C		S 023 WFG		G/C	
S 0225 R		BU/W	60V	S WABA75	9:43	BU/W	
S PV291		BL/C	G/C	S LBJ688		BU/C	
S 871 TXM	9:12	BR/C		N 1034 (NMSU)		S/C	
S 655 THP		BL/C		S 334 KTH		BL/C	
S 452 SCX		R/C		S 350 TBL		W/C	
W MDF MDF957		S/C		S 2113 (W/L)		BL/T	
N 381 TXD		R/C		N NFF168	9:49	BL/T	G/C
S 09756K		OR/C		S PKF 938		W/C	
S PMB468	9:17	BL/C	G/C	S TXD V755		BL/C	CALE
N RFM071 (?)		W/T		S 113 RYM	9:54	W/C	
S MKB 905		S/C		S 483 XVC		BL/C	CO
S LTS 531		W/T		S POWERFORD		W/C	
N 076 WHP		S/C		S 628 TNT	9:57	R/C	
S CTM809		BR/C		S ADFN52 (MA child)		G/C	
S KBY092	9:27	S/C		S 7163 (NMSU)	10:00	G/T	
S 326 STT		W/C		S 493 SMC		BU/C	
N white Jeep	9:30	W/C		N AMS151(?)		G/C	Y
S MDF951	9:35	S/C		N MHL 143(?)	10:08	BL/C	
S 0297M		G/T		S 702 TLN	10:11	R/C	
S 373 WFG		BL/C		N 3215U		G/T	
S ADTR80		S/C		N 523 T22		G/S	

IBS
IBN
IBS

IBS
a
U

Date: 3-22-18

Observer: TSY

Figure G-14 Refer to Figure 7-8 on page 119.

Midday Peak

11:00 AM - 2:00 PM

→ South obs point

3-22-18

Sunny clear

r

r r

r

S BR/C no plate 11:03
 N R/C LGM563 11:04
 S S/C KLC 7574 11:07
 N W/C 11:07
 S W/T GGG005
 N W/T 400 WDS
 S W/C 404 PBZ
 S BR/C —
 N BU/C 842 THY
 S BU/T NAF 025
 S G/C PGT 816
 S G/C 744 WAX
 N BU/T LLN 597
 S BU/C 842 THY
 S BR/C LRD 807
 N ~~W/C~~ 2987 11:19
 N BU/T JBZ517
 S G/C NDP 047
 N G/C 7065 (UNSU)
 N R/C 266 MHP
 S BU/C ACGN77 11:24
 S R/C 660 SDG
 N G/C JFA 963
 S G/C 3143

S G/T N5H727
 N BR/C —
 S BU/T L62 897 11:28
 S S/C 16096 (UNM)
 N BU/C 25261 (UNM)
 N W/C 564 LDB
 N BU/C 360 JSS
 N W/C P6L 592 11:31
 N R/C 998 JSS
 N G/C KGM 163
 S R/C N45 289
 N W/C PKH ~~328~~ 328 11:36
 S R/C 694 PXW
 S W/C PGC 592
 S ~~BR/C~~ BRIT PHJ 229
 S W/T NRL 061
 N R/T KAB 752
 N BR/C 622 RDF
 S BU/C MP6 182
 N W/C NHG 210
 S BU/C Jimmy Johns
 S R/C WAGM 64
 N BR/C MP6 047
 S R/C LSY 041

1 B5

lots of birds

(10)

Midday Peak

11:00 AM - 2:00 PM

South Obs. Point

3-22-17

Sunny Clear

S W/C PKH 328 11:41
 S GR/C PLP 168
 N ~~GR/C~~ Jimmy Johns
 N BL/T 3846 11:44
 S W/T 00138 (UNM)
 S BL/T 500 THX
 S W/T 695 AGA
 N W/C 763 WBY
 N GR/C L2L 254
 N BL/T 638 WZ
 N W/C ~~113~~ RYM
 S S/C 56-1
 N GR/C NSB 133
 S GR/C 961 SRK
 S S/C P6B 865 11:52
 S R/C 024X (wt)
 S OR/C NJB
 S S/T GOZER
 S S/C LAY 521
 S GR/C NKN 484
 N W/T _____ 11:53
 S GR/C LXM 397
 S W/C 569 T2B
 S S/T 133 BRN
 S BR/T NZW 308

S W/C PAT 283
 S GR/T 822 SZW (U Turn) 11:55
 N R/C 935 TPK
 S S/U 3303S (government)
 N BL/L _____
 S BL/C MAS 992
 S GR/T P6J 466
 S S/C 966 NZA 11:59
 S S/C JBW 185
 S S/C 45UNM91 (UNM)
 S WT 991 NKN
 S GR/C PAT 531 12:00
 N S/C 996 RSM
 N GR/C 838 RNM
 S S/C 434 PVT
 S S/C 270 TWH
 N DL/C NMS 118 12:04
 S DL/C 568 SDM
 S BL/L LXN 367
 S BL/C NTK 417
 N W/C 691 TWI
 N R/C MKN 394 (?) 12:08
 N GR/L _____
 N BR/C 116 THR
 S GR/C L2L 254



Red
5

11

Midday Peak
11:00 AM - 2:00 PM
South Obs. Point

3-22-17
Sunny Clear

S W/C NWN 227 12:10
 N W/C 864 TFB
 S GR/C MSM 843
 S W/C NZL 573
 S S/S NNG 178
 S S/C P6X 130
 S W/C 2927
 N W/C 698 RTH
 S R/C 503 SYP 12:13
 N BL/C 097 RKF
 S BR/S 588 RRA
 S BR/C MP 6047
 N GR/C P6B 972
 S S/C PBZ 879
 S R/S 255 T6W
 S U/S N5H 641
 S ~~BL/C~~ GR/C 209 ~~788~~ TUX
 S BL/T 537 PJP
 S S/C PKP 755 12:18
 S GR/C MNT 651
 S S/C LSY 834
 N BU/T _____
 S R/C 26N 631
 S S/T 2933

