PASO FINO PLACE SPEED STUDY

Souder, Miller & Associates
Engineering ♦ Environmental ♦ Surveying
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Paso Fino Place
Speed Study
Final Report

Albuquerque, New Mexico

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City of Albuquerque

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INTRODUCTION

The City of Albuquerque – Department of Municipal Development (Traffic Engineering Design Division) has requested that Souder, Miller & Associates conduct at speed study along Paso Fino Place in southwest Albuquerque.

1.A. PROJECT PURPOSE

A speed study on Paso Fino Place from Wrangler Street to 102nd Street was conducted to determine the following:

- Evaluate the 85th percentile speed along Paso Fino Place at four (4) locations;
- Calculate average and daily peak hour traffic volumes along Paso Fino Place.

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

1.B. PROJECT DESCRIPTION

The study area will be a 0.26 (1372.80 LF) mile section of Paso Fino Place from Wrangler Street to 102nd Street. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.
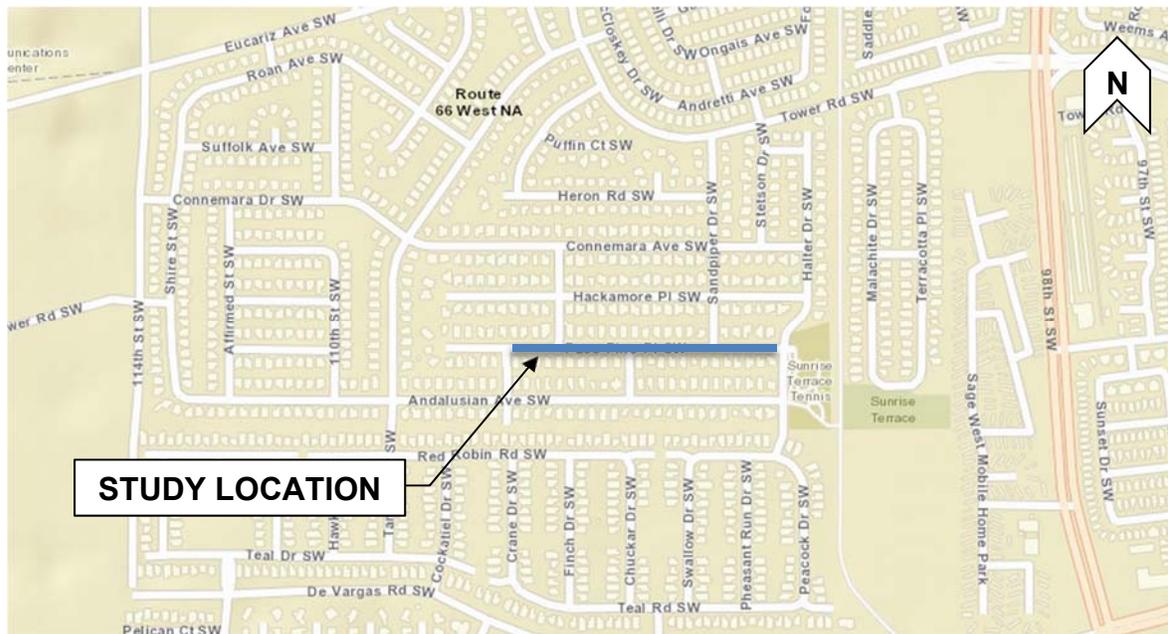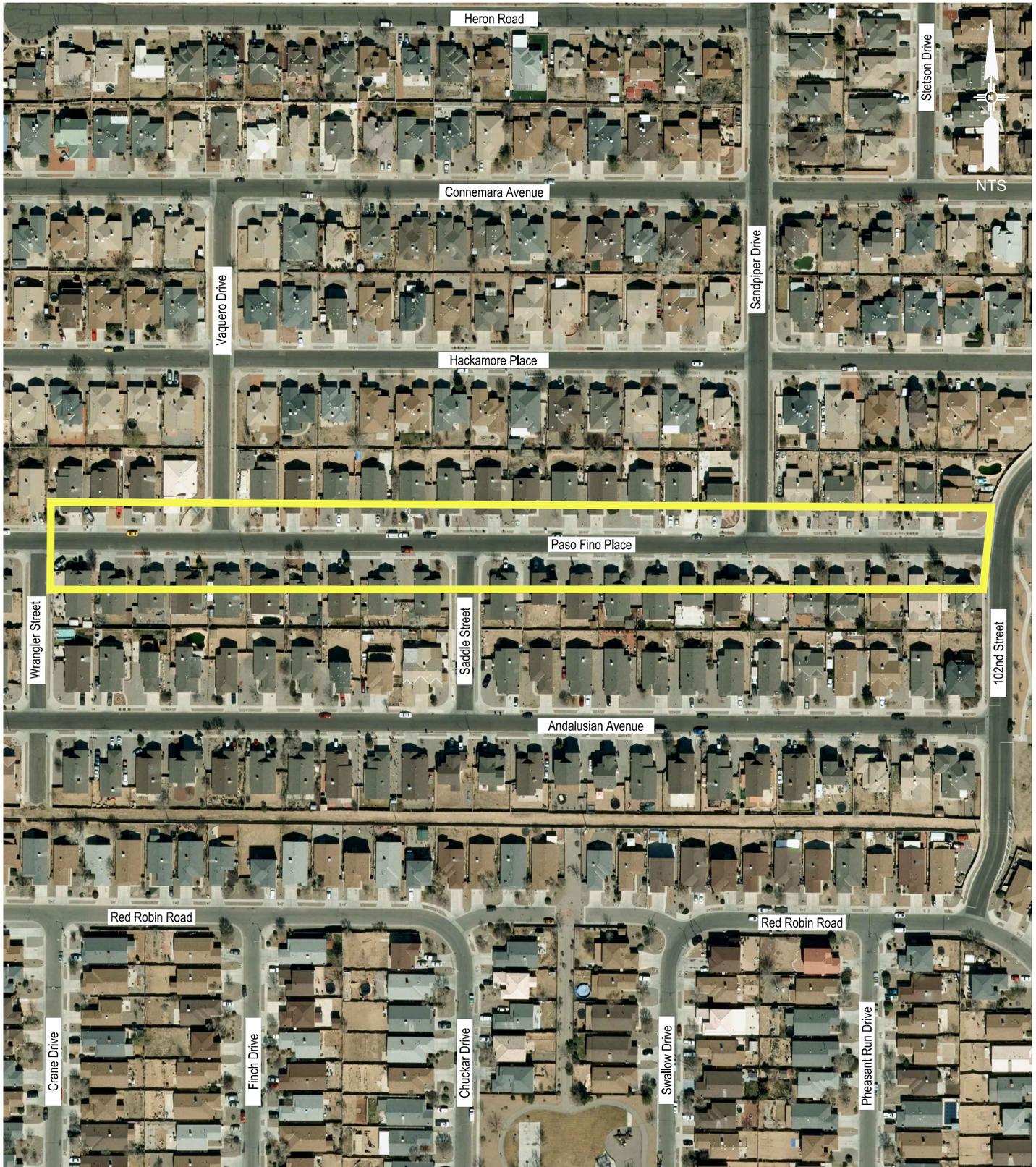

FIGURE 1.B.1.
STUDY LOCATION

FIGURE 1.B.2.
STUDY LIMITS

1.C. BACKGROUND OF SPEED LIMITS

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

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

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

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

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

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

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

1.D. SETTING SPEED LIMITS

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

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

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

has been determined by an engineering survey to be 57 mph, the posted speed would be 55 mph. This method of posting speed limits allows for a reasonable posted speed limit that can be enforced by local agencies, without creating a speed trap.

