86TH STREET SPEED STUDY

CITY OF ALBUQUERQUE · 1706 · NEW MEXICO

SMA
Souder, Miller & Associates
Engineering • Environmental • Surveying
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86th Street
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 86th Street in southwest Albuquerque.

1.A. PROJECT PURPOSE

A speed study on 86th Street from Benavides Road to Camino San Martin was conducted to determine the following:

- Evaluate the 85th percentile speed along 86th Street at three (3) locations;
- Calculate average and daily peak hour traffic volumes along 86th Street.

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

1.B. PROJECT DESCRIPTION

The study area will be a 0.16 (844.80 LF) section of 86th Street from Benavides Road to Camino San Martin. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the project limits.

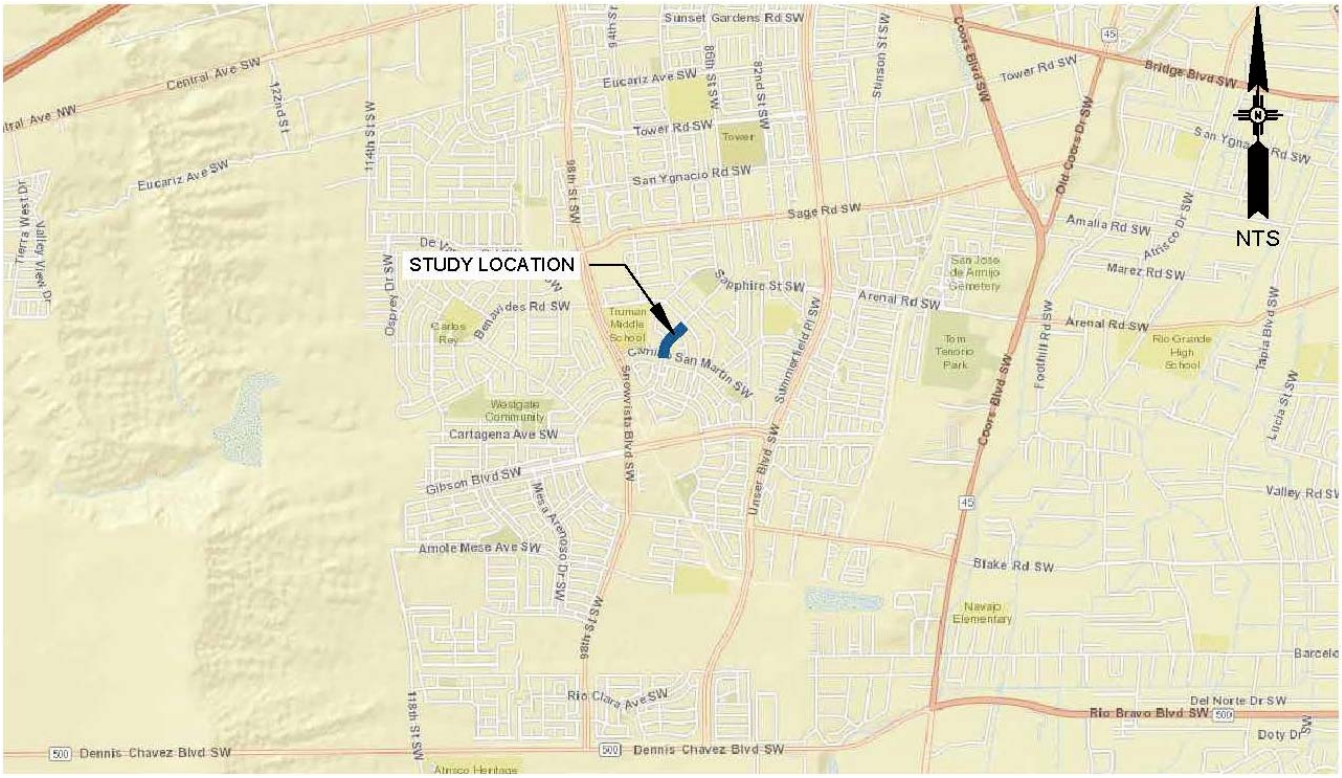


FIGURE 1.B.1.
STUDY LOCATION

FIGURE 1.B.2.
STUDY LIMITS

Date: May 10, 2017 - 3:27pm tay Layout: PROJECT LIMITS
Drawing Name: P:\7-COA 2015 On-Call Traffic and NTMP (7424542)\Task #5.3 - 86th Street SW (Benavides to CSM)\COA 6254.07\Studies\CADD\86th Street Exhibits.dwg

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:

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

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.

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

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

- 86th Street between Alexis Avenue and Benavides Road;
- 86th Street between Mindy Lane and Alexis Avenue;
- 86th Street between Camino San Martin and Mindy Lane.

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

2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of 86th Street. Within the study limits, there are 2 intersections and approximately 16 driveways that provide access to residential homes. Also to be noted, the speed limit within the study limits is 30 mph.

FIGURE 2.1.
COUNT LOCATIONS

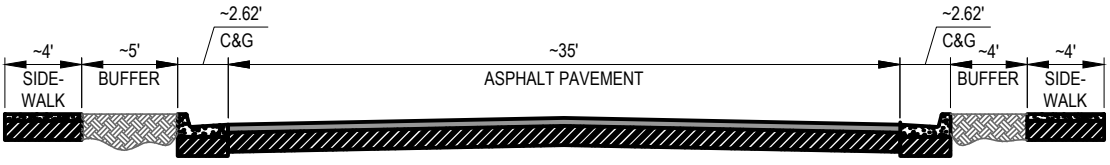


FIGURE 2.2.
EXISTING 86TH STREET TYPICAL SECTION

3. DATA

3.A. ADT

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

Table 3.A.1.			
86th Street ADT			
Count Location	Northbound	Southbound	ADT
86th Street North	726	779	1505
86th Street Middle	667	731	1398
86th Street South	686	763	1449
Average	693.0	757.7	1450.7

The 86th Street study area directional ADT ranges from 667 to 779 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

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

Table 3.B.1.			
86th Street Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
86th Street North	AM Peak	91 (7:00 AM - 8:00 AM)	100 (7:30 AM - 8:30 AM)
	PM Peak	82 (2:30 PM - 3:30 PM)	81 (2:15 PM - 3:15 PM)
86th Street Middle	AM Peak	82 (7:15 AM - 8:15 AM)	105 (7:30 AM - 8:30 AM)
	PM Peak	79 (2:30 PM - 3:30 PM)	77 (2:15 PM - 3:15 PM)
86th Street South	AM Peak	87 (7:15 AM - 8:15 AM)	132 (7:30 AM - 8:30 AM)
	PM Peak	87 (2:30 PM - 3:30 PM)	73 (2:15 PM - 3:15 PM)

The 86th Street study area peak hour traffic volumes range from 73 to 132 vehicles per hour.

3.C. SPEED STUDY RESULTS

The results of the speed study are displayed below in Table 3.C.1., 3.C.2., and 3.C.3.

Table 3.C.1.			
86th Street North Speed Study			
Speed	Northbound	Southbound	Total
Average	23.3	22.8	23.1
10 mph Pace	20.1 - 30.0 (68.4%)	20.1 - 30.0 (73.0%)	20.1 - 30.0 (70.8%)
50th Percentile	24.8	24.0	24.4
67th Percentile	27.2	26.5	26.9
85th Percentile	29.7	29.0	29.4

Table 3.C.2.			
86th Street Middle Speed Study			
Speed	Northbound	Southbound	Total
Average	28.1	26.0	27.1
10 mph Pace	25.0 - 34.9 (63.3%)	20.1 - 30.0 (62.4%)	25.0 - 34.9 (60.3%)
50th Percentile	28.6	27.0	27.7
67th Percentile	31.4	29.1	30.1
85th Percentile	34.4	32.9	33.7

Table 3.C.3.			
86th Street South Speed Study			
Speed	Northbound	Southbound	Total
Average	24.3	24.8	24.5
10 mph Pace	20.1 - 30.0 (71.6%)	20.1 - 30.0 (68.7%)	20.1 - 30.0 (70.1%)
50th Percentile	25.5	25.9	25.7
67th Percentile	27.7	28.0	27.9
85th Percentile	30.1	31.3	30.8

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 86th Street, the posted speed limit is 30 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and on-street parking. Table 3.C.4 displays that 20 percent of the total ADT of the three count locations recorded speeds greater than the posted speed limit of 30 mph.

Table 3.C.4.									
86th Street ADT ≥ 30 mph									
Speed (mph)	0 - 19.9 MPH		20 - 24.9 MPH		25.0 - 29.9 MPH		≥ 30 MPH		Avg. ADT
86th Street North	280	19%	538	36%	524.5	35%	162.5	11%	1505
86th Street Middle	120.5	9%	310.5	22%	495.5	35%	471.5	34%	1398
86th Street South	189	13%	469.5	32%	541	37%	249	17%	1448.5
Total	589.5	14%	1318	30%	1561	36%	883	20%	4351.5

3.D. CRASH DATA

Crash data was requested from the Mid-Region Council of Governments. The crash data requested showed there were 8 recorded crashes within the study area from 2013 to 2015.

Table 3.D.1.
86th Street Crash Summary

Year	Location	Cause of Crash	Crash Analysis	Crash Severity	Crash Correct with Traffic Calming?
2013	86th Street / Mindy Lane	Impaired Driving (Includes Alcohol and Drugs)	Fixed Object - Light Standard (Light Pole)	Property Damage Only Crash	No
2013	86th Street / Alexis Avenue	Improper Turn	Intersection - One Left Turn / Entering at Angle	Property Damage Only Crash	No
2014	Alexis Avenue / 86th Street	Following Too Close	Intersection - From Same Direction / Both Going Straight	Property Damage Only Crash	No
2014	86th Street / Benavides Road	Left of Center	Non-Intersection - From Opposite Direction / Sideswipe Collision	Property Damage Only Crash	Yes
2015	86th Street / Camino San Martin	Passed Red Light	Other Vehicle - From Opposite Direction / Both Going Straight	Property Damage Only Crash	No
2015	Camino San Martin / 86th Street	Failure to Yield (Includes FTY for Police or Emergency Vehicle)	Other Vehicle - From Opposite Direction / Both Going Straight	Non-Fatal Crash (Injury)	No
2015	Camino San Martin / 86th Street	Driver Inattention (Includes Cell Phone)	Other Vehicle - Both Going Straight / Entering at Angle	Non-Fatal Crash (Injury)	No
2015	Camino San Martin / 86th Street	Driver Inattention (Includes Cell Phone)	Other Vehicle - From Opposite Direction	Non-Fatal Crash (Injury)	No

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 86th Street 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 25 mph that should only be reduced as a last measure after other treatments have been tried or ruled out.

5. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that only 20% of the traffic is exceeding 30 mph and the 85th percentile speed of traffic is not exceeding the posted speed limit 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:

Figure 5.1.
COA NMTP Traffic Calming Measures

Description	Warranted?
Reported crashes in the past 3 years that could be corrected with traffic calming	Yes
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, 86th Street meets only 1 of the 4 warrants and therefore DOES NOT meet the minimum COA NTMP traffic calming measures threshold.

Appendices

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

Appendix A

USLIMITS2 Speed Zoning Report

Project Name: 86th Street Speed Study

Analyst: Thaddeus Yazzie

Date: 05-08-2017

Basic Project Information
Project Number: 6254.07
Route Name: 86th Street
From: Benavides Road
To: Camino San Martin
State: New Mexico
County: Bernalillo County
City: Albuquerque city
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: .16 mile(s)
Statutory Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector
Number of Driveways: 18
Number of Signals: 0

Crash Data Information
Crash Data Years: 3.00
Crash AADT: 1451 veh/day
Total Number of Crashes: 8
Total Number of Injury Crashes: 3
Section Crash Rate: 3147 per 100 MVM
Section Injury Crash Rate: 1180 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 67

Traffic Information
85th Percentile Speed: 31 mph
50th Percentile Speed: 26 mph
AADT: 1451 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Project Description: 86th Street Speed Study from Benavides Road to Camino San Martin.

Recommended Speed Limit:

Note: The section crash rate of 3147 per 100 MVM is above the critical rate (1289). The injury crash rate for the section of 1180 per 100 MVM is above the critical rate (683). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Appendix B

Special Speed Study Report: 86th Street North

Station ID : 86th Street North
Info Line 1 : Between Alexis and Benavides
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : NORTH.DB

Last Connected Device Type : Apollo
Version Number : 1.66
Serial Number :
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

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
05/02/17	00:00	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Tue	01:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	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	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	1	4	10	5	0	0	0	0	0	0	0	0	0	0	0	0	20
	07:00	7	24	25	8	0	0	0	0	0	0	0	0	0	0	0	0	64
	08:00	2	12	13	6	1	0	0	0	0	0	0	0	0	0	0	0	34
	09:00	6	4	8	2	1	0	0	0	0	0	0	0	0	0	0	0	21
	10:00	4	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	11:00	4	5	12	3	0	0	0	0	0	0	0	0	0	0	0	0	24
	12:00	6	11	12	2	0	0	0	0	0	0	0	0	0	0	0	0	31
	13:00	5	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	14:00	18	20	18	4	0	0	0	0	0	0	0	0	0	0	0	0	60
	15:00	15	28	21	2	0	0	0	0	0	0	0	0	0	0	0	0	66
	16:00	11	25	24	3	0	0	0	0	0	0	0	0	0	0	0	0	63
	17:00	8	29	30	3	1	0	0	0	0	0	0	0	0	0	0	0	71
	18:00	10	19	27	4	1	0	0	0	0	0	0	0	0	0	0	0	61
	19:00	14	27	9	2	0	0	0	0	0	0	0	0	0	0	0	0	52
	20:00	5	21	13	3	0	1	0	0	0	0	0	0	0	0	0	0	43
	21:00	9	12	11	4	0	0	0	0	0	0	0	0	0	0	0	0	36
	22:00	4	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	23:00	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		137	281	258	56	4	1	0	0	0	0	0	0	0	0	0	0	737
Percent :		19%	38%	35%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		19%	57%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	12	11	2	0	0	0	0	0	0	0	0	0	0	0	0	31

Average Speed 22.7 mph 50% Speed : 24.0 mph 67% Speed : 26.6 mph 85% Speed : 29.0 mph
10mph Pace: 20.1 - 30.0 (73.1%)

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
05/03/17	00:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	5	10	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	07:00	7	32	31	13	3	0	0	0	0	0	0	0	0	0	0	0	86
	08:00	8	19	24	8	0	0	0	0	0	0	0	0	0	0	0	0	59
	09:00	7	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	21
	10:00	4	8	11	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	11:00	10	15	9	1	1	0	0	0	0	0	0	0	0	0	0	0	36
	12:00	8	9	13	1	2	0	0	0	0	0	0	0	0	0	0	0	33
	13:00	8	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	36
	14:00	15	36	16	5	0	0	0	0	0	0	0	0	0	0	0	0	72
	15:00	8	29	23	4	1	0	0	0	0	0	0	0	0	0	0	0	65
	16:00	11	29	19	5	0	0	0	0	0	0	0	0	0	0	0	0	64
	17:00	12	19	23	5	0	0	0	0	0	0	0	0	0	0	0	0	59
	18:00	9	26	27	4	0	0	0	0	0	0	0	0	0	0	0	0	66
	19:00	16	22	11	2	0	0	0	0	0	0	0	0	0	0	0	0	51
	20:00	7	14	17	1	0	0	0	0	0	0	0	0	0	0	0	0	39
	21:00	5	10	8	5	0	0	0	0	0	0	0	0	0	0	0	0	28
	22:00	6	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	30
	23:00	4	8	3	1	1	0	0	0	0	1	0	0	0	0	0	0	18
Daily Total :		150	321	275	66	8	0	0	0	0	1	0	0	0	0	0	0	821
Percent :		18%	39%	33%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		18%	57%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	13	11	3	0	0	0	0	0	0	0	0	0	0	0	0	33

Average Speed 22.9 mph 50% Speed : 24.0 mph 67% Speed : 26.6 mph 85% Speed : 29.0 mph
10mph Pace: 20.1 - 30.0 (72.6%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

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
05/02/17	00:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
	05:00	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	7	10	7	4	1	0	0	0	0	0	0	0	0	0	0	0	29
	07:00	14	28	34	14	1	0	0	0	0	0	0	0	0	0	0	0	91
	08:00	8	12	19	5	3	0	0	0	0	0	0	0	0	0	0	0	47
	09:00	4	7	12	5	0	0	0	0	0	0	0	0	0	0	0	0	28
	10:00	2	6	14	3	0	0	0	0	0	0	0	0	0	0	0	0	25
	11:00	2	3	18	5	0	0	0	0	0	0	0	0	1	0	0	0	29
	12:00	3	6	9	6	0	0	0	0	0	0	0	0	0	0	0	0	24
	13:00	10	12	8	6	1	0	0	0	0	0	0	0	0	0	0	0	37
	14:00	6	20	17	6	2	0	0	0	0	0	0	0	0	0	0	0	51
	15:00	8	21	28	4	0	0	0	0	0	0	0	0	0	0	0	0	61
	16:00	10	12	16	12	0	0	0	0	0	0	0	0	0	0	0	0	50
	17:00	9	12	15	2	0	0	0	0	0	0	0	0	0	0	0	0	38
	18:00	8	25	13	6	1	0	0	0	0	0	0	0	0	0	0	0	53
	19:00	11	8	15	2	3	0	0	0	0	0	0	0	0	0	0	0	39
	20:00	4	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28
	21:00	7	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	22:00	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		121	226	244	84	13	0	0	1	0	0	0	0	1	0	0	0	690
Percent :		18%	33%	35%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		18%	50%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		5	9	10	4	1	0	0	0	0	0	0	0	0	0	0	0	29

Average Speed 23.7 mph 50% Speed : 24.9 mph 67% Speed : 27.4 mph 85% Speed : 29.9 mph
10mph Pace: 20.1 - 30.0 (68.4%)

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
05/03/17	00:00	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	13	3	10	4	0	0	0	0	0	0	0	0	0	0	0	0	30
	07:00	16	26	36	7	2	1	0	0	0	0	0	0	0	0	0	0	88
	08:00	7	13	21	10	1	0	0	0	0	0	0	0	0	0	0	0	52
	09:00	5	7	11	4	0	0	0	0	0	0	0	0	0	0	0	0	27
	10:00	5	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0	26
	11:00	6	13	19	3	0	0	0	0	0	0	0	0	0	0	0	0	41
	12:00	4	12	15	2	1	0	0	0	0	0	0	0	0	0	0	0	34
	13:00	8	16	12	4	0	0	0	0	0	0	0	0	0	0	0	0	40
	14:00	14	26	16	6	2	0	0	0	0	0	0	0	0	0	0	0	64
	15:00	11	31	28	10	0	0	0	0	0	0	0	0	0	0	0	0	80
	16:00	11	16	11	4	1	1	0	0	0	0	0	0	0	0	0	0	44
	17:00	7	15	18	5	1	0	0	0	0	0	0	0	0	0	0	0	46
	18:00	11	10	16	6	1	0	0	0	0	0	0	0	0	0	0	0	44
	19:00	8	14	17	3	1	0	0	0	0	0	0	0	0	0	0	0	43
	20:00	4	16	13	1	1	0	0	0	0	0	0	0	0	0	0	0	35
	21:00	6	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	22:00	5	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	23:00	4	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Daily Total :		152	248	272	77	11	2	0	0	0	0	0	0	0	0	0	0	762
Percent :		20%	33%	36%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		20%	52%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		6	10	11	3	0	0	0	0	0	0	0	0	0	0	0	0	30

Average Speed 23.1 mph 50% Speed : 24.6 mph 67% Speed : 27.1 mph 85% Speed : 29.5 mph
10mph Pace: 20.1 - 30.0 (68.2%)

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

Special Speed Study Summary: 86th Street North

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	287	602	533	122	12	1	0	0	0	1	0	0	0	0	0	0	1558
Percent :	18%	39%	34%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	18%	57%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	13	11	3	0	0	0	0	0	0	0	0	0	0	0	0	33

ADT = 779

Average Speed 22.8 mph 50% Speed : 24.0 mph 67% Speed : 26.5 mph 85% Speed : 29.0 mph
10mph Pace: 20.1 - 30.0 (73.0%)

Grand Total #3:	273	474	516	161	24	2	0	1	0	0	0	0	1	0	0	0	1452
Percent :	19%	33%	36%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	19%	51%	87%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	6	10	11	3	1	0	0	0	0	0	0	0	0	0	0	0	31

ADT = 726

Average Speed 23.3 mph 50% Speed : 24.8 mph 67% Speed : 27.2 mph 85% Speed : 29.7 mph
10mph Pace: 20.1 - 30.0 (68.4%)