N BL/T 047 SGC
 S W/T ALAH 37
 N GR/C DMG 763 (660)
 S GR/C HX 248
 S BL/C 892 WDB
 S GR/C 838 RUM
 S BL/C CZR 778
 S S/C CAX 715
 N S/C — 625
 S S/C 05392 (UNM)
 S GR/C PLV 241
 S S/C 993 BNL
 S BL/C 043 TGG 12:24
 S S/C MHR 342
 S W/C 844 ~~23~~
 S W/C NHG 210
 N R/C PLB 680
 S BL/T 2113 (wildlife)
 S GR/C MY 276
 S W/C 698 RTH
 S BL/C 25261 (UNM)
 S BL/C LSR 840
 S W/T 22108 (UNM) 12:29
 S W/T MGM 589

185

Midday Peak

11:00AM - 2:00PM

South Obs. Point

3-22-18

Sunny Clear

12

S R/C ZG4TNP 12:30
 S R/C HUMRTYM
 N BU/C NYK 101
 S R/C MLN 579
 S BU/C ALBC 50
 S S/C ACWR40
 N GR/C PCY 241
 S BU/C 350G
 S 504PTW
 S PCR 490
 S KAT 246
 S JVF 21
 S KPM 765
 S BL/C BXW 389Z (AZ)
 S BR/C 116 THR
 S BL/C NMS 118
 N BL/C 937 RRX
 S W/C 441 TSD
 S BR/C MPL 714
 S W/T 4B10N-1
 S GRIT AAB 680
 S BL/C 047 56E
 S W/C FBS 974
 S CR/C KGM 163

S W/C MFW 694 12:38
 S W/C PCY 705
 S W/C PSK 670
 S S/C 898 STA
 S W/C ~~NW 490~~
 S S/C
 S R/C PGB 972
 S BL/C 09T RKF
 S BL/C 71UNM19 (UNM)
 S GR/C 877 NSL
 S W/C 872 LPN
 S S/C NFW 646
 S LBN 411
 S AABH 00
 S W/U 4072M
 S W/S 175 TSM
 S BL/C WAFF 70 12:43
 S W/C RELIABLE
 S BL/C 711 TXH (?)
 S BR/C 535M2C
 S W/C 631 TWT
 N BL/C NPH 344
 S BL/C 0505Z (UNM)
 S BL/C NWK 616

13

Midday Peak

11:00 AM - 2:00 PM

South Obs. Point

3-22-18

Sunny clear

S BL/J 967 RZD
 S R/C NBZ 162
 S W/C 602 ~~RZC~~
 S BL/T 7735564 12:47
 N S/T 645 PCN
 S R/C 622 CLG
 S ~~GR/C~~ PFG 253
 S W/C KXG 403
 S GR/C 407 PKK
 S S/T 25656X
 S BL/T _____
 S S/C MRY 729
 S BL/T PGP 244
 S BR/T 245 BKT
 S GR/C 244 522
 S BL/T 243 WEN
 S R/C 898 RJS
 S W/C MYA ~~724~~ 724 12:55
 S S/C 834 RKY
 S BR/S 375 SPB
 S W/C 606 EWL (OREGON)
 S GR/C 973 SPD
 N 0895S (delivery truck)
 S W/C 811 TMX

S S/T 845 PSN
 S W/C 768 RGT
 S W/C 5096 (NASU)
 N 918 RNP (LO)
 S BL/C MYC 629
 S BL/C NWT 218
 N S/T 845 PSN
 S S/C _____
 S W/C PDF 495
 S BL/C 364 TMS 1:03
 S GR/C 53UNM 16 (UNM)
 N R/T PKY 237
 S S/T 359 TKR
 S R/S LZN 963
 S delivery truck (03955)
 S BL/T 759 RGL
~~N BL/T~~
 N BL/T 034 6563
 S BR/C NXLS 81 1:10
 S OR/T NBY 455
 S BL/C MBT 978
 S R/C DLB 600
 N BL/T PHA 653 1:12
 S R/C HHK 587

1BS

Midway Peak
 11:00 AM - 2:00 PM
 South Obs. Point

3-22-18
 Sunny clear

14

S B/LC 461 TLD
 S S/C 550 SSX
 S W/C NLG 496 1:14
 N S/C PHH 156
 S BU/C 123 TSD
 S GR/C 023 WFG 1:17
 N B/LC NRT 394
 S RIT 448T (wt)
 S BL/T PCR 355
 S GR/C 923 TWT
 S W/T 22986 (CNM)
 S GR/T NFW 461
 S B/LC MPN 044
 S GR/C 854 TXR
 S RIT BIG RED
 S ~~GR/S~~ NPC 714 2:30
 S R/C LPG 240
 S W/C 28390 (?)
 S GR/C ACC 474
 N GR/V 1314 S (?) 1:32
 N S/C 608 SF
 S R/C 660 SDG
 S B/LC 452 SVL
 N B/LC ABHX 05 (Chili)

S W/C 718 RXK
 S V/C CSI WS15 (WV0)
 S W/C 93-BH (BHT)
 S B/LC MARK
 S ~~S/C~~ MKB 908
 S G/C ANN 746 1:44
 S W/C FAW 478 1:50
 S BU/C 972 RXY
 S B/LC AAPRIS
 S GR/C NRT 394 IBN
 S GR/C MNG 742 1:54 - UTUN
 N B/LC 474 TAP
 S B/LC ADLFOS
 S B/LC 676 SBF
 N W/C 718 RXK

