



# SICILY ROAD SPEED STUDY

# Sicily Road 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 a speed study along Sicily Road in northwest Albuquerque.

### 1.A. PROJECT PURPOSE

A speed study on Sicily Road from Napoli Street to Bandelier Drive was conducted to determine the following:

- Evaluate the 85<sup>th</sup> percentile speed along Sicily Road at three (3) locations;
- Calculate average and daily peak hour traffic volumes along Sicily Road.

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 0.27 mile (1425.60 LF) section of Sicily Road from Napoli Street to Bandelier Drive. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the study limits.

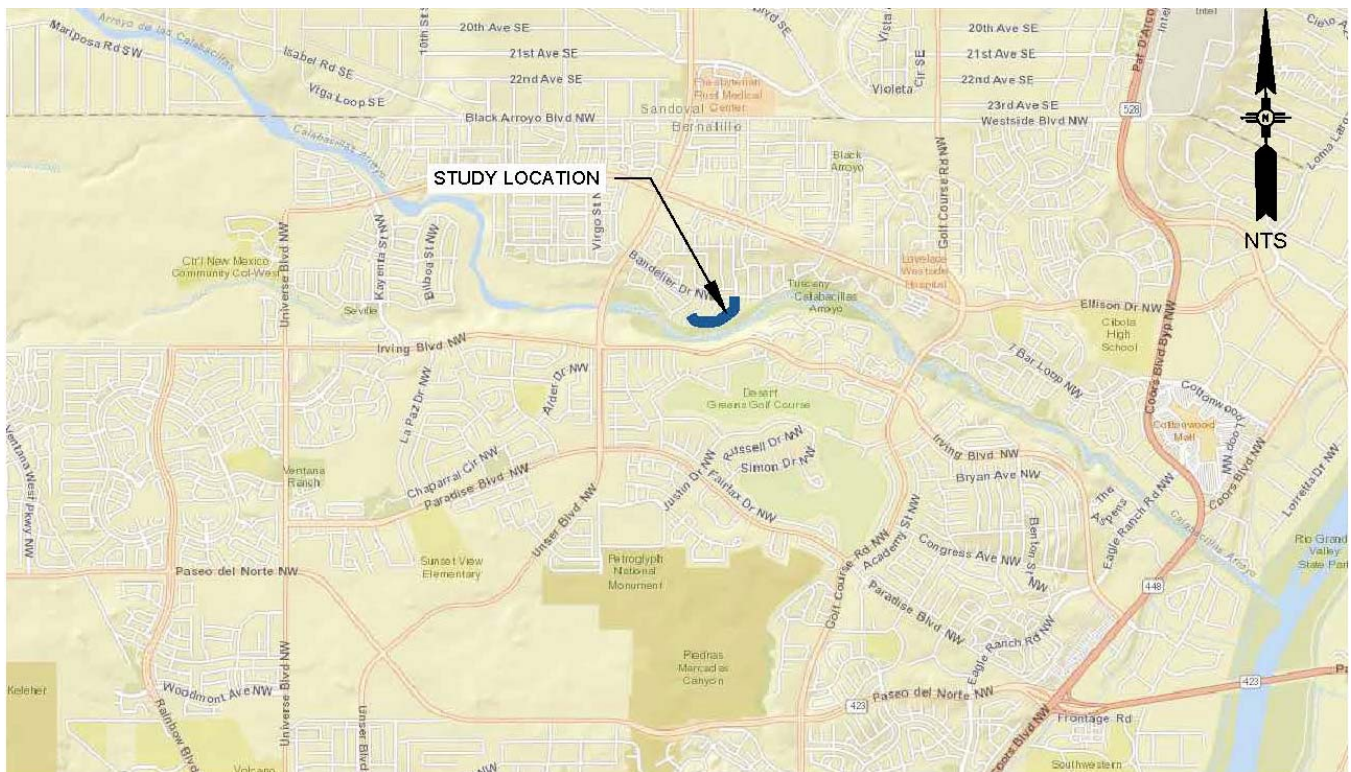


FIGURE 1.B.1  
STUDY LOCATION





FIGURE 1.B.2.  
STUDY LIMITS



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## 1.C. BACKGROUND OF SPEED LIMITS

