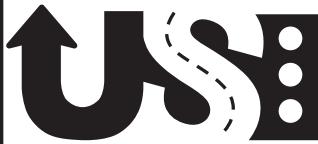


# DCR APPENDIX A

## Tier 1 Documentation

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URBAN SYSTEMS inc.



Project # 10-085-2

## 2.0 ALTERNATIVES

In order to effect positive change in the traffic conditions on I-10, traffic analysis and engineering data were used to help identify structural and operational deficiencies, after which reasonable alternatives were developed. Approximately 71 alternatives were initially considered for the mainline of I-10 and associated interchanges. The 8 mainline alternatives that were initially considered are shown in **Figure 2**. This figure is taken from the Tier 1 Analysis which is described below and included in **Appendix A**.

During alternatives development, it was determined that, in order to provide a mechanism to evaluate all construction alternatives, a Tier 1 Analysis would be developed. The Tier 1 Analysis is a process by which potential construction alternatives are screened against multiple categories of criteria including traffic operations, safety, right-of-way (ROW), environmental/social impacts, cost, and the ability to phase construction. **Exhibit 2-1** is a Tier 1 General Process Flow Chart.

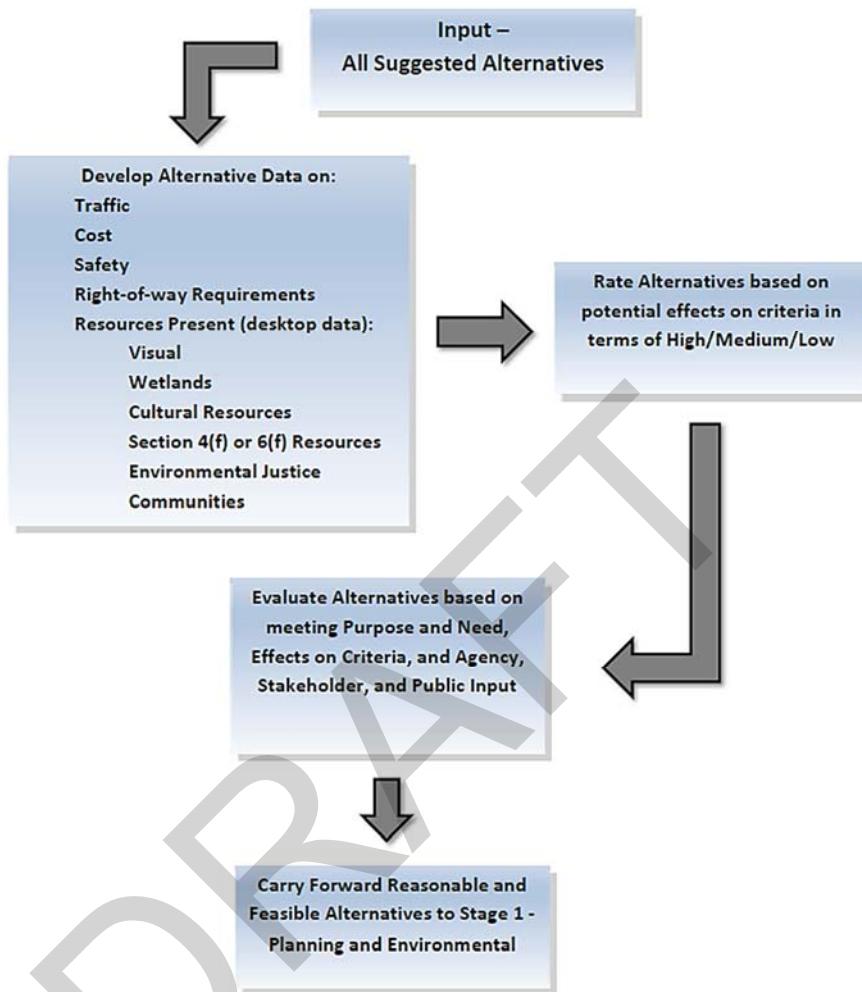
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**FIGURE 2**  
**MAINLINE ALTERNATIVES INITIALLY CONSIDERED**

ALTERNATIVE CONCEPT	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
One Additional Lane	MODERATE CAPACITY	MAJOR	LOW	LOW	LOW	YES	YES	Interchange modification will be required to add additional lane. Additional lane concept excludes adding lane to the bridge.	YES
Multi-Lane Addition	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	YES	YES	Requires MRB modification to include additional lane in both directions.	NO
New Adjacent Bridge	HIGH CAPACITY	MAJOR	Moderate	HIGH	HIGH	NO	YES	Reconfiguration of I-10/I10 Interchange required. Requires at least 1 but likely 2 or more additional lanes in each direction on I-10 from I-110 to Split.	NO
High Pass	HIGH CAPACITY	MAJOR	Moderate	HIGH	HIGH	NO	YES	ROW Impacts depend on design speed of high pass. Visual impacts to the adjacent communities are extreme.	NO
Movable Barrier	LOW CAPACITY	NONE	NONE	LOW	LOW	NO	NO	PM volumes are very balanced. AM volumes may be a better alternative, but cost/benefit is low.	NO
I-110 Westbank Connection	Moderate Capacity	Moderate	Moderate	Moderate	High	No	Yes	Traffic volumes TBD. Cost/Benefit questionable. If a new bridge is built with required ROW for tie-in, better served for I-10 traffic.	NO
LA1/LA30 Direct Connection	LOW CAPACITY	Moderate	LOW	Moderate	HIGH	NO	YES	High cost for potential low volume of traffic.	NO
I-110 Frontage Roads	Moderate Capacity	Moderate	Moderate	HIGH	LOW	YES	NO	Provide frontage roads connecting Government St and Dalrymple utilizing existing infrastructure as much as possible. Would continue 9th and 10th. Reconfigure traffic signals to treat frontage as major movement.	YES

## EXHIBIT 2-1

### TIER 1 GENERAL PROCESS FLOW CHART



In order to determine the level of assessment, a more detailed background evaluation was necessary. Therefore, within each category, multiple items were considered. For instance, the ROW category considered total acreage and impacts to residential, commercial, and public structures (libraries, etc.). It was also determined that in order to screen projects fairly, comparable projects would be screened against the same level of criteria. Interchange alternatives were screened against a certain criteria level, while mainline alternatives were screened against another level. A simplistic assessment for each category, i.e. "high," "medium," "low", was used.

The complete Tier 1 Analysis, which details the alternatives along with the differences in the level of screening of each criteria category, is included as **Appendix A**.

Although not a part of the Tier 1 Analysis, the closure of the Washington Street exit was also studied relative to relieving congestion and allowing the mainline I-10 infrastructure to remain unchanged. Because of the existing lane drop, closing the

exit would only provide around 400-feet of additional distance before vehicles would need to merge. The data shows that the volume of traffic exiting at Washington Street is only 1.5% of the total traffic in that area. Data also indicates that the majority, 88%, of the exiting traffic is coming from I-110 and needs to cross I-10 east bound traffic in order to exit at Washington Street. Based on this data, it was determined that closure of the Washington Street exit would not resolve congestion issues on I-10.

## **2.1 Tier 1 Alternatives Analysis**

The Tier 1 Analysis concluded that of the 71 alternatives entered, two mainline alternatives and 14 interchange alternatives appeared reasonable and feasible to warrant additional study. These 16 viable alternatives moved on for further analysis. The interchange locations include LA 415, Louisiana Highway 1 (LA 1), Highland Road-Nicholson Drive, Washington Street, Dalrymple Drive, Perkins Road, Acadian Thruway, College Drive, and the I-10/I-12 Split. The Tier 1 Analysis alternatives are further discussed in Section 2.3.

## **2.2 Secondary Alternatives Analysis**

Upon completion of the Tier 1 Analysis, all 16 viable alternatives were screened for the ability to obtain environmental approval. This secondary analysis utilized desktop data to assess the likelihood of significant environmental resources in the ROW of the viable alternatives.

The alternatives presented below represent one of the mainline alternatives and four interchange alternatives that were determined to likely adversely affect significant environmental resources. For this reason, these five alternatives were determined to be ineligible to move forward into Stage 1.

### ***2.2.1 Frontage Roads – Mainline Alternative***

The Frontage Roads alternative would provide frontage roads connecting Government Street and Dalrymple Drive utilizing existing infrastructure as much as possible along 9th and 10th Streets. This alternative would also reconfigure traffic signals to treat the frontage roads as a major movement.

This proposed alternative would affect the Expressway Park, a park that supports multiple public recreational interests operated by the Recreation and Park Commission for the Parish of East Baton Rouge (BREC). Expressway Park was made possible with funding obtained through Project Number 22-00148 of the Land and Water Conservation Fund Act. As such, the park is afforded protection from adverse effects resulting from federally funded projects under Section 6(f) of this act. Since the mainline alternative that adds one lane to I-10 in the project study area does not adversely affect

Expressway Park, the Frontage Roads mainline alternative was dropped from further study.

### ***2.2.2 LA 1 – Interchange Alternative***

The primary alternative studied at the LA 1 interchange is dependent upon the construction of the LA 1 to LA 415 Connector project. If the above project were constructed, this alternative would consider closing or restricting eastbound access to I-10 from LA 1. The steep grade and merging of the northbound and southbound movements from LA 1 cause poor traffic operations, especially for trucks. Restricting or eliminating access at this point could improve traffic flow both on LA 1 and I-10.

Since this interchange alternative depends on the construction and operation of the LA 1 to LA 415 Connector project, it has been dropped from further study.

### ***2.2.3 Washington Street/Dalrymple Drive – Interchange Alternatives***

All three braided ramp interchange alternatives listed below may affect the East Polk Street Park. This BREC facility supports a variety of outdoor public recreation opportunities. Section 4(f) of the Department of Transportation Act provides protections for significant recreational facilities. As alternatives exist that would not result in adverse effects to this facility, all three of the braided ramp alternatives have been removed from further study.

#### **2.2.3.1 Braided Ramp with Frontage Roads**

This interchange alternative included a new I-110 left exit and removed the existing I-10 westbound exit at Louise Street, replacing it with the Dalrymple Drive exit with a braided ramp. Louise Street would be accessible via a frontage road from the Dalrymple Drive exit. It also added a turnaround under I-10 near Washington Street that would allow motorists from the Dalrymple Drive area to get onto I-10 and travel eastbound.

#### **2.2.3.2 Braided Ramp with no Frontage Roads**

This interchange alternative relocated the existing eastbound Washington Street exit further west on I-10, thus eliminating the ability for motorists from I-110 to access it, created a braided ramp that moved the existing Dalrymple Drive exit further west, and moved the I-10 entrance ramp from Washington Street further east.

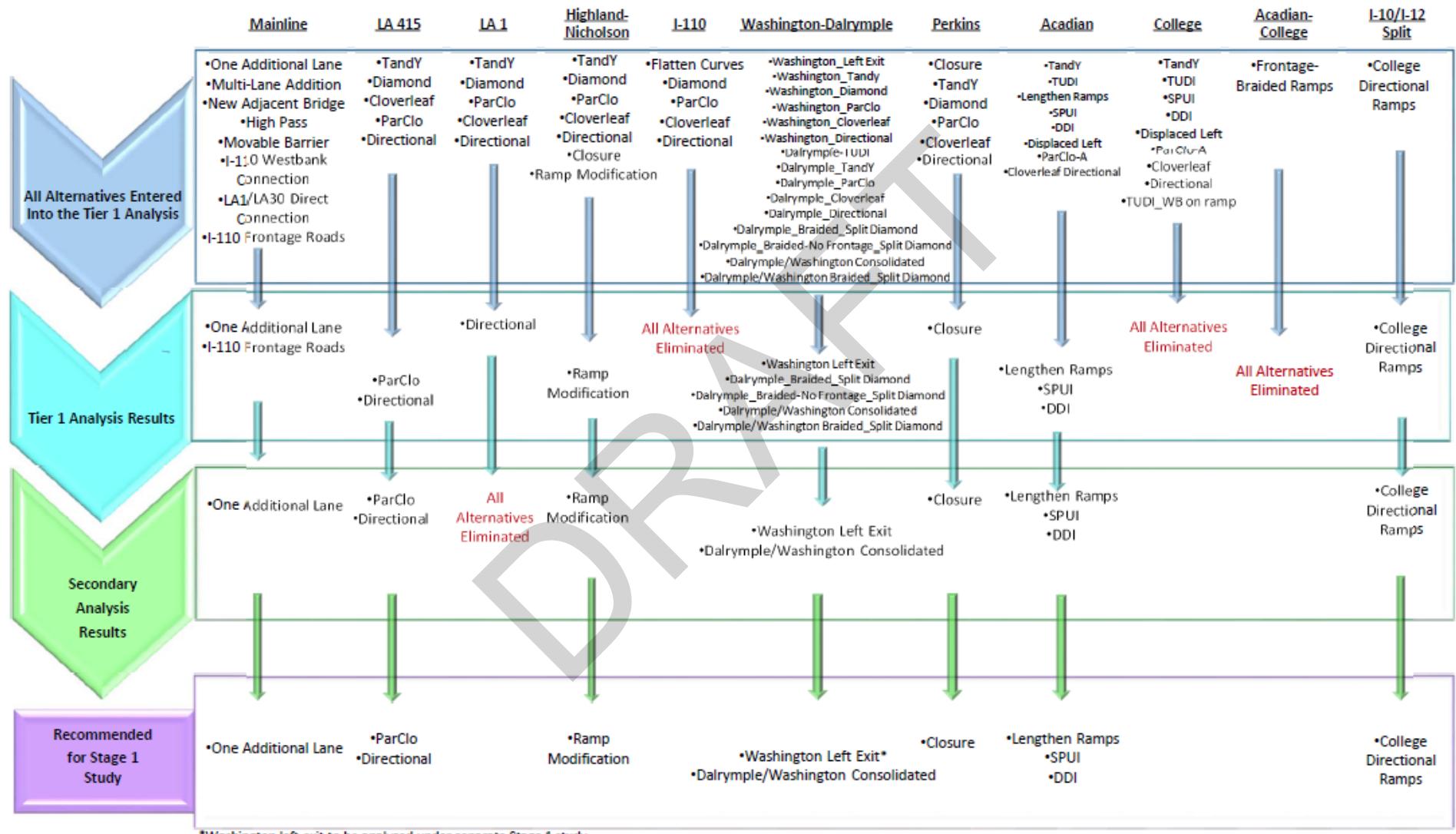
### **2.2.3.3 Braided Ramp**

This interchange alternative created a braided ramp that moved the existing Dalrymple Drive exit further west and moved the I-10 entrance ramp from Washington Street further east without moving the existing eastbound Washington Street exit.

