

Village of Corrales Loma Larga Road at Meadowlark Lane Preliminary Road Safety Audit (RSA)



HDR

HDR Engineering, Inc.



Road Safety Audit Preliminary Report

Loma Larga Road at Meadowlark Lane
Corrales, New Mexico

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EXECUTIVE SUMMARY

Members of the Village of Corrales community brought concerns of safety regarding the intersection of Loma Larga Road at Meadowlark Lane to the New Mexico Department of Transportation (NMDOT). As a result of these concerns, it was determined that a Road Safety Audit (RSA) should be conducted to examine those concerns. The pre-RSA meeting, and concluding remarks/discussion, was held on December 12, 2013 at the Village of Corrales Council Chambers in Corrales, New Mexico.

An RSA is a formal safety performance evaluation of an existing road or intersection by an independent, multidisciplinary team which typically includes engineers, public agency members, users of the facility, members of public safety agencies and those that live in the community in which the roadway or intersection resides. The RSA qualitatively estimates potential road safety issues and identifies possibilities for improvements in safety. Due to the multi-disciplinary approach, an RSA identifies safety concerns not typically found in traditional safety reviews. It also may identify interim and more comprehensive improvements that can be implemented with more feasibility than a traditional safety review but also comply with design standards. Additionally, recommendations from an RSA can be programmed over a period of time ranging from immediate to long-term solutions.

Once the pre-audit meeting was held, the project team then walked the project site to observe roadside hazards, discuss safety concerns and gather general information. The project area includes the four-way intersection of Loma Larga Road at Meadowlark Lane, and all approaches to the intersection. Safety issues regarding this intersection brought to the attention of the audit team included:

- Sight Distance
- Turning Movement Conflicts
- Crash History
- Safety for Pedestrians and Equestrian users (including horse-drawn vehicles)
- Bicycle Access and Safety
- Speed and Volumes of Traffic
- Stacking of EB vehicles due to intersection delay

Following the field review, the team held the audit analysis and began brainstorming solutions to improve the general safety conditions identified. Each safety concern and its solution were assigned a cost, time frame for implementation and potential safety benefit. The RSA Team concluded the discussion with determining their "wish list" of project improvement implementation. These improvements were separated into three categories: short term, mid-term and long term. Potential solutions discussed include:

- All-Way Stop installation (short term)
- Re-Striping of all intersection approaches (short term)
- Installation of additional signs to advise motorists of pedestrian/equestrian activity (mid-term)
- Installation of flashing beacons with pushbuttons (mid-term)
- Re-alignment of Intersection (long-term)
- Roundabout installation (long term)

This report details data obtained, safety concerns expressed, possible solutions that will improve safety for the traveling public, and projects the RSA team desires for implementation for Corrales residents and the traveling public.

1.0 INTRODUCTION

Scope and Purpose of RSA

The Federal Highway Administration (FHWA) and U.S. Department of Transportation (USDOT) are committed to improving roadway safety and have developed guidelines for performing a Road Safety Audit (RSA). An RSA is a formal safety performance evaluation of an existing road or intersection by an independent, multidisciplinary team. It includes engineers, public agency members, users of the facility and members of public safety agencies and those that live in the community in which the roadway resides.

The goal of an RSA is to determine:

- the elements of the road that may present a safety concern
- the extent of the safety concern
- the users that experience the safety concern
- the circumstances of the safety concern
- the opportunities that exist to eliminate or mitigate the identified safety concerns

An RSA identifies safety issues typically not found in traditional safety reviews. Improvements identified in an RSA can be implemented at a lower cost with minimal delay depending on funding availability and procurement policies. Additionally, recommendations from an RSA can be programmed for a short-term through a long-term basis.

The RSA process is as follows:

- Identify Project
- Select an RSA Team
- Conduct Pre-Audit Meeting & Review Project Information
- Conduct Review of Project Data & Field Review
- Conduct Audit Analysis & Prepare Findings Report
- Provide Audit Findings to the New Mexico Department of Transportation (NMDOT), the Village of Corrales and area residents
- Prepare Formal Responses
- Incorporate Findings, when appropriate

Identification of Project

Safety concerns have been brought to the NMDOT by members of the Village of Corrales community and users of the Loma Larga Road/Meadowlark Lane intersection. Intersection approaches to the intersection are shown in the images below. The NMDOT agreed that an RSA should be conducted for this intersection to gain a full understanding of the issues and concerns regarding safety. Some of the concerns brought to the NMDOT include:

- Vehicle Crashes (46 reported crashes from 2008 to 2013)
- Loma Larga Road has long stretches with no traffic control devices (approximately 7,500 feet north of and 6,200 feet south of the intersection with Meadowlark lane), leading to increased travel speeds
- EB Meadowlark Lane has very high approach volumes, both in ADT and peak hours
- There are no sidewalks or multi-use trails along either roadway.
- Sight distance from EB Meadowlark Lane looking onto north and south onto Loma Larga Road is partially restricted due to curves in roadway



NB Loma Larga Rd. at Meadowlark Lane



SB Loma Larga Rd. at Meadowlark Lane



EB Meadowlark Lane at Loma Larga Rd.



WB Meadowlark Lane at Loma Larga Rd.

Project Description – Loma Larga Road

Loma Larga Road is a two-lane rural collector traveling north and south through the Village of Corrales. Loma Larga Road serves as a connection throughout the Village of Corrales to the cities of Rio Rancho and Albuquerque. Following are characteristics of Loma Larga Road:

- Posted Speed Limit of 30 MPH
- One 12' Lane in each direction
- One Left Turn Deceleration Lane for each direction
- One paved 6' to 7' bike lane/shoulder along each lane
- Asphalt Pavement
- 160' right-of way (approximately)
- No Passing Lanes
- No Sidewalks
- Established as a Bike Lane (per MRCOG Future Albuquerque Area Bikeways and Streets Map)
- 85th percentile speeds approaching the intersection of 34.5 MPH for NB traffic and 34.3 MPH for SB traffic

Project Description – Meadowlark Lane

Meadowlark Lane is a two-lane rural collector traveling east and west through the Village of Corrales. Meadowlark Lane connects to the city of Rio Rancho to the west and to NM 448 to the east. Characteristics are listed below:

- 25 MPH Posted Speed Limit
- One 12' Lane in each direction
- 60' right-of way west of Loma Larga Road
- 44' right-of-way east of Loma Larga Road
- Unimproved shoulders along each lane
- Asphalt Pavement
- No Acceleration or Deceleration Lanes
- No Passing Lanes
- No Sidewalks
- Established as a Bike Route (per MRCOG Future Albuquerque Area Bikeways and Streets Map)
- 85th percentile speeds approaching the intersection of 29.0 MPH for EB traffic and 30.0 MPH for WB traffic

FIGURE 1-1 LOCATION MAP

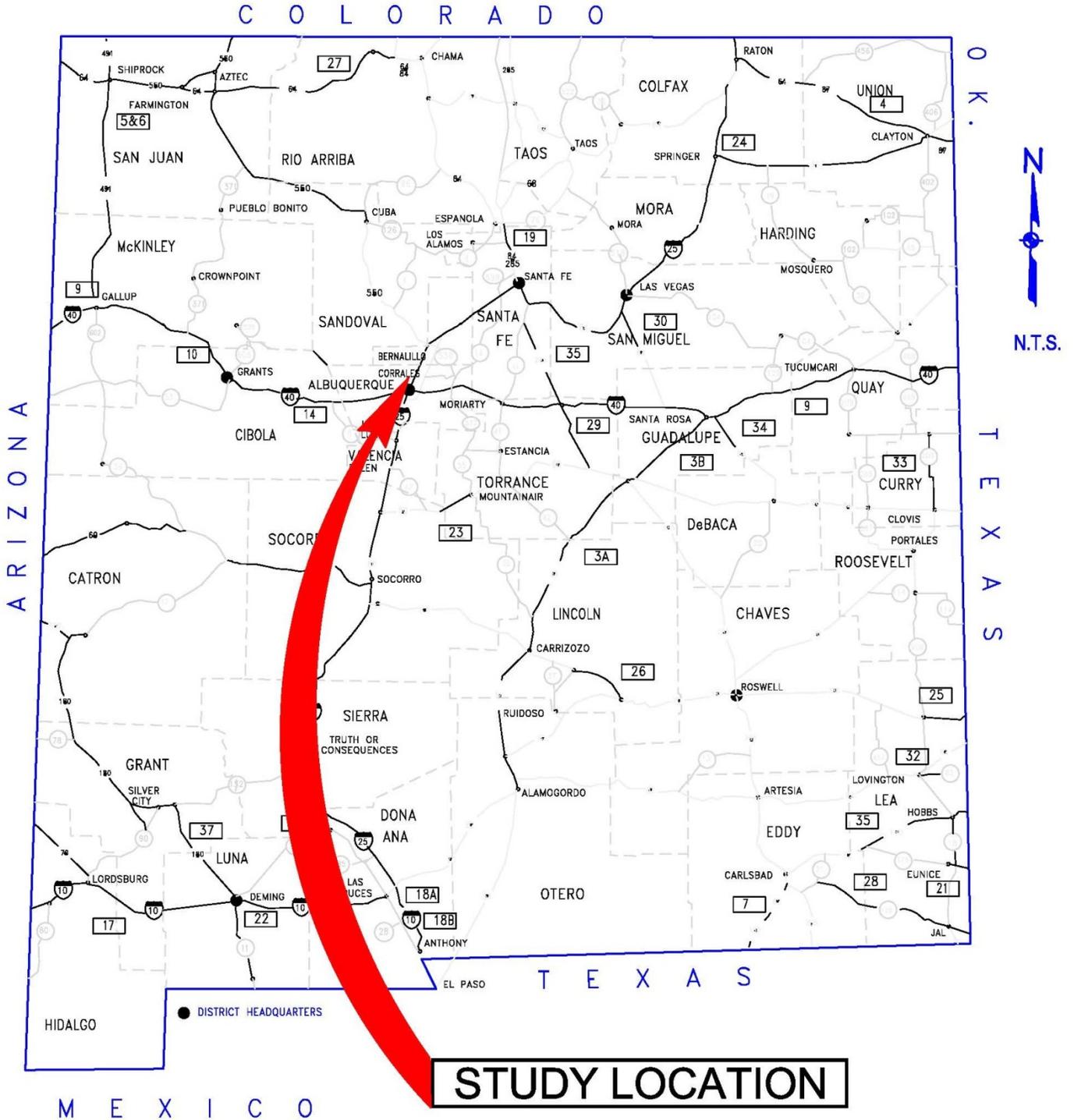
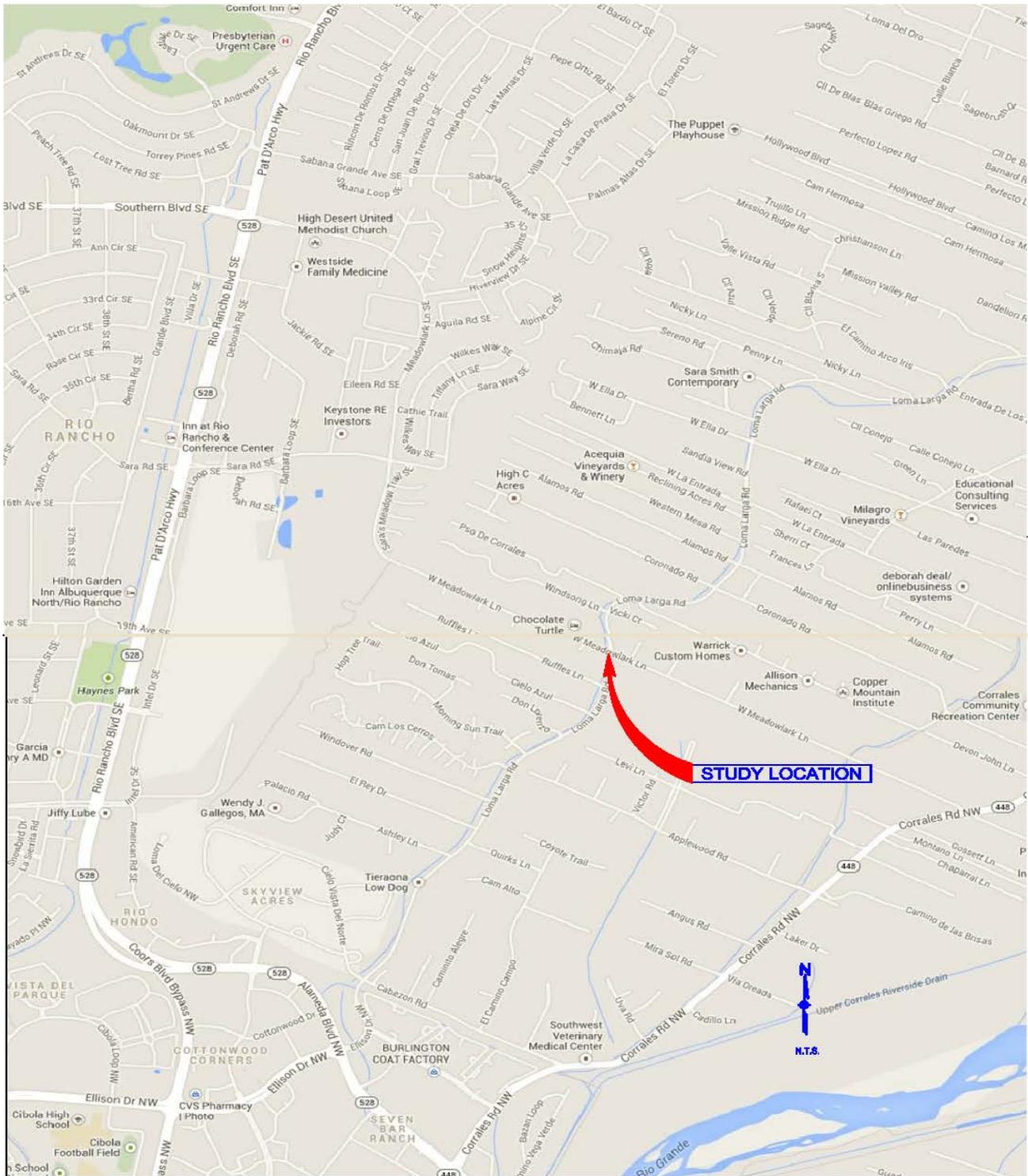


FIGURE 1-2 VICINITY MAP



2.0 BACKGROUND

Audit Team

The independent, multi-disciplinary audit team for the Loma Larga Road/Meadowlark Lane intersection RSA was comprised of a number of experienced professionals from various backgrounds ranging from planning, traffic engineering, roadway engineering, law enforcement, emergency services, community leaders and local residents. The RSA team met on December 12, 2013 in the Village of Corrales Council Chambers to discuss the engineering data collected and to gather field data available for the project site. Table 2-1 is a listing of those that were in attendance for the RSA, their relevant credentials, and the organization they represent. The sign-in sheets are located in Appendix A.

TABLE 2-1 PARTICIPATING AUDIT TEAM MEMBERS

Name	Organization
Afshin Jian, PE	New Mexico Department of Transportation
Nancy Perea, PE	New Mexico Department of Transportation
Gilbert Sanchez, PE	New Mexico Department of Transportation
Steve Eagan, PE	New Mexico Department of Transportation
John A. Avila	Village of Corrales
Michele Anderson	Village of Corrales
Julie Luna, Transportation Planner	Mid-Region Council of Governments (MRCOG)
Pam Cox	Area resident
Chris Allen	Area resident
Bonnie Bagley	Area resident
Robert Luna, PE, PTOE	HDR Engineering, Inc.
Richard Clements, TSOS	HDR Engineering, Inc.

Upper West Meadowlark Lane Planning Charrette Report – Village of Corrales

Along with traffic safety concerns at the Loma Larga Road/Meadowlark Lane intersection, there has also been a history of traffic safety concerns along the Meadowlark Lane corridor west of Loma Larga Road. In September 2013, the Upper West Meadowlark Lane Planning Charrette Report was completed for the Village of Corrales. The goal of the neighborhood residents was to create a safe and multimodal facility on Meadowlark Lane. The Charrette report reviewed several key issues along the Meadowlark Lane corridor including traffic speeds, traffic volumes, lack of trails, and safe accessibility for residents accessing the roadway from private properties.

The Charrette report provided two alternatives for the Meadowlark Lane corridor (Option A and Option B). Option A was selected, which included future plans for traffic calming features such as speed tables, landscaped islands, narrowing travel lanes to 11' in width, designated bicycle lanes and multi-use trails for bicycles, pedestrians and equestrian uses. Potential costs for these improvements was estimated to be approximately \$1.2 M and although a phased construction schedule was discussed in the report, a time frame for completion of the recommended improvements was not determined.

The completion of the Charrette report does not alter this road safety audit in a material way. However, the Charrette report and its findings are mentioned here for background information.

Project Data

Project Data collected for use during an RSA typically includes traffic counts, crash data, as-built information and field review information. Traffic Data was collected by Mike Henderson Consulting, LLC, and is located in Appendix B.

Data and Field Observations

Crash Data for this intersection was collected from 2002 through 2013. Data was obtained from the NMDOT, MRCOG and the Village of Corrales and is located in Appendix C. Considerable effort and discussion took place to review all available crash data to ensure that all crash history was properly accounted for. It was determined that forty-six (46) crashes were reported during the years collected. When additional comments regarding accident causes were recorded, they included driver inattention, excess speed, following too closely, and failure to observe the right-of-way. Two reported crashes were attributed to the influence of alcohol, and one crash involved a bicyclist. Figures 2-1 and 2-2 are crash diagrams that show crash activity at the intersection, and Table 2.2 lists crash data by type.

TABLE 2-2 CRASH ANALYSIS - LOMA LARGA RD. AT MEADOWLARK LANE

TYPE OF COLLISION	SEVERITY			TOTAL BY TYPE
	FATAL	INJURY	PDO	
RIGHT-ANGLE	0	4	14	18
REAR-END	0	5	13	18
FIXED OBJECT (SOLO)	0	1	6	7
SIDESWIPE	0	1	0	1
OTHER	0	0	2	2
TOTAL BY SEVERITY:	0	11	35	46

The Highway Safety Manual, American Association of State Highway and Transportation Officials (HSM) includes methodology to measure the safety of roadway corridors and intersections. This methodology includes:

- Crash rate analysis (already completed): this takes into account the number of crashes in a given segment or at a specific intersection, daily traffic volumes and number of years of available crash data.
- Cost factors based on crash severity (property damage only, injury, and fatal crashes): The HSM identifies a societal cost for crashes based on their severity:
 - Fatal crashes: \$4,008,900
 - Injury crashes: \$82,600
 - Property Damage Only (PDO) crashes: \$7,400
- Equivalent Property Damage Only (EPDO) Average Crash Frequency: this method uses the ratios between costs of each type of crash and assigns “weights”, or point value, to each type of crash by its severity, and can be used for roadway segments and intersections. In cases where there are several intersections being evaluated, this method provides a ranking that can be used to prioritize safety improvements.

- Fatal crashes: 542
- Injury crashes: 11
- PDO crashes: 1

The above values indicate that a fatal crash has a “weight” of 542. In other words the societal cost of a fatal crash is 542 times the societal cost of a PDO crash. Therefore, an injury crash has a weight of 11, since the societal cost of an injury crash is 11 times that of a PDO crash. This allows for a location to have added emphasis if there is a higher rate of severity (fatal or injury) in the reported crashes, and the results are shown in Table 2-3. The EPDO formula is as follows:

EDPO score = (Fw x Fn) + (Iw x In) + (Pw x Pn), where:

Fw = Fatal Crash weight (542)

Fn = number of reported fatal crashes

Iw = Injury Crash weight (11)

In = number of reported injury crashes

Pw = PDO crash weight (1)

Pn = number of reported PDO crashes

TABLE 2-3 EDPO SCORE - LOMA LARGA RD. AT MEADOWLARK LANE

	SEVERITY			EPDO SCORE
	FATAL	INJURY	PDO	
TOTAL CRASHES	0	11	35	156

Traffic Data for each roadway approach to the Loma Larga Road/Meadowlark Lane intersection was collected via tube counters on October 22 and October 23, 2013 (weekday counts). Additionally, turning movements for this location were counted on the same dates. The turning movement counts and Average Daily Traffic (ADT) data can be seen on Figure 2-1. All collected traffic count data as described above is included in Appendix B.

An evaluation of the existing alignment and geometric characteristics of the intersection was performed and found some components that were in compliance with current standard and some components that were not. The lane width of 12’ for both roadways complied with current standards; however the varying shoulder widths (between 5 and 7’) on Loma Larga Road did not. According to current standards, the width of the shoulder should be 8’.

The Meadowlark Lane approaches to Loma Larga Road are skewed. In other words, the side street approaches do not intersect Loma Larga Road at a 90 degree angle. This contributes to some of the sight distance concerns at the intersection for EB motorists. Additionally, on the NW and SE corners of the intersection, there is damaged pavement which has been crumbling as SB to WB right turning vehicles travel over it. Vehicles often travel into the dirt shoulder when completing this right turn movement, which is a sharper than normal vehicle path because of the skewed side street intersection approaches.

FIGURE 2-1 – CRASH DIAGRAM (2002 through 2007)

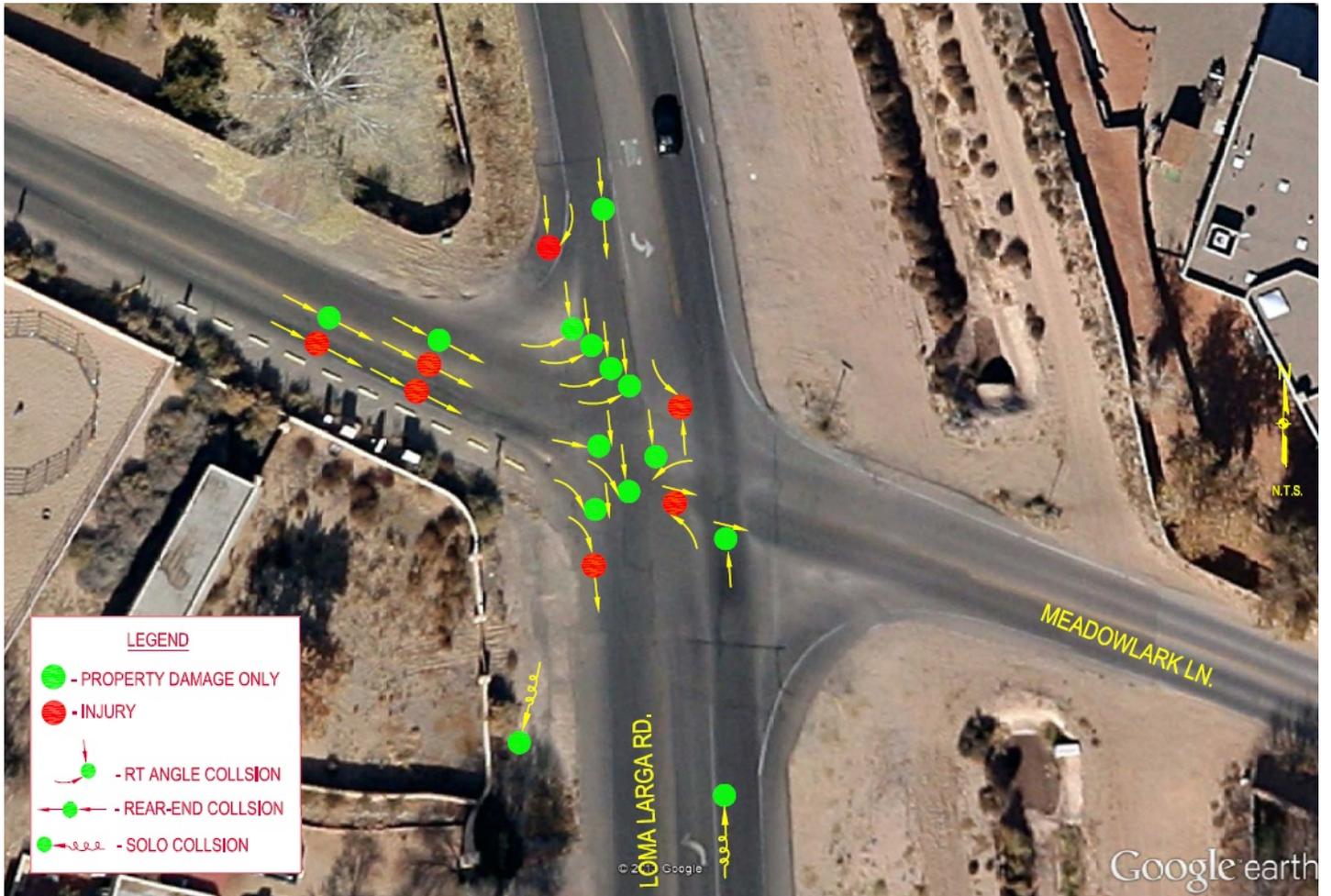


FIGURE 2-2 – CRASH DIAGRAM (2008 through 2013)

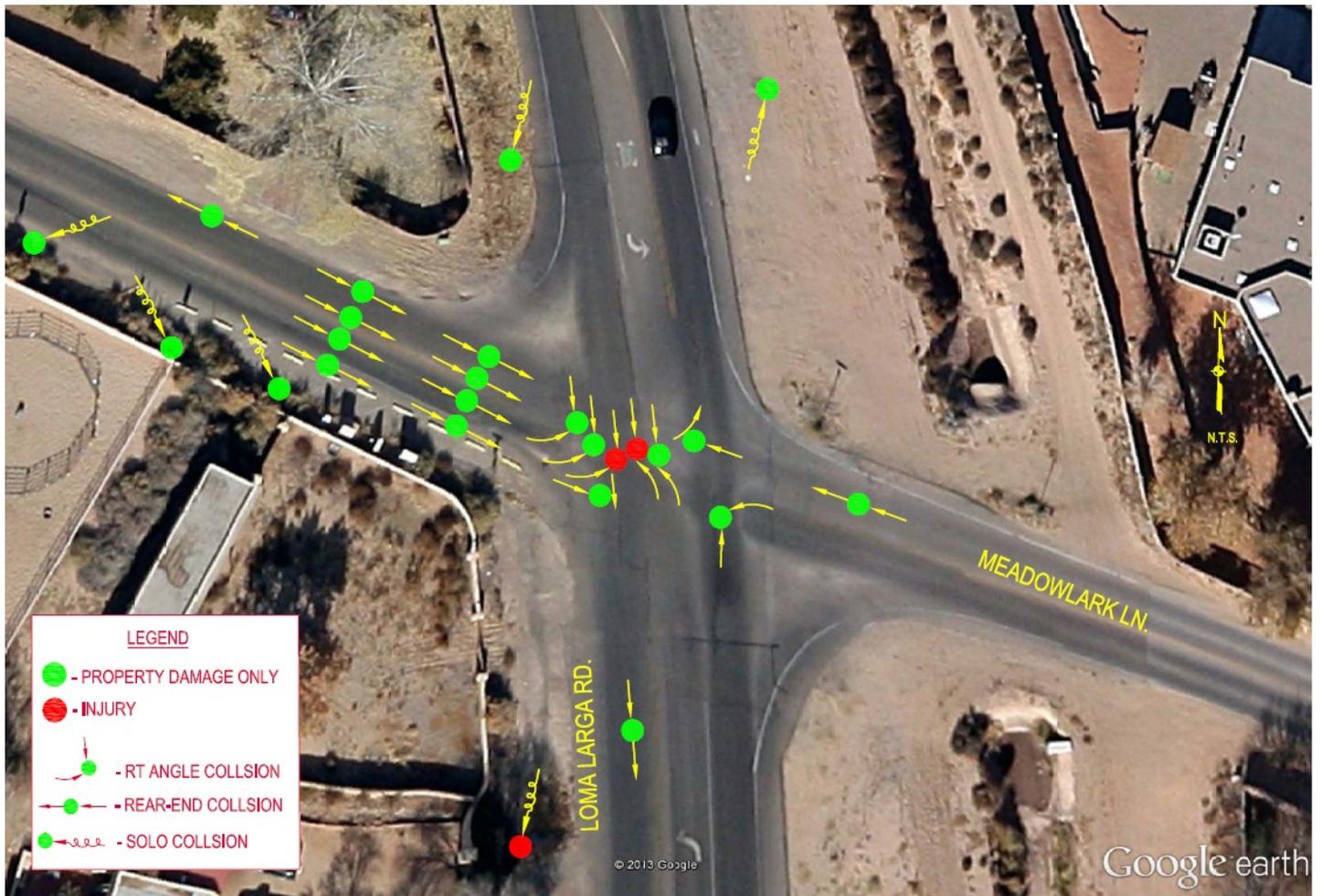
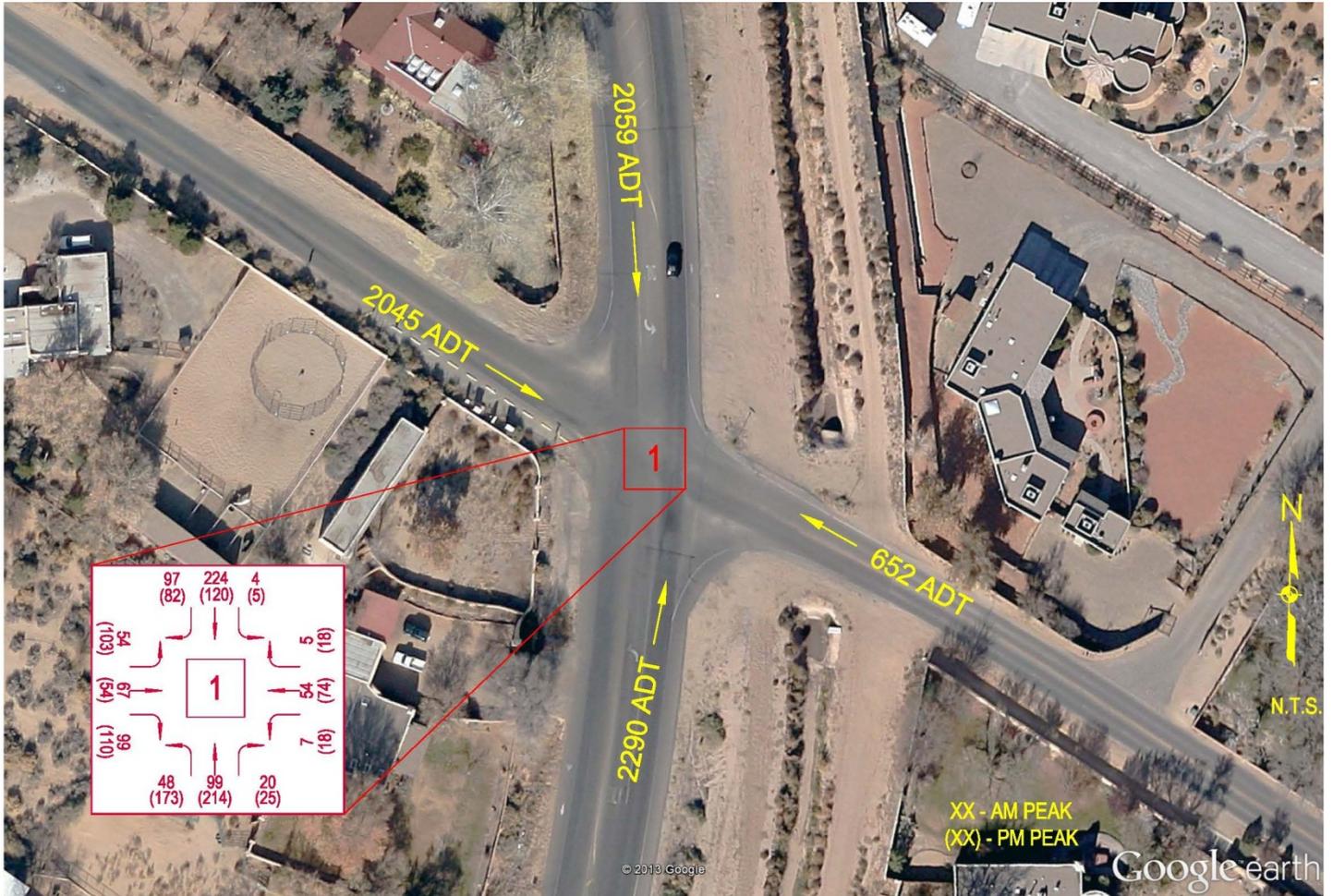


FIGURE 2-3 – ROADWAY AND TUBE COUNT AND INTERSECTION COUNTS



3.0 FINDINGS AND SUGGESTIONS

Safety Audit Observed Issues

As a result of the safety audit meeting held December 12, 2013, several specific safety concerns were discussed among the audit team. These concerns are described in further detail below:

Sight Distance

Issue: Sight Distance is an issue for EB motorists on Loma Larga Road attempting to access or cross Meadowlark Lane. Visibility from EB Meadowlark Lane is partially obstructed by existing fences, trees, shrubs and roadway curvature. Below are photos depicting sight distance for both EB and WB Meadowlark Lane looking onto each direction of Loma Larga Road:



EB Loma Larga Road looking north



EB Loma Larga Road looking south

Village of Corrales - Loma Larga Lane at Meadowlark Lane
Road Safety Audit - Preliminary Report



WB Loma Larga Road looking north



WB Loma Larga Road looking south

Turning Movement Conflicts

Issue: Residents have indicated that there is confusion among motorists who approach the intersection from each direction of Meadowlark Lane trying to turn onto Loma Larga Road, and there is confusion among Meadowlark Lane motorists as to who has the right-of-way. It has been noted by area residents that this confusion has led to some near misses at the intersection.