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

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

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

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

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

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

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

## 1.D. SETTING SPEED LIMITS

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

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

Many speed limits are established using the theory of 85<sup>th</sup> percentile. Out of the (typically) 100 vehicles surveyed, beginning with the fastest vehicle speed recorded the 15<sup>th</sup> vehicle from that speed is determined to show where the 85<sup>th</sup> 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 85<sup>th</sup> percentile speed. For example, if the 85<sup>th</sup> 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 85<sup>th</sup> percentile speed is determined by the following formula:  $100/15 = \# \text{ of vehicles surveyed}/X$  (where  $x$  = the vehicle at the 85<sup>th</sup> percentile). For example, a 50 vehicle survey would result in:

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

Where  $x = 7.5$ , or the 8<sup>th</sup> 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 50<sup>th</sup> and 51<sup>st</sup> vehicles are added and divided by 2 to obtain the median speed. If the 50<sup>th</sup> vehicle of such a survey was traveling at 56 mph and the 51<sup>st</sup> vehicle was also traveling at 56 mph, the resulting median would be  $(56 + 56) \div 2 = 112 \div 2 = 56$  mph
- Geometric mean is described as follows: “an average of a set of numbers that is calculated by multiplying all the numbers (“n”), and taking the nth root of the total.”

Formula for Geometric Mean:

$$\text{Geometric Mean} = ((X_1)(X_2) \dots \dots (X_n))^{1/N}$$

$X$  = Individual score (speed)  
 $N$  = Sample size (number of scores)

Geometric Mean Example:

Sample speeds = 51, 52, 55, 58, and 60 mph

Step 1:

$N = 5$ , the total number of values,  $\frac{1}{N} = 0.2$

Step 2:

Determine geometric mean using the formula.

$$\text{Geometric Mean} = ((51)(52)(55)(58)(60))^{0.2} = 55.09 \text{ mph}$$

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

## 2. EXISTING CONDITIONS

### 2.A. COUNT LOCATIONS

The study area included three (3) volume and speed count locations which were at the following locations:

- Sicily Road between Palermo Street and Bandelier Drive;
- Sicily Road between Milano Street and Palermo Street;
- Sicily Road between Napoli Street and Milano 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 Sicily Road. Within the study limits, there are 3 intersections and approximately 36 driveways that provide access to homes.





FIGURE 2.1.  
COUNT LOCATIONS

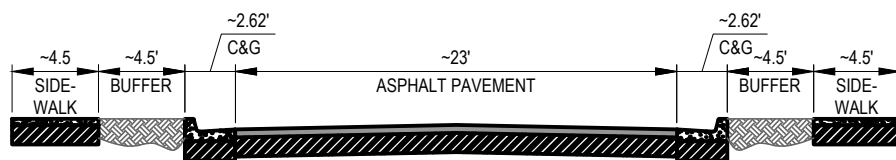


FIGURE 2.2.  
EXISTING SICILY ROAD TYPICAL SECTION





### 3. DATA

#### 3.A. ADT

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

Table 3.A.1.			
Sicily Road ADT			
Count Location	NB/EB	SB/WB	ADT
Sicily Road North	171	165	336
Sicily Road Middle	89	88	177
Sicily Road West	58	59	117
Average	106	104	210

The Sicily Road study area ADT ranges from 117 to 336 vehicles per day.

#### 3.B. PEAK HOUR TRAFFIC VOLUMES

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

Table 3.B.1.			
Sicily Road Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound / Eastbound (Peak Hour)	Southbound / Westbound (Peak Hour)
Sicily Road North	AM Peak	27 (5:30 AM - 6:30 AM)	14 (11:00 AM - 12:00 PM)
	PM Peak	17 (2:30 PM - 3:30 PM)	22 (2:15 PM - 3:15 PM)
Sicily Road Middle	AM Peak	11 (5:30 AM - 6:30 AM)	6 (9:00 AM - 10:00 AM)
	PM Peak	8 (2:45 PM - 3:45 PM)	13 (4:15 PM - 5:15 PM)
Sicily Road West	AM Peak	6 (6:30 AM - 7:30 AM)	7 (6:15 AM - 7:15 AM)
	PM Peak	11 (5:30 PM - 6:30 PM)	19 (4:45 PM - 5:45 PM)

The Sicily Road study area peak hour traffic volumes range from 6 to 27 vehicles per hour.



