



VENTURA STREET SPEED STUDY



Ventura Street Speed Study Final Report

Albuquerque, New Mexico



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City of Albuquerque

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INTRODUCTION

The City of Albuquerque – Department of Municipal Development (Traffic Engineering Design Division) has requested that Souder, Miller & Associates conduct a speed study along Ventura Street in northeast Albuquerque.

1.A. PROJECT PURPOSE

A speed study on Ventura Street from Alameda Boulevard to Florence Avenue was conducted to determine the following:

- Evaluate the 85th percentile speed along Ventura Street at five (5) locations;
- Calculate average and daily peak hour traffic volumes along Ventura Street.

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

1.B. PROJECT DESCRIPTION

The study area will be a 0.50 mile (2640.00 LF) section of Ventura Street from Alameda Boulevard to Florence Avenue. Figure 1.B.1. below displays the study location and Figure 1.B.2. on page 2 displays the study limits.

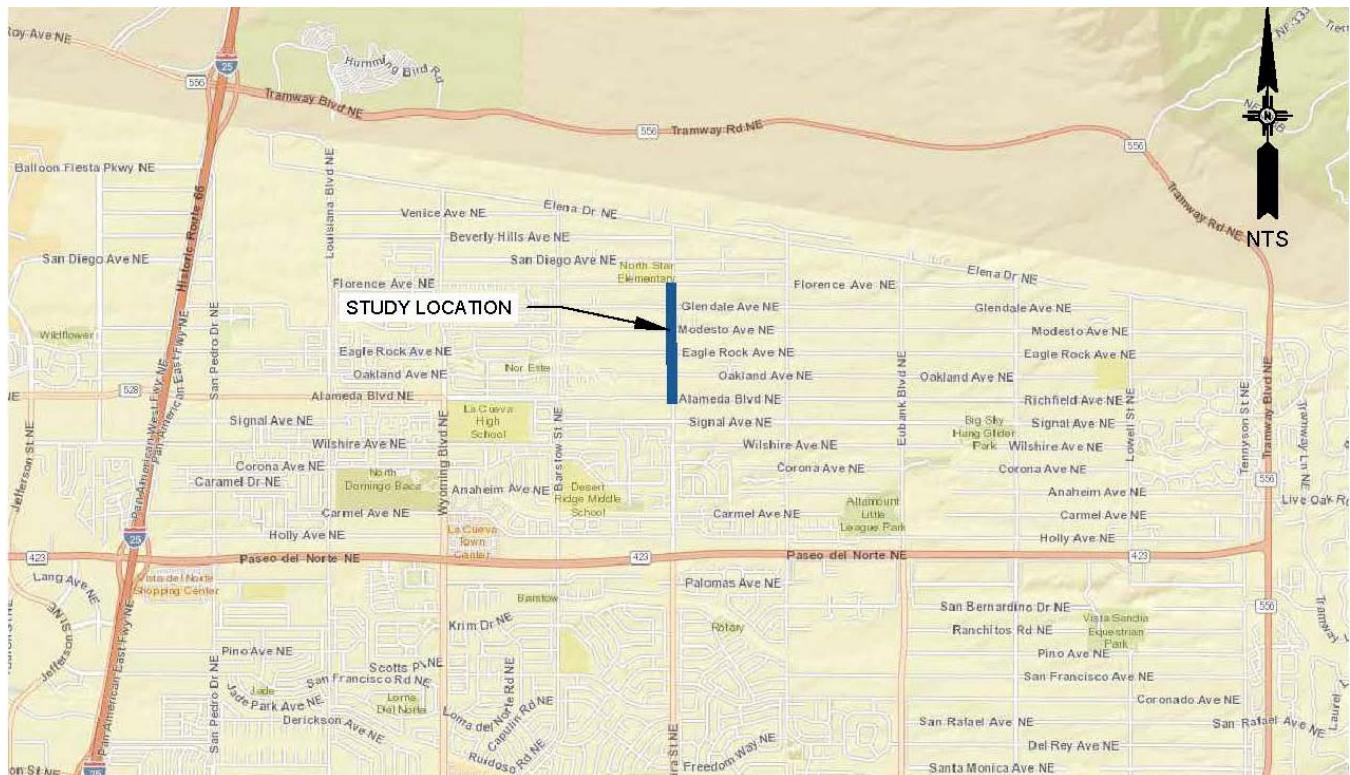


FIGURE 1.B.1.
STUDY LOCATION

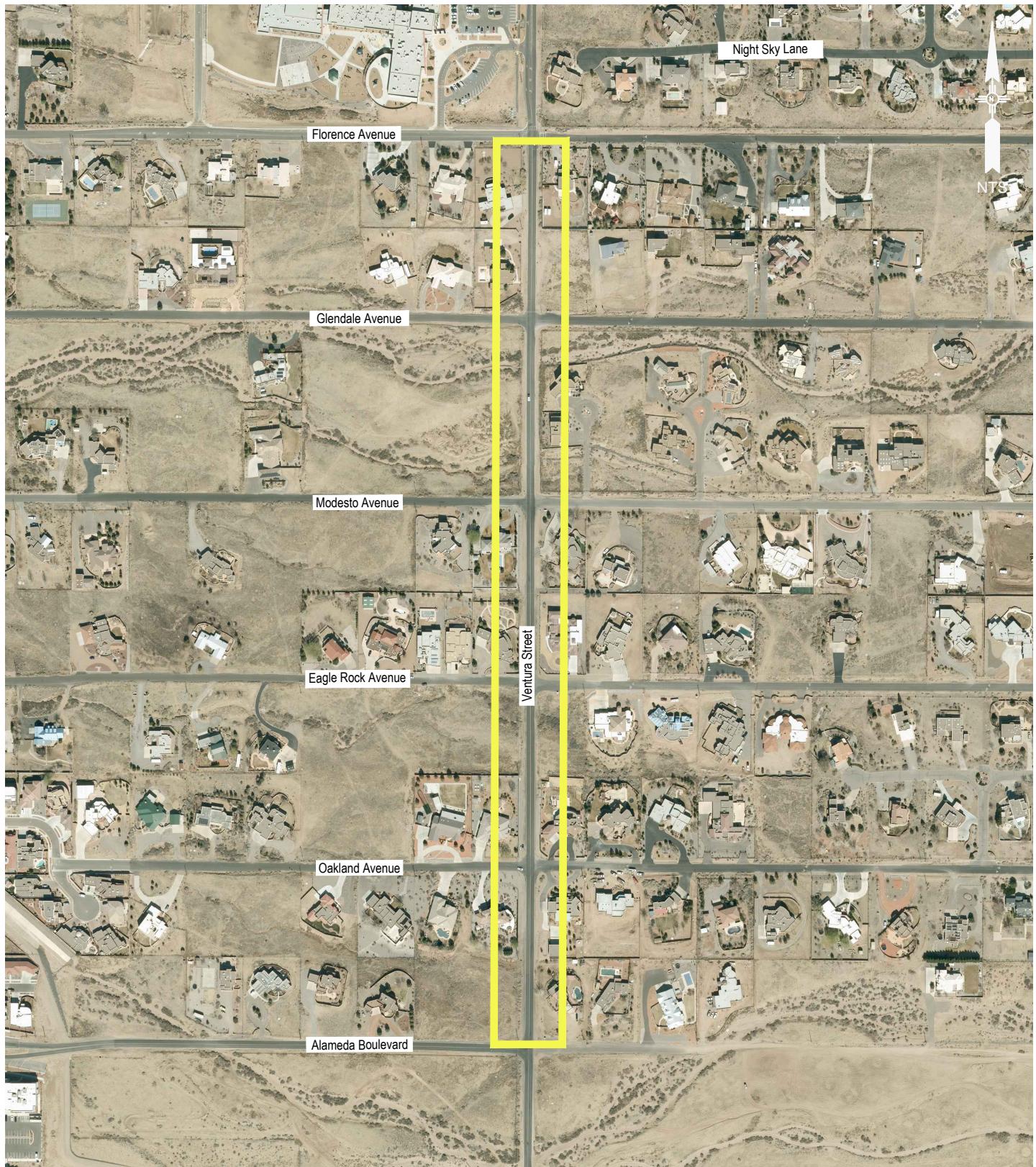


FIGURE 1.B.2.
STUDY LIMITS



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1.C. BACKGROUND OF SPEED LIMITS

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

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

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

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

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

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

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

1.D. SETTING SPEED LIMITS

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

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

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



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

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

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

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

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

- Mode is the most frequently clocked vehicle speed in a given survey. For example, in a 100 vehicle survey where 12 vehicles were clocked traveling 55 mph and no other speed was observed as frequently, the mode is 55 mph.
- Median is the numerical midpoint of a given survey. For example, in a survey of 100 vehicles, the speeds of the 50th and 51st vehicles are added and divided by 2 to obtain the median speed. If the 50th vehicle of such a survey was traveling at 56 mph and the 51st vehicle was also traveling at 56 mph, the resulting median would be $(56 + 56)/2 = 112/2 = 56$ mph
- Geometric mean is described as follows: “an average of a set of numbers that is calculated by multiplying all the numbers (“n”), and taking the nth root of the total.”

Formula for Geometric Mean:

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

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

Geometric Mean Example:

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

Step 1:

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

Step 2:

Determine geometric mean using the formula.

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

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



2. EXISTING CONDITIONS

2.A. COUNT LOCATIONS

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

- Segment 1 – Ventura Street from Alameda Boulevard to Oakland Avenue;
- Segment 2 – Ventura Street from Oakland Avenue to Eagle Rock Avenue;
- Segment 3 – Ventura Street from Eagle Rock Avenue to Modesto Avenue;
- Segment 4 – Ventura Street from Modesto Avenue to Glendale Avenue;
- Segment 5 – Ventura Street from Modesto Avenue to Florence Avenue.

Figure 2.1. on page 6 displays the segment locations.

2.B. EXISTING CONDITIONS

Figure 2.2. on page 6 displays the existing typical section of Ventura Street from Alameda Boulevard to Florence Avenue. Within the study limits, there are 4 intersections, two all way stop controlled intersections being Ventura Street / Modesto Street and Ventura Street / Florence Avneue, and approximately 4 driveways that provide access to residential homes. Also to be noted, the posted speed limit within the study limits is 30 mph.





FIGURE 2.1.
COUNT LOCATIONS

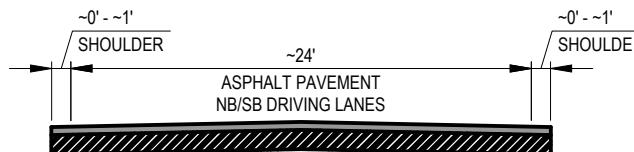


FIGURE 2.2.
EXISTING VENTURA STREET TYPICAL SECTION



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3. DATA

3.A. ADT

The ADT for the five (5) count locations are listed below in Table 3.A.1.

Table 3.A.1.			
Ventura Street ADT			
Count Location	Northbound	Southbound	ADT
Segment 1	1662	1639	3301
Segment 2	1416	1384	2800
Segment 3	1198	1139	2337
Segment 4	974	916	1890
Segment 5	782	718	1500
Average	1206.4	1159.2	2365.6

The Ventura Street study area directional ADT ranges from 718 to 1662 vehicles per day.

3.B. PEAK HOUR TRAFFIC VOLUMES

The peak hour traffic volumes for the five (5) count locations are shown below from Table 3.B.1.

Table 3.B.1.			
Ventura Street Peak Hour Traffic Volumes (vph)			
Count Location	Peak Hour	Northbound (Peak Hour)	Southbound (Peak Hour)
Segment 1	AM Peak	163 (7:15 AM - 8:00 AM)	295 (7:00 AM - 8:00 AM)
	PM Peak	170 (1:00 PM - 2:00 PM)	150 (2:30 PM - 3:30 PM)
Segment 2	AM Peak	159 (7:15 AM - 8:15 AM)	254 (7:00 AM - 8:00 AM)
	PM Peak	153 (1:00 PM - 2:00 PM)	146 (1:45 PM - 2:45 PM)
Segment 3	AM Peak	156 (7:15 AM - 8:15 AM)	213 (7:00 AM - 8:00 AM)
	PM Peak	145 (1:15 PM - 2:15 PM)	124 (1:45 PM - 2:45 PM)
Segment 4	AM Peak	143 (7:00 AM - 8:00 AM)	177 (7:00 AM - 8:00 AM)
	PM Peak	134 (1:00 PM - 2:00 PM)	112 (1:45 PM - 2:45 PM)
Segment 5	AM Peak	127 (7:15 AM - 8:15 AM)	142 (7:00 AM - 8:00 AM)
	PM Peak	121 (1:00 PM - 2:00 PM)	96 (1:45 PM - 2:45 PM)

The Ventura Street study area peak hour traffic volumes range from 96 to 295 vehicles per hour.

3.C. SPEED STUDY RESULTS

The results of the speed study are displayed below from Table 3.C.1. to Table 3.C.5.

Table 3.C.1.			
Segment 1 Speed Study			
Speed	Northbound	Southbound	Total
Average	33.3	34.2	33.7
10 mph Pace	30.0 - 39.9 (72.2%)	30.0 - 39.9 (74.0%)	30.0 - 39.9 (73.1%)
50th Percentile	33.2	34.0	33.6
67th Percentile	35.2	36.5	35.9
85th Percentile	38.5	39.3	38.9

Table 3.C.2.			
Segment 2 Speed Study			
Speed	Northbound	Southbound	Total
Average	32.9	32.9	32.9
10 mph Pace	30.0 - 39.9 (69.3%)	30.0 - 39.9 (67.3%)	30.0 - 39.9 (68.3%)
50th Percentile	32.9	32.8	32.9
67th Percentile	34.9	34.8	34.9
85th Percentile	38.3	38.3	38.3

Table 3.C.3.			
Segment 3 Speed Study			
Speed	Northbound	Southbound	Total
Average	30.6	30.2	30.4
10 mph Pace	25.0 - 34.9 (79.6%)	25.0 - 34.9 (81.2%)	25.0 - 34.9 (80.4%)
50th Percentile	30.9	30.6	30.7
67th Percentile	32.8	32.4	32.6
85th Percentile	34.9	34.4	34.6

Table 3.C.4.			
Segment 4 Speed Study			
Speed	Northbound	Southbound	Total
Average	30.1	29.1	29.6
10 mph Pace	25.0 - 34.9 (80.2%)	25.0 - 34.9 (75.3%)	25.0 - 34.9 (77.8%)
50th Percentile	30.2	29.1	29.6
67th Percentile	32.2	31.4	31.9
85th Percentile	34.4	34.1	34.4

Table 3.C.5.			
Segment 5 Speed Study			
Speed	Northbound	Southbound	Total
Average	27.9	26.3	27.2
10 mph Pace	25.0 - 34.9 (68.3%)	20.1 - 30.0 (68.6%)	25.0 - 34.9 (64.7%)
50th Percentile	28.3	27.0	27.7
67th Percentile	30.6	29.0	29.7
85th Percentile	33.7	32.3	33.2

When considering whether to establish a new posted speed limit or not, surveying the existing traffic speeds is crucial to determining a reasonable posted speed limit.

Before a posted speed limit can be adjusted, an analysis must be conducted to ascertain whether or not the speed limit can be adjusted without resulting in further increases of motorists' travel speeds. Motorists usually drive at speeds which they perceive as safe, based on the observable roadway conditions. A flat and straight roadway may result in a different travel speed than the posted speed limit due to the driver's observation of the roadway condition.

In relation to Ventura Street, the posted speed limit is 30 mph, roadway conditions are consistent; controlled access, satisfactory pavement conditions, two travel lanes, and minor hills throughout the study limits. Table 3.C.6 displays that 63 percent of the total ADT of the five count locations recorded speeds greater than the posted speed limit of 30 mph.

Table 3.C.6.							
Ventura Street ADT \geq 25 mph							
Speed (mph)	0 - 19.9 MPH	20 - 24.9 MPH	25.0 - 29.9 MPH	\geq 30 MPH	Avg. ADT		
Segment 1	11.5	0%	58	2%	530	16%	2700.5
Segment 2	12.5	0%	95	3%	585.5	21%	2107
Segment 3	25	1%	159.5	7%	831	36%	1319.5
Segment 4	24.5	1%	202	11%	777.5	41%	885.5
Segment 5	92.5	6%	327	22%	620	41%	460
Average	33.2	1%	168.3	7%	668.8	28%	1494.5
							63% 2364.8

3.D. CRASH DATA

Crash data was requested from the Mid-Region Council of Governments. The crash data requested showed there were 2 recorded crashes within the study area from 2013 to 2015.