There is also concern about storage for EB vehicles at the intersection, and sometimes vehicles drive onto the EB shoulder to turn right onto SB Loma Larga Road. Delineators and concrete parking stops have been placed along the EB right shoulder as a method to discourage motorists from using the EB shoulder, but this was meant only as a temporary measure. As a result of this driver behavior, the shoulder pavement and access pavement is deteriorating on the SW corner of the intersection (as well as the other corners), as shown below:



Deteriorating pavement – SW corner of intersection



Deteriorating pavement – NE corner of intersection

Crash Activity

Issue: There is a clearly demonstrated pattern of crashes from EB Meadowlark Lane entering Loma Larga Road. The two most common types of crashes involving EB vehicles are right-angle collisions with vehicles traveling on Loma Larga Road, and rear-end collisions of EB vehicles approaching Loma Larga Road.

Possible factors leading to the EB vehicle crashes include delay for EB vehicles, and restricted sight distance when looking both directions onto Loma Larga Road. See the crash diagram on Pages 8 and 9 of this report.

Safety for Pedestrians/Equestrians and Horse Drawn Vehicles Crossing at the Intersection

Issue: The area surrounding the Loma Larga Road/Meadowlark Lane intersection has some pedestrian and equestrian activity. Area residents have observed that motorists on Loma Larga Road often do not stop or yield to pedestrians and equestrian users in at the intersection. There are signs on Meadowlark Lane indicating that there is equestrian activity, as shown below:



Equestrian sign – EB Meadowlark Lane at Loma Larga Rd.



Equestrian Sign – WB Meadowlark Lane at Loma Larga Rd.

Bicycle Safety

Issue: Loma Larga Road and Meadowlark Lane are designated as bicycle facilities on MRCOG's *Future Albuquerque Area Bikeways and Streets* map. Loma Larga Lane is a Bike Lane, with bicycle symbols painted on the shoulder. Meadowlark Lane is designated as a Bike Route, but has no paved shoulders for a dedicated bicycle lane. Bicyclists using Meadowlark Lane are forced to ride on the travel lanes, which is a potential safety issue. Also, area residents have reported that bicycles have difficulty navigating the intersection, especially during peak traffic hours.

Right-Of-Way Concerns

Issue: Area residents report that in many instances, EB and WB vehicles on Meadowlark Lane approaching Loma Larga Road from both directions experience confusion as to who has the right-of-way, leading to many near misses in the intersection.

Speed and Volume of Traffic

Issue: As part of the data collection for the Road Safety Audit, traffic counts and speed analysis was completed for both roadways. The posted speeds are 30 mph on Loma Larga Road and 25 mph on Meadowlark Lane. The standard method for analyzing speed is the 85th percentile method, which involves the formula of determining the 85th fastest vehicle speed out of every 100 vehicles analyzed, based on the assumption that 85% of motorists drive at reasonable speeds. The results are shown below:

NB Loma Larga Road: 34.5 mph
SB Loma Larga Road: 34.3 mph
EB Meadowlark Lane: 29.0 mph
WB Meadowlark Lane: 30.0 mph

As shown by the 85th percentile speeds for each roadway, the posted speeds are appropriate since it is common practice for posted speed limits to be established at the nearest 5 mph or 10 mph increment (such as 25, 30 or 35 mph, etc.) below the 85th percentile speed. This practice is the reason why the posted speeds are 30 mph for Loma Larga Road and 25 mph for Meadowlark Lane. However, there are a certain percentage of vehicles that drive well in excess of the posted speed limit. Speeding vehicles are a safety concern for area residents of the Loma Larga Road/Meadowlark Lane intersection.

Eastbound Stacking of Vehicles

Issue: EB Meadowlark Lane has nearly the same amount of traffic as the NB and SB approaches of Loma Larga Road, both in ADT and in the AM and PM peak hours. During field visits by the RSA team, it was observed that as many as seven or eight vehicles would stack up for the EB movement at the intersection waiting to access or cross Loma Larga Road. The high volumes of EB traffic on Meadowlark Lane leads to delay at the stop sign at Loma Larga Road, and is also a factor in the reported crash activity. Also, it has been reported by area residents that EB vehicles, in an attempt to decrease their delay, often either use the dirt shoulder along the EB lane to turn south onto Loma Larga Road, or even drift left across the painted double yellow to turn left onto NB Loma Larga Road.

Roadside Drainage Channel Facility

Issue: Along the east side of Loma Larga Road, a large drainage ditch the runs parallel to the roadway. The drainage ditch is located approximately 40 to 50 feet from the edge of the roadway along the easterly (NB) side of Loma Larga Road. It has been determined that possible safety issues exist in the event that vehicles travel off of the roadway and could drive into the ditch. Below are mages that illustrate the drainage ditch and culverts:



NE corner of the intersection, facing south



SE corner of the intersection, facing north

Heavy Truck Traffic/ Room for Large Vehicles to Maneuver

Issue: Area residents report that vehicles such as multi-axle tractor-trailers and dual-axle delivery trucks sometimes travel at excessive speeds, and also indicate that in some cases, these vehicles have difficulty maneuvering in the intersection, usually in situations where large vehicles attempt to access Meadowlark Lane from Loma Larga Road.

Summary of RSA

Table 3-1 summarizes the safety issues (listed previously) identified by the RSA team along with potential solutions for each issue. The potential solutions are categorized based on safety benefits, time frame for implementation and overall cost considerations. The audit team assigned a potential safety benefit status as minimum, good or best. Additionally, the cost of each potential solution was assigned a relative value of low, medium or high. Each solution was also assigned a time frame for improvement of short-term, mid-term or long-term. A short term improvement could occur within one year, while a mid-term improvement could occur from one to three years from now, and a long-term improvement could occur more than three years from now. Factors considered when assigning a time frame included complexity of design, cost impacts, constructability and if environmental documentation would be required.

TABLE 3-1 POTENTIAL SAFETY IMPROVEMENTS SUMMARY

Safety Issue	Possible Safety Improvement(s)	Safety Payoff	Time Frame	Cost	Priority
Sight Distance	Re-alignment of intersection approaches	Best	Long-term	High	1
	Installation of Roundabout	Best	Long-term	High	
	Installation of 4-way stop	Best	Short-term	Low	
Turning Movement Conflicts	Enhanced pavement markings (stop bars, additional lanes for turn movements)	Good	Short-term	Low	1
	Installation of roundabout	Best	Long-term	High	
Crash Activity	Review times of day crashes are occurring	Good	N/A	None	1
	Involvement of Pedestrians and Bicycles	Good	N/A	None	
	Time frame of improvements	Good	N/A	None	
Safety for Pedestrians and Equestrians Crossing Intersection	Crosswalks	Good	Short-term	Low	2
	Advance Signing	Good	Mid-Term	Low	
	Flashing Beacons with Pushbuttons	Good	Mid-Term	Moderate	
	Installation of Roundabout	Best	Long-Term	High	
Safety for Horse-drawn vehicles	Flashing Beacons with Pushbuttons	Good	Mid-Term	Moderate	2
	Separate Crossings away from Intersection	Good	Long-Term	Moderate	
Bicycle Access/Safety	Improved Pavement Markings, Signing and Striping	Good	Short-term	Low	2
	Multi-Use Trail on North Side of Meadowlark Lane	Best	Long-Term	High	
	Installation of Roundabout	Best	Long-Term	High	
Inadequate Right-Of-Way	Installation of signs announcing pedestrians/bicycles and horses have right-of-way at intersection	Good	Short-term	Low	2
	Re-alignment of intersection approaches	Best	Long-term	High	
	Acquisition of adjacent property for intersection improvements	Best	Long-term	High	
Speed & Volume of Traffic	Detectable Speed Signs	Good	Mid-term	Moderate	3
	Enforcement of Posted Speeds	Good	Short-term	Low	
EB Stacking of Vehicles	Improved Pavement Markings, Signing and Striping for Lane Designation	Good	Short-term	Low	4
	Installation of Roundabout	Best	Long-Term	High	
Roadside Drainage Channel Facility	Enclosure of Existing Drainage Facilities	Good	Mid-term	Moderate	4
	Delineators	Good	Short-term	Low	
Heavy Truck Traffic	Enforcement of Existing Weight Prohibitions	Good	Short-term	Low	5
Room for Large Vehicles (lane tracking)	Geometric Improvements	Good	Long-term	High	5

Following the formulation of the information in Table 3-1, the audit team summarized the risks of the potential solutions:

- Any changes would modify existing driver expectations
- Shoulder widening along EB Meadowlark Lane could create a perception of an additional lane and be used as such
- A wider roadway (Loma Larga Road) could result in higher traffic speeds
- A roundabout could lead to driver confusion and also result in a decrease of speeds on Loma Larga Road
- Potential funding for large-scale improvements could be difficult to secure and therefore delay improvement implementation
- Right-of-Way acquisition(s) may not be agreeable to some property owners and could be cost-prohibitive

4.0 SUMMARY & CONCLUSIONS

As previously discussed, an RSA is conducted to gather and log the safety concerns of a community with the help of a diverse team to determine potential solutions for those concerns. The safety concerns and potential solutions identified by the audit team and documented here may not all be implemented in the immediate future. However, each of the solutions provides a safety benefit to the traveling public and community and should be considered for implementation.

Low, medium and high cost projects were identified within this report. Additionally, projects were rated based on their potential safety benefit: minimum, average and high. Ideally, the projects that are rated low in cost and high in safety benefit are the projects that are implemented quickly. Therefore, for this project, these types of project improvements were identified. Available funding, combined with the safety benefit of the recommended solution will partially determine the order in which the project improvements are implemented.

From the Potential Safety Improvements Summary shown in Table 3-1, RSA Team determined their “wish list” of projects they wanted to be implemented. The projects were separated into two categories: short term and long term. The preliminary wish list for implementation is as follows:

- All-way stop at the intersection (short-term) - shown on Figure 4.1
- Pavement markings, such as crosswalks and new striping of existing lane layouts (short-term) – shown on Figure 4.1
- Signs indicating pedestrians, equestrian users and bicycles have right-of-way (short-term)
- Enforcement of existing speed limits and other regulations such as weight limits for heavy vehicles (short-term)
- Flashing beacons with push-buttons (mid-term)
- Detectable Speed Signs (mid-term)
- Pedestrian crossing separate from the intersection (long-term)
- Installation of Roundabout (long-term) – shown on Figure 4.2
- Re-alignment of intersection approaches (long-term) – shown on Figure 4.3

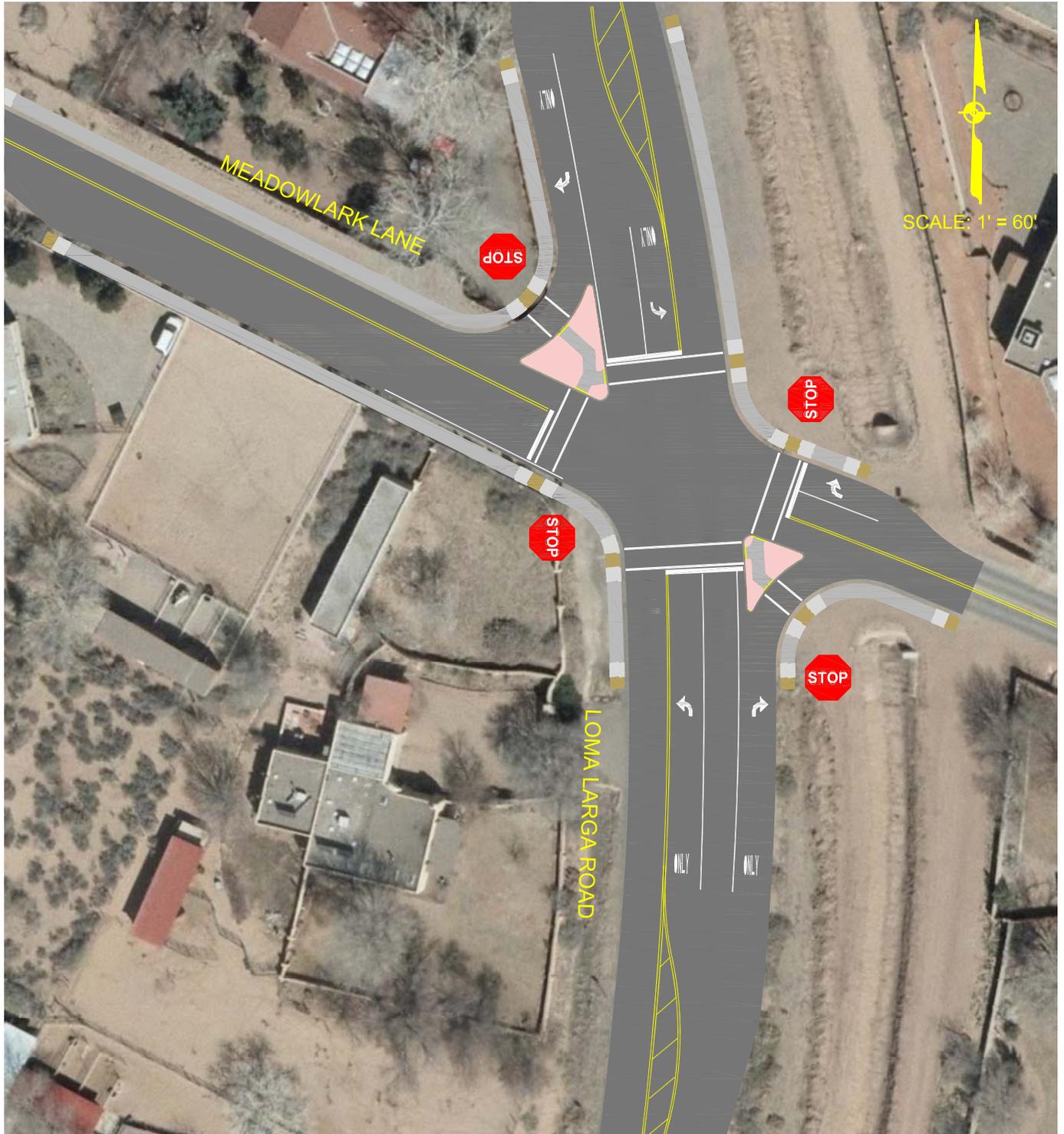


FIGURE 4.1 - INSTALLATION OF ALL WAY STOP, RE-ALIGNMENT AND RE-STRIPING OF EXISTING INTERSECTION

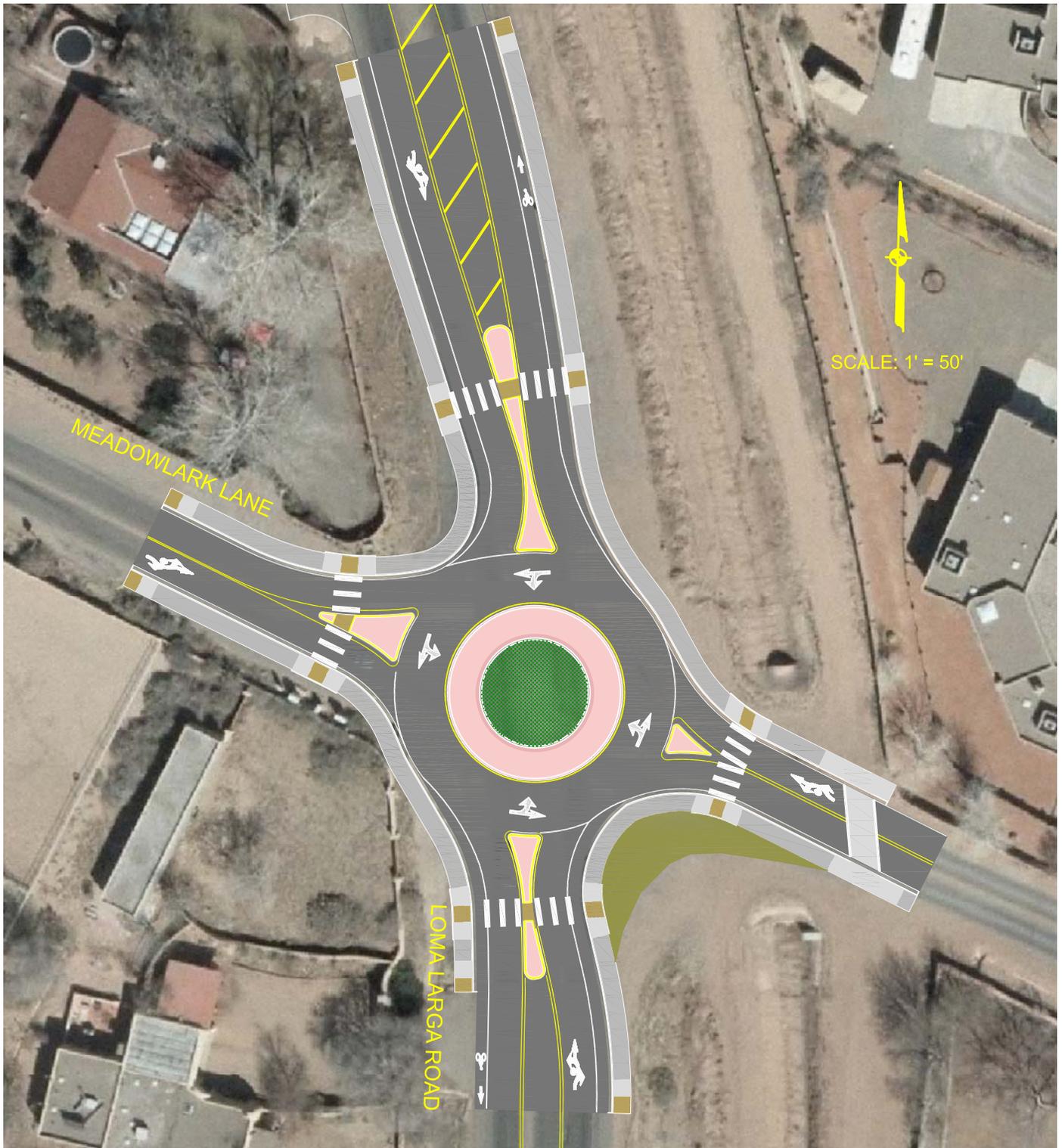


FIGURE 4.2 - INSTALLATION OF ROUNDABOUT

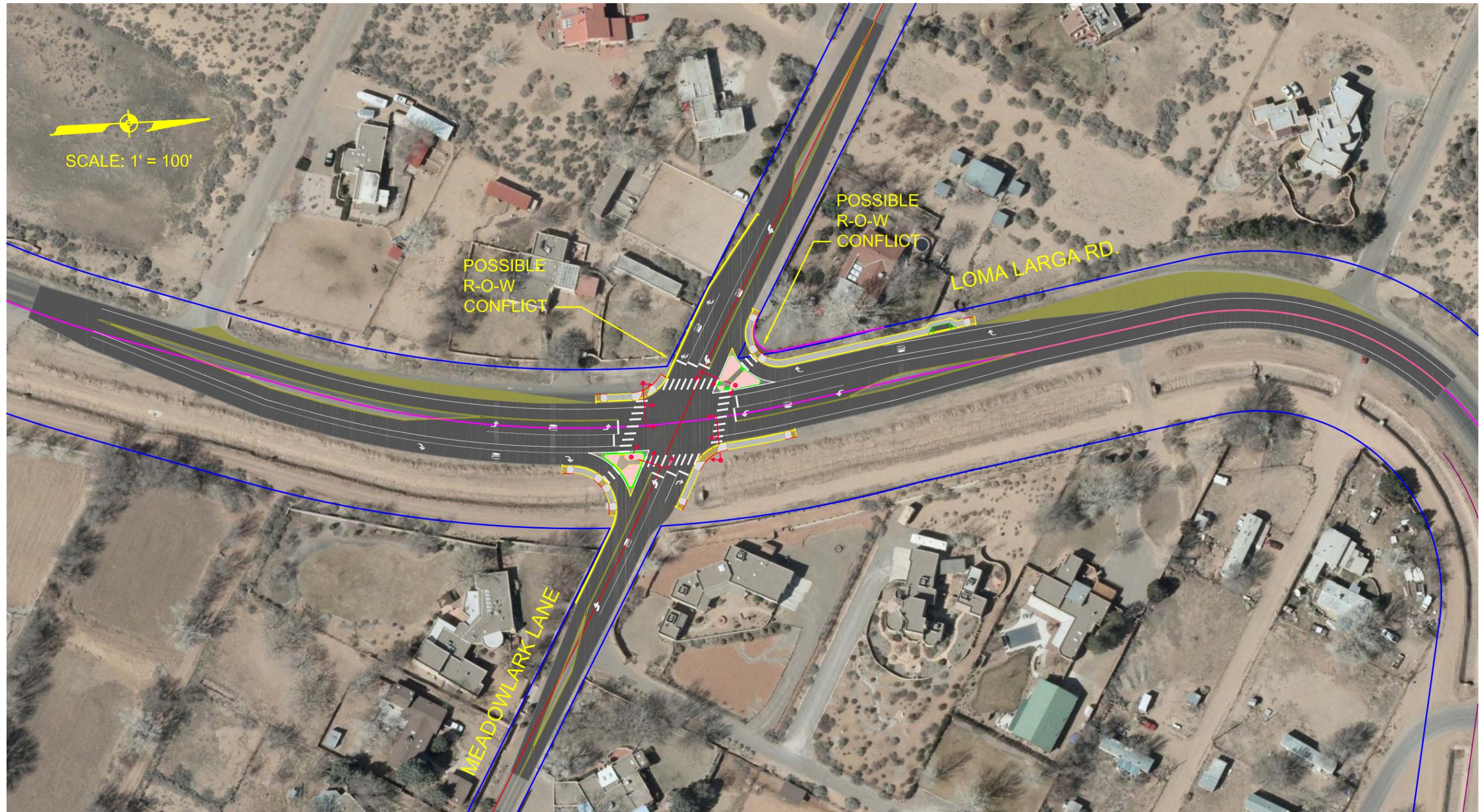


FIGURE 4.3 - IMPROVEMENTS TO EXISTING INTERSECTION - ADDITIONAL APPROACH LANES

Date: Mar 19, 2014 - 1:31pm rlement Layout: ANSI C 11 X 17 TRUE HALF
 Drawing Name: C:\pwworking\phx\d0349454\Corrales-Re-Align01.dwg

5.0 REFERENCES

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APPENDICES

APPENDIX A: RSA SIGN-IN SHEET & CONTACT LIST

APPENDIX B: TRAFFIC VOLUME DATA

APPENDIX C: CRASH DATA

APPENDIX A: RSA Sign-In Sheet/Contact List

MEETING SIGN-IN SHEET

Project: Loma Larga/Meadow Lark Lane RSA

Meeting Date: 12/12/13

Facilitator: HDR

Place/Room: Council Chambers

Name	Title	Company	Phone	Fax	E-Mail
Robert Luna	Sr Traffic Engineer	HDR	830-5400	830-5454	robert.luna@hdrinc.com
John Avila	Village Administration	VOL	817-0502		javila@connects-nm.org
Pam CA			259-0321		pcax21@comcast.net
Chris Allen		Bicycle Pedestrian Advisory Committee	897-3431	-	christina.g.Allen@gmail.com
NANCY PEREA	ASST. DTE	NMDOT P3 TRAFFIC	798-6625		NANCY.PEREA@STATE.NM.US
Julie Luna	Transportation Planner	MRCOG	724-3659		jluna@mrcog-nm.gov
Afshin Jian	State Traffic Engineer	NMDOT	827-5490		afshin.jian@state-nm.us
Steve Eagan	Sr Safety Project Engineer	NMDOT Traffic Tech Support	476-3545		steve.eagan@state.nm.us
GILBERT SANCHEZ	CIVIL ENGINEER	NMDOT			Gilbert.Sanchez@state.nm.us
MICHELE ANDERSON	CORRIDORS P&Z	CORRIDORS	450-4501		myk9sgm@aol.com
RICHARD CLEMENTS	HDR →		830-5431	830-5454	RICHARD.CLEMENTS@HDRINC.COM
BONNIE BAGLEY	(HORSE COMMUNITY)		898-6457		TERANTI@YAHOO.COM

APPENDIX B: TRAFFIC VOLUME DATA

Mike Henderson Consulting, LLC

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

Collected by: MH17

File Name : Loma Larga & Meadowlark
Site Code :
Start Date : 10/22/2013
Page No : 2

Groups Printed- Car - Truck

Start Time	Meadowlark Ln Eastbound					Meadowlark Ln Westbound					Loma Larga Rd Northbound					Loma Larga Rd Southbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
15:00	26	12	28	0	66	5	11	1	2	17	35	43	5	0	83	1	42	14	0	57	2	223	225
15:15	25	14	13	0	52	3	17	1	0	21	34	45	3	0	82	2	30	16	0	48	0	203	203
15:30	24	13	25	0	62	4	24	2	1	30	31	48	2	0	81	0	29	22	0	51	1	224	225
15:45	14	14	15	0	43	3	18	5	0	26	46	48	8	0	102	0	37	24	0	61	0	232	232
Total	89	53	81	0	223	15	70	9	3	94	146	184	18	0	348	3	138	76	0	217	3	882	885
16:00	30	13	34	0	77	12	23	4	1	39	37	66	8	0	111	2	25	29	0	56	1	283	284
16:15	29	11	31	0	71	3	21	4	2	28	39	49	5	0	93	1	26	18	0	45	2	237	239
16:30	30	16	30	1	76	0	12	5	1	17	51	51	4	0	106	2	32	11	1	45	3	244	247
16:45	18	11	26	1	55	6	25	3	1	34	41	47	3	0	91	1	36	10	0	47	2	227	229
Total	107	51	121	2	279	21	81	16	5	118	168	213	20	0	401	6	119	68	1	193	8	991	999
17:00	22	15	31	0	68	3	15	2	3	20	48	51	2	0	101	1	28	22	0	51	3	240	243
17:15	27	19	23	0	69	2	13	3	1	18	52	75	5	0	132	0	26	24	0	50	1	269	270
17:30	24	13	16	2	53	0	18	4	1	22	54	54	2	1	110	1	30	25	0	56	4	241	245
17:45	21	12	13	0	46	0	20	1	3	21	39	48	2	0	89	0	26	14	0	40	3	196	199
Total	94	59	83	2	236	5	66	10	8	81	193	228	11	1	432	2	110	85	0	197	11	946	957
Grand Total	591	480	969	22	2040	95	489	57	23	641	914	1246	130	2	2290	31	1385	643	2	2059	49	7030	7079
Apprch %	29	23.5	47.5			14.8	76.3	8.9			39.9	54.4	5.7			1.5	67.3	31.2					
Total %	8.4	6.8	13.8		29	1.4	7	0.8		9.1	13	17.7	1.8		32.6	0.4	19.7	9.1		29.3	0.7	99.3	
Car	589	476	958		2045	93	484	52		652	908	1206	125		2241	29	1336	637		2004	0	0	6942
% Car	99.7	99.2	98.9	100	99.2	97.9	99	91.2	100	98.2	99.3	96.8	96.2	100	97.8	93.5	96.5	99.1	100	97.2	0	0	98.1
Truck	2	4	11		17	2	5	5		12	6	40	5		51	2	49	6		57	0	0	137
% Truck	0.3	0.8	1.1	0	0.8	2.1	1	8.8	0	1.8	0.7	3.2	3.8	0	2.2	6.5	3.5	0.9	0	2.8	0	0	1.9

Mike Henderson Consulting, LLC

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

Collected by: MH17

File Name : Loma Larga & Meadowlark
Site Code :
Start Date : 10/22/2013
Page No : 3