### 3.C. SPEED STUDY RESULTS

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

Table 3.C.1.			
Sicily Road North Speed Study			
Speed	NB/EB	SB/WB	Total
Average	14.7	13.1	13.9
10 mph Pace	6.9 - 16.8 (47.2%)	7.8 - 17.7 (48.9%)	5.4 - 15.3 (46.3%)
50th Percentile	13.8	12.5	13.2
67th Percentile	20.6	16.0	18.6
85th Percentile	23.1	22.2	22.8

Table 3.C.2.			
Sicily Road Middle Speed Study			
Speed	NB/EB	SB/WB	Total
Average	19.3	16.3	17.8
10 mph Pace	21.3 - 31.2 (62.8%)	8.6 - 18.5 (56.0%)	20.4 - 30.3 (51.2%)
50th Percentile	22.1	11.2	20.9
67th Percentile	23.0	22.2	22.7
85th Percentile	27.3	23.2	24.6

Table 3.C.3.			
Sicily Road West Speed Study			
Speed	NB/EB	SB/WB	Total
Average	15.2	16.1	15.7
10 mph Pace	7.9 - 17.8 (60.9%)	8.0 - 17.9 (55.6%)	5.8 - 15.7 (58.2%)
50th Percentile	11.4	11.6	13.0
67th Percentile	21.7	22.1	21.4
85th Percentile	23.0	23.4	24.0

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 Sicily Road, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.4. displays that 8 percent of the total ADT of the three count locations recorded speeds greater.



Table 3.C.4.							
Sicily Road ADT ≥ 25 mph							
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		≥ 25 MPH		Avg. ADT
Sicily Road North	235	70%	86.5	26%	13.5	4%	335
Sicily Road Middle	77	45%	68	40%	25	15%	170
Sicily Road West	67.5	58%	39	34%	9.5	8%	116
Total	379.5	61%	193.5	31%	48	8%	621

### 3.D. CRASH DATA

Crash data was requested from the Mid-Region Council of Governments. The crash data requested showed there was zero recorded crashes within the study area from 2012 to 2014.



## 4. U.S. LIMITS SPEED LIMITS PROGRAM

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

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

This analysis was used for Sicily Road and based on the data entered into <http://www.uslimits.com> for the above-listed categories. The output sheet is shown in Appendix A – U.S. Limits Output. The U.S. Limits Output recommended a speed limit of 20 mph.



## 5. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 8% of traffic is exceeding 25 mph and the 85<sup>th</sup> percentile for the three count locations does not exceed the speed limit by 5 mph or more. 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:

Figure 5.1.	
COA NMTP 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, Sicily Road DOES NOT meet at least two of the four warrants outlined for traffic calming criteria.



## Appendices

- Appendix A – USLIMITS2 Speed Zoning Report
- Appendix B – Volume and Speed Data



## Appendix A



# USLIMITS2 Speed Zoning Report

## Project Name: Sicily Road Speed Study

**Analyst:** Thaddeus Yazzie

**Date:** 04-24-2017

### Basic Project Information

Project Number: COA 6254.05  
Route Name: Sicily Road  
From: Napoli Street  
To: Bandelier Drive  
State: New Mexico  
County: Bernalillo County  
City: Albuquerque city  
Route Type: Road Section in Developed Area  
Route Status: Existing

### Roadway Information

Section Length: .27 mile(s)  
Statutory Speed Limit: 25 mph  
Adverse Alignment: No  
One-Way Street: No  
Divided/Undivided: Undivided  
Number of Through Lanes: 2  
Area Type: Residential-Subdivision  
Number of Driveways: 39  
Number of Signals: 0