Table 3.D.1.					
Ventura Street Crash Summary					
Year	Location	Cause of Crash	Crash Analysis	Crash Severity	Crash Correct with Traffic Calming?
2015	Alameda Boulevard / Ventura Street	Other Vehicle - From Same Direction / Rear End Collision	One Car Backing from Driveway Access	Non-Fatal Crash (Injury)	No
2015	Modesto Avenue / Ventura Street	Pedestrian Collision - Vehicle Going Straight	Avoid Other Item	Non-Fatal Crash (Injury)	No



4. U.S. LIMITS SPEED LIMITS PROGRAM

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

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

This analysis was used for Ventura Street from Alameda Boulevard to Florence Avenue and based on the data entered into <http://www.uslimits.com> for the above-listed categories. The output sheet is shown in Appendix A – U.S. Limits Output. The U.S. Limits Output recommended a speed limit of 35 mph that should only be reduced as a last measure after other treatments have been tried or ruled out.



5. CONCLUSION

After evaluating the volume and speed data within the project area, it is concluded that 63% of the traffic is exceeding 30p mph and the 85th percentile speed of traffic is exceeding the posted speed limit by 5 mph or more from Alameda Boulevard to Eagle Rock Avenue In order to meet criteria for traffic calming measures as outlined in the City of Albuquerque's Neighborhood Traffic Management Program, at least two (2) of the following threshold criteria must be met:

Figure 5.1.	
COA NMTP Traffic Calming Measures	
Description	Warranted?
Reported crashes in the past 3 years that could be corrected with traffic calming	No
Peak-hour traffic volume greater than 400 vehicles in one direction	No
25% of peak-hour traffic is non-local cut-through traffic	Not Studied
85th percentile speeds exceeds the posted speed limit by 5 mph or more	Yes

Based on the data collected, Ventura Street DOES NOT meet any of the criteria outlined to warrant traffic calming.

Appendices

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



Appendix A



USLIMITS2 Speed Zoning Report

Project Name: Ventura Street Speed Study

Analyst: Thaddeus Yazzie

Date: 05-05-2017

Basic Project Information

Project Number: 6254.08
Route Name: Ventura Street
From: Alameda Boulevard
To: Florence Avenue
State: New Mexico
County: Bernalillo County
City: Albuquerque city
Route Type: Road Section in Developed Area
Route Status: Existing

Crash Data Information

Crash Data Years: 3.17
Crash AADT: 2366 veh/day
Total Number of Crashes: 2
Total Number of Injury Crashes: 2
Section Crash Rate: 146 per 100 MVM
Section Injury Crash Rate: 146 per 100 MVM
Crash Rate Average for Similar Roads: 263
Injury Rate Average for Similar Roads: 67

Roadway Information

Section Length: .5 mile(s)
Statutory Speed Limit: 30 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 8
Number of Signals: 0

Traffic Information

85th Percentile Speed: 36 mph
50th Percentile Speed: 31 mph
AADT: 2370 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Project Description: Ventura Street Speed Study from Alameda Boulevard to Florence Avenue.

Recommended Speed Limit:



Note: The final recommended speed limit is higher than the statutory speed limit of **30 mph** for this type of road. An engineering study such as the one carried out with USLIMITS is usually required to set a speed limit above the statutory limit.

Note: The injury crash rate for the section of 146 per 100 MVM is more than 30 percent above the average for similar roads (67) but below the critical rate (285). A comprehensive crash study should be undertaken to identify engineering and traffic control deficiencies and appropriate corrective actions. The speed limit should only be reduced as a last measure after all other treatments have either been tried or ruled out.

Appendix B



Special Speed Study Report: Ventura (seg 1)

Station ID : Ventura (seg 1)

Info Line 1 : Between Alameda and Oakland
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : SOUTH 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24087

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
05/02/17	00:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	0	0	4	10	6	2	0	0	0	0	0	0	0	0	0	0	0	22
	07:00	0	1	27	68	26	6	0	0	0	0	1	0	0	0	0	0	0	129
	08:00	0	0	11	29	20	7	1	0	0	0	0	0	0	0	0	0	0	68
	09:00	0	1	13	25	18	3	2	0	0	0	0	0	0	0	0	0	0	62
	10:00	1	2	8	36	13	4	1	0	0	0	0	0	0	0	0	0	0	65
	11:00	0	3	12	33	16	3	1	0	0	0	0	0	0	0	0	0	0	68
	12:00	1	1	20	44	29	8	1	0	0	0	0	0	0	0	0	0	0	104
	13:00	0	3	28	71	38	8	2	0	0	0	0	0	0	0	0	0	0	150
	14:00	1	1	16	53	45	6	3	0	0	0	0	0	0	0	0	0	0	125
	15:00	1	5	30	60	46	4	0	0	0	0	0	0	0	0	0	0	0	146
	16:00	1	2	24	65	56	10	1	0	0	0	0	0	0	0	0	0	0	159
	17:00	1	1	30	79	49	8	0	0	0	0	1	0	0	0	0	0	0	169
	18:00	0	3	17	55	33	8	2	0	0	0	0	0	0	0	0	0	0	118
	19:00	0	2	25	44	16	6	1	0	0	0	0	0	0	0	0	0	1	95
	20:00	0	1	13	27	22	3	0	0	0	0	0	0	0	0	0	0	0	66
	21:00	0	3	8	24	7	1	0	0	0	0	0	0	0	0	0	0	0	43
	22:00	0	0	8	7	3	3	0	0	0	0	0	0	0	0	0	0	0	21
	23:00	0	2	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		6	31	296	736	449	94	17	0	0	0	2	0	0	0	0	0	1	1632
Percent :		0%	2%	18%	45%	28%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	2%	20%	66%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	12	31	19	4	1	0	0	0	0	0	0	0	0	0	0	68
		Average Speed 33.4 mph				50% Speed : 33.2 mph				67% Speed : 35.4 mph				85% Speed : 38.5 mph					
		10mph Pace: 30.0 - 39.9 (72.6%)																	

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16
		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
05/03/17	00:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Wed	01:00	0	0	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	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	5
	06:00	1	0	4	8	3	1	1	0	0	0	0	0	0	0	0	18
	07:00	0	2	30	85	37	2	0	0	0	0	0	0	0	0	0	156
	08:00	0	5	26	32	12	2	0	0	1	0	0	0	0	0	0	78
	09:00	1	6	11	27	14	4	1	0	0	0	0	0	0	0	0	64
	10:00	0	4	16	28	16	4	0	0	0	0	0	0	0	0	0	68
	11:00	0	2	9	31	20	9	2	0	0	0	0	0	0	0	0	73
	12:00	2	1	20	42	27	5	1	0	0	0	0	0	0	0	0	98
	13:00	0	4	35	77	39	9	5	0	0	1	0	0	0	0	0	170
	14:00	0	5	23	61	22	13	1	0	0	0	0	0	0	0	0	125
	15:00	1	1	38	65	44	6	2	0	0	0	0	0	0	0	0	157
	16:00	1	1	22	69	45	10	1	0	0	0	0	0	0	0	0	149
	17:00	0	2	21	79	47	12	0	0	0	0	0	0	0	0	0	161
	18:00	0	1	8	47	41	4	1	0	0	0	0	0	0	0	0	102
	19:00	0	5	7	50	35	4	2	0	0	0	0	0	0	0	0	103
	20:00	0	0	27	31	17	3	0	1	0	0	0	0	0	0	0	79
	21:00	0	0	6	18	11	1	2	0	0	0	0	0	0	0	0	38
	22:00	0	0	5	15	9	0	0	0	0	0	0	0	0	0	0	29
	23:00	0	2	4	4	1	1	0	0	0	0	0	0	0	0	0	12
Daily Total :		6	41	315	774	441	91	20	1	1	1	0	0	0	0	0	1691
Percent :		0%	2%	19%	46%	26%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	3%	21%	67%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	2	13	32	18	4	1	0	0	0	0	0	0	0	0	70

Average Speed : 33.2 mph	50% Speed : 33.1 mph	67% Speed : 35.0 mph	85% Speed : 38.3 mph
10mph Pace: 30.0 - 39.9 (71.9%)			

Lane #3 Configuration

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

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

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16
		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
05/02/17	00:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Tue	01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	1	4	1	0	1	0	0	0	0	0	0	0	8
	05:00	0	0	4	4	4	4	0	0	0	0	0	0	0	0	0	16
	06:00	1	0	13	16	14	7	1	0	0	0	0	0	0	0	0	52
	07:00	1	0	44	132	84	19	0	2	0	0	0	0	0	0	0	282
	08:00	1	1	16	50	44	15	3	0	0	0	0	0	0	0	0	130
	09:00	1	3	9	45	23	15	1	0	0	0	0	0	0	0	0	97
	10:00	0	1	11	34	26	12	0	0	0	0	0	0	0	0	0	84
	11:00	0	3	10	26	23	4	0	0	0	0	0	0	0	0	0	66
	12:00	1	4	17	30	20	6	0	0	0	0	0	0	0	0	0	78
	13:00	0	2	11	33	25	3	0	0	0	0	0	0	0	0	0	74
	14:00	0	0	22	76	38	12	1	0	0	0	0	0	0	0	0	149
	15:00	0	3	20	55	44	12	0	0	1	0	0	0	0	0	0	135
	16:00	0	2	15	38	44	11	1	0	0	0	0	0	0	0	0	111
	17:00	0	0	17	42	50	6	1	2	0	0	0	0	0	0	0	118
	18:00	0	1	10	43	41	8	0	0	0	0	0	0	0	0	0	103
	19:00	0	1	6	23	21	2	1	0	0	0	0	0	0	0	0	54
	20:00	0	0	7	18	6	1	0	0	0	0	0	0	0	0	0	32
	21:00	0	0	4	8	2	1	0	0	0	0	0	0	0	0	0	15
	22:00	0	0	5	1	3	0	0	0	0	0	0	0	0	0	0	9
	23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		5	22	242	676	518	140	9	5	1	0	0	0	0	0	0	1618
Percent :		0%	1%	15%	42%	32%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		0%	2%	17%	58%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :		0	1	10	28	22	6	0	0	0	0	0	0	0	0	0	67
		Average Speed 34.1 mph				50% Speed : 33.9 mph				67% Speed : 36.5 mph				85% Speed : 39.1 mph			
		10mph Pace: 30.0 - 39.9 (73.8%)															

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16 89.9	Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9			
05/03/17	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	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	0	1
	04:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	1	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	12
	06:00	1	3	9	16	13	7	1	0	0	0	0	0	0	0	0	0	0	50
	07:00	0	1	33	149	87	22	3	0	0	0	0	0	0	0	0	0	0	295
	08:00	0	1	12	69	44	18	1	0	0	0	0	0	0	0	0	0	0	145
	09:00	0	1	7	44	25	8	3	0	0	0	0	0	0	0	0	0	0	88
	10:00	0	2	11	22	20	9	1	0	0	0	0	0	0	0	0	0	0	65
	11:00	1	1	6	29	29	12	2	0	0	0	0	0	0	0	0	0	0	80
	12:00	2	3	14	32	19	4	1	1	0	0	0	0	0	0	0	0	0	76
	13:00	1	1	13	34	24	9	2	0	0	0	0	0	0	0	0	0	0	84
	14:00	0	2	31	64	40	7	4	0	0	1	0	0	0	0	0	0	0	149
	15:00	0	1	16	76	38	10	2	0	0	0	0	0	0	0	0	0	1	144
	16:00	0	1	9	45	34	13	3	0	0	0	0	0	0	0	0	0	0	105
	17:00	0	2	8	49	43	17	1	1	0	0	0	0	0	0	0	0	0	121
	18:00	0	2	8	43	42	8	0	1	0	1	0	0	0	0	0	0	0	105
	19:00	0	0	9	22	16	2	3	1	0	0	0	0	0	0	0	0	0	53
	20:00	0	0	8	18	13	4	0	0	0	0	0	0	0	0	0	0	0	43
	21:00	0	0	4	4	5	1	1	0	0	0	0	0	0	0	0	0	0	15
	22:00	1	0	4	6	1	4	0	0	0	0	0	0	0	0	0	0	0	16
	23:00	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		6	22	207	730	501	158	28	4	0	2	0	0	0	0	0	0	1	1659
Percent :		0%	1%	12%	44%	30%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	2%	14%	58%	88%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	1	9	30	21	7	1	0	0	0	0	0	0	0	0	0	0	69

Average Speed : 34.4 mph	50% Speed : 34.1 mph	67% Speed : 36.6 mph	85% Speed : 39.4 mph
10mph Pace: 30.0 - 39.9 (74.2%)			

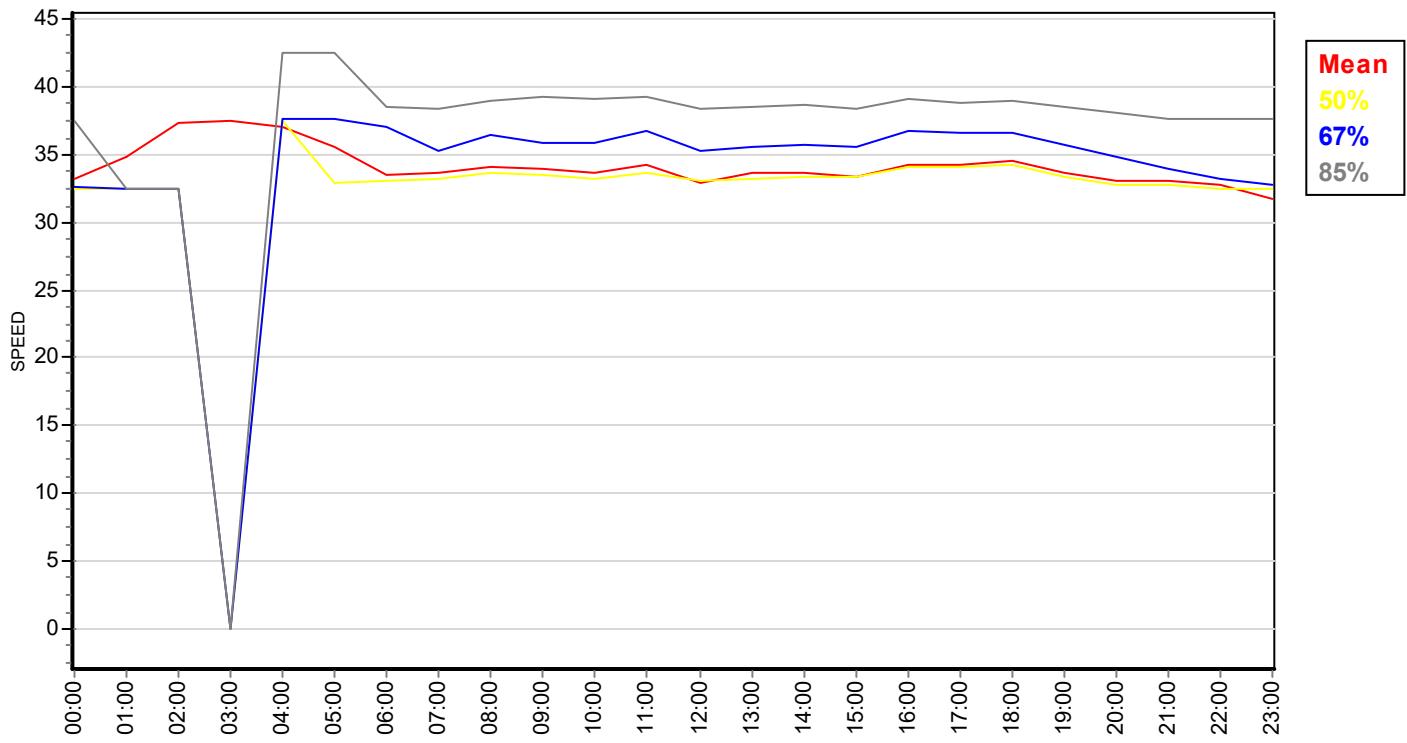
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total