## **2.3 Alternatives Recommended for Stage 1**

As a result of the removal of five of the 16 alternatives deemed viable during the Tier 1 Analysis, 11 alternatives are recommended to move forward into Stage 1. One of these 11 alternatives, the Washington Street I-110 Left Exit, has been proposed to be studied as a separate improvement project requiring an individual Stage 1 evaluation; therefore, it will not be studied in the Stage 1 process for the I-10 Corridor Improvements project. **Exhibit 2-2** outlines the I-10 alternatives development decision tree based on all alternatives that were entered into the Tier 1 Analysis. A description of the 10 alternatives recommended for further analysis in the Stage 1 process for the I-10 Corridor Improvements Project is included in this section.

## EXHIBIT 2-2 ALTERNATIVES ANALYSIS DECISION TREE



\*Washington left exit to be analyzed under separate Stage 1 study

Notes: ParClo—Partial Cloverleaf, TUDI—Tight Urban Diamond Interchange, SPUI—Single Point Urban Interchange, DDI—Diverging Diamond Interchange

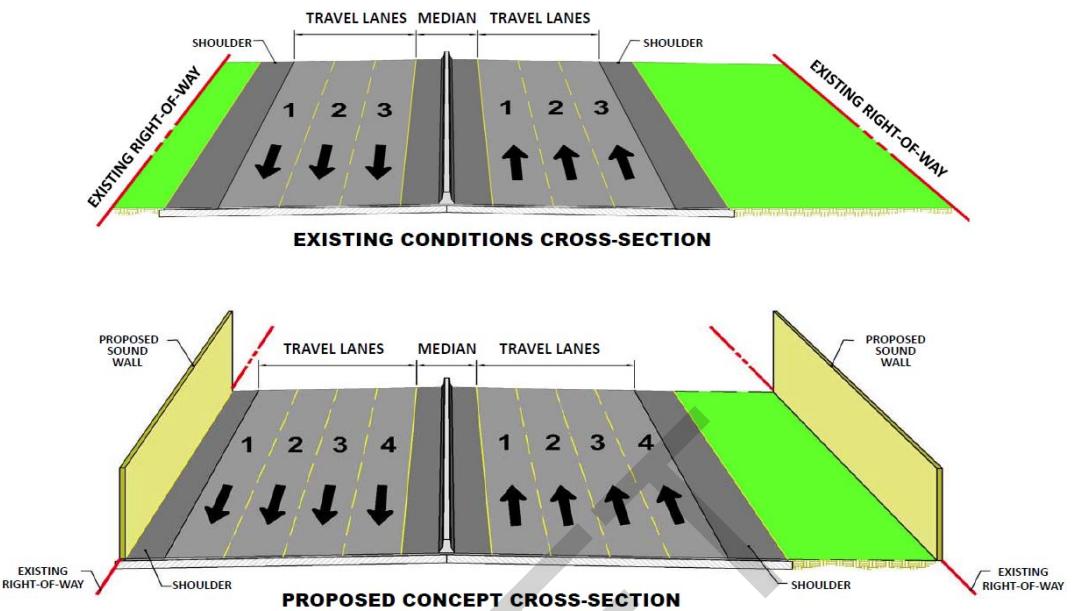
### **2.3.1 Mainline Alternative – One Additional Lane**

The One Additional Lane mainline alternative would add one additional lane to both the eastbound and westbound directions on I-10 through the project study area, with the exception of the Mississippi River Bridge. In the majority of the corridor, adding one lane in each direction can be constructed within the existing ROW. In order for this improvement to take place, interchange modifications would be required. **Figure 3** shows the typical roadway sections for the existing and proposed roadway.

Widening the roadway may require the relocation of the existing sound walls. Due to the proximity of the existing sound walls to the piers of the Nairn Drive overpass, located between Acadian Thruway and College Drive, these piers may need to be moved which would require the reconstruction of the overpass. The removal and replacement of the Nairn Drive overpass will be included as a part of the mainline alternative being studied in this project's scope moving forward.

This alternative does not involve widening or other modifications to the Mississippi River Bridge. Adding a single lane to only one side of the bridge, as suggested by the LA 1 to LA 30 Direct Connection alternative, would have a high cost for a potentially low volume of traffic. An additional lane in each direction would require the reconfiguration of the I-10/I-110 interchange. The reconfiguration of this interchange would have high ROW impacts and costs.

**FIGURE 3**  
**TYPICAL ROADWAY SECTION**



NOTE: Representative of an area that would be potentially eligible for sound walls.

### **2.3.2 *Interchange Alternative - LA 415***

Two interchange alternatives west of the Mississippi River Bridge are recommended to move forward. Those options are a partial cloverleaf interchange at LA 415 (Lobdell Highway), and a directional interchange at LA 415.

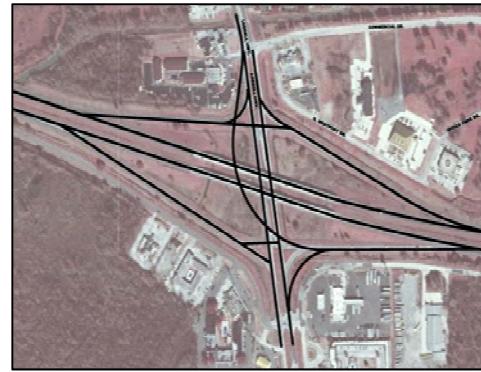
#### **2.3.2.1 LA 415 Partial Cloverleaf**

This interchange alternative replaces the diamond interchange in the southwest quadrant of this interchange with a partial cloverleaf. This concept would allow for improved south to east movements, which is the heaviest traffic movement at this interchange. The improvement entails eliminating the left turn conflict point and providing right-hand lane continuous movement.



### **2.3.2.2 LA 415 Directional**

Similar to the partial cloverleaf, this alternative seeks to improve the south to east traffic movement. Currently, motorists travelling south on LA 415 desiring to proceed eastbound on I-10 make an unrestricted left hand turn from a dedicated turn lane. This alternative replaces that movement with a directional ramp. The ramp would cross over the interstate and combine (at-grade) with the existing north to east travel lane before merging with I-10 eastbound traffic.



### ***2.3.3 Interchange Alternative - Highland-Nicholson***

The alternative studied would lengthen the westbound acceleration and eastbound deceleration lanes on I-10 at this interchange. The lengthening would occur up to the overhead truss (the structure at the top of the bridge) portion of the bridge.

### ***2.3.4 Interchange Alternative - Washington-Dalrymple***

Two interchange alternatives in the Washington Street and Dalrymple Drive area are recommended to move forward. The options studied were generated to address current operational deficiencies in the area. The improvements that are proposed include providing a means to access the Washington Street and Dalrymple Drive area from Interstate 110 (I-110) without crossing multiple lanes of traffic and providing an eastbound ramp onto I-10 in the Dalrymple Drive area.

#### **2.3.4.1 Washington Street I-110 Left Exit**

This alternative provides a left-hand exit ramp on I-110 South for the Washington Street/Dalrymple Drive area. This would improve safety by eliminating the double lane change that I-110 southbound traffic must make at the I-10/I-110 merge in order to exit at Washington Street. The new ramp would intersect at Terrace Street.



Due to the ongoing congestion issues associated with the Washington Street exit and minimal environmental effects, this proposed alternative will be analyzed under a separate Stage 1 evaluation in order to expedite its approval and advancement to funding and construction; it will not be included in the future Stage 1 process for the remaining 11 alternatives.

#### **2.3.4.2 Dalrymple/Washington Consolidated Interchange**

This alternative includes the concept discussed in Section 2.3.4.1 and adds four additional components. The first is the relocation of the existing eastbound Washington Street and Dalrymple Drive exits to create a dual exit located further west on I-10, thus eliminating the ability for motorists from I-110 to access the exit. This alternative would require eastbound motorists on I-10



to exit earlier to reach Dalrymple Drive. Those motorists desiring to get to the Dalrymple Drive area from I-110 would be required to exit at the new left-hand exit. The second is the removal of the existing I-10 westbound exit at Louise Street. Access to Louise Street would be via a new frontage road from the Dalrymple Drive exit. The third component is a turnaround under I-10 near Washington Street, which would allow motorists from the Dalrymple Drive area to get onto I-10 and travel eastbound. The fourth component is a new frontage road on the south side of I-10 between Washington Street and Dalrymple Drive.

### ***2.3.5 Interchange Alternative - Perkins Road Closure***

The Perkins Road interchange, as it exists, is a partial interchange with a westbound on-ramp and an eastbound off-ramp. The close proximity of the Perkins Road interchange to the Acadian Thruway interchange necessitates its closure to allow for improvements to the Acadian Thruway interchange.

### ***2.3.6 Interchange Alternative - Acadian Thruway***

Three alternatives were evaluated for the Acadian Thruway interchange. One alternative studied the effects of lengthening all the acceleration and deceleration lanes of the existing interchange. The other two alternatives studied the effects of replacing the existing tight urban diamond interchange with alternate interchange configurations.

### **2.3.6.1 Acadian Modification – Ramp Lengthening**

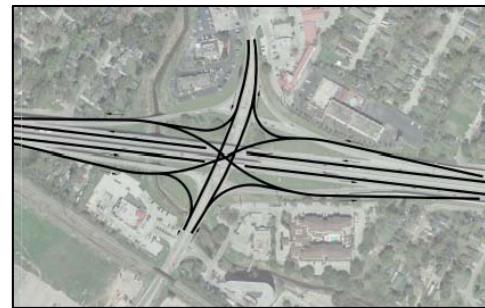
This alternative involves lengthening all the acceleration and deceleration lanes of the existing Acadian Thruway ramps in order to provide a safer merging distance.



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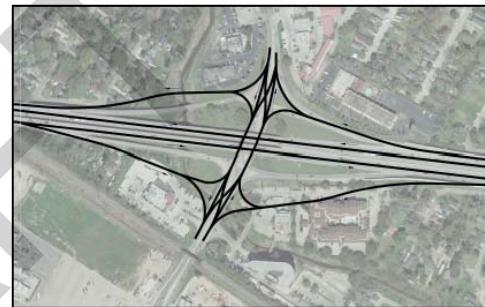
### **2.3.6.2 Acadian Modification – Single-Point Diamond**

The single-point diamond interchange configuration would offer the operational advantage of allowing vehicles making opposing left turns to pass to the left of each other instead of to the right. This design can eliminate conflict and increase the overall efficiency of the interchange.



### **2.3.6.3 Acadian Modification – Diverging Diamond**

The diverging diamond interchange more efficiently facilitates heavy left-turn movements than a traditional diamond. Traffic on the cross route moves to the left side of the roadway for the segment between signalized ramp intersections. By moving traffic left, left-turning vehicles can enter the highway without the need for a left-turn signal phase at the ramp intersections. Also, left-turning vehicles on the cross route do not conflict with opposing through traffic and may turn without stopping. This configuration may potentially require moving the existing southern ramp terminals.



### ***2.3.7 Interchange Alternative - I-10/I-12 Split - College Directional Ramps***

This alternative would provide dedicated exit lanes to College Drive from both I-10 and I-12. These lanes would separate from I-10 westbound and from I-12 westbound prior to the I-10/I-12 merge. Currently, westbound traffic from I-10 has to make a triple lane change across I-12 in order to exit at College Drive. This would eliminate the current weaving issue at the merge and improve safety by removing the triple lane change.



**APPENDIX A  
TIER 1 ANALYSIS**

The following worksheets analyze various project alternatives at various locations. In this Tier 1 analysis, mainline alternatives were compared to like projects as is the same with interchange projects. Each comparative category is given a comparative analysis level. Those levels are defined below. Within those categories may exist several factors taken into consideration. If any one of those factors has a level higher than the others, the highest level will govern that category.

### MAINLINE INTERSTATE ALTERNATIVES

#### **TRAFFIC OPERATIONS**

High – Expected to improve operations at major bottleneck points and throughout the entire project area  
 Moderate – Expected to improve operations through a portion of the project area  
 Low – Expected to improve operations in spot locations only.

#### **SAFETY IMPROVEMENT**

Major - Expected to result in significant improvement  
 Moderate - Expected to result in moderate improvement  
 None - Expected to result in no improvement

#### **RIGHT-OF-WAY**

Right of way analysis takes into account several factors including impact to actual acreage, impacts to residential structures, impacts to businesses, and impacts to public buildings which includes churches, libraries, etc.