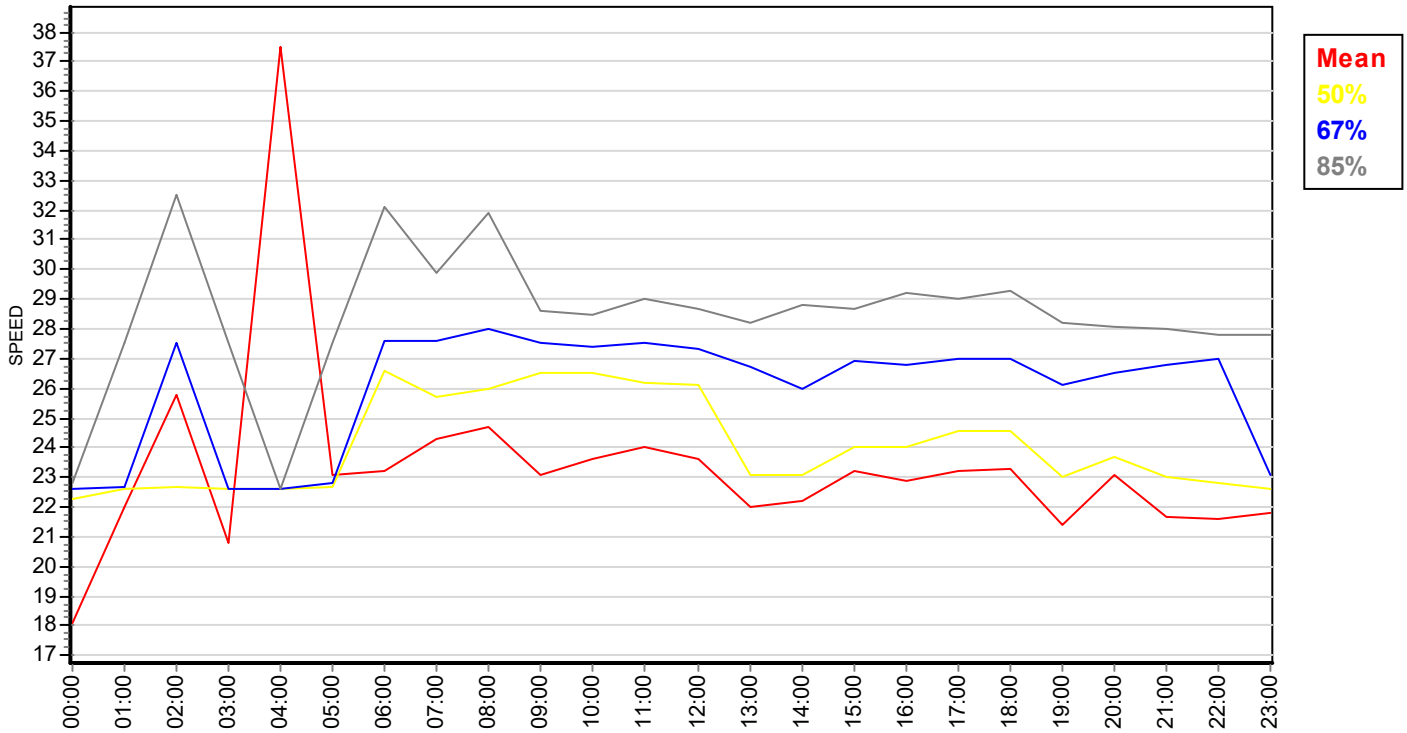
Comb. Total :	560	1076	1049	283	36	3	0	1	0	1	0	0	1	0	0	0	3010
Percent :	19%	36%	35%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	19%	54%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	12	22	22	6	1	0	0	0	0	0	0	0	0	0	0	0	63

ADT = 1505

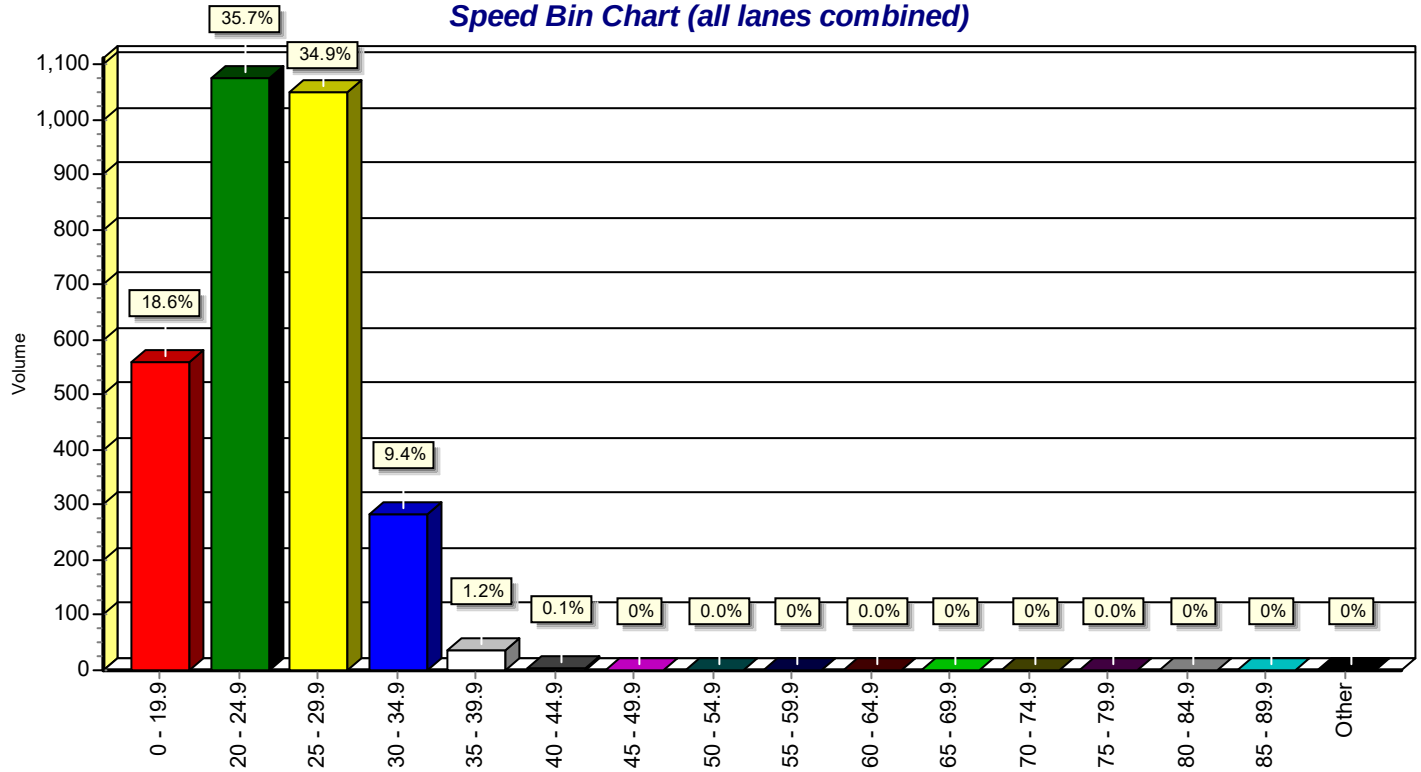
Average Speed 23.1 mph 50% Speed : 24.4 mph 67% Speed : 26.9 mph 85% Speed : 29.4 mph
10mph Pace: 20.1 - 30.0 (70.8%)

86th Street North Charts For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: 86th Street Middle

Station ID : 86th Street Middle
Info Line 1 : Between Mindy and Alexis
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : MID.DB

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

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

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
05/02/17	00:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	2	2	8	7	1	0	0	0	0	0	0	0	0	0	0	0	20
	07:00	2	8	25	20	5	1	0	0	0	0	0	0	0	0	0	0	61
	08:00	2	4	9	14	3	2	0	0	0	0	0	0	0	0	0	0	34
	09:00	2	1	4	6	4	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	2	4	6	4	2	0	0	0	0	0	0	0	0	0	0	0	18
	11:00	1	3	9	6	2	0	0	0	0	0	0	0	0	0	0	0	21
	12:00	6	4	12	4	2	0	0	0	0	0	0	0	0	0	0	0	28
	13:00	6	8	10	4	0	0	0	0	0	0	0	0	0	0	0	0	28
	14:00	9	19	17	7	1	0	0	0	0	0	0	0	0	0	0	0	53
	15:00	11	18	19	15	0	0	0	0	0	0	0	0	0	0	0	0	63
	16:00	6	21	17	15	0	0	0	0	0	0	0	0	0	0	0	0	59
	17:00	5	16	21	19	3	1	0	0	0	1	0	0	0	0	0	0	66
	18:00	3	15	25	8	2	1	0	0	0	0	0	0	0	0	0	0	54
	19:00	13	20	12	2	1	0	0	0	0	0	0	0	0	0	0	0	48
	20:00	3	12	14	10	2	2	0	0	0	0	0	0	0	0	0	0	43
	21:00	2	9	13	3	3	0	0	0	0	0	0	0	0	0	0	0	30
	22:00	2	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	23:00	3	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		81	179	234	151	33	7	0	0	0	1	0	0	0	0	0	0	686
Percent :		12%	26%	34%	22%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		12%	38%	72%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	7	10	6	1	0	0	0	0	0	0	0	0	0	0	0	27

Average Speed 25.8 mph 50% Speed : 26.8 mph 67% Speed : 29.2 mph 85% Speed : 32.9 mph
10mph Pace: 20.1 - 30.0 (60.5%)

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
05/03/17	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	3	7	6	1	0	0	0	0	0	0	0	0	0	0	0	17
	07:00	0	17	35	24	11	1	1	0	0	0	0	0	0	0	0	0	89
	08:00	3	12	18	23	5	0	0	0	0	0	0	0	0	0	0	0	61
	09:00	3	5	5	3	2	0	0	0	0	0	0	0	0	0	0	0	18
	10:00	5	5	9	7	2	0	0	0	0	0	0	0	0	0	0	0	28
	11:00	5	9	10	6	2	0	0	0	0	0	0	0	0	0	0	0	32
	12:00	3	7	11	3	2	1	0	0	0	0	0	0	0	0	0	0	27
	13:00	3	12	13	4	0	0	0	0	0	0	0	0	0	0	0	0	32
	14:00	11	18	24	11	0	1	0	0	0	0	0	0	0	0	0	0	65
	15:00	4	21	24	12	0	1	0	0	0	0	0	0	0	0	0	0	62
	16:00	10	16	25	11	1	0	0	0	0	0	0	0	0	0	0	0	63
	17:00	2	13	23	11	3	0	0	0	0	0	0	0	0	0	0	0	52
	18:00	7	14	28	11	4	0	0	0	0	0	0	0	0	0	0	0	64
	19:00	9	15	18	9	0	0	0	0	0	0	0	0	0	0	0	0	51
	20:00	2	12	13	8	1	0	0	0	0	0	0	0	0	0	0	0	36
	21:00	2	7	8	7	2	0	0	0	0	0	0	0	0	0	0	0	26
	22:00	0	7	11	6	1	0	0	0	0	0	0	0	0	0	0	0	25
	23:00	1	4	5	2	0	1	0	0	1	0	0	0	0	0	0	0	14
Daily Total :		72	201	293	164	39	5	1	0	1	0	0	0	0	0	0	0	776
Percent :		9%	26%	38%	21%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		9%	35%	73%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	8	12	7	2	0	0	0	0	0	0	0	0	0	0	0	32