Special Speed Study Summary: Ventura (seg 1)

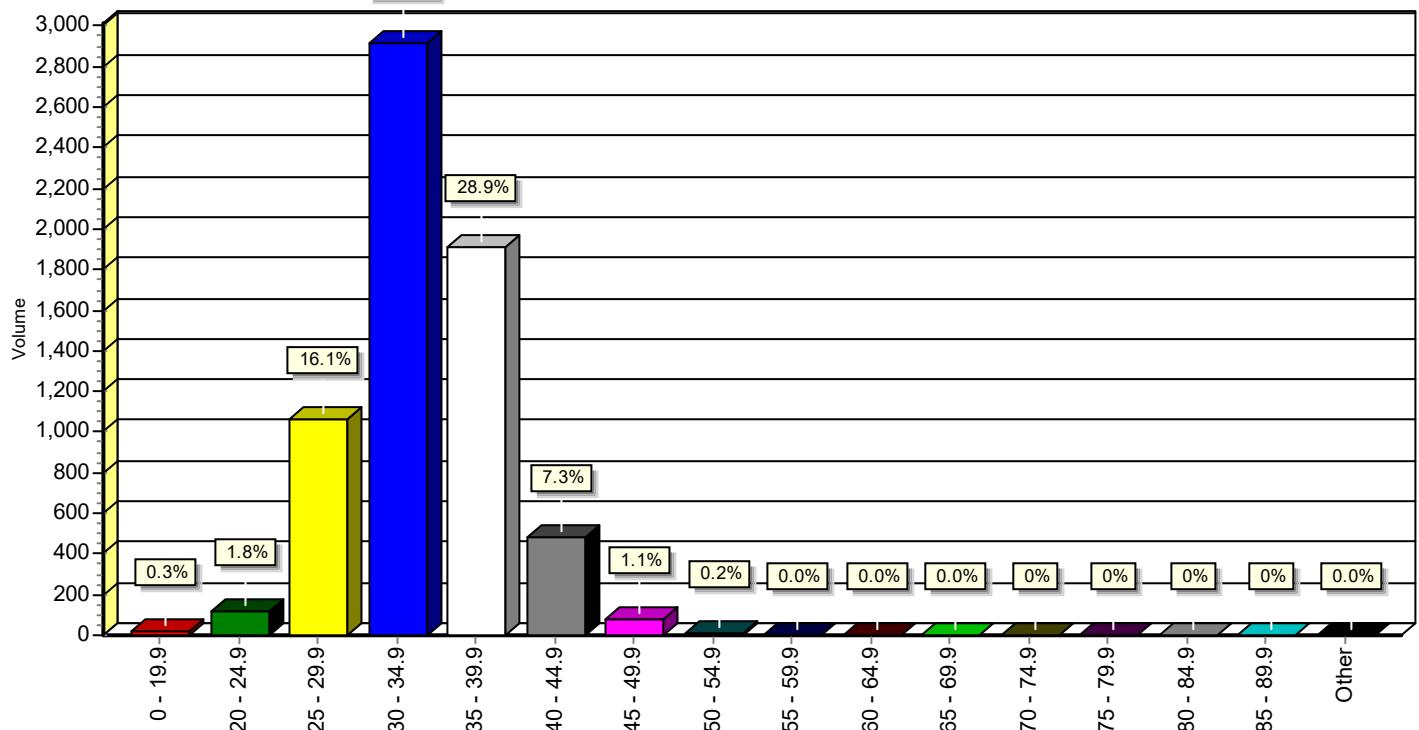
Description	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16	
	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	12	72	611	1510	890	185	37	1	1	1	2	0	0	0	0	1	3323
Percent :	0%	2%	18%	45%	27%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	0%	3%	21%	66%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	0	2	13	31	19	4	1	0	0	0	0	0	0	0	0	0	70
ADT = 1661	Average Speed 33.3 mph				50% Speed : 33.2 mph				67% Speed : 35.2 mph				85% Speed : 38.5 mph				
	10mph Pace: 30.0 - 39.9 (72.2%)																
Grand Total #3:	11	44	449	1406	1019	298	37	9	1	2	0	0	0	0	0	1	3277
Percent :	0%	1%	14%	43%	31%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	0%	2%	15%	58%	89%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	0	1	9	29	21	6	1	0	0	0	0	0	0	0	0	0	67
ADT = 1638	Average Speed 34.2 mph				50% Speed : 34.0 mph				67% Speed : 36.5 mph				85% Speed : 39.3 mph				
	10mph Pace: 30.0 - 39.9 (74.0%)																
Comb. Total :	23	116	1060	2916	1909	483	74	10	2	3	2	0	0	0	0	2	6600
Percent :	0%	2%	16%	44%	29%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	0%	2%	18%	62%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	0	2	22	61	40	10	2	0	0	0	0	0	0	0	0	0	137
ADT = 3300	Average Speed 33.7 mph				50% Speed : 33.6 mph				67% Speed : 35.9 mph				85% Speed : 38.9 mph				
	10mph Pace: 30.0 - 39.9 (73.1%)																

Ventura (seg 1) Charts For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Ventura (seg 2)

Station ID : Ventura (seg 2)

Info Line 1 : Between Oakland and Eagle Rock
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : V S1 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62
 Serial Number : 24090

Number of Lanes : 1
 Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
05/02/17	00:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
Tue	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
	05:00	0	0	1	2	2	0	0	1	0	0	0	0	0	0	0	0	6	
	06:00	0	0	5	8	7	0	0	0	0	0	0	0	0	0	0	0	20	
	07:00	0	2	39	58	29	4	0	0	0	0	0	0	0	0	0	0	132	
	08:00	0	1	13	27	17	2	2	0	0	0	0	0	0	0	0	0	62	
	09:00	1	0	12	28	8	4	0	0	0	0	0	0	0	0	0	0	53	
	10:00	2	0	13	21	14	5	0	0	0	0	0	0	0	0	0	0	55	
	11:00	1	3	14	23	17	3	1	0	0	0	0	0	0	0	0	0	62	
	12:00	1	3	17	32	30	9	0	0	0	0	0	0	0	0	0	0	92	
	13:00	0	4	37	67	29	8	0	0	0	0	0	0	0	0	0	0	145	
	14:00	0	4	13	42	40	9	2	0	0	0	0	0	0	0	0	0	110	
	15:00	2	4	20	60	32	3	0	0	0	0	0	0	0	0	0	0	122	
	16:00	1	6	21	51	51	5	1	0	0	0	0	0	0	0	0	0	136	
	17:00	0	3	23	70	33	7	0	0	0	0	0	0	0	0	0	0	136	
	18:00	0	2	19	43	25	2	1	0	0	0	0	0	0	0	0	0	92	
	19:00	0	2	14	32	24	3	1	0	0	0	0	0	0	0	0	0	76	
	20:00	0	2	8	24	12	2	0	0	0	0	0	0	0	0	0	0	48	
	21:00	1	0	11	16	5	0	0	1	0	0	0	0	0	0	0	0	34	
	22:00	0	1	4	5	3	2	0	0	0	0	0	0	0	0	0	0	15	
	23:00	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	8	
Daily Total :		9	38	286	614	381	70	8	2	0	0	0	0	0	0	0	1	1409	
Percent :		1%	3%	20%	44%	27%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		1%	3%	24%	67%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		0	2	12	26	16	3	0	0	0	0	0	0	0	0	0	0	59	
		Average Speed 32.9 mph				50% Speed : 33.0 mph				67% Speed : 35.0 mph				85% Speed : 38.3 mph					
		10mph Pace: 30.0 - 39.9 (70.6%)																	

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16 89.9	Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9			
05/03/17	00:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	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	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	7
	06:00	1	1	5	7	1	1	1	0	0	0	0	0	0	0	0	0	0	17
	07:00	0	5	45	60	35	6	0	0	0	0	0	0	0	0	0	0	0	151
	08:00	0	1	22	33	10	0	1	0	0	0	0	0	0	0	0	0	0	67
	09:00	0	4	11	23	15	5	0	0	0	0	0	0	0	0	0	0	0	58
	10:00	1	5	15	26	10	2	0	0	0	0	0	0	0	0	0	0	0	59
	11:00	0	1	12	27	21	7	0	0	0	0	0	0	0	0	0	0	0	68
	12:00	1	6	11	40	15	5	1	0	0	0	0	1	0	0	0	0	0	80
	13:00	0	10	36	55	36	16	0	0	0	0	0	0	0	0	0	0	0	153
	14:00	0	5	21	36	23	10	0	0	0	0	0	0	0	0	0	0	0	95
	15:00	1	4	31	58	31	5	2	0	0	0	0	0	0	0	0	0	0	132
	16:00	0	2	21	47	39	8	0	0	0	0	0	0	0	0	0	0	0	117
	17:00	0	3	14	58	35	12	0	0	0	0	0	0	0	0	0	0	0	122
	18:00	0	2	6	48	28	2	0	0	0	0	0	0	0	0	0	0	0	86
	19:00	0	2	13	35	26	3	1	0	0	0	0	0	0	0	0	0	0	80
	20:00	0	2	14	30	13	3	1	0	0	0	0	0	0	0	0	0	0	63
	21:00	0	1	3	15	7	1	2	0	0	0	0	0	0	0	0	0	0	29
	22:00	0	1	7	11	3	2	0	0	0	0	0	0	0	0	0	0	0	24
	23:00	0	0	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	10
Daily Total :		5	55	294	617	351	91	9	0	0	0	1	0	0	0	0	0	0	1423
Percent :		0%	4%	21%	43%	25%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	4%	25%	68%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	2	12	26	15	4	0	0	0	0	0	0	0	0	0	0	59	

Average Speed : 32.9 mph	50% Speed : 32.9 mph	67% Speed : 34.9 mph	85% Speed : 38.3 mph
10mph Pace: 30.0 - 39.9 (68.0%)			

Lane #3 Configuration

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

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

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16	Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9			
05/02/17	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	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	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	8
	05:00	1	1	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0	13
	06:00	1	3	10	14	10	4	0	0	0	0	0	0	0	0	0	0	0	42
	07:00	1	4	46	116	57	15	2	0	1	0	1	0	0	0	0	0	0	243
	08:00	0	0	14	42	32	11	0	0	0	0	0	0	0	0	0	0	0	99
	09:00	2	1	28	28	19	6	0	0	0	0	0	0	0	0	0	0	0	84
	10:00	0	1	12	24	20	7	0	0	0	0	0	0	0	0	0	0	0	64
	11:00	0	4	15	25	12	2	0	0	0	0	0	0	0	0	0	0	0	58
	12:00	3	2	21	28	9	3	0	0	0	0	0	0	0	0	0	0	0	66
	13:00	0	5	16	23	13	3	0	0	0	0	0	0	0	0	0	0	0	60
	14:00	1	4	43	53	34	5	0	1	0	0	0	0	0	0	0	0	0	141
	15:00	0	10	18	44	35	5	0	1	0	0	0	0	0	0	0	0	0	113
	16:00	0	8	15	41	24	4	0	0	0	0	0	0	0	0	0	0	0	92
	17:00	0	6	23	45	24	5	0	1	0	0	0	0	0	0	0	0	0	104
	18:00	0	1	17	39	26	3	0	0	0	0	0	0	0	0	0	0	0	86
	19:00	0	0	11	26	8	1	0	0	0	0	0	0	0	0	0	0	0	46
	20:00	0	1	8	12	1	1	0	0	0	0	0	0	0	0	0	0	0	23
	21:00	0	0	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		9	53	307	576	331	78	3	3	1	0	1	0	0	0	0	0	0	1362
Percent :		1%	4%	23%	42%	24%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	5%	27%	69%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	2	13	24	14	3	0	0	0	0	0	0	0	0	0	0	56	
Average Speed		32.7 mph				50% Speed : 32.7 mph				67% Speed : 34.7 mph				85% Speed : 38.2 mph					
		10mph Pace: 30.0 - 39.9 (66.6%)																	

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16 89.9	Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9			
05/03/17	00:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	10
	06:00	1	1	12	9	9	5	0	0	0	0	0	0	0	0	0	0	0	37
	07:00	0	1	40	126	65	18	2	1	0	0	1	0	0	0	0	0	0	254
	08:00	0	2	23	52	29	8	3	0	1	0	0	0	0	0	0	0	0	118
	09:00	1	2	18	35	16	5	0	0	0	0	0	0	0	0	0	0	0	77
	10:00	0	3	12	23	12	3	2	0	0	0	0	0	0	0	0	0	0	55
	11:00	0	0	11	29	20	7	0	1	0	0	0	0	0	0	0	0	0	68
	12:00	0	3	15	21	13	2	2	0	0	0	0	0	0	0	0	0	0	56
	13:00	0	5	18	26	15	6	2	0	0	0	0	0	0	0	0	0	0	72
	14:00	0	7	38	64	26	6	0	0	0	0	0	0	0	0	0	0	1	142
	15:00	0	3	27	57	28	6	1	0	0	0	0	0	0	0	0	0	0	122
	16:00	0	3	13	50	25	8	2	0	0	0	0	0	0	0	0	0	0	101
	17:00	0	4	18	43	22	12	1	0	0	0	0	0	0	0	0	0	0	100
	18:00	0	3	4	42	27	5	0	0	0	1	0	0	0	0	1	0	0	83
	19:00	0	3	14	18	4	3	1	0	0	0	0	0	0	0	0	0	0	43
	20:00	0	2	11	17	5	1	0	0	0	0	0	0	0	0	0	0	0	36
	21:00	0	0	3	4	1	0	1	0	0	0	0	0	0	0	0	0	0	9
	22:00	0	0	2	7	1	1	0	0	0	0	0	0	0	0	0	0	0	11
	23:00	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Daily Total :		2	44	284	631	324	97	17	2	1	1	1	0	0	0	1	1	1406	
Percent :		0%	3%	20%	45%	23%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	3%	23%	68%	91%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	2	12	26	14	4	1	0	0	0	0	0	0	0	0	0	59	
Average Speed : 33.2 mph 50% Speed : 32.9 mph 67% Speed : 34.9 mph 85% Speed : 38.6 mph 10mph Pace: 30.0 - 39.9 (67.9%)																			

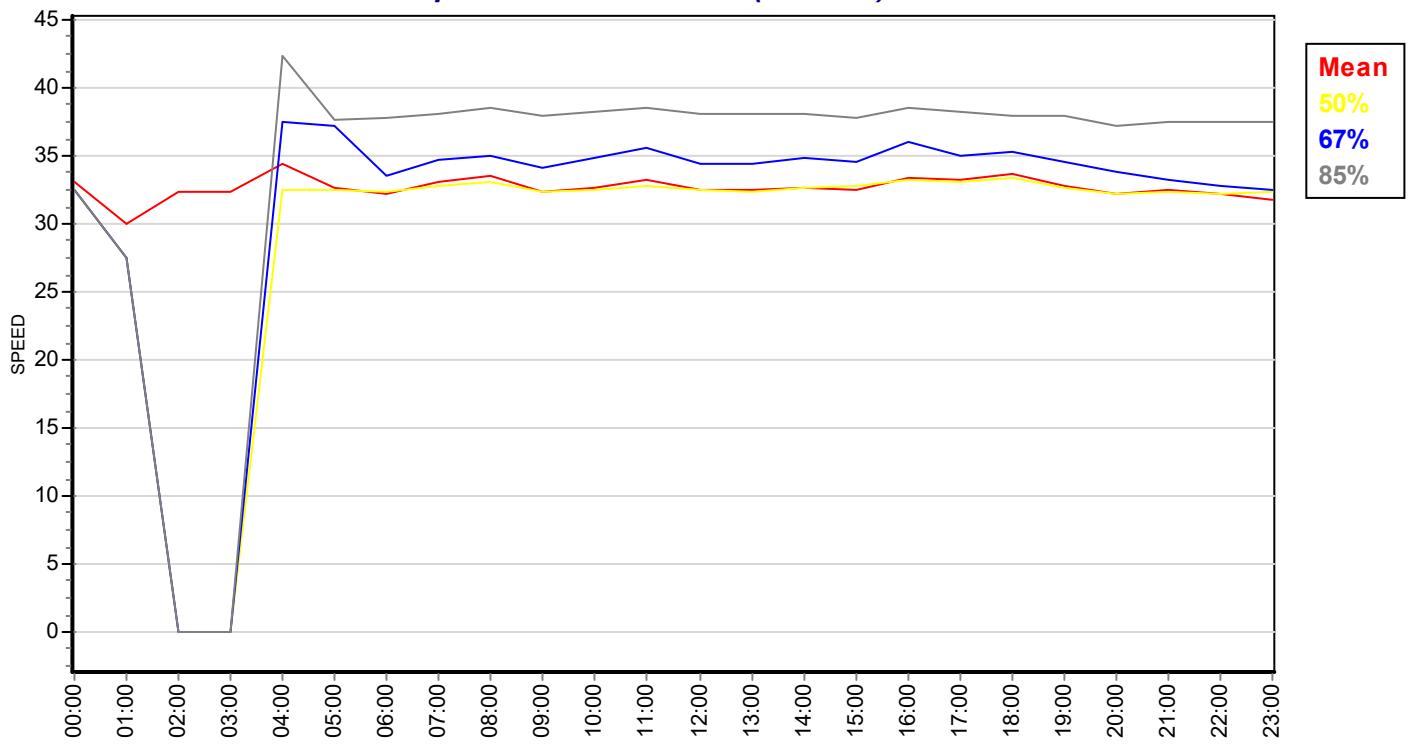
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total