Impact levels are as follows:

Acreage (ac)	Residences, Businesses, Public Buildings (per occurrence)
Low: 0-10	Low: 0-5 Residential, 0-2 Businesses, 0-2 Public Building
Moderate: 10-25	Moderate: 6-25 Residential, 3-10 Businesses, 3-6 Public Building
High: 25+	High: 26+ Residential, 11+ Businesses, 7+ Public Building

#### **ENVIRONMENTAL/SOCIAL IMPACTS**

This analysis takes into account several factors including impact to wetlands, environmental justice communities, 4f properties, historic properties and visual aesthetics.

Impact levels are as follows:

Wetlands (ac)	EJ Impacts (per)	4f (ac)	Historic Structures (per)	Visual
Low: 0-3	Low: 0-3	Low: 0-3	Low: 0-1	Low: Little to no change
Moderate: 3-10	Moderate: 3-10	Moderate: 3-10	Moderate: 1-3	Moderate: Some change
High: 10+	High: 10+	High: 10+	High: 3+	High: Major change

#### **COSTS**

Low: Under \$250M  
 Moderate: \$250M - \$500M  
 High: \$500M +

### INTERCHANGE ALTERNATIVES\*

#### **TRAFFIC OPERATIONS**

High – Expected to accommodate the heavy demand movement with free flow and/or partially constrained operations  
 Moderate – Expected to provide adequate operations for some but not all movements  
 Low – Expected to provide poor operational conditions.

#### **SAFETY**

Major - Expected to result in significant improvement  
 Moderate - Expected to result in moderate improvement  
 None - Expected to result in no improvement

#### **RIGHT-OF-WAY**

Right of way analysis takes into account several factors including impact to actual acreage, impacts to residential structures, impacts to businesses, and impacts to public buildings

Impact levels are as follows:

Acreage (ac)	Residences, Businesses, Public Buildings (per occurrence)
Low: 0-5	Low: 0-5 Residential, 0-2 Businesses, 0-2 Public Building
Moderate: 5-10	Moderate: 6-10 Residential, 3-6 Businesses, 3-6 Public Building
High: 10+	High: 10+ Residential, 6+ Businesses, 6+ Public Building

#### **ENVIRONMENTAL/SOCIAL IMPACTS**

This analysis takes into account several factors including impact to wetlands, environmental justice

Impact levels are as follows:

Wetlands (ac)	EJ Impacts (per)	4f (ac)	Historic Structures (per)	Visual
Low: 0-3	Low: 0-3	Low: 0-2	Low: 0-1	Low: Little to no change
Moderate: 3-10	Moderate: 3-6	Moderate: 2-5	Moderate: 1-3	Moderate: Some change
High: 10+	High: 6+	High: 5+	High: 3+	High: Major change

#### **COSTS**

Low: Under \$30M  
 Moderate: \$30M - \$60M  
 High: \$60M +

\*Interchange alternatives were developed to a very conceptual nature to be able to qualify the level of various categories. These interchange alternatives were not developed to design level detail

## MAINLINE ALTERNATIVES

ALTERNATIVE CONCEPT	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENT/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
One Additional Lane	MODERATE CAPACITY	MAJOR	LOW	LOW	LOW	YES	YES	Interchange modification will be required to add additional lane. Additional lane concept excludes adding lane to the bridge.	YES
Multi-Lane Addition	HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	YES	YES	Requires MRB modification to include additional lane in both directions.	NO
New Adjacent Bridge	HIGH CAPACITY	MAJOR	MODERATE	HIGH	HIGH	NO	YES	Reconfiguration of I-10/110 Interchange required. Requires at least 1 but likely 2 or more additional lanes in each direction on I-10 from I-110 to Split.	NO
High Pass	HIGH CAPACITY	MAJOR	MODERATE	HIGH	HIGH	NO	YES	ROW Impacts depend on design speed of high pass. Visual impacts to the adjacent communities are extreme.	NO
Movable Barrier	LOW CAPACITY	NONE	NONE	LOW	LOW	NO	NO	PM volumes are very balanced. AM volumes may be a better alternative, but cost/benefit is low.	NO
I-110 Westbank Connection	MODERATE CAPACITY	MODERATE	MODERATE	MODERATE	HIGH	NO	YES	Traffic volumes TBD. Cost/Benefit questionable. If a new bridge is built with required ROW for tie-in, better served for I-10 traffic.	NO
LA1/LA30 Direct Connection	LOW CAPACITY	MODERATE	LOW	MODERATE	HIGH	NO	YES	High cost for potential low volume of traffic.	NO
I-110 Frontage Roads	MODERATE CAPACITY	MODERATE	MODERATE	HIGH	LOW	YES	NO	Provide frontage roads connecting Government St and Dalrymple utilizing existing infrastructure as much as possible. Would continue 9th and 10th. Reconfigure traffic signals to treat frontage as major movement.	YES

## LA HIGHWAY 415

INTERCHANGE FORM	ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL /SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION?	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
	LA 415	TandY							N/A		Does not apply for 4 legged interchange.	NO
	LA 415	Diamond		LOW CAPACITY	NONE				N/A		Current configuration.	N/A
	LA 415	Cloverleaf		HIGH CAPACITY	MAJOR	HIGH	LOW	MODERATE	N/A	YES	Right of way impacts extremely high	NO
	LA 415	PartialCloverleaf	PAR CLO-A	HIGH CAPACITY	MAJOR	MODERATE	LOW	LOW	N/A	YES	Potentially req'd for south side only. Diamond ramps on north.	YES
	LA 415	Directional		HIGH CAPACITY	MAJOR	LOW	LOW	MODERATE	N/A	YES	Current needs are sb to eb for directional ramp. With 415 connector, the nb to eb have to converge at I-10.	YES

## LA HIGHWAY 1

INTERCHANGE FORM	ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION?	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
	Hwy. 1	TandY							N/A		Does not apply.	NO
	Hwy. 1	Diamond		LOW CAPACITY	NONE				N/A		Less capacity than existing.	NO
	Hwy. 1	Partial Cloverleaf		MODERATE CAPACITY	NONE				N/A		Less capacity than existing.	NO
	Hwy. 1	Cloverleaf	CLOVERLEAF WITH C-D ROADS	MODERATE CAPACITY	NONE				N/A		Limited by railroad	NO
	Hwy. 1	Directional	ALL-DIRECTIONAL	HIGH CAPACITY	NONE	LOW	LOW	HIGH	N/A	YES	Consider reconfiguration. One option is to eliminate the I-10 EB ramp and force traffic to use LA 415 connector.	YES

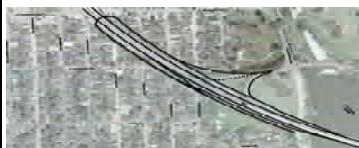
**HIGHLAND - NICHOLSON**

INTERCHANGE FORM	ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL /SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION?	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
	Highland - Nicholson	TandY							N/A		Does not apply.	NO
	Highland - Nicholson	Diamond		LOW CAPACITY	NONE				N/A		Half diamond exist. Full diamond proximity to other interchanges violates spacing creating unsafe conditions.	NO
	Highland - Nicholson	Partial Cloverleaf		MODERATE CAPACITY	NONE				N/A		Violates spacing creating unsafe conditions.	NO
	Highland - Nicholson	Cloverleaf		HIGH CAPACITY	NONE				N/A		Violates spacing creating unsafe conditions.	NO
	Highland - Nicholson	Directional		HIGH CAPACITY	NONE				N/A		Violates spacing creating unsafe conditions.	NO
	Highland - Nicholson_Closure				MAJOR				N/A		Interchange not currently hurting capacity of mainline.	NO
	Highland - Nicholson_Ramp Modification			MODERATE CAPACITY	NONE	LOW	LOW	LOW	N/A	YES	Adding additional lane for I-10 EB Nicholson. Extend WB accel lane to overhead truss portion of the bridge.	YES

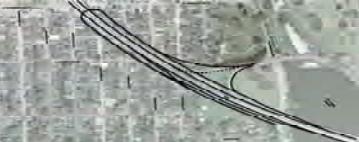
## I-110

INTERCHANGE FORM	ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION?	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
	I-110 _Flatten Curves	TandY	DIRECTIONAL-Y	HIGH CAPACITY	MODERATE	HIGH	HIGH	HIGH	N/A	YES	Alternative proposed to reconfigure interchange to provide 50 mph design speed for ramps. Cost/benefit questionable. High right of way impacts and costs.	NO
	I-110	Diamond							N/A		Does not apply.	NO
	I-110	PartialCloverleaf							N/A		Does not apply.	NO
	I-110	Cloverleaf							N/A		Does not apply.	NO
	I-110	Directional							N/A		Does not apply.	NO

## WASHINGTON - DALRYMPLE

INTERCHANGE FORM	ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
	Washington Modification 1			MODERATE CAPACITY	MODERATE	NONE	LOW	MODERATE	N/A	YES	new left exit for Washington Street off of I-110.	YES
	Washington Modification 2	TandY							N/A		Does not apply.	NO
	Washington Modification 2	Diamond		LOW CAPACITY	NONE	HIGH	HIGH	HIGH	N/A	YES	Current configuration split diamond. Modification to full diamond would worsen current interchange spacing.	NO
	Washington Modification 2	PartialCloverleaf		MODERATE CAPACITY	MODERATE	HIGH	HIGH	HIGH	N/A	YES	High row impact. Proximity violation.	NO
	Washington Modification 2	Cloverleaf		HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	High row impact. Proximity violation.	NO
	Washington Modification 2	Directional		HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	High row impact. Proximity violation.	NO
	Dalrymple Modification_Direct	Diamond	TIGHT URBAN DIAMOND	MODERATE CAPACITY	NONE	HIGH	HIGH	Moderate	N/A	YES	Alternative provides direct access ramp for Dalrymple across lakes to I-10 EB. High social impact for adding ramp. High right of way costs for acquisition on east side of lakes.	NO
	Dalrymple Modification	TandY							N/A		Does not apply.	NO
	Dalrymple Modification	PartialCloverleaf		MODERATE CAPACITY	Moderate	HIGH	HIGH	HIGH	N/A	YES	High row impact. Proximity violation.	NO
	Dalrymple Modification	Cloverleaf		HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	High row impact. Proximity violation.	NO
	Dalrymple Modification	Directional		HIGH CAPACITY	MAJOR	HIGH	HIGH	HIGH	N/A	YES	High row impact. Proximity violation.	NO
	Dalrymple Modification_Braided	Diamond	SPLIT DIAMOND	HIGH CAPACITY	MAJOR	LOW	Moderate	HIGH	N/A	YES	Provide an EB on ramp for Dalrymple. Route entering traffic to use current WB on ramp at Dalrymple and continue with a frontage road to Washington St. where a u-turn will be located. Entrance ramp would then be introduced and be braided with current EB Dalrymple exit.	YES
	Dalrymple Modification_Braided - No Frontage	Diamond	SPLIT DIAMOND	HIGH CAPACITY	Moderate	LOW	Moderate	HIGH	N/A	YES	Provide an EB on ramp for Dalrymple. Route entering traffic to use existing Washington Street. Entrance ramp would then be introduced and be braided with current EB Dalrymple exit.	YES

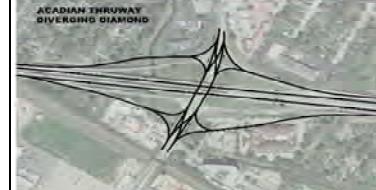
## WASHINGTON - DALRYMPLE

INTERCHANGE FORM	ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
	Dalrymple/Washington Consolidated Interchange	Diamond	SPLIT DIAMOND	HIGH CAPACITY	MAJOR	HIGH	LOW	MODERATE	N/A	YES	Reconfigured interchange would serve both Washington and Dalrymple. Restrict EB exit at Washington to I-10 only. This would now serve Washington and Dalrymple. I-110 would use relocated Washington exit. Traffic destined for Dalrymple would then continue via frontage road to Dalrymple. Frontage roads would be constructed for both directions along I-10. Traffic wanting to use EB on ramp from Dalrymple would use existing WB Dalrymple on ramp but continue on frontage. U-turn location at Washington. EB on ramp located off of frontage. Current EB exit at Dalrymple would be closed to accommodate EB on ramp. Washington Street WB on ramp would be closed and traffic would be rerouted to use existing Dalrymple on ramp.	YES
	Dalrymple/Washington Braided Ramps Interchange _Relocate Washington EB exit	Diamond	SPLIT DIAMOND	HIGH CAPACITY	MAJOR	LOW	MODERATE	HIGH	N/A	YES	Same as "Dalrymple Modification - Braided" but relocates the existing EB Washington Street exit further west on I-10 to eliminate the ability to access it from I-110	YES

## PERKINS ROAD

ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL /SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
Perkins_Closure				MODERATE				N/A		Partial interchange. Closure of both WB on-ramp and EB off-ramp due to its proximity to Acadian	YES
Perkins_Full Access Interchange	TandY							N/A		Does not apply.	NO
Perkins	Diamond		LOW CAPACITY	NONE	HIGH	HIGH	LOW	N/A	YES	High right of way impact and associated cost. Violates spacing creating unsafe conditions.	NO
Perkins	Partial Cloverleaf		MODERATE CAPACITY	NONE	HIGH	HIGH	MODERATE	N/A	YES	High right of way impact and associated cost. Violates spacing creating unsafe conditions.	NO
Perkins	Cloverleaf		HIGH CAPACITY	NONE	HIGH	HIGH	MODERATE	N/A	YES	High right of way impact and associated cost. Violates spacing creating unsafe conditions.	NO
Perkins	Directional		HIGH CAPACITY	NONE	HIGH	HIGH	MODERATE	N/A	YES	High right of way impact and associated cost. Violates spacing creating unsafe conditions.	NO