Average Speed 26.2 mph 50% Speed : 27.0 mph 67% Speed : 29.1 mph 85% Speed : 32.8 mph
10mph Pace: 21.2 - 31.1 (64.2%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

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
05/02/17	00:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
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	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
	05:00	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	3	2	8	4	4	2	0	0	0	0	0	0	0	0	0	0	23
	07:00	1	9	23	30	14	2	1	0	0	0	0	0	0	0	0	0	80
	08:00	0	4	22	7	6	3	0	0	0	0	0	0	0	0	0	0	42
	09:00	0	1	10	11	2	0	1	0	0	0	0	0	0	0	0	0	25
	10:00	1	2	10	10	1	0	0	0	0	0	0	0	0	0	0	0	24
	11:00	2	1	5	15	4	0	0	0	0	0	0	0	0	0	0	0	27
	12:00	1	1	6	5	4	4	0	0	0	0	0	0	0	0	0	0	21
	13:00	3	7	8	7	5	1	0	0	0	0	0	0	0	0	0	0	31
	14:00	1	11	13	14	10	0	1	0	0	0	0	0	0	0	0	0	50
	15:00	1	10	20	18	5	1	0	0	0	0	0	0	0	0	0	0	55
	16:00	4	7	12	14	9	0	0	0	0	0	0	0	0	0	0	0	46
	17:00	1	7	11	11	2	0	0	0	0	0	0	0	0	0	0	0	32
	18:00	1	16	17	14	2	1	0	0	0	0	0	0	0	0	0	0	51
	19:00	6	10	9	10	1	1	0	0	0	0	0	0	0	0	0	0	37
	20:00	1	7	14	5	1	0	0	0	0	0	0	0	0	0	0	0	28
	21:00	5	9	6	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	22:00	0	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	9
	23:00	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		34	113	204	186	71	15	3	1	0	0	0	0	0	0	0	0	627
Percent :		5%	18%	33%	30%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		5%	23%	56%	86%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	5	9	8	3	1	0	0	0	0	0	0	0	0	0	0	27

Average Speed 28.7 mph 50% Speed : 28.8 mph 67% Speed : 32.0 mph 85% Speed : 34.9 mph
10mph Pace: 25.0 - 34.9 (62.2%)

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
05/03/17	00:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	1	8	6	5	3	0	0	0	0	0	0	0	0	0	0	0	23
	07:00	1	4	32	26	12	2	0	0	0	0	0	0	0	0	0	0	77
	08:00	1	5	19	20	3	3	0	0	0	0	0	0	0	0	0	0	51
	09:00	1	4	6	10	1	1	0	1	0	0	0	0	0	0	0	0	24
	10:00	1	4	9	7	1	0	0	0	0	0	0	0	0	0	0	0	22
	11:00	3	7	13	12	1	1	0	0	0	0	0	0	0	0	0	0	37
	12:00	5	7	10	11	2	1	0	0	0	0	0	0	0	0	0	0	36
	13:00	6	9	5	7	6	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	6	15	25	10	5	3	0	0	0	0	0	0	0	0	0	0	64
	15:00	5	12	30	23	6	1	0	0	0	0	0	0	0	0	0	0	77
	16:00	5	8	20	5	3	1	0	0	0	0	0	0	0	0	0	0	42
	17:00	4	5	14	15	4	0	0	0	0	0	0	0	0	0	0	0	42
	18:00	2	5	12	13	3	1	0	0	0	0	0	0	0	0	0	0	36
	19:00	5	11	17	11	1	1	0	0	0	0	0	0	0	0	0	0	46
	20:00	2	9	18	7	0	0	0	0	0	0	0	0	0	0	0	0	36
	21:00	2	3	10	2	0	0	0	0	0	0	0	0	0	0	0	0	17
	22:00	1	4	4	5	0	0	0	0	0	0	0	0	0	0	0	0	14
	23:00	1	3	1	2	3	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		54	128	260	195	54	15	0	1	0	0	0	0	0	0	0	0	707
Percent :		8%	18%	37%	28%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		8%	26%	63%	90%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	5	11	8	2	1	0	0	0	0	0	0	0	0	0	0	29

Average Speed 27.7 mph 50% Speed : 28.1 mph 67% Speed : 30.9 mph 85% Speed : 33.9 mph
10mph Pace: 25.0 - 34.9 (64.4%)

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: 86th Street Middle

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	153	380	527	315	72	12	1	0	1	1	0	0	0	0	0	0	1462
Percent :	10%	26%	36%	22%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	10%	36%	73%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	8	11	7	2	0	0	0	0	0	0	0	0	0	0	0	31

ADT = 731

Average Speed 26.0 mph 50% Speed : 27.0 mph 67% Speed : 29.1 mph 85% Speed : 32.9 mph
10mph Pace: 20.1 - 30.0 (62.4%)

Grand Total #3:	88	241	464	381	125	30	3	2	0	0	0	0	0	0	0	0	1334
Percent :	7%	18%	35%	29%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	7%	25%	59%	88%	97%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	5	10	8	3	1	0	0	0	0	0	0	0	0	0	0	29

ADT = 667

Average Speed 28.1 mph 50% Speed : 28.6 mph 67% Speed : 31.4 mph 85% Speed : 34.4 mph
10mph Pace: 25.0 - 34.9 (63.3%)

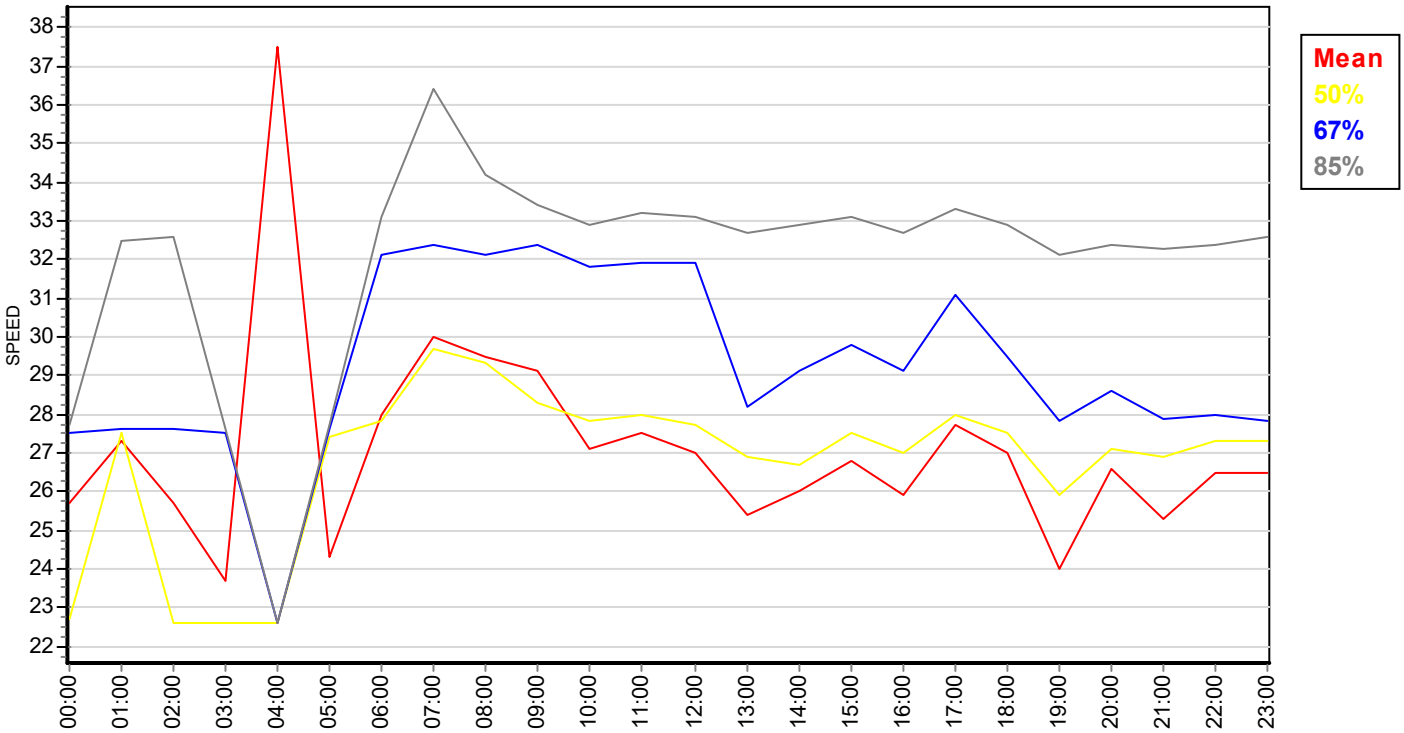
Comb. Total :	241	621	991	696	197	42	4	2	1	1	0	0	0	0	0	0	2796
Percent :	9%	22%	35%	25%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	9%	31%	66%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	13	21	15	4	1	0	0	0	0	0	0	0	0	0	0	59