15 pvt
 14.667 median (B2C to B2C)

S BL/C WABA 75					
S	GR/C	NCB 391			
S	BL/C	35065 (wt)			
N	GR/S	ABA 72 (1)			
S	S/C	101-SPK (Uturn) (3:35)			
N	S/C	PCG 609	N	BR/T	PFC 959
N	R/C	HCO 548	N	W/C	
S	W/C	PXX 401	N	W/C	MNR 273
N	R/C	NFW 343	N	R/T	NK 351 (4:25)
N	W/C	698 RTH	S	S/C	MNR 203
S	GR/C	NNN 212	S	BL/C	132 GAS (Uturn)
N	BLU/C	NLZ 042	S	BL/C	132 GAS
N	W/C	PGA 524	N	W/C	639 TFB
S	G/C	286 RKC 3:50	N	BLU/C	195
S	BLU/C	48509	N	W/C	63 UNM 25 (4:29)
N	BL	PXX 571	S	GR/C	MMG 742 (Uturn)
S	BL/C	ACLN 82	N	R/C	3670
S	BL/C	LLX 124 (Uturn) 3:55	N	S/T	359 TRP
N	S/C	BIKE ME	S	BLU/C	494 TCC
N	BL/C	MFB 307	S	W/T	105 TZG (Uturn)
S	BLU/V	1838P (GOV) IBN	N	R/T	838T (wt)
N	R/C	LGN 361	S	S/C	KFH 857
S	W/C	260 PXX	N	S/C	297 SCF
N	W/T	ADN 77 (Chairs)	N	OR/T	NBV 455
N	W/C	PHN 958	N	W/C	675 SFC
N	S/C	212 TRP	N	S/C	HTG 737
N	W/J	682 SOC (4:10)	S	S/T	BKV 2593
N	BLU/C	PXX 271	S	BL/C	317 TWH
N	S/C	GHH 802	S	BL/C	ABCFS 6 (4:37)
N	W/T	LYK 791	N	G/C	REP JCF
N	BLU/C	S19 SAH	N	W/T	97WH
N	BLU/C	KG M 163	N	G/T	NNN 212
N	S/C	676 SPF	N	G/V	33475
S	BLU/C	236553 (WYO)	N	G/C	1034
N	BL/C	AARL 36 (4:15)	N		198 SPF
N	BL/T	NWY 196	N	R-IL	NLX
S	BL/L	562 RJH	N	BL/T	ABCF 56
			S		FLW 143

→ TMC (see map)
 7:15 → 9:00
 11:30 → 1:15
 4:40 → 6:00



			CHECKED	BY		
			N	W/C	130 RXL	1 BS
			N	GRE/C	973 SPD (5:07)	1 BN
			N	BL/C	838 RNM	
N	NTW 145		S	BR/C	PKJ 017	
N	BL/C	620 SBK	N		NWT 259	
N	W/C	763 WBY	N	W/E	301 TFS	
S	W/C	731 SFS	N	S/C	NSB 544	
N	BL/C	25261	N	R/C	WAHAZI (Chimes)	
N		728 SK 6	S	BU/E	NAF 025	
N		563 T22	S	C/C	224 TWR	
(1 BN)	BL/C	05252	S	W/C	718 RXX (5:12)	1 BN
N	W/C	RELIABLE (4:41)	S	BL/S	26973 (L-twin)	
S	BU/C	PKB 460 (L-twin)	S	BL/C	MLV 438 (5:13)	1 BN
N	BU/C	NAX 997 (4:45)	N	BL/C	153 FSH	
N	BR/C	559 HWA	N	BR/C	JMK 483	
N	BU/C	112 OTN	N	W/C	GLF 551	
N	S/C	EUW 817 (FLO)	N	GRE/C	L2L 254 (5:16)	1 BN
N	R/C	WAGWS 6 (Chimes)	N	BR/S	NPC 714	
N	BL/C	PHD 804	N	BU/C	NXT 211	
N	Motor	Get	N	S/C	05392 (UNM)	
1 BN	W/T	247 TZA (4:49)	N	W/C	MDW 979	
S	S/S	NNG 178	N	BU/C	NFW 402	
N	W/C	NTB 709	N	R/C	MW 394 MW 394	
S	GR/C		N	W/C	3676A09	
N	S/C	MKB 905	N	W/C	WA 6074 (Chimes)	
S	W/C	PSK 663	N	BU/C	MK 617	
N	W/C	MPD 028	N	W/C	Melby	
S	W/C	232 TWH (4:54)	S	BU/C		
N	BU/C	087 SYP	N	BU/C	972 RXY	
S	W/C	617 SUR (L-twin)	S	R/S	KHL 120 (L-twin) 5:24	
S	W/C	321 TFS	S	BL/C	546 RTM (L-twin)	
1 BN	W/C	NNW 601	N	BU/C		
N	W/E	PGR 005	N	R/C	998 SJS	1 BN
N	R/S	619 ORT (COLD)	N	R/C	898 RAS	
N	W/T	00138 (UNM)	N	BU/E	815 TYN 5:2	
N	S/C	318421 (UNM)	N	R/C	LGN 361	
N	BL/C	132 132 QAS	N	S/C	063 RSK	
S	S/C	AAAAIS	N	G/C	NNG 510	
N	BL/C	250 JGW	N	BU/V	1838P (GOV)	
S	S/C	KBD 716	N	BU/C	MKW 232	
S	BU/C	491 UQX	N	W/C	NLS 558	
2 BN	BL/C	452 SK	N	BU/C	PHS 962	
N	BU/C		N	G/C	GXW 924	
N	S/C	HTX 240	N	S/C	PGX 130	
N	W/C	691 TLT	N	BL/C	NLS 394	
S		656 S2P				