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

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

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

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

- Mode is the most frequently clocked vehicle speed in a given survey. For example, in a 100 vehicle survey where 12 vehicles were clocked traveling 55 mph and no other speed was observed as frequently, the mode is 55 mph.
- Median is the numerical midpoint of a given survey. For example, in a survey of 100 vehicles, the speeds of the 50th and 51st vehicles are added and divided by 2 to obtain the median speed. If the 50th vehicle of such a survey was traveling at 56 mph and the 51st vehicle was also traveling at 56 mph, the resulting median would be (56 + 56)÷2 = 112÷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:
$$Geometric\ Mean = ((X_1)(X_2)\ldots\ldots(X_n))^{1/N}$$
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.
$$Geometric\ Mean = ((51)(52)(55)(58)(60))^{0.2} = 55.09\ mph$$

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

2. EXISTING CONDITIONS

2.A. COUNT LOCATIONS

The study area included four (4) volume and speed count locations which were at the following locations:

- Paso Fino Place (1) Wrangler Street to Vaquero Street;
- Paso Fino Place (2) Vaquero Street to Saddle Street;
- Paso Fino Place (3) Saddle Street to Sandpiper Drive;
- Paso Fino Place (4) Sandpiper Drive to 102nd Street.

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

2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of Paso Fino Place. Within the study limits, there are 45 driveways and three (3) three-legged intersections at Vaquero Street, at Saddle Street, and at Sandpiper Drive. Because there is no posted limit sign within the project limits, it is speculated that the current speed limit is 25 mph based on City Ordinance.

**FIGURE 2.1.
COUNT LOCATIONS**
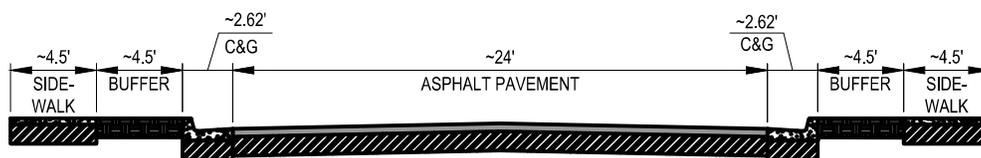
**FIGURE 2.2.
EXISTING PASO FINO PLACE TYPICAL SECTION**

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Date: May 01, 2018 - 1:08pm toy Layout: EXISTING
Drawing Name: P:\7-COA 2015 On-Call Traffic and NTMP (7424542)\Task #7.2 - Paso Fino Place (Wrangler St. to 102nd St.)\COA 6254.7.2\Studies\CADD\Paso Fino Place Exhibits.dwg

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3. DATA

3.A. ADT

The ADT for the four (4) count locations are listed below in Table 3.A.1.

Table 3.A.1.			
Paso Fino Place ADT			
Count Location	EB	WB	ADT
Paso Fino Place (1)	99	99	198
Paso Fino Place (2)	137	133	270
Paso Fino Place (3)	294	270	564
Paso Fino Place (4)	119	95	214
Average	162	149	312

The Paso Fino Place study area directional ADT ranges from 95 to 294 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

The peak hour traffic volumes for the four (4) count locations are shown below in Table 3.B.1.

Table 3.B.1.			
Paso Fino Place Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Eastbound (Peak Hour)	Westbound (Peak Hour)
Paso Fino Place (1)	AM Peak	16 (6:30 AM - 7:30 AM)	9 (10:00 AM – 11:00 AM)
	PM Peak	11 (12:00 PM – 1:00 PM)	16 (6:00 PM – 7:00 PM)
Paso Fino Place (2)	AM Peak	23 (6:30 AM - 7:30 AM)	9 (7:15 AM – 8:15 PM)
	PM Peak	15 (4:00 PM – 5:00 PM)	22 (6:00 PM – 7:00 PM)
Paso Fino Place (3)	AM Peak	47 (6:30 AM – 7:30 AM)	14 (10:45 AM – 11:45 PM)
	PM Peak	25 (2:15 PM – 3:15 PM)	36 (5:45 PM - 6:45 PM)
Paso Fino Place (4)	AM Peak	10 (6:30 AM – 7:30 AM)	14 (7:00 AM – 8:00 AM)
	PM Peak	17 (6:00 PM – 7:00 PM)	15 (6:00 PM – 7:00 PM)

The Paso Fino Place study area peak hour traffic volumes range from 9 to 47 vehicles per hour.

3.C. SPEED STUDY RESULTS

The results of the speed study are displayed below in Table 3.C.1. through 3.C.4.

Table 3.C.1.			
Paso Fino Place (1) Speed Study			
Speed	EB	WB	Total
Average	17.3	17.3	17.3
10 mph Pace	7.0 – 16.9 (50.3%)	7.0 – 16.9 (50.0%)	20.1 – 30.0 (44.6%)
50th Percentile	13.0	13.1	16.2
67th Percentile	22.3	22.6	22.5
85th Percentile	24.5	27.0	25.0

Table 3.C.2.			
Paso Fino Place (2) Speed Study			
Speed	EB	WB	Total
Average	20.2	20.0	20.1
10 mph Pace	20.3 – 30.2 (50.0%)	20.1 – 30.0 (51.7%)	20.1 – 30.0 (50.8%)
50th Percentile	22.2	22.1	22.1
67th Percentile	25.8	24.7	25.2
85th Percentile	28.9	28.5	28.7

Table 3.C.3.			
Paso Fino Place (3) Speed Study			
Speed	EB	WB	Total
Average	21.4	17.3	19.4
10 mph Pace	20.1 – 30.0 (64.1%)	20.1 – 30.0 (50.9%)	19.9 – 29.8 (57.9%)
50th Percentile	23.1	20.6	21.8
67th Percentile	25.5	22.5	23.8
85th Percentile	28.8	24.5	27.5

Table 3.C.4.			
Paso Fino Place (4) Speed Study			
Speed	EB	WB	Total
Average	13.9	14.7	14.3
10 mph Pace	5.5 – 15.4 (67.9%)	6.2 – 16.1 (66.3%)	9.4 – 19.3 (37.7%)
50th Percentile	12.0	12.1	14.0
67th Percentile	14.5	21.2	18.5
85th Percentile	22.9	23.3	23.4

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 speeds which they perceive as safe, based on the observable roadway conditions. A flat and straight roadway may result in a different travel speed than the posted speed limit due to the driver's observation of the roadway condition.

In relation to Paso Fino Place, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, on-street parking, and there are three (3) three-legged intersections at Vaquero Street, at Saddle Street, and at Sandpiper Drive. Table 3.C.5. displays that 22 percent of the total ADT of the four count locations recorded speeds greater than 25 mph.

Table 3.C.5.							
Paso Fino Place ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Paso Fino Place (1)	99	50%	69	35%	30	15%	198
Paso Fino Place (2)	103	38%	76	28%	91	34%	270
Paso Fino Place (3)	206	37%	224	40%	134	24%	564
Paso Fino Place (4)	150	70%	44	21%	20	9%	214
Average	140	45%	103	33%	69	22%	312

3.D. CRASH DATA

Crash data was requested from the Albuquerque Police Department for the most recent three (3) years. The crash data requested showed there were 0 recorded crashes within the study area.

4. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 22 percent of the traffic is exceeding 25 mph and the 85th percentile speed of traffic is not exceeding 25 mph by 5 mph or more at the count locations. In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque's Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

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

Based on the data collected, Paso Fino Place DOES NOT meet any of the criteria outlined to warrant traffic calming.

Appendices

- Appendix A – Volume and Speed Data

- Appendix B – Neighborhood Traffic Calming Petition

Special Speed Study Report: Paso Fino (1)

Station ID : Paso Fino (1)
Info Line 1 : Between Wrangler & Vaquero
Info Line 2 : Albuquerque
GPS Lat/Lon : 35 03.5784,N / 106 45.0168,W
DB File : PF WEST2.DB

Last Connected Device Type : OmegaX3
Version Number : 1.35
Serial Number : 0916XC33036

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/15/201	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	17:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	1	4	0	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 :		53	38	6	2	1	0	1	0	0	0	0	0	0	0	0	0	101
Percent :		52%	38%	6%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		52%	90%	96%	98%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 16.8 mph	50% Speed : 11.5 mph	67% Speed : 22.2 mph	85% Speed : 23.4 mph
		10mph Pace: 8.4 - 18.3 (52.5%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/16/201	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	6	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	13:00	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		46	34	8	7	1	0	0	0	0	0	0	0	0	0	0	0	96
Percent :		48%	35%	8%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		48%	83%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

> Average Speed　17.8 mph　　　50% Speed : 21.6 mph　　　67% Speed : 22.6 mph　　　85% Speed : 27.3 mph
> 10mph Pace: 8.6 - 18.5 (47.9%)

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/15/201	00:00	1	1	0	0	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	14:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	2	0	1	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 :		45	32	15	4	0	0	0	0	0	0	0	0	0	0	0	0	96
Percent :		47%	33%	16%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		47%	80%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 17.8 mph	50% Speed : 21.7 mph	67% Speed : 22.7 mph 85% Speed : 27.3 mph
		10mph Pace: 21.6 - 31.5 (49.0%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/16/201	00:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	9	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	16
	19:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	21:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		54	33	10	4	1	0	0	0	0	0	0	0	0	0	0	0	102
Percent :		53%	32%	10%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		53%	85%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed 16.9 mph	50% Speed : 11.6 mph	67% Speed : 22.4 mph	85% Speed : 23.5 mph
	10mph Pace: 8.4 - 18.3 (52.9%)		

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

Special Speed Study Summary: Paso Fino (1)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	99	72	14	9	2	0	1	0	0	0	0	0	0	0	0	0	197
Percent :	50%	37%	7%	5%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	50%	87%	94%	98%	99%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

ADT = 98

Average Speed 17.3 mph 50% Speed : 13.0 mph 67% Speed : 22.3 mph 85% Speed : 24.5 mph 10mph Pace: 7.0 - 16.9 (50.3%)	

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Grand Total #2:	99	65	25	8	1	0	0	0	0	0	0	0	0	0	0	0	198
Percent :	50%	33%	13%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	50%	83%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4

ADT = 99

Average Speed 17.3 mph 50% Speed : 13.1 mph 67% Speed : 22.6 mph 85% Speed : 27.0 mph 10mph Pace: 7.0 - 16.9 (50.0%)	

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Comb. Total :	198	137	39	17	3	0	1	0	0	0	0	0	0	0	0	0	395
Percent :	50%	35%	10%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	50%	85%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8

ADT = 197

Average Speed 17.3 mph 50% Speed : 16.2 mph 67% Speed : 22.5 mph 85% Speed : 25.0 mph 10mph Pace: 20.1 - 30.0 (44.6%)	

Special Speed Study Report: Paso Fino (2)

Station ID : Paso Fino (2)
   Info Line 1 : Between Vaquero & Saddle
   Info Line 2 : Albuquerque
   GPS Lat/Lon : 35 03.5783,N / 106 44.9604,W
   DB File : PF W2.DB

Last Connected Device Type : OmegaX3
Version Number : 1.41
Serial Number : XC33034

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 - 08/15/2017 To: 23:59 - 08/16/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/15/201	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	06:00	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	07:00	10	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	08:00	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00	4	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	13:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	5	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	9
	15:00	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	16:00	7	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	17:00	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	20:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	2	2	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		62	38	30	15	1	0	0	0	0	1	0	0	0	0	0	0	147
Percent :		42%	26%	20%	10%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%		
Cum. Percent :		42%	68%	88%	99%	99%	99%	99%	99%	99%	100%	100%	100%	100%	100%	100%		
Average :		3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7

Average Speed 19.6 mph	50% Speed : 22.1 mph	67% Speed : 23.6 mph	85% Speed : 28.1 mph
	10mph Pace: 21.4 - 31.3 (46.3%)		

Date	Time	#1 0-19.9	#2 20-24.9	#3 25-29.9	#4 30-34.9	#5 35-39.9	#6 40-44.9	#7 45-49.9	#8 50-54.9	#9 55-59.9	#10 60-64.9	#11 65-69.9	#12 70-74.9	#13 75-79.9	#14 80-84.9	#15 85-89.9	#16 Other	Total
8/16/201	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	5	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	14
	07:00	5	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	19
	08:00	3	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7
	11:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	1	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	15:00	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	16:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	17:00	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	0	0	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	0	0	0	1
Daily Total :		44	33	36	10	3	1	0	0	0	0	0	0	0	0	0	0	127
Percent :		35%	26%	28%	8%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		35%	61%	89%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed 20.9 mph   50% Speed : 22.7 mph   67% Speed : 26.9 mph   85% Speed : 28.3 mph
10mph Pace: 21.5 - 31.4 (54.3%)

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 - 08/15/2017 To: 23:59 - 08/16/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/15/201	00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	09:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:00	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	5	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	16:00	4	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	14
	17:00	7	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	18:00	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		48	38	34	13	1	0	0	0	0	0	0	0	0	0	0	0	134
Percent :		36%	28%	25%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		36%	64%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed 20.4 mph	50% Speed : 22.6 mph	67% Speed : 26.7 mph	85% Speed : 28.1 mph
		10mph Pace: 21.4 - 31.3 (53.7%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/16/201	00:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	3	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
	08:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	8
	11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	13:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	17:00	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	18:00	11	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	22
	19:00	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	20:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		52	43	22	10	3	1	0	0	0	0	0	0	0	0	0	0	131
Percent :		40%	33%	17%	8%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		40%	73%	89%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed 19.6 mph	50% Speed : 22.0 mph	67% Speed : 23.4 mph	85% Speed : 27.8 mph
		10mph Pace: 21.2 - 31.1 (49.6%)	

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

Special Speed Study Summary: Paso Fino (2)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	106	71	66	25	4	1	0	0	0	1	0	0	0	0	0	0	274
Percent :	39%	26%	24%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	39%	65%	89%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5

ADT = 137

> Average Speed 20.2 mph   50% Speed : 22.2 mph   67% Speed : 25.8 mph   85% Speed : 28.9 mph
> 10mph Pace: 20.3 - 30.2 (50.0%)

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Grand Total #2:	100	81	56	23	4	1	0	0	0	0	0	0	0	0	0	0	265
Percent :	38%	31%	21%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	38%	68%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5