ADT = 1398

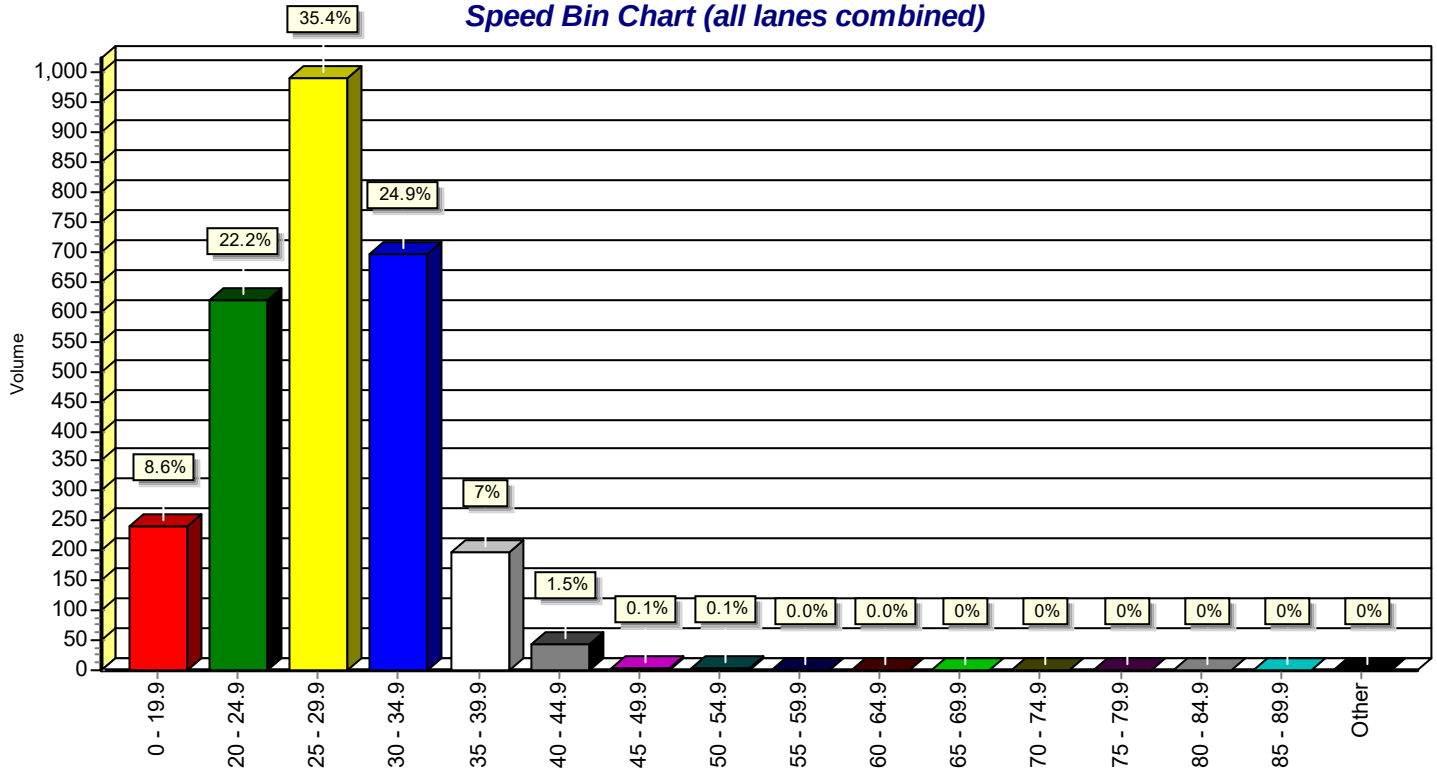
Average Speed 27.1 mph 50% Speed : 27.7 mph 67% Speed : 30.1 mph 85% Speed : 33.7 mph
10mph Pace: 25.0 - 34.9 (60.3%)

86th Street Middle Charts For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: 86th Street South

Station ID : 86th Street South
Info Line 1 : Camino San Martin to Mindy
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : SOUTH.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 21494
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

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
05/02/17	00:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	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	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	2	8	8	4	1	0	0	0	0	0	0	0	0	0	0	0	23
	07:00	7	11	26	17	4	0	0	0	0	0	0	0	0	0	0	0	65
	08:00	4	5	15	10	1	0	0	0	0	0	0	0	0	0	0	0	35
	09:00	2	2	4	7	2	0	0	0	0	0	0	0	0	0	0	0	17
	10:00	2	4	9	2	1	0	0	0	0	0	0	0	0	0	0	0	18
	11:00	3	2	11	5	1	0	0	0	0	0	0	0	0	0	0	0	22
	12:00	2	7	9	9	1	0	0	0	0	0	0	0	0	0	0	0	28
	13:00	5	10	9	3	0	0	0	0	0	0	0	0	0	0	0	0	27
	14:00	8	24	14	5	1	1	0	0	0	0	0	0	0	0	0	0	53
	15:00	7	22	21	11	0	0	0	0	0	0	0	0	0	0	0	0	61
	16:00	3	20	24	12	0	0	0	0	0	0	0	0	0	0	0	0	59
	17:00	6	15	24	13	3	1	0	0	0	0	0	0	0	0	0	0	62
	18:00	13	17	27	6	1	0	0	0	0	0	0	0	0	0	0	0	64
	19:00	7	23	13	4	0	0	0	0	0	0	0	0	0	0	0	0	47
	20:00	5	11	21	7	0	2	0	0	0	0	0	0	0	0	0	0	46
	21:00	7	4	14	4	1	0	0	0	0	0	0	0	0	0	0	0	30
	22:00	2	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	23:00	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		89	197	267	126	17	4	0	0	0	0	0	0	0	0	0	0	700
Percent :		13%	28%	38%	18%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		13%	41%	79%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	8	11	5	1	0	0	0	0	0	0	0	0	0	0	0	29

Average Speed 25.0 mph 50% Speed : 26.4 mph 67% Speed : 28.3 mph 85% Speed : 31.8 mph
10mph Pace: 20.1 - 30.0 (66.6%)

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
05/03/17	00:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	3	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:00	4	4	8	2	1	0	0	0	0	0	0	0	0	0	0	0	19
	07:00	4	30	32	25	7	1	1	0	0	0	0	0	0	0	0	0	100
	08:00	14	28	32	20	1	0	0	0	0	0	0	0	0	0	0	0	95
	09:00	5	3	7	2	2	0	0	0	0	0	0	0	0	0	0	0	19
	10:00	3	4	13	6	1	0	0	0	0	0	0	0	0	0	0	0	27
	11:00	6	12	9	3	2	0	0	0	0	0	0	0	0	0	0	0	32
	12:00	1	16	8	4	0	1	0	0	0	0	0	0	0	0	0	0	30
	13:00	8	13	11	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	14:00	14	20	22	2	0	2	0	0	0	0	0	0	0	0	0	0	60
	15:00	5	26	23	6	2	0	0	0	0	0	0	0	0	0	0	0	62
	16:00	6	23	26	4	1	0	0	0	1	0	0	0	0	0	0	0	61
	17:00	9	11	26	6	0	0	0	0	0	0	0	0	0	0	0	0	52
	18:00	6	21	27	9	2	0	0	0	0	0	0	0	0	0	0	0	65
	19:00	8	20	17	5	1	0	0	0	0	0	0	0	0	0	0	0	51
	20:00	4	16	15	4	0	0	0	0	0	0	0	0	0	0	0	0	39
	21:00	5	9	6	7	0	0	0	0	0	0	0	0	0	0	0	0	27
	22:00	0	11	11	3	0	0	0	0	0	0	0	0	0	0	0	0	25
	23:00	1	5	4	1	1	1	0	0	0	0	0	0	0	0	0	0	13
Daily Total :		106	279	301	111	22	5	1	0	1	0	0	0	0	0	0	0	826
Percent :		13%	34%	36%	13%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		13%	47%	83%	96%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	12	13	5	1	0	0	0	0	0	0	0	0	0	0	0	35

Average Speed 24.6 mph 50% Speed : 25.6 mph 67% Speed : 27.8 mph 85% Speed : 30.9 mph
10mph Pace: 20.1 - 30.0 (70.5%)

Lane #3 Configuration

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

Lane #3 Special Speed Study Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

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
05/02/17	00:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	11	7	4	1	0	0	0	0	0	0	0	0	0	0	0	25
	07:00	8	20	35	14	1	1	0	0	0	0	0	0	0	0	0	0	79
	08:00	4	14	15	9	0	0	0	0	0	0	0	0	0	0	0	0	42
	09:00	3	5	13	4	1	0	0	0	0	0	0	0	0	0	0	0	26
	10:00	2	7	13	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	11:00	2	7	11	7	0	0	0	0	0	0	0	0	0	0	0	0	27
	12:00	1	5	8	6	2	0	0	0	0	0	0	0	0	0	0	0	22
	13:00	6	9	10	6	1	0	0	0	0	0	0	0	0	0	0	0	32
	14:00	2	15	18	16	1	0	0	0	0	0	0	0	0	0	0	0	52
	15:00	3	27	19	8	0	0	0	0	0	0	0	0	0	0	0	0	57
	16:00	6	17	15	11	1	0	0	0	0	0	0	0	0	0	0	0	50
	17:00	4	15	13	2	0	0	0	0	0	0	0	0	0	0	0	0	34
	18:00	5	25	17	9	0	0	0	0	0	0	0	0	0	0	0	0	56
	19:00	9	16	13	3	1	0	0	0	0	0	0	0	0	0	0	0	42
	20:00	3	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	30
	21:00	8	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	22:00	4	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	23:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		77	228	233	103	9	2	0	0	0	0	0	0	0	0	0	0	652
Percent :		12%	35%	36%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		12%	47%	83%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	10	10	4	0	0	0	0	0	0	0	0	0	0	0	0	27

Average Speed 24.6 mph 50% Speed : 25.5 mph 67% Speed : 27.8 mph 85% Speed : 30.9 mph
10mph Pace: 20.1 - 30.0 (71.0%)

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
05/03/17	00:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	4	6	8	5	0	0	0	0	0	0	0	0	0	0	0	0	23
	07:00	7	20	38	16	1	0	0	0	0	0	0	0	0	0	0	0	82
	08:00	5	13	19	11	2	0	0	0	0	0	0	0	0	0	0	0	50
	09:00	3	9	8	3	1	0	0	0	0	0	0	0	0	0	0	0	24
	10:00	1	9	10	2	0	0	0	0	0	0	0	0	0	0	0	0	22
	11:00	8	13	14	3	1	0	0	0	0	0	0	0	0	0	0	0	39
	12:00	5	12	9	7	1	0	0	0	0	0	0	0	0	0	0	0	34
	13:00	4	9	10	8	0	0	0	0	0	0	0	0	0	0	0	0	31
	14:00	15	21	22	6	1	1	0	0	0	0	0	0	0	0	0	0	66
	15:00	8	24	40	7	0	0	0	0	0	0	0	0	0	0	0	0	79
	16:00	7	18	13	4	1	0	0	0	0	0	0	0	0	0	0	0	43
	17:00	7	12	21	4	0	0	0	0	0	0	0	0	0	0	0	0	44
	18:00	6	12	15	2	1	0	0	0	0	0	0	0	0	0	0	0	36
	19:00	7	16	18	5	0	0	0	0	0	0	0	0	0	0	0	0	46
	20:00	10	17	11	1	0	0	0	0	0	0	0	0	0	0	0	0	39
	21:00	3	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	22:00	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	23:00	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		106	235	281	87	9	1	0	0	0	0	0	0	0	0	0	0	719
Percent :		15%	33%	39%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		15%	47%	87%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		4	10	12	4	0	0	0	0	0	0	0	0	0	0	0	0	30