SUBJECT PM PEAK (3:30 PM - 6:30 PM)

PROJECT Sunny Clear

PAGE (17)

CLIENT South Obs. Point

DATE

BY TSY

CHECKED

BY

N	BL/C	MPN 044 (5.41)		
N	BL/T	3846		
N	BL/C	P6T 872		
S	W/C	180 SDX		
S	BL/C	FTV 443		
N	W/C	DTA 785		
N	BL/C			
N	W/T	LTS 531		
S	BL/C	X12 9YT		
N	W/C			
N	BL/C	432.5CX		
N	BL/C	NRP 131 (5.49)		
S	S/T	ACKY41 (5.56)		
N	GM/T	FNB 143		
N	BL/C	02006		
N	BL/T	P6P 274		
N	G/C	S205AH (6.09)		
N	BU/C	ADTR80		
N	G/C	NGB 791		
N	W/C	260 PXX		
N	R/C	303 TDW		
N	S/C	507 726 (6.13)		
N	W/C	791 SNR		
N	W/T	309 PCW (6.14)		
N	G/C	130 RFY (6.25)		
N	BL/C	132 QAS (6.26)		
N	BUN	WABA 75 (6.28)		
S	BL/C	403 SSA (6.28)		



Appendix I – Warrant Analysis Report

Warrants Summary Report

12: Research Road SE & Innovation Pkwy

Intersection Information

	Major Street	Minor Street
Street Name	Innovation Pkwy	Drwy
Direction	SEB/NWB	NEB/SWB
Number of Lane:	2	2
Approach Speed	30	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met?	No	0 Hours met (8 required)
Condition A and B Met?	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 4, Pedestrian Volume		
	No	
Condition A Met?	No	0 Hours met (4 required)
Condition B Met?	No	0 Hours met (1 required)
Warrant 5, School Crossing		
	No	

Warrant 6, Coordinated Signal System

No

Warrant 7, Crash Experience

No

Traffic Volume Condi No 0 Hours met (8 required)

Ped Condition? No 0 Hours met (8 required)

Warrant 8, Roadway Network

No

Warrant 9, Intersection Near a Grade Crossing

No

AWSC Warrant, Multiway Stop Application

No

Condition A Met? No

Condition B Met? No

Condition C Met? No

Warrant 1: Eight-hour Vehicular Volume

12: Research Road SE & Innovation Pkwy

Intersection Information

Major Street Name: Innovation Pkwy
 Major Street Direction: SEB/NWB
 Minor Street Direction: NEB/SWB

WARRANT 1 MET? No

Details:

Condition A Met? No 0 Hours met (8 required)
 Condition B Met? No 0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)	High Volume Minor Approach Vehicles	100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
			Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
06:30 to 07:30	606	12	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No		
06:45 to 07:45	671	16	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No		
07:00 to 08:00	762	22	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (80)?	No		
07:15 to 08:15	808	31	No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (80)?	No		

07:30 to 08:30		817		32		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (80)?	No					

07:45 to 08:45		810		34		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	Yes	Volume >= 80% column (80)?	No					

08:00 to 09:00		696		26		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

08:15 to 09:15		514		24		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

08:30 to 09:30		371		25		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

08:45 to 09:45		201		18		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

09:00 to 10:00		77		16		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

09:15 to 10:15		38		6		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

11:00 to 12:00		101		68		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

11:15 to 12:15		114		66		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

11:30 to 12:30		136		62		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

11:45 to 12:45		160		48		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

12:00 to 13:00		178		36		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

12:15 to 13:15		184		34		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

12:30 to 13:30		158		31		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

12:45 to 13:45		134		35		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

13:00 to 14:00		100		36		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

13:15 to 14:15		64		23		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

13:30 to 14:30		42		18		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

13:45 to 14:45		17		8		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

15:00 to 16:00		56		61		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No					
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No					
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No					
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No					

15:15 to 16:15	67	66	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No		

15:30 to 16:30	71	78	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No		

15:45 to 16:45	86	86	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	Yes		

16:00 to 17:00	96	90	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	Yes		

16:15 to 17:15	100	104	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	Yes		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	Yes		

16:30 to 17:30	102	104	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	Yes		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	Yes		

16:45 to 17:45	96	90	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	Yes		

17:00 to 18:00	85	77	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No		

17:15 to 18:15	58	47	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No		

17:30 to 18:30	35	24	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No		

17:45 to 18:45	13	9	No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No		
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No		
Condition B	Volume >= 100% column (900)?	No	Volume >= 100% column (100)?	No		
	Volume >= 80% column (720)?	No	Volume >= 80% column (80)?	No		