Special Speed Study Summary: Ventura (seg 2)

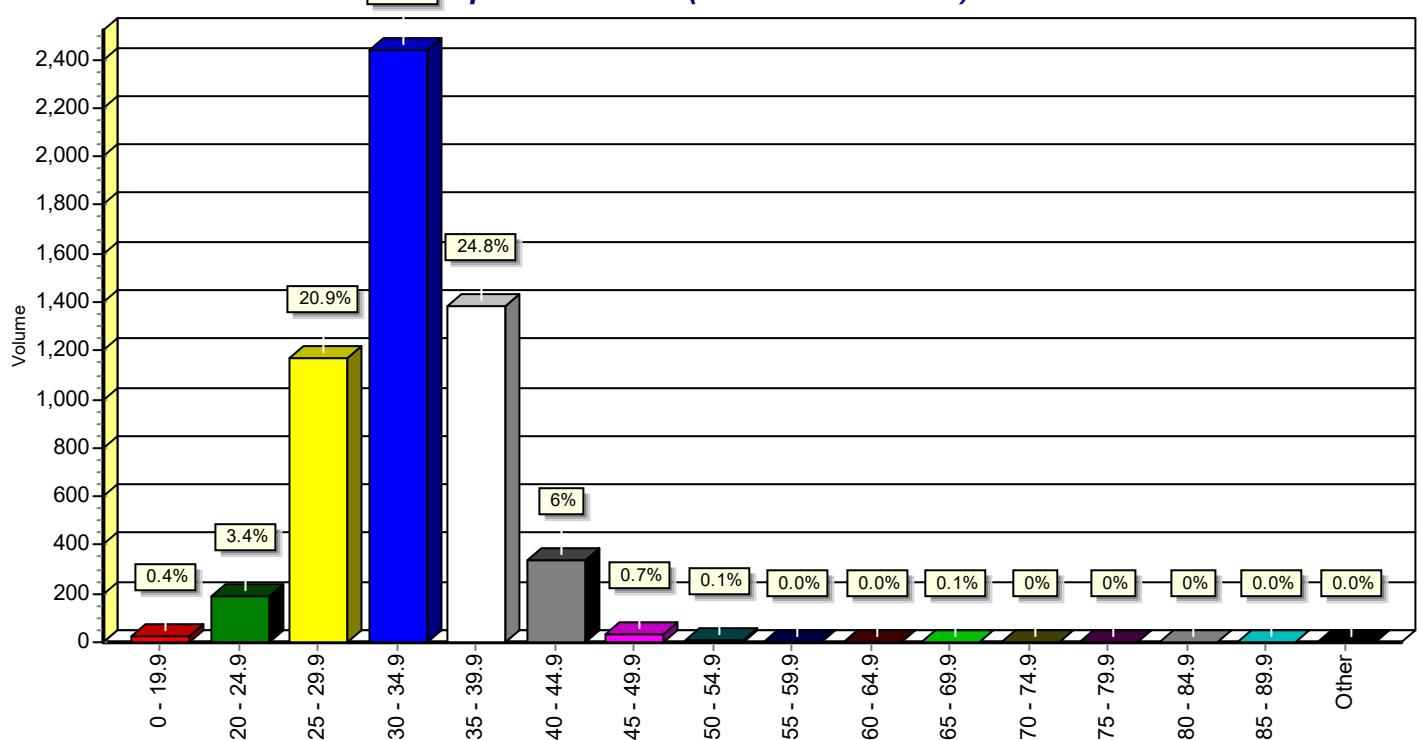
Description	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16	
	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	14	93	580	1231	732	161	17	2	0	0	1	0	0	0	0	1	2832
Percent :	0%	3%	20%	43%	26%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	0%	4%	24%	68%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	0	2	12	26	15	3	0	0	0	0	0	0	0	0	0	0	58
ADT = 1416	Average Speed 32.9 mph				50% Speed : 32.9 mph				67% Speed : 34.9 mph				85% Speed : 38.3 mph				
	10mph Pace: 30.0 - 39.9 (69.3%)																
Grand Total #3:	11	97	591	1207	655	175	20	5	2	1	2	0	0	0	1	1	2768
Percent :	0%	4%	21%	44%	24%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	0%	4%	25%	69%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	0	2	12	25	14	4	0	0	0	0	0	0	0	0	0	0	57
ADT = 1384	Average Speed 32.9 mph				50% Speed : 32.8 mph				67% Speed : 34.8 mph				85% Speed : 38.3 mph				
	10mph Pace: 30.0 - 39.9 (67.3%)																
Comb. Total :	25	190	1171	2438	1387	336	37	7	2	1	3	0	0	0	1	2	5600
Percent :	0%	3%	21%	44%	25%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	0%	4%	25%	68%	93%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	1	4	24	51	29	7	1	0	0	0	0	0	0	0	0	0	117
ADT = 2800	Average Speed 32.9 mph				50% Speed : 32.9 mph				67% Speed : 34.9 mph				85% Speed : 38.3 mph				
	10mph Pace: 30.0 - 39.9 (68.3%)																

Ventura (seg 2) Charts For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Ventura (seg 3)

Station ID : Ventura (seg 3)

Info Line 1 : Eagle Rock to Modesto
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 3 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.66
 Serial Number :

Number of Lanes : 1
 Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
05/02/17	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	05:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	
	06:00	0	1	6	7	3	0	0	0	0	0	0	0	0	0	0	0	17	
	07:00	1	14	58	38	8	0	0	0	0	0	0	0	1	0	0	0	120	
	08:00	1	2	20	21	5	1	0	0	0	0	0	0	0	0	0	0	50	
	09:00	0	0	15	23	4	2	0	0	0	0	0	0	0	0	0	0	44	
	10:00	2	0	13	22	9	0	0	0	0	0	0	0	0	0	0	0	46	
	11:00	2	2	16	25	5	2	0	0	0	0	0	0	0	0	0	0	52	
	12:00	1	5	25	38	13	2	0	0	0	0	0	0	0	0	0	0	84	
	13:00	1	11	67	51	7	0	0	0	0	0	0	0	0	0	0	0	137	
	14:00	2	0	31	41	19	1	0	0	0	0	0	0	0	0	0	0	94	
	15:00	0	5	30	47	12	1	0	0	0	0	0	0	0	0	0	0	95	
	16:00	1	6	26	57	18	1	0	0	0	0	0	0	0	0	0	0	109	
	17:00	0	2	40	57	12	1	0	0	0	0	0	0	0	0	0	0	112	
	18:00	0	1	29	37	4	3	0	0	0	0	0	0	0	0	0	0	74	
	19:00	1	1	21	31	5	0	0	0	0	0	0	0	0	0	0	1	60	
	20:00	0	3	9	16	6	0	0	0	0	0	0	0	0	0	0	0	34	
	21:00	1	2	13	11	1	1	0	0	0	0	0	0	0	0	0	0	29	
	22:00	0	2	4	5	1	0	0	0	0	0	0	0	0	0	0	0	12	
	23:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
Daily Total :		13	57	426	532	133	16	0	0	0	0	0	0	1	0	0	1	1179	
Percent :		1%	5%	36%	45%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		1%	6%	42%	87%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		1	2	18	22	6	1	0	0	0	0	0	0	0	0	0	0	50	
		Average Speed 30.6 mph				50% Speed : 30.9 mph				67% Speed : 32.7 mph				85% Speed : 34.7 mph					
		10mph Pace: 25.0 - 34.9 (81.3%)																	

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16 89.9	Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9			
05/03/17	00:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Wed	01:00	0	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	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	1	1	6	4	2	2	0	0	0	0	0	0	0	0	0	0	0	16
	07:00	0	20	65	55	10	0	0	0	0	0	0	0	0	0	0	0	0	150
	08:00	0	2	26	20	5	0	0	0	0	0	0	0	0	0	0	0	0	53
	09:00	1	3	16	19	7	0	0	0	0	0	0	0	0	0	0	0	0	46
	10:00	1	3	20	25	3	0	0	0	0	0	0	0	0	0	0	0	0	52
	11:00	1	0	14	25	12	0	1	0	0	0	0	0	0	0	0	0	0	53
	12:00	2	5	21	24	7	2	0	0	0	0	0	0	0	0	0	0	0	61
	13:00	0	20	54	47	19	0	0	0	0	0	0	0	0	0	0	0	0	140
	14:00	1	8	28	30	13	2	0	0	0	0	0	0	0	0	0	0	0	82
	15:00	2	4	36	59	14	2	0	0	0	0	0	0	0	0	0	0	0	117
	16:00	1	5	25	59	13	0	0	0	0	0	0	0	0	0	0	0	0	103
	17:00	3	1	30	49	17	4	0	0	0	0	0	0	0	0	0	0	0	104
	18:00	1	0	14	40	11	0	0	0	0	0	0	0	0	0	0	0	0	66
	19:00	0	4	15	33	9	3	0	0	0	0	0	0	0	0	0	0	0	64
	20:00	1	2	21	17	6	0	1	0	0	0	0	0	0	0	0	0	0	48
	21:00	0	1	7	10	3	0	0	0	0	0	0	0	0	0	0	0	0	21
	22:00	0	0	3	15	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	23:00	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		15	79	412	535	155	16	2	0	0	0	0	0	0	0	0	0	0	1214
Percent :		1%	7%	34%	44%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	8%	42%	86%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	3	17	22	6	1	0	0	0	0	0	0	0	0	0	0	50	

Average Speed : 30.6 mph	50% Speed : 31.0 mph	67% Speed : 32.9 mph	85% Speed : 34.9 mph
10mph Pace: 25.0 - 34.9 (78.0%)			

Lane #3 Configuration

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

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

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16	Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9			
05/02/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Tue	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	04:00	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6	
	05:00	0	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	9	
	06:00	0	2	8	13	6	1	0	0	0	0	0	0	0	0	0	0	30	
	07:00	1	7	81	92	17	2	0	1	0	0	0	0	0	0	0	0	201	
	08:00	0	2	20	43	13	0	1	0	0	0	0	0	0	0	0	0	79	
	09:00	0	6	25	30	6	0	0	0	0	0	0	0	0	0	0	0	67	
	10:00	0	4	25	35	1	0	0	0	0	0	0	0	0	0	0	0	65	
	11:00	0	4	16	19	3	0	0	0	0	0	0	0	0	0	0	0	42	
	12:00	0	10	22	19	0	1	0	0	0	0	0	0	0	0	0	0	52	
	13:00	1	7	21	26	4	1	0	0	0	0	0	0	0	0	0	0	60	
	14:00	0	16	48	44	8	0	0	1	0	0	0	0	0	0	0	0	117	
	15:00	0	11	28	44	10	0	0	0	0	0	0	0	0	0	0	0	93	
	16:00	1	5	28	41	7	0	0	0	0	0	0	0	0	0	0	0	82	
	17:00	2	7	35	40	7	1	0	0	0	0	0	0	0	0	0	0	92	
	18:00	0	5	30	33	6	2	0	0	0	0	0	0	0	0	0	0	76	
	19:00	0	2	16	14	0	0	0	0	0	0	0	0	0	0	0	0	32	
	20:00	0	5	12	4	0	0	0	0	0	0	0	0	0	0	0	0	21	
	21:00	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	10	
	22:00	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Daily Total :		6	95	426	512	90	8	1	2	0	0	0	0	0	0	0	0	1140	
Percent :		1%	8%	37%	45%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Cum. Percent :		1%	9%	46%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%		
Average :		0	4	18	21	4	0	0	0	0	0	0	0	0	0	0	0	47	
Average Speed		30.1 mph				50% Speed : 30.4 mph				67% Speed : 32.3 mph				85% Speed : 34.3 mph					
		10mph Pace: 25.0 - 34.9 (82.3%)																	

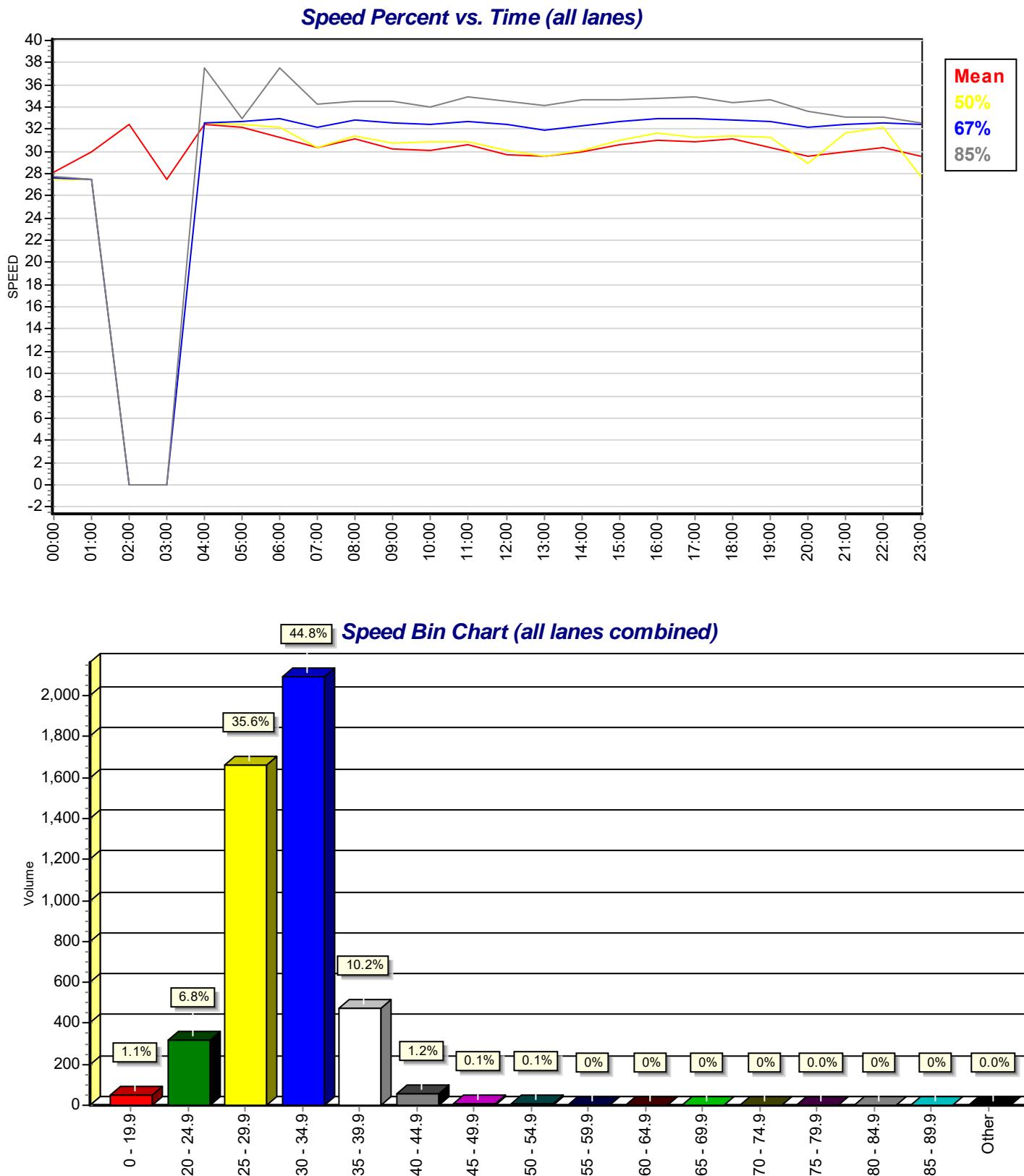
Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16 89.9	Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9			
05/03/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	1	2	6	12	3	2	1	0	0	0	0	0	0	0	0	0	0	27
	07:00	0	8	71	111	17	4	1	1	0	0	0	0	0	0	0	0	0	213
	08:00	0	0	30	49	5	3	0	0	0	0	0	0	0	0	0	0	0	87
	09:00	3	4	23	24	6	0	0	0	0	0	0	0	0	0	0	0	0	60
	10:00	0	3	18	20	2	0	0	0	0	0	0	0	0	0	0	0	0	43
	11:00	1	3	25	18	5	1	0	0	0	0	0	0	0	0	0	0	0	53
	12:00	2	13	16	16	5	1	0	0	0	0	0	0	0	0	0	0	0	53
	13:00	1	6	18	22	5	1	0	0	0	0	0	0	0	0	0	0	0	53
	14:00	3	16	48	48	5	1	0	0	0	0	0	0	0	0	0	0	0	121
	15:00	0	8	44	39	8	1	0	0	0	0	0	0	0	0	0	0	0	100
	16:00	0	8	22	44	10	0	0	1	0	0	0	0	0	0	0	0	0	85
	17:00	0	4	27	40	11	1	0	0	0	0	0	0	0	0	0	0	0	83
	18:00	0	2	23	34	6	0	1	0	0	0	0	0	0	0	0	0	0	66
	19:00	2	4	7	14	7	0	0	0	0	0	0	0	0	0	0	0	0	34
	20:00	2	4	12	10	1	0	1	0	0	0	0	0	0	0	0	0	0	30
	21:00	0	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	23:00	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Daily Total :		16	88	398	514	99	16	4	2	0	0	0	0	0	0	0	0	0	1137
Percent :		1%	8%	35%	45%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	9%	44%	89%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	4	17	21	4	1	0	0	0	0	0	0	0	0	0	0	0	48
Average Speed : 30.3 mph 50% Speed : 30.6 mph 67% Speed : 32.5 mph 85% Speed : 34.5 mph 10mph Pace: 25.0 - 34.9 (80.2%)																			