ADT = 132

> Average Speed 20.0 mph   50% Speed : 22.1 mph   67% Speed : 24.7 mph   85% Speed : 28.5 mph
> 10mph Pace: 20.1 - 30.0 (51.7%)

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Comb. Total :	206	152	122	48	8	2	0	0	0	1	0	0	0	0	0	0	539
Percent :	38%	28%	23%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	38%	66%	89%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11

ADT = 269

> Average Speed 20.1 mph   50% Speed : 22.1 mph   67% Speed : 25.2 mph   85% Speed : 28.7 mph
> 10mph Pace: 20.1 - 30.0 (50.8%)

Special Speed Study Report: Paso Fino (3)

Station ID : Paso Fino (3)

Info Line 1 : Between Saddle & Sandpiper
Info Line 2 : Albuquerque
GPS Lat/Lon : 35 03.5777,N / 106 44.8748,W
DB File : PF 3.DB

Last Connected Device Type : OmegaX3
Version Number : 1.41
Serial Number : XC33037

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 - 08/15/2017 To: 23:59 - 08/16/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/15/17	00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	06:00	8	8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	25
	07:00	7	20	13	1	0	0	0	0	0	0	0	0	0	0	0	0	41
	08:00	5	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	20
	09:00	4	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	10:00	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	11:00	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	13:00	6	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	14:00	6	9	6	0	1	1	0	0	0	0	0	0	0	0	0	0	23
	15:00	4	3	2	0	2	0	0	0	0	0	0	0	0	0	0	0	11
	16:00	1	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	17:00	3	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	7	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	19:00	6	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	20:00	3	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	12
	21:00	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Daily Total :		89	115	81	16	5	2	0	0	0	0	0	0	0	0	0	0	308
Percent :		29%	37%	26%	5%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		29%	66%	93%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13

Average Speed 21.1 mph   50% Speed : 22.8 mph   67% Speed : 25.2 mph   85% Speed : 28.5 mph
10mph Pace: 20.1 - 30.0 (63.6%)

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/16/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	3	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	06:00	6	13	10	1	1	0	0	0	0	0	0	0	0	0	0	0	31
	07:00	10	12	9	7	1	0	0	0	0	0	0	0	0	0	0	0	39
	08:00	2	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	09:00	6	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	18
	10:00	2	7	4	2	0	0	0	0	0	0	0	0	0	0	0	1	16
	11:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:00	2	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	13:00	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	5	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	15:00	4	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	14
	16:00	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	17:00	6	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	5	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	19:00	2	7	4	1	0	1	0	0	0	0	0	0	0	0	0	0	15
	20:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	21:00	3	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		69	109	72	25	3	1	0	0	0	0	0	0	0	0	0	1	280
Percent :		25%	39%	26%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		25%	64%	89%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12

> Average Speed 21.7 mph　　　　50% Speed : 23.1 mph　　　　67% Speed : 25.8 mph　　　　85% Speed : 29.0 mph
> 10mph Pace: 20.1 - 30.0 (64.6%)

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/15/17	00:00	2	0	0	0	0	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	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	08:00	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	09:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	11:00	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	12:00	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	13:00	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	15:00	14	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	25
	16:00	13	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	26
	17:00	12	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32
	18:00	17	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	19:00	7	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	21:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	22:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		125	112	25	7	0	0	0	0	0	0	0	0	0	0	0	0	269
Percent :		46%	42%	9%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		46%	88%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed 17.4 mph	50% Speed : 20.6 mph	67% Speed : 22.5 mph	85% Speed : 24.4 mph
		10mph Pace: 20.1 - 30.0 (50.9%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
08/16/17	00:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	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	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	7
	08:00	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	09:00	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	10:00	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	11:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	12:00	3	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	13:00	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	7	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	16:00	17	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	17:00	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	18:00	16	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35
	19:00	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	20:00	10	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	21:00	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		128	111	27	4	1	0	0	0	0	0	0	0	0	0	0	0	271
Percent :		47%	41%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		47%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Average Speed 17.3 mph	50% Speed : 20.5 mph	67% Speed : 22.5 mph	85% Speed : 24.4 mph
		10mph Pace: 20.1 - 30.0 (50.9%)	

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

Special Speed Study Summary: Paso Fino (3)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	158	224	153	41	8	3	0	0	0	0	0	0	0	0	0	1	588
Percent :	27%	38%	26%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	27%	65%	91%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12

ADT = 294

> Average Speed   21.4 mph   50% Speed : 23.1 mph   67% Speed : 25.5 mph   85% Speed : 28.8 mph
> 10mph Pace: 20.1 - 30.0 (64.1%)

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Grand Total #2:	253	223	52	11	1	0	0	0	0	0	0	0	0	0	0	0	540
Percent :	47%	41%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	47%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11

ADT = 270

> Average Speed   17.3 mph   50% Speed : 20.6 mph   67% Speed : 22.5 mph   85% Speed : 24.5 mph
> 10mph Pace: 20.1 - 30.0 (50.9%)

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Comb. Total :	411	447	205	52	9	3	0	0	0	0	0	0	0	0	0	1	1128
Percent :	36%	40%	18%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	36%	76%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	9	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	23

ADT = 564

> Average Speed   19.4 mph   50% Speed : 21.8 mph   67% Speed : 23.8 mph   85% Speed : 27.5 mph
> 10mph Pace: 19.9 - 29.8 (57.9%)

Special Speed Study Report: Paso Fino (4)

Station ID : Paso Fino (4)
Info Line 1 : Between Sandpiper & 102nd
Info Line 2 : Albuquerque
GPS Lat/Lon : 35 03.5715,N / 106 44.8200,W
DB File : 30 EAST.DB

Last Connected Device Type : OmegaX3
Version Number : 1.37
Serial Number : XC34315

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 - 08/15/2017 To: 23:59 - 08/16/2017

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/15/201	00:00	4	0	0	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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	3	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	13:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	16:00	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	18:00	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	19:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		98	22	9	2	1	0	0	0	0	0	0	0	0	0	0	0	132
Percent :		74%	17%	7%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		74%	91%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Average Speed 13.8 mph	50% Speed : 11.1 mph	67% Speed : 12.5 mph	85% Speed : 22.7 mph
		10mph Pace: 7.0 - 16.9 (74.2%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/16/201	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	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	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	07:00	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	16:00	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	17:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15
	20:00	4	0	0	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	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		76	19	7	3	0	0	0	0	0	0	0	0	0	0	0	0	105
Percent :		72%	18%	7%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		72%	90%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed   14.0 mph   50% Speed : 10.9 mph   67% Speed : 12.1 mph   85% Speed : 22.7 mph
10mph Pace: 7.7 - 17.6 (72.4%)

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 - 08/15/2017　To: 23:59 - 08/16/2017

		#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Date	Time																	
8/15/201	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	08:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	09:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	12:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	15:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	16:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	17:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	18:00	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	19:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	20:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22:00	1	0	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 :		66	24	8	1	0	0	0	0	0	0	0	0	0	0	0	0	99
Percent :		67%	24%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		67%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 14.7 mph	50% Speed : 11.1 mph	67% Speed : 12.1 mph	85% Speed : 22.9 mph
		10mph Pace: 8.0 - 17.9 (66.7%)	