Warrant 2: Four-hour Vehicular Volume

12: Research Road SE & Innovation Pkwy

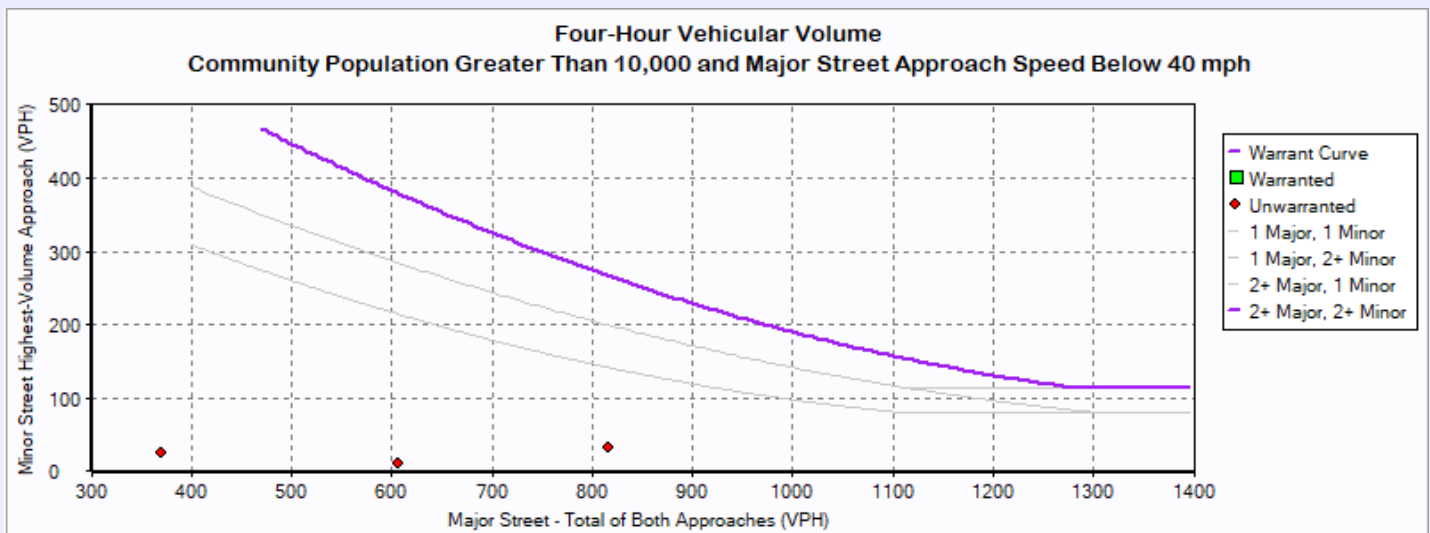
Intersection Information

	Major Street	Minor Street
Street Name	Innovation Pkwy	Drwy
Direction	SEB/NWB	NEB/SWB
Number of Lane:	2	2
Approch Speed	30	30

Warrant 2 Met? **No**

Details:

Notes	0 Hours met (4 required)
Low population	No



Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0.00	0.00
01:00:00 - 02:00:00	0.00	0.00
02:00:00 - 03:00:00	0.00	0.00
03:00:00 - 04:00:00	0.00	0.00
04:00:00 - 05:00:00	0.00	0.00
05:00:00 - 06:00:00	0.00	0.00
06:00:00 - 07:00:00	259.00	5.00
07:00:00 - 08:00:00	762.00	22.00
08:00:00 - 09:00:00	696.00	26.00
09:00:00 - 10:00:00	77.00	16.00
10:00:00 - 11:00:00	0.00	0.00
11:00:00 - 12:00:00	101.00	68.00
12:00:00 - 13:00:00	178.00	36.00
13:00:00 - 14:00:00	100.00	36.00
14:00:00 - 15:00:00	0.00	0.00
15:00:00 - 16:00:00	56.00	61.00
16:00:00 - 17:00:00	96.00	90.00
17:00:00 - 18:00:00	85.00	77.00
18:00:00 - 19:00:00	0.00	0.00
19:00:00 - 20:00:00	0.00	0.00
20:00:00 - 21:00:00	0.00	0.00
21:00:00 - 22:00:00	0.00	0.00
22:00:00 - 23:00:00	0.00	0.00
23:00:00 - 00:00:00	0.00	0.00

Warranted Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)

Warrant 3: Peak Hour

12: Research Road SE & Innovation Pkwy

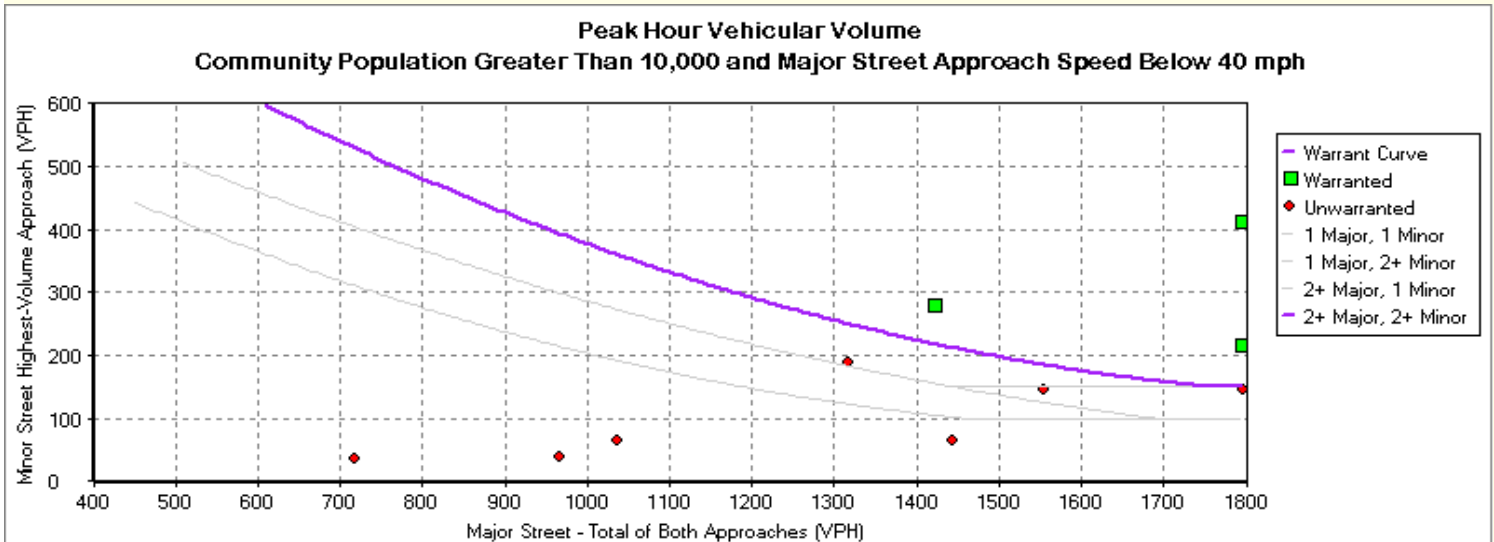
Intersection Information

	Major Street	Minor Street
Street Name	Innovation Pkwy	Drwy
Direction	SEB/NWB	NEB/SWB
Number of Lane:	2	2
Approch Speed	30	30