## ACADIAN THRUWAY

INTERCHANGE FORM	ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
	Acadian Modification	TandY							N/A		Does not apply	NO
	Acadian Modification	Diamond	TIGHT URBAN DIAMOND	MODERATE CAPACITY	NONE	NONE	LOW	LOW	N/A	NO	Current configuration	N/A
	Acadian Modification - Ramp Lengthening	Diamond	TIGHT URBAN DIAMOND	MODERATE CAPACITY	MODERATE	LOW	LOW	LOW	N/A	NO	Lengthen acceleration/deceleration lengths of the current ramps to provide a safe merging distance.	YES
	Acadian Modification	Diamond	SINGLE-POINT DIAMOND	MODERATE CAPACITY	MODERATE	NONE	LOW	LOW	N/A	YES	May require additional right of way	YES
	Acadian Modification	Diamond	DDI	HIGH CAPACITY	Moderate	LOW	LOW	LOW	N/A	YES	Potentially require moving southern ramp terminals.	YES
	Acadian Modification	Diamond	Displaced Left	HIGH CAPACITY	MODERATE	MODERATE	LOW	LOW	N/A	YES	Available right of way and proximity of railroad underpass makes this option difficult to construct.	NO
	Acadian Modification	PartialCloverleaf	PAR CLO-A	HIGH CAPACITY	MODERATE	HIGH	HIGH	Moderate	N/A	YES	Right of way impacts and associated costs are high	NO
	Acadian Modification	Cloverleaf		HIGH CAPACITY	MAJOR	HIGH	HIGH	Moderate	N/A	YES	Right of way impacts and associated costs are high	NO
	Acadian Modification	Directional		HIGH CAPACITY	MAJOR	HIGH	HIGH	Moderate	N/A	YES	Right of way impacts and associated costs are high	NO

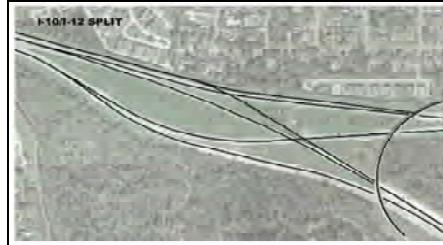
## COLLEGE DRIVE

ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
College Modification	TandY			MAJOR				N/A		Does not apply	NO
College Modification	Diamond	TIGHT URBAN DIAMOND	MODERATE CAPACITY	NONE	NONE		LOW	N/A	NO	Current configuration with 2 quad par clo on north half.	NO
College Modification	Diamond	TIGHT URBAN DIAMOND	MODERATE CAPACITY	NONE	Moderate	LOW	LOW	N/A	YES	Provide WB on ramp in standard diamond fashion. Would move WB off ramp closer to I-10. Would require row on the nw quadrant. Would require braided ramps with Acadian Interchange to not violate spacing.	NO
College Modification	Diamond	SINGLE-POINT DIAMOND	LOW CAPACITY	Moderate	HIGH	LOW	LOW	N/A	YES	Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.	NO
College Modification	Diamond	DDI	LOW CAPACITY	Moderate	HIGH	Moderate	LOW	N/A	YES	Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.	NO
College Modification	Diamond	Displaced Left	Moderate Capacity	Moderate	HIGH	Moderate	LOW	N/A	YES	Right of way impacts and associated costs are high. Potentially have to widen span. Would affect Constitution Ave.	NO
College Modification	PartialCloverleaf	PAR CLO-A	HIGH CAPACITY	Moderate	HIGH	HIGH	Moderate	N/A	YES	Right of way impacts and associated costs are high	NO
College Modification	Cloverleaf		HIGH CAPACITY	Major	HIGH	HIGH	HIGH	N/A	YES	Right of way impacts and associated costs are high	NO
College Modification	Directional		HIGH CAPACITY	Major	HIGH	HIGH	HIGH	N/A	YES	Right of way impacts and associated costs are high	NO

## ACADIAN THRUWAY - COLLEGE DRIVE

INTERCHANGE FORM	ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
	College/Acadian Frontage	Diamond	TIGHT URBAN DIAMOND	HIGH CAPACITY	MAJOR	MODERATE	HIGH	MODERATE	N/A	YES	Construct frontage roads connecting College and Acadian for EB. Westbound ramps would have substantial impact. Eastbound ramps would have substantial visual impact and potential noise impact to park. Project would serve a small segment of metro area population and not greater Baton Rouge or corridor thru-traffic.	NO

**I-10 / I-12 SPLIT**

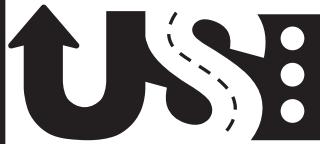
INTERCHANGE FORM	ALTERNATIVE CONCEPT	INTERCHANGE TYPE	INTERCHANGE FORM	TRAFFIC OPERATIONS	SAFETY	RIGHT-OF-WAY	ENVIRONMENTAL/SOCIAL IMPACTS	COSTS	ABLE TO PHASE CONSTRUCTION	INTERCHANGE MODIFICATION REPORT REQ'D	REMARKS	CONSIDERATION TIER 2
	I-10 I-12 Split_College Directional Ramps			HIGH CAPACITY	MAJOR	NONE	LOW	MODERATE	N/A	YES	Provide dedicated exit lanes to College Drive and separate from I-10/12 WB prior to 10/12 merge. This would eliminate current weaving issue at merge.	YES

# DCR APPENDIX B

## Raw Count Data

DRAFT

URBAN SYSTEMS inc.



Project # 10-085-2

# MEMO

To:  
Rina Patolilic  
Louisiana Department of  
Transportation and Development

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Baton Rouge  
Louisiana 70816  
Tel 225 292 1004  
Fax 225 218 9677

From:  
Skyler Waaso, PE

Date: November 30, 2017 Arcadis Project No.: TM170036.0001

Subject:  
48-hour and TMC Data – QA/QC Documentation  
I-10 Data Collection: LA 415 to Essen Lane  
East and West Baton Rouge Parishes, Louisiana  
State Project No. H.004100.2-2

## INTRODUCTION

The 48-hour and turning movement count (TMC) locations along I-10 were collected during the week of October \*\*\* thru November \*\* for the designated locations along the I-10 corridor between the interchanges at LA 415 and Essen Lane. The complete list of 48-hour and TMC locations within the study area are included in this memorandum. The following summary of the data collection along I-10 is provided to help detail the quality checks that took place during the review of the raw data. Figure 1 shows the 48-day count locations for this project.



Figure 1. 48-Hour and TMC Locations

## 48-HOUR AND TMC LOCATIONS

### LA 415 Interchange

#### SITE #13 (I-10 EB off-ramp)

- The turning movement count at Site #18 (I-10 EB Off Ramp at LA 415) had to be reset and as a result the 48-hour tube count at Site #13 was reset to ensure a tube count was taken at the same time as the TMC at the off-ramp.
- Site #13 matches with the TMC at Site #18

#### SITE #14 (I-10 WB off-ramp)

- The 48-hour tube count on the I-10 WB off-ramp was taken during the same time as the TMC at the I-10 WB terminal intersection (Site #17). Both AM and PM peak hours are similar when comparing the tubes to the turning movement count.

#### SITE #15, 16, 17, 19 (TMC locations along LA 415)

- All the TMC locations were taken during the same day except Site #18 (I-10 EB off-ramp at LA 415). The TMC locations were checked and no gaps were found in the data.

### I-10 and I-110 Interchange

#### SITE #26 (I-10 EB to I-10 EB)

- Two types of traffic counts were obtained for the I-10 EB data at this location. A 24-hour classification count was performed on Wednesday, October 11<sup>th</sup> and a 7-day volume count (Site #4) was performed from October 11<sup>th</sup> to October 18<sup>th</sup>. The data collected on October 11<sup>th</sup> was compared for the classification count done by video and the volume collected from the tube count (as part of the 7-day count). The volume for the tube counts were significantly higher when compared to the volume provided in the 24-hour classification count. We spoke to Southern Traffic Services (STS) and they recommended focusing on the volume provided in the 24-hour classification count. The tubes at this location may have vibrated and picked up additional volume. The 24-hour classification counts were done by video and would be considered more accurate than the tube counts at this location.

#### SITE #27 (I-10 WB to I-110 NB)

- Site #27 had a 24-hour classification count performed on Wednesday, October 11<sup>th</sup> and a 7-day volume count (Site #3) performed from October 10<sup>th</sup> to October 17<sup>th</sup>. A comparison between traffic volumes collected on October 11<sup>th</sup> for both counts showed volumes for the tube counts (as part of the 7-day count) were significantly lower than the 24-hour classification count (video) in the AM peak period. The PM peak period was comparable between the two data sets. The I-10 WB volumes obtained from 7-day counts at Site #9 (I-10 West of Acadian Thwy) and Site #6 (I-10 East of Acadian Thwy) were also compared to the 24-hr volume for I-10 WB at the I-10 WB / I-110 NB split. The PM peak hour volumes were all similar in the I-10 WB direction. However, the AM peak hour volume obtained from the 7-day count at Site #3 / (I-10 WB to I-110 NB) differed from the 7-day counts at Site #9 (I-10 West of Acadian Thwy) and Site #6 (I-10 East of Acadian Thwy) was not comparable when looking at the 7-day count volume at Site #27. The AM peak hour volume is similar between the 24-hour classification count at Site #27 and the volumes from the 7-day counts at Site #6 and #9, indicating the 24-hour classification count is more accurate than the tube count at this location.

## Washington Street Interchange

### SITE #28 (I-10 EB off-ramp)

- This location was reset due to an error while collecting the TMC for Site #32. A tube was placed at Site #28 for one day (Thursday, November 9<sup>th</sup>) to ensure that a tube count was taken the same day as the recounted TMC.
- Both AM and PM were confirmed to be similar when comparing Site #28 and Site #32. It should be noted that the corridor peak for Washington Street is around 2:30pm. The early peak could be a result of McKinley Middle School located on Louise Street. However, looking at the nearby interchange at Dalrymple Drive and the overall network, it was determined that the PM peak hour for this interchange would be 4:30-5:30pm.

### SITE #29 (Washington Street – east of interchange)

- The tube count on Washington Street was compared to the TMC at Washington Street and McCalop Street (Site #35). The volume is similar between the two count locations.

### SITE #33, 34, 35, 36 (TMC's at the Washington Street interchange)

- The TMC's at Site #34, 35, and 36 were taken on the same day (Wednesday, October 25<sup>th</sup>). Site #33 (I-10 EB off-ramp) needed to be reset and was taken on Thursday, November 9<sup>th</sup>. The TMC locations at Site #33 (I-10 EB off-ramp) and Site #35 (Washington Street at McCalop Street) were compared against each other due to the counts being taken on different days. The counts were comparable and minimal volume balancing will need to be done between intersections.

## Dalrymple Drive Interchange

### SITE #37 (I-10 WB off-ramp)

- The volume on the tube count on the I-10 WB off-ramp (Site #37) was compared to the TMC at Site #38. The volume is similar for both count locations. The TMCs are also comparable along Dalrymple Drive when looking at TMC Site #38 and #39.

## Acadian Thruway Interchange

### SITE #47 (I-10 EB off-ramp)

- The tube count on Thursday, November 2<sup>nd</sup> couldn't be processed but data was obtained on Tuesday, October 31<sup>st</sup> and Wednesday, November 1<sup>st</sup> for Site #47. The tube data on Tuesday and Wednesday compare well to the TMC taken on Thursday for Site #52 (I-10 EB off-ramp at Acadian Thruway).

### SITE #48 (I-10 WB off-ramp)

- The tube count on Thursday, November 2<sup>nd</sup> was compared to the TMC taken at Site #53 (I-10 WB off-ramp). The tube count data and the TMC on the I-10 WB off-ramp are comparable to one another.

### SITE #45 (Stanford Avenue)

- The tube count data in the northbound direction along Stanford Avenue was compared to the TMC located at Perkins Road and Acadian Thruway (Site #50). The volumes compared very well to each other for the count performed on Thursday, November 2<sup>nd</sup>.

- The tube count data in the southbound direction along Stanford Avenue was compared to the TMC located at Perkins Road and Acadian Thruway (Site #50). The volumes on the tube count were approximately 100 vehicles more in the AM and PM peak hours when compared to the data in the TMC. Minor roads could be a contributing factor for the difference between the volume in the TMC and the tube count.

#### **SITE #49 (Acadian Thruway near Bawell Drive)**

- The tube count data in the northbound direction along Acadian Thruway was compared to the TMC located at Acadian Thruway and Bawell Drive (Site #54). The AM peak hour volumes are about 100 more with the tube count data when compared to the TMC data. The PM peak hour volume is comparable for both the tube count and the TMC location.
- The tube count data in the southbound direction along Acadian Thruway was compared to the TMC located at Acadian Thruway and Bawell Drive (Site #54). The volumes compared well to each other for the count performed on Thursday, November 2<sup>nd</sup>.