Date	Time	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
8/16/201	00:00	1	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	08:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	14:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	17:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	19:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	20:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		60	22	9	0	0	0	0	0	0	0	0	0	0	0	0	0	91
Percent :		66%	24%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		66%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Average Speed 14.7 mph	50% Speed : 11.0 mph	67% Speed : 11.9 mph	85% Speed : 22.9 mph
		10mph Pace: 8.2 - 18.1 (65.9%)	

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

Special Speed Study Summary: Paso Fino (4)

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	174	41	16	5	1	0	0	0	0	0	0	0	0	0	0	0	237
Percent :	73%	17%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	73%	91%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

ADT = 118

> Average Speed 13.9 mph   50% Speed : 12.0 mph   67% Speed : 14.5 mph   85% Speed : 22.9 mph
> 10mph Pace: 5.5 - 15.4 (67.9%)

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Grand Total #2:	126	46	17	1	0	0	0	0	0	0	0	0	0	0	0	0	190
Percent :	66%	24%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	66%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

ADT = 95

> Average Speed 14.7 mph   50% Speed : 12.1 mph   67% Speed : 21.2 mph   85% Speed : 23.3 mph
> 10mph Pace: 6.2 - 16.1 (66.3%)

Description	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
Comb. Total :	300	87	33	6	1	0	0	0	0	0	0	0	0	0	0	0	427
Percent :	70%	20%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	70%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9

ADT = 213

> Average Speed 14.3 mph   50% Speed : 14.0 mph   67% Speed : 18.5 mph   85% Speed : 23.4 mph
> 10mph Pace: 9.4 - 19.3 (37.7%)

Basic Volume Report: Paso Fino (1)

Station ID : Paso Fino (1)

    Info Line 1 : Between Wrangler & Vaquero

    Info Line 2 : Albuquerque

    GPS Lat/Lon : 35 03.5784,N / 106 45.0168,W

    DB File : PF WEST2.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33036

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	:00	:15	:30	:45	Total
8/15/2017	00:00	0	0	0	0	0
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	1	1	0	0	2
	04:00	0	0	0	0	0
	05:00	0	1	2	1	4
	06:00	2	1	3	1	7
	07:00	6	6	2	0	14
	08:00	3	1	1	0	5
	09:00	2	1	3	2	8
	10:00	1	2	1	2	6
	11:00	0	0	1	1	2
	12:00	0	0	3	1	4
	13:00	1	0	0	3	4
	14:00	1	1	2	3	7
	15:00	1	1	0	0	2
	16:00	4	2	1	1	8
	17:00	2	3	2	1	8
	18:00	2	0	1	1	4
	19:00	2	1	2	1	6
	20:00	1	0	2	1	4
	21:00	1	3	1	0	5
	22:00	0	0	0	1	1
	23:00	0	0	0	0	0
Day Total :						101

AM Total :	48 (47.5%)	Peak AM Hour : 06:30 =	16 (15.8%)	Peak AM Factor : 0.667	Average Period :	1.1
PM Total :	53 (52.5%)	Peak PM Hour : 16:00 =	8 (7.9%)	Peak PM Factor : 0.500	Average Hour :	4.2

Date	Time	:00	:15	:30	:45	Total
8/16/2017	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	1	1	0	2
	06:00	2	2	1	4	9
	07:00	2	6	3	2	13
	08:00	3	0	3	1	7
	09:00	1	2	1	2	6
	10:00	2	1	1	0	4
	11:00	1	1	0	0	2
	12:00	4	2	4	1	11
	13:00	3	0	1	1	5
	14:00	2	1	3	0	6
	15:00	3	1	1	1	6
	16:00	0	1	1	0	2
	17:00	1	2	1	1	5
	18:00	1	0	0	3	4
	19:00	1	1	2	1	5
	20:00	1	1	0	0	2
	21:00	1	3	0	2	6
	22:00	0	0	0	0	0
	23:00	0	0	1	0	1
Day Total :						96

AM Total :	43 (44.8%)	Peak AM Hour : 06:45 =	15 (15.6%)	Peak AM Factor : 0.625	Average Period : 1.0
PM Total :	53 (55.2%)	Peak PM Hour : 12:00 =	11 (11.5%)	Peak PM Factor : 0.688	Average Hour : 4.0

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	:00	:15	:30	:45	Total
8/15/2017	00:00	1	0	1	0	2
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	1	0	1	0	2
	07:00	1	2	1	1	5
	08:00	2	0	1	2	5
	09:00	2	1	1	0	4
	10:00	1	1	1	1	4
	11:00	2	2	2	0	6
	12:00	1	4	0	0	5
	13:00	0	1	1	0	2
	14:00	1	1	1	2	5
	15:00	2	1	3	2	8
	16:00	3	4	1	1	9
	17:00	3	5	3	2	13
	18:00	3	1	4	1	9
	19:00	1	2	0	0	3
	20:00	1	0	3	0	4
	21:00	1	1	0	1	3
	22:00	0	0	2	1	3
	23:00	0	0	1	1	2
Day Total :						96

AM Total :	30 (31.3%)	Peak AM Hour : 10:45 =	7 (7.3%)	Peak AM Factor : 0.875	Average Period :	1.0
PM Total :	66 (68.8%)	Peak PM Hour : 17:00 =	13 (13.5%)	Peak PM Factor : 0.650	Average Hour :	4.0

Date	Time	:00	:15	:30	:45	Total
8/16/2017	00:00	1	0	2	0	3
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	0	0
	06:00	2	1	0	0	3
	07:00	0	2	1	2	5
	08:00	1	0	1	2	4
	09:00	2	0	1	0	3
	10:00	3	2	1	3	9
	11:00	0	0	1	1	2
	12:00	3	3	0	2	8
	13:00	2	1	0	0	3
	14:00	0	1	1	3	5
	15:00	2	1	2	1	6
	16:00	2	2	2	5	11
	17:00	0	1	2	2	5
	18:00	2	3	4	7	16
	19:00	0	3	2	0	5
	20:00	0	0	2	1	3
	21:00	2	0	1	3	6
	22:00	0	1	1	1	3
	23:00	0	0	2	0	2
Day Total :						102

AM Total :	29 (28.4%)	Peak AM Hour : 10:00 = 9 (8.8%)	Peak AM Factor : 0.750	Average Period : 1.1
PM Total :	73 (71.6%)	Peak PM Hour : 18:00 = 16 (15.7%)	Peak PM Factor : 0.571	Average Hour : 4.3

Basic Volume Summary: Paso Fino (1)

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

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	197	(49.9%)	2.00	99	1.0	4.1	91 (46.2%)	106 (53.8%)
#2.	198	(50.1%)	2.00	99	1.0	4.1	59 (29.8%)	139 (70.2%)
ALL	395		2.00	198	2.0	8.2	150 (38.0%)	245 (62.0%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	06:30 =	16	08/15/2017	0.667	12:00 =	11	08/16/2017	0.688
#2.	10:00 =	9	08/16/2017	0.750	18:00 =	16	08/16/2017	0.571

Basic Volume Report: Paso Fino (2)

Station ID : Paso Fino (2)
Info Line 1 : Between Vaquero & Saddle
Info Line 2 : Albuquerque
GPS Lat/Lon : 35 03.5783,N / 106 44.9604,W
DB File : PF W2.DB

Last Connected Device Type : OmegaX3
Version Number : 1.41
Serial Number : XC33034