Start Time	Meadowlark Ln Eastbound				Meadowlark Ln Westbound				Loma Larga Rd Northbound				Loma Larga Rd Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:45 to 09:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	15	18	30	63	0	9	0	9	14	27	3	44	3	41	23	67	183
08:15	11	20	29	60	1	10	2	13	9	20	7	36	0	64	10	74	183
08:30	14	18	17	49	0	15	1	16	13	24	6	43	0	64	24	88	196
08:45	14	11	23	48	6	20	2	28	12	28	4	44	1	55	40	96	216
Total Volume	54	67	99	220	7	54	5	66	48	99	20	167	4	224	97	325	778
% App. Total	24.5	30.5	45		10.6	81.8	7.6		28.7	59.3	12		1.2	68.9	29.8		
PHF	.900	.838	.825	.873	.292	.675	.625	.589	.857	.884	.714	.949	.333	.875	.606	.846	.900
Car	54	67	98	219	7	54	4	65	48	92	18	158	4	217	97	318	760
% Car	100	100	99.0	99.5	100	100	80.0	98.5	100	92.9	90.0	94.6	100	96.9	100	97.8	97.7
Truck	0	0	1	1	0	0	1	1	0	7	2	9	0	7	0	7	18
% Truck	0	0	1.0	0.5	0	0	20.0	1.5	0	7.1	10.0	5.4	0	3.1	0	2.2	2.3
Peak Hour Analysis From 09:45 to 13:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00																	
12:00	16	15	26	57	4	17	2	23	35	23	2	60	0	30	16	46	186
12:15	14	14	32	60	0	10	1	11	21	23	2	46	1	30	16	47	164
12:30	15	12	24	51	0	12	2	14	18	41	5	64	1	37	10	48	177
12:45	15	10	30	55	5	14	2	21	25	42	2	69	1	27	15	43	188
Total Volume	60	51	112	223	9	53	7	69	99	129	11	239	3	124	57	184	715
% App. Total	26.9	22.9	50.2		13	76.8	10.1		41.4	54	4.6		1.6	67.4	31		
PHF	.938	.850	.875	.929	.450	.779	.875	.750	.707	.768	.550	.866	.750	.838	.891	.958	.951
Car	60	50	109	219	9	52	6	67	97	127	11	235	3	119	56	178	699
% Car	100	98.0	97.3	98.2	100	98.1	85.7	97.1	98.0	98.4	100	98.3	100	96.0	98.2	96.7	97.8
Truck	0	1	3	4	0	1	1	2	2	2	0	4	0	5	1	6	16
% Truck	0	2.0	2.7	1.8	0	1.9	14.3	2.9	2.0	1.6	0	1.7	0	4.0	1.8	3.3	2.2
Peak Hour Analysis From 13:45 to 17:30 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 15:45																	
15:45	14	14	15	43	3	18	5	26	46	48	8	102	0	37	24	61	232
16:00	30	13	34	77	12	23	4	39	37	66	8	111	2	25	29	56	283
16:15	29	11	31	71	3	21	4	28	39	49	5	93	1	26	18	45	237
16:30	30	16	30	76	0	12	5	17	51	51	4	106	2	32	11	45	244
Total Volume	103	54	110	267	18	74	18	110	173	214	25	412	5	120	82	207	996
% App. Total	38.6	20.2	41.2		16.4	67.3	16.4		42	51.9	6.1		2.4	58	39.6		
PHF	.858	.844	.809	.867	.375	.804	.900	.705	.848	.811	.781	.928	.625	.811	.707	.848	.880
Car	102	54	109	265	17	74	17	108	172	211	24	407	4	114	82	200	980
% Car	99.0	100	99.1	99.3	94.4	100	94.4	98.2	99.4	98.6	96.0	98.8	80.0	95.0	100	96.6	98.4
Truck	1	0	1	2	1	0	1	2	1	3	1	5	1	6	0	7	16
% Truck	1.0	0	0.9	0.7	5.6	0	5.6	1.8	0.6	1.4	4.0	1.2	20.0	5.0	0	3.4	1.6

Basic Volume Report: Loma Larga North of Meadowlark

Station ID : Loma Larga North of Meadowlark

Info Line 1 :
Info Line 2 : Corrales

GPS Lat/Lon :
DB File : LL NOF MLARK1NB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number :
Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Northbound				

Lane #1 Basic Volume Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	:00	:15	:30	:45	Total
10/22/13	00:00	4	2	4	2	12
Tue	01:00	3	2	0	0	5
	02:00	1	2	1	0	4
	03:00	1	0	0	0	1
	04:00	0	1	1	0	2
	05:00	0	1	1	1	3
	06:00	8	4	8	12	32
	07:00	14	20	29	27	90
	08:00	41	34	38	44	157
	09:00	35	35	28	37	135
	10:00	33	30	36	44	143
	11:00	41	52	46	40	179
	12:00	41	38	56	59	194
	13:00	54	48	64	46	212
	14:00	51	56	51	51	209
	15:00	72	72	70	67	281
	16:00	103	82	85	67	337
	17:00	77	108	77	72	334
	18:00	84	92	72	79	327
	19:00	59	62	26	38	185
	20:00	37	37	38	36	148
	21:00	29	22	20	19	90
	22:00	21	6	11	9	47
	23:00	5	10	5	3	23
Day Total :						3150

AM Total :	763 (24.2%)	Peak AM Hour : 10:45 =	183 (5.8%)	Peak AM Factor : 0.880	Average Period :	32.8
PM Total :	2387 (75.8%)	Peak PM Hour : 17:15 =	341 (10.8%)	Peak PM Factor : 0.789	Average Hour :	131.3

Date	Time	:00	:15	:30	:45	Total
10/23/13	00:00	2	2	3	3	10
Wed	01:00	2	1	1	1	5
	02:00	1	2	0	0	3
	03:00	0	0	0	0	0
	04:00	0	2	0	0	2
	05:00	2	0	1	2	5
	06:00	1	8	12	18	39
	07:00	13	24	31	22	90
	08:00	40	44	37	42	163
	09:00	35	32	39	37	143
	10:00	33	32	37	49	151
	11:00	50	42	46	57	195
	12:00	51	48	57	44	200
	13:00	51	53	51	49	204
	14:00	59	71	45	77	252
	15:00	69	72	57	56	254
	16:00	72	84	75	70	301
	17:00	87	73	87	66	313
	18:00	65	71	66	73	275
	19:00	52	59	42	37	190
	20:00	39	29	24	29	121
	21:00	21	18	27	13	79
	22:00	18	10	8	7	43
	23:00	4	6	5	2	17

Day Total : 3055

AM Total :	806 (26.4%)	Peak AM Hour : 11:00 =	195 (6.4%)	Peak AM Factor : 0.855	Average Period :	31.8
PM Total :	2249 (73.6%)	Peak PM Hour : 16:45 =	317 (10.4%)	Peak PM Factor : 0.911	Average Hour :	127.3

Lane #2 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	Southbound				

Lane #2 Basic Volume Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	:00	:15	:30	:45	Total
10/22/13	00:00	2	2	2	2	8
Tue	01:00	2	0	0	0	2
	02:00	1	2	0	0	3
	03:00	1	1	1	3	6
	04:00	0	4	2	4	10
	05:00	7	17	12	20	56
	06:00	15	31	55	77	178
	07:00	89	69	80	80	318
	08:00	64	73	88	96	321
	09:00	56	68	41	55	220
	10:00	50	36	47	57	190
	11:00	41	49	59	47	196
	12:00	47	46	48	44	185
	13:00	43	47	51	48	189
	14:00	54	49	54	45	202
	15:00	56	47	51	64	218
	16:00	56	44	46	47	193
	17:00	51	50	59	38	198
	18:00	45	60	42	31	178
	19:00	35	23	25	11	94
	20:00	18	9	18	5	50
	21:00	20	9	10	9	48
	22:00	9	11	4	4	28
	23:00	4	2	1	1	8

Day Total : 3099

AM Total :	1508 (48.7%)	Peak AM Hour : 08:00 =	321 (10.4%)	Peak AM Factor : 0.836	Average Period :	32.3
PM Total :	1591 (51.3%)	Peak PM Hour : 15:00 =	218 (7.0%)	Peak PM Factor : 0.852	Average Hour :	129.1

Date	Time	:00	:15	:30	:45	Total
10/23/13	00:00	2	1	1	3	7
Wed	01:00	4	2	1	0	7
	02:00	0	0	0	1	1
	03:00	2	2	2	1	7
	04:00	2	1	5	5	13
	05:00	10	7	14	13	44
	06:00	27	29	49	61	166
	07:00	71	64	90	74	299
	08:00	52	60	77	71	260
	09:00	62	68	46	72	248
	10:00	52	44	55	52	203
	11:00	52	51	61	55	219
	12:00	44	51	58	54	207
	13:00	56	48	40	36	180
	14:00	57	55	48	52	212
	15:00	51	51	48	48	198
	16:00	40	54	59	47	200
	17:00	59	40	44	38	181
	18:00	42	46	29	37	154
	19:00	32	34	20	19	105
	20:00	12	14	15	17	58
	21:00	12	6	8	8	34
	22:00	4	6	6	4	20
	23:00	7	1	2	3	13

Day Total : 3036

AM Total :	1474 (48.6%)	Peak AM Hour : 07:00 =	299 (9.8%)	Peak AM Factor : 0.831	Average Period :	31.6
PM Total :	1562 (51.4%)	Peak PM Hour : 12:15 =	219 (7.2%)	Peak PM Factor : 0.928	Average Hour :	126.5

Basic Volume Summary: Loma Larga North of Meadowlark

Grand Total For Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	6205 (50.3%)	2.00	3103	32.3	129.3	1569 (25.3%)	4636 (74.7%)
#2.	6135 (49.7%)	2.00	3068	32.0	127.8	2982 (48.6%)	3153 (51.4%)
ALL	12340	2.00	6171	64.3	257.1	4551 (36.9%)	7789 (63.1%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	11:00 = 195	10/23/2013	0.855	17:15 = 341	10/22/2013	0.789
#2.	08:00 = 321	10/22/2013	0.836	12:15 = 219	10/23/2013	0.928

Basic Volume Report: Loma Larga South of Meadowlark

Station ID : Loma Larga South of Meadowlark

Info Line 1 :
Info Line 2 : Corrales

GPS Lat/Lon :
DB File : LL SOF MLARK1SB.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 14403
Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Southbound				

Lane #1 Basic Volume Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	:00	:15	:30	:45	Total
10/22/13	00:00	3	1	4	1	9
Tue	01:00	3	1	0	0	4
	02:00	1	1	0	1	3
	03:00	1	1	1	0	3
	04:00	0	5	2	5	12
	05:00	8	16	18	16	58
	06:00	22	34	70	88	214
	07:00	112	120	106	92	430
	08:00	71	93	80	85	329
	09:00	62	69	57	63	251
	10:00	65	55	44	59	223
	11:00	54	63	73	61	251
	12:00	60	62	58	63	243
	13:00	55	49	65	62	231
	14:00	56	47	64	59	226
	15:00	74	47	58	57	236
	16:00	70	62	62	68	262
	17:00	62	50	51	41	204
	18:00	58	49	49	32	188
	19:00	37	27	23	10	97
	20:00	17	14	19	8	58
	21:00	14	10	10	9	43
	22:00	7	9	7	3	26
	23:00	2	2	2	2	8
Day Total :						3609

AM Total :	1787 (49.5%)	Peak AM Hour : 07:00 =	430 (11.9%)	Peak AM Factor : 0.896	Average Period :	37.6
PM Total :	1822 (50.5%)	Peak PM Hour : 16:00 =	262 (7.3%)	Peak PM Factor : 0.885	Average Hour :	150.4

Date	Time	:00	:15	:30	:45	Total
10/23/13	00:00	3	0	0	2	5
Wed	01:00	3	0	1	0	4
	02:00	0	0	0	1	1
	03:00	2	1	3	1	7
	04:00	2	2	4	8	16
	05:00	9	13	19	18	59
	06:00	36	34	51	71	192
	07:00	104	100	104	85	393
	08:00	75	66	82	80	303
	09:00	65	74	56	71	266
	10:00	62	50	69	67	248
	11:00	59	70	75	56	260
	12:00	52	59	64	60	235
	13:00	66	48	64	55	233
	14:00	78	59	53	64	254
	15:00	60	56	64	59	239
	16:00	46	51	79	64	240
	17:00	76	57	47	43	223
	18:00	63	44	40	39	186
	19:00	33	34	19	19	105
	20:00	16	16	12	15	59
	21:00	11	7	9	11	38
	22:00	9	10	7	3	29
	23:00	3	0	4	2	9

Day Total : 3604

AM Total :	1754 (48.7%)	Peak AM Hour : 07:00 =	393 (10.9%)	Peak AM Factor : 0.945	Average Period :	37.5
PM Total :	1850 (51.3%)	Peak PM Hour : 16:30 =	276 (7.7%)	Peak PM Factor : 0.873	Average Hour :	150.2

Lane #2 Configuration

# Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2. Northbound				

Lane #2 Basic Volume Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	:00	:15	:30	:45	Total
10/22/13	00:00	3	2	3	2	10
Tue	01:00	2	1	0	0	3
	02:00	0	1	0	0	1
	03:00	2	0	0	0	2
	04:00	0	1	1	0	2
	05:00	0	2	1	1	4
	06:00	5	7	7	20	39
	07:00	17	19	30	37	103
	08:00	41	34	42	44	161
	09:00	31	38	33	44	146
	10:00	40	26	37	48	151
	11:00	50	52	58	48	208
	12:00	59	43	62	64	228
	13:00	51	51	64	65	231
	14:00	59	67	74	65	265
	15:00	79	79	79	97	334
	16:00	105	88	103	88	384
	17:00	90	126	104	86	406
	18:00	99	96	85	91	371
	19:00	65	61	41	48	215
	20:00	36	32	43	34	145
	21:00	31	18	15	18	82
	22:00	19	7	12	8	46
	23:00	6	7	6	3	22

Day Total : 3559

AM Total :	830 (23.3%)	Peak AM Hour : 10:45 =	208 (5.8%)	Peak AM Factor : 0.897	Average Period :	37.1
PM Total :	2729 (76.7%)	Peak PM Hour : 17:15 =	415 (11.7%)	Peak PM Factor : 0.823	Average Hour :	148.3

Date	Time	:00	:15	:30	:45	Total
10/23/13	00:00	3	0	2	2	7
Wed	01:00	3	2	0	0	5
	02:00	0	0	0	0	0
	03:00	0	2	1	0	3
	04:00	1	2	1	2	6
	05:00	2	1	2	4	9
	06:00	4	9	17	18	48
	07:00	18	27	38	34	117
	08:00	47	31	48	37	163
	09:00	30	36	34	43	143
	10:00	36	30	38	51	155
	11:00	53	43	55	60	211
	12:00	60	52	73	69	254
	13:00	50	61	57	62	230
	14:00	60	73	70	78	281
	15:00	72	80	68	81	301
	16:00	97	101	82	98	378
	17:00	108	97	96	90	391
	18:00	95	82	81	87	345
	19:00	62	69	52	39	222
	20:00	34	31	28	26	119
	21:00	23	18	20	13	74
	22:00	23	6	14	6	49
	23:00	6	8	6	3	23

Day Total : 3534

AM Total :	867 (24.5%)	Peak AM Hour : 11:00 =	211 (6.0%)	Peak AM Factor : 0.879	Average Period :	36.8
PM Total :	2667 (75.5%)	Peak PM Hour : 16:45 =	399 (11.3%)	Peak PM Factor : 0.924	Average Hour :	147.3

Basic Volume Summary: Loma Larga South of Meadowlark

Grand Total For Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	7213 (50.4%)	2.00	3607	37.6	150.3	3541 (49.1%)	3672 (50.9%)
#2.	7093 (49.6%)	2.00	3547	36.9	147.8	1697 (23.9%)	5396 (76.1%)
ALL	14306	2.00	7154	74.5	298.1	5238 (36.6%)	9068 (63.4%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:00 = 430	10/22/2013	0.896	16:30 = 276	10/23/2013	0.873
#2.	11:00 = 211	10/23/2013	0.879	17:15 = 415	10/22/2013	0.823

Basic Volume Report: Meadowlark East of Loma Larga

Station ID : Meadowlark East of Loma Larga

Info Line 1 :
Info Line 2 : Corrales

GPS Lat/Lon :

DB File : MLARK EOF LL1EB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 21494

Number of Lanes : 2

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Eastbound				

Lane #1 Basic Volume Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	:00	:15	:30	:45	Total
10/22/13	00:00	0	1	1	1	3
Tue	01:00	0	0	1	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	2	0	0	2
	05:00	0	1	0	1	2
	06:00	3	6	4	9	22
	07:00	17	15	20	24	76
	08:00	24	26	24	17	91
	09:00	16	18	23	14	71
	10:00	10	19	16	21	66
	11:00	16	18	16	18	68
	12:00	18	17	18	13	66
	13:00	11	9	14	19	53
	14:00	15	20	16	10	61
	15:00	17	17	17	22	73
	16:00	24	16	19	15	74
	17:00	19	22	15	14	70
	18:00	14	18	14	19	65
	19:00	12	7	8	6	33
	20:00	12	4	8	1	25
	21:00	2	2	3	4	11
	22:00	1	2	1	2	6
	23:00	4	1	3	2	10

Day Total : 949

AM Total :	402 (42.4%)	Peak AM Hour : 07:45 =	98 (10.3%)	Peak AM Factor : 0.942	Average Period :	9.9
PM Total :	547 (57.6%)	Peak PM Hour : 15:45 =	81 (8.5%)	Peak PM Factor : 0.844	Average Hour :	39.5

Date	Time	:00	:15	:30	:45	Total
10/23/13	00:00	1	0	0	1	2
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	3	3
	04:00	0	1	0	0	1
	05:00	0	0	0	1	1
	06:00	3	3	5	12	23
	07:00	12	22	14	20	68
	08:00	24	25	34	17	100
	09:00	12	14	18	22	66
	10:00	15	17	20	17	69
	11:00	15	17	22	20	74
	12:00	30	23	25	17	95
	13:00	17	24	11	13	65
	14:00	18	24	12	24	78
	15:00	14	15	14	25	68
	16:00	23	15	18	19	75
	17:00	21	19	14	16	70
	18:00	16	7	14	10	47
	19:00	11	7	6	8	32
	20:00	7	10	9	2	28
	21:00	4	1	2	6	13
	22:00	2	0	2	1	5
	23:00	0	0	1	1	2

Day Total : 986

AM Total :	408 (41.4%)	Peak AM Hour : 07:45 =	103 (10.4%)	Peak AM Factor : 0.757	Average Period :	10.3
PM Total :	578 (58.6%)	Peak PM Hour : 12:00 =	95 (9.6%)	Peak PM Factor : 0.792	Average Hour :	41.1

Lane #2 Configuration

# Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2. Westbound				

Lane #2 Basic Volume Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	:00	:15	:30	:45	Total
10/22/13	00:00	0	0	1	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	2	0	0	2
	05:00	1	2	2	1	6
	06:00	1	1	2	7	11
	07:00	6	10	13	11	40
	08:00	10	11	16	28	65
	09:00	9	14	9	11	43
	10:00	11	11	11	14	47
	11:00	13	11	10	20	54
	12:00	22	11	14	21	68
	13:00	26	17	15	20	78
	14:00	10	15	16	20	61
	15:00	16	20	29	29	94
	16:00	35	28	17	33	113
	17:00	20	21	20	20	81
	18:00	25	19	21	9	74
	19:00	11	6	15	7	39
	20:00	4	10	9	3	26
	21:00	8	6	2	3	19
	22:00	0	4	2	2	8
	23:00	1	3	0	0	4

Day Total : 935

AM Total :	270 (28.9%)	Peak AM Hour : 08:30 =	67 (7.2%)	Peak AM Factor : 0.598	Average Period : 9.7
PM Total :	665 (71.1%)	Peak PM Hour : 15:30 =	121 (12.9%)	Peak PM Factor : 0.864	Average Hour : 39.0

Date	Time	:00	:15	:30	:45	Total
10/23/13	00:00	2	0	0	0	2
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	1	1	2
	04:00	1	1	0	0	2
	05:00	1	3	4	0	8
	06:00	0	2	4	5	11
	07:00	9	5	11	16	41
	08:00	7	19	25	21	72
	09:00	13	13	24	11	61
	10:00	16	10	17	19	62
	11:00	13	15	19	13	60
	12:00	17	15	28	15	75
	13:00	18	17	21	18	74
	14:00	21	22	20	16	79
	15:00	26	16	29	17	88
	16:00	28	25	20	26	99
	17:00	24	35	19	18	96
	18:00	25	18	21	18	82
	19:00	14	9	12	10	45
	20:00	6	4	4	6	20
	21:00	1	7	1	3	12
	22:00	2	2	1	1	6
	23:00	0	0	2	0	2

Day Total : 1000

AM Total :	322 (32.2%)	Peak AM Hour : 08:15 =	78 (7.8%)	Peak AM Factor : 0.780	Average Period :	10.4
PM Total :	678 (67.8%)	Peak PM Hour : 16:30 =	105 (10.5%)	Peak PM Factor : 0.750	Average Hour :	41.7

Basic Volume Summary: Meadowlark East of Loma Larga

Grand Total For Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1935 (50.0%)	2.00	968	10.1	40.3	810 (41.9%)	1125 (58.1%)
#2.	1935 (50.0%)	2.00	968	10.1	40.3	592 (30.6%)	1343 (69.4%)
ALL	3870	2.00	1936	20.2	80.6	1402 (36.2%)	2468 (63.8%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:45 = 103	10/23/2013	0.757	12:00 = 95	10/23/2013	0.792
#2.	08:15 = 78	10/23/2013	0.780	15:30 = 121	10/22/2013	0.864

Basic Volume Report: Meadowlark West of Loma Larga

Station ID : Meadowlark West of Loma Larga

Info Line 1 :
Info Line 2 : Corrales

GPS Lat/Lon :
DB File : MLARK WOF LL1WB.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number : 14403
Number of Lanes : 2
Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		Westbound				

Lane #1 Basic Volume Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	:00	:15	:30	:45	Total
10/22/13	00:00	2	1	0	1	4
Tue	01:00	1	0	0	0	1
	02:00	0	1	0	0	1
	03:00	2	1	0	3	6
	04:00	0	1	2	2	5
	05:00	2	7	7	11	27
	06:00	6	9	18	39	72
	07:00	23	31	42	52	148
	08:00	44	31	52	73	200
	09:00	34	40	28	47	149
	10:00	32	29	37	48	146
	11:00	44	46	53	45	188
	12:00	65	48	39	54	206
	13:00	52	44	47	57	200
	14:00	41	48	58	55	202
	15:00	58	67	77	84	286
	16:00	89	75	76	76	316
	17:00	84	85	98	71	338
	18:00	77	62	71	44	254
	19:00	35	38	41	30	144
	20:00	16	16	24	9	65
	21:00	21	10	10	7	48
	22:00	7	8	5	4	24
	23:00	4	6	1	2	13

Day Total : 3043

AM Total :	947 (31.1%)	Peak AM Hour : 08:00 =	200 (6.6%)	Peak AM Factor : 0.685	Average Period :	31.7
PM Total :	2096 (68.9%)	Peak PM Hour : 16:45 =	343 (11.3%)	Peak PM Factor : 0.875	Average Hour :	126.8

Date	Time	:00	:15	:30	:45	Total
10/23/13	00:00	4	1	2	1	8
Wed	01:00	3	4	0	0	7
	02:00	0	0	0	0	0
	03:00	0	3	2	1	6
	04:00	3	1	2	4	10
	05:00	4	5	11	10	30
	06:00	9	11	24	28	72
	07:00	28	29	47	60	164
	08:00	36	34	59	50	179
	09:00	35	40	42	39	156
	10:00	35	28	35	48	146
	11:00	47	33	58	42	180
	12:00	46	36	59	68	209
	13:00	53	61	46	51	211
	14:00	63	57	66	43	229
	15:00	59	59	74	67	259
	16:00	85	86	75	76	322
	17:00	86	95	72	73	326
	18:00	84	58	59	64	265
	19:00	39	36	38	31	144
	20:00	19	13	20	16	68
	21:00	10	13	7	10	40
	22:00	5	2	8	2	17
	23:00	6	3	4	3	16

Day Total : 3064

AM Total :	958 (31.3%)	Peak AM Hour : 07:45 =	189 (6.2%)	Peak AM Factor : 0.787	Average Period :	31.9
PM Total :	2106 (68.7%)	Peak PM Hour : 16:30 =	332 (10.8%)	Peak PM Factor : 0.874	Average Hour :	127.7

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		Eastbound				

Lane #2 Basic Volume Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	:00	:15	:30	:45	Total
10/22/13	00:00	4	2	2	1	9
Tue	01:00	3	2	1	0	6
	02:00	1	1	1	1	4
	03:00	1	0	0	0	1
	04:00	0	2	1	3	6
	05:00	3	3	10	8	24
	06:00	16	18	31	42	107
	07:00	60	86	65	58	269
	08:00	60	59	43	45	207
	09:00	45	39	45	48	177
	10:00	38	49	35	45	167
	11:00	45	63	53	51	212
	12:00	51	54	48	51	204
	13:00	50	40	46	41	177
	14:00	39	38	42	45	164
	15:00	63	49	58	42	212
	16:00	78	62	67	55	262
	17:00	69	59	51	44	223
	18:00	53	44	46	41	184
	19:00	34	34	17	17	102
	20:00	20	24	18	12	74
	21:00	10	9	13	8	40
	22:00	7	3	5	4	19
	23:00	4	6	6	4	20

Day Total : 2870

AM Total :	1189 (41.4%)	Peak AM Hour : 07:00 =	269 (9.4%)	Peak AM Factor : 0.782	Average Period :	29.9
PM Total :	1681 (58.6%)	Peak PM Hour : 16:00 =	262 (9.1%)	Peak PM Factor : 0.840	Average Hour :	119.6

Date	Time	:00	:15	:30	:45	Total
10/23/13	00:00	4	1	2	2	9
Wed	01:00	1	1	1	1	4
	02:00	1	2	0	0	3
	03:00	0	0	1	2	3
	04:00	1	2	0	5	8
	05:00	3	6	9	14	32
	06:00	18	19	26	41	104
	07:00	59	67	51	54	231
	08:00	62	58	58	52	230
	09:00	37	38	49	38	162
	10:00	41	45	48	52	186
	11:00	47	53	49	48	197
	12:00	53	41	41	43	178
	13:00	56	55	48	49	208
	14:00	66	55	43	58	222
	15:00	45	50	55	57	207
	16:00	54	46	74	61	235
	17:00	66	53	54	43	216
	18:00	50	31	46	36	163
	19:00	26	22	20	20	88
	20:00	31	23	15	15	84
	21:00	10	7	16	12	45
	22:00	6	7	4	2	19
	23:00	0	1	3	2	6

Day Total : 2840

AM Total :	1169 (41.2%)	Peak AM Hour : 07:15 =	234 (8.2%)	Peak AM Factor : 0.873	Average Period :	29.6
PM Total :	1671 (58.8%)	Peak PM Hour : 16:30 =	254 (8.9%)	Peak PM Factor : 0.858	Average Hour :	118.3

Basic Volume Summary: Meadowlark West of Loma Larga

Grand Total For Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	6107 (51.7%)	2.00	3054	31.8	127.2	1905 (31.2%)	4202 (68.8%)
#2.	5710 (48.3%)	2.00	2855	29.7	119.0	2358 (41.3%)	3352 (58.7%)
ALL	11817	2.00	5909	61.5	246.2	4263 (36.1%)	7554 (63.9%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	08:00 = 200	10/22/2013	0.685	16:45 = 343	10/22/2013	0.875
#2.	07:00 = 269	10/22/2013	0.782	16:00 = 262	10/22/2013	0.840

Basic Axle Classification Report: Loma Larga North

Station ID : Loma Larga North of Meadowlark

Last Connected Device Type : Apollo

Info Line 1 :

Version Number : 1.62

Info Line 2 : Corrales

Serial Number :

GPS Lat/Lon :

Number of Lanes : 2

DB File : LL NOF MLARK1NB.DB

Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Basic Axle Classification Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/22/13	00:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
	07:00	0	59	28	0	2	0	1	0	0	0	0	0	0	90
	08:00	1	95	56	0	1	2	0	2	0	0	0	0	0	157
	09:00	3	85	43	0	0	1	0	2	0	0	1	0	0	135
	10:00	4	90	48	0	0	1	0	0	0	0	0	0	0	143
	11:00	2	123	50	0	0	2	0	2	0	0	0	0	0	179
	12:00	1	144	47	0	2	0	0	0	0	0	0	0	0	194
	13:00	2	145	63	0	0	1	0	1	0	0	0	0	0	212
	14:00	1	160	44	0	1	1	0	1	1	0	0	0	0	209
	15:00	1	215	55	0	5	2	1	1	0	0	1	0	0	281
	16:00	4	252	77	0	2	0	1	1	0	0	0	0	0	337
	17:00	9	251	69	0	0	0	0	4	0	0	1	0	0	334
	18:00	6	260	58	0	2	0	0	1	0	0	0	0	0	327
	19:00	2	142	41	0	0	0	0	0	0	0	0	0	0	185
	20:00	1	123	24	0	0	0	0	0	0	0	0	0	0	148
	21:00	1	74	15	0	0	0	0	0	0	0	0	0	0	90
	22:00	0	38	9	0	0	0	0	0	0	0	0	0	0	47
	23:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
Daily Total :		39	2323	741	0	15	10	3	15	1	0	3	0	0	3150
Percent :		1%	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		2	97	31	0	1	0	0	1	0	0	0	0	0	132

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
10/23/13	00:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	1	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
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	30	9	0	0	0	0	0	0	0	0	0	0	39
	07:00	1	54	34	0	0	0	0	1	0	0	0	0	0	90
	08:00	2	110	49	0	2	0	0	0	0	0	0	0	0	163
	09:00	0	88	48	0	1	1	0	1	0	1	0	0	1	141
	10:00	2	98	49	0	0	0	0	0	0	0	1	0	0	150
	11:00	0	150	45	0	0	0	0	0	0	0	0	0	0	195
	12:00	5	137	55	0	0	0	0	2	1	0	0	0	0	200
	13:00	0	155	48	0	0	0	0	1	0	0	0	0	0	204
	14:00	3	190	56	0	2	0	0	0	1	0	0	0	0	252
	15:00	6	190	54	0	4	0	0	0	0	0	0	0	0	254
	16:00	4	217	76	0	0	0	0	2	0	0	0	0	2	301
	17:00	7	232	70	0	1	0	0	2	0	0	0	0	0	312
	18:00	5	227	41	0	0	0	0	2	0	0	0	0	0	275
	19:00	1	149	40	0	0	0	0	0	0	0	0	0	0	190
	20:00	0	97	24	0	0	0	0	0	0	0	0	0	0	121
	21:00	1	67	11	0	0	0	0	0	0	0	0	0	0	79
	22:00	0	35	8	0	0	0	0	0	0	0	0	0	0	43
	23:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		37	2258	727	0	10	1	0	11	2	1	1	0	3	3051
Percent :		1%	74%	24%	0%										
Average :		2	94	30	0	126									

Lane #2 Configuration

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

Lane #2 Basic Axle Classification Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