Average Speed 24.0 mph 50% Speed : 25.4 mph 67% Speed : 27.5 mph 85% Speed : 29.8 mph
10mph Pace: 20.1 - 30.0 (72.0%)

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

Special Speed Study Summary: 86th Street South

Description	#1 0 - 19.9	#2 20 - 24.9	#3 25 - 29.9	#4 30 - 34.9	#5 35 - 39.9	#6 40 - 44.9	#7 45 - 49.9	#8 50 - 54.9	#9 55 - 59.9	#10 60 - 64.9	#11 65 - 69.9	#12 70 - 74.9	#13 75 - 79.9	#14 80 - 84.9	#15 85 - 89.9	#16 Other	Total
Grand Total #1:	195	476	568	237	39	9	1	0	1	0	0	0	0	0	0	0	1526
Percent :	13%	31%	37%	16%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	13%	44%	81%	97%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	10	12	5	1	0	0	0	0	0	0	0	0	0	0	0	32

ADT = 763

Average Speed 24.8 mph 50% Speed : 25.9 mph 67% Speed : 28.0 mph 85% Speed : 31.3 mph
10mph Pace: 20.1 - 30.0 (68.7%)

Grand Total #3:	183	463	514	190	18	3	0	0	0	0	0	0	0	0	0	0	1371
Percent :	13%	34%	37%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	13%	47%	85%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	10	11	4	0	0	0	0	0	0	0	0	0	0	0	0	29

ADT = 685

Average Speed 24.3 mph 50% Speed : 25.5 mph 67% Speed : 27.7 mph 85% Speed : 30.1 mph
10mph Pace: 20.1 - 30.0 (71.6%)

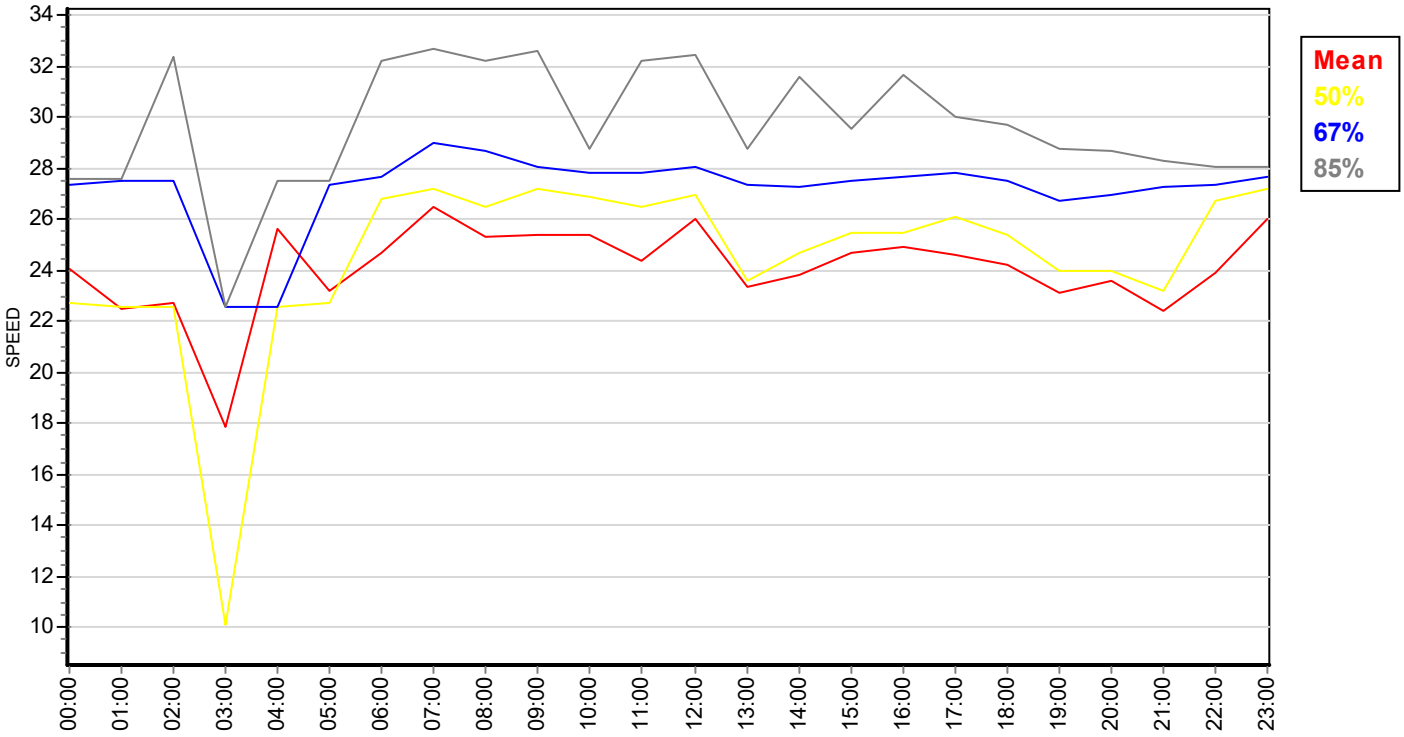
Comb. Total :	378	939	1082	427	57	12	1	0	1	0	0	0	0	0	0	0	2897
Percent :	13%	32%	37%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	13%	45%	83%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	20	23	9	1	0	0	0	0	0	0	0	0	0	0	0	61

ADT = 1448

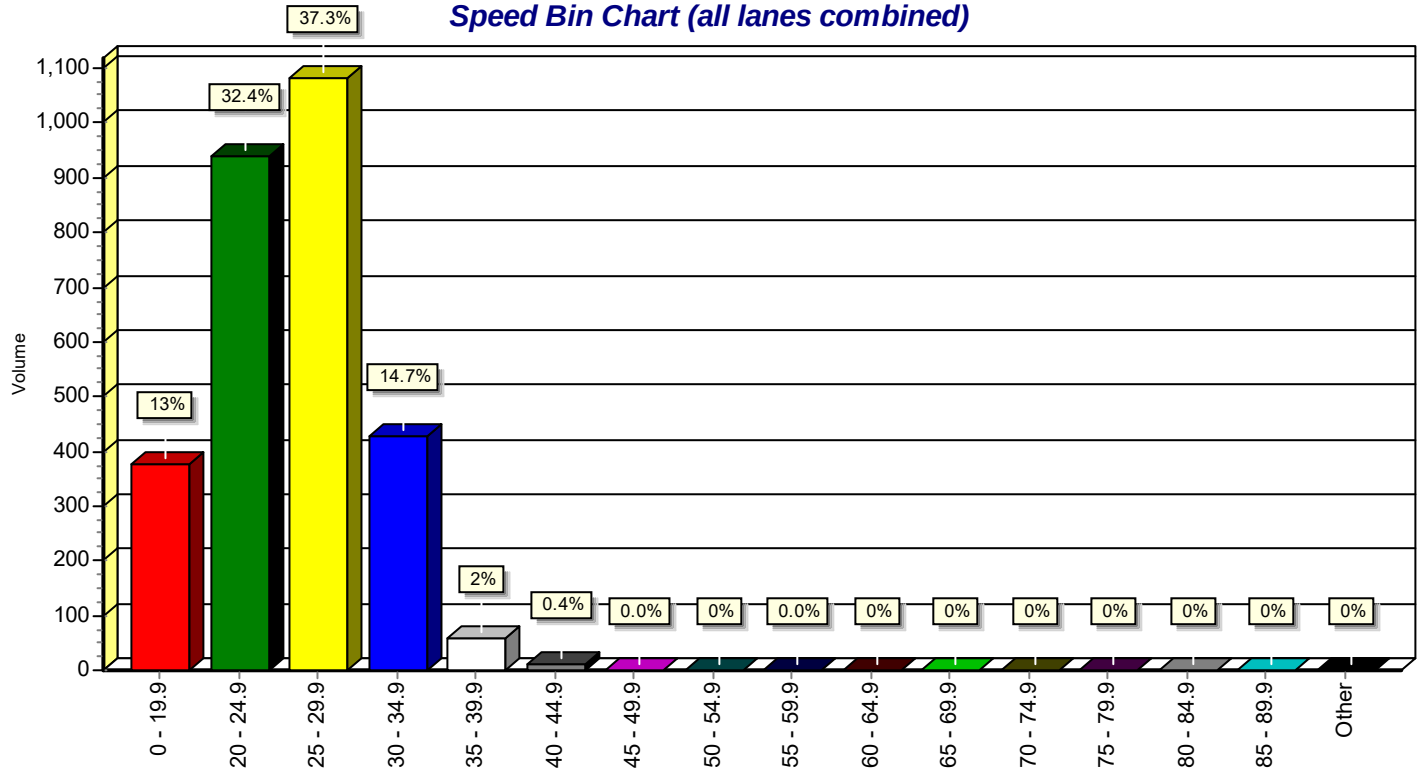
Average Speed 24.5 mph 50% Speed : 25.7 mph 67% Speed : 27.9 mph 85% Speed : 30.8 mph
10mph Pace: 20.1 - 30.0 (70.1%)

86th Street South Charts For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: 86th Street North

Station ID : 86th Street North
Info Line 1 : Between Alexis and Benavides
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : NORTH.DB

Last Connected Device Type : Apollo
Version Number : 1.66
Serial Number :
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	3	1	2	1	7
Tue	01:00	1	3	1	0	5
	02:00	0	1	1	1	3
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	2	0	1	3
	06:00	2	3	4	11	20
	07:00	11	10	14	29	64
	08:00	18	6	7	3	34
	09:00	5	5	7	4	21
	10:00	3	4	4	6	17
	11:00	8	5	6	5	24
	12:00	11	7	4	9	31
	13:00	4	6	10	5	25
	14:00	14	18	10	18	60
	15:00	23	10	16	17	66
	16:00	8	18	15	22	63
	17:00	24	11	12	24	71
	18:00	17	13	20	11	61
	19:00	12	16	14	10	52
	20:00	17	5	12	9	43
	21:00	13	3	6	14	36
	22:00	5	4	2	5	16
	23:00	7	5	2	1	15
Day Total :						737