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

Special Speed Study Summary: Ventura (seg 3)

Description	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16	
	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:	28	136	838	1067	288	32	2	0	0	0	0	0	1	0	0	1	2393
Percent :	1%	6%	35%	45%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	1%	7%	42%	86%	98%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	1	3	17	22	6	1	0	0	0	0	0	0	0	0	0	0	50
ADT = 1196	Average Speed 30.6 mph				50% Speed : 30.9 mph				67% Speed : 32.8 mph				85% Speed : 34.9 mph				
	10mph Pace: 25.0 - 34.9 (79.6%)																
Grand Total #3:	22	183	824	1026	189	24	5	4	0	0	0	0	0	0	0	0	2277
Percent :	1%	8%	36%	45%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	1%	9%	45%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	0	4	17	21	4	1	0	0	0	0	0	0	0	0	0	0	47
ADT = 1138	Average Speed 30.2 mph				50% Speed : 30.6 mph				67% Speed : 32.4 mph				85% Speed : 34.4 mph				
	10mph Pace: 25.0 - 34.9 (81.2%)																
Comb. Total :	50	319	1662	2093	477	56	7	4	0	0	0	0	0	1	0	0	4670
Percent :	1%	7%	36%	45%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	1%	8%	43%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	1	7	35	44	10	1	0	0	0	0	0	0	0	0	0	0	98
ADT = 2335	Average Speed 30.4 mph				50% Speed : 30.7 mph				67% Speed : 32.6 mph				85% Speed : 34.6 mph				
	10mph Pace: 25.0 - 34.9 (80.4%)																

Ventura (seg 3) Charts For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017



Special Speed Study Report: Ventura (seg 4)

Station ID : Ventura (seg 4)

Info Line 1 : Between Modesto and Glendale
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 4 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62
 Serial Number :

Number of Lanes : 1
 Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	#1	#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 -	
05/02/17	00:00	0	0	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	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
	06:00	1	3	4	4	1	0	0	0	0	0	0	0	0	0	0	13
	07:00	1	6	60	51	7	1	0	0	0	0	0	0	0	0	0	126
	08:00	1	4	16	17	5	1	0	0	0	0	0	0	0	0	0	44
	09:00	0	1	12	13	3	1	0	0	0	0	0	0	0	0	0	30
	10:00	0	1	22	10	2	0	0	0	0	0	0	0	0	0	0	35
	11:00	1	6	16	19	3	1	1	0	0	0	0	0	0	0	0	47
	12:00	0	5	24	27	4	0	0	0	0	0	0	0	0	0	0	60
	13:00	0	18	62	36	9	0	0	0	0	0	0	0	0	0	0	125
	14:00	1	1	26	33	10	2	0	0	0	0	0	0	0	0	0	73
	15:00	0	7	22	35	10	0	0	0	0	0	0	0	0	0	0	74
	16:00	2	6	28	35	12	1	0	0	0	0	0	0	0	0	0	84
	17:00	1	4	30	47	7	1	0	0	0	0	0	0	0	0	0	90
	18:00	0	3	25	21	3	1	0	0	0	0	0	0	0	0	0	53
	19:00	2	3	20	22	3	1	1	0	0	0	0	0	0	0	0	52
	20:00	0	2	9	8	3	0	0	0	0	0	0	0	0	0	0	22
	21:00	1	0	12	6	0	0	0	0	0	0	0	0	0	0	0	19
	22:00	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	8
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		11	73	393	392	83	10	2	0	0	0	0	0	0	0	0	964
Percent :		1%	8%	41%	41%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	9%	49%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	3	16	16	3	0	0	0	0	0	0	0	0	0	0	38
Average Speed 30.0 mph									50% Speed : 30.1 mph								
67% Speed : 32.1 mph									85% Speed : 34.3 mph								
10mph Pace: 25.0 - 34.9 (81.4%)																	

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16 89.9	Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9			
05/03/17	00:00	0	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	0	1
	02:00	0	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	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	06:00	1	3	3	6	0	1	0	0	0	0	0	0	0	0	0	0	0	14
	07:00	0	14	62	56	10	1	0	0	0	0	0	0	0	0	0	0	0	143
	08:00	1	6	22	11	2	0	0	0	0	0	0	0	0	0	0	0	0	42
	09:00	0	4	13	13	3	0	0	0	0	0	0	0	0	0	0	0	0	33
	10:00	0	6	18	13	1	0	0	1	0	0	0	0	0	0	0	0	0	39
	11:00	0	4	10	19	6	0	0	0	0	0	0	0	0	0	0	0	0	39
	12:00	1	4	16	15	3	1	0	0	0	0	0	0	0	0	0	0	0	40
	13:00	2	17	62	45	8	0	0	0	0	0	0	0	0	0	0	0	0	134
	14:00	0	7	18	24	7	2	0	0	0	0	0	0	0	0	0	0	0	58
	15:00	0	6	32	37	11	1	0	0	0	0	0	0	0	0	0	0	0	87
	16:00	1	2	27	50	11	2	0	0	0	0	0	0	0	0	0	0	0	93
	17:00	0	4	24	39	16	1	0	0	0	0	0	0	0	0	0	0	0	84
	18:00	0	1	15	28	6	1	0	0	0	0	0	0	0	0	0	0	0	51
	19:00	0	3	16	19	6	0	0	0	0	0	0	0	0	0	0	0	0	44
	20:00	0	2	19	12	4	1	0	0	0	0	0	0	0	0	0	0	0	38
	21:00	0	1	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	22:00	0	1	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	14
	23:00	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Daily Total :		6	87	373	403	102	11	0	1	0	0	0	0	0	0	0	0	0	983
Percent :		1%	9%	38%	41%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	9%	47%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	4	16	17	4	0	0	0	0	0	0	0	0	0	0	0	0	41
Average Speed : 30.1 mph 50% Speed : 30.3 mph 67% Speed : 32.4 mph 85% Speed : 34.5 mph 10mph Pace: 25.0 - 34.9 (78.9%)																			

Lane #3 Configuration

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

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

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16
		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
05/02/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue	01:00	0	0	1	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
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	9
	06:00	1	2	8	9	3	0	0	0	0	0	0	0	0	0	0	23
	07:00	1	22	76	45	12	1	0	0	0	0	0	0	0	0	1	0
	08:00	1	5	20	24	10	1	0	0	0	0	0	0	0	0	0	61
	09:00	0	6	26	15	7	3	0	0	0	0	0	0	0	0	0	57
	10:00	1	7	23	16	5	0	0	0	0	0	0	0	0	0	0	52
	11:00	0	3	18	10	2	0	0	0	0	0	0	0	0	0	0	33
	12:00	4	5	28	9	1	0	0	0	0	0	0	0	0	0	0	47
	13:00	2	12	20	15	4	0	0	0	0	0	0	0	0	0	0	53
	14:00	5	26	45	24	5	0	0	0	0	0	0	0	0	0	0	105
	15:00	2	9	29	29	8	0	0	0	0	0	0	0	0	0	0	77
	16:00	1	6	25	33	5	0	0	0	0	0	0	0	0	0	0	70
	17:00	2	9	30	24	6	1	0	0	0	0	0	0	0	0	0	72
	18:00	1	6	24	20	4	1	0	0	0	0	0	0	0	0	0	56
	19:00	0	0	14	9	1	0	0	0	0	0	0	0	0	0	0	24
	20:00	0	1	8	6	0	0	0	0	0	0	0	0	0	0	0	15
	21:00	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		21	121	402	299	75	7	0	0	0	0	0	0	0	0	1	0
Percent :		2%	13%	43%	32%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		2%	15%	59%	91%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :		1	5	17	12	3	0	0	0	0	0	0	0	0	0	0	38
		Average Speed 29.0 mph				50% Speed : 29.0 mph				67% Speed : 31.4 mph				85% Speed : 33.9 mph			
		10mph Pace: 25.0 - 34.9 (75.7%)															

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16
		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
05/03/17	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	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
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	2	8	6	4	1	0	0	0	0	0	0	0	0	0	21
	07:00	1	21	89	53	12	1	0	0	0	0	0	0	0	0	0	177
	08:00	0	4	28	17	2	2	2	0	0	0	0	0	0	0	0	55
	09:00	3	5	17	16	2	1	0	0	0	0	0	0	0	0	0	44
	10:00	0	4	13	9	5	0	0	0	0	0	0	0	0	0	0	31
	11:00	0	5	22	12	4	0	1	0	0	0	0	0	0	0	0	44
	12:00	1	12	8	13	2	0	0	0	0	0	0	0	0	0	0	36
	13:00	1	8	15	19	3	0	0	0	0	0	0	0	0	0	0	46
	14:00	3	28	48	22	7	0	0	0	0	0	0	0	0	0	0	108
	15:00	0	10	44	22	2	2	0	1	0	0	0	0	0	0	0	81
	16:00	0	7	23	30	8	0	0	0	0	0	0	0	0	0	0	68
	17:00	0	8	27	24	11	1	0	0	0	0	0	0	0	0	0	71
	18:00	0	0	22	23	7	0	0	1	0	0	0	0	0	0	0	53
	19:00	1	3	9	7	2	2	0	0	0	0	0	0	0	0	0	24
	20:00	1	5	6	10	4	0	0	0	0	0	0	0	0	0	0	26
	21:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	7
	23:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		11	123	387	291	79	10	3	2	0	0	0	0	0	0	0	906
Percent :		1%	14%	43%	32%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	15%	58%	90%	98%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	5	16	12	3	0	0	0	0	0	0	0	0	0	0	36

Average Speed : 29.3 mph	50% Speed : 29.1 mph	67% Speed : 31.6 mph	85% Speed : 34.1 mph
10mph Pace: 25.0 - 34.9 (74.8%)			

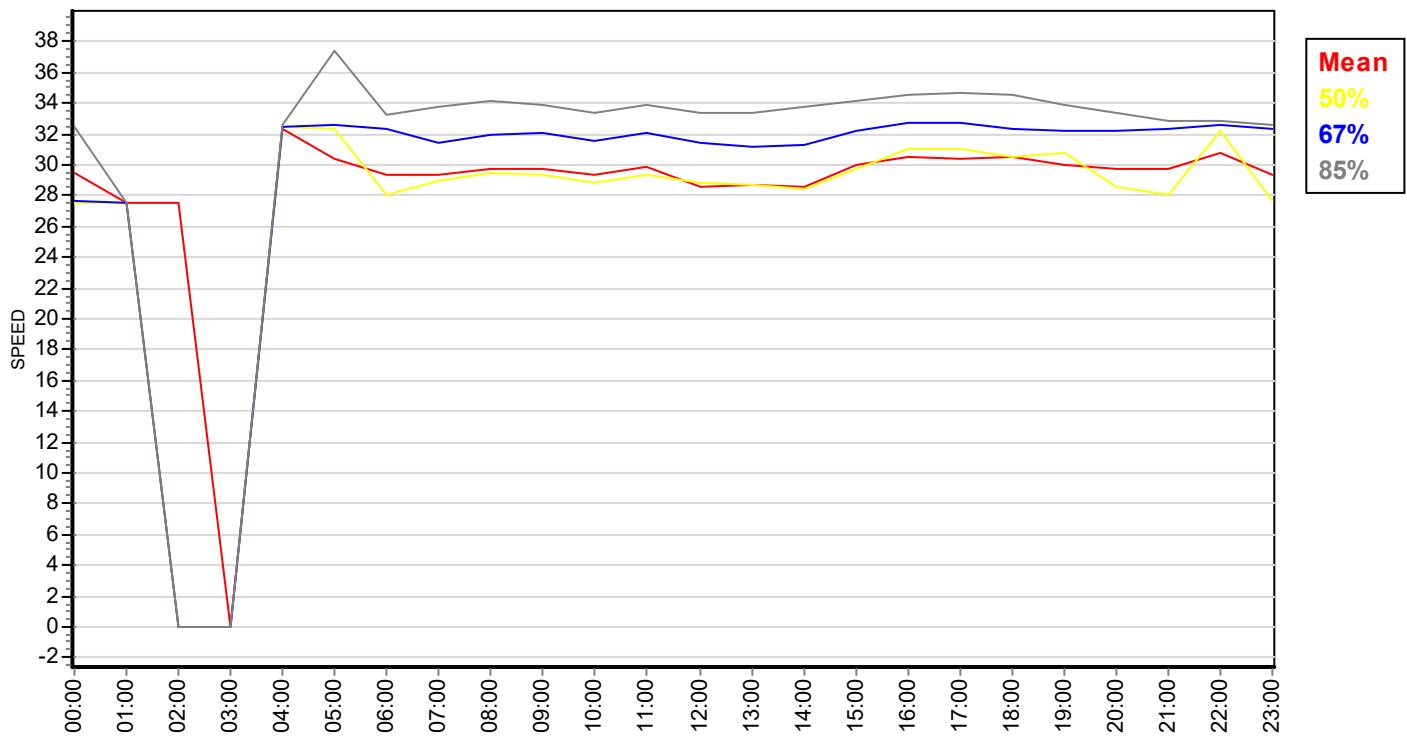
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total

Special Speed Study Summary: Ventura (seg 4)