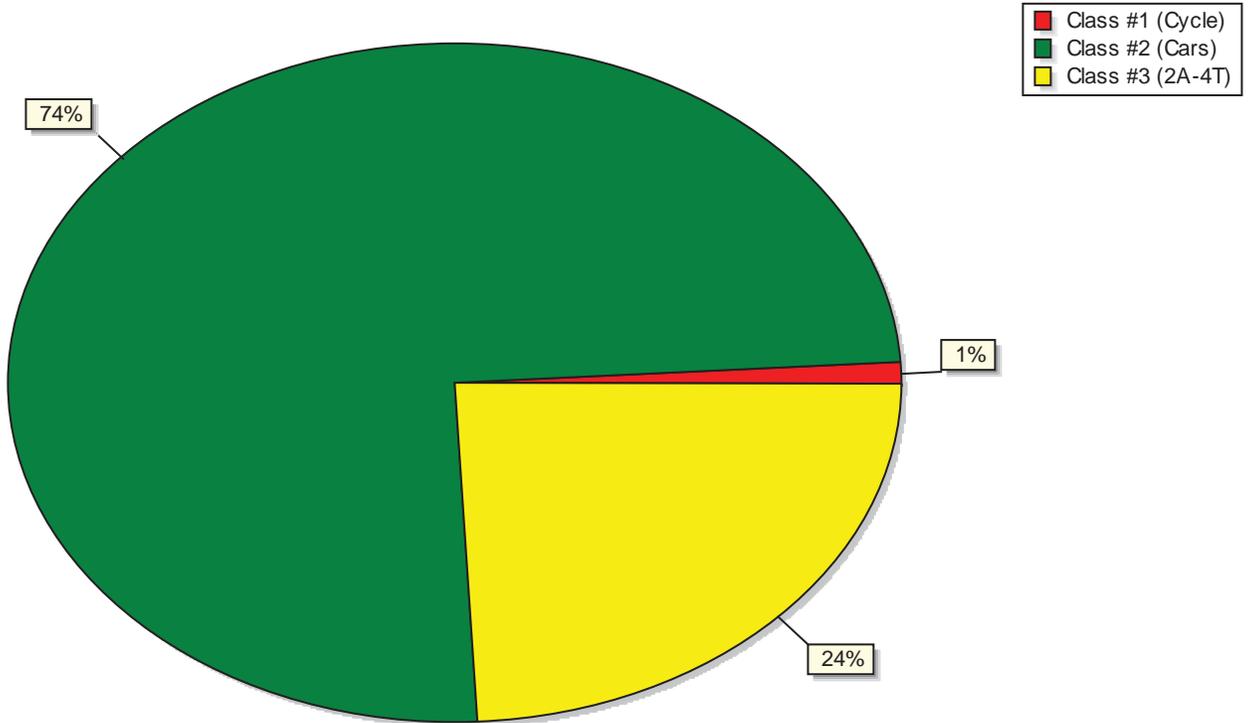
(DEFAULT)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/22/13	00:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Tue	01:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	05:00	0	38	18	0	0	0	0	0	0	0	0	0	0	56
	06:00	1	136	39	0	1	1	0	0	0	0	0	0	0	178
	07:00	2	240	66	0	4	2	1	0	0	0	0	0	0	315
	08:00	3	230	72	0	2	3	1	2	0	0	0	0	0	313
	09:00	1	151	51	0	0	4	0	2	0	0	1	0	0	210
	10:00	1	134	46	0	0	4	0	1	1	0	1	0	0	188
	11:00	0	142	43	0	1	2	0	0	0	0	0	0	0	188
	12:00	1	125	50	0	1	2	0	0	0	0	0	0	0	179
	13:00	2	123	57	0	5	1	0	0	0	0	0	0	0	188
	14:00	2	134	48	1	2	2	0	0	0	0	0	0	0	189
	15:00	0	149	53	0	2	0	1	1	0	0	0	1	1	208
	16:00	2	131	45	0	1	1	0	0	0	0	0	0	0	180
	17:00	1	154	34	0	0	0	1	0	0	0	0	0	0	190
	18:00	0	132	36	0	0	1	0	1	0	0	1	0	0	171
	19:00	1	67	26	0	0	0	0	0	0	0	0	0	0	94
	20:00	0	46	4	0	0	0	0	0	0	0	0	0	0	50
	21:00	0	37	9	0	0	0	0	0	0	0	0	0	0	46
	22:00	0	20	8	0	0	0	0	0	0	0	0	0	0	28
	23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		18	2215	715	1	19	23	4	7	1	0	3	1	1	3008
Percent :		1%	74%	24%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	92	30	0	1	1	0	0	0	0	0	0	0	125

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/23/13	00:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	05:00	0	32	12	0	0	0	0	0	0	0	0	0	0	44
	06:00	3	128	31	0	1	1	0	0	0	0	0	0	1	165
	07:00	2	222	67	1	4	0	0	2	0	0	0	0	0	298
	08:00	4	194	54	0	0	0	0	1	0	0	0	0	0	253
	09:00	2	170	65	0	1	0	0	0	0	0	0	0	0	238
	10:00	0	154	42	0	1	1	0	0	0	0	0	0	1	199
	11:00	1	138	67	0	0	2	0	2	0	0	0	1	0	211
	12:00	2	145	48	0	2	0	0	0	0	0	0	0	0	197
	13:00	1	132	41	0	0	0	0	2	1	0	0	0	0	177
	14:00	2	151	44	0	0	0	0	0	0	0	0	0	0	197
	15:00	3	137	47	0	1	0	0	1	0	1	1	0	0	191
	16:00	0	137	52	0	2	0	0	0	0	0	0	0	0	191
	17:00	0	127	43	0	1	0	0	0	0	0	0	1	0	172
	18:00	1	117	31	0	0	0	0	0	0	0	0	0	0	149
	19:00	1	73	30	0	0	0	0	0	0	0	0	0	0	104
	20:00	0	44	13	0	0	0	0	0	0	0	0	0	0	57
	21:00	0	31	2	0	0	0	0	0	0	0	0	0	0	33
	22:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
	23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Daily Total :		22	2181	708	1	13	4	0	8	1	1	1	2	2	2944
Percent :		1%	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	91	30	0	1	0	0	0	0	0	0	0	0	123

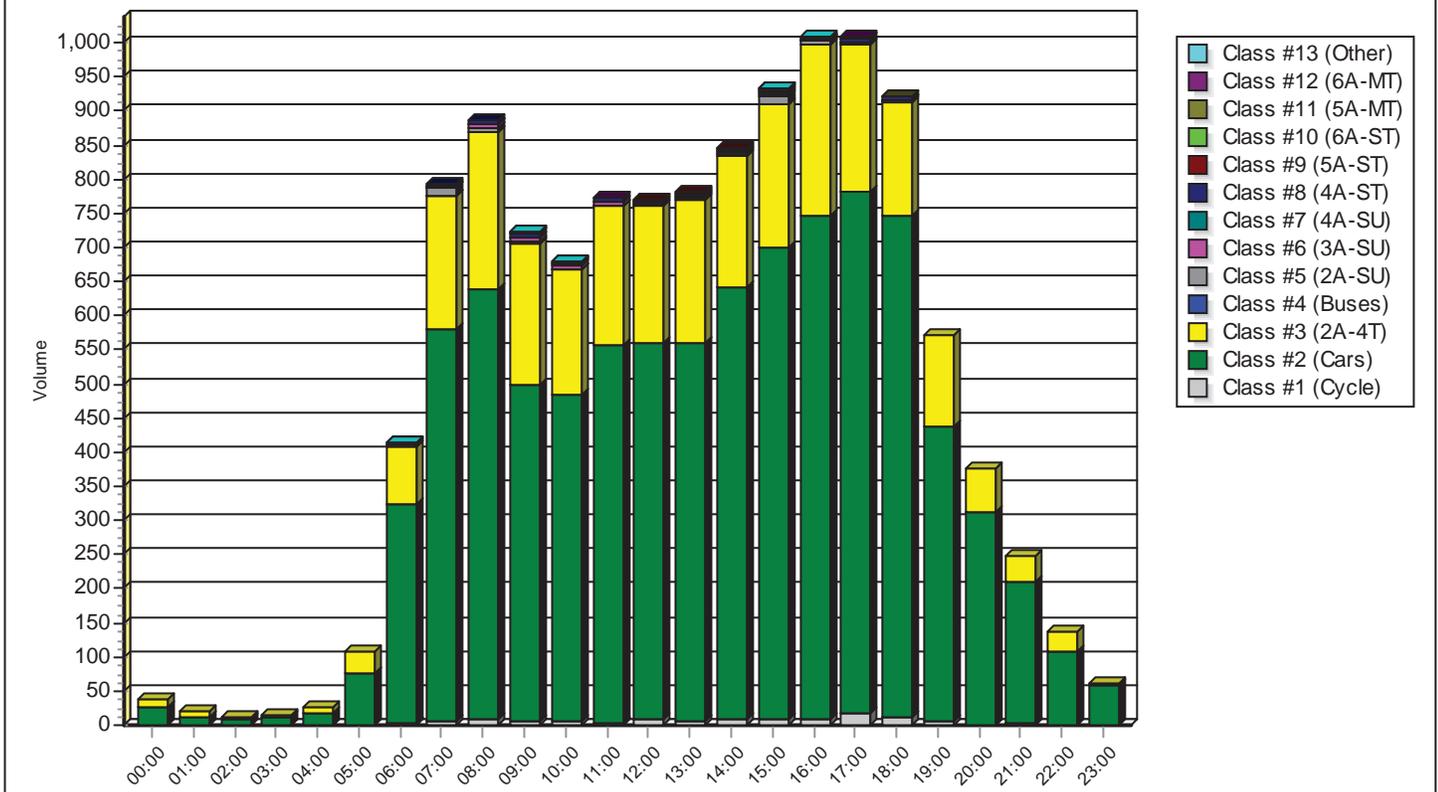
Basic Axle Class Summary: Loma Larga North of

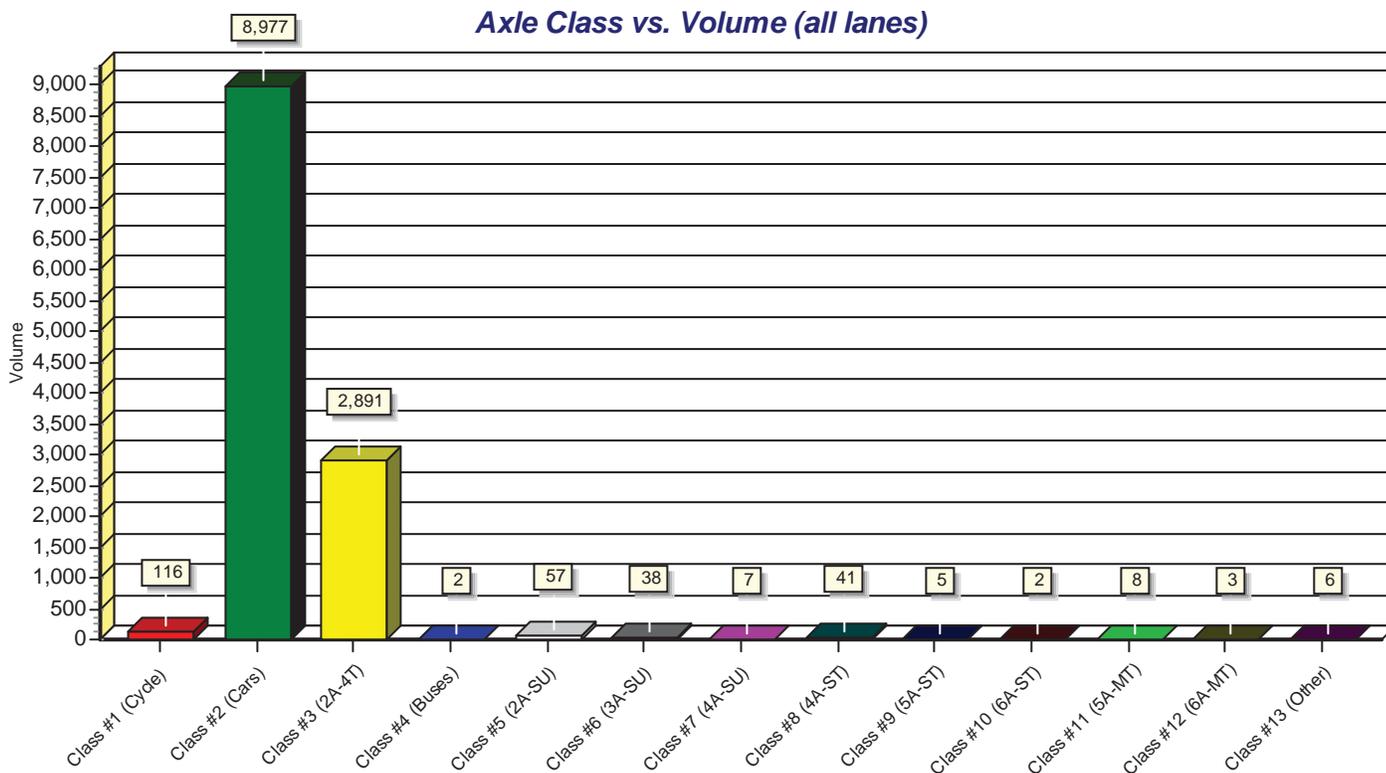
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	76	4581	1468	0	25	11	3	26	3	1	4	0	3	6201
	#2.	40	4396	1423	2	32	27	4	15	2	1	4	3	3	5952
		116	8977	2891	2	57	38	7	41	5	2	8	3	6	12153
Percents :	#1.	1%	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
	#2.	1%	74%	24%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	49%
		1%	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	2	95	31	0	1	0	0	1	0	0	0	0	0	130
	#2.	1	92	30	0	1	1	0	0	0	0	0	0	0	125
		3	187	61	0	2	1	0	1	0	0	0	0	0	255
Days & ADT :	#1.	2.0	3100												
	#2.	2.0	2976												
		2.0	6076												

Axle Class Percentages:



Axle Class vs. Time (all lanes)





Basic Axle Classification Report: Loma Larga South

Station ID : Loma Larga South of Meadowlark

Last Connected Device Type : Apollo

Info Line 1 :

Version Number : 1.51

Info Line 2 : Corrales

Serial Number : 14403

GPS Lat/Lon :

Number of Lanes : 2

DB File : LL SOF MLARK1SB.DB

Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Basic Axle Classification Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/22/13	00:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Tue	01:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	05:00	0	42	16	0	0	0	0	0	0	0	0	0	0	58
	06:00	1	165	47	0	1	0	0	0	0	0	0	0	0	214
	07:00	5	318	97	0	3	3	1	2	0	0	0	0	1	430
	08:00	2	241	78	0	4	3	0	1	0	0	0	0	0	329
	09:00	2	178	65	0	0	3	0	2	0	0	1	0	0	251
	10:00	4	159	55	0	0	4	0	0	1	0	0	0	0	223
	11:00	5	179	64	0	2	1	0	0	0	0	0	0	0	251
	12:00	2	173	65	0	2	1	0	0	0	0	0	0	0	243
	13:00	1	158	66	0	5	0	0	1	0	0	0	0	0	231
	14:00	3	156	63	0	2	2	0	0	0	0	0	0	0	226
	15:00	1	165	66	0	2	0	0	0	1	0	0	1	0	236
	16:00	1	191	67	0	2	1	0	0	0	0	0	0	0	262
	17:00	3	162	38	0	0	0	0	1	0	0	0	0	0	204
	18:00	2	135	51	0	0	0	0	0	0	0	0	0	0	188
	19:00	1	71	25	0	0	0	0	0	0	0	0	0	0	97
	20:00	0	52	6	0	0	0	0	0	0	0	0	0	0	58
	21:00	0	34	9	0	0	0	0	0	0	0	0	0	0	43
	22:00	0	17	9	0	0	0	0	0	0	0	0	0	0	26
	23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		33	2624	898	0	23	18	1	7	2	0	1	1	1	3609
Percent :		1%	73%	25%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	109	37	0	1	1	0	0	0	0	0	0	0	149

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
10/23/13	00:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Wed	01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
	05:00	0	50	9	0	0	0	0	0	0	0	0	0	0	59
	06:00	1	145	42	0	2	0	0	2	0	0	0	0	0	192
	07:00	4	291	93	0	4	0	0	1	0	0	0	0	0	393
	08:00	4	224	75	0	0	0	0	0	0	0	0	0	0	303
	09:00	1	202	58	0	2	1	0	2	0	0	0	0	0	266
	10:00	3	176	66	0	0	1	0	0	2	0	0	0	0	248
	11:00	4	180	70	0	0	2	1	2	1	0	0	0	0	260
	12:00	3	168	58	0	3	0	0	2	0	0	0	0	1	235
	13:00	7	171	54	0	0	0	0	0	1	0	0	0	0	233
	14:00	7	187	60	0	0	0	0	0	0	0	0	0	0	254
	15:00	6	173	58	0	1	0	0	0	1	0	0	0	0	239
	16:00	5	169	62	0	0	0	0	2	0	0	1	0	1	240
	17:00	5	159	58	0	1	0	0	0	0	0	0	0	0	223
	18:00	3	141	41	0	1	0	0	0	0	0	0	0	0	186
	19:00	1	78	26	0	0	0	0	0	0	0	0	0	0	105
	20:00	0	48	11	0	0	0	0	0	0	0	0	0	0	59
	21:00	0	32	6	0	0	0	0	0	0	0	0	0	0	38
	22:00	0	22	7	0	0	0	0	0	0	0	0	0	0	29
	23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		54	2648	864	0	14	4	1	11	5	0	1	0	2	3604
Percent :		1%	73%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		2	110	36	0	1	0	0	0	0	0	0	0	0	149

Lane #2 Configuration

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

Lane #2 Basic Axle Classification Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

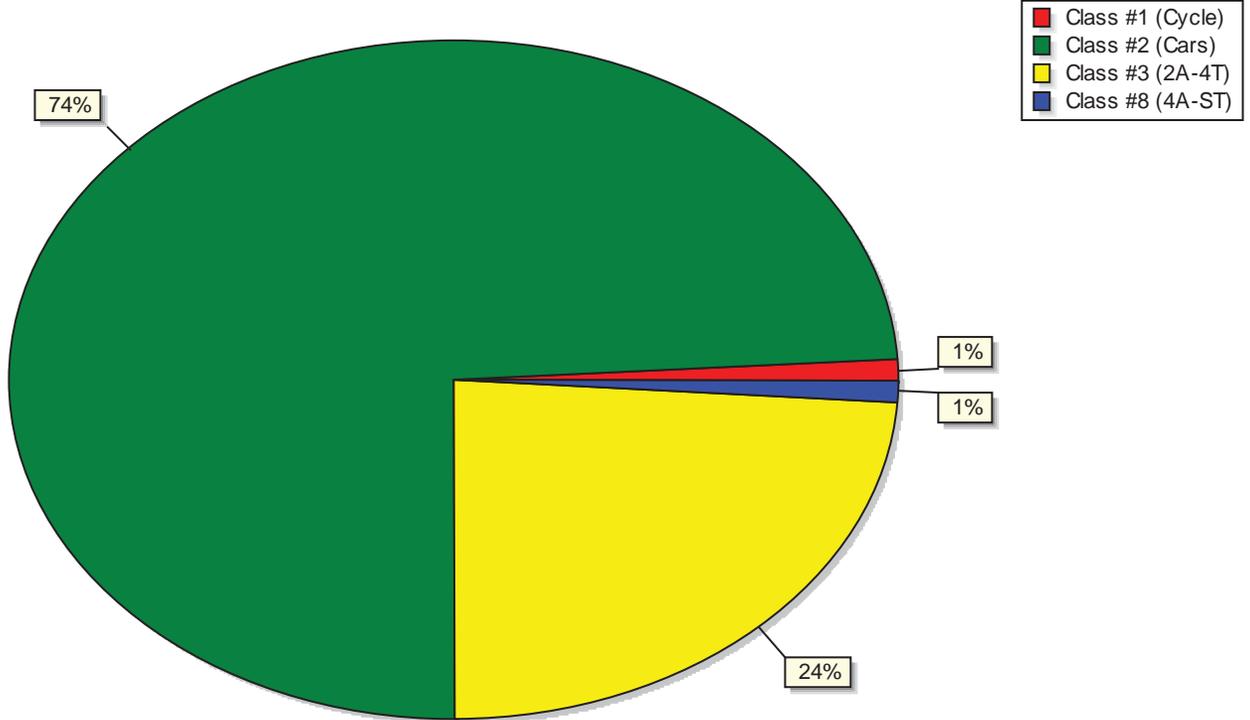
(DEFAULT)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/22/13	00:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Tue	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	34	4	0	0	0	0	1	0	0	0	0	0	39
	07:00	1	72	28	0	2	0	0	0	0	0	0	0	0	103
	08:00	0	94	62	0	1	1	1	2	0	0	0	0	0	161
	09:00	3	94	44	0	1	1	0	2	0	0	1	0	0	146
	10:00	0	106	44	0	0	0	0	1	0	0	0	0	0	151
	11:00	0	141	61	0	0	2	0	3	0	0	1	0	0	208
	12:00	0	176	48	0	2	0	0	2	0	0	0	0	0	228
	13:00	4	169	53	0	0	2	1	2	0	0	0	0	0	231
	14:00	1	197	61	0	1	1	0	3	1	0	0	0	0	265
	15:00	4	249	72	0	5	2	0	1	0	0	1	0	0	334
	16:00	2	299	76	0	2	0	0	4	0	0	1	0	0	384
	17:00	4	324	72	0	0	1	0	3	0	1	0	0	1	406
	18:00	2	288	72	0	2	0	2	5	0	0	0	0	0	371
	19:00	2	165	48	0	0	0	0	0	0	0	0	0	0	215
	20:00	1	111	33	0	0	0	0	0	0	0	0	0	0	145
	21:00	1	68	13	0	0	0	0	0	0	0	0	0	0	82
	22:00	0	37	9	0	0	0	0	0	0	0	0	0	0	46
	23:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		25	2659	809	0	16	10	4	29	1	1	4	0	1	3559
Percent :		1%	75%	23%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		1	111	34	0	1	0	0	1	0	0	0	0	0	148

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
10/23/13	00:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	06:00	0	42	5	0	0	0	1	0	0	0	0	0	0	48
	07:00	1	78	37	0	0	0	0	1	0	0	0	0	0	117
	08:00	0	115	46	0	0	1	0	0	0	0	1	0	0	163
	09:00	1	91	47	0	1	1	0	1	0	1	0	0	0	143
	10:00	1	103	50	0	0	0	0	1	0	0	0	0	0	155
	11:00	1	155	52	0	0	0	0	2	0	1	0	0	0	211
	12:00	1	169	80	0	0	0	0	2	1	0	0	0	1	254
	13:00	4	162	60	0	2	0	0	2	0	0	0	0	0	230
	14:00	1	216	58	0	2	0	1	2	1	0	0	0	0	281
	15:00	4	220	74	0	2	0	0	0	0	0	0	0	1	301
	16:00	2	286	83	0	0	0	0	5	0	1	0	1	0	378
	17:00	6	294	86	0	0	0	0	3	0	1	0	0	1	391
	18:00	3	280	56	1	0	0	0	3	0	0	1	0	1	345
	19:00	2	180	36	0	0	0	0	4	0	0	0	0	0	222
	20:00	0	102	17	0	0	0	0	0	0	0	0	0	0	119
	21:00	1	67	6	0	0	0	0	0	0	0	0	0	0	74
	22:00	0	42	7	0	0	0	0	0	0	0	0	0	0	49
	23:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
Daily Total :		28	2647	808	1	7	2	2	26	2	4	2	1	4	3534
Percent :		1%	75%	23%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		1	110	34	0	0	0	0	1	0	0	0	0	0	146

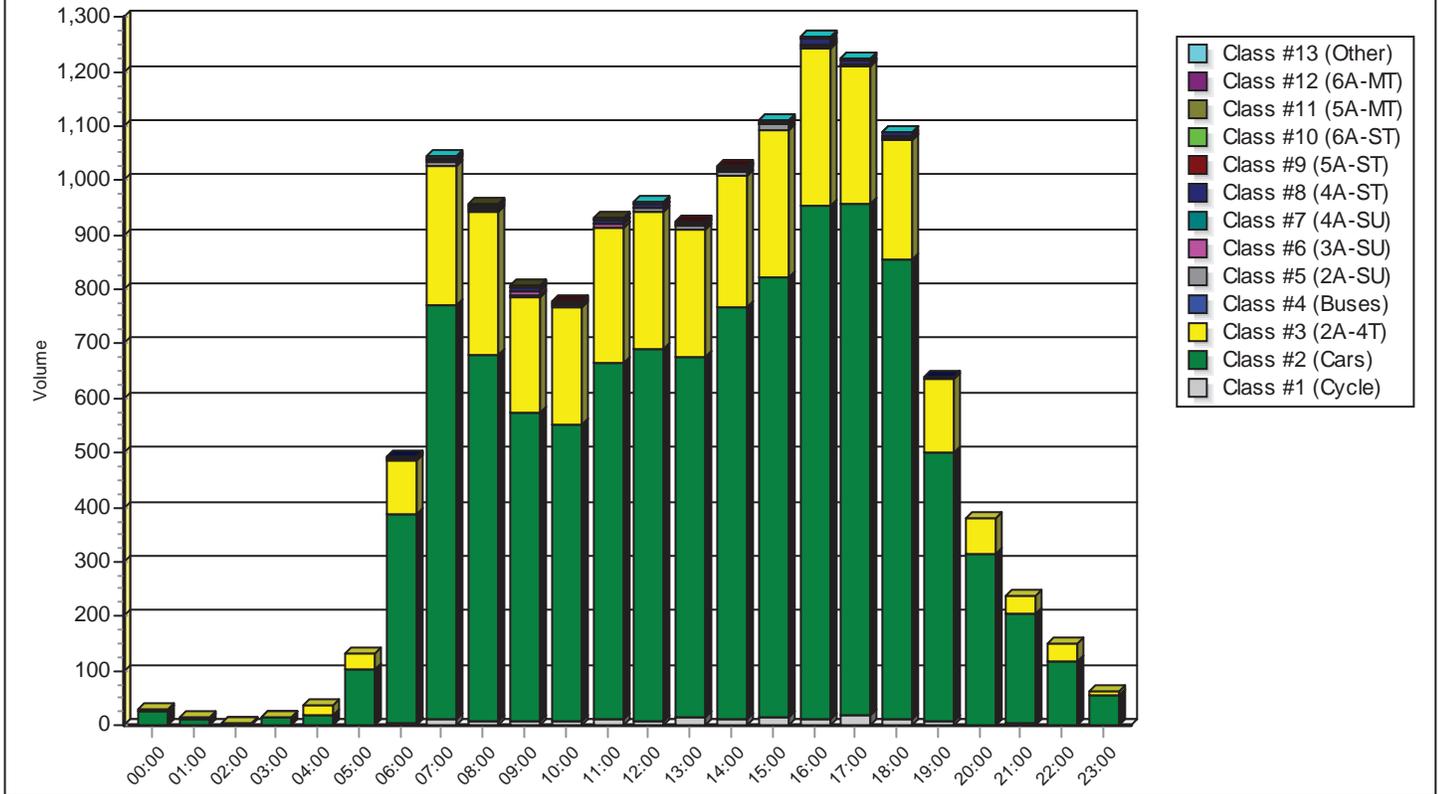
Basic Axle Class Summary: Loma Larga South of

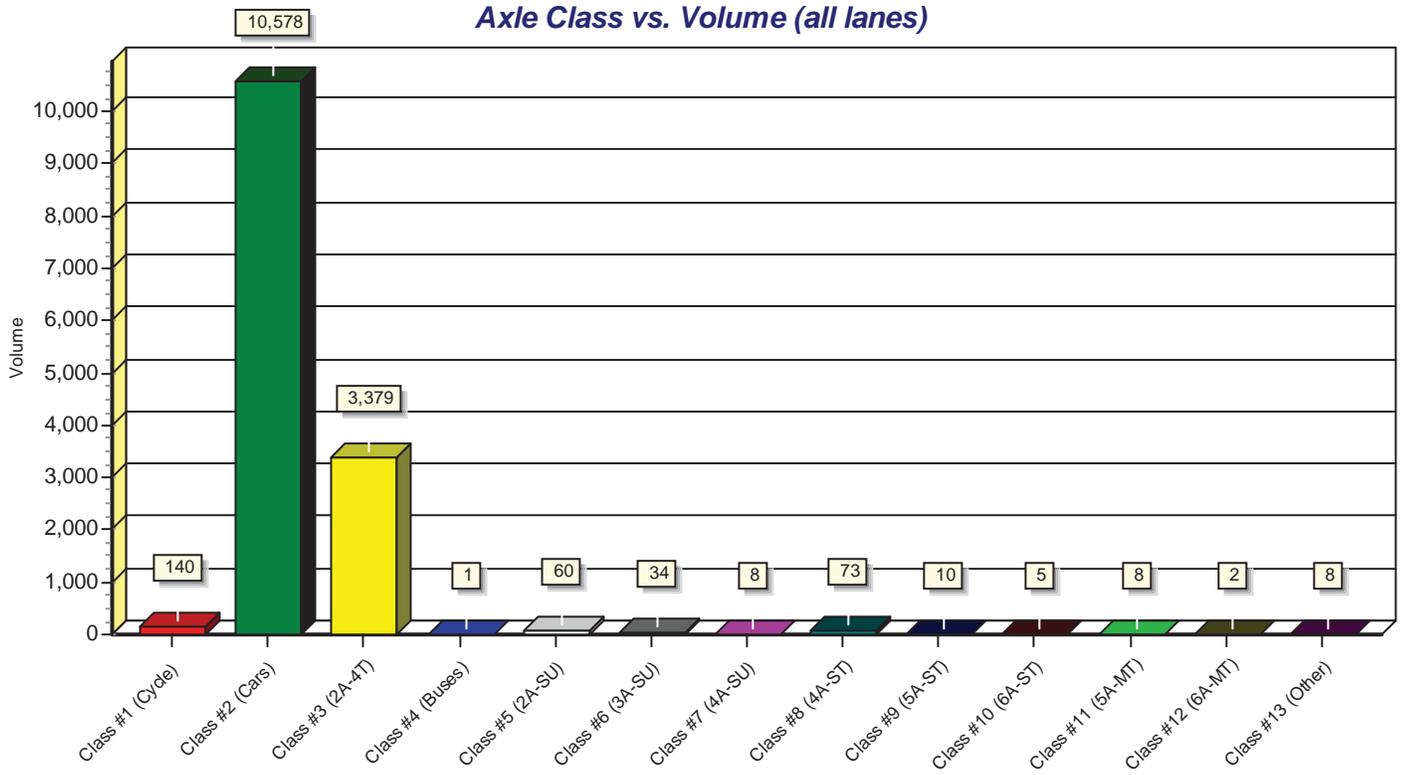
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
TOTAL COUNT :	#1.	87	5272	1762	0	37	22	2	18	7	0	2	1	3	7213
	#2.	53	5306	1617	1	23	12	6	55	3	5	6	1	5	7093
		140	10578	3379	1	60	34	8	73	10	5	8	2	8	14306
Percents :	#1.	1%	73%	24%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	50%
	#2.	1%	75%	23%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	50%
		1%	74%	24%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :	#1.	2	110	37	0	1	0	0	0	0	0	0	0	0	150
	#2.	1	111	34	0	0	0	0	1	0	0	0	0	0	147
		3	221	71	0	1	0	0	1	0	0	0	0	0	297
Days & ADT :	#1.	2.0	3606												
	#2.	2.0	3546												
		2.0	7153												

Axle Class Percentages:



Axle Class vs. Time (all lanes)





Basic Axle Classification Report: Meadowlark East of

Station ID : Meadowlark East of Loma Larga

Last Connected Device Type : Apollo

Info Line 1 :