AM Total :	198 (26.9%)	Peak AM Hour :	07:15 =	71 (9.6%)	Peak AM Factor :	0.612	Average Period : 7.7
PM Total :	539 (73.1%)	Peak PM Hour :	16:15 =	79 (10.7%)	Peak PM Factor :	0.823	Average Hour : 30.7

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	2	0	1	4
Wed	01:00	2	3	1	0	6
	02:00	1	3	0	1	5
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	1	0	0	1
	06:00	4	0	2	12	18
	07:00	12	16	23	35	86
	08:00	23	19	12	5	59
	09:00	4	6	6	5	21
	10:00	2	5	11	6	24
	11:00	6	6	13	11	36
	12:00	11	5	8	9	33
	13:00	7	8	14	7	36
	14:00	18	18	15	21	72
	15:00	27	10	13	15	65
	16:00	20	17	14	13	64
	17:00	16	12	14	17	59
	18:00	16	11	26	13	66
	19:00	10	14	12	15	51
	20:00	18	8	8	5	39
	21:00	9	6	11	2	28
	22:00	12	7	6	5	30
	23:00	7	5	5	1	18
Day Total :						821

AM Total :	260 (31.7%)	Peak AM Hour : 07:30 =	100 (12.2%)	Peak AM Factor : 0.714	Average Period : 8.6
PM Total :	561 (68.3%)	Peak PM Hour : 14:15 =	81 (9.9%)	Peak PM Factor : 0.750	Average Hour : 34.2

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	1	0	2	1	4
Tue	01:00	0	2	0	0	2
	02:00	0	0	1	0	1
	03:00	1	1	0	1	3
	04:00	0	0	0	2	2
	05:00	0	1	1	4	6
	06:00	3	7	7	12	29
	07:00	20	15	37	19	91
	08:00	18	12	12	5	47
	09:00	9	5	6	8	28
	10:00	9	3	7	6	25
	11:00	8	5	4	12	29
	12:00	9	8	1	6	24
	13:00	9	10	5	13	37
	14:00	12	11	18	10	51
	15:00	20	14	13	14	61
	16:00	9	14	11	16	50
	17:00	8	12	8	10	38
	18:00	12	10	17	14	53
	19:00	13	8	8	10	39
	20:00	4	8	10	6	28
	21:00	6	9	5	4	24
	22:00	3	4	2	2	11
	23:00	3	1	3	0	7
Day Total :						690

AM Total :	267 (38.7%)	Peak AM Hour :	07:00 =	91 (13.2%)	Peak AM Factor :	0.615	Average Period : 7.2
PM Total :	423 (61.3%)	Peak PM Hour :	14:30 =	62 (9.0%)	Peak PM Factor :	0.775	Average Hour : 28.8

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	5	0	2	8
Wed	01:00	1	1	1	0	3
	02:00	1	0	1	0	2
	03:00	0	2	1	0	3
	04:00	0	0	0	0	0
	05:00	0	1	3	2	6
	06:00	6	4	10	10	30
	07:00	19	29	24	16	88
	08:00	20	13	10	9	52
	09:00	3	10	5	9	27
	10:00	9	4	8	5	26
	11:00	11	10	8	12	41
	12:00	8	8	10	8	34
	13:00	5	11	9	15	40
	14:00	18	12	14	20	64
	15:00	30	18	13	19	80
	16:00	9	11	14	10	44
	17:00	9	13	9	15	46
	18:00	10	12	14	8	44
	19:00	15	11	11	6	43
	20:00	11	7	15	2	35
	21:00	6	5	1	8	20
	22:00	4	2	4	5	15
	23:00	5	1	4	1	11
Day Total :						762

AM Total :	286 (37.5%)	Peak AM Hour :	07:15 =	89 (11.7%)	Peak AM Factor :	0.767	Average Period : 7.9
PM Total :	476 (62.5%)	Peak PM Hour :	14:30 =	82 (10.8%)	Peak PM Factor :	0.683	Average Hour : 31.8

Basic Volume Summary: 86th Street North

Grand Total For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1558	(51.8%)	2.00	779	8.1	32.5	458 (29.4%)	1100 (70.6%)
#3.	1452	(48.2%)	2.00	726	7.6	30.3	553 (38.1%)	899 (61.9%)
ALL	3010		2.00	1505	15.7	62.8	1011 (33.6%)	1999 (66.4%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:30 =	100	05/03/2017	0.714	14:15 =	81	05/03/2017	0.750
#3.	07:00 =	91	05/02/2017	0.615	14:30 =	82	05/03/2017	0.683

Basic Volume Report: 86th Street Middle

Station ID : 86th Street Middle
Info Line 1 : Between Mindy and Alexis
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : MID.DB

Last Connected Device Type : Apollo
Version Number : 1.63
Serial Number : 21495
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	3	0	1	1	5
Tue	01:00	1	2	0	0	3
	02:00	0	1	1	1	3
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	2	0	1	3
	06:00	3	3	4	10	20
	07:00	13	10	12	26	61
	08:00	20	5	6	3	34
	09:00	4	5	5	3	17
	10:00	5	4	4	5	18
	11:00	8	3	6	4	21
	12:00	10	7	4	7	28
	13:00	5	7	11	5	28
	14:00	10	18	7	18	53
	15:00	22	9	16	16	63
	16:00	9	15	15	20	59
	17:00	23	9	12	22	66
	18:00	13	13	20	8	54
	19:00	14	12	14	8	48
	20:00	15	5	14	9	43
	21:00	10	3	5	12	30
	22:00	5	4	2	4	15
	23:00	7	4	3	0	14
Day Total :						686

AM Total :	185 (27.0%)	Peak AM Hour :	07:15 =	68 (9.9%)	Peak AM Factor :	0.654	Average Period : 7.1
PM Total :	501 (73.0%)	Peak PM Hour :	16:15 =	73 (10.6%)	Peak PM Factor :	0.793	Average Hour : 28.6

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	0	0	1	2
Wed	01:00	2	3	1	0	6
	02:00	1	3	0	1	5
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	0	0	1	0	1
	06:00	3	0	2	12	17
	07:00	12	16	25	36	89
	08:00	24	20	11	6	61
	09:00	3	6	5	4	18
	10:00	1	5	14	8	28
	11:00	4	5	12	11	32
	12:00	10	4	6	7	27
	13:00	6	7	11	8	32
	14:00	15	17	14	19	65
	15:00	27	10	13	12	62
	16:00	20	15	13	15	63
	17:00	16	10	11	15	52
	18:00	13	13	27	11	64
	19:00	12	15	11	13	51
	20:00	17	9	6	4	36
	21:00	7	7	9	3	26
	22:00	10	7	4	4	25
	23:00	5	4	4	1	14
Day Total :						776

AM Total :	259 (33.4%)	Peak AM Hour : 07:30 =	105 (13.5%)	Peak AM Factor : 0.729	Average Period : 8.1
PM Total :	517 (66.6%)	Peak PM Hour : 14:15 =	77 (9.9%)	Peak PM Factor : 0.713	Average Hour : 32.3

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	1	0	2	1	4
Tue	01:00	0	1	0	0	1
	02:00	0	0	1	0	1
	03:00	1	1	0	1	3
	04:00	0	0	0	2	2
	05:00	0	1	1	3	5
	06:00	2	4	7	10	23
	07:00	17	15	32	16	80
	08:00	17	11	10	4	42
	09:00	9	2	6	8	25
	10:00	8	3	7	6	24
	11:00	7	5	4	11	27
	12:00	7	8	1	5	21
	13:00	9	6	3	13	31
	14:00	9	10	19	12	50
	15:00	18	12	12	13	55
	16:00	9	12	11	14	46
	17:00	8	10	6	8	32
	18:00	10	11	16	14	51
	19:00	13	6	7	11	37
	20:00	6	8	8	6	28
	21:00	6	9	4	4	23
	22:00	2	4	2	1	9
	23:00	2	1	3	1	7
Day Total :						627

AM Total :	237 (37.8%)	Peak AM Hour :	07:00 =	80 (12.8%)	Peak AM Factor :	0.625	Average Period : 6.5
PM Total :	390 (62.2%)	Peak PM Hour :	14:30 =	61 (9.7%)	Peak PM Factor :	0.803	Average Hour : 26.1

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	3	0	2	6
Wed	01:00	1	1	1	0	3
	02:00	1	0	1	0	2
	03:00	0	2	1	0	3
	04:00	0	0	0	0	0
	05:00	0	1	3	2	6
	06:00	4	3	8	8	23
	07:00	13	27	22	15	77
	08:00	18	14	11	8	51
	09:00	1	9	5	9	24
	10:00	7	3	7	5	22
	11:00	7	10	7	13	37
	12:00	9	9	11	7	36
	13:00	3	8	9	13	33
	14:00	16	13	13	22	64
	15:00	30	14	13	20	77
	16:00	10	10	14	8	42
	17:00	8	10	9	15	42
	18:00	7	9	13	7	36
	19:00	16	10	12	8	46
	20:00	12	6	15	3	36
	21:00	5	6	1	5	17
	22:00	4	2	4	4	14
	23:00	5	1	3	1	10
Day Total :						707

AM Total :	254 (35.9%)	Peak AM Hour : 07:15 =	82 (11.6%)	Peak AM Factor : 0.759	Average Period : 7.4
PM Total :	453 (64.1%)	Peak PM Hour : 14:30 =	79 (11.2%)	Peak PM Factor : 0.658	Average Hour : 29.5

Basic Volume Summary: 86th Street Middle

Grand Total For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1462	(52.3%)	2.00	731	7.6	30.5	444 (30.4%)	1018 (69.6%)
#3.	1334	(47.7%)	2.00	667	6.9	27.8	491 (36.8%)	843 (63.2%)
ALL	2796		2.00	1398	14.5	58.3	935 (33.4%)	1861 (66.6%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:30 =	105	05/03/2017	0.729	14:15 =	77	05/03/2017	0.713
#3.	07:15 =	82	05/03/2017	0.759	14:30 =	79	05/03/2017	0.658

Basic Volume Report: 86th Street South

Station ID : 86th Street South
Info Line 1 : Camino San Martin to Mindy
Info Line 2 : Albuquerque
GPS Lat/Lon :
DB File : SOUTH.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 21494
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