Warrant 3 Met? **No**

Details

Low Population?	No		
Condition A Met?	No	Condition B Met?	No
Notes	0 Hours met (1 required)	Notes	0 Hours met (1 required)
Minor Approach Time Delay Condition Met?	Not Met		
Minor Approach Volume Condition Met?	Met		
Total Entering Intersection Volume Condition Met?	Not Met		



Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
6:30	606	12
7:30	817	32
8:30	371	25
11:00	101	68
12:00	178	36
13:00	100	36
15:00	56	61
16:00	96	90
17:00	85	77

Warrant 4: Pedestrian Volume

12: Research Road SE & Innovation Pkwy

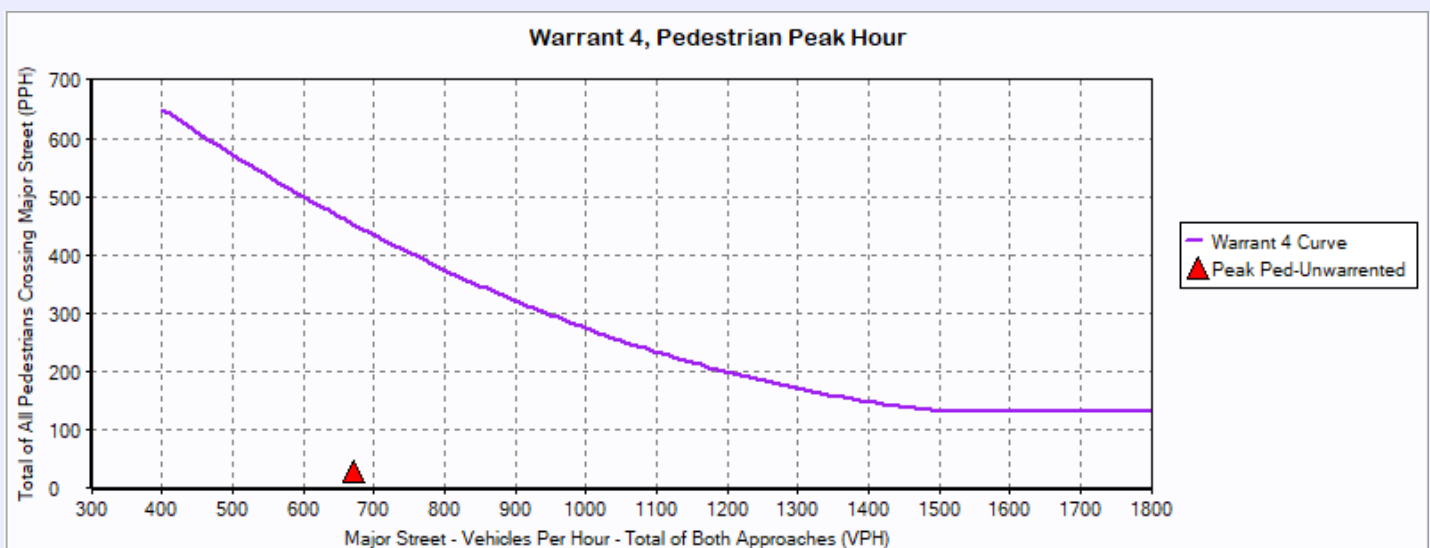
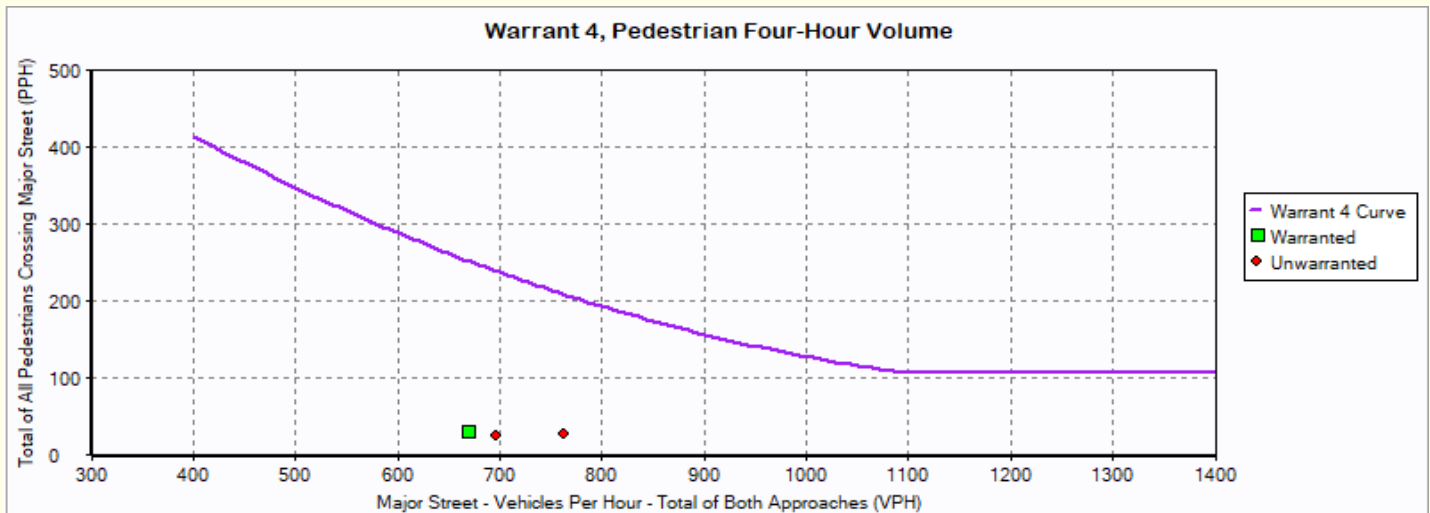
Intersection Information