Version Number : 1.62

Info Line 2 : Corrales

Serial Number : 21494

GPS Lat/Lon :

Number of Lanes : 2

DB File : MLARK EOF LL1EB.DB

Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Basic Axle Classification Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/22/13	00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	06:00	0	14	8	0	0	0	0	0	0	0	0	0	0	22
	07:00	0	57	18	0	1	0	0	0	0	0	0	0	0	76
	08:00	0	72	17	0	1	0	0	0	0	0	0	0	0	90
	09:00	2	54	12	0	0	0	0	0	0	0	0	0	0	68
	10:00	0	46	18	0	2	0	0	0	0	0	0	0	0	66
	11:00	0	54	14	0	0	0	0	0	0	0	0	0	0	68
	12:00	0	49	15	0	0	0	0	1	0	0	0	0	0	65
	13:00	2	44	7	0	0	0	0	0	0	0	0	0	0	53
	14:00	1	48	12	0	0	0	0	0	0	0	0	0	0	61
	15:00	0	56	16	0	1	0	0	0	0	0	0	0	0	73
	16:00	0	59	13	0	1	0	0	1	0	0	0	0	0	74
	17:00	1	55	14	0	0	0	0	0	0	0	0	0	0	70
	18:00	1	57	6	0	0	0	0	0	0	0	0	0	0	64
	19:00	0	25	8	0	0	0	0	0	0	0	0	0	0	33
	20:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
	21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	22:00	1	2	2	0	0	0	0	0	0	0	0	0	0	5
	23:00	1	8	1	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		9	734	189	0	7	0	0	2	0	0	0	0	0	941
Percent :		1%	78%	20%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	31	8	0	0	0	0	0	0	0	0	0	0	39

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
10/23/13	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	15	7	0	0	0	0	0	0	0	0	0	0	22
	07:00	0	57	10	0	1	0	0	0	0	0	0	0	0	68
	08:00	1	82	15	0	1	0	0	0	0	0	0	0	0	99
	09:00	0	44	21	0	0	0	0	0	0	0	0	0	0	65
	10:00	0	47	21	0	0	0	0	0	0	0	0	0	0	68
	11:00	0	60	14	0	0	0	0	0	0	0	0	0	0	74
	12:00	0	69	25	0	1	0	0	0	0	0	0	0	0	95
	13:00	0	50	15	0	0	0	0	0	0	0	0	0	0	65
	14:00	0	64	14	0	0	0	0	0	0	0	0	0	0	78
	15:00	1	52	14	0	0	0	0	0	0	0	0	0	0	67
	16:00	1	58	14	0	0	1	0	0	0	0	0	0	0	74
	17:00	1	47	20	0	0	0	0	1	0	0	0	0	0	69
	18:00	0	38	8	0	1	0	0	0	0	0	0	0	0	47
	19:00	1	28	3	0	0	0	0	0	0	0	0	0	0	32
	20:00	0	23	5	0	0	0	0	0	0	0	0	0	0	28
	21:00	1	9	3	0	0	0	0	0	0	0	0	0	0	13
	22:00	0	4	1	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	2
Daily Total :		6	754	211	0	4	1	0	1	0	0	0	0	0	977
Percent :		1%	77%	22%	0%										
Average :		0	31	9	0	40									

Lane #2 Configuration

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

Lane #2 Basic Axle Classification Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

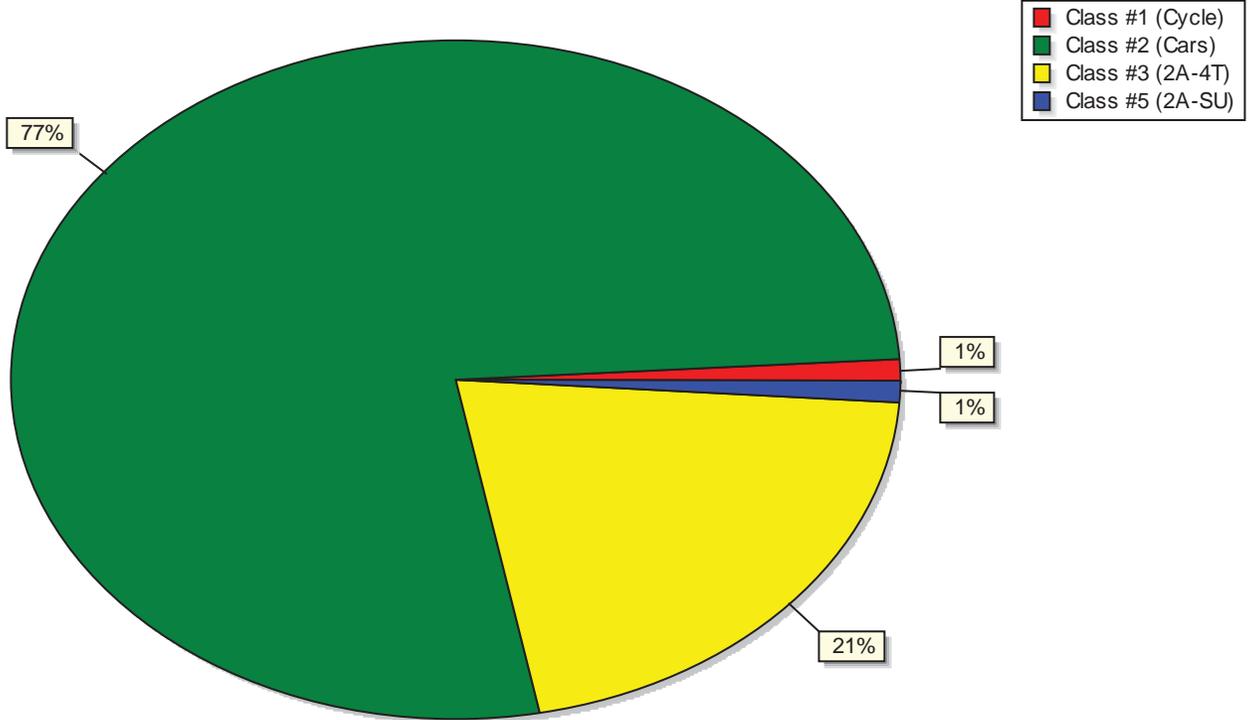
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/22/13	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	06:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	07:00	0	33	6	0	0	0	0	0	0	0	0	0	0	39
	08:00	0	47	15	0	1	0	0	1	0	0	0	0	0	64
	09:00	0	32	11	0	0	0	0	0	0	0	0	0	0	43
	10:00	1	32	13	0	0	0	0	0	0	0	0	0	0	46
	11:00	0	41	11	0	1	0	0	0	0	0	0	0	0	53
	12:00	0	56	11	0	1	0	0	0	0	0	0	0	0	68
	13:00	2	54	22	0	0	0	0	0	0	0	0	0	0	78
	14:00	2	48	11	0	0	0	0	0	0	0	0	0	0	61
	15:00	0	75	18	0	1	0	0	0	0	0	0	0	0	94
	16:00	0	94	15	0	1	0	0	1	0	0	0	0	0	111
	17:00	1	56	19	0	0	0	0	1	0	0	0	0	0	77
	18:00	2	57	14	0	0	0	0	0	0	0	0	0	0	73
	19:00	0	27	11	0	0	0	0	0	0	0	0	0	0	38
	20:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
	21:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
	22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		8	713	194	0	5	0	0	3	0	0	0	0	0	923
Percent :		1%	77%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	30	8	0	0	0	0	0	0	0	0	0	0	38

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
10/23/13	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	06:00	2	7	2	0	0	0	0	0	0	0	0	0	0	11
	07:00	0	35	6	0	0	0	0	0	0	0	0	0	0	41
	08:00	0	58	13	0	1	0	0	0	0	0	0	0	0	72
	09:00	1	42	16	0	0	0	0	0	1	0	0	0	0	60
	10:00	1	42	18	0	0	1	0	0	0	0	0	0	0	62
	11:00	0	40	18	0	1	0	0	1	0	0	0	0	0	60
	12:00	1	54	18	0	1	0	0	1	0	0	0	0	0	75
	13:00	0	60	13	0	0	0	0	0	0	0	0	0	0	73
	14:00	1	65	12	0	0	0	0	0	0	0	0	0	0	78
	15:00	2	63	20	0	1	0	0	0	0	0	0	0	0	86
	16:00	2	73	23	0	0	0	0	0	0	0	0	0	0	98
	17:00	3	69	23	0	0	0	0	1	0	0	0	0	0	96
	18:00	1	68	12	0	0	0	0	0	0	0	0	0	0	81
	19:00	0	35	10	0	0	0	0	0	0	0	0	0	0	45
	20:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
	21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	22:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		14	753	216	0	4	1	0	3	1	0	0	0	0	992
Percent :		1%	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	31	9	0	0	0	0	0	0	0	0	0	0	41

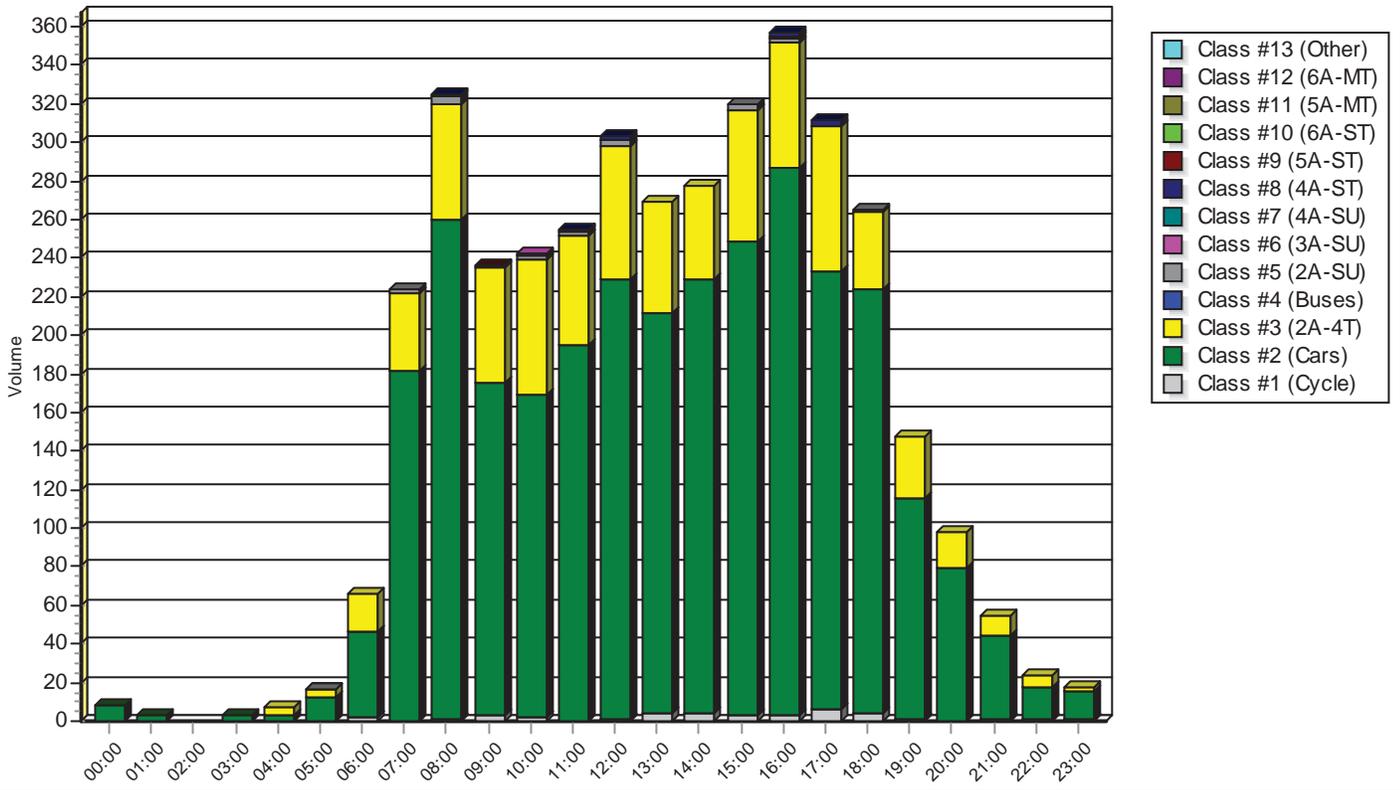
Basic Axle Class Summary: Meadowlark East of Loma

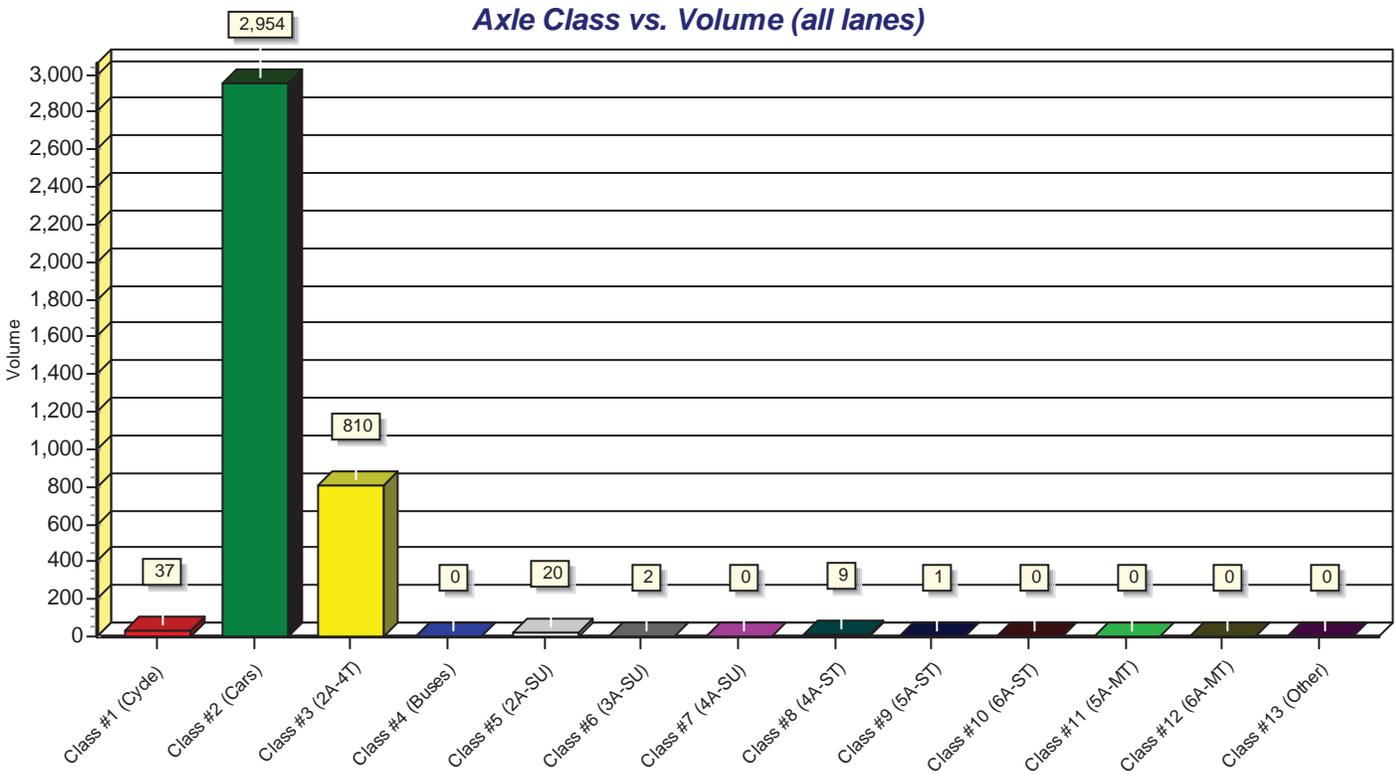
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	15	1488	400	0	11	1	0	3	0	0	0	0	0	1918
	#2.	22	1466	410	0	9	1	0	6	1	0	0	0	0	1915
		37	2954	810	0	20	2	0	9	1	0	0	0	0	3833
Percents :	#1.	1%	78%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	50%
	#2.	1%	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%
		1%	77%	21%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	31	8	0	0	0	0	0	0	0	0	0	0	39
	#2.	0	31	9	0	0	0	0	0	0	0	0	0	0	40
		0	62	17	0	0	0	0	0	0	0	0	0	0	79
Days & ADT :	#1.	2.0	959												
	#2.	2.0	957												
		2.0	1916												

Axle Class Percentages:



Axle Class vs. Time (all lanes)





Basic Axle Classification Report: Meadowlark West of

Station ID : Meadowlark West of Loma Larga

Last Connected Device Type : Apollo

Info Line 1 :

Version Number : 1.51

Info Line 2 : Corrales

Serial Number : 14403

GPS Lat/Lon :

Number of Lanes : 2

DB File : MLARK WOF LL1WB.DB

Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Basic Axle Classification Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/22/13	00:00	0	3	1	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	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	18	9	0	0	0	0	0	0	0	0	0	0	27
	06:00	0	53	19	0	0	0	0	0	0	0	0	0	0	72
	07:00	0	113	34	0	1	0	0	0	0	0	0	0	0	148
	08:00	1	142	57	0	0	0	0	0	0	0	0	0	0	200
	09:00	1	109	35	0	2	0	0	2	0	0	0	0	0	149
	10:00	0	114	32	0	0	0	0	0	0	0	0	0	0	146
	11:00	0	143	43	0	1	0	0	1	0	0	0	0	0	188
	12:00	1	160	41	3	0	1	0	0	0	0	0	0	0	206
	13:00	6	151	42	0	0	1	0	0	0	0	0	0	0	200
	14:00	1	158	43	0	0	0	0	0	0	0	0	0	0	202
	15:00	1	231	52	0	0	0	1	1	0	0	0	0	0	286
	16:00	1	254	59	0	1	0	0	1	0	0	0	0	0	316
	17:00	2	270	65	0	0	0	0	0	0	0	0	1	0	338
	18:00	3	193	57	0	0	0	0	1	0	0	0	0	0	254
	19:00	1	113	30	0	0	0	0	0	0	0	0	0	0	144
	20:00	0	56	9	0	0	0	0	0	0	0	0	0	0	65
	21:00	0	43	5	0	0	0	0	0	0	0	0	0	0	48
	22:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
	23:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Daily Total :		18	2360	647	3	5	2	1	6	0	0	0	1	0	3043
Percent :		1%	78%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	98	27	0	0	0	0	0	0	0	0	0	0	126

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
10/23/13	00:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
	05:00	0	19	11	0	0	0	0	0	0	0	0	0	0	30
	06:00	2	59	11	0	0	0	0	0	0	0	0	0	0	72
	07:00	0	128	36	0	0	0	0	0	0	0	0	0	0	164
	08:00	1	130	47	0	1	0	0	0	0	0	0	0	0	179
	09:00	0	106	50	0	0	0	0	0	0	0	0	0	0	156
	10:00	1	105	34	0	2	2	0	2	0	0	0	0	0	146
	11:00	2	124	53	0	1	0	0	0	0	0	0	0	0	180
	12:00	3	150	56	0	0	0	0	0	0	0	0	0	0	209
	13:00	3	165	41	0	0	0	0	2	0	0	0	0	0	211
	14:00	1	175	51	0	0	0	0	1	0	0	0	0	1	229
	15:00	4	188	64	0	0	0	0	3	0	0	0	0	0	259
	16:00	2	248	68	0	1	0	0	3	0	0	0	0	0	322
	17:00	1	245	76	0	0	0	0	4	0	0	0	0	0	326
	18:00	2	204	57	0	0	0	0	2	0	0	0	0	0	265
	19:00	1	114	29	0	0	0	0	0	0	0	0	0	0	144
	20:00	0	57	11	0	0	0	0	0	0	0	0	0	0	68
	21:00	0	35	5	0	0	0	0	0	0	0	0	0	0	40
	22:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
	23:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		23	2300	715	0	6	2	0	17	0	0	0	0	1	3064
Percent :		1%	75%	23%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		1	96	30	0	0	0	0	1	0	0	0	0	0	128

Lane #2 Configuration

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

Lane #2 Basic Axle Classification Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

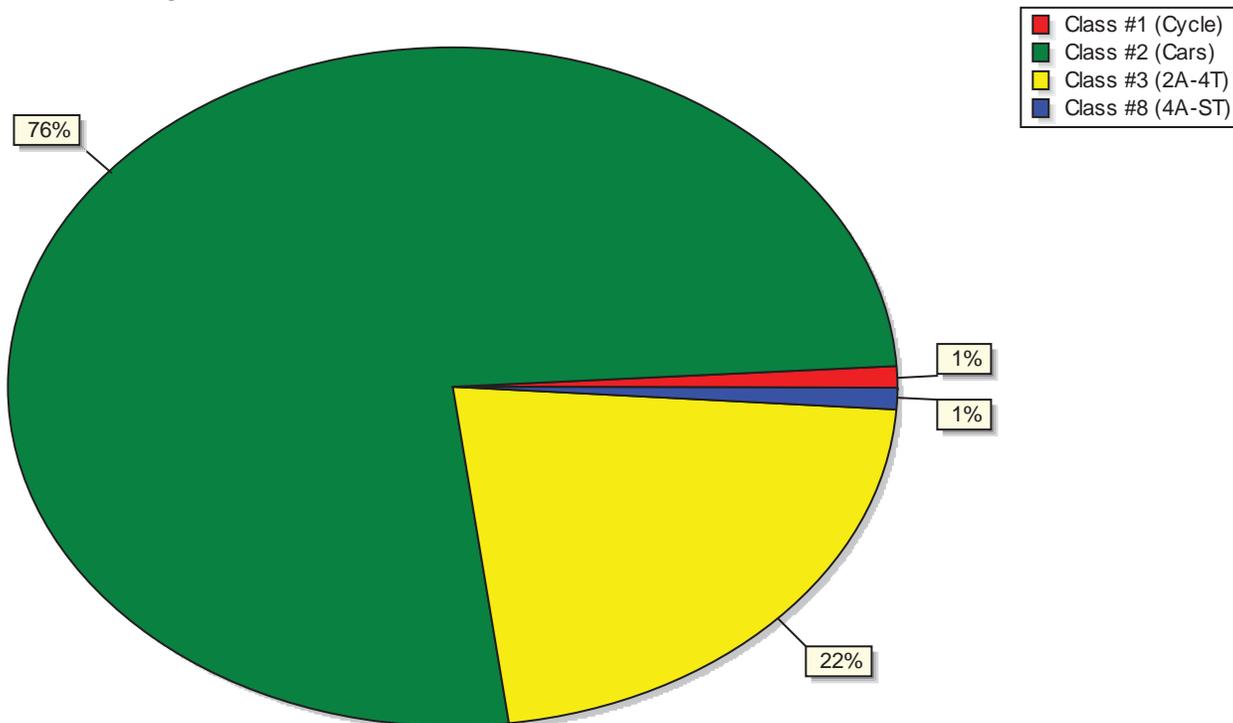
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/22/13	00:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Tue	01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	19	3	0	1	0	0	0	0	0	0	0	1	24
	06:00	0	79	27	0	0	0	0	0	0	0	0	1	0	107
	07:00	2	194	68	0	0	0	1	4	0	0	0	0	0	269
	08:00	1	157	44	0	1	0	0	3	0	1	0	0	0	207
	09:00	1	137	37	0	0	0	0	2	0	0	0	0	0	177
	10:00	1	124	38	0	1	1	0	2	0	0	0	0	0	167
	11:00	3	156	51	0	1	0	0	1	0	0	0	0	0	212
	12:00	1	158	39	0	1	0	0	5	0	0	0	0	0	204
	13:00	3	130	42	1	0	0	0	1	0	0	0	0	0	177
	14:00	2	130	32	0	0	0	0	0	0	0	0	0	0	164
	15:00	3	164	42	0	0	0	0	3	0	0	0	0	0	212
	16:00	2	197	59	0	0	1	0	3	0	0	0	0	0	262
	17:00	1	180	39	0	0	0	0	3	0	0	0	0	0	223
	18:00	1	153	29	0	0	0	0	1	0	0	0	0	0	184
	19:00	0	78	24	0	0	0	0	0	0	0	0	0	0	102
	20:00	0	68	6	0	0	0	0	0	0	0	0	0	0	74
	21:00	0	36	3	0	0	0	0	1	0	0	0	0	0	40
	22:00	1	11	7	0	0	0	0	0	0	0	0	0	0	19
	23:00	1	18	1	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		23	2211	595	1	5	2	1	29	0	1	0	1	1	2870
Percent :		1%	77%	21%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		1	92	25	0	0	0	0	1	0	0	0	0	0	119

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
10/23/13	00:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Wed	01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	27	5	0	0	0	0	0	0	0	0	0	0	32
	06:00	0	77	27	0	0	0	0	0	0	0	0	0	0	104
	07:00	2	172	53	0	0	0	0	4	0	0	0	0	0	231
	08:00	2	168	59	0	0	0	0	1	0	0	0	0	0	230
	09:00	0	121	38	0	1	1	0	1	0	0	0	0	0	162
	10:00	2	131	51	0	0	0	0	2	0	0	0	0	0	186
	11:00	1	153	39	1	0	0	0	1	0	1	0	1	0	197
	12:00	1	138	34	0	0	0	0	4	0	0	0	0	1	178
	13:00	4	158	39	0	0	0	1	6	0	0	0	0	0	208
	14:00	3	163	49	0	0	0	1	6	0	0	0	0	0	222
	15:00	2	162	39	0	0	0	0	4	0	0	0	0	0	207
	16:00	1	176	54	0	0	1	0	3	0	0	0	0	0	235
	17:00	4	147	55	1	0	1	0	5	0	0	0	1	2	216
	18:00	1	117	38	0	1	0	0	4	0	0	0	2	0	163
	19:00	1	69	18	0	0	0	0	0	0	0	0	0	0	88
	20:00	0	63	20	0	0	0	0	1	0	0	0	0	0	84
	21:00	1	33	11	0	0	0	0	0	0	0	0	0	0	45
	22:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
	23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		25	2113	643	2	2	3	2	42	0	1	0	4	3	2840
Percent :		1%	74%	23%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		1	88	27	0	0	0	0	2	0	0	0	0	0	118

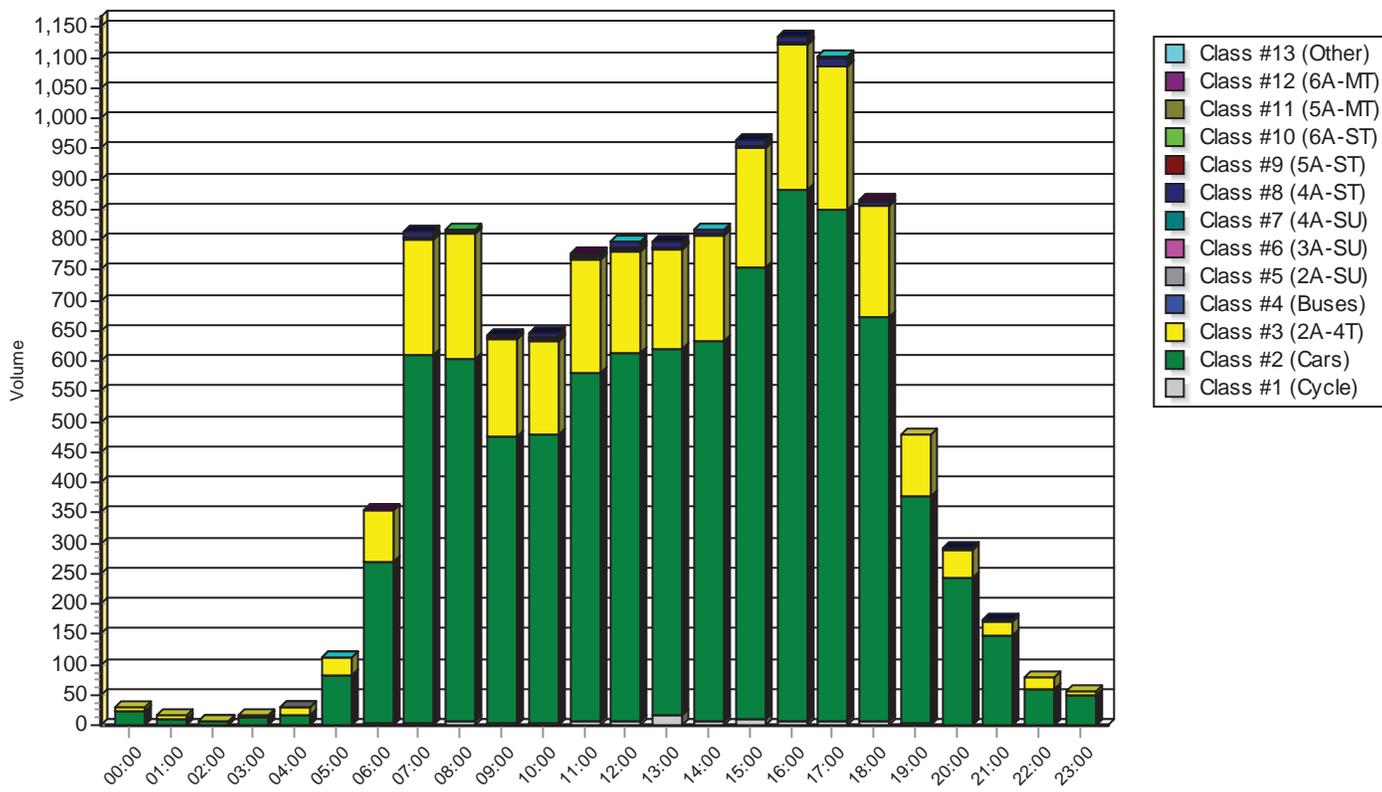
Basic Axle Class Summary: Meadowlark West of