### Crash Data Information

Crash Data Years: 3.00  
Crash AADT: 210 veh/day  
Total Number of Crashes: 0  
Total Number of Injury Crashes: 0  
Section Crash Rate: 0 per 100 MVM  
Section Injury Crash Rate: 0 per 100 MVM  
Crash Rate Average for Similar Roads: 263  
Injury Rate Average for Similar Roads: 67

### Traffic Information

85th Percentile Speed: 24 mph  
50th Percentile Speed: 16 mph  
AADT: 210 veh/day  
On Street Parking and Usage: High  
Pedestrian / Bicyclist Activity: High

**Project Description:** Sicily Road from Napoli Street to Bandelier Drive.

**Recommended Speed Limit:**



## Appendix B





# Special Speed Study Report: Sicily Rd North

## Station ID : Sicily Rd North

Info Line 1 : Between Milano and Bandelier

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 12.3733,N / 106 41.5663,W

DB File : Sicily Rd North.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33037

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 - 04/18/2017 To: 23:59 - 04/19/2017

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
4/18/2017	00:00	0	0	0	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	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	06:00	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	07:00	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	08:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	11:00	6	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	12:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	16:00	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	18:00	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	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
<b>Daily Total :</b>		106	57	9	1	0	0	0	0	0	0	0	0	0	0	0	0	173
Percent :		61%	33%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		61%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6

Average Speed 15.2 mph      50% Speed : 12.1 mph      67% Speed : 21.3 mph      85% Speed : 23.3 mph  
10mph Pace: 6.8 - 16.7 (61.3%)

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
		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	
4/19/201	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	05:00	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	06:00	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	07:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	08:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	09:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	12:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	13:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	15:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	17:00	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	18:00	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	20:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		114	46	8	0	0	0	0	0	0	0	0	0	0	0	0	0	168
Percent :		68%	27%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		68%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Average Speed	14.2 mph	50% Speed :	11.7 mph	67% Speed :	13.5 mph	85% Speed :	22.9 mph
				10mph Pace: 6.5 - 16.4 (67.9%)			

## Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.		Southbound	Ax-Ax	6.0 ft	0.0 ft	

### Lane #3 Special Speed Study Data From: 00:00 - 04/18/2017 To: 23:59 - 04/19/2017

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
		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	
4/18/2017	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	1	0	0	0	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	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	09:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	10:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	12:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	14:00	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	15:00	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	16:00	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	17:00	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	18:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	19:00	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	20:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	1	1	0	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
<b>Daily Total :</b>		108	46	6	0	0	0	0	0	0	0	0	0	0	0	0	0	160
Percent :		68%	29%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		68%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Average Speed 14.2 mph	50% Speed : 11.7 mph	67% Speed : 13.4 mph
		85% Speed : 22.9 mph
10mph Pace: 6.7 - 16.6 (67.5%)		

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
		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	
4/19/201	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	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	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	07:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	09:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	13:00	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	14:00	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	15:00	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	16:00	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	17:00	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	18:00	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	19:00	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	20:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	22:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Daily Total :</b>		142	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	169
Percent :		84%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		84%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7

Average Speed	12.1 mph	50% Speed :	10.9 mph	67% Speed :	12.7 mph	85% Speed :	21.9 mph
				10mph Pace: 5.7 - 15.6 (84.0%)			



		#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: Sicily Rd North

	#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
<b>Grand Total #1:</b>	220	103	17	1	0	0	0	0	0	0	0	0	0	0	0	0	341
Percent :	65%	30%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	65%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
<b>ADT = 170</b>	Average Speed 14.7 mph      50% Speed : 13.8 mph      67% Speed : 20.6 mph      85% Speed : 23.1 mph 10mph Pace: 6.9 - 16.8 (47.2%)																
<b>Grand Total #3:</b>	250	70	9	0	0	0	0	0	0	0	0	0	0	0	0	0	329
Percent :	76%	21%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	76%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>ADT = 164</b>	Average Speed 13.1 mph      50% Speed : 12.5 mph      67% Speed : 16.0 mph      85% Speed : 22.2 mph 10mph Pace: 7.8 - 17.7 (48.9%)																
<b>Comb. Total :</b>	470	173	26	1	0	0	0	0	0	0	0	0	0	0	0	0	670
Percent :	70%	26%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	70%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
<b>ADT = 335</b>	Average Speed 13.9 mph      50% Speed : 13.2 mph      67% Speed : 18.6 mph      85% Speed : 22.8 mph 10mph Pace: 5.4 - 15.3 (46.3%)																