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	:00	:15	:30	:45	Total
8/15/2017	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	1	1	0	2
	04:00	0	0	0	0	0
	05:00	1	2	3	2	8
	06:00	2	1	5	3	11
	07:00	7	8	5	2	22
	08:00	3	3	1	1	8
	09:00	2	2	3	2	9
	10:00	1	2	1	2	6
	11:00	0	0	0	1	1
	12:00	1	1	5	2	9
	13:00	1	0	0	3	4
	14:00	1	2	3	3	9
	15:00	2	3	0	0	5
	16:00	6	3	3	3	15
	17:00	1	2	1	3	7
	18:00	2	1	2	2	7
	19:00	6	3	2	1	12
	20:00	0	1	2	1	4
	21:00	3	1	1	0	5
	22:00	0	0	0	1	1
	23:00	0	0	0	1	1
Day Total :						147

AM Total :	68 (46.3%)	Peak AM Hour : 06:30 =	23 (15.6%)	Peak AM Factor : 0.719	Average Period :	1.5
PM Total :	79 (53.7%)	Peak PM Hour : 16:00 =	15 (10.2%)	Peak PM Factor : 0.625	Average Hour :	6.1

Date	Time	:00	:15	:30	:45	Total
8/16/2017	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	2	3	0	5
	06:00	3	3	5	3	14
	07:00	4	8	4	3	19
	08:00	4	0	3	2	9
	09:00	1	3	0	1	5
	10:00	2	3	0	2	7
	11:00	2	0	1	0	3
	12:00	4	3	3	2	12
	13:00	3	0	1	2	6
	14:00	1	1	3	0	5
	15:00	2	1	1	3	7
	16:00	0	1	1	0	2
	17:00	3	3	1	1	8
	18:00	2	0	1	4	7
	19:00	1	2	4	0	7
	20:00	1	1	0	0	2
	21:00	1	3	0	3	7
	22:00	0	0	0	0	0
	23:00	0	0	1	0	1

Day Total :   127

AM Total :	63 (49.6%)	Peak AM Hour : 06:30 =	20 (15.7%)	Peak AM Factor : 0.625	Average Period :	1.3
PM Total :	64 (50.4%)	Peak PM Hour : 12:00 =	12 (9.4%)	Peak PM Factor : 0.750	Average Hour :	5.3

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	:00	:15	:30	:45	Total
8/15/2017	00:00	1	1	0	0	2
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	1	0	0	1
	05:00	0	0	0	0	0
	06:00	1	1	1	0	3
	07:00	1	3	1	2	7
	08:00	3	0	2	2	7
	09:00	1	0	1	0	2
	10:00	2	1	3	2	8
	11:00	3	0	2	1	6
	12:00	3	4	0	1	8
	13:00	0	1	1	1	3
	14:00	3	1	2	1	7
	15:00	2	3	5	3	13
	16:00	2	4	6	2	14
	17:00	4	5	5	2	16
	18:00	3	3	4	4	14
	19:00	2	3	2	1	8
	20:00	1	1	3	0	5
	21:00	1	1	0	1	3
	22:00	0	0	2	1	3
	23:00	0	0	1	1	2
Day Total :						134

AM Total :	38 (28.4%)	Peak AM Hour : 07:15 =	9 (6.7%)	Peak AM Factor : 0.750	Average Period :	1.4
PM Total :	96 (71.6%)	Peak PM Hour : 16:30 =	17 (12.7%)	Peak PM Factor : 0.708	Average Hour :	5.6

Date	Time	:00	:15	:30	:45	Total
8/16/2017	00:00	1	0	2	0	3
Wed	01:00	0	0	0	0	0
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	0	0	0	2	2
	06:00	0	1	0	0	1
	07:00	0	3	1	3	7
	08:00	2	0	1	2	5
	09:00	2	0	1	1	4
	10:00	2	3	2	1	8
	11:00	0	0	0	1	1
	12:00	3	3	1	3	10
	13:00	1	2	0	0	3
	14:00	1	2	1	3	7
	15:00	1	1	4	2	8
	16:00	3	2	2	5	12
	17:00	1	3	4	3	11
	18:00	4	5	6	7	22
	19:00	0	3	5	1	9
	20:00	1	1	2	0	4
	21:00	2	0	1	3	6
	22:00	0	1	1	1	3
	23:00	1	0	2	0	3
Day Total :						131

AM Total :	33 (25.2%)	Peak AM Hour : 07:15 =	9 (6.9%)	Peak AM Factor : 0.750	Average Period :	1.4
PM Total :	98 (74.8%)	Peak PM Hour : 18:00 =	22 (16.8%)	Peak PM Factor : 0.786	Average Hour :	5.5

Basic Volume Summary: Paso Fino (2)

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

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	274	(50.8%)	2.00	137	1.4	5.7	131 (47.8%)	143 (52.2%)
#2.	265	(49.2%)	2.00	133	1.4	5.5	71 (26.8%)	194 (73.2%)
ALL	539		2.00	270	2.8	11.2	202 (37.5%)	337 (62.5%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	06:30 =	23	08/15/2017	0.719	16:00 =	15	08/15/2017	0.625
#2.	07:15 =	9	08/15/2017	0.750	18:00 =	22	08/16/2017	0.786

Basic Volume Report: Paso Fino (3)

Station ID : Paso Fino (3)

Info Line 1 : Between Saddle & Sandpiper
Info Line 2 : Albuquerque
GPS Lat/Lon : 35 03.5777,N / 106 44.8748,W
DB File : PF 3.DB

Last Connected Device Type : OmegaX3
Version Number : 1.41
Serial Number : XC33037

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	:00	:15	:30	:45	Total
08/15/17	00:00	0	0	1	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	1	0	0	1
	03:00	0	1	3	0	4
	04:00	0	0	0	2	2
	05:00	3	3	6	4	16
	06:00	5	1	12	7	25
	07:00	15	13	7	6	41
	08:00	5	10	3	2	20
	09:00	2	3	6	4	15
	10:00	2	3	2	4	11
	11:00	1	2	4	3	10
	12:00	2	1	7	3	13
	13:00	2	0	3	7	12
	14:00	3	6	7	7	23
	15:00	5	4	2	0	11
	16:00	6	5	4	3	18
	17:00	3	7	5	4	19
	18:00	4	3	6	4	17
	19:00	6	9	4	1	20
	20:00	3	2	3	4	12
	21:00	4	2	1	2	9
	22:00	1	1	0	1	3
	23:00	1	1	1	2	5
Day Total :						308

AM Total :	146 (47.4%)	Peak AM Hour : 06:30 =	47 (15.3%)	Peak AM Factor : 0.783	Average Period :	3.2
PM Total :	162 (52.6%)	Peak PM Hour : 14:15 =	25 (8.1%)	Peak PM Factor : 0.694	Average Hour :	12.8

Date	Time	:00	:15	:30	:45	Total
08/16/17	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	1	0	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	2	2
	05:00	2	2	7	2	13
	06:00	4	6	10	11	31
	07:00	9	15	6	9	39
	08:00	6	1	5	4	16
	09:00	3	6	5	4	18
	10:00	2	3	5	6	16
	11:00	1	3	2	0	6
	12:00	3	4	4	4	15
	13:00	5	1	1	4	11
	14:00	1	4	5	6	16
	15:00	3	1	9	1	14
	16:00	2	2	4	3	11
	17:00	3	4	5	7	19
	18:00	3	4	4	4	15
	19:00	5	4	4	2	15
	20:00	5	0	1	3	9
	21:00	2	4	1	2	9
	22:00	0	0	0	2	2
	23:00	1	0	1	0	2
Day Total :						280