Lane #1 Basic Volume Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	3	0	1	1	5
Tue	01:00	1	2	0	0	3
	02:00	0	1	1	1	3
	03:00	0	0	0	0	0
	04:00	0	0	0	1	1
	05:00	0	0	2	3	5
	06:00	4	4	4	11	23
	07:00	13	12	10	30	65
	08:00	21	5	6	3	35
	09:00	4	4	6	3	17
	10:00	4	5	4	5	18
	11:00	8	4	6	4	22
	12:00	9	6	4	9	28
	13:00	5	6	11	5	27
	14:00	8	16	8	21	53
	15:00	23	10	13	15	61
	16:00	11	14	13	21	59
	17:00	23	9	12	18	62
	18:00	15	13	23	13	64
	19:00	13	12	14	8	47
	20:00	17	6	15	8	46
	21:00	11	3	5	11	30
	22:00	4	5	3	4	16
	23:00	6	3	1	0	10
Day Total :						700

AM Total :	197 (28.1%)	Peak AM Hour :	07:15 =	73 (10.4%)	Peak AM Factor :	0.608	Average Period : 7.3
PM Total :	503 (71.9%)	Peak PM Hour :	16:15 =	71 (10.1%)	Peak PM Factor :	0.772	Average Hour : 29.2

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	0	1	0	1	2
Wed	01:00	3	3	1	1	8
	02:00	1	3	0	1	5
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	0	0	0	0	0
	06:00	4	0	3	12	19
	07:00	12	18	30	40	100
	08:00	30	32	25	8	95
	09:00	4	6	5	4	19
	10:00	1	5	13	8	27
	11:00	5	5	11	11	32
	12:00	11	4	7	8	30
	13:00	4	7	14	8	33
	14:00	12	17	14	17	60
	15:00	25	10	14	13	62
	16:00	17	15	13	16	61
	17:00	15	10	11	16	52
	18:00	14	14	23	14	65
	19:00	11	15	12	13	51
	20:00	17	11	7	4	39
	21:00	7	8	9	3	27
	22:00	10	7	3	5	25
	23:00	4	5	3	1	13
Day Total :						826

AM Total :	308 (37.3%)	Peak AM Hour : 07:30 =	132 (16.0%)	Peak AM Factor : 0.825	Average Period : 8.6
PM Total :	518 (62.7%)	Peak PM Hour : 14:15 =	73 (8.8%)	Peak PM Factor : 0.730	Average Hour : 34.4

Lane #3 Configuration

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

Lane #3 Basic Volume Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	1	0	2	1	4
Tue	01:00	0	1	0	0	1
	02:00	0	0	1	0	1
	03:00	1	1	0	1	3
	04:00	0	0	0	2	2
	05:00	0	0	1	3	4
	06:00	3	4	7	11	25
	07:00	18	13	33	15	79
	08:00	17	10	11	4	42
	09:00	9	2	7	8	26
	10:00	7	4	6	6	23
	11:00	7	6	4	10	27
	12:00	6	8	2	6	22
	13:00	10	5	4	13	32
	14:00	10	10	19	13	52
	15:00	20	12	10	15	57
	16:00	8	13	13	16	50
	17:00	10	9	6	9	34
	18:00	12	12	19	13	56
	19:00	16	6	9	11	42
	20:00	7	10	8	5	30
	21:00	5	9	4	4	22
	22:00	3	4	3	2	12
	23:00	2	0	3	1	6
Day Total :						652

AM Total :	237 (36.3%)	Peak AM Hour : 07:00 =	79 (12.1%)	Peak AM Factor : 0.598	Average Period : 6.8
PM Total :	415 (63.7%)	Peak PM Hour : 14:30 =	64 (9.8%)	Peak PM Factor : 0.800	Average Hour : 27.2

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	3	0	2	6
Wed	01:00	1	1	1	0	3
	02:00	1	0	1	0	2
	03:00	0	2	1	0	3
	04:00	0	0	0	0	0
	05:00	0	1	2	2	5
	06:00	4	2	8	9	23
	07:00	14	28	25	15	82
	08:00	19	14	10	7	50
	09:00	1	8	6	9	24
	10:00	7	3	7	5	22
	11:00	7	11	8	13	39
	12:00	9	8	8	9	34
	13:00	3	7	8	13	31
	14:00	14	14	16	22	66
	15:00	34	15	14	16	79
	16:00	10	10	12	11	43
	17:00	10	9	12	13	44
	18:00	8	9	10	9	36
	19:00	15	10	11	10	46
	20:00	13	8	14	4	39
	21:00	5	6	1	5	17
	22:00	4	2	5	4	15
	23:00	4	1	4	1	10
Day Total :						719

AM Total :	259 (36.0%)	Peak AM Hour : 07:15 =	87 (12.1%)	Peak AM Factor : 0.777	Average Period : 7.5
PM Total :	460 (64.0%)	Peak PM Hour : 14:30 =	87 (12.1%)	Peak PM Factor : 0.640	Average Hour : 30.0

Basic Volume Summary: 86th Street South

Grand Total For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1526	(52.7%)	2.00	763	7.9	31.8	505 (33.1%)	1021 (66.9%)
#3.	1371	(47.3%)	2.00	686	7.1	28.6	496 (36.2%)	875 (63.8%)
ALL	2897		2.00	1449	15.0	60.4	1001 (34.6%)	1896 (65.4%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:30 =	132	05/03/2017	0.825	14:15 =	73	05/03/2017	0.730
#3.	07:15 =	87	05/03/2017	0.777	14:30 =	87	05/03/2017	0.640

Appendix C

OBJECTID	ReportIDSt	Date	CrashDate	Year
308666	13.710129042	5/11/2013	20130511	2013
309659	13.710130476	6/7/2013	20130607	2013
326589	14.182240	6/8/2014	20140608	2014
341776	14.710186581	9/25/2014	20140925	2014
352149	15.710210939	3/13/2015	20150313	2015
354576	15.710211398	4/18/2015	20150418	2015
363443	15.710252923	8/26/2015	20150826	2015
371633	15.710271352	12/14/2015	20151214	2015

OBJECTID	Day	Month	Time24	Hour24
308666	7	5	120	1
309659	6	6	1123	11
326589	1	6	1712	17
341776	5	9	737	7
352149	6	3	1908	0
354576	7	4	1443	0
363443	4	8	731	0
371633	2	12	817	0

OBJECTID	Agency	County	City	AStreet
308666	3	1	7825	86TH ST SW
309659	3	1	7825	86TH ST SW
326589	3	1	7825	ALEXIS AVE SW
341776	3	1	7825	86TH ST SW
352149	3	1	7825	86TH ST SW
354576	3	1	7825	CAMINO SAN MARTIN
363443	3	1	7825	CAMINO SAN MARTIN SW
371633	3	1	7825	CAMINO SAN MARTIN SW

OBJECTID	BStreet	Landmark	Route	MilePost
308666	MINDY LN SW			0
309659	ALEXIS AVE SW			0
326589	86TH ST SW			0
341776	BENAVIDES RD SW			0
352149	CAMINO SAN MARTIN SW			0
354576	86TH ST SW			0
363443	86TH ST SW			0
371633	86TH ST SW			0

OBJECTID	NumVeh	NumPersons	NumKilled	NumClassA
308666	1	1	0	0
309659	2	3	0	0
326589	2	4	0	0
341776	2	3	0	0
352149	2	3	0	0
354576	2	2	0	0
363443	2	4	0	0
371633	2	3	0	0

OBJECTID	NumClassB	NumClassC	NumInjured	NumUnhurt
308666	0	0	0	1
309659	0	0	0	3
326589	0	0	0	4
341776	0	0	0	3
352149	0	0	0	3
354576	0	2	2	0
363443	2	2	4	0
371633	0	1	1	2

OBJECTID	Severity	Class	Analysis	TOPCACC
308666	Property Damage Only Crash	10	Fixed Object - Light Standard (Light Pole)	Impaired Driving (Includes Alcohol and Drugs)
309659	Property Damage Only Crash	4	Intersection - One Left Turn/Entering At Angle	Improper Turn
326589	Property Damage Only Crash	4	Intersection - From Same Direction/Both Going Straight	Following Too Close
341776	Property Damage Only Crash	4	Non-Intersection - From Opposite Direction/Sideswipe Collision	Left of Center
352149	Property Damage Only Crash	4	Other Vehicle - From Opposite Direction/Both Going Straight	Passed Red Light
354576	Non-Fatal Crash (Injury)	4	Other Vehicle - From Opposite Direction/Both Going Straight	Failure to Yield (Includes FTY for Police or Emergency Vehicle)
363443	Non-Fatal Crash (Injury)	4	Other Vehicle - Both Going Straight/Entering At Angle	Driver Inattention (Includes Cell Phone)
371633	Non-Fatal Crash (Injury)	4	Other Vehicle - From Opposite Direction	Driver Inattention (Includes Cell Phone)

OBJECTID	Weather	Lighting	ALCInv	DRUGInv
308666	1	4	T	F
309659	1	1	F	F
326589	1	1	F	F
341776	1	1	F	F
352149	1	3	F	F
354576	1	1	F	F
363443	1	1	F	F
371633	1	1	F	F

OBJECTID	PEDInv	MCInv	PECInv	TrkInv
308666	F	F	F	F
309659	F	F	F	F
326589	F	F	F	F
341776	F	F	F	F
352149	F	F	F	F
354576	F	F	F	F
363443	F	F	F	F
371633	F	F	F	F

OBJECTID	HZInv	HitRun	SHTDProp	System
308666	F	F	0	2
309659	F	F	0	2
326589	F	F	0	2
341776	F	F	0	2
352149	F	T	0	2
354576	F	F	0	2
363443	F	F	0	2
371633	F	F	0	2

OBJECTID	MaxDam	RoadRel	Character	Grade
308666	1	F	F	8
309659	2	T	F	8
326589	1	T	F	8
341776	3	T	F	9
352149	3	T	F	8
354576	1	T	F	8
363443	1	T	F	8
371633	3	T	F	8

OBJECTID	NonLocal	Measure	MeasureUni	Direction
308666	2	50 FT		S
309659	2			
326589	2		99	N
341776	2		99	S
352149	2	LeftBlank		N
354576	2	LeftBlank		S
363443	2	LeftBlank		W
371633	2	LeftBlank		S

OBJECTID	TranDist	MaintDist	SPDist
308666	3	3	5
309659	3	3	5
326589	3	3	5
341776	3	3	5
352149	3	3	5
354576	3	3	5
363443	3	3	5
371633	3	3	5

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