#### **College Drive**

#### **SITE #55 (I-10 WB off-ramp)**

- The TMC at I-10 WB off-ramp and College Drive (Site #59) needed to be reset. The 48-hour tube count was reset along with the TMC but only one day (Thursday, November 9<sup>th</sup>) was able to be captured for both the tube data and the TMC. When comparing the 24-hour tube count (Site #55) and the TMC at Site #59, similar volume was provided for each count.

# MEMO

To:

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Louisiana Department of  
Transportation and Development

Arcadis U.S., Inc.  
10352 Plaza Americana Drive  
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Tel 225 292 1004  
Fax 225 218 9677

From:

Skyler Waaso, PE

Date:

November 6, 2017

Arcadis Project No.:

TM170036.0001

Subject:

7-day 24-hour Count Data – QA/QC Documentation  
I-10 Data Collection: LA 415 to Essen Lane  
East and West Baton Rouge Parishes, Louisiana  
State Project No. H.004100.2-2

## INTRODUCTION

The 7-day 24-hour count locations along I-10 were collected during the week of October 9<sup>th</sup> thru October 30<sup>th</sup> for the interstate segments between LA 415 and Essen Lane. The complete list of 7-day 24-hour traffic counts on the interstate are included in this memorandum. The raw data for the count sites listed below can be found in the digital attachment. The following summary of the data collection along I-10 is provided to help detail the quality checks that took place during the review of the raw data. Figure 1 shows the 7-day count locations for this project. The 7-day counts on the arterial roadways were included in the *Peak-Period Determination Memorandum* submitted to LADOTD on October 31, 2017.



Figure 1. 7-Day Machine Tube Count Locations

## 7-DAY 24-HOUR COUNTS

### SITE #1 (I-10 East of LA 415)

#### I-10 EB

- The I-10 EB volume was checked and the highest day out of the week occurred on Saturday, October 14<sup>th</sup>. An LSU football game took place at 2:30pm and this event could attribute to the higher weekend volume.

#### I-10 WB

- A reduction in volume on Thursday, October 19<sup>th</sup> is being shown from 2:15pm to 5:00pm. An accident occurred on I-10 WB on the Mississippi River Bridge around noon and all lanes were not clear until after 3pm. The accident took time to clear and is the reason for the volume discrepancy on Thursday October 19<sup>th</sup>.

### SITE #3 (West of Washington Street Interchange)

#### I-10 WB

- The I-10 WB data was broken down into I-10 WB to I-110 NB and I-10 WB to I-10 WB. Data is comparable for each site. The Tuesday, Wednesday, Thursday volumes look to be similar and representative of the traffic on I-10 WB.

### SITE #4 (West of Washington Street Interchange)

#### I-10 EB

- The I-10 EB data is very similar on Wednesday and Thursday of the 7-day count. The Tuesday counts looks to be about 300 less every 15-minutes from 5:00-6:30pm. Multiple accidents occurred on Tuesday, October 17<sup>th</sup>. The right lane was blocked at I-10 EB at Washington Street due to a disabled truck at approximately 3:00pm and congestion reached LA 415. Another accident occurred around 4:00pm with the right lane blocked on I-10 EB on the Mississippi River Bridge.

### SITE #6 (West of Perkins Road on/off ramps)

#### I-10 EB

- Data collected on Wednesday, October 11<sup>th</sup> experienced issues with only about half of the daily volume captured when compared to the other six days of data collected.
- Volume on Tuesday, October 17<sup>th</sup> also appears to be having issues as the afternoon data is showing similar volume in the slow lane and the combined middle/fast lane. It should be noted that an accident occurred at Washington Street that blocked the right lane around 3:00pm.
- The volume on Thursday, October 12<sup>th</sup> appears to be valid.

**I-10 WB**

- The first day of data collection (Tuesday, October 10<sup>th</sup>) along I-10 WB at Site #6 resulted in no data from 8:00pm to 12:00pm. The tube counters at this location remained on the ground the next week to capture the data for Tuesday, October 17<sup>th</sup>.

**SITE #7 (I-10 WB on-ramp at Perkins Road)**

**I-10 WB on-ramp**

- Volume checked for I-10 WB off-ramp at Perkins Road and volume consistent for Tuesday-Thursday. Site #7 doesn't contain any noticeable data gaps.

**SITE #8 (I-10 EB off-ramp at Perkins Road)**

**I-10 EB off-ramp**

- Volume checked for I-10 EB on-ramp at Perkins Road and a significantly larger volume during Tuesday, October 17<sup>th</sup> was noticed. The accident log was reviewed on Tuesday, October 17<sup>th</sup> and no noticeable incident took place near the interchange or downstream of the interchange that would cause a higher volume to use the exit ramp to Perkins Road. The Wednesday and Thursday counts produce very similar volumes and is recommended that the average of the Wednesday/Thursday counts be used for this location.

**SITE #9 (I-10 between Acadian Thruway and College Drive)**

**I-10 EB**

- Volume checked for I-10 EB and data from 10/10/17 to 10/17/17 is complete

**I-10 WB**

- Volume checked for I-10 WB and data from 10/10/17 to 10/17/17 is complete

**SITE #10 (I-10 WB prior to I-10/I-12 merge)**

**I-10 WB**

- The data was taken from October 11<sup>th</sup> (Wednesday) to October 17<sup>th</sup> (Tuesday). Data is comparable on the weekdays and no noticeable issues were discovered during the QA/QC process.

**SITE #11 (I-12 WB prior to I-10/I-12 merge)**

**I-12 WB**

- The count location experienced issues with the tubes staying on the ground. The data collection started on October 11<sup>th</sup> (Wednesday) and was only able to collect data until Saturday, October 21<sup>st</sup>. The remaining days (Monday, Tuesday, Sunday) were collected on October 23<sup>rd</sup>, 24<sup>th</sup>, and 29<sup>th</sup>. Data is comparable for the weekdays (Tuesday, Wednesday, Thursday).

**POTENTIAL RECOUNT LOCATIONS**

The data was processed for Site #6 and a few issues were noted for the I-10 EB direction. The data obtained on Thursday, October 12<sup>th</sup> appears valid, but issues were noticed on the data collected for Tuesday and Wednesday. This could be a potential recount location along I-10 EB. If data needs to be recollected at this location, please let us know and we will coordinate with Southern Traffic Services.

**ARCADIS INFRASTRUCTURE DIVISION  
QA/QC ACKNOWLEDGEMENT FORM**

**Project Name:** I-10 Data Collection: LA 415 to Essen Lane

**Project No.:** TM170036

**Facility/Project Location:** East and West Baton Rouge Parishes, Louisiana

**Discipline:** Infrastructure

**Work Product:** Traffic Data Analysis QC

(briefly describe the work being reviewed)

**Milestone:** 7-day 24-hour traffic count data – QA/QC

(briefly describe the status of work product being reviewed)

**Notes:**

The 7-day 24-hour count locations along I-10 have been reviewed following any recounts that were required. The breakdown of the quality checks performed by Arcadis is attached along with a digital attachment for the raw data for all 7-day 24-hour count data.

**Preparer (Self-Checker):**

Southern Traffic Services

**Date Submitted for Review:**  
10/23/2017  
11/1/2017

**Reviewer:**

Skyler Waaso / Jose Jarquin

**Date Review Completed:**  
11/3/2017











1	1	0	745	396	207	603	Site6	WB	10/15/2017	745	603
1	1	0	800	464	247	711	Site6	WB	10/15/2017	800	711
1	1	0	815	431	213	644	Site6	WB	10/15/2017	815	644
1	1	0	830	506	219	725	Site6	WB	10/15/2017	830	725
1	1	0	845	535	242	777	Site6	WB	10/15/2017	845	777
1	1	0	900	591	272	863	Site6	WB	10/15/2017	900	863
1	1	0	915	646	315	961	Site6	WB	10/15/2017	915	961
1	1	0	930	675	312	987	Site6	WB	10/15/2017	930	987
1	1	0	945	753	373	1126	Site6	WB	10/15/2017	945	1126
1	1	0	1000	842	396	1238	Site6	WB	10/15/2017	1000	1238
1	1	0	1015	815	366	1181	Site6	WB	10/15/2017	1015	1181
1	1	0	1030	887	393	1280	Site6	WB	10/15/2017	1030	1280
1	1	0	1045	899	423	1322	Site6	WB	10/15/2017	1045	1322
1	1	0	1100	813	404	1217	Site6	WB	10/15/2017	1100	1217
1	1	0	1115	772	394	1166	Site6	WB	10/15/2017	1115	1166
1	1	0	1130	866	421	1287	Site6	WB	10/15/2017	1130	1287
1	1	0	1145	884	409	1293	Site6	WB	10/15/2017	1145	1293
1	1	0	1200	809	369	1178	Site6	WB	10/15/2017	1200	1178
1	1	0	1215	775	345	1120	Site6	WB	10/15/2017	1215	1120
1	1	0	1230	874	380	1254	Site6	WB	10/15/2017	1230	1254
1	1	0	1245	897	391	1288	Site6	WB	10/15/2017	1245	1288
1	1	0	1300	884	380	1264	Site6	WB	10/15/2017	1300	1264
1	1	0	1315	924	442	1366	Site6	WB	10/15/2017	1315	1366
1	1	0	1330	765	369	1134	Site6	WB	10/15/2017	1330	1134
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1	1	0	1615	955	419	1374	Site6	WB	10/15/2017	1615	1374
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1	1	0	30	120	59	179	Site6	WB	10/16/2017	30	179
1	1	0	45	140	64	204	Site6	WB	10/16/2017	45	204
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1	1	0	130	115	49	164	Site6	WB	10/16/2017	130	164
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1	1	0	500	533	180	713	Site6	WB	10/16/2017	500	713
1	1	0	515	625	246	871	Site6	WB	10/16/2017	515	871
1	1	0	530	682	284	966	Site6	WB	10/16/2017	530	966
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1	1	0	630	526	447	973	Site6	WB	10/16/2017	630	973
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1	1	0	1100	496	405	901	Site6	WB	10/16/2017	1100	901
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1	1	0	130	0	36	36	Site6	WB	10/17/2017	130	36
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1	1	0	130	120	44	164	Site6	WB	10/18/2017	130	164
1	1	0	145	122	40	162	Site6	WB	10/18/2017	145	162
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1	1	0	215	131	45	176	Site6	WB	10/18/2017	215	176
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1	1	1	500	376	159	535	Site6	EB	10/12/2017	500	535
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1	1	1	600	555	239	794	Site6	EB	10/12/2017	600	794
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1	1	1	115	141	82	223	Site6	EB	10/13/2017	115	223
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1	1	1	215	113	61	174	Site6	EB	10/13/2017	215	174
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1	1	1	630	705	319	1024	Site6	EB	10/13/2017	630	1024
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1	1	1	1900	424	355	779		Site6	EB	10/14/2017	1900	779
1	1	1	1915	390	353	743		Site6	EB	10/14/2017	1915	743
1	1	1	1930	353	354	707		Site6	EB	10/14/2017	1930	707
1	1	1	1945	381	370	751		Site6	EB	10/14/2017	1945	751
1	1	1	2000	348	356	704		Site6	EB	10/14/2017	2000	704
1	1	1	2015	422	340	762		Site6	EB	10/14/2017	2015	762
1	1	1	2030	579	272	851		Site6	EB	10/14/2017	2030	851
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1	1	1	2100	511	230	741		Site6	EB	10/14/2017	2100	741
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1	1	1	2230	376	179	555		Site6	EB	10/14/2017	2230	555
1	1	1	2245	382	173	555		Site6	EB	10/14/2017	2245	555
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1	1	1	2330	345	138	483		Site6	EB	10/14/2017	2330	483
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1	1	1	2400	275	129	404		Site6	EB	10/15/2017	2400	404
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1	1	1	45	216	93	309		Site6	EB	10/15/2017	45	309
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1	1	1	215	206	103	309		Site6	EB	10/15/2017	215	309
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1	1	1	245	178	60	238		Site6	EB	10/15/2017	245	238
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1	1	1	445	134	59	193		Site6	EB	10/15/2017	445	193
1	1	1	500	167	66	233		Site6	EB	10/15/2017	500	233
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1	1	1	545	204	68	272		Site6	EB	10/15/2017	545	272
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1	1	1	615	191	106	297		Site6	EB	10/15/2017	615	297