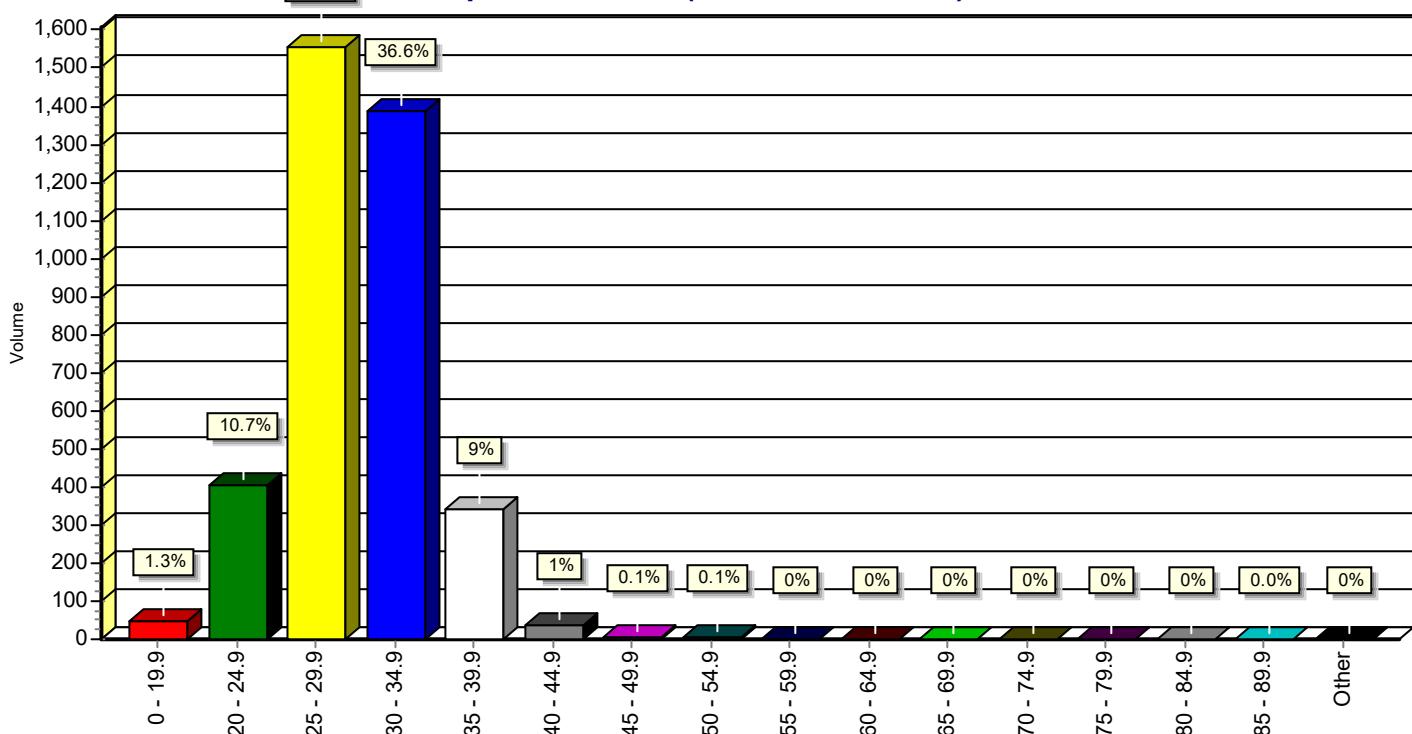
Description	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16		
	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total	
Grand Total #1:	17	160	766	795	185	21	2	1	0	0	0	0	0	0	0	0	1947	
Percent :	1%	8%	39%	41%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	9%	48%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	3	16	17	4	0	0	0	0	0	0	0	0	0	0	0	40	
ADT = 973	Average Speed 30.1 mph				50% Speed : 30.2 mph				67% Speed : 32.2 mph				85% Speed : 34.4 mph					
	10mph Pace: 25.0 - 34.9 (80.2%)																	
Grand Total #3:	32	244	789	590	154	17	3	2	0	0	0	0	0	0	0	1	0	1832
Percent :	2%	13%	43%	32%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	2%	15%	58%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	5	16	12	3	0	0	0	0	0	0	0	0	0	0	0	37	
ADT = 916	Average Speed 29.1 mph				50% Speed : 29.1 mph				67% Speed : 31.4 mph				85% Speed : 34.1 mph					
	10mph Pace: 25.0 - 34.9 (75.3%)																	
Comb. Total :	49	404	1555	1385	339	38	5	3	0	0	0	0	0	0	0	1	0	3779
Percent :	1%	11%	41%	37%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	12%	53%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	1	8	32	29	7	1	0	0	0	0	0	0	0	0	0	0	78	
ADT = 1889	Average Speed 29.6 mph				50% Speed : 29.6 mph				67% Speed : 31.9 mph				85% Speed : 34.4 mph					
	10mph Pace: 25.0 - 34.9 (77.8%)																	

Ventura (seg 4) Charts For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Special Speed Study Report: Ventura (seg 5)

Station ID : Ventura (seg 5)

Info Line 1 : Between Glendale and Florence
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 5 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62
 Serial Number : 24088

Number of Lanes : 1
 Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	#1	#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 -	
05/02/17	00:00	0	0	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	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
	06:00	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	10
	07:00	8	32	49	22	11	0	0	0	0	0	0	0	0	0	0	122
	08:00	1	7	14	15	2	1	0	0	0	0	0	0	0	0	0	40
	09:00	0	2	16	7	2	0	0	0	0	0	0	0	0	0	0	27
	10:00	1	3	13	10	2	0	0	0	0	0	0	0	0	0	0	29
	11:00	4	5	17	8	3	0	0	0	0	0	0	0	0	0	0	37
	12:00	1	13	18	8	3	0	0	0	0	0	0	0	0	0	0	43
	13:00	4	37	55	19	2	0	0	0	0	0	0	0	0	0	0	117
	14:00	1	6	26	17	8	0	0	0	0	0	0	0	0	0	0	58
	15:00	2	5	28	16	5	0	0	0	0	0	0	0	0	0	0	56
	16:00	0	12	21	28	5	0	0	0	0	0	0	0	0	0	0	66
	17:00	2	6	31	25	3	0	0	0	0	0	0	0	0	0	0	67
	18:00	0	11	9	8	0	1	0	0	0	0	0	0	0	0	0	29
	19:00	1	5	17	11	4	0	0	0	0	0	0	0	0	0	0	38
	20:00	1	6	6	5	0	0	0	0	0	0	0	0	0	0	0	18
	21:00	1	4	7	0	0	0	0	0	0	0	0	0	0	0	0	12
	22:00	1	0	3	1	1	0	0	0	0	0	0	0	0	0	0	6
	23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		29	159	334	205	52	3	0	0	0	0	0	0	0	0	0	782
Percent :		4%	20%	43%	26%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		4%	24%	67%	93%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	7	14	9	2	0	0	0	0	0	0	0	0	0	0	33
		Average Speed 27.8 mph				50% Speed : 28.0 mph				67% Speed : 30.0 mph				85% Speed : 33.3 mph			
		10mph Pace: 25.0 - 34.9 (68.9%)															

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16
		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
05/03/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	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
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	06:00	2	5	2	2	2	0	0	0	0	0	0	0	0	0	0	13
	07:00	28	27	44	19	5	0	0	0	0	0	0	0	0	0	0	123
	08:00	1	7	14	11	1	0	0	0	0	0	0	0	0	0	0	34
	09:00	0	5	8	14	1	0	0	0	0	0	0	0	0	0	0	28
	10:00	0	3	18	7	3	0	0	0	0	0	0	0	0	0	0	31
	11:00	0	4	13	12	5	1	0	0	0	0	0	0	0	0	0	35
	12:00	2	4	12	9	3	0	0	0	0	0	0	0	0	0	0	30
	13:00	6	41	47	19	7	1	0	0	0	0	0	0	0	0	0	121
	14:00	1	8	14	11	6	0	0	0	0	0	0	0	0	0	0	40
	15:00	1	4	26	27	5	1	0	0	0	0	0	0	0	0	0	64
	16:00	5	1	23	36	7	0	0	0	0	0	0	0	0	0	0	72
	17:00	4	2	22	22	10	1	0	0	0	0	0	0	0	0	0	61
	18:00	1	1	15	15	7	0	0	0	0	0	0	0	0	0	0	39
	19:00	0	4	13	13	4	0	0	0	0	0	0	0	0	0	0	34
	20:00	0	5	9	7	1	1	0	0	0	0	0	0	0	0	0	23
	21:00	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	10
	22:00	0	1	6	4	1	0	0	0	0	0	0	0	0	0	0	12
	23:00	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	7
Daily Total :		52	126	296	233	69	6	0	0	0	0	0	0	0	0	0	782
Percent :		7%	16%	38%	30%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		7%	23%	61%	90%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	5	12	10	3	0	0	0	0	0	0	0	0	0	0	32
		Average Speed 28.0 mph				50% Speed : 28.5 mph				67% Speed : 31.1 mph				85% Speed : 34.0 mph			
		10mph Pace: 25.0 - 34.9 (67.6%)															

Lane #3 Configuration

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

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

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16	Other	Total
		19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9			
05/02/17	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	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	0
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	2	1	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	17
	07:00	7	43	62	25	4	0	0	0	0	0	0	0	0	0	0	0	1	142
	08:00	2	4	12	14	1	0	0	0	0	0	0	0	0	0	0	0	0	33
	09:00	5	10	17	15	3	0	0	0	0	0	0	0	0	0	0	0	0	50
	10:00	2	13	17	8	3	0	0	0	0	0	0	0	0	0	0	0	0	43
	11:00	4	8	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	12:00	7	12	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	36
	13:00	6	13	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	46
	14:00	11	37	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	89
	15:00	7	12	25	13	1	0	0	0	0	0	0	0	0	0	0	0	0	58
	16:00	4	14	25	13	1	0	0	0	0	0	0	0	0	0	0	0	0	57
	17:00	2	14	28	8	3	0	0	1	0	0	0	0	0	0	0	0	0	56
	18:00	2	14	15	14	2	0	0	0	0	0	0	0	0	0	0	0	0	47
	19:00	0	4	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	20:00	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	21:00	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		63	207	304	141	24	0	0	1	0	0	0	0	0	0	0	0	1	741
Percent :		9%	28%	41%	19%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :		9%	36%	77%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :		3	9	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	32
Average Speed		25.8 mph				50% Speed : 26.7 mph				67% Speed : 28.6 mph				85% Speed : 32.0 mph				10mph Pace: 20.1 - 30.0 (69.2%)	

Date	Time	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16
		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
05/03/17	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Wed	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	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
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	06:00	1	1	5	5	2	0	0	0	0	0	0	0	0	0	0	14
	07:00	3	30	71	26	2	0	0	0	0	0	0	0	0	0	0	132
	08:00	1	6	17	9	3	1	0	0	0	0	0	0	0	0	0	37
	09:00	3	6	15	9	1	0	0	0	0	0	0	0	0	0	0	34
	10:00	3	7	8	10	0	0	0	0	0	0	0	0	0	0	0	28
	11:00	1	6	12	7	2	0	0	0	0	0	0	0	0	0	0	28
	12:00	4	8	10	5	1	0	0	0	0	0	0	0	0	0	0	28
	13:00	5	8	14	4	2	0	0	0	0	0	0	0	0	0	0	33
	14:00	13	35	30	15	1	1	0	0	0	0	0	0	0	0	0	95
	15:00	0	28	24	6	3	2	0	0	0	0	0	0	0	0	0	63
	16:00	1	5	31	15	2	0	0	0	0	0	0	0	0	0	0	54
	17:00	2	9	21	17	4	0	0	0	0	0	0	0	0	0	0	53
	18:00	0	2	22	11	3	0	1	0	0	0	0	0	0	0	0	39
	19:00	1	5	8	4	2	0	0	0	0	0	0	0	0	0	0	20
	20:00	3	3	11	3	0	0	0	0	0	0	0	0	0	0	0	20
	21:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		41	162	306	152	28	4	1	0	0	0	0	0	0	0	0	694
Percent :		6%	23%	44%	22%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		6%	29%	73%	95%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		2	7	13	6	1	0	0	0	0	0	0	0	0	0	0	29

Average Speed : 26.8 mph	50% Speed : 27.4 mph	67% Speed : 29.2 mph	85% Speed : 32.6 mph
10mph Pace: 20.1 - 30.0 (67.7%)			

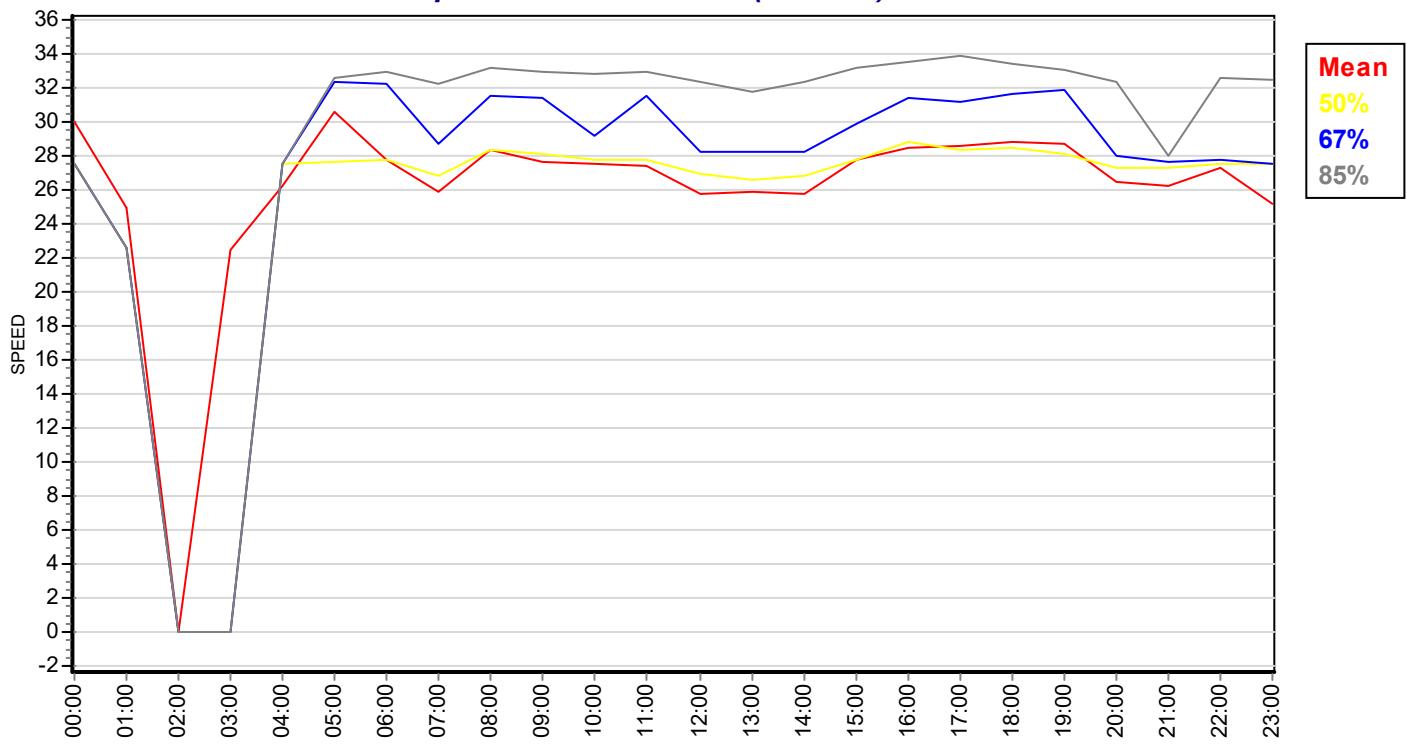
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total

Special Speed Study Summary: Ventura (seg 5)