AM Total : 142 (50.7%)	Peak AM Hour : 06:30 =	45 (16.1%)	Peak AM Factor : 0.750	Average Period : 2.9
PM Total : 138 (49.3%)	Peak PM Hour : 14:45 =	19 (6.8%)	Peak PM Factor : 0.528	Average Hour : 11.7

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	:00	:15	:30	:45	Total
08/15/17	00:00	1	0	1	0	2
Tue	01:00	0	1	0	0	1
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	1	0	0	1
	05:00	0	0	0	0	0
	06:00	2	1	2	2	7
	07:00	3	2	1	3	9
	08:00	6	1	3	2	12
	09:00	4	1	2	1	8
	10:00	2	1	3	3	9
	11:00	3	4	4	1	12
	12:00	6	4	1	1	12
	13:00	0	2	3	1	6
	14:00	3	4	6	4	17
	15:00	6	3	7	9	25
	16:00	5	7	9	5	26
	17:00	11	9	7	5	32
	18:00	5	7	6	12	30
	19:00	6	2	4	5	17
	20:00	2	6	4	6	18
	21:00	3	2	2	4	11
	22:00	0	1	3	3	7
	23:00	1	0	2	3	6
Day Total :						269

AM Total :	62 (23.0%)	Peak AM Hour : 10:45 =	14 (5.2%)	Peak AM Factor : 0.583	Average Period :	2.8
PM Total :	207 (77.0%)	Peak PM Hour : 16:30 =	34 (12.6%)	Peak PM Factor : 0.708	Average Hour :	11.2

Date	Time	:00	:15	:30	:45	Total
08/16/17	00:00	2	0	2	2	6
Wed	01:00	0	0	0	1	1
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	0	0	0	2	2
	06:00	0	1	1	1	3
	07:00	3	1	1	2	7
	08:00	4	1	1	3	9
	09:00	3	3	3	2	11
	10:00	3	3	3	2	11
	11:00	1	1	4	2	8
	12:00	6	4	0	8	18
	13:00	2	5	0	1	8
	14:00	4	5	3	7	19
	15:00	4	3	3	9	19
	16:00	6	7	6	10	29
	17:00	3	4	5	9	21
	18:00	8	7	12	8	35
	19:00	4	4	9	6	23
	20:00	1	5	5	3	14
	21:00	4	1	6	3	14
	22:00	4	1	1	2	8
	23:00	0	0	3	0	3
Day Total :						271

AM Total :	60 (22.1%)	Peak AM Hour : 08:45 =	12 (4.4%)	Peak AM Factor : 0.750	Average Period :	2.8
PM Total :	211 (77.9%)	Peak PM Hour : 17:45 =	36 (13.3%)	Peak PM Factor : 0.750	Average Hour :	11.3

Basic Volume Summary: Paso Fino (3)

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

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	588	(52.1%)	2.00	294	3.1	12.3	288 (49.0%)	300 (51.0%)
#2.	540	(47.9%)	2.00	270	2.8	11.3	122 (22.6%)	418 (77.4%)
ALL	1128		2.00	564	5.9	23.6	410 (36.3%)	718 (63.7%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	06:30 =	47	08/15/2017	0.783	14:15 =	25	08/15/2017	0.694
#2.	10:45 =	14	08/15/2017	0.583	17:45 =	36	08/16/2017	0.750

Basic Volume Report: Paso Fino (4)

Station ID : Paso Fino (4)

Info Line 1 : Between Sandpiper & 102nd
Info Line 2 : Albuquerque
GPS Lat/Lon : 35 03.5715,N / 106 44.8200,W
DB File : 30 EAST.DB

Last Connected Device Type : OmegaX3
Version Number : 1.37
Serial Number : XC34315

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	:00	:15	:30	:45	Total
8/15/2017	00:00	2	0	2	0	4
Tue	01:00	0	0	0	0	0
	02:00	0	1	1	1	3
	03:00	1	1	1	0	3
	04:00	0	1	0	0	1
	05:00	0	1	0	0	1
	06:00	1	2	2	4	9
	07:00	1	3	1	0	5
	08:00	0	1	1	3	5
	09:00	0	0	1	2	3
	10:00	0	0	1	1	2
	11:00	0	1	1	0	2
	12:00	2	0	0	0	2
	13:00	1	1	0	1	3
	14:00	0	2	1	4	7
	15:00	4	6	1	4	15
	16:00	3	5	4	1	13
	17:00	4	4	2	1	11
	18:00	4	5	2	6	17
	19:00	4	2	1	0	7
	20:00	1	2	3	4	10
	21:00	2	0	0	1	3
	22:00	2	0	1	0	3
	23:00	1	0	1	1	3
Day Total :						132

AM Total :	38 (28.8%)	Peak AM Hour : 06:30 =	10 (7.6%)	Peak AM Factor : 0.625	Average Period : 1.4
PM Total :	94 (71.2%)	Peak PM Hour : 18:00 =	17 (12.9%)	Peak PM Factor : 0.708	Average Hour : 5.5

Date	Time	:00	:15	:30	:45	Total
8/16/2017	00:00	0	0	0	0	0
Wed	01:00	0	1	0	1	2
	02:00	0	0	1	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	0	1	1
	06:00	2	0	4	2	8
	07:00	0	1	5	2	8
	08:00	0	1	0	1	2
	09:00	0	1	2	0	3
	10:00	1	0	2	3	6
	11:00	0	0	0	2	2
	12:00	2	0	0	3	5
	13:00	1	0	2	2	5
	14:00	1	2	2	1	6
	15:00	1	1	2	2	6
	16:00	2	4	2	1	9
	17:00	1	2	1	3	7
	18:00	1	1	0	2	4
	19:00	3	5	5	2	15
	20:00	0	2	1	1	4
	21:00	1	1	0	1	3
	22:00	0	3	3	1	7
	23:00	0	1	0	0	1
Day Total :						105

AM Total :	33 (31.4%)	Peak AM Hour : 06:00 =	8 (7.6%)	Peak AM Factor : 0.400	Average Period :	1.1
PM Total :	72 (68.6%)	Peak PM Hour : 18:45 =	15 (14.3%)	Peak PM Factor : 0.750	Average Hour :	4.4

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 - 08/15/2017   To: 23:59 - 08/16/2017

Date	Time	:00	:15	:30	:45	Total
8/15/2017	00:00	0	1	1	0	2
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	1	0	0	0	1
	04:00	0	0	0	0	0
	05:00	0	1	0	0	1
	06:00	0	3	0	4	7
	07:00	1	4	4	3	12
	08:00	1	1	1	1	4
	09:00	2	2	1	1	6
	10:00	2	0	0	1	3
	11:00	0	2	2	3	7
	12:00	3	1	1	1	6
	13:00	0	0	1	2	3
	14:00	1	1	0	1	3
	15:00	0	4	3	1	8
	16:00	0	2	2	0	4
	17:00	0	1	2	1	4
	18:00	6	0	5	4	15
	19:00	2	3	1	0	6
	20:00	1	3	0	1	5
	21:00	0	0	0	0	0
	22:00	0	0	1	0	1
	23:00	1	0	0	0	1
Day Total :						99