	Major Street	Minor Street
Street Name	Innovation Pkwy	Drwy
Direction	SEB/NWB	NEB/SWB
Number of Lane:	2	2
Approch Speed	30	30

WARRANT 4 MET ? No

Details

Pedestrian Four Hour Volume Warrant Met?	No	
Pedestrian Peak Hour Warrant Met?	No	Notes 0 Hours met (4 required)
Speed Limit or 85th Percentile Speed on Major Street > 35mph, or Intersection lies within an Isolated Community with Population < 10,000?	No	



Warrant 5: School Crossing

12: Research Road SE & In

Intersection Information

Major Street Name Innovation Pkwy

Major Street Direction SEB/NWB

WARRANT 5 MET? **No**

Details:

Time Period Interval for Students Crossing (min) 0

Number of Students Crossing in Time Period 0

Number of Adequate Gaps in Time Period 0

Other Remedial Measures Attempted? **No**

Adjacent Signal on SEB approach? **No**

Distance to signal on SEB Approach (ft) -

Adjacent Signal on NWB approach? **No**

Distance to signal on NWB Approach (ft) -

Will New Signal Restrict Progressive Traffic? **No**

Warrant 6: Coordinated Signal System

12: Research Road SE & Innovation Pkwy

Intersection Information

Major Street Name Innovation Pkwy
Major Street Direction SEB/NWB

WARRANT 6 MET? No

Details:

Approach Direction & Name	Acceptable Platooning?	Adjacent Coordinating Signal?	Adjacent Intersection Distance
SWB Approach (Drwy)	Yes	No	N/A
NEB Approach (Research Road SE)	Yes	No	N/A
NWB Approach (Innovation Pkwy)	Yes	No	N/A
SEB Approach (Innovation Pkwy)	Yes	No	N/A

Unacceptable Platooning?
(At least one approach)

No

Distance to Closest Signal
(Must be N/A or > 1000)

N/A

Warrant 7: Crash Experience

12: Research Road SE & Innovation Pkwy

Intersection Information

Major Street Name Innovation Pkwy
 Major Street Direction SEB/NWB
 Minor Street Direction NEB/SWB

WARRANT 7 MET? **No**

Details:

Low Population?	No	Traffic Volume Condition Met?	No
Major Street Speed Limit	30		0 Hours Met (8 Required)
Major Street 85th-% tile Speed	0.00	Ped Volume Condition Met?	No
			0 Hours Met (8 Required)
Qualifying Crashes		0	
Adequate Alternative Trials?	No		

Hour	Traffic Volumes				Pedestrian Volumes			
	Major Street Vehicles	Minor Street Vehicles	80% Standard Met? A or B		Northeastbound Ped Volumes		Southwestbound Ped Volumes	
			Condition A	Condition B	Peds	> 80?	Peds	> 80?
06:30 to 07:30	606	0	No	No	0	No	0	No
06:45 to 07:45	671	0	No	No	0	No	0	No
07:00 to 08:00	762	0	No	No	0	No	0	No
07:15 to 08:15	808	0	No	No	0	No	0	No
07:30 to 08:30	817	0	No	No	0	No	0	No
07:45 to 08:45	810	0	No	No	0	No	0	No
08:00 to 09:00	696	0	No	No	0	No	0	No
08:15 to 09:15	514	0	No	No	0	No	0	No

08:30 to 09:30	371	0	No	No	0	No	0	No
08:45 to 09:45	201	0	No	No	0	No	0	No
09:00 to 10:00	77	0	No	No	0	No	0	No
09:15 to 10:15	38	0	No	No	0	No	0	No
11:00 to 12:00	101	0	No	No	0	No	0	No
11:15 to 12:15	114	0	No	No	0	No	0	No
11:30 to 12:30	136	0	No	No	0	No	0	No
11:45 to 12:45	160	0	No	No	0	No	0	No
12:00 to 13:00	178	0	No	No	0	No	0	No
12:15 to 13:15	184	0	No	No	0	No	0	No
12:30 to 13:30	158	0	No	No	0	No	0	No
12:45 to 13:45	134	0	No	No	0	No	0	No
13:00 to 14:00	100	0	No	No	0	No	0	No
13:15 to 14:15	64	0	No	No	0	No	0	No
13:30 to 14:30	42	0	No	No	0	No	0	No
13:45 to 14:45	17	0	No	No	0	No	0	No
15:00 to 16:00	56	0	No	No	0	No	0	No
15:15 to 16:15	67	0	No	No	0	No	0	No

15:30 to 16:30	71	0	No	No	0	No	0	No
15:45 to 16:45	86	0	No	No	0	No	0	No
16:00 to 17:00	96	0	No	No	0	No	0	No
16:15 to 17:15	100	0	No	No	0	No	0	No
16:30 to 17:30	102	0	No	No	0	No	0	No
16:45 to 17:45	96	0	No	No	0	No	0	No
17:00 to 18:00	85	0	No	No	0	No	0	No
17:15 to 18:15	58	0	No	No	0	No	0	No
17:30 to 18:30	35	0	No	No	0	No	0	No
17:45 to 18:45	13	0	No	No	0	No	0	No