# Special Speed Study Report: Sicily Rd Middle

## Station ID : Sicily Rd Middle

Info Line 1 : Between Milan and Palermo

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 12.3155,N / 106 41.6137,W

DB File : Sicily Rd Middle.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33034

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 - 04/18/2017 To: 23:59 - 04/18/2017

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
4/18/2017	00:00	0	0	0	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	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	07:00	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	08:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	09:00	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	10:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	13:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	14:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	18:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		30	40	14	0	2	0	0	0	0	0	0	0	0	0	0	0	86
Percent :		35%	47%	16%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		35%	81%	98%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Average Speed		19.3 mph			50% Speed : 22.1 mph			67% Speed : 23.0 mph			85% Speed : 27.3 mph			10mph Pace: 21.3 - 31.2 (62.8%)				

### Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.	Westbound		Ax-Ax	6.0 ft	0.0 ft	

### Lane #3 Special Speed Study Data From: 00:00 - 04/18/2017 To: 23:59 - 04/18/2017

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
		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	
4/18/2017	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	10:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	14:00	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	15:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	16:00	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	17:00	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	18:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	21:00	1	1	0	0	0	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
<b>Daily Total :</b>		47	28	5	4	0	0	0	0	0	0	0	0	0	0	0	0	84
Percent :		56%	33%	6%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		56%	89%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed 16.3 mph      50% Speed : 11.2 mph      67% Speed : 22.2 mph      85% Speed : 23.2 mph  
 10mph Pace: 8.6 - 18.5 (56.0%)

		#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: Sicily Rd Middle

	#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
<b>Grand Total #1:</b>	30	40	14	0	2	0	0	0	0	0	0	0	0	0	0	0	86
Percent :	35%	47%	16%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	35%	81%	98%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>ADT = 89</b>	Average Speed 19.3 mph      50% Speed : 22.1 mph      67% Speed : 23.0 mph      85% Speed : 27.3 mph 10mph Pace: 21.3 - 31.2 (62.8%)																
<b>Grand Total #3:</b>	47	28	5	4	0	0	0	0	0	0	0	0	0	0	0	0	84
Percent :	56%	33%	6%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	56%	89%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>ADT = 87</b>	Average Speed 16.3 mph      50% Speed : 11.2 mph      67% Speed : 22.2 mph      85% Speed : 23.2 mph 10mph Pace: 8.6 - 18.5 (56.0%)																
<b>Comb. Total :</b>	77	68	19	4	2	0	0	0	0	0	0	0	0	0	0	0	170
Percent :	45%	40%	11%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	45%	85%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
<b>ADT = 177</b>	Average Speed 17.8 mph      50% Speed : 20.9 mph      67% Speed : 22.7 mph      85% Speed : 24.6 mph 10mph Pace: 20.4 - 30.3 (51.2%)																



# Special Speed Study Report: Sicily Rd West

## Station ID : Sicily Rd West

Info Line 1 : Between Napoli and Milano

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 12.2994,N / 106 41.7102,W

DB File : Sicily Rd West.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33036

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 - 04/18/2017 To: 23:59 - 04/19/2017

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
4/18/2017	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	07:00	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	13:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	14:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	19:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	21:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	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
<b>Daily Total :</b>		34	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	59
Percent :		58%	34%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		58%	92%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Average Speed 15.8 mph      50% Speed : 10.8 mph      67% Speed : 22.2 mph      85% Speed : 22.9 mph  
10mph Pace: 9.0 - 18.9 (57.6%)

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
		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	
4/19/201	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	1	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	07:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	13:00	5	0	0	0	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	17:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	18:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	19:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	21:00	1	1	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		36	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	56
Percent :		64%	34%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		64%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed	14.5 mph	50% Speed :	10.7 mph	67% Speed :	22.0 mph	85% Speed :	22.6 mph
				10mph Pace: 8.9 - 18.8 (64.3%)			