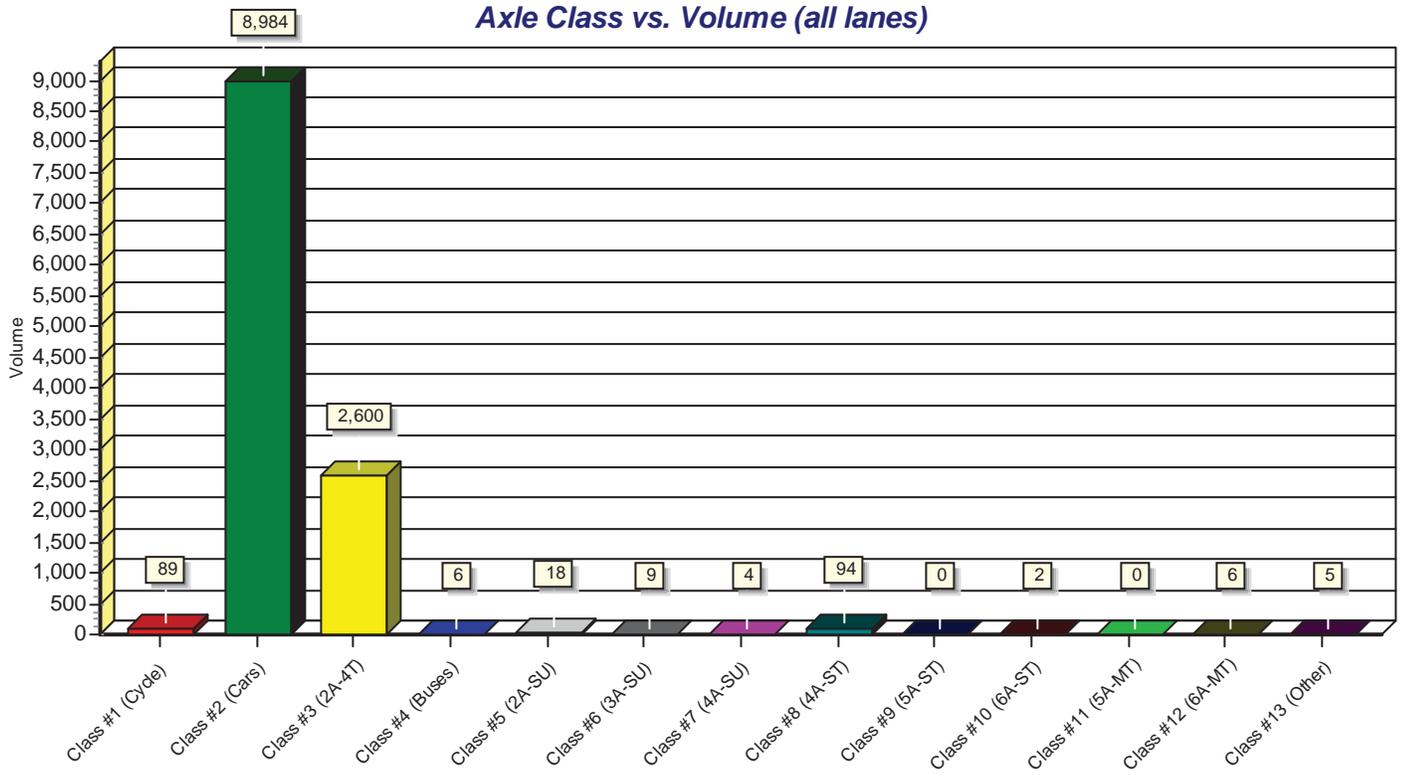
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total	
TOTAL COUNT :		#1.	41	4660	1362	3	11	4	1	23	0	0	0	1	1	6107
		#2.	48	4324	1238	3	7	5	3	71	0	2	0	5	4	5710
			89	8984	2600	6	18	9	4	94	0	2	0	6	5	11817
Percents :		#1.	1%	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	52%
		#2.	1%	76%	22%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	48%
			1%	76%	22%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		#1.	1	97	28	0	0	0	0	0	0	0	0	0	0	126
		#2.	1	90	26	0	0	0	0	1	0	0	0	0	0	118
			2	187	54	0	0	0	0	1	0	0	0	0	0	244
Days & ADT :		#1.	2.0	3053												
		#2.	2.0	2855												
			2.0	5908												

Axle Class Percentages:



Axle Class vs. Time (all lanes)





Special Speed Study Report: Loma Larga North of Meadowlark

Station ID : Loma Larga North of Meadowlark

Last Connected Device Type : Apollo

Info Line 1 :

Version Number : 1.62

Info Line 2 : Corrales

Serial Number :

GPS Lat/Lon :

Number of Lanes : 2

DB File : LL NOF MLARK1NB.DB

Posted Speed Limit :

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 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/22/13	00:00	0	2	4	5	1	0	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	5	14	12	1	0	0	0	0	0	0	0	0	0	0	0	32
	07:00	0	5	32	48	4	1	0	0	0	0	0	0	0	0	0	0	90
	08:00	1	0	57	84	14	1	0	0	0	0	0	0	0	0	0	0	157
	09:00	4	10	51	65	4	1	0	0	0	0	0	0	0	0	0	0	135
	10:00	5	3	56	70	9	0	0	0	0	0	0	0	0	0	0	0	143
	11:00	2	6	66	95	10	0	0	0	0	0	0	0	0	0	0	0	179
	12:00	1	1	60	118	14	0	0	0	0	0	0	0	0	0	0	0	194
	13:00	1	2	84	112	13	0	0	0	0	0	0	0	0	0	0	0	212
	14:00	1	6	85	112	5	0	0	0	0	0	0	0	0	0	0	0	209
	15:00	2	0	94	174	11	0	0	0	0	0	0	0	0	0	0	0	281
	16:00	3	3	116	198	17	0	0	0	0	0	0	0	0	0	0	0	337
	17:00	5	6	122	182	18	1	0	0	0	0	0	0	0	0	0	0	334
	18:00	4	10	183	119	11	0	0	0	0	0	0	0	0	0	0	0	327
	19:00	1	7	103	70	4	0	0	0	0	0	0	0	0	0	0	0	185
	20:00	0	10	66	65	7	0	0	0	0	0	0	0	0	0	0	0	148
	21:00	0	1	42	44	2	1	0	0	0	0	0	0	0	0	0	0	90
	22:00	0	2	20	25	0	0	0	0	0	0	0	0	0	0	0	0	47
	23:00	0	0	13	9	1	0	0	0	0	0	0	0	0	0	0	0	23
Daily Total :		32	79	1274	1613	146	6	0	0	0	0	0	0	0	0	0	0	3150
Percent :		1%	3%	40%	51%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	4%	44%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	53	67	6	0	0	0	0	0	0	0	0	0	0	0	130

Average Speed 30.2 mph 50% Speed : 30.6 mph 67% Speed : 32.2 mph 85% Speed : 34.0 mph
 10mph Pace: 25.0 - 34.9 (91.7%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/23/13	00:00	0	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	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	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	4	15	17	3	0	0	0	0	0	0	0	0	0	0	0	39
	07:00	1	1	35	49	4	0	0	0	0	0	0	0	0	0	0	0	90
	08:00	1	3	42	104	12	1	0	0	0	0	0	0	0	0	0	0	163
	09:00	0	6	43	75	15	2	0	0	0	0	0	0	0	0	0	0	141
	10:00	4	5	52	77	11	1	0	0	0	0	0	0	0	0	0	0	150
	11:00	3	6	74	104	5	3	0	0	0	0	0	0	0	0	0	0	195
	12:00	2	7	71	109	10	1	0	0	0	0	0	0	0	0	0	0	200
	13:00	1	4	63	119	16	1	0	0	0	0	0	0	0	0	0	0	204
	14:00	2	2	80	146	18	4	0	0	0	0	0	0	0	0	0	0	252
	15:00	4	4	86	144	15	1	0	0	0	0	0	0	0	0	0	0	254
	16:00	2	10	116	150	23	0	0	0	0	0	0	0	0	0	0	0	301
	17:00	5	5	109	182	10	1	0	0	0	0	0	0	0	0	0	0	312
	18:00	4	12	130	121	8	0	0	0	0	0	0	0	0	0	0	0	275
	19:00	1	8	87	84	9	1	0	0	0	0	0	0	0	0	0	0	190
	20:00	0	3	64	52	2	0	0	0	0	0	0	0	0	0	0	0	121
	21:00	0	4	35	34	5	1	0	0	0	0	0	0	0	0	0	0	79
	22:00	0	0	18	20	5	0	0	0	0	0	0	0	0	0	0	0	43
	23:00	0	0	7	9	1	0	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		31	87	1135	1607	174	17	0	0	0	0	0	0	0	0	0	0	3051
Percent :		1%	3%	37%	53%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	4%	41%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	4	47	67	7	1	0	0	0	0	0	0	0	0	0	0	127

Average Speed	30.4 mph	50% Speed :	30.8 mph	67% Speed :	32.4 mph	85% Speed :	34.2 mph
				10mph Pace: 25.0 - 34.9 (89.9%)			

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/22/13	00:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
Tue	01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	1	1	6	2	0	0	0	0	0	0	0	0	0	0	0	10
	05:00	0	1	15	35	5	0	0	0	0	0	0	0	0	0	0	0	56
	06:00	0	1	58	113	6	0	0	0	0	0	0	0	0	0	0	0	178
	07:00	0	1	89	203	20	2	0	0	0	0	0	0	0	0	0	0	315
	08:00	3	4	81	206	18	0	1	0	0	0	0	0	0	0	0	0	313
	09:00	1	3	52	142	12	0	0	0	0	0	0	0	0	0	0	0	210
	10:00	2	0	56	117	11	1	1	0	0	0	0	0	0	0	0	0	188
	11:00	0	1	70	108	8	1	0	0	0	0	0	0	0	0	0	0	188
	12:00	0	2	53	109	15	0	0	0	0	0	0	0	0	0	0	0	179
	13:00	1	4	52	120	11	0	0	0	0	0	0	0	0	0	0	0	188
	14:00	1	1	48	119	19	1	0	0	0	0	0	0	0	0	0	0	189
	15:00	2	3	62	129	12	0	0	0	0	0	0	0	0	0	0	0	208
	16:00	4	1	44	111	20	0	0	0	0	0	0	0	0	0	0	0	180
	17:00	1	1	53	120	15	0	0	0	0	0	0	0	0	0	0	0	190
	18:00	3	1	68	96	2	1	0	0	0	0	0	0	0	0	0	0	171
	19:00	0	1	41	49	3	0	0	0	0	0	0	0	0	0	0	0	94
	20:00	0	2	16	31	1	0	0	0	0	0	0	0	0	0	0	0	50
	21:00	0	0	20	24	2	0	0	0	0	0	0	0	0	0	0	0	46
	22:00	0	0	10	13	5	0	0	0	0	0	0	0	0	0	0	0	28
	23:00	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8

Daily Total :	18	28	902	1863	189	6	2	0	0	0	0	0	0	0	0	0	0	3008
Percent :	1%	1%	30%	62%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	2%	32%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	38	78	8	0	0	0	0	0	0	0	0	0	0	0	0	126

Average Speed 31.0 mph 50% Speed : 31.5 mph 67% Speed : 32.9 mph 85% Speed : 34.3 mph
 10mph Pace: 25.0 - 34.9 (91.9%)

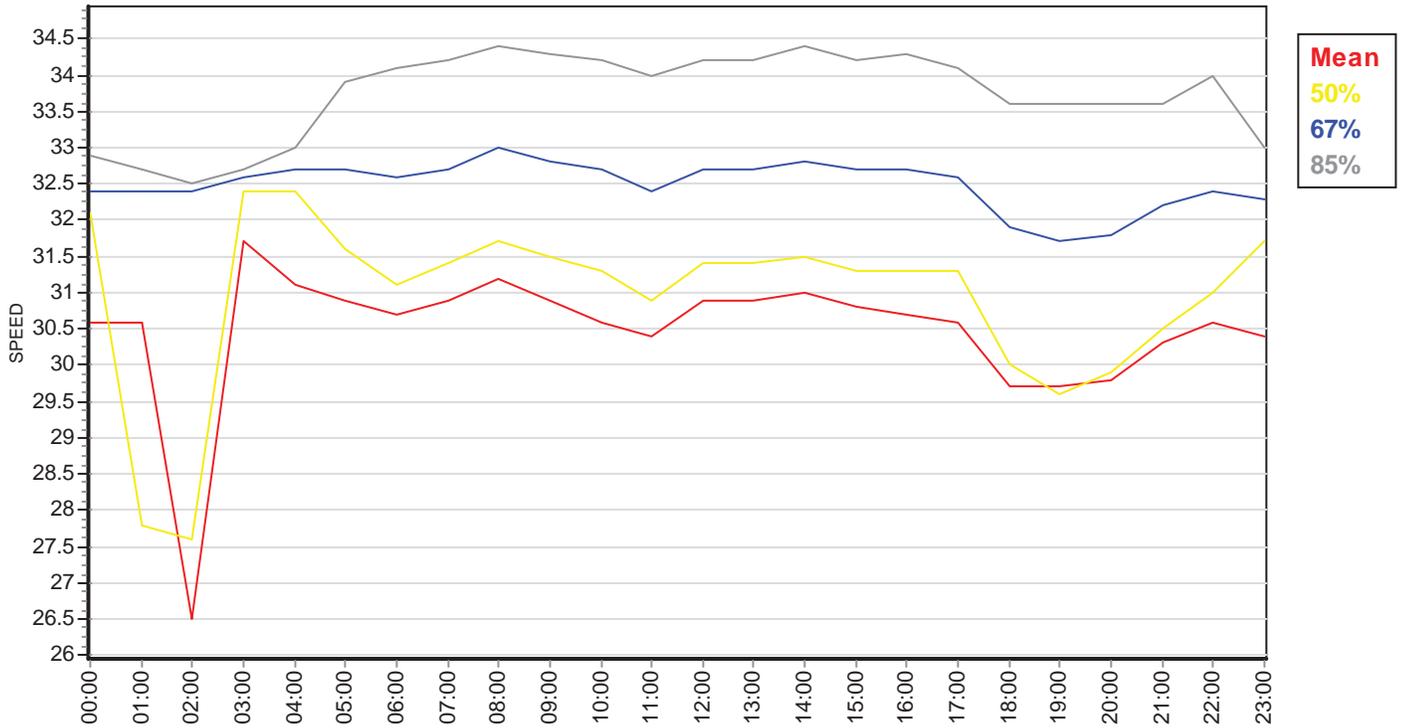
Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/23/13	00:00	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	2	1	8	2	0	0	0	0	0	0	0	0	0	0	0	13
	05:00	0	0	16	25	3	0	0	0	0	0	0	0	0	0	0	0	44
	06:00	0	0	53	104	8	0	0	0	0	0	0	0	0	0	0	0	165
	07:00	1	4	96	179	18	0	0	0	0	0	0	0	0	0	0	0	298
	08:00	2	2	60	166	23	0	0	0	0	0	0	0	0	0	0	0	253
	09:00	0	4	63	154	16	1	0	0	0	0	0	0	0	0	0	0	238
	10:00	3	4	54	121	15	2	0	0	0	0	0	0	0	0	0	0	199
	11:00	3	3	80	117	8	0	0	0	0	0	0	0	0	0	0	0	211
	12:00	1	2	64	118	12	0	0	0	0	0	0	0	0	0	0	0	197
	13:00	0	2	51	114	10	0	0	0	0	0	0	0	0	0	0	0	177
	14:00	2	2	43	134	14	2	0	0	0	0	0	0	0	0	0	0	197
	15:00	2	1	54	121	13	0	0	0	0	0	0	0	0	0	0	0	191
	16:00	1	6	56	113	15	0	0	0	0	0	0	0	0	0	0	0	191
	17:00	1	1	46	116	8	0	0	0	0	0	0	0	0	0	0	0	172
	18:00	1	3	43	95	7	0	0	0	0	0	0	0	0	0	0	0	149
	19:00	1	3	48	49	3	0	0	0	0	0	0	0	0	0	0	0	104
	20:00	0	1	29	26	1	0	0	0	0	0	0	0	0	0	0	0	57
	21:00	0	1	12	19	0	1	0	0	0	0	0	0	0	0	0	0	33
	22:00	0	0	9	9	2	0	0	0	0	0	0	0	0	0	0	0	20
	23:00	0	0	4	7	2	0	0	0	0	0	0	0	0	0	0	0	13
Daily Total :		18	43	887	1807	182	7	0	0	0	0	0	0	0	0	0	0	2944
Percent :		1%	1%	30%	61%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	2%	32%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	2	37	75	8	0	0	0	0	0	0	0	0	0	0	0	123

Average Speed	30.9 mph	50% Speed :	31.4 mph	67% Speed :	32.8 mph	85% Speed :	34.3 mph
				10mph Pace: 25.0 - 34.9 (91.5%)			

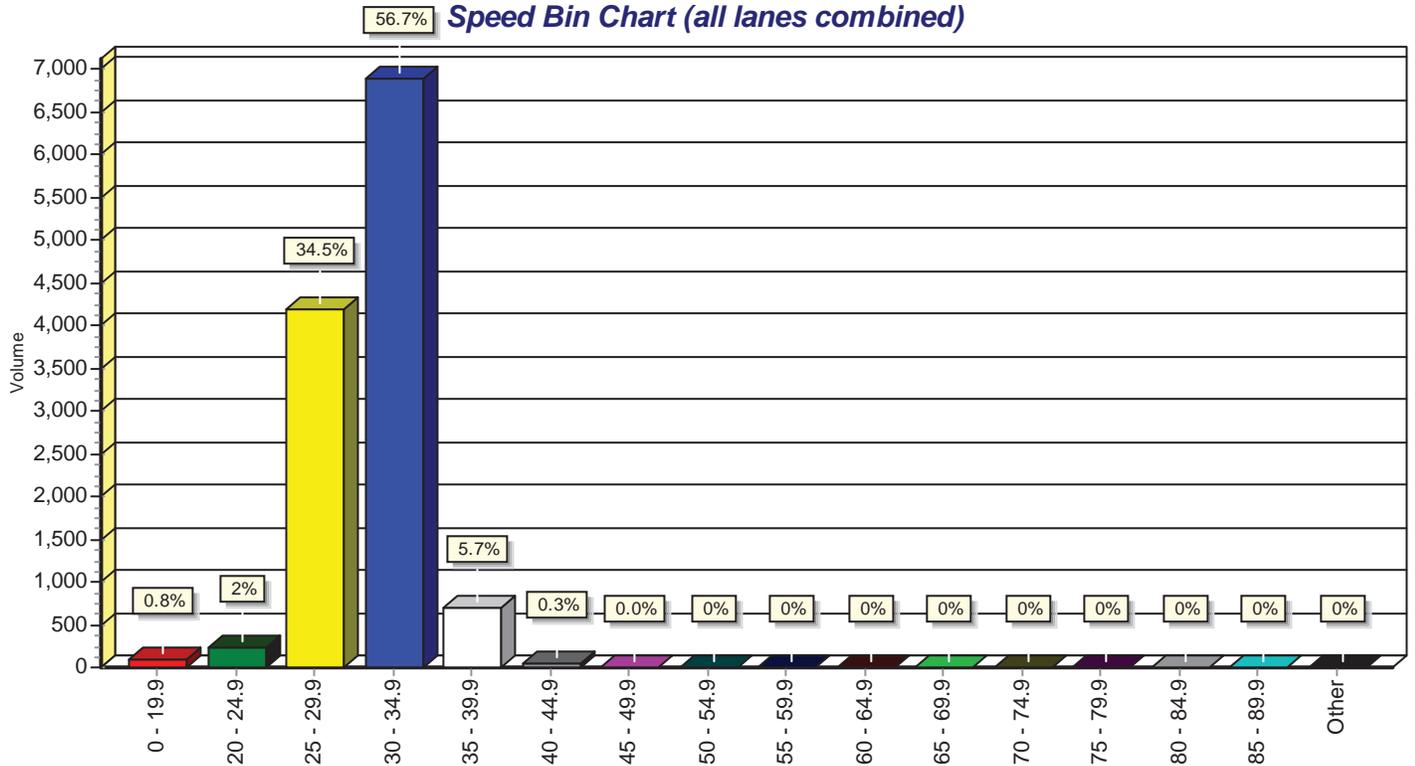
Special Speed Study Summary: Loma Larga North of Meadowlark

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	Total
Grand Total #1:	63	166	2409	3220	320	23	0	0	0	0	0	0	0	0	0	0	6201
Percent :	1%	3%	39%	52%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	4%	43%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	3	50	67	7	0	0	0	0	0	0	0	0	0	0	0	128
ADT = 3100	Average Speed 30.3 mph 50% Speed : 30.7 mph 67% Speed : 32.4 mph 85% Speed : 34.1 mph 10mph Pace: 25.0 - 34.9 (90.8%)																
Grand Total #2:	36	71	1789	3670	371	13	2	0	0	0	0	0	0	0	0	0	5952
Percent :	1%	1%	30%	62%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	2%	32%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	1	37	76	8	0	0	0	0	0	0	0	0	0	0	0	123
ADT = 2976	Average Speed 31.0 mph 50% Speed : 31.4 mph 67% Speed : 32.9 mph 85% Speed : 34.3 mph 10mph Pace: 25.0 - 34.9 (91.7%)																
Comb. Total :	99	237	4198	6890	691	36	2	0	0	0	0	0	0	0	0	0	12153
Percent :	1%	2%	35%	57%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	3%	37%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	5	87	144	14	1	0	0	0	0	0	0	0	0	0	0	253
ADT = 6076	Average Speed 30.6 mph 50% Speed : 31.1 mph 67% Speed : 32.6 mph 85% Speed : 34.2 mph 10mph Pace: 25.0 - 34.9 (91.2%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Loma Larga South of Meadowlark

Station ID : Loma Larga South of Meadowlark

Last Connected Device Type : Apollo

Info Line 1 :

Version Number : 1.51

Info Line 2 : Corrales

Serial Number : 14403

GPS Lat/Lon :

Number of Lanes : 2

DB File : LL SOF MLARK1SB.DB

Posted Speed Limit :

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 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/22/13	00:00	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
Tue	01:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	1	3	5	2	0	0	0	0	0	0	0	0	0	0	0	12
	05:00	0	2	11	36	9	0	0	0	0	0	0	0	0	0	0	0	58
	06:00	1	3	61	128	19	2	0	0	0	0	0	0	0	0	0	0	214
	07:00	2	10	114	252	51	1	0	0	0	0	0	0	0	0	0	0	430
	08:00	2	3	70	204	49	1	0	0	0	0	0	0	0	0	0	0	329
	09:00	1	8	63	151	26	2	0	0	0	0	0	0	0	0	0	0	251
	10:00	3	6	61	115	32	5	0	1	0	0	0	0	0	0	0	0	223
	11:00	6	5	41	169	24	4	2	0	0	0	0	0	0	0	0	0	251
	12:00	2	5	57	135	42	2	0	0	0	0	0	0	0	0	0	0	243
	13:00	1	4	57	141	25	3	0	0	0	0	0	0	0	0	0	0	231
	14:00	1	3	51	137	30	4	0	0	0	0	0	0	0	0	0	0	226
	15:00	2	1	42	164	21	5	1	0	0	0	0	0	0	0	0	0	236
	16:00	3	5	48	140	57	9	0	0	0	0	0	0	0	0	0	0	262
	17:00	4	2	29	131	37	1	0	0	0	0	0	0	0	0	0	0	204
	18:00	3	4	47	117	16	1	0	0	0	0	0	0	0	0	0	0	188
	19:00	0	3	35	52	5	1	1	0	0	0	0	0	0	0	0	0	97
	20:00	1	0	11	40	4	2	0	0	0	0	0	0	0	0	0	0	58
	21:00	0	0	11	25	6	1	0	0	0	0	0	0	0	0	0	0	43
	22:00	0	1	8	10	5	2	0	0	0	0	0	0	0	0	0	0	26
	23:00	0	1	2	4	0	1	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		33	67	829	2166	462	47	4	1	0	0	3609						
Percent :		1%	2%	23%	60%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	3%	26%	86%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	35	90	19	2	0	0	0	0	0	0	0	0	0	0	150

Average Speed 31.7 mph 50% Speed : 32.0 mph 67% Speed : 33.4 mph 85% Speed : 34.9 mph
 10mph Pace: 25.0 - 34.9 (83.0%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/23/13	00:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
Wed	01:00	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	3	3	7	3	0	0	0	0	0	0	0	0	0	0	0	16
	05:00	0	2	16	36	3	2	0	0	0	0	0	0	0	0	0	0	59
	06:00	0	0	57	110	23	2	0	0	0	0	0	0	0	0	0	0	192
	07:00	2	2	91	244	51	3	0	0	0	0	0	0	0	0	0	0	393
	08:00	2	5	36	193	64	3	0	0	0	0	0	0	0	0	0	0	303
	09:00	0	7	45	158	52	4	0	0	0	0	0	0	0	0	0	0	266
	10:00	2	7	57	130	47	5	0	0	0	0	0	0	0	0	0	0	248
	11:00	3	6	57	152	38	4	0	0	0	0	0	0	0	0	0	0	260
	12:00	7	5	64	116	42	1	0	0	0	0	0	0	0	0	0	0	235
	13:00	2	3	53	146	26	3	0	0	0	0	0	0	0	0	0	0	233
	14:00	4	4	71	142	33	0	0	0	0	0	0	0	0	0	0	0	254
	15:00	3	1	57	138	32	7	1	0	0	0	0	0	0	0	0	0	239
	16:00	5	3	35	150	46	0	1	0	0	0	0	0	0	0	0	0	240
	17:00	4	4	40	125	45	4	1	0	0	0	0	0	0	0	0	0	223
	18:00	7	5	45	107	21	1	0	0	0	0	0	0	0	0	0	0	186
	19:00	0	1	30	58	15	1	0	0	0	0	0	0	0	0	0	0	105
	20:00	0	0	19	31	9	0	0	0	0	0	0	0	0	0	0	0	59
	21:00	2	0	10	18	6	2	0	0	0	0	0	0	0	0	0	0	38
	22:00	0	1	7	17	2	2	0	0	0	0	0	0	0	0	0	0	29
	23:00	0	0	1	6	0	2	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		43	59	798	2094	560	47	3	0	0	0	0	0	0	0	0	0	3604
Percent :		1%	2%	22%	58%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	3%	25%	83%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	2	33	87	23	2	0	0	0	0	0	0	0	0	0	0	149

Average Speed	31.8 mph	50% Speed :	32.1 mph	67% Speed :	33.6 mph	85% Speed :	35.7 mph
				10mph Pace: 25.0 - 34.9 (80.2%)			

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/22/13	00:00	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	10
Tue	01:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	2	0	14	19	4	0	0	0	0	0	0	0	0	0	0	0	39
	07:00	1	3	32	58	7	1	1	0	0	0	0	0	0	0	0	0	103
	08:00	2	4	40	95	19	1	0	0	0	0	0	0	0	0	0	0	161
	09:00	4	6	50	80	5	1	0	0	0	0	0	0	0	0	0	0	146
	10:00	2	4	48	83	14	0	0	0	0	0	0	0	0	0	0	0	151
	11:00	2	1	76	114	15	0	0	0	0	0	0	0	0	0	0	0	208
	12:00	2	6	61	128	29	1	1	0	0	0	0	0	0	0	0	0	228
	13:00	7	3	64	137	19	1	0	0	0	0	0	0	0	0	0	0	231
	14:00	1	10	82	148	22	2	0	0	0	0	0	0	0	0	0	0	265
	15:00	5	5	104	199	21	0	0	0	0	0	0	0	0	0	0	0	334
	16:00	5	10	136	204	28	0	1	0	0	0	0	0	0	0	0	0	384
	17:00	2	1	132	247	22	2	0	0	0	0	0	0	0	0	0	0	406
	18:00	5	6	160	191	9	0	0	0	0	0	0	0	0	0	0	0	371
	19:00	0	4	109	90	12	0	0	0	0	0	0	0	0	0	0	0	215
	20:00	0	2	44	84	14	1	0	0	0	0	0	0	0	0	0	0	145
	21:00	0	1	15	55	8	3	0	0	0	0	0	0	0	0	0	0	82
	22:00	0	0	10	30	5	0	1	0	0	0	0	0	0	0	0	0	46
	23:00	0	0	10	10	1	1	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		41	67	1194	1983	256	14	4	0	0	0	0	0	0	0	0	0	3559
Percent :		1%	2%	34%	56%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	3%	37%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	50	83	11	1	0	0	0	0	0	0	0	0	0	0	150

Average Speed 30.7 mph 50% Speed : 31.2 mph 67% Speed : 32.7 mph 85% Speed : 34.4 mph
 10mph Pace: 25.0 - 34.9 (89.3%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/23/13	00:00	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	0	2	6	0	0	1	0	0	0	0	0	0	0	0	0	9
	06:00	2	0	14	27	5	0	0	0	0	0	0	0	0	0	0	0	48
	07:00	3	3	35	64	11	1	0	0	0	0	0	0	0	0	0	0	117
	08:00	7	4	44	79	26	3	0	0	0	0	0	0	0	0	0	0	163
	09:00	3	0	34	84	18	3	1	0	0	0	0	0	0	0	0	0	143
	10:00	2	3	43	84	21	2	0	0	0	0	0	0	0	0	0	0	155
	11:00	2	2	47	130	26	3	1	0	0	0	0	0	0	0	0	0	211
	12:00	1	8	66	155	22	1	1	0	0	0	0	0	0	0	0	0	254
	13:00	4	4	61	133	27	1	0	0	0	0	0	0	0	0	0	0	230
	14:00	4	6	80	154	37	0	0	0	0	0	0	0	0	0	0	0	281
	15:00	4	4	84	182	27	0	0	0	0	0	0	0	0	0	0	0	301
	16:00	5	3	107	225	36	2	0	0	0	0	0	0	0	0	0	0	378
	17:00	3	10	126	221	29	2	0	0	0	0	0	0	0	0	0	0	391
	18:00	7	10	160	151	16	1	0	0	0	0	0	0	0	0	0	0	345
	19:00	1	7	82	126	5	0	1	0	0	0	0	0	0	0	0	0	222
	20:00	0	1	38	71	8	1	0	0	0	0	0	0	0	0	0	0	119
	21:00	2	1	25	40	5	1	0	0	0	0	0	0	0	0	0	0	74
	22:00	0	0	10	33	5	1	0	0	0	0	0	0	0	0	0	0	49
	23:00	0	0	5	17	1	0	0	0	0	0	0	0	0	0	0	0	23
Daily Total :		51	67	1068	1993	328	22	5	0	0	0	0	0	0	0	0	0	3534
Percent :		1%	2%	30%	56%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	3%	34%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	3	45	83	14	1	0	0	0	0	0	0	0	0	0	0	148

Average Speed	30.9 mph	50% Speed :	31.4 mph	67% Speed :	32.9 mph	85% Speed :	34.5 mph
				10mph Pace: 25.0 - 34.9 (86.6%)			