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1	1	1	700	222	109	331	Site6	EB	10/15/2017	700	331
1	1	1	715	228	96	324	Site6	EB	10/15/2017	715	324
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1	1	1	745	287	109	396	Site6	EB	10/15/2017	745	396
1	1	1	800	341	148	489	Site6	EB	10/15/2017	800	489
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1	1	1	830	392	156	548	Site6	EB	10/15/2017	830	548
1	1	1	845	490	195	685	Site6	EB	10/15/2017	845	685
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1	1	1	930	447	234	681	Site6	EB	10/15/2017	930	681
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1	1	1	1615	498	379	877	Site6	EB	10/15/2017	1615	877
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1	1	1	500	339	132	471	Site6	EB	10/16/2017	500	471
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1	1	1	530	408	197	605	Site6	EB	10/16/2017	530	605
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1	1	1	1000	877	396	1273	Site6	EB	10/17/2017	1000	1273
1	1	1	1015	713	352	1065	Site6	EB	10/17/2017	1015	1065
1	1	1	1030	746	356	1102	Site6	EB	10/17/2017	1030	1102
1	1	1	1045	818	373	1191	Site6	EB	10/17/2017	1045	1191
1	1	1	1100	808	360	1168	Site6	EB	10/17/2017	1100	1168
1	1	1	1115	824	422	1246	Site6	EB	10/17/2017	1115	1246
1	1	1	1130	825	434	1259	Site6	EB	10/17/2017	1130	1259
1	1	1	1145	741	407	1148	Site6	EB	10/17/2017	1145	1148
1	1	1	1200	689	417	1106	Site6	EB	10/17/2017	1200	1106
1	1	1	1215	768	408	1176	Site6	EB	10/17/2017	1215	1176
1	1	1	1230	766	381	1147	Site6	EB	10/17/2017	1230	1147
1	1	1	1245	722	339	1061	Site6	EB	10/17/2017	1245	1061
1	1	1	1300	843	398	1241	Site6	EB	10/17/2017	1300	1241
1	1	1	1315	628	411	1039	Site6	EB	10/17/2017	1315	1039
1	1	1	1330	634	367	1001	Site6	EB	10/17/2017	1330	1001
1	1	1	1345	720	413	1133	Site6	EB	10/17/2017	1345	1133
1	1	1	1400	638	384	1022	Site6	EB	10/17/2017	1400	1022
1	1	1	1415	623	434	1057	Site6	EB	10/17/2017	1415	1057
1	1	1	1430	558	380	938	Site6	EB	10/17/2017	1430	938
1	1	1	1445	543	403	946	Site6	EB	10/17/2017	1445	946
1	1	1	1500	414	425	839	Site6	EB	10/17/2017	1500	839
1	1	1	1515	529	443	972	Site6	EB	10/17/2017	1515	972
1	1	1	1530	469	408	877	Site6	EB	10/17/2017	1530	877
1	1	1	1545	389	402	791	Site6	EB	10/17/2017	1545	791
1	1	1	1600	415	391	806	Site6	EB	10/17/2017	1600	806
1	1	1	1615	450	406	856	Site6	EB	10/17/2017	1615	856
1	1	1	1630	380	403	783	Site6	EB	10/17/2017	1630	783
1	1	1	1645	382	392	774	Site6	EB	10/17/2017	1645	774
1	1	1	1700	348	399	747	Site6	EB	10/17/2017	1700	747
1	1	1	1715	398	290	688	Site6	EB	10/17/2017	1715	688
1	1	1	1730	329	272	601	Site6	EB	10/17/2017	1730	601
1	1	1	1745	313	297	610	Site6	EB	10/17/2017	1745	610
1	1	1	1800	307	261	568	Site6	EB	10/17/2017	1800	568
1	1	1	1815	518	396	914	Site6	EB	10/17/2017	1815	914
1	1	1	1830	482	371	853	Site6	EB	10/17/2017	1830	853
1	1	1	1845	479	346	825	Site6	EB	10/17/2017	1845	825
1	1	1	1900	408	318	726	Site6	EB	10/17/2017	1900	726
1	1	1	1915	580	359	939	Site6	EB	10/17/2017	1915	939
1	1	1	1930	532	361	893	Site6	EB	10/17/2017	1930	893
1	1	1	1945	321	253	574	Site6	EB	10/17/2017	1945	574
1	1	1	2000	305	245	550	Site6	EB	10/17/2017	2000	550
1	1	1	2015	295	235	530	Site6	EB	10/17/2017	2015	530
1	1	1	2030	284	230	514	Site6	EB	10/17/2017	2030	514
1	1	1	2045	246	201	447	Site6	EB	10/17/2017	2045	447
1	1	1	2100	276	201	477	Site6	EB	10/17/2017	2100	477
1	1	1	2115	225	191	416	Site6	EB	10/17/2017	2115	416
1	1	1	2130	207	166	373	Site6	EB	10/17/2017	2130	373
1	1	1	2145	184	180	364	Site6	EB	10/17/2017	2145	364
1	1	1	2200	128	123	251	Site6	EB	10/17/2017	2200	251
1	1	1	2215	141	141	282	Site6	EB	10/17/2017	2215	282
1	1	1	2230	114	103	217	Site6	EB	10/17/2017	2230	217
1	1	1	2245	100	100	200	Site6	EB	10/17/2017	2245	200
1	1	1	2300	115	124	239	Site6	EB	10/17/2017	2300	239
1	1	1	2315	81	94	175	Site6	EB	10/17/2017	2315	175
1	1	1	2330	93	83	176	Site6	EB	10/17/2017	2330	176
1	1	1	2345	66	68	134	Site6	EB	10/17/2017	2345	134
1	1	1	2400	57	72	129	Site6	EB	10/18/2017	2400	129
1	1	1	15	37	59	96	Site6	EB	10/18/2017	15	96
1	1	1	30	35	53	88	Site6	EB	10/18/2017	30	88
1	1	1	45	40	57	97	Site6	EB	10/18/2017	45	97
1	1	1	100	29	54	83	Site6	EB	10/18/2017	100	83
1	1	1	115	25	46	71	Site6	EB	10/18/2017	115	71
1	1	1	130	35	55	90	Site6	EB	10/18/2017	130	90
1	1	1	145	24	46	70	Site6	EB	10/18/2017	145	70
1	1	1	200	23	53	76	Site6	EB	10/18/2017	200	76
1	1	1	215	15	48	63	Site6	EB	10/18/2017	215	63
1	1	1	230	24	42	66	Site6	EB	10/18/2017	230	66
1	1	1	245	28	59	87	Site6	EB	10/18/2017	245	87
1	1	1	300	44	54	98	Site6	EB	10/18/2017	300	98

# Site #10

Traffic  
Bins

WB MERGER INTO I-10 WB

time:  
classes:  
range:

## Legend:

0	[Time]
1	[Total]
2	[Cls]
3	[Mean]
4	[Vpp]

October Time	11, Total	2017												Mean	Vpp	15-min TOTAL				% HOUR TOTAL						
		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls			1	2-3	4-7	8-13	1	2-3	4-7	8-13			
		1	2	3	4	5	6	7	8	9	10	11	12	13	85	1	271	13	38	1	271	13	38			
0	89	322	0	69	13	1	0	0	0	1	5	0	0	0	70.2	75.6	0	82	1	6	0	260	13	41		
15	71	314	0	50	11	0	4	0	0	0	3	0	2	1	0	71.8	78.7	0	61	4	6	0	250	16	44	
30	96	310	0	70	12	2	2	0	0	0	8	0	1	1	0	69.5	75.6	0	82	4	10	0	214	17	46	
45	66	277	0	38	8	1	3	0	0	0	3	9	1	2	1	0	70.9	78.3	0	46	4	16	0	203	16	38
100	81	257	0	54	17	0	1	0	0	0	8	0	0	1	0	68.6	76.3	0	71	1	9	0	176	21	39	
115	67	236	0	41	10	1	5	1	0	1	6	2	0	0	0	69.5	76.1	0	51	7	9	0	159	23	37	
130	63	219	0	38	8	3	1	1	0	4	8	0	0	0	0	66.1	72.7	0	46	5	12	0	151	24	33	
145	46	208	0	25	10	0	2	1	0	1	6	0	0	1	0	68.2	72.9	0	35	3	8	0	149	24	44	
200	60	217	0	33	11	0	4	2	0	2	7	0	1	0	0	68.4	73.1	0	44	6	10	0	146	24	48	
215	50	218	0	26	8	6	1	2	0	0	5	0	0	2	0	68.9	74	0	34	9	7	0	155	28	57	
230	52	240	0	26	12	0	3	3	0	2	5	0	1	0	0	69.9	76.7	0	38	6	8	0	183	27	61	
245	55	271	0	25	8	2	0	1	0	0	14	1	2	2	0	70.1	76.1	0	33	3	19	0	226	34	65	
300	61	325	0	22	19	1	3	2	0	2	12	0	0	0	0	68.7	74.3	0	41	6	14	0	272	38	67	
315	72	377	0	30	13	5	5	3	0	2	13	0	0	1	0	70.2	77.4	0	43	13	16	1	369	31	69	
330	83	470	0	39	27	1	4	0	0	3	8	0	1	0	0	70.8	77.2	0	66	5	12	2	515	46	78	
345	109	641	0	47	29	1	6	3	0	2	18	0	1	2	0	70.8	77.4	0	76	10	23	3	688	54	83	
400	113	828	0	44	43	5	3	2	0	2	13	1	0	0	0	71.4	77	0	87	10	16	1	940	65	93	
415	165	1103	1	76	64	1	5	0	0	4	13	0	0	1	0	73.2	78.1	1	140	6	18	5	1192	81	109	
430	254	1387	1	105	107	3	13	4	0	3	16	2	0	0	0	73.3	79.6	1	212	20	21	6	1434	87	114	
445	296	1640	1	152	97	2	13	3	0	0	24	0	1	2	1	72.7	79.4	1	249	18	28	7	1643	97	110	
500	388	1854	2	179	160	2	17	2	0	3	20	0	0	1	2	73.7	79.4	2	339	21	26	8	180	7%	15%	
515	449	2061	1	223	169	3	15	4	0	7	22	1	1	2	1	72.1	78.1	1	392	22	34	9	3443	132	95	
530	507	2404	1	261	193	3	21	2	0	4	20	0	1	1	0	71.9	77.4	1	454	26	26	10	2925	136	104	
545	510	2762	0	284	174	4	22	2	0	8	11	4	0	0	1	71.5	77.8	0	458	28	24	11	3369	141	108	
600	595	3239	1	329	194	8	37	1	0	5	16	3	0	0	1	69.2	74.7	1	523	46	25	12	3295	137	107	
615	792	3542	0	502	226	6	28	1	0	6	22	1	0	0	0	65.4	71.1	0	728	35	29	13	3443	132	95	
630	865	3673	2	583	214	11	30	1	0	5	18	1	0	0	0	62.8	68	2	797	42	24	14	3508	136	101	
645	987	3747	1	723	205	7	19	2	0	6	21	2	0	1	0	55.7	59.5	1	928	28	30	15	3506	141	108	
700	898	3622	0	660	182	7	23	2	0	4	18	1	0	1	0	50.5	56.6	0	842	32	24	16	3242	139	110	
715	923	3496	0	698	178	5	22	3	0	9	7	0	0	0	1	46.5	54.8	0	876	30	17	17	3143	143	125	
730	939	3418	1	667	195	11	30	5	0	5	22	2	0	1	0	47.3	55.3	1	862	46	30	18	3022	131	138	
745	862	3298	3	614	175	7	23	3	0	7	24	3	1	0	2	44.2	55	3	789	33	37	19	2956	148	182	
800	772	3201	1	563	152	5	21	4	0	6	18	2	0	0	0	45.1	54.8	1	715	30	26	20	2824	145	146	
815	845	3121																								