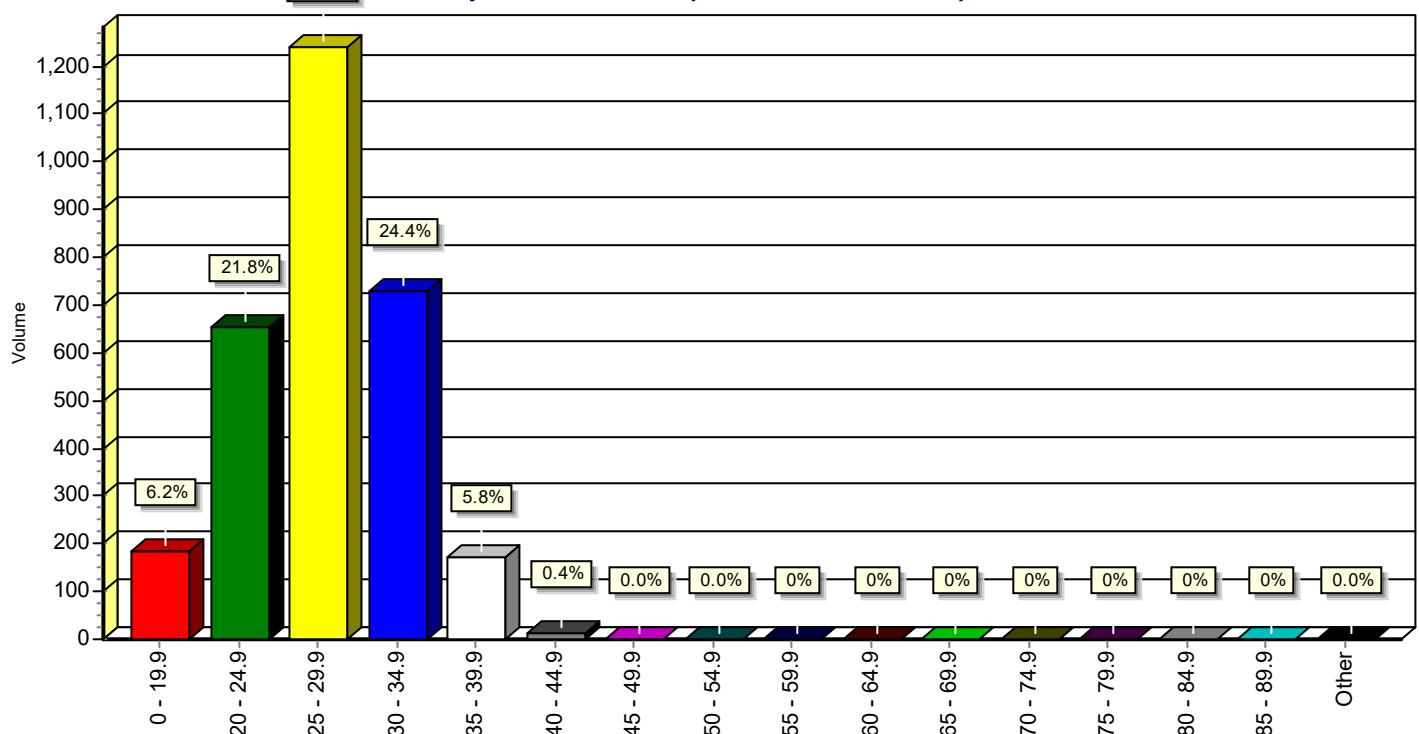
Description	#1 0 -	#2 20 -	#3 25 -	#4 30 -	#5 35 -	#6 40 -	#7 45 -	#8 50 -	#9 55 -	#10 60 -	#11 65 -	#12 70 -	#13 75 -	#14 80 -	#15 85 -	#16	
	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total #1:	81	285	630	438	121	9	0	0	0	0	0	0	0	0	0	0	1564
Percent :	5%	18%	40%	28%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	5%	23%	64%	92%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	2	6	13	9	3	0	0	0	0	0	0	0	0	0	0	0	33
ADT = 782	Average Speed 27.9 mph				50% Speed : 28.3 mph				67% Speed : 30.6 mph				85% Speed : 33.7 mph				
	10mph Pace: 25.0 - 34.9 (68.3%)																
Grand Total #3:	104	369	610	293	52	4	1	1	0	0	0	0	0	0	0	0	1435
Percent :	7%	26%	43%	20%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	7%	33%	75%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	2	8	13	6	1	0	0	0	0	0	0	0	0	0	0	0	30
ADT = 717	Average Speed 26.3 mph				50% Speed : 27.0 mph				67% Speed : 29.0 mph				85% Speed : 32.3 mph				
	10mph Pace: 20.1 - 30.0 (68.6%)																
Comb. Total :	185	654	1240	731	173	13	1	1	0	0	0	0	0	0	0	0	2999
Percent :	6%	22%	41%	24%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cum. Percent :	6%	28%	69%	94%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Average :	4	14	26	15	4	0	0	0	0	0	0	0	0	0	0	0	63
ADT = 1499	Average Speed 27.2 mph				50% Speed : 27.7 mph				67% Speed : 29.7 mph				85% Speed : 33.2 mph				
	10mph Pace: 25.0 - 34.9 (65.7%)																

Ventura (seg 5) Charts For Data From: 00:00 - 05/02/2017 To: 23:59 - 05/03/2017

Speed Percent vs. Time (all lanes)



Speed Bin Chart (all lanes combined)



Basic Volume Report: Ventura (seg 1)

Station ID : Ventura (seg 1)

Info Line 1 : Between Alameda and Oakland

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : SOUTH 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24087

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	2	1	0	1	4
Tue	01:00	0	0	0	0	0
	02:00	1	0	0	1	2
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	1	1	1	3	6
	06:00	3	6	8	5	22
	07:00	10	41	62	16	129
	08:00	18	17	20	13	68
	09:00	13	18	16	15	62
	10:00	17	18	22	8	65
	11:00	19	20	12	17	68
	12:00	39	20	26	19	104
	13:00	19	27	50	54	150
	14:00	20	25	46	34	125
	15:00	31	46	29	40	146
	16:00	33	48	41	37	159
	17:00	35	41	41	52	169
	18:00	28	34	31	25	118
	19:00	24	17	18	36	95
	20:00	18	18	13	17	66
	21:00	17	11	7	8	43
	22:00	6	4	6	5	21
	23:00	4	2	1	2	9
Day Total :						1632

AM Total :	427 (26.2%)	Peak AM Hour : 07:15 =	137 (8.4%)	Peak AM Factor : 0.552	Average Period : 17.0
PM Total :	1205 (73.8%)	Peak PM Hour : 17:00 =	169 (10.4%)	Peak PM Factor : 0.782	Average Hour : 68.0

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	3	1	0	1	5
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	2	0	1	2	5
	06:00	0	6	4	8	18
	07:00	22	47	57	30	156
	08:00	29	25	13	11	78
	09:00	17	19	16	12	64
	10:00	15	19	20	14	68
	11:00	18	16	19	20	73
	12:00	27	25	24	22	98
	13:00	33	34	55	48	170
	14:00	25	24	51	25	125
	15:00	31	49	47	30	157
	16:00	39	35	39	36	149
	17:00	34	47	42	38	161
	18:00	22	21	31	28	102
	19:00	34	24	28	17	103
	20:00	18	38	10	13	79
	21:00	9	5	13	11	38
	22:00	4	9	12	4	29
	23:00	4	5	1	2	12

Day Total : 1691

AM Total :	468 (27.7%)	Peak AM Hour : 07:15 =	163 (9.6%)	Peak AM Factor : 0.715	Average Period : 17.6
PM Total :	1223 (72.3%)	Peak PM Hour : 13:00 =	170 (10.1%)	Peak PM Factor : 0.773	Average Hour : 70.5

Lane #3 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	0	2	0	0	2
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	2	4	1	1	8
	05:00	1	4	4	7	16
	06:00	5	10	22	15	52
	07:00	49	63	75	95	282
	08:00	49	20	31	30	130
	09:00	34	19	24	20	97
	10:00	28	14	19	23	84
	11:00	15	13	26	12	66
	12:00	15	27	17	19	78
	13:00	16	13	20	25	74
	14:00	51	26	37	35	149
	15:00	47	31	32	25	135
	16:00	29	32	29	21	111
	17:00	31	22	37	28	118
	18:00	33	24	24	22	103
	19:00	14	14	13	13	54
	20:00	9	9	6	8	32
	21:00	7	5	1	2	15
	22:00	6	2	1	0	9
	23:00	1	1	0	0	2
Day Total :						1618
AM Total :	738 (45.6%)	Peak AM Hour : 07:00 =	282 (17.4%)	Peak AM Factor : 0.742	Average Period :	16.9
PM Total :	880 (54.4%)	Peak PM Hour : 14:30 =	150 (9.3%)	Peak PM Factor : 0.735	Average Hour :	67.4

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	1	2	1	4
	05:00	0	5	2	5	12
	06:00	2	15	11	22	50
	07:00	55	56	82	102	295
	08:00	48	34	24	39	145
	09:00	26	22	21	19	88
	10:00	18	15	10	22	65
	11:00	19	17	22	22	80
	12:00	19	19	22	16	76
	13:00	17	15	18	34	84
	14:00	51	31	34	33	149
	15:00	46	26	37	35	144
	16:00	26	30	23	26	105
	17:00	30	26	25	40	121
	18:00	34	27	16	28	105
	19:00	6	19	20	8	53
	20:00	14	10	13	6	43
	21:00	7	0	3	5	15
	22:00	2	6	3	5	16
	23:00	3	2	1	1	7

Day Total : 1659

AM Total :	741 (44.7%)	Peak AM Hour : 07:00 =	295 (17.8%)	Peak AM Factor : 0.723	Average Period :	17.3
PM Total :	918 (55.3%)	Peak PM Hour : 13:45 =	150 (9.0%)	Peak PM Factor : 0.735	Average Hour :	69.1

Basic Volume Summary: Ventura (seg 1)

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

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	3323 (50.3%)	2.00	1662	17.3	69.2	895 (26.9%)	2428 (73.1%)
#3.	3277 (49.7%)	2.00	1639	17.1	68.3	1479 (45.1%)	1798 (54.9%)
ALL	6600	2.00	3301	34.4	137.5	2374 (36.0%)	4226 (64.0%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:15 = 163	05/03/2017	0.715	13:00 = 170	05/03/2017	0.773
#3.	07:00 = 295	05/03/2017	0.723	14:30 = 150	05/02/2017	0.735

Basic Volume Report: Ventura (seg 2)

Station ID : Ventura (seg 2)

Info Line 1 : Between Oakland and Eagle Rock

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : V S1 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number : 24090

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	1	0	0	1	2
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	1	0	0	1	2
	05:00	1	1	1	3	6
	06:00	2	6	7	5	20
	07:00	9	41	66	16	132
	08:00	16	16	18	12	62
	09:00	12	13	14	14	53
	10:00	13	16	15	11	55
	11:00	21	16	10	15	62
	12:00	36	16	23	17	92
	13:00	14	27	43	61	145
	14:00	21	19	40	30	110
	15:00	28	37	23	34	122
	16:00	28	43	35	30	136
	17:00	26	35	35	40	136
	18:00	23	25	26	18	92
	19:00	18	17	13	28	76
	20:00	10	16	9	13	48
	21:00	14	8	6	6	34
	22:00	4	3	6	2	15
	23:00	3	1	2	2	8
Day Total :						1409

AM Total :	395 (28.0%)	Peak AM Hour : 07:15 =	139 (9.9%)	Peak AM Factor : 0.527	Average Period :	14.7
PM Total :	1014 (72.0%)	Peak PM Hour : 13:15 =	152 (10.8%)	Peak PM Factor : 0.623	Average Hour :	58.7

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	3	1	0	0	4
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	2	1	1	3	7
	06:00	0	6	4	7	17
	07:00	16	45	64	26	151
	08:00	24	24	12	7	67
	09:00	15	17	15	11	58
	10:00	13	15	19	12	59
	11:00	19	12	17	20	68
	12:00	21	19	21	19	80
	13:00	26	31	46	50	153
	14:00	20	16	39	20	95
	15:00	25	41	38	28	132
	16:00	28	32	29	28	117
	17:00	30	35	32	25	122
	18:00	17	16	26	27	86
	19:00	25	21	22	12	80
	20:00	14	29	9	11	63
	21:00	7	3	9	10	29
	22:00	4	9	8	3	24
	23:00	3	5	0	2	10

Day Total : 1423

AM Total :	432 (30.4%)	Peak AM Hour : 07:15 =	159 (11.2%)	Peak AM Factor : 0.621	Average Period :	14.8
PM Total :	991 (69.6%)	Peak PM Hour : 13:00 =	153 (10.8%)	Peak PM Factor : 0.765	Average Hour :	59.3

Lane #3 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	0	1	0	0	1
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	2	4	1	1	8
	05:00	1	4	1	7	13
	06:00	5	8	19	10	42
	07:00	35	52	64	92	243
	08:00	37	15	24	23	99
	09:00	28	17	21	18	84
	10:00	18	10	16	20	64
	11:00	14	12	20	12	58
	12:00	14	21	15	16	66
	13:00	14	11	14	21	60
	14:00	53	24	31	33	141
	15:00	35	30	29	19	113
	16:00	20	28	26	18	92
	17:00	30	17	33	24	104
	18:00	27	21	17	21	86
	19:00	10	12	10	14	46
	20:00	8	4	6	5	23
	21:00	4	4	1	3	12
	22:00	4	2	0	0	6
	23:00	0	0	0	0	0
Day Total :						1362
AM Total :	613 (45.0%)	Peak AM Hour : 07:15 =	245 (18.0%)	Peak AM Factor : 0.666	Average Period :	14.2
PM Total :	749 (55.0%)	Peak PM Hour : 14:00 =	141 (10.4%)	Peak PM Factor : 0.665	Average Hour :	56.8

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	1	2	1	4
	05:00	0	5	2	3	10
	06:00	1	9	8	19	37
	07:00	47	46	71	90	254
	08:00	35	29	22	32	118
	09:00	22	20	18	17	77
	10:00	14	12	8	21	55
	11:00	12	13	21	22	68
	12:00	14	12	18	12	56
	13:00	14	10	15	33	72
	14:00	52	28	33	29	142
	15:00	40	25	29	28	122
	16:00	24	27	24	26	101
	17:00	20	25	22	33	100
	18:00	32	20	10	21	83
	19:00	6	14	17	6	43
	20:00	12	6	13	5	36
	21:00	4	0	2	3	9
	22:00	2	4	2	3	11
	23:00	2	2	1	1	6

Day Total : 1406

AM Total :	625 (44.5%)	Peak AM Hour : 07:00 =	254 (18.1%)	Peak AM Factor : 0.706	Average Period :	14.6
PM Total :	781 (55.5%)	Peak PM Hour : 13:45 =	146 (10.4%)	Peak PM Factor : 0.702	Average Hour :	58.6

Basic Volume Summary: Ventura (seg 2)

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

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	2832 (50.6%)	2.00	1416	14.8	59.0	827 (29.2%)	2005 (70.8%)
#3.	2768 (49.4%)	2.00	1384	14.4	57.7	1238 (44.7%)	1530 (55.3%)
ALL	5600	2.00	2800	29.2	116.7	2065 (36.9%)	3535 (63.1%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:15 = 159	05/03/2017	0.621	13:00 = 153	05/03/2017	0.765
#3.	07:00 = 254	05/03/2017	0.706	13:45 = 146	05/03/2017	0.702

Basic Volume Report: Ventura (seg 3)

Station ID : Ventura (seg 3)

Info Line 1 : Eagle Rock to Modesto

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 3 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.66

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	1	0	0	0	1
Tue	01:00	0	0	0	0	0
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	1	1	0	3	5
	06:00	1	4	7	5	17
	07:00	7	43	63	7	120
	08:00	11	11	16	12	50
	09:00	12	9	11	12	44
	10:00	14	14	12	6	46
	11:00	19	12	10	11	52
	12:00	33	18	17	16	84
	13:00	12	22	42	61	137
	14:00	20	17	33	24	94
	15:00	20	30	17	28	95
	16:00	24	36	27	22	109
	17:00	24	28	24	36	112
	18:00	19	18	20	17	74
	19:00	16	13	8	23	60
	20:00	7	12	6	9	34
	21:00	12	7	5	5	29
	22:00	4	1	6	1	12
	23:00	1	1	1	0	3

Day Total : 1179

AM Total :	336 (28.5%)	Peak AM Hour : 07:15 =	124 (10.5%)	Peak AM Factor : 0.492	Average Period : 12.3
PM Total :	843 (71.5%)	Peak PM Hour : 13:15 =	145 (12.3%)	Peak PM Factor : 0.594	Average Hour : 49.1

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	3	1	0	0	4
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	2	0	0	2	4
	06:00	1	6	3	7	17
	07:00	16	43	67	24	150
	08:00	22	18	9	4	53
	09:00	14	13	12	7	46
	10:00	12	14	14	12	52
	11:00	15	9	15	14	53
	12:00	14	16	15	16	61
	13:00	19	29	43	49	140
	14:00	16	15	34	17	82
	15:00	27	33	30	27	117
	16:00	25	25	26	27	103
	17:00	24	31	26	23	104
	18:00	13	14	15	24	66
	19:00	19	14	19	12	64
	20:00	13	22	7	7	49
	21:00	5	1	5	10	21
	22:00	4	6	7	3	20
	23:00	3	4	0	2	9