## Lane #3 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
3.	Westbound		Ax-Ax	6.0 ft	0.0 ft	

### Lane #3 Special Speed Study Data From: 00:00 - 04/18/2017 To: 23:59 - 04/19/2017

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
		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	
4/18/2017	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	07:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	09:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	13:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	14:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	15:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	16:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	17:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	18:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	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
<b>Daily Total :</b>		29	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	55
Percent :		53%	35%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		53%	87%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Average Speed 16.5 mph	50% Speed : 10.8 mph	67% Speed : 22.4 mph
		85% Speed : 23.0 mph
10mph Pace: 9.1 - 19.0 (52.7%)		

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
		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	
4/19/201	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	07:00	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	09:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	13:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	15:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	16:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	17:00	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	18:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	21:00	2	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Daily Total :</b>		36	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	62
Percent :		58%	32%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		58%	90%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Average Speed	15.8 mph	50% Speed :	10.9 mph	67% Speed :	22.2 mph	85% Speed :	22.9 mph
				10mph Pace: 8.9 - 18.8 (58.1%)			

		#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: Sicily Rd West

	#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
<b>Grand Total #1:</b>	70	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	115
Percent :	61%	34%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	61%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>ADT = 57</b>	Average Speed 15.2 mph      50% Speed : 11.4 mph      67% Speed : 21.7 mph      85% Speed : 23.0 mph 10mph Pace: 7.9 - 17.8 (60.9%)																
<b>Grand Total #3:</b>	65	39	12	1	0	0	0	0	0	0	0	0	0	0	0	0	117
Percent :	56%	33%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	56%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>ADT = 58</b>	Average Speed 16.1 mph      50% Speed : 11.6 mph      67% Speed : 22.1 mph      85% Speed : 23.4 mph 10mph Pace: 8.0 - 17.9 (55.6%)																
<b>Comb. Total :</b>	135	78	17	2	0	0	0	0	0	0	0	0	0	0	0	0	232
Percent :	58%	34%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	58%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>ADT = 116</b>	Average Speed 15.7 mph      50% Speed : 13.0 mph      67% Speed : 21.4 mph      85% Speed : 24.0 mph 10mph Pace: 5.8 - 15.7 (58.2%)																



# Basic Volume Report: Sicily Rd North

## Station ID : Sicily Rd North

Info Line 1 : Between Milano and Bandelier

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 12.3733,N / 106 41.5663,W

DB File : Sicily Rd North.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33037

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 - 04/18/2017 To: 23:59 - 04/19/2017

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

Day Total : 173

AM Total :	106 (61.3%)	Peak AM Hour : 05:30 =	25 (14.5%)	Peak AM Factor : 0.625	Average Period :	1.8
PM Total :	67 (38.7%)	Peak PM Hour : 15:30 =	14 (8.1%)	Peak PM Factor : 0.583	Average Hour :	7.2

Date	Time	:00	:15	:30	:45	Total
04/19/17	00:00	0	0	0	0	0
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	1	2	1	3	7
	05:00	0	2	6	5	13
	06:00	9	7	3	5	24
	07:00	4	5	1	2	12
	08:00	1	1	3	3	8
	09:00	3	0	2	2	7
	10:00	1	2	1	0	4
	11:00	7	1	2	0	10
	12:00	2	2	1	0	5
	13:00	2	0	2	4	8
	14:00	4	0	2	6	12
	15:00	4	5	2	1	12
	16:00	3	4	2	5	14
	17:00	4	2	3	3	12
	18:00	0	1	2	3	6
	19:00	1	0	0	3	4
	20:00	1	3	1	1	6
	21:00	0	1	0	0	1
	22:00	2	0	0	0	2
	23:00	0	0	0	0	0
Day Total :						168

AM Total :	86 (51.2%)	Peak AM Hour : 05:30 =	27 (16.1%)	Peak AM Factor : 0.750	Average Period :	1.8
PM Total :	82 (48.8%)	Peak PM Hour : 14:30 =	17 (10.1%)	Peak PM Factor : 0.708	Average Hour :	7.0