Warrant 8: Roadway Network

12: Research Road SE & Innovation Pkwy

Intersection Information

Major Street Name	Innovation Pkwy
Major Street Direction	SEB/NWB
Minor Street Direction	NEB/SWB

WARRANT 8 MET? (A or B) No

Details:

	Growth Rates % (per year)			
	NEB	NWB	SEB	SWB
L	0.00	0.00	0.00	0.00
T	0.00	0.00	0.00	0.00
R	0.00	0.00	0.00	0.00

<u>Condition A, Total Entering Volume</u>		<u>Condition B, Non-normal Business Day</u>	
		<u>Existing</u>	<u>Future</u>
Existing Peak Hour	856	Highest Hour	0
Years	0.00	Second Highest Hour	0
Future Peak Hour	856	Third Highest Hour	0
Warrant 1 in 5 Years?	No	Fourth Highest Hour	0
Warrant 2 in 5 Years?	No	Fifth Highest Hour	0
Warrant 3 in 5 Years?	No	Yearly Growth Rate (%)	0.00
		Years	0.00

Condition A Met? No

Condition B Met? No

Warrant 9: Intersection Near a Grade Crossing

12: Research Road SE & Innovation Pkwy

Intersection Information

	Major Street	Minor Street
Street Name	Innovation Pkwy	Drwy
Direction	SEB/NWB	NEB/SWB
Number of Lane:	2	2
Approch Speed	30	30

WARRANT 9 MET ? No

Details

Note **No approach with a railroad grade crossing**

Minor street approach having a grade crossing

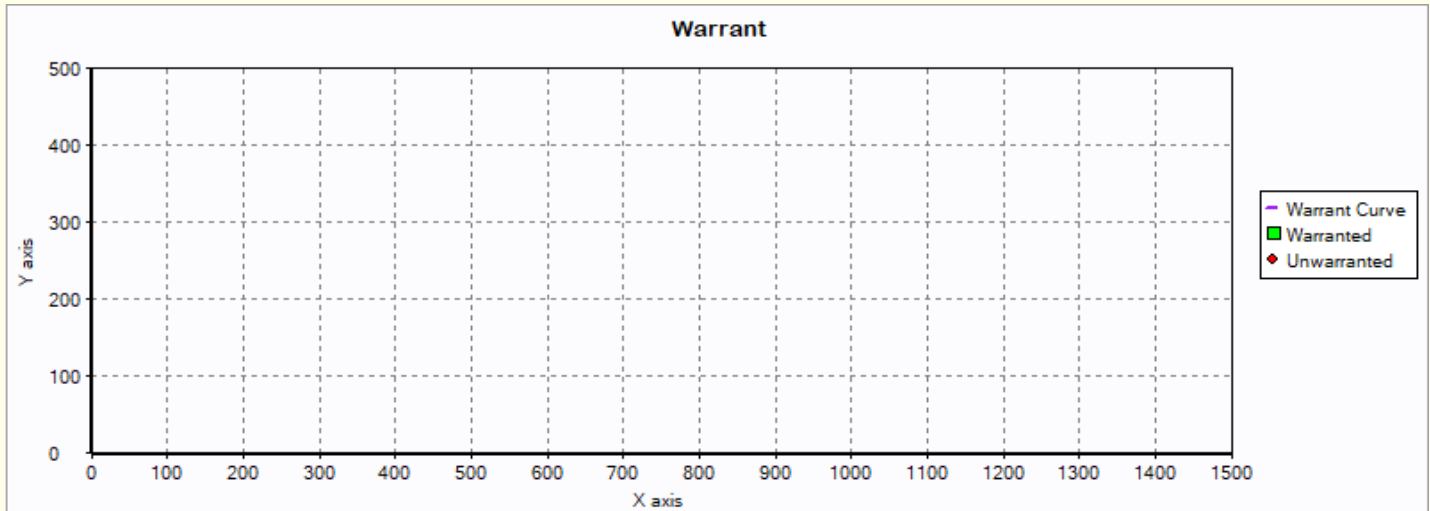
Distance from the center of the track to the stop or yield line Interpolated

Number of occurrences of rail traffic per day Adjustment Factor

Percentage of high-occupancy buses crossing the track (%) Adjustment Factor

Percentage of tractor-trailer trucks crossing the track (%) Adjustment Factor

The rail traffic arrival times are unknown, the highest traffic volume hour of the day is used



Hour	Major Street Total of Both Approaches (vph)	Minor Street Adjusted Volume Crossing Tracks (vph)

All-Way Stop Control Warrant: Multiway Stop Applications

12: Research Road SE & Innovation Pkwy

Intersection Information

Major Street Name: Innovation Pkwy
 Major Street Direction: SEB/NWB
 Minor Street Direction: NEB/SWB

AWSC WARRANT MET? No

Details:

Condition A Met?	No	Qualifying Crashes	0
Condition B Met?	No	Major Street 85th %-tile Speed	0.00
Condition C Met?	No	Major Street Speed Limit	30
Notes: 0 Hours Met (8 Required)			

Hour	Traffic Volumes		Bicycle Volumes		Ped Volumes		Condition C		
	Major Street	Minor Street	South East Bound Bicycle Volumes	North East bound Bicycle Volumes	South East Bound Ped Volumes	North East bound Ped Volumes	Major Street Veh Vol > 210	Avg(Veh + Ped + Bicycle) > 200	Minor Street Delay > 30



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