Day Total : 1216

AM Total :	380 (31.3%)	Peak AM Hour : 07:15 =	156 (12.8%)	Peak AM Factor : 0.582	Average Period :	12.7
PM Total :	836 (68.8%)	Peak PM Hour : 13:00 =	140 (11.5%)	Peak PM Factor : 0.714	Average Hour :	50.7

Lane #3 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	0	1	0	0	1
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	4	1	1	6
	05:00	0	2	2	5	9
	06:00	4	3	16	7	30
	07:00	26	41	60	74	201
	08:00	30	11	20	18	79
	09:00	20	14	18	15	67
	10:00	19	10	14	22	65
	11:00	9	10	13	10	42
	12:00	11	18	10	13	52
	13:00	11	12	17	20	60
	14:00	46	18	25	28	117
	15:00	31	26	25	11	93
	16:00	16	26	23	17	82
	17:00	27	17	26	22	92
	18:00	25	18	14	19	76
	19:00	11	6	11	4	32
	20:00	7	4	7	3	21
	21:00	3	3	0	4	10
	22:00	3	1	0	0	4
	23:00	0	0	0	0	0
Day Total :						1140
AM Total :	501 (43.9%)	Peak AM Hour : 07:15 =	205 (18.0%)	Peak AM Factor : 0.693	Average Period :	11.9
PM Total :	639 (56.1%)	Peak PM Hour : 14:00 =	117 (10.3%)	Peak PM Factor : 0.636	Average Hour :	47.5

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	1	1	0	2
	05:00	0	2	2	2	6
	06:00	1	6	6	14	27
	07:00	40	33	66	74	213
	08:00	26	22	17	22	87
	09:00	17	17	15	11	60
	10:00	10	10	9	14	43
	11:00	10	11	16	16	53
	12:00	12	12	19	10	53
	13:00	12	7	11	23	53
	14:00	52	25	24	20	121
	15:00	37	21	21	21	100
	16:00	18	26	21	20	85
	17:00	15	21	19	28	83
	18:00	27	18	8	13	66
	19:00	7	10	14	3	34
	20:00	9	7	10	4	30
	21:00	3	0	1	2	6
	22:00	2	2	2	3	9
	23:00	1	1	1	1	4

Day Total : 1137

AM Total :	493 (43.4%)	Peak AM Hour : 07:00 =	213 (18.7%)	Peak AM Factor : 0.720	Average Period :	11.8
PM Total :	644 (56.6%)	Peak PM Hour : 13:45 =	124 (10.9%)	Peak PM Factor : 0.596	Average Hour :	47.4

Basic Volume Summary: Ventura (seg 3)

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

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	2395 (51.3%)	2.00	1198	12.5	49.9	716 (29.9%)	1679 (70.1%)
#3.	2277 (48.7%)	2.00	1139	11.9	47.4	994 (43.7%)	1283 (56.3%)
ALL	4672	2.00	2337	24.4	97.3	1710 (36.6%)	2962 (63.4%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:15 = 156	05/03/2017	0.582	13:15 = 145	05/02/2017	0.594
#3.	07:00 = 213	05/03/2017	0.720	13:45 = 124	05/03/2017	0.596

Basic Volume Report: Ventura (seg 4)

Station ID : Ventura (seg 4)

Info Line 1 : Between Modesto and Glendale

Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 4 1NB.DB

Last Connected Device Type : Apollo

Version Number : 1.62

Serial Number :

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	1	0	0	0	1
	01:00	0	0	0	0	0
	02:00	0	0	0	1	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	2	0	0	3	5
	06:00	1	3	4	5	13
	07:00	6	42	70	8	126
	08:00	10	11	14	9	44
	09:00	8	5	8	9	30
	10:00	13	9	8	5	35
	11:00	15	12	8	12	47
	12:00	21	17	12	10	60
	13:00	10	18	39	58	125
	14:00	13	11	26	23	73
	15:00	17	25	9	23	74
	16:00	18	30	21	15	84
	17:00	24	23	14	29	90
	18:00	13	17	14	9	53
	19:00	13	11	8	20	52
	20:00	3	11	2	6	22
	21:00	7	6	4	2	19
	22:00	4	1	3	0	8
	23:00	1	1	0	0	2
Day Total :						964

AM Total :	302 (31.3%)	Peak AM Hour : 07:15 =	130 (13.5%)	Peak AM Factor : 0.464	Average Period :	10.0
PM Total :	662 (68.7%)	Peak PM Hour : 13:15 =	128 (13.3%)	Peak PM Factor : 0.552	Average Hour :	40.2

Date	Time	:00	:15	:30	:45	Total
05/03/17	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	0	0	0
	04:00	0	0	0	0	0
	05:00	2	0	1	2	5
	06:00	1	4	3	6	14
	07:00	11	41	72	19	143
	08:00	11	17	10	4	42
	09:00	8	12	9	4	33
	10:00	6	10	14	9	39
	11:00	13	5	13	8	39
	12:00	8	9	13	10	40
	13:00	16	28	44	46	134
	14:00	10	13	22	13	58
	15:00	22	25	19	21	87
	16:00	21	25	23	24	93
	17:00	22	24	21	17	84
	18:00	10	11	10	20	51
	19:00	15	6	14	9	44
	20:00	12	17	5	4	38
	21:00	5	1	2	6	14
	22:00	1	6	5	2	14
	23:00	2	4	0	2	8

Day Total : 983

AM Total :	318 (32.3%)	Peak AM Hour : 07:00 =	143 (14.5%)	Peak AM Factor : 0.497	Average Period :	10.2
PM Total :	665 (67.7%)	Peak PM Hour : 13:00 =	134 (13.6%)	Peak PM Factor : 0.728	Average Hour :	41.0

Lane #3 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	0	1	0	0	1
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	1	1	1	3
	05:00	0	2	3	4	9
	06:00	3	3	11	6	23
	07:00	15	32	44	67	158
	08:00	21	8	16	16	61
	09:00	18	13	15	11	57
	10:00	15	7	10	20	52
	11:00	4	9	12	8	33
	12:00	10	16	7	14	47
	13:00	11	10	12	20	53
	14:00	42	20	17	26	105
	15:00	27	21	22	7	77
	16:00	12	25	16	17	70
	17:00	21	12	23	16	72
	18:00	20	15	11	10	56
	19:00	8	5	10	1	24
	20:00	4	4	6	1	15
	21:00	1	3	0	3	7
	22:00	1	1	0	0	2
	23:00	0	0	0	0	0
Day Total :		926				
AM Total :		398 (43.0%)	Peak AM Hour : 07:15 =	164 (17.7%)	Peak AM Factor : 0.612	Average Period : 9.6
PM Total :		528 (57.0%)	Peak PM Hour : 14:00 =	105 (11.3%)	Peak PM Factor : 0.625	Average Hour : 38.6

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	0	1	2	2	5
	06:00	1	4	4	12	21
	07:00	24	26	56	71	177
	08:00	16	14	12	13	55
	09:00	10	13	10	11	44
	10:00	7	9	4	11	31
	11:00	9	9	11	15	44
	12:00	8	7	13	8	36
	13:00	10	6	8	22	46
	14:00	47	25	18	18	108
	15:00	24	19	21	17	81
	16:00	13	15	21	19	68
	17:00	9	24	14	24	71
	18:00	24	13	7	9	53
	19:00	6	7	10	1	24
	20:00	7	7	9	3	26
	21:00	1	0	1	2	4
	22:00	2	1	2	2	7
	23:00	1	1	0	1	3

Day Total : 906

AM Total :	379 (41.8%)	Peak AM Hour : 07:00 =	177 (19.5%)	Peak AM Factor : 0.623	Average Period :	9.4
PM Total :	527 (58.2%)	Peak PM Hour : 13:45 =	112 (12.4%)	Peak PM Factor : 0.596	Average Hour :	37.8

Basic Volume Summary: Ventura (seg 4)

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

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1947 (51.5%)	2.00	974	10.1	40.6	620 (31.8%)	1327 (68.2%)
#3.	1832 (48.5%)	2.00	916	9.5	38.2	777 (42.4%)	1055 (57.6%)
ALL	3779	2.00	1890	19.6	78.8	1397 (37.0%)	2382 (63.0%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:00 = 143	05/03/2017	0.497	13:00 = 134	05/03/2017	0.728
#3.	07:00 = 177	05/03/2017	0.623	13:45 = 112	05/03/2017	0.596

Basic Volume Report: Ventura (seg 5)

Station ID : Ventura (seg 5)

Info Line 1 : Between Glendale and Florence
 Info Line 2 : Albuquerque

GPS Lat/Lon :

DB File : 5 1NB.DB

Last Connected Device Type : Apollo
 Version Number : 1.62
 Serial Number : 24088

Number of Lanes : 1
 Posted Speed Limit : 0.0 mph

Lane #1 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	1	0	0	0	1
	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	1	0	0	1
	04:00	0	0	0	0	0
	05:00	1	0	0	2	3
	06:00	1	2	3	4	10
	07:00	5	35	74	8	122
	08:00	10	11	13	6	40
	09:00	9	4	5	9	27
	10:00	9	8	8	4	29
	11:00	12	8	6	11	37
	12:00	12	13	11	7	43
	13:00	10	17	37	53	117
	14:00	12	11	16	19	58
	15:00	14	21	8	13	56
	16:00	16	19	18	13	66
	17:00	19	15	12	21	67
	18:00	7	10	10	2	29
	19:00	9	9	7	13	38
	20:00	5	8	2	3	18
	21:00	3	3	3	3	12
	22:00	4	1	1	0	6
	23:00	1	1	0	0	2

Day Total : 782

AM Total :	270 (34.5%)	Peak AM Hour : 07:15 =	127 (16.2%)	Peak AM Factor : 0.429	Average Period :	8.1
PM Total :	512 (65.5%)	Peak PM Hour : 13:15 =	119 (15.2%)	Peak PM Factor : 0.561	Average Hour :	32.6

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	0	0	0	0	0
Wed	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	1	0	0	0	1
	05:00	1	0	0	2	3
	06:00	1	3	3	6	13
	07:00	10	34	61	18	123
	08:00	10	13	7	4	34
	09:00	7	9	9	3	28
	10:00	5	9	11	6	31
	11:00	12	5	10	8	35
	12:00	5	9	10	6	30
	13:00	11	25	39	46	121
	14:00	8	11	13	8	40
	15:00	21	21	13	9	64
	16:00	20	16	20	16	72
	17:00	18	13	16	14	61
	18:00	10	6	9	14	39
	19:00	11	5	11	7	34
	20:00	5	11	5	2	23
	21:00	4	1	2	3	10
	22:00	1	5	4	2	12
	23:00	2	3	0	2	7

Day Total : 782

AM Total :	269 (34.4%)	Peak AM Hour : 07:00 =	123 (15.7%)	Peak AM Factor : 0.504	Average Period :	8.1
PM Total :	513 (65.6%)	Peak PM Hour : 13:00 =	121 (15.5%)	Peak PM Factor : 0.658	Average Hour :	32.6

Lane #3 Configuration

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

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

Date	Time	:00	:15	:30	:45	Total
05/02/17	00:00	0	0	0	0	0
Tue	01:00	0	1	0	0	1
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	1	0	1	2
	05:00	0	1	2	3	6
	06:00	1	2	9	5	17
	07:00	10	21	47	64	142
	08:00	10	6	9	8	33
	09:00	16	10	14	10	50
	10:00	11	6	8	18	43
	11:00	4	8	8	3	23
	12:00	9	11	5	11	36
	13:00	10	9	11	16	46
	14:00	40	19	13	17	89
	15:00	19	18	15	6	58
	16:00	10	23	8	16	57
	17:00	16	11	19	10	56
	18:00	16	12	12	7	47
	19:00	5	4	7	1	17
	20:00	3	3	4	0	10
	21:00	0	3	0	3	6
	22:00	1	1	0	0	2
	23:00	0	0	0	0	0
Day Total :						741
AM Total :	317 (42.8%)	Peak AM Hour : 07:00 =	142 (19.2%)	Peak AM Factor : 0.555	Average Period :	7.7
PM Total :	424 (57.2%)	Peak PM Hour : 14:00 =	89 (12.0%)	Peak PM Factor : 0.556	Average Hour :	30.9

Date	Time	:00	:15	:30	:45	Total
05/03/17	00:00	1	0	0	0	1
Wed	01:00	0	0	0	0	0
	02:00	0	0	0	0	0
	03:00	0	0	0	0	0
	04:00	0	0	1	0	1
	05:00	0	1	2	1	4
	06:00	1	2	3	8	14
	07:00	17	19	35	61	132
	08:00	12	8	7	10	37
	09:00	6	10	9	9	34
	10:00	6	9	4	9	28
	11:00	8	6	6	8	28
	12:00	9	5	6	8	28
	13:00	7	6	6	14	33
	14:00	45	20	17	13	95
	15:00	18	15	17	13	63
	16:00	9	14	17	14	54
	17:00	9	19	10	15	53
	18:00	20	8	2	9	39
	19:00	6	7	6	1	20
	20:00	6	6	7	1	20
	21:00	1	1	0	1	3
	22:00	2	0	2	1	5
	23:00	1	0	0	1	2

Day Total : 694

AM Total :	279 (40.2%)	Peak AM Hour : 07:00 =	132 (19.0%)	Peak AM Factor : 0.541	Average Period :	7.2
PM Total :	415 (59.8%)	Peak PM Hour : 13:45 =	96 (13.8%)	Peak PM Factor : 0.533	Average Hour :	28.9

Basic Volume Summary: Ventura (seg 5)

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

Lane	Total Count	# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	1564 (52.2%)	2.00	782	8.1	32.6	539 (34.5%)	1025 (65.5%)
#3.	1435 (47.8%)	2.00	718	7.5	29.9	596 (41.5%)	839 (58.5%)
ALL	2999	2.00	1500	15.6	62.5	1135 (37.8%)	1864 (62.2%)

Lane	Peak AM Hour	Date	Peak AM Factor	Peak PM Hour	Date	Peak PM Factor
#1.	07:15 = 127	05/02/2017	0.429	13:00 = 121	05/03/2017	0.658
#3.	07:00 = 142	05/02/2017	0.555	13:45 = 96	05/03/2017	0.533

Appendix C



OBJECTID	ReportIDSt	Date	CrashDate	Year
356265	15.710237494	5/12/2015	20150512	2015
366465	15.30162377	10/7/2015	20151007	2015
OBJECTID	Day	Month	Time24	Hour24
356265	3	5	1510	0
366465	4	10	1430	0
OBJECTID	Agency	County	City	AStreet
356265	3	1	7825	ALAMEDA BLVD NE
366465	7	1	7825	MODESTO AVE NE
OBJECTID	BStreet	Landmark	Route	MilePost
356265	VENTURA ST NE			0
366465	VENTURA ST NE			0
OBJECTID	NumVeh	NumPersons	NumKilled	NumClassA
356265	4	4	0	0
366465	2	2	0	1
OBJECTID	NumClassB	NumClassC	NumInjured	NumUnhurt
356265	0	1	1	3
366465	0	0	1	1
OBJECTID	Severity	Class	Analysis	TOPCACC
356265	Non-Fatal Crash (injury)	4	Other Vehicle - From Same Direction/Rear End Collision	One Car Backing from Driveway Access
366465	Non-Fatal Crash (injury)	3	Pedestrian Collision - Vehicle Going Straight	Avoid other Item
OBJECTID	Weather	Lighting	ALCInv	DRUGInv
356265	1	1	F	F
366465	1	1	F	F
OBJECTID	PEDInv	MCIInv	PECInv	TrkInv
356265	F	F	F	F
366465	T	F	F	F
OBJECTID	HZInv	HitRun	SHTDProp	System
356265	F	F	0	2
366465	F	F	0	2

OBJECTID	MaxDam	RoadRel	Character	Grade
356265	3	T	F	9
366465	0	T	F	8
OBJECTID	NonLocal	Measure	MeasureUni	Direction
356265	2	LeftBlank		E
366465	2	LeftBlank		W
OBJECTID	TranDist			
356265	3			
366465	3			