AM Total :	43 (43.4%)	Peak AM Hour : 06:45 =	13 (13.1%)	Peak AM Factor : 0.812	Average Period :	1.0
PM Total :	56 (56.6%)	Peak PM Hour : 18:00 =	15 (15.2%)	Peak PM Factor : 0.625	Average Hour :	4.1

Date	Time	:00	:15	:30	:45	Total
8/16/2017	00:00	0	1	0	0	1
Wed	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	0	0	1	0	1
	04:00	0	0	0	0	0
	05:00	0	0	0	1	1
	06:00	0	2	1	1	4
	07:00	3	4	3	4	14
	08:00	1	2	0	2	5
	09:00	2	0	1	0	3
	10:00	1	0	0	2	3
	11:00	2	0	3	0	5
	12:00	1	2	2	3	8
	13:00	1	0	0	0	1
	14:00	2	0	1	0	3
	15:00	0	0	0	2	2
	16:00	2	0	2	1	5
	17:00	2	1	2	0	5
	18:00	1	1	2	6	10
	19:00	1	2	4	1	8
	20:00	0	4	2	1	7
	21:00	0	0	1	0	1
	22:00	0	1	1	0	2
	23:00	1	0	0	0	1
Day Total :						91

AM Total :	38 (41.8%)	Peak AM Hour : 07:00 =	14 (15.4%)	Peak AM Factor : 0.875	Average Period :	0.9
PM Total :	53 (58.2%)	Peak PM Hour : 18:45 =	13 (14.3%)	Peak PM Factor : 0.542	Average Hour :	3.8

Basic Volume Summary: Paso Fino (4)

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

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	237	(55.5%)	2.00	119	1.2	4.9	71 (30.0%)	166 (70.0%)
#2.	190	(44.5%)	2.00	95	1.0	4.0	81 (42.6%)	109 (57.4%)
ALL	427		2.00	214	2.2	8.9	152 (35.6%)	275 (64.4%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	06:30 =	10	08/15/2017	0.625	18:00 =	17	08/15/2017	0.708
#2.	07:00 =	14	08/16/2017	0.875	18:00 =	15	08/15/2017	0.625

Appendix B

PART V – FORMS

NEIGHBORHOOD TRAFFIC CALMING REQUEST [APPLICATION FORM]

CITY OF ALBUQUERQUE —NTMP APPLICATION
* * * REQUEST FOR NEIGHBORHOOD TRAFFIC CALMING MEASURES * * *

Section I
Date: _3-16-17_

On this date, we, the residents of _Route 66 West_, request that the City of Albuquerque's
Traffic Engineering Division initiate a NTMP Study in our neighborhood to address the following concern(s):

- ☑ Safety
- ☑ Speeding
- ☑ Excess Traffic
- ☑ Cut-Through Traffic
- ☐ Bicycle or Pedestrian
- ☐ Commercial Vehicle Restriction
- ☐ Parking
- ☐ Noise
- ☐ Other (Please describe:_____)

Description of neighborhood conditions or recent changes in traffic, leading to this application:

Cut through traffic and speeding down our street
have caused accidents and has created an unsafe
street.

_____
_____
_____
_____
_____

Section II
We understand that the NTMP process involves active participation of our community and that the decision-making process
may require us to set and attend neighborhood meetings, further petition campaigns, and coordinate with the Traffic
Engineering Division on components of the Study.

We also understand that initiating a NTMP Study does not guarantee implementation of traffic calming devices or policies,
which are dependent on both the findings of the study and available fiscal resources.

Section III
All persons signing this official request certify that they reside in the neighborhood referenced in Section I above, and agree
with the identified concern(s) checked in Section I. All persons signing this official request also agree that the designated
contact person(s) below will represent the neighborhood as facilitator(s) between the neighborhood residents and the City of
Albuquerque Traffic Engineering Division for the purposes of this NTMP Study.

Sign and submit to the **City of Albuquerque Traffic Engineering Division** (*P.O. Box 1293, Albuquerque, NM 87103* or NTMP@*cabq.gov*):

Designated Neighborhood Contact(s)

Cherise Quezada	10304 Paso Fino Pl. SW	263-1178	Cheriquezadew cyahoo in purplecarotte hotmail.com
Name	Address	Telephone	email

Supporting Neighborhood Resident Applicants

Carol J Lafoya	10220 Paso Fino Pl SW	505 836-1153	
Name	Address	Telephone	email

Jennifer J. Onzco	10301 Paso Fino Pl SW	505 507.9648	marianaeloy@ msn.com
Name	Address	Telephone	email

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NEIGHBORHOOD TRAFFIC CALMING PETITION FORM

CITY OF ALBUQUERQUE — NTMP
* * * NEIGHBORHOOD TRAFFIC CALMING PETITION * * *

Section I

Date: 3-16-17 <INSERT DATE SENT TO NEIGHBORHOOD CONTACT>   , Paso Fino Place SW

Representatives from the __RT-66 West NA__ <INSERT REQUESTING NEIGHBORHOOD> neighborhood, on 3-16-17 <INSERT CERTIFICATION DATE> requested initiation of a NTMP Study. Based on available data, the households and properties identified in the attached **Exhibit 1** are considered to be in the affected area. An initial assessment of available data has been conducted, and to continue processing the application neighborhood support is required. Two-thirds of the shown households/properties on Exhibit 1 must agree with the application and sign the petition below. The completed petition should be submitted to the City of Albuquerque Traffic Engineering Division (*P.O. Box 1293, Albuquerque, NM 87103 or NTMP@cabq.gov*)

Section II   **(ONLY ONE SIGNATURE PER ADDRESS)**

Name (print)	Address	Telephone	Email	Signature
Cherise Quezada	10304	263-1178	cherquezada@yahoo.com	Cherise Quezada
Carol Tafoya	10220	836-1153	purplecarolt@hotmail.com	Carol Tafoya
Jennifer J. Orozco	10301 Paso Fino Pl SW	507-9648	marianael09@msn.com	Jennifer
Benjamin Peinado	10312 Paso Fino Pl			Benj Peipado
Dinah Lowe	10316 Paso Fino Pl SW		Dinahloae50@Htt...	Dinah Lowe
Tiffany	10324 Paso Fino Pl SW	505-900-5442		Tiffany
Sandra Cortez	10400 Paso Fino Pl SW	(505)492-4333		Sandra Cortez Franco
Tony Villa	10404 Paso Fino	328-9325	TVILLAMUSIC@AOL.COM	T. Villa
	10408 Paso Fino	712-9178	—	
Richard Martinez	10420 Paso Fino Place SW		Martinefamily2@msn.com	
Lay Wilde	10305 Paso Fino SW	505-715-1681	43angels.lw@gmail	Lay Wilde
Christine Granger	10219 Paso Fino Pl.		cgranger@gmail.com	Christine Granger
Hannah Martinez	10205 Paso Fino Pl -		hcmartinez99@gmail.com	
Anthony Rael	10209 Paso Fino	350-7883	franthony77@gmail	Anthony Rael
Veronica Baca	10200 Paso Fino Pl SW	1-897-1354	veronicachacon@daud	
Beatrice Roybal	10201 Paso Fino Pl		leemarieroyba@gmail.com	
Johnath Kreza	1020 Paso Fino SW	688-7059	Andream chavez@yahoo	
Rigoberto Ornelas	10629 Paso Fino Pl. SW	304-6076	elkroofing70@gmail.com	Rigoberto Ornelas

(PLEASE COPY THIS PAGE FOR ADDITIONAL SIGNATURE

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