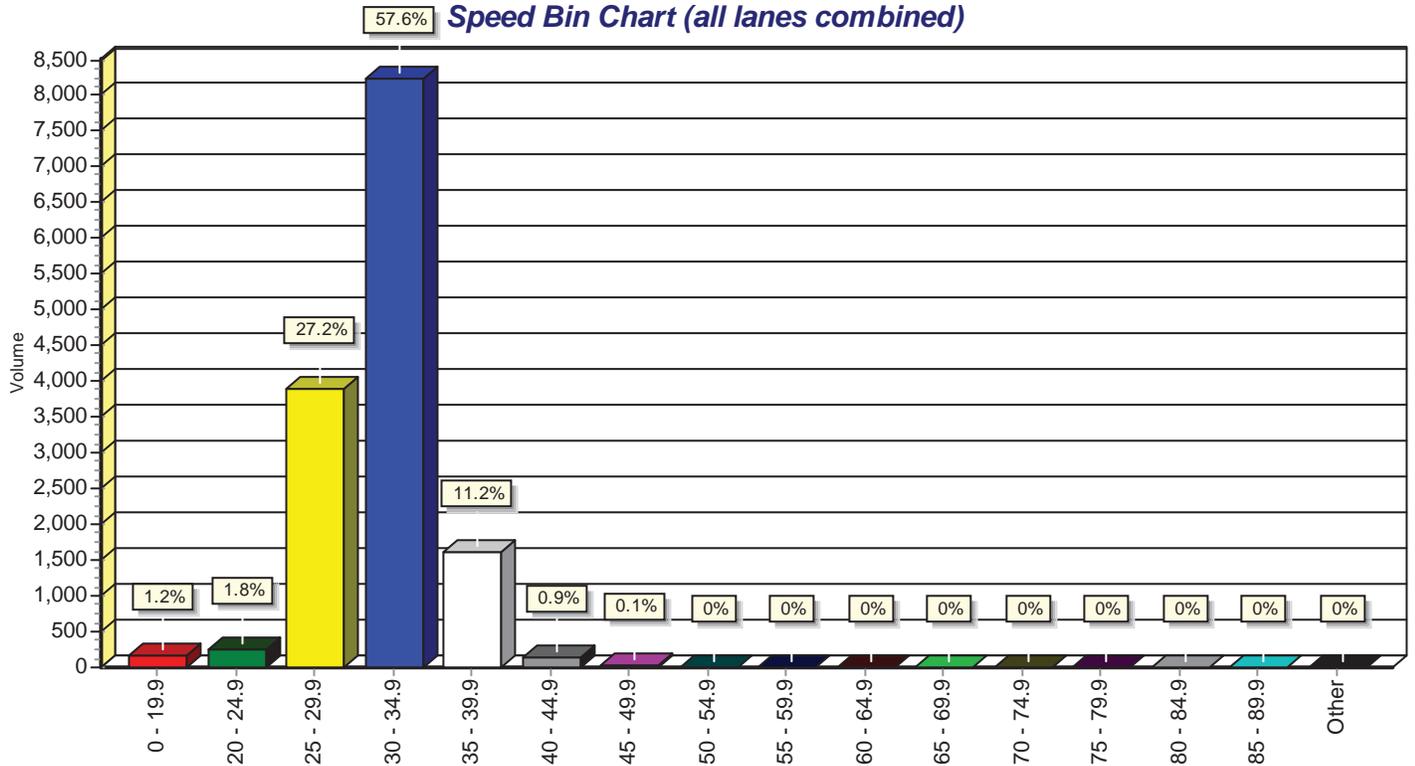
Special Speed Study Summary: Loma Larga South of Meadowlark

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	Total
Grand Total #1:	76	126	1627	4260	1022	94	7	1	0	0	0	0	0	0	0	0	7213
Percent :	1%	2%	23%	59%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	3%	25%	84%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	34	89	21	2	0	0	0	0	0	0	0	0	0	0	151
ADT = 3606	Average Speed 31.8 mph 50% Speed : 32.1 mph 67% Speed : 33.5 mph 85% Speed : 35.3 mph 10mph Pace: 25.0 - 34.9 (81.6%)																
Grand Total #2:	92	134	2262	3976	584	36	9	0	0	0	0	0	0	0	0	0	7093
Percent :	1%	2%	32%	56%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	3%	35%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	3	47	83	12	1	0	0	0	0	0	0	0	0	0	0	148
ADT = 3546	Average Speed 30.8 mph 50% Speed : 31.3 mph 67% Speed : 32.9 mph 85% Speed : 34.5 mph 10mph Pace: 25.0 - 34.9 (87.9%)																
Comb. Total :	168	260	3889	8236	1606	130	16	1	0	0	0	0	0	0	0	0	14306
Percent :	1%	2%	27%	58%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	3%	30%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	4	5	81	172	33	3	0	0	0	0	0	0	0	0	0	0	298
ADT = 7153	Average Speed 31.3 mph 50% Speed : 31.7 mph 67% Speed : 33.2 mph 85% Speed : 34.8 mph 10mph Pace: 25.0 - 34.9 (84.8%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Meadowlark East of Loma Larga

Station ID : Meadowlark East of Loma Larga

Info Line 1 :
Info Line 2 : Corrales

GPS Lat/Lon :
DB File : MLARK EOF LL1EB.DB

Last Connected Device Type : Apollo
Version Number : 1.62
Serial Number : 21494

Number of Lanes : 2
Posted Speed Limit :

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 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/22/13	00:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	6	16	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	07:00	3	20	44	8	1	0	0	0	0	0	0	0	0	0	0	0	76
	08:00	2	33	39	14	2	0	0	0	0	0	0	0	0	0	0	0	90
	09:00	7	25	31	3	2	0	0	0	0	0	0	0	0	0	0	0	68
	10:00	6	22	32	6	0	0	0	0	0	0	0	0	0	0	0	0	66
	11:00	3	35	24	4	1	1	0	0	0	0	0	0	0	0	0	0	68
	12:00	6	22	29	8	0	0	0	0	0	0	0	0	0	0	0	0	65
	13:00	3	21	24	5	0	0	0	0	0	0	0	0	0	0	0	0	53
	14:00	2	19	37	3	0	0	0	0	0	0	0	0	0	0	0	0	61
	15:00	5	34	25	9	0	0	0	0	0	0	0	0	0	0	0	0	73
	16:00	7	35	27	5	0	0	0	0	0	0	0	0	0	0	0	0	74
	17:00	4	30	29	6	1	0	0	0	0	0	0	0	0	0	0	0	70
	18:00	9	21	30	4	0	0	0	0	0	0	0	0	0	0	0	0	64
	19:00	5	16	7	4	1	0	0	0	0	0	0	0	0	0	0	0	33
	20:00	3	9	9	2	1	0	0	0	0	0	0	0	0	0	0	0	24
	21:00	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	22:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	1	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		68	357	418	87	10	1	0	0	0	0	0	0	0	0	0	0	941
Percent :		7%	38%	44%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		7%	45%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	15	17	4	0	0	0	0	0	0	0	0	0	0	0	0	39

Average Speed 24.9 mph 50% Speed : 25.6 mph 67% Speed : 27.5 mph 85% Speed : 29.5 mph
10mph Pace: 20.1 - 30.0 (82.6%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/23/13	00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	0	7	14	1	0	0	0	0	0	0	0	0	0	0	0	0	22
	07:00	3	23	35	7	0	0	0	0	0	0	0	0	0	0	0	0	68
	08:00	9	28	51	11	0	0	0	0	0	0	0	0	0	0	0	0	99
	09:00	4	19	37	5	0	0	0	0	0	0	0	0	0	0	0	0	65
	10:00	8	27	27	5	1	0	0	0	0	0	0	0	0	0	0	0	68
	11:00	5	21	41	7	0	0	0	0	0	0	0	0	0	0	0	0	74
	12:00	5	34	45	11	0	0	0	0	0	0	0	0	0	0	0	0	95
	13:00	2	30	22	10	1	0	0	0	0	0	0	0	0	0	0	0	65
	14:00	2	28	40	6	1	1	0	0	0	0	0	0	0	0	0	0	78
	15:00	5	17	37	8	0	0	0	0	0	0	0	0	0	0	0	0	67
	16:00	4	27	36	7	0	0	0	0	0	0	0	0	0	0	0	0	74
	17:00	4	30	30	5	0	0	0	0	0	0	0	0	0	0	0	0	69
	18:00	7	19	21	0	0	0	0	0	0	0	0	0	0	0	0	0	47
	19:00	1	16	9	5	1	0	0	0	0	0	0	0	0	0	0	0	32
	20:00	0	14	12	1	1	0	0	0	0	0	0	0	0	0	0	0	28
	21:00	1	5	6	0	0	1	0	0	0	0	0	0	0	0	0	0	13
	22:00	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		63	347	471	89	5	2	0	0	0	0	0	0	0	0	0	0	977
Percent :		6%	36%	48%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		6%	42%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		3	14	20	4	0	0	0	0	0	0	0	0	0	0	0	0	41

Average Speed	25.1 mph	50% Speed :	25.9 mph	67% Speed :	27.6 mph	85% Speed :	29.5 mph
				10mph Pace: 20.1 - 30.0 (83.9%)			

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/22/13	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	0	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	07:00	0	14	14	10	1	0	0	0	0	0	0	0	0	0	0	0	39
	08:00	8	19	27	10	0	0	0	0	0	0	0	0	0	0	0	0	64
	09:00	4	17	14	5	3	0	0	0	0	0	0	0	0	0	0	0	43
	10:00	0	9	33	4	0	0	0	0	0	0	0	0	0	0	0	0	46
	11:00	4	17	23	9	0	0	0	0	0	0	0	0	0	0	0	0	53
	12:00	3	19	38	8	0	0	0	0	0	0	0	0	0	0	0	0	68
	13:00	1	28	40	8	1	0	0	0	0	0	0	0	0	0	0	0	78
	14:00	3	19	36	3	0	0	0	0	0	0	0	0	0	0	0	0	61
	15:00	4	31	49	7	3	0	0	0	0	0	0	0	0	0	0	0	94
	16:00	5	42	46	18	0	0	0	0	0	0	0	0	0	0	0	0	111
	17:00	2	22	38	12	3	0	0	0	0	0	0	0	0	0	0	0	77
	18:00	9	30	26	8	0	0	0	0	0	0	0	0	0	0	0	0	73
	19:00	3	10	20	5	0	0	0	0	0	0	0	0	0	0	0	0	38
	20:00	1	7	14	4	0	0	0	0	0	0	0	0	0	0	0	0	26
	21:00	2	5	11	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	22:00	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Daily Total :	51	295	446	119	11	0	1	0	0	0	0	0	0	0	0	0	0	923
Percent :	6%	32%	48%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	6%	37%	86%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	12	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38

Average Speed	25.7 mph	50% Speed : 26.4 mph	67% Speed : 28.0 mph
		85% Speed : 29.9 mph	
		10mph Pace: 20.1 - 30.0 (80.5%)	

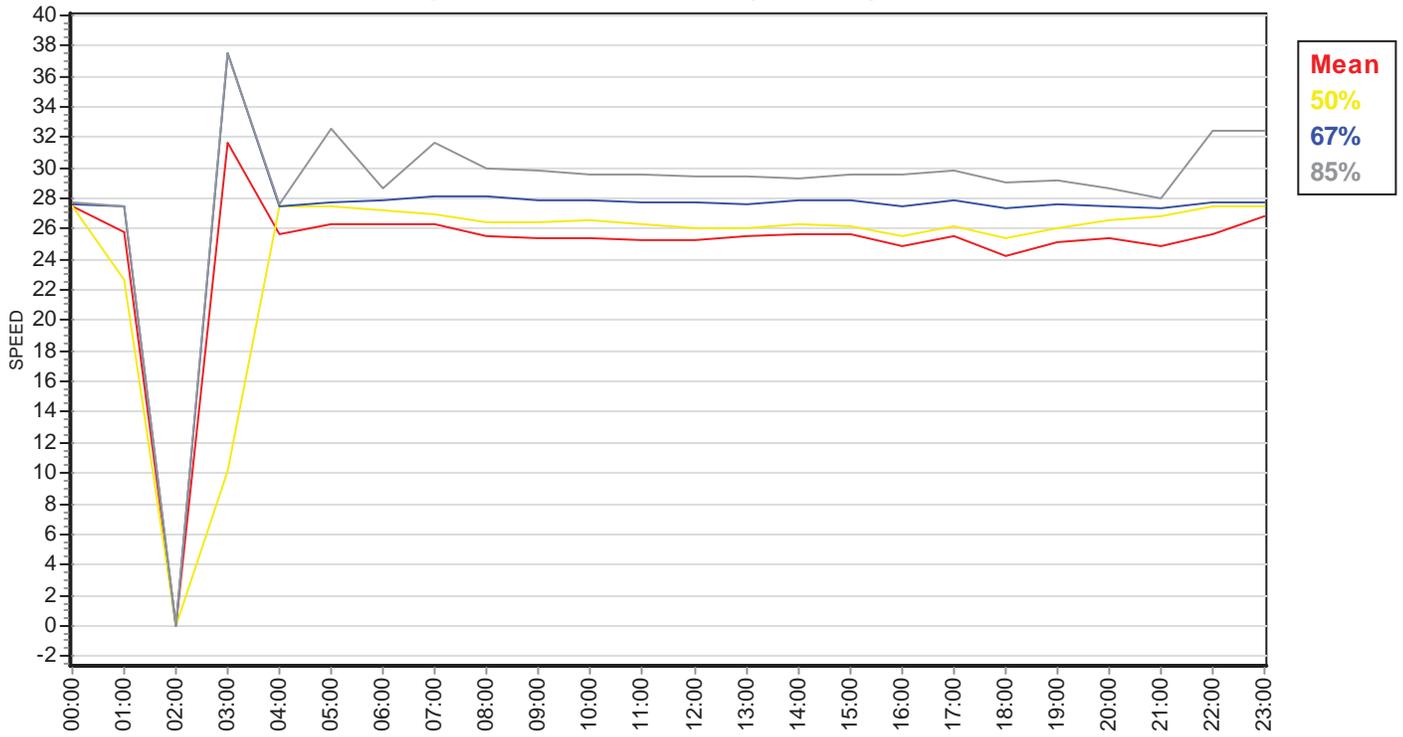
Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/23/13	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wed	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	1	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	8
	06:00	1	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	07:00	1	9	22	8	1	0	0	0	0	0	0	0	0	0	0	0	41
	08:00	4	17	40	10	0	1	0	0	0	0	0	0	0	0	0	0	72
	09:00	2	18	24	13	3	0	0	0	0	0	0	0	0	0	0	0	60
	10:00	1	22	26	11	2	0	0	0	0	0	0	0	0	0	0	0	62
	11:00	5	16	28	11	0	0	0	0	0	0	0	0	0	0	0	0	60
	12:00	4	33	30	7	1	0	0	0	0	0	0	0	0	0	0	0	75
	13:00	2	32	32	7	0	0	0	0	0	0	0	0	0	0	0	0	73
	14:00	1	28	40	9	0	0	0	0	0	0	0	0	0	0	0	0	78
	15:00	2	30	40	11	2	1	0	0	0	0	0	0	0	0	0	0	86
	16:00	6	38	46	7	1	0	0	0	0	0	0	0	0	0	0	0	98
	17:00	6	32	40	18	0	0	0	0	0	0	0	0	0	0	0	0	96
	18:00	3	28	38	11	1	0	0	0	0	0	0	0	0	0	0	0	81
	19:00	1	14	27	2	1	0	0	0	0	0	0	0	0	0	0	0	45
	20:00	0	8	11	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	21:00	0	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		40	335	468	132	15	2	0	0	0	0	0	0	0	0	0	0	992
Percent :		4%	34%	47%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	38%	85%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	14	20	6	1	0	0	0	0	0	0	0	0	0	0	0	43

Average Speed	25.9 mph	50% Speed :	26.3 mph	67% Speed :	28.1 mph	85% Speed :	30.0 mph
				10mph Pace: 20.1 - 30.0 (81.1%)			

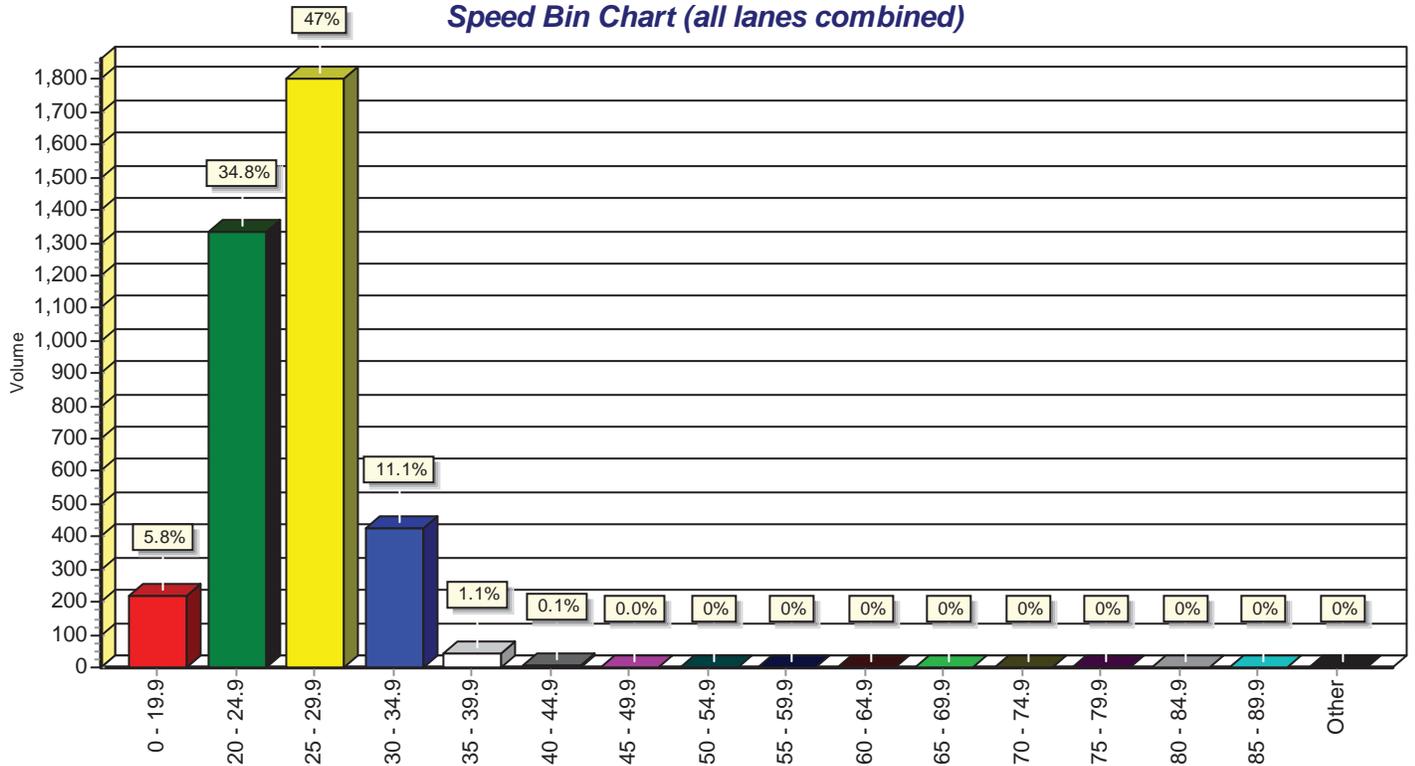
Special Speed Study Summary: Meadowlark East of Loma Larga

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	131	704	889	176	15	3	0	0	0	0	0	0	0	0	0	0	1918
Percent :	7%	37%	46%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	7%	44%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	3	15	19	4	0	0	0	0	0	0	0	0	0	0	0	0	41
ADT = 959	Average Speed 25.0 mph		50% Speed : 25.8 mph				67% Speed : 27.5 mph				85% Speed : 29.5 mph				10mph Pace: 20.1 - 30.0 (83.3%)		
Grand Total #2:	91	630	914	251	26	2	1	0	0	0	0	0	0	0	0	0	1915
Percent :	5%	33%	48%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	5%	38%	85%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	2	13	19	5	1	0	0	0	0	0	0	0	0	0	0	0	40
ADT = 957	Average Speed 25.8 mph		50% Speed : 26.4 mph				67% Speed : 28.1 mph				85% Speed : 30.0 mph				10mph Pace: 20.1 - 30.0 (80.9%)		
Comb. Total :	222	1334	1803	427	41	5	1	0	0	0	0	0	0	0	0	0	3833
Percent :	6%	35%	47%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	6%	41%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	5	28	38	9	1	0	0	0	0	0	0	0	0	0	0	0	81
ADT = 1916	Average Speed 25.4 mph		50% Speed : 26.0 mph				67% Speed : 27.8 mph				85% Speed : 29.7 mph				10mph Pace: 20.1 - 30.0 (82.1%)		

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Meadowlark West of Loma Larga

Station ID : Meadowlark West of Loma Larga

Last Connected Device Type : Apollo

Info Line 1 :

Version Number : 1.51

Info Line 2 : Corrales

Serial Number : 14403

GPS Lat/Lon :

Number of Lanes : 2

DB File : MLARK WOF LL1WB.DB

Posted Speed Limit :

Lane #1 Configuration

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

Lane #1 Special Speed Study Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/22/13	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	13	11	3	0	0	0	0	0	0	0	0	0	0	0	0	27
	06:00	1	23	38	9	1	0	0	0	0	0	0	0	0	0	0	0	72
	07:00	5	62	72	7	2	0	0	0	0	0	0	0	0	0	0	0	148
	08:00	10	72	96	19	3	0	0	0	0	0	0	0	0	0	0	0	200
	09:00	10	66	61	12	0	0	0	0	0	0	0	0	0	0	0	0	149
	10:00	4	69	59	14	0	0	0	0	0	0	0	0	0	0	0	0	146
	11:00	15	103	57	9	2	1	1	0	0	0	0	0	0	0	0	0	188
	12:00	17	97	73	18	1	0	0	0	0	0	0	0	0	0	0	0	206
	13:00	19	94	74	13	0	0	0	0	0	0	0	0	0	0	0	0	200
	14:00	10	84	92	14	2	0	0	0	0	0	0	0	0	0	0	0	202
	15:00	16	127	133	9	1	0	0	0	0	0	0	0	0	0	0	0	286
	16:00	13	130	155	18	0	0	0	0	0	0	0	0	0	0	0	0	316
	17:00	32	165	123	18	0	0	0	0	0	0	0	0	0	0	0	0	338
	18:00	25	131	91	6	1	0	0	0	0	0	0	0	0	0	0	0	254
	19:00	10	65	61	8	0	0	0	0	0	0	0	0	0	0	0	0	144
	20:00	7	31	23	4	0	0	0	0	0	0	0	0	0	0	0	0	65
	21:00	4	16	26	2	0	0	0	0	0	0	0	0	0	0	0	0	48
	22:00	2	8	10	4	0	0	0	0	0	0	0	0	0	0	0	0	24
	23:00	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Daily Total :		201	1371	1265	191	13	1	1	0	0	0	0	0	0	0	0	0	3043
Percent :		7%	45%	42%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		7%	52%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	57	53	8	1	0	0	0	0	0	0	0	0	0	0	0	127

Average Speed 24.4 mph 50% Speed : 24.8 mph 67% Speed : 26.9 mph 85% Speed : 29.0 mph
 10mph Pace: 20.1 - 30.0 (86.8%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/23/13	00:00	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	04:00	1	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	10
	05:00	1	11	16	2	0	0	0	0	0	0	0	0	0	0	0	0	30
	06:00	2	24	34	11	1	0	0	0	0	0	0	0	0	0	0	0	72
	07:00	3	69	79	12	1	0	0	0	0	0	0	0	0	0	0	0	164
	08:00	6	78	72	21	2	0	0	0	0	0	0	0	0	0	0	0	179
	09:00	6	68	69	11	2	0	0	0	0	0	0	0	0	0	0	0	156
	10:00	9	65	61	9	1	0	0	0	0	0	0	0	0	1	0	0	146
	11:00	12	78	76	14	0	0	0	0	0	0	0	0	0	0	0	0	180
	12:00	11	93	87	17	1	0	0	0	0	0	0	0	0	0	0	0	209
	13:00	22	103	77	9	0	0	0	0	0	0	0	0	0	0	0	0	211
	14:00	29	106	84	10	0	0	0	0	0	0	0	0	0	0	0	0	229
	15:00	17	104	126	12	0	0	0	0	0	0	0	0	0	0	0	0	259
	16:00	40	145	124	12	1	0	0	0	0	0	0	0	0	0	0	0	322
	17:00	34	175	105	11	1	0	0	0	0	0	0	0	0	0	0	0	326
	18:00	22	161	74	8	0	0	0	0	0	0	0	0	0	0	0	0	265
	19:00	12	73	55	3	1	0	0	0	0	0	0	0	0	0	0	0	144
	20:00	8	30	27	3	0	0	0	0	0	0	0	0	0	0	0	0	68
	21:00	5	16	14	4	0	1	0	0	0	0	0	0	0	0	0	0	40
	22:00	1	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	23:00	0	7	7	2	0	0	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		242	1425	1203	179	13	1	0	0	0	0	0	0	0	1	0	0	3064
Percent :		8%	47%	39%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		8%	54%	94%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		10	59	50	7	1	0	0	0	0	0	0	0	0	0	0	0	127

Average Speed	24.1 mph	50% Speed :	24.5 mph	67% Speed :	26.7 mph	85% Speed :	28.9 mph
				10mph Pace:	20.1 - 30.0 (85.9%)		

Lane #2 Configuration

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

Lane #2 Special Speed Study Data From: 00:00 - 10/22/2013 To: 23:59 - 10/23/2013

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/22/13	00:00	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Tue	01:00	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	10	13	1	0	0	0	0	0	0	0	0	0	0	0	0	24
	06:00	2	43	56	6	0	0	0	0	0	0	0	0	0	0	0	0	107
	07:00	1	123	125	20	0	0	0	0	0	0	0	0	0	0	0	0	269
	08:00	3	81	99	23	0	1	0	0	0	0	0	0	0	0	0	0	207
	09:00	7	82	85	3	0	0	0	0	0	0	0	0	0	0	0	0	177
	10:00	15	87	55	10	0	0	0	0	0	0	0	0	0	0	0	0	167
	11:00	25	101	78	7	0	1	0	0	0	0	0	0	0	0	0	0	212
	12:00	22	102	71	7	2	0	0	0	0	0	0	0	0	0	0	0	204
	13:00	18	80	72	7	0	0	0	0	0	0	0	0	0	0	0	0	177
	14:00	8	69	78	4	4	1	0	0	0	0	0	0	0	0	0	0	164
	15:00	18	101	80	12	1	0	0	0	0	0	0	0	0	0	0	0	212
	16:00	15	118	114	14	0	1	0	0	0	0	0	0	0	0	0	0	262
	17:00	11	121	86	5	0	0	0	0	0	0	0	0	0	0	0	0	223
	18:00	13	94	67	9	1	0	0	0	0	0	0	0	0	0	0	0	184
	19:00	7	41	47	5	2	0	0	0	0	0	0	0	0	0	0	0	102
	20:00	3	38	29	3	1	0	0	0	0	0	0	0	0	0	0	0	74
	21:00	0	25	13	0	2	0	0	0	0	0	0	0	0	0	0	0	40
	22:00	2	6	8	2	1	0	0	0	0	0	0	0	0	0	0	0	19
	23:00	1	9	7	1	2	0	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		173	1338	1197	142	16	4	0	0	0	0	0	0	0	0	0	0	2870
Percent :		6%	47%	42%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		6%	53%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		7	56	50	6	1	0	0	0	0	0	0	0	0	0	0	0	120

Average Speed 24.4 mph 50% Speed : 24.7 mph 67% Speed : 26.8 mph 85% Speed : 28.9 mph
 10mph Pace: 20.1 - 30.0 (88.4%)

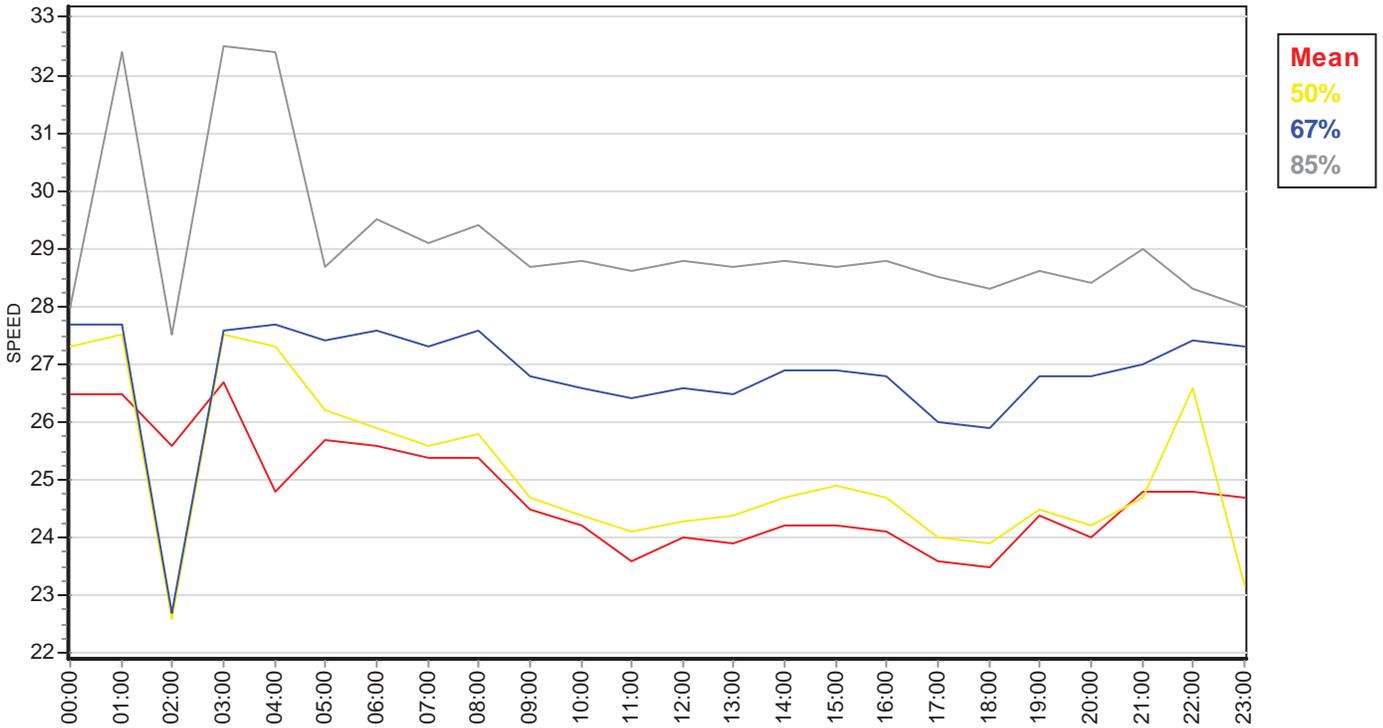
Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
10/23/13	00:00	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Wed	01:00	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	14	15	2	0	1	0	0	0	0	0	0	0	0	0	0	32
	06:00	4	50	39	10	1	0	0	0	0	0	0	0	0	0	0	0	104
	07:00	9	94	109	18	0	0	1	0	0	0	0	0	0	0	0	0	231
	08:00	10	94	109	16	1	0	0	0	0	0	0	0	0	0	0	0	230
	09:00	8	97	50	7	0	0	0	0	0	0	0	0	0	0	0	0	162
	10:00	18	91	69	7	0	1	0	0	0	0	0	0	0	0	0	0	186
	11:00	27	87	76	6	1	0	0	0	0	0	0	0	0	0	0	0	197
	12:00	19	90	56	10	2	1	0	0	0	0	0	0	0	0	0	0	178
	13:00	9	92	96	11	0	0	0	0	0	0	0	0	0	0	0	0	208
	14:00	20	98	95	6	3	0	0	0	0	0	0	0	0	0	0	0	222
	15:00	18	95	84	8	1	1	0	0	0	0	0	0	0	0	0	0	207
	16:00	19	115	95	6	0	0	0	0	0	0	0	0	0	0	0	0	235
	17:00	14	110	83	7	2	0	0	0	0	0	0	0	0	0	0	0	216
	18:00	11	80	65	7	0	0	0	0	0	0	0	0	0	0	0	0	163
	19:00	2	45	31	8	1	1	0	0	0	0	0	0	0	0	0	0	88
	20:00	5	40	34	4	1	0	0	0	0	0	0	0	0	0	0	0	84
	21:00	0	25	13	5	2	0	0	0	0	0	0	0	0	0	0	0	45
	22:00	1	7	9	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	23:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		199	1334	1139	146	16	5	1	0	0	0	0	0	0	0	0	0	2840
Percent :		7%	47%	40%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		7%	54%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		8	56	47	6	1	0	0	0	0	0	0	0	0	0	0	0	118