### Lane #3 Configuration

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

### Lane #3 Basic Volume Data From: 00:00 - 04/18/2017 To: 23:59 - 04/19/2017

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

Day Total : 160

AM Total :	42 (26.3%)	Peak AM Hour : 08:15 =	9 (5.6%)	Peak AM Factor : 0.562	Average Period :	1.7
PM Total :	118 (73.8%)	Peak PM Hour : 13:15 =	21 (13.1%)	Peak PM Factor : 0.656	Average Hour :	6.7

Date	Time	:00	:15	:30	:45	Total
04/19/17	00:00	0	0	0	0	0
Wed	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	0	0	0	1	1
	06:00	1	2	1	1	5
	07:00	3	2	0	1	6
	08:00	1	2	0	0	3
	09:00	2	1	0	0	3
	10:00	0	2	2	1	5
	11:00	4	2	5	3	14
	12:00	4	1	1	0	6
	13:00	0	4	4	4	12
	14:00	3	5	6	5	19
	15:00	6	4	3	5	18
	16:00	3	2	5	3	13
	17:00	3	5	3	5	16
	18:00	7	3	3	1	14
	19:00	4	5	2	3	14
	20:00	0	2	3	3	8
	21:00	1	1	1	1	4
	22:00	2	3	0	0	5
	23:00	0	2	0	0	2
Day Total :						169

AM Total :	38 (22.5%)	Peak AM Hour : 11:00 =	14 (8.3%)	Peak AM Factor : 0.700	Average Period :	1.8
PM Total :	131 (77.5%)	Peak PM Hour : 14:15 =	22 (13.0%)	Peak PM Factor : 0.786	Average Hour :	7.0

# Basic Volume Summary: Sicily Rd North

Grand Total For Data From: 00:00 - 04/18/2017 To: 23:59 - 04/19/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	341 (50.9%)	2.00	171	1.8	7.1	192 (56.3%)	149 (43.7%)
#3.	329 (49.1%)	2.00	165	1.7	6.9	80 (24.3%)	249 (75.7%)
ALL	670	2.00	336	3.5	14.0	272 (40.6%)	398 (59.4%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	05:30 = 27	04/19/2017	0.750	14:30 = 17	04/19/2017	0.708
#3.	11:00 = 14	04/19/2017	0.700	14:15 = 22	04/19/2017	0.786

# Basic Volume Report: Sicily Rd Middle

## Station ID : Sicily Rd Middle

Info Line 1 : Between Milan and Palermo

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 12.3155,N / 106 41.6137,W

DB File : Sicily Rd Middle.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33034

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 - 04/18/2017 To: 23:14 - 04/18/2017

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

Day Total : 86

AM Total :	49 (57.0%)	Peak AM Hour : 05:30 =	11 (12.8%)	Peak AM Factor : 0.917	Average Period :	0.9
PM Total :	37 (43.0%)	Peak PM Hour : 14:45 =	8 (9.3%)	Peak PM Factor : 0.500	Average Hour :	3.7



## 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 - 04/18/2017 To: 23:14 - 04/18/2017

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

AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0

### 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 - 04/18/2017 To: 23:14 - 04/18/2017

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

Day Total : 85

AM Total :	22 (25.9%)	Peak AM Hour : 09:00 =	6 (7.1%)	Peak AM Factor : 0.750	Average Period :	0.9
PM Total :	63 (74.1%)	Peak PM Hour : 16:15 =	13 (15.3%)	Peak PM Factor : 0.650	Average Hour :	3.7

## Lane #4 Configuration

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

### Lane #4 Basic Volume Data From: 00:00 - 04/18/2017 To: 23:14 - 04/18/2017

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

AM Total :	0 (0.0%)	Peak AM Hour :	Peak AM Factor :	Average Period :	0.0
PM Total :	0 (0.0%)	Peak PM Hour :	Peak PM Factor :	Average Hour :	0.0