1400	727	3087	3	501	152	9	23	2	1	15	20	1	0	0	0	65.5	71.6	3	653	35	36	0%	90%	5%	5%
1415	785	3175	1	523	184	3	30	4	0	9	25	5	0	0	1	63.4	69.8	1	707	37	40	0%	90%	5%	5%
1430	817	3185	2	516	222	3	34	1	0	7	30	2	0	0	0	62.4	69.8	2	738	38	39	0%	90%	5%	5%
1445	758	3207	1	494	195	5	26	2	0	12	23	0	0	0	0	64.6	70.5	1	689	33	35	0%	91%	4%	5%
1500	815	3259	1	532	186	5	32	5	0	10	38	5	0	0	1	61.9	68.5	1	718	42	54	0%	88%	5%	7%
1515	795	3232	0	523	210	5	30	1	0	7	19	0	0	0	0	64.9	71.1	0	733	36	26	0%	92%	5%	3%
1530	839	3339	1	547	219	3	26	2	0	12	28	1	0	0	0	65.1	71.1	1	766	31	41	0%	91%	4%	5%
1545	810	3379	1	519	225	8	31	2	0	5	18	1	0	0	0	63.8	70.5	1	744	41	24	0%	92%	5%	3%
1600	788	3476	4	530	187	5	28	4	0	8	20	1	0	1	0	66.3	71.1	4	717	37	30	1%	91%	5%	4%
1615	902	3522	0	646	202	6	25	2	0	3	17	0	0	0	1	64.3	70.5	0	848	33	21	0%	94%	4%	2%
1630	879	3565	3	619	200	3	23	4	0	3	23	1	0	0	0	62	68.7	3	819	30	27	0%	93%	3%	3%
1645	907	3506	1	674	192	3	14	0	0	5	16	1	0	0	1	55.9	60.4	1	866	17	23	0%	95%	2%	3%
1700	834	3307	0	605	184	3	23	2	0	5	12	0	0	0	0	60.9	68	0	789	28	17	0%	95%	3%	2%
1715	945	3140	1	678	202	4	24	1	0	15	18	2	0	0	0	60.3	65.8	1	880	29	35	0%	93%	3%	4%
1730	820	2883	0	595	173	1	27	1	0	6	17	0	0	0	0	62.9	68.7	0	768	29	23	0%	94%	4%	3%
1745	708	2667	1	501	173	6	13	2	0	3	9	0	0	0	0	65.7	71.4	1	674	21	12	0%	95%	3%	2%
1800	667	2525	1	468	159	3	22	0	0	5	9	0	0	0	0	65.1	71.6	1	627	25	14	0%	94%	4%	2%
1815	688	2411	0	510	130	2	24	1	0	5	16	0	0	0	0	65.2	70.5	0	640	27	21	0%	93%	4%	3%
1830	604	2311	1	445	119	0	21	0	0	4	14	0	0	0	0	68.2	74.3	1	564	21	18	0%	93%	3%	3%
1845	566	2237	1	408	120	2	13	1	0	6	15	0	0	0	0	67.3	73.6	1	528	16	21	0%	93%	3%	4%
1900	553	2149	2	390	130	0	17	1	0	1	12	0	0	0	0	66.3	72.7	2	520	18	13	0%	94%	3%	2%
1915	588	2106	3	435	118	3	19	2	0	3	5	0	0	0	0	65.7	72.9	3	553	24	8	1%	94%	4%	1%
1930	530	1963	0	405	100	2	14	0	0	2	7	0	0	0	0	64.6	71.1	0	505	16	9	0%	95%	3%	2%
1945	478	1902	0	349	95	5	13	0	0	4	11	0	0	1	0	68.1	73.4	0	444	18	16	0%	93%	4%	3%
2000	510	1843	2	392	91	1	14	0	0	3	7	0	0	0	0	67.2	72.5	2	483	15	10	0%	95%	3%	2%
2015	445	1788	0	344	77	0	11	1	0	3	8	0	1	0	0	67.7	73.1	0	421	12	12	0%	95%	3%	3%
2030	469	1700	0	353	89	1	8	0	0	5	13	0	0	0	0	67.1	73.1	0	442	9	18	0%	94%	2%	4%
2045	419	1569	0	304	93	1	12	0	0	1	7	0	1	0	0	68.2	73.8	0	397	13	9	0%	95%	3%	2%
2100	455	1456	0	348	83	1	9	0	0	1	9	1	3	0	0	68.1	74.3	0	431	10	14	0%	95%	2%	3%
2115	357	1300	1	269	69	0	5	1	0	2	9	0	1	0	0	69.3	75.2	1	338	6	12	0%	95%	2%	3%
2130	338	1193	1	256	62	2	6	0	0	1	7	1	1	1	0	68.7	74	1	318	8	11	0%	94%	2%	3%
2145	306	1104	0	240	41	2	12	1	0	0	7	0	2	1	0	68.5	73.8	0	281	15	10	0%	92%	5%	3%
2200	299	1003	0	237	44	0	6	1	0	0	6	0	1	4	0	69.1	74.7	0	281	7	11	0%	94%	2%	4%
2215	250	880	0	195	40	0	9	0	0	0	4	0	1	1	0	69.3	76.3	0	235	9	6	0%	94%	4%	2%
2230	249	780	0	200	24	0	5	0	0	2	14	0	1	2	1	69.2	75.4	0	224	5	20	0%	90%	2%	8%
2245	205	647	0	159	31	0	4	0	0	1	8	0	0	2	0	68.8	75.2	0	190	4	11	0%	93%	2%	5%
2300	176	572	0	133	30	0	5	1	0	3	3	0	0	1	0	70.8	77.2	0	163	6	7	0%	93%	3%	4%
2315	150	0	119	20	2	1	0	0	1	5	0	1	0	1	0	69.9	74.7	0	139	3	8	0%	93%	2%	5%
2330	116	0	91	10	1	2	0	0	1	9	0	1	1	0	0	70.6	77.4	0	101	3	12	0%	87%	3%	10%
2345	130	0	99	21	0	5	0	0	0	3	1	0	1	0	0	69.9	77.2	0	120	5	5	0%	92%	4%	4%
36964	52																								

930	714	1	476	150	5	30	5	0	7	38	1	0	1	0	64.7	71.1
945	722	2	444	190	3	37	9	0	4	32	0	0	1	1	66.4	72.3
1000	699	0	449	153	12	31	3	0	10	37	3	1	0	0	64.3	70.7
1015	737	1	456	199	7	34	3	1	10	21	2	0	0	3	65.3	70.9
1030	682	0	428	178	5	24	2	0	10	33	1	0	1	0	65.6	71.8
1045	632	2	403	141	5	23	7	1	9	38	3	0	0	0	66.5	72.3
1100	759	1	479	195	4	34	2	0	10	32	2	0	0	0	65.5	71.1
1115	750	0	502	160	2	26	7	1	9	38	5	0	0	0	65.3	71.1
1130	751	1	518	156	4	32	3	0	9	27	1	0	0	0	64.2	71.1
1145	796	1	533	194	5	19	2	0	13	26	3	0	0	0	64.3	70.5
1200	723	3	480	177	6	22	0	1	7	26	1	0	0	0	65.8	71.6
1215	751	0	478	181	3	25	5	1	7	48	2	0	0	1	63.7	69.6
1230	765	0	494	188	6	21	5	0	12	36	3	0	0	0	62.7	70
1245	733	2	500	159	3	26	2	0	9	30	2	0	0	0	64.8	70.9
1300	721	1	484	158	7	26	3	1	12	28	0	0	0	1	64.8	71.1
1315	729	1	466	189	4	26	3	0	8	29	2	0	0	1	65.6	71.1
1330	727	2	475	170	9	25	5	1	12	26	2	0	0	0	64.2	70
1345	774	0	508	165	7	39	2	1	9	39	2	0	0	2	65.3	70.9
1400	822	7	540	167	10	49	3	1	17	28	0	0	0	0	64.9	70.7
1415	813	0	560	175	7	26	1	0	18	24	2	0	0	0	62.9	70.2
1430	841	2	549	209	4	31	7	1	12	21	3	0	0	2	62.3	70.2
1445	830	1	571	194	5	17	3	0	5	32	1	0	0	1	62	68.9
1500	802	0	514	221	2	25	5	1	5	28	1	0	0	0	64.5	70.7
1515	883	0	576	211	6	38	5	1	12	34	0	0	0	0	56.5	64.6
1530	797	2	516	212	8	26	4	1	6	21	1	0	0	0	49.8	57.5
1545	868	1	587	204	7	23	2	0	14	29	0	0	1	0	56.3	63.1
1600	850	1	579	205	5	24	2	0	6	25	3	0	0	0	61.4	70
1615	882	1	608	223	7	17	2	0	5	18	1	0	0	0	62.2	69.3
1630	561	3	387	121	12	20	4	0	5	8	0	0	0	1	40.1	65.3
1645	774	2	544	166	7	34	2	0	2	16	1	0	0	0	33.2	42.5
1700	842	1	598	193	5	23	1	0	5	15	1	0	0	0	52.2	57.5
1715	829	0	604	173	1	32	1	0	3	14	0	1	0	0	53.5	57.9
1730	811	2	580	183	2	22	0	0	3	19	0	0	0	0	61.2	69.3
1745	730	0	527	162	0	19	0	0	2	18	2	0	0	0	65.6	72.3
1800	666	1	494	136	2	17	0	0	5	10	1	0	0	0	66.7	72.5
1815	713	0	518	161	2	16	2	0	3	10	1	0	0	0	66.3	72.3
1830	657	0	479	138	5	18	3	0	2	8	2	0	0	2	67.4	72.9
1845	657	1	486	130	3	18	2	0	4	13	0	0	0	0	65.4	71.6
1900	605	0	446	128	1	17	0	0	5	6	2	0	0	0	66.2	72.3
1915	593	0	431	124	0	18	1	0	9	10	0	0	0	0	66.6	72.7
1930	593	3	434	125	2	13	1	0	5	10	0	0	0	0	65.3	71.1
1945	550	1	382	134	1	17	0	0	4	10	0	1	0	0	66.2	72
2000	539	0	417	99	0	14	2	0	3	4	0	0	0	0	67.2	72.7
2015	524	0	397	103	0	10	0	0	4	8	0	2	0	0	67.3	73.4
2030	423	2	327	73	1	5	0	0	3	11	0	0	1	0	68.5	73.8
2045	438	3	331	86	2	11	1	0	0	3	0	1	0	0	68.2	74.5
2100	461	5	353	79	0	10	1	0	1	10	0	1	0	1	65.9	71.8
2115	464	4	347	87	0	8	1	0	1	13	0	2	1	0	68.1	74.5
2130	373	0	286	67	1	5	0	0	2	10	1	1	0	0	68.3	74.7
2145	355	0	273	68	3	5	0	0	0	6	0	0	0	0	68.9	75.6
2200	293	0	226	49	1	4	1	0	4	4	0	1	3	0	69.6	75.2
2215	309	0	246	46	1	5	0	0	1	9	0	0	1	0	68.6	74.7
2230	239	1	175	44	0	9	0	0	1	5	0	2	2	0	69.2	74.5
2245	221	4	167	32	0	5	0	0	1	7	0	2	3	0	69.8	77.2
2300	237	2	178	46	3	4	0	0	0	4	0	0	0	0	70.6	77.6
2315	186	0	158	21	0	1	0	0	2	4	0	0	0	0	69.5	76.3
2330	174	1	134	20	0	4	0	0	1	10	0	2	2	0	69.3	74
2345	150	0	108	29	0	7	0	0	0	4	1	0	1	0	69.8	76.3
36201	69	24421	8335	268	1277	170	13	364	1178	77	3	6	20	56.5	69.3	
45300	94	30932	10342	304	1531	184	14	422	1349	85	12	10	21	58	70.2	
50942	115	34379	11769	3												

500	329	2	155	126	3	15	0	0	2	25	0	0	1	0	73.9	79.9
515	369	0	198	131	5	17	0	0	3	11	2	0	2	0	73.6	79.9
530	403	0	234	121	1	16	2	0	8	20	0	1	0	0	73.1	78.7
545	483	2	274	141	1	28	1	0	10	22	4	0	0	0	71	76.7
600	516	3	303	144	7	30	2	0	9	14	2	0	0	2	70.1	76.1
615	703	2	437	199	7	27	5	0	7	18	1	0	0	0	66.2	73.4
630	799	2	530	200	9	27	2	0	6	21	1	0	0	1	57.1	67.6
645	926	2	648	207	6	29	6	0	7	18	1	0	2	0	51.6	57.9
700	955	1	662	220	6	31	4	0	5	24	1	0	1	0	50	56.4
715	781	5	543	177	8	27	5	0	3	11	2	0	0	0	38	52.6
730	785	1	572	157	5	27	4	0	5	12	2	0	0	0	36.4	48.1
745	824	2	581	181	10	22	4	0	8	15	1	0	0	0	38.3	48.1
800	629	7	448	119	7	19	10	0	4	14	0	0	1	0	23.6	32.7
815	792	2	529	174	10	36	8	0	12	19	2	0	0	0	38.5	47
830	800	1	534	190	7	22	5	0	15	22	2	0	0	2	57.4	67.3
845	700	1	453	162	10	25	4	0	8	34	2	0	0	1	65.8	72
900	683	0	445	167	8	36	2	0	9	16	0	0	0	0	66.5	72.9
915	768	3	456	216	4	31	2	3	10	41	1	0	0	1	63.8	70.9
930	711	0	478	153	8	25	3	0	7	33	2	0	0	2	66.1	72
945	710	2	452	176	8	29	3	0	5	33	0	0	0	2	64	71.6
1000	777	0	482	192	12	28	2	0	11	48	1	0	1	0	56.7	64.4
1015	783	1	502	187	6	36	2	0	8	37	2	1	0	1	65	70.2
1030	732	0	456	191	5	30	4	0	12	34	0	0	0	0	63.9	69.6
1045	774	0	522	172	3	29	4	2	11	28	3	0	0	0	62.4	68.7
1100	782	2	489	199	7	41	2	0	9	30	1	0	2	0	64.7	70.2
1115	733	2	449	197	9	29	4	0	7	34	0	0	0	2	60.7	68.7
1130	782	0	511	186	10	27	6	2	7	31	2	0	0	0	54.1	59.5
1145	735	4	466	188	4	30	4	0	5	29	3	0	0	2	55.5	60.6
1200	876	0	560	227	8	30	4	0	8	37	2	0	0	0	52.8	58.2
1215	889	1	573	223	7	30	4	0	18	28	2	0	1	2	59.2	68.5
1230	796	0	495	215	7	31	1	0	12	33	1	0	0	1	65.3	71.6
1245	824	0	544	196	5	27	3	1	9	36	3	0	0	0	62.8	69.8
1300	807	2	524	204	7	28	3	1	11	25	1	0	0	1	65.5	71.4
1315	836	3	552	208	2	32	1	0	6	31	0	0	1	0	64.8	70.2
1330	815	1	537	186	9	30	6	1	10	34	1	0	0	0	65.8	71.1
1345	827	0	578	177	3	25	4	1	14	24	0	0	0	1	64.3	70.7
1400	822	2	553	204	11	16	1	0	13	20	2	0	0	0	55.7	66.9
1415	705	2	506	148	6	20	4	0	3	16	0	0	0	0	37	52.3
1430	667	4	453	145	9	29	6	0	4	16	0	0	0	1	30.9	46.5
1445	834	2	571	185	7	28	4	0	15	21	1	0	0	0	51.6	55.9
1500	854	0	577	203	6	29	7	0	5	24	3	0	0	0	52.7	57.3
1515	855	0	573	224	4	22	1	0	8	21	2	0	0	0	52.8	57.3
1530	856	0	590	196	7	37	1	0	10	14	1	0	0	0	52	56.4
1545	885	3	600	211	3	26	3	0	11	26	2	0	0	0	53.4	57.7
1600	862	0	619	180	5	28	3	0	11	15	1	0	0	0	57.6	65.8
1615	826	0	584	182	7	29	3	0	7	14	0	0	0	0	55.8	69.1
1630	875	1	625	200	3	27	0	0	8	11	0	0	0	0	61.7	70.2
1645	811	0	561	205	2	24	1	0	5	13	0	0	0	0	63.6	71.6
1700	776	2	536	181	3	22	1	0	15	16	0	0	0	0	65	71.6
1715	782	1	576	159	2	21	4	0	5	13	1	0	0	0	65.8	72.3
1730	735	3	533	161	1	17	0	0	5	14	1	0	0	0	66.7	73.6
1745	759	0	543	163	0	27	1	0	9	14	1	0	0	1	66.5	72.5
1800	761	1	568	153	4	13	1	0	9	12	0	0	0	0	65.2	72
1815	823	0	625	156	5	20	1	0	6	10	0	0	0	0	64.9	72
1830	769	1	561	171	1	19	1	0	5	10	0	0	0	0	63.3	70.2
1845	822	1	601	171	0	30	4	0	5	9	0	0	1	0	62.4	69.3
1900	736	2	537	152	4	21	3	0	2	15	0	0	0	0	63.6	70.5
1915	814	0	641	140	3	11	2	0	4	12	0	1	0	0	61.8	69.6
1930	785	1	593	166	3	13	1	0	2	6	0	0	0	0	63.4	69.6
1945	658	1	505	121	2	16	3	0	1	8	0	1	0	0	65	71.4
2000	598	0	452	114	4	11										