Average Speed	24.2 mph	50% Speed :	24.6 mph	67% Speed :	26.7 mph	85% Speed :	28.8 mph
				10mph Pace:	20.1 - 30.0	(87.1%)	

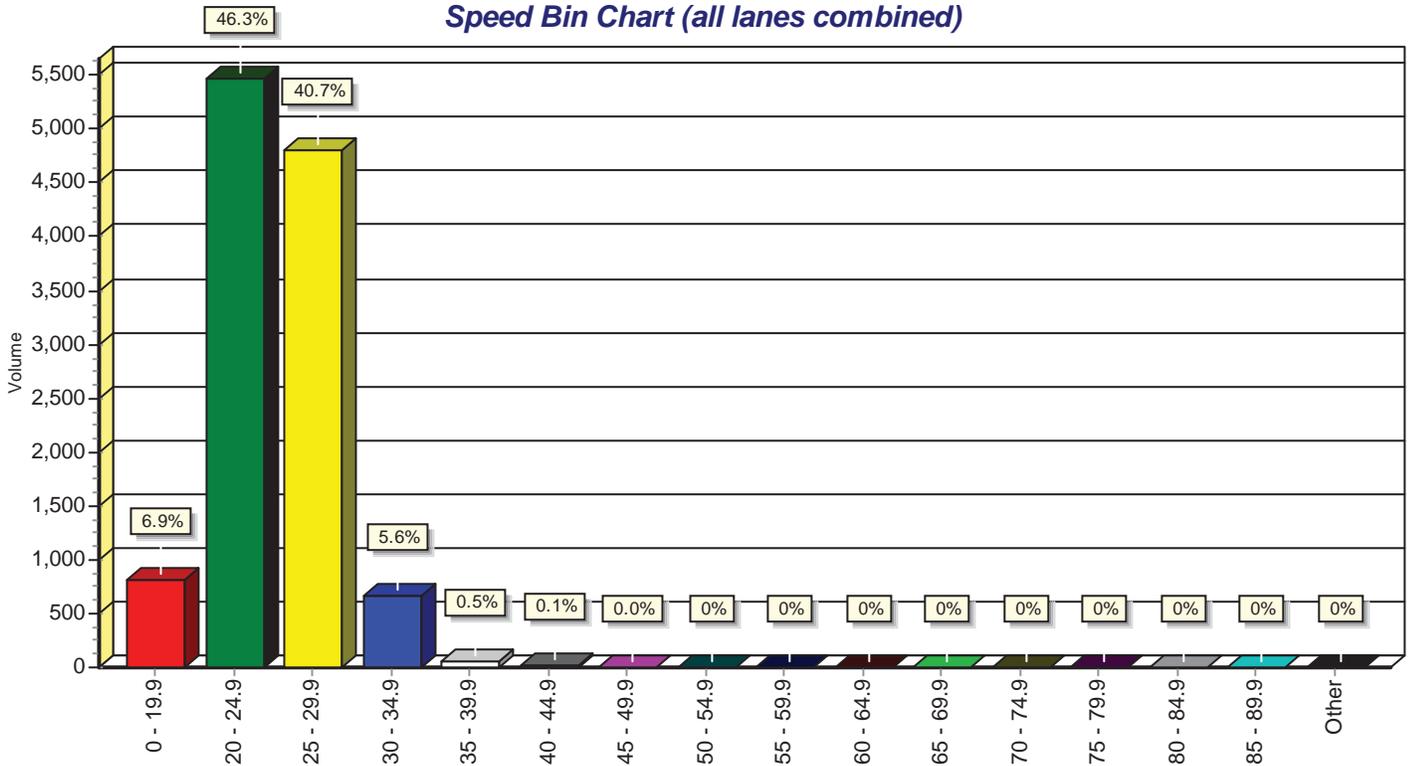
Special Speed Study Summary: Meadowlark West of Loma Larga

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	Total
Grand Total #1:	443	2796	2468	370	26	2	1	0	0	0	0	0	0	1	0	0	6107
Percent :	7%	46%	40%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	7%	53%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	9	58	51	8	1	0	0	0	0	0	0	0	0	0	0	0	127
ADT = 3053	Average Speed 24.2 mph 50% Speed : 24.7 mph 67% Speed : 26.8 mph 85% Speed : 29.0 mph 10mph Pace: 20.1 - 30.0 (86.3%)																
Grand Total #2:	372	2672	2336	288	32	9	1	0	0	0	0	0	0	0	0	0	5710
Percent :	7%	47%	41%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	7%	53%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	8	56	49	6	1	0	0	0	0	0	0	0	0	0	0	0	120
ADT = 2855	Average Speed 24.3 mph 50% Speed : 24.7 mph 67% Speed : 26.7 mph 85% Speed : 28.8 mph 10mph Pace: 20.1 - 30.0 (87.8%)																
Comb. Total :	815	5468	4804	658	58	11	2	0	0	0	0	0	0	1	0	0	11817
Percent :	7%	46%	41%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	7%	53%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	17	114	100	14	1	0	0	0	0	0	0	0	0	0	0	0	246
ADT = 5908	Average Speed 24.3 mph 50% Speed : 24.7 mph 67% Speed : 26.7 mph 85% Speed : 28.9 mph 10mph Pace: 20.1 - 30.0 (87.1%)																

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



APPENDIX C: CRASH DATA

CALCULATION COVER SHEET

Project Number: 221075

Calculation Number: 1

Rev. N/A

Title: Corrales Road Safety Audit - Loma Larga at Meadowlark

Page: 1 of 9

Purpose:

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

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

Calculations & Background Information:

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

$$RMEV = \frac{C \times 1,000,000}{n \times 365 \times v}$$

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

where:

- R = Roadway Crash Rate per million entering vehicles (mev)
- C = Total Crashes in an n-year period
- n = year period of study (minimum 3 years)
- v = total entering volume in vehicles per day

where:

- R = Roadway Crash Rate per 100,000,000 veh-mi
- C = Total Crashes in an n-year period
- n = year period of study (minimum 3 years)
- l = length of roadway in miles
- v = Average Daily Traffic (ADT) in vehicles per day

Originator: RC

Date: 01/02/14

QC Review/Checked By: _____

Date: _____

Approved By: _____

Date: _____

Supersedes Calculation No.: _____

Superseded by Calculation No.: _____

CALCULATION COVER SHEET

Project Number: 221075

Calculation Number: 1

Rev. N/A

Title: Corrales Road Safety Audit - Loma Larga at Meadowlark

Page: 2 of 9

Calculations & Background Information (cont.):

It should be noted that the New Mexico Department of Transportation (NMDOT) crash information presented yearly is based on a modified formula of the crash rate/100-million vehicle miles. Their reports show a crash rate (CR) = total crashes/100 MVM, where the derivation of the value of 100 MVM is not explained. It is not known if the value utilizes ADT information. Because of this, the resultant Crash Rate is significantly higher than typical values for crash rates for roadways. It could be assumed that the state crash rate calculation is a derivation of a methodology typically used by the medical profession, where infection and mortality rates for various diseases are expressed in relation to population.

This assumption can be made due to the inclusion of licensed drivers and population data in the crash summary report. Since the state crash rate is significantly higher than typical crash rate calculations and there is no explanation of the 100 MVM values provided, it can be concluded that comparing the state, county or city crash rates to the crash rates developed within this analysis will result in inconsistent comparisons due to the discriminating factors.

Also noted, is that state crash rates are only calculated for roadway crashes (RMVM) not intersection crashes. An intersection crash maybe included in a roadway crash, but are not provided in a separate calculation (RMEV).

This analysis also includes a Critical Rate calculation for segment locations (C_{RI}). The critical rate analysis helps to identify locations or spots with observed crash rates higher than would be expected due to normal variation. The critical rate is calculated as follows:

$$C_{RI} = R_{AR} + k \times \text{sq rt}(R_{AR}/m) + 1/(2 \times m)$$

where:

R_{AR} = Average Roadway Crash Rate

k = statistical confidence level (typically 1.645 for $\alpha = 0.05$)

m = travel on a particular section in million vehicle miles

If R_{AR} is greater than C_{RI} , then the location should be investigated further for problems associated with geometric or environmental factors.

Originator: RC

Date: 01/02/14

QC Review/Checked By: 0

Date: 01/00/00

Approved By: 0

Date: 01/00/00

Supersedes Calculation No.: 0

Superseded by Calculation No.: 0

CALCULATION COVER SHEET

Project Number: 221075

Calculation Number: 1

Rev. N/A

Title: Corrales Road Safety Audit - Loma Larga at Meadowlark

Page: 3 of 9

References sighted:

- Institute of Transportation Studies, University of California, Berkeley. *Fundamentals of Traffic Engineering*, 15th Edition. Berkeley, California, 2001.
- Nicholas J. Garber and Lester A. Hoel, *Traffic and Highway Engineering*, Revised Second Edition. Brooks/Cole Publishing, Pacific Grove, California, 1999.
- Institute of Transportation Engineers, *Traffic Engineering Handbook*, 5th Edition. ISBN: 0-935403-32-9, Prentice Hall Inc., Washington D.C., 1999.
- New Mexico Department of Transportation Traffic Safety Bureau, *New Mexico Traffic Crash Information*, 2004 Edition. Santa Fe, New Mexico, 2005.

Originator: RC

Date: 01/02/14

QC Review/Checked By: 0

Date: 01/00/00

Approved By: 0

Date: 01/00/00

Supersedes Calculation No.: 0

Superseded by Calculation No.: 0



COMPUTATION

Project:	<i>CORRALES ROAD SAFETY AUDIT</i>	Computed:	RC	Date:	1/2/2014
Subject:	<i>CRASH ANALYSIS</i>	Checked:		Date:	
Task:	<i>Loma Larga Rd. at Meadowlark Lane</i>	Page:	4	of:	9
Job #	221075	No.:			

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE	WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.			
1	8/19/02	10:20 AM		X		REAREND COLLISION - SB S/O INTERSECTION	CLEAR/DAY	
2	11/15/02	4:10 PM		X		REAREND COLLISION - EB	CLEAR/DAY	
3	12/25/02	7:00 PM			X	RIGHT ANGLE - EB LEFT/SB THRU	CLEAR/DARK	
4	6/23/03	2:57 PM			X	RIGHT ANGLE - EB LEFT/SB THRU	CLEAR/DAY	
5	11/2/03	2:20 AM			X	SOLO - FIXED OBJECT (ALCOHOL)	CLEAR/DARK	
6	12/15/03	4:30 PM			X	RIGHT ANGLE - WB LEFT/SB THRU	CLEAR/DAY	
7	5/26/04	12:27 PM			X	RIGHT ANGLE - EB LEFT/SB THRU	CLEAR/DAY	
8	1/9/06	6:37 PM			X	RIGHT ANGLE - EB THRU/NB THRU	CLEAR/DARK	
9	7/25/06	4:07 PM			X	RIGHT ANGLE - EB THRU/SB THRU	CLEAR/DAY	
10	7/27/06	11:42 AM			X	RIGHT ANGLE - EB RIGHT/SB THRU	CLEAR/DAY	
11	11/6/06	2:54 PM			X	RIGHT ANGLE - EB RIGHT/SB THRU	CLEAR/DAY	
12	12/3/06	10:36 AM		X		RIGHT ANGLE - SB LEFT/NB THRU	CLEAR/DAY	
13	12/23/06	7:30 AM			X	REAREND COLLISION - SB	CLEAR/DAY	
14	3/3/07	11:01 AM		X		REAREND COLLISION - EB	CLEAR/DAY	
15	4/25/07	8:16 AM		X		SIDESWIPE SB - BICYCLE	CLEAR/DAY	
16	5/11/07	6:00 PM			X	RIGHT ANGLE - EB LEFT/SB THRU	CLEAR/DAY	
17	7/7/07	11:59 AM		X		REAREND COLLISION - EB	CLEAR/DAY	
18	8/1/07	9:23 PM		X		RIGHT ANGLE - NB LEFT/EB THRU	CLEAR/DARK	
19	8/7/07	6:50 AM			X	REAREND COLLISION - EB	CLEAR/DAY	
20	9/18/07	1:18 PM			X	REAREND COLLISION - EB	CLEAR/DAY	
21	9/21/07	1:39 AM			X	OTHER - ANIMAL IN ROADWAY	CLEAR/DARK	
22	1/1/08	UNK.		X		SOLO - FIXED OBJECT	CLEAR/DARK	
23	5/17/08	12:45 AM			X	SOLO - FIXED OBJECT	CLEAR/DARK	
24	2/2/09	UNK.			X	SOLO - FIXED OBJECT	CLEAR/DAY	
25	3/3/09	UNK.			X	REAREND COLLISION - EB	CLEAR/DAY	
26	4/4/09	UNK.			X	UNKNOWN	CLEAR/DAY	
27	4/15/09	3:30 PM			X	RIGHT ANGLE - EB LEFT/WB THRU	CLEAR/DAY	
28	6/5/09	11:31 AM			X	RIGHT ANGLE - EB THRU/SB THRU	CLEAR/DAY	
29	6/6/09	UNK.		X		RIGHT ANGLE	CLEAR/DAY	
30	7/7/09	11:30 AM			X	RIGHT ANGLE - NB LEFT/SB THRU	CLEAR/DAY	
31	7/22/09	1:50 PM			X	REAREND COLLISION - WB W/O LOMA LARGA	CLEAR/DAY	
32	8/30/09	2:00 PM		X		REAREND COLLISION - SB S/O INTERSECTION	CLEAR/DAY	
33	10/30/09	3:27 PM			X	REAREND COLLISION - EB	CLEAR/DAY	
34	1/12/10	11:10 AM			X	REAREND COLLISION - EB	CLEAR/DAY	
35	3/3/10	UNK.			X	RIGHT ANGLE	CLEAR/DAY	
36	3/5/10	12:12 PM			X	REAREND COLLISION - EB	CLEAR/DAY	
37	8/8/10	UNK.			X	REAREND COLLISION	CLEAR/DAY	
38	11/11/10	UNK.			X	SOLO - FIXED OBJECT	CLEAR/DAY	
39	5/24/11	8:41 AM			X	REAREND COLLISION EB	CLEAR/DAY	
40	6/13/11	12:16 PM			X	SOLO - FIXED OBJECT 150' W/O INTERSECTION	CLEAR/DAY	
41	9/6/11	10:45 AM			X	SOLO - FIXED OBJECT 75' W/O INTERSECTION	CLEAR/DAY	
42	9/19/11	7:15 AM			X	REAREND COLLISION EB	CLEAR/DAY	
43	1/17/12	2:28 PM			X	REAREND COLLISION EB	CLEAR/DAY	
44	4/17/12	11:15 AM			X	RIGHT ANGLE - EB LEFT/SB THRU	CLEAR/DAY	
45	4/28/12	2:28 PM		X		RIGHT ANGLE - NB LEFT/SB THRU	CLEAR/DAY	
46	4/4/13	7:28 PM			X	REAREND COLLISION EB	CLEAR/DUSK	

SUBTOTAL 0 11 35



COMPUTATION

Project:	CORRALES ROAD SAFETY AUDIT	RC	Date:	1/2/2014
Subject:	CRASH ANALYSIS	Checked:	Date:	
Task:	Loma Larga Rd. at Meadowlark Lane	Page:	5	of: 9
Job #	221075	No.:		

NO.	DATE	APPRX. T.O.D.	SEVERITY			CRASH TYPE				WEATHER/ LIGHTING	MP
			FATAL	INJURY	P.D.O.	TOTAL	FATAL	INJURY	P.D.O.		
<i>TOTALS SUMMARY</i>			<i>0</i>	<i>11</i>	<i>35</i>	<i>46</i>	<i>%</i>	<i>%</i>	<i>%</i>	<i>%</i>	
			<i>FATAL</i>	<i>INJURY</i>	<i>P.D.O.</i>	<i>TOTAL</i>	<i>TOTAL</i>	<i>FATAL</i>	<i>INJURY</i>	<i>P.D.O.</i>	
	<i>CLEAR</i>		0	11	35	46	100%	0%	24%	76%	
	<i>INCLIMATE</i>		0	0	0	0	0%	0%	0%	0%	
	<i>DAY</i>		0	9	30	39	88%	0%	20%	65%	
	<i>NIGHT</i>		0	2	5	7	12%	0%	4%	11%	
	<i>DRY PAVEMENT</i>		0	11	35	46	100%	0%	24%	76%	
	<i>WET PAVEMENT</i>		0	0	0	0	0%	0%	0%	0%	
	<i>HEADON</i>		0	0	0	0	0%	0%	0%	0%	
	<i>OVERTURN</i>		0	0	0	0	0%	0%	0%	0%	
	<i>FIXED OBJECT</i>		0	1	6	7	15%	0%	2%	15%	
	<i>SIDESWIPE</i>		0	1	0	1	2%	0%	2%	0%	
	<i>REAR END</i>		0	5	13	18	39%	0%	11%	28%	
	<i>RIGHT ANGLE</i>		0	4	14	18	39%	0%	9%	28%	
	<i>OTHER</i>		0	0	2	2	5%	0%	0%	5%	

**CORRALES ROAD SAFETY AUDIT
PROJECT NO. 221075**

SUMMARY OF CRASHES FOR LOMA LARGA RD. AT MEADOWLARK LANE

YEAR	TYPE OF CRASH														TOTAL	TOTAL # OF FAT./INJ.
	HEAD ON		OVERTURN		FIXED OBJECT		SIDESWIPE		REAR END		RIGHT ANGLE		OTHER			
	PDO	FAT./INJ.	PDO	FAT./INJ.	PDO	FAT./INJ.	PDO	FAT./INJ.	PDO	FAT./INJ.	PDO	FAT./INJ.	PDO	FAT./INJ.		
2002-2013	0	0	0	0	6	1	0	1	13	5	14	4	2	0	46	11
SUBTOTALS	0	0	0	0	6	1	0	1	13	5	14	4	2	0	46	11
TOTALS	0	0	0	0	7	1	0	1	18	18	18	18	2	0	46	11

Roadway Crash Rate: N/A

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

where:

R = Roadway Crash Rate per 100,000,000 veh-mi

C = Total Crashes in an n-year period

n = year period of study (minimum 3 years)

l = length of roadway in miles

v = Average Daily Traffic (ADT) in vehicles per day

$$RMVM = \underline{\underline{0}} \text{ crashes/100-million veh-mi}$$

Intersection Crash Rate:

$$RMEV = \frac{C \times 1,000,000}{n \times 365 \times v}$$

where:

R = Roadway Crash Rate per million entering vehicles (mev)

C = Total Crashes in an n-year period

n = year period of study (minimum 3 years)

v = total entering volume in vehicles per day

$$RMEV = \underline{\underline{1.51}} \text{ crashes/mev}$$

Average Roadway Crash Rate: N/A

$$R_{AR} = \frac{\text{sum}(C) \times 100,000,000}{n \times 365 \times \text{sum}(l \times v)} = \underline{\underline{0}} \text{ crashes/100-million veh-mi}$$

$$\text{sum}(C) = \underline{0} \quad \text{sum}(l) = \underline{22} \quad \text{sum}(v) = \underline{0}$$

Critical Roadway Crash Rate:

$$C_R = R_{AR} + k \times \text{sq rt}(R_{AR}/m) + 1/(2 \times m) = \underline{\underline{0.50}} \text{ crashes/veh-mi per location}$$

$$k = \underline{1.645} \quad m = \underline{1}$$

C_R must be greater than R_{AR}

Average Intersection Crash Rate:

$$R_{AI} = \frac{\text{sum}(C) \times 1,000,000}{n \times 365 \times \text{sum}(\text{ent.vols})} = \underline{\underline{0}} \text{ crashes/mev}$$

$$\text{sum}(C) = \underline{0} \quad \text{sum}(v) = \underline{0}$$

**FIGURE I.1
CRASH RATE CALCULATION - LOMA LARGA RD.
AT MEADOWLARK LANE**

County: Bernalillo

Main Roadway: LOMA LARGA RD.

Beginning MP: n/a

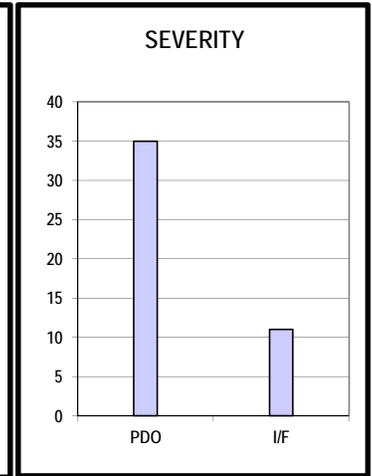
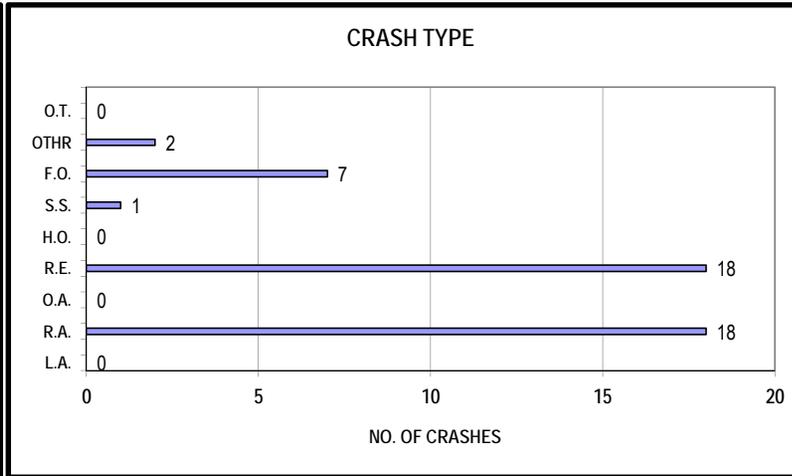
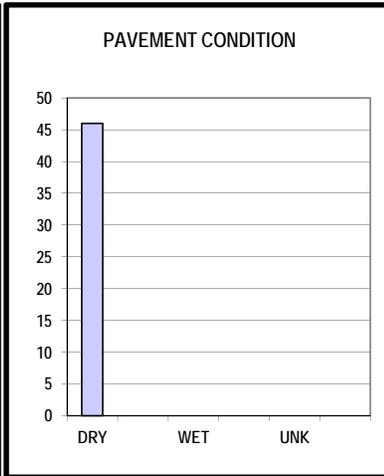
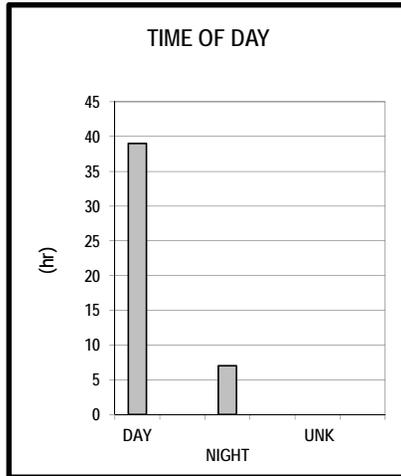
Ending MP: n/a

Date: 1/2/14

Prepared By: RC

Intersecting Roadway: MEADOWLARK LANE

Year	TIME OF DAY						PAVEMENT CONDITION						WEATHER CONDITION						CRASH TYPE																				
	DAY		NIGHT		UNK		DRY		WET		UNK		CLEAR		INCLEMENT		UNK		LT ANG		RT ANG		OTHER ANG		REAREND		HEAD ON		SIDE SWIPE		FIXED OBJ.		OTHER		OVER TURN		TOTAL		
	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F			
2008-2013	30	9	5	2	0	0	35	11	0	0	0	0	35	11	0	0	0	0	0	0	14	4	0	0	13	5	0	0	0	0	1	6	1	2	0	0	0	35	11
Subtotal	30	9	5	2	0	0	35	11	0	0	0	0	35	11	0	0	0	0	0	0	14	4	0	0	13	5	0	0	0	1	6	1	2	0	0	0	35	11	
TOTAL	39		7		0		46		0		0		46		0		0		0		18		0		18		0		1		7		2		0		46		



REPORTED CRASH SUMMARY STATISTICS

PERCENT OF DAYTIME CRASHES:	82%
PERCENT OF NIGHTTIME CRASHES:	18%
PERCENT OF CLEAR WEATHER CRASHES:	100%
PERCENT OF INCLEMENT WEATHER CRASHES:	0%

CRASH TYPE STATISTICS

PERCENT LEFT TURN ANGLE CRASHES:	0%
PERCENT RIGHT TURN ANGLE CRASHES:	39%
PERCENT OTHER ANGLE CRASHES:	0%
PERCENT REAR END CRASHES:	39%
PERCENT HEAD ON CRASHES:	0%
PERCENT SIDE SWIPE CRASHES:	2%
PERCENT FIXED OBJECT CRASHES:	15%
PERCENT BACKING CRASHES:	4%
PERCENT OVER TURN CRASHES:	0%
TOTAL CRASH TYPES:	100%

CRASH SEVERITY STATISTICS

PERCENT PROPERTY DAMAGE ONLY CRASHES:	76%
PERCENT INJURY/FATAL CRASHES:	24%
TOTAL CRASH SEVERITY:	100%

County: Bernalillo Main Roadway: LOMA LARGA RD. Beginning MP: n/a Ending MP: n/a Date: 1/2/14

Prepared By: RC Intersecting Roadway: MEADOWLARK LANE No. of Years: 6

Year	TIME OF DAY						PAVEMENT CONDITION						WEATHER CONDITION						CRASH TYPE																			
	DAY		NIGHT		UNK		DRY		WET		UNK		CLEAR		INCLEMENT		UNK		LT ANG	RT ANG	OTHER ANG	REAREND	HEAD ON		SIDE SWIPE		FIXED OBJ.		BACKING		OVER TURN		TOTAL					
	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F	PDO	I/F				
2008-2013	30	9	5	2	0	0	35	11	0	0	0	0	35	11	0	0	0	0	0	0	14	4	0	0	13	5	0	0	0	1	6	1	2	0	0	0	35	11
TOTAL	30	9	5	2	0	0	35	11	0	0	0	0	35	11	0	0	0	0	0	0	14	4	0	0	13	5	0	0	0	1	6	1	2	0	0	0	35	11
AVG.	5	2	1	0	0	0	6	2	0	0	0	0	6	2	0	0	0	0	0	0	2	1	0	0	2	1	0	0	0	1	0	0	0	0	0	6	2	

RECOMMENDED IMPROVEMENTS	CRASH TYPE	PDO CRASHES							INJURY/FATAL CRASHES																											
		RF1	RF2	RF3	RF4	RFT	AVG PDO	EST. REDUCTION	RF1	RF2	RF3	RF4	RFT	AVG INJ.-FAT	EST. REDUCTION																					
1																																				
2	Left Angle	0.1	0.42	0.05		0.504	0	0.00	0.1	0.46	0.05		0.538	0	0.00																					
3	Right Angle	0.42	0.05	0	0	0.449	2	1.05	0.46	0.05	0	0	0.487	1	0.32																					
4	Other Angle	0.42	0.05	0	0	0.449	0	0.00	0.46	0.05	0	0	0.487	0	0.00																					
5	Rearend	0.42	0.05	0	0	0.449	2	0.97	0.46	0.05	0	0	0.487	1	0.41																					
6	Head On	0.42	0.05	0	0	0.449	0	0.00	0.46	0.05	0	0	0.487	0	0.00																					
7	Side Swipe	0.42	0.05	0	0	0.449	0	0.00	0.46	0.05	0	0	0.487	0	0.08																					
8	Fixed object	0.42	0.05	0	0	0.449	1	0.45	0.46	0.05	0	0	0.487	0	0.08																					
9	Backing	0.42	0.05	0	0	0.449	0	0.15	0.46	0.05	0	0	0.487	0	0.00																					
10	Over Turn	0.42	0.05	0	0	0.449	0	0.00	0.46	0.05	0	0	0.487	0	0.00																					
							ESTIMATED PDO CRASH REDUCTION		3		ESTIMATED INJ.-FAT. CRASH REDUCTION							1																		

ADT FACTOR

Project Service Life:	25	Years	
Present ADT:	6942	vpd	
Future ADT:	10968	vpd	

$$\text{Average ADT} = (\text{Present ADT} + \text{Future ADT})/2 = (6942 + 10968)/2 = 8955$$

$$\text{ADT Factor} = \text{Average ADT}/\text{Present ADT} = 8955 / 6942 = 1.289974071$$

AVERAGE ANNUAL BENEFITS

Annual PDO Benefits = Estimated PDO Crash Reduction x Average PDO Cost	=	2.619166667	x	\$6,000.00	* =	\$15,715.00
Annual INJ.-FAT. Benefits = Estimated INJ.-FAT. Crash Reduction x Average INJ.-FAT. Cost	=	0.892833333	x	\$200,000.00	* =	\$178,566.67
Total Benefits	=				=	\$194,281.67
Average Annual Benefits = ADT Factor x Total Benefits	=	1.289974071	x	\$194,281.67	=	\$250,618.31

* ESTIMATED RATES

RATE OF RETURN

Project Cost	\$45,000,000.00	
Maintenance and Energy Costs		
Salvage Value		

$$\text{Rate of Return} = \text{Average Annual Benefits} / \text{Project Cost} = 250,618.31 / 45,000,000.00 = 0.56\%$$

CRASH RATE CALCULATIONS

Avg. Rate per 100-million vehicles (RMVM) = (Crashes during period x 1,000,000)/(Average ADT x 365 x No. of Years x Length)	=	46	x	100000000	/	8955	x	365	x	#VALUE!	x	6	=	0	cr/MEV
City Crash Rate = (No. of City Crashes during period/Average City Population during period) x 1000*	=	0	/	0	x	1000	=	0	City Crashes/1000 People						
County Crash Rate = (No. of County Crashes during period/Average County Population during period) x 10000**	=	12493	/	184216	x	1000	=	68	County Crashes/1000 People						
State Crash Rate = (No. of State Crashes during period/Average State Population during period) x 10000***	=	150029	/	1887507	x	1000	=	79	State Crashes/1000 People						

*** - Data Required from State Statistics

**CORRALES ROAD SAFETY AUDIT
LOMA LARGA RD. AT MEADOWLARK LANE**

2002 to 2013 Crash Rate for Loma Larga Rd. at Meadowlark Lane 1/2/14

Intersection	Begin Milepost	End Milepost	Segment Length (Mile)	Number of Reported Crashes	Daily Entering Vehicles (VPD)	Crash Rate (Cr/100-MVM)
Loma Larga at Meadowlark	n/a	n/a	n/a	46	6942	1.510

TABLE V.B.1