# Basic Volume Summary: Sicily Rd Middle

Grand Total For Data From: 00:00 - 04/18/2017 To: 23:14 - 04/18/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	86 (50.3%)	0.97	89	0.9	3.7	49 (57.0%)	37 (43.0%)
#2.	0 ( 0.0%)	0.97	0	0	0	0 (0.0%)	0 (0.0%)
#3.	85 (49.7%)	0.97	88	0.9	3.7	22 (25.9%)	63 (74.1%)
#4.	0 ( 0.0%)	0.97	0	0	0	0 (0.0%)	0 (0.0%)
ALL	171	0.97	177	1.8	7.4	71 (41.5%)	100 (58.5%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	05:30 = 11	04/18/2017	0.917	14:45 = 8	04/18/2017	0.500
#2.						
#3.	09:00 = 6	04/18/2017	0.750	16:15 = 13	04/18/2017	0.650
#4.						

# Basic Volume Report: Sicily Rd West

## Station ID : Sicily Rd West

Info Line 1 : Between Napoli and Milano

Info Line 2 : Albuquerque

GPS Lat/Lon : 35 12.2994,N / 106 41.7102,W

DB File : Sicily Rd West.DB

Last Connected Device Type : OmegaX3

Version Number : 1.35

Serial Number : 0916XC33036

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 - 04/18/2017 To: 23:59 - 04/19/2017

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

Day Total : 59

AM Total :	24 (40.7%)	Peak AM Hour : 06:45 =	5 (8.5%)	Peak AM Factor : 0.625	Average Period :	0.6
PM Total :	35 (59.3%)	Peak PM Hour : 16:15 =	7 (11.9%)	Peak PM Factor : 0.583	Average Hour :	2.5

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

Day Total : 56

AM Total :	19 (33.9%)	Peak AM Hour : 06:30 =	6 (10.7%)	Peak AM Factor : 0.500	Average Period :	0.6
PM Total :	37 (66.1%)	Peak PM Hour : 17:30 =	11 (19.6%)	Peak PM Factor : 0.393	Average Hour :	2.3

### 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 - 04/18/2017 To: 23:59 - 04/19/2017

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

Day Total : 55

AM Total :	21 (38.2%)	Peak AM Hour : 06:30 =	5 (9.1%)	Peak AM Factor : 0.417	Average Period :	0.6
PM Total :	34 (61.8%)	Peak PM Hour : 16:00 =	7 (12.7%)	Peak PM Factor : 0.583	Average Hour :	2.3



Date	Time	:00	:15	:30	:45	Total
4/19/2017	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	1	1
	04:00	0	0	0	0	0
	05:00	0	0	1	1	2
	06:00	0	1	1	2	4
	07:00	3	1	1	1	6
	08:00	0	0	0	0	0
	09:00	0	0	2	0	2
	10:00	0	0	0	0	0
	11:00	1	0	1	1	3
	12:00	0	1	0	0	1
	13:00	0	3	2	1	6
	14:00	1	1	1	1	4
	15:00	1	0	2	1	4
	16:00	2	1	1	2	6
	17:00	2	2	13	0	17
	18:00	1	0	2	0	3
	19:00	0	0	0	0	0
	20:00	0	0	1	0	1
	21:00	0	0	2	0	2
	22:00	0	0	0	0	0
	23:00	0	0	0	0	0
Day Total :						62

AM Total :	18 (29.0%)	Peak AM Hour : 06:15 =	7 (11.3%)	Peak AM Factor : 0.583	Average Period :	0.6
PM Total :	44 (71.0%)	Peak PM Hour : 16:45 =	19 (30.6%)	Peak PM Factor : 0.365	Average Hour :	2.6

# Basic Volume Summary: Sicily Rd West

Grand Total For Data From: 00:00 - 04/18/2017 To: 23:59 - 04/19/2017

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	115 (49.6%)	2.00	58	0.6	2.4	43 (37.4%)	72 (62.6%)
#3.	117 (50.4%)	2.00	59	0.6	2.4	39 (33.3%)	78 (66.7%)
ALL	232	2.00	117	1.2	4.8	82 (35.3%)	150 (64.7%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	06:30 = 6	04/19/2017	0.500	17:30 = 11	04/19/2017	0.393
#3.	06:15 = 7	04/19/2017	0.583	16:45 = 19	04/19/2017	0.365