30	188	0	153	28	1	2	0	0	1	2	1	0	0	0	66.8	73.1
45	183	0	133	30	1	6	0	0	3	7	0	2	1	0	68.5	74.3
100	185	0	143	25	0	4	4	0	2	7	0	0	0	0	68.5	75.6
115	147	0	106	28	0	4	2	0	0	7	0	0	0	0	68	74.3
130	128	0	100	18	0	1	0	0	0	9	0	0	0	0	70.1	77.2
145	131	0	93	18	4	6	0	0	4	5	1	0	0	0	68.4	74.3
200	92	0	68	15	0	1	0	0	2	5	0	1	0	0	65.8	72
215	122	2	94	15	2	2	0	0	1	5	0	1	0	0	67.4	74
230	88	0	69	6	3	3	0	0	2	3	0	1	1	0	68.5	74.5
245	81	0	58	8	4	1	1	0	1	8	0	0	0	0	70.2	77
300	88	0	57	14	3	3	0	0	3	7	1	0	0	0	69.6	77.6
315	79	0	50	17	1	3	0	0	0	8	0	0	0	0	71.2	78.1
330	69	1	39	16	3	1	2	0	1	6	0	0	0	0	69.5	76.7
345	69	0	39	13	0	9	0	0	1	7	0	0	0	0	69.2	75.6
400	101	0	59	22	0	6	0	0	4	9	0	1	0	0	71.9	77.8
415	138	1	74	42	0	6	0	0	2	12	0	0	1	0	71.3	77.8
430	159	0	85	56	2	4	0	0	2	9	0	1	0	0	72.3	79.4
445	165	2	84	52	4	13	0	0	3	6	0	0	1	0	71.8	77.4
500	182	1	96	67	2	5	3	0	1	7	0	0	0	0	72.3	79.6
515	212	2	113	69	2	13	0	0	2	10	1	0	0	0	73.8	79.2
530	235	2	132	74	1	13	4	0	4	4	1	0	0	0	72.4	77.8
545	222	0	131	69	4	7	1	0	3	7	0	0	0	0	70.6	77
600	252	2	142	85	2	10	3	0	3	5	0	0	0	0	71	76.1
615	296	1	190	74	3	13	4	0	3	7	1	0	0	0	70	75.6
630	298	0	189	81	0	17	5	0	2	3	1	0	0	0	69.6	75.8
645	297	1	181	89	3	9	3	0	2	8	1	0	0	0	70.6	76.7
700	392	0	233	130	2	15	2	0	7	3	0	0	0	0	71.1	77
715	454	1	289	131	4	12	2	0	1	13	0	0	0	1	71.1	76.5
730	452	4	283	128	3	10	2	0	8	13	1	0	0	0	70.6	76.1
745	466	1	308	122	1	11	3	1	5	13	1	0	0	0	71.1	76.3
800	519	2	348	132	1	17	2	1	5	11	0	0	0	0	70.7	76.7
815	559	3	389	127	4	17	1	1	6	9	1	1	0	0	71.8	77.6
830	585	3	416	139	3	12	1	0	3	7	1	0	0	0	69	75.2
845	700	5	495	157	4	16	4	1	4	13	1	0	0	0	69	75.2
900	691	3	499	148	3	17	0	1	3	16	0	1	0	0	69.3	74.7
915	783	2	559	179	6	12	2	0	4	17	2	0	0	0	67.2	73.6
930	783	1	569	173	5	19	3	0	2	9	2	0	0	0	67.1	73.6
945	783	1	570	182	0	11	5	1	2	10	1	0	0	0	65.6	73.8
1000	866	3	641	182	5	18	5	1	4	7	0	0	0	0	65.2	72.7
1015	795	3	558	196	1	13	4	0	6	13	1	0	0	0	66.1	73.1
1030	706	1	504	160	4	15	3	0	7	12	0	0	0	0	46.4	66.7
1045	621	9	444	130	3	14	4	1	4	12	0	0	0	0	23.3	28.9
1100	659	3	467	149	3	19	4	0	3	9	2	0	0	0	28.7	38.3
1115	645	7	434	159	3	20	3	0	7	10	1	0	0	1	25.2	31.8
1130	549	11	383	114	8	18	8	0	2	4	0	0	0	1	17.1	22.6
1145	467	7	339	87	3	15	7	0	1	8	0	0	0	0	15.2	21
1200	470	4	335	97	7	12	4	0	4	7	0	0	0	0	18.3	30.9
1215	417	5	291	95	4	6	2	0	6	7	1	0	0	0	18.8	30.2
1230	541	6	400	97	4	14	8	0	4	8	0	0	0	0	17.4	22.6
1245	521	4	381	102	7	11	4	0	4	8	0	0	0	0	16.5	21.5
1300	640	1	485	116	1	14	1	0	4	17	1	0	0	0	50.8	71.8
1315	634	4	470	140	0	6	2	0	3	8	1	0	0	0	69	74.9
1330	637	6	485	117	0	11	1	0	5	10	1	0	0	1	69.2	74.7
1345	647	3	484	122	1	17	2	0	6	11	0	0	0	1	68.3	74
1400	609	2	467	106	1	14	3	0	6	9	1	0	0	0	68.7	75.6
1415	654	2	505	119	2	16	1	0	3	6	0	0	0	0	68.8	74.7
1430	610	1	469	113	0	11	4	0	2	10	0	0	0	0	68.8	74.9
1445	561	6	418	112	1	9	5	0	3	7	0	0	0	0	70.6	76.3
1500	633	2	481	126	2	14	2	0	4	2	0	0	0	0	69.9	75.4
1515	658	2	505	124	2	15	1	0	3	6	0	0	0	0	69.7	75.2
1530	634	2	501	109	1	9	1	0	5	6	0	0	0	0	69.4	74.9
1545	601	4	447	123	1	13	1	0	2	10	0	0				

2145	473	4	371	79	1	11	2	0	1	4	0	0	0	0	68.5	74.7
2200	492	0	412	66	2	10	0	0	0	2	0	0	0	0	68.6	74.3
2215	493	0	397	86	0	6	0	0	2	2	0	0	0	0	68.4	74.5
2230	401	1	330	60	0	6	1	0	0	3	0	0	0	0	69.2	75.2
2245	351	0	284	55	1	3	0	0	1	6	1	0	0	0	70.7	77.4
2300	343	2	289	43	0	5	0	0	1	3	0	0	0	0	70.3	77
2315	303	1	239	53	0	4	0	0	0	6	0	0	0	0	70	76.3
2330	304	3	231	57	1	8	0	0	0	4	0	0	0	0	70.3	76.7
2345	216	0	170	32	1	8	0	0	2	3	0	0	0	0	70.8	77.6
29274	149	21510	6117	117	617	123	9	184	417	21	2	0	8	59.9	74.3	
37241	177	27538	7725	140	772	142	9	210	491	25	3	0	9	61.6	74.3	
43650	196	32221	8936	184	945	161	9	259	680	31	12	7	9	62.8	74.5	

Sunday, Time	October Total	15, Cls	2017, Cls	Clss	Mean	Vpp									
1	2	3	4	5	6	7	8	9	10	11	12	13	85		
0	224	0	185	35	0	2	0	0	2	0	0	0	0	71.1	77.8
15	196	0	156	32	0	0	1	0	2	5	0	0	0	70.5	76.5
30	192	0	146	33	3	3	0	0	1	6	0	0	0	70.3	77.4
45	169	0	140	25	0	0	0	0	2	2	0	0	0	71	77.8
100	148	0	121	19	2	2	0	0	1	3	0	0	0	70.8	78.3
115	140	0	107	25	0	3	0	0	0	5	0	0	0	70	76.7
130	110	0	83	24	1	1	0	0	0	1	0	0	0	70.1	77.6
145	97	2	80	10	0	2	0	0	0	3	0	0	0	72	78.7
200	108	0	79	16	0	4	0	0	3	6	0	0	0	69.2	74.7
215	81	1	65	9	0	1	0	0	1	4	0	0	0	69.3	74.3
230	68	0	47	11	1	2	0	0	1	6	0	0	0	70.3	76.3
245	69	0	53	12	2	1	0	0	1	0	0	0	0	70.9	79.4
300	57	0	42	12	1	1	0	0	0	1	0	0	0	71.8	77.6
315	57	0	43	9	0	1	0	0	0	4	0	0	0	70.4	77.4
330	61	0	47	8	0	3	0	0	0	2	1	0	0	70.5	77.6
345	71	0	51	16	0	2	0	0	0	2	0	0	0	69.9	75.4
400	65	0	33	19	0	4	0	0	2	7	0	0	0	71.6	78.3
415	105	0	62	30	1	3	0	0	3	5	1	0	0	71.6	77.8
430	92	0	49	35	0	5	0	0	0	3	0	0	0	70.9	76.7
445	103	0	56	40	0	3	0	0	2	2	0	0	0	72.4	78.7
500	130	0	73	45	1	3	0	0	2	6	0	0	0	71.1	78.5
515	135	0	86	32	2	8	0	0	1	6	0	0	0	71.6	77.8
530	136	0	89	30	2	8	0	0	0	6	1	0	0	70.5	77.6
545	128	1	77	33	4	5	4	0	2	2	0	0	0	72	78.7
600	155	0	95	44	1	7	1	0	3	4	0	0	0	70.5	79.6
615	175	0	119	41	1	5	4	0	1	4	0	0	0	70	76.3
630	197	2	126	49	0	14	0	0	2	4	0	0	0	70.5	76.1
645	203	2	129	52	0	7	0	0	3	9	0	0	0	71	77.2
700	244	2	177	52	0	2	0	0	4	7	0	0	0	70.3	76.5
715	285	0	199	71	1	7	0	0	4	3	0	0	0	70.7	77
730	350	0	241	90	2	5	0	0	4	8	0	0	0	71	77
745	375	0	279	75	1	8	0	0	5	6	1	0	0	71.6	77.2
800	329	1	233	81	0	9	0	0	2	3	0	0	0	72.3	78.7
815	374	2	282	78	0	6	1	0	2	3	0	0	0	72.3	78.5
830	395	2	276	101	0	6	2	0	2	6	0	0	0	71.4	76.5
845	462	0	324	114	2	7	2	0	7	6	0	0	0	71	77.2
900	457	1	329	106	0	10	0	0	4	7	0	0	0	70.1	76.7
915	518	1	396	94	1	14	3	0	2	6	0	0	0	70.3	75.4
930	635	0	475	123	2	18	2	0	7	8	0	0	0	69.3	75.2
945	634	3	464	132	1	20	1	0	7	6	0	0	0	68.9	74.9
1000	578	2	434	112	2	9	2	0	5	12	0	0	0	70.3	75.2
1015	678	6	495	145	2	14	0	0	3	13	0	0	0	69	74
1030	692	0	529	129	1	11	0	0	10	12	0	0	0	67.8	74.5
1045	759	4	572	150	3	12	0	0	6	12	0	0	0	67.3	73.1
1100	686	3	525	136	0	9	0	0	9	4	0	0	0	69	74.5
1115	687	1	515	137	0	20	1	0	4	9	0	0	0	69.2	74.9
1130	662	9	484	134	1	11	0	0	6	12	2	0	0	68.5	74.7
1145	673	0	493	142	0	16	1	0							

1715	854	1	632	200	0	14	1	0	2	4	0	0	0	0	65.5	72.9	
1730	882	0	678	175	3	17	0	0	3	6	0	0	0	0	53.5	57.9	
1745	917	5	706	173	3	12	1	0	0	5	12	0	0	0	54.4	59.7	
1800	793	1	617	152	0	7	0	0	0	7	1	0	0	1	65.5	72.3	
1815	810	0	645	152	0	10	0	0	0	3	0	0	0	0	66.5	72.7	
1830	723	2	555	134	2	16	1	0	0	3	9	0	0	0	1	66.9	72.7
1845	568	0	444	104	0	14	1	0	0	1	4	0	0	0	68.5	75.4	
1900	610	2	470	120	1	12	1	0	0	1	3	0	0	0	67.7	73.1	
1915	724	4	573	128	2	8	0	0	0	3	6	0	0	0	65.4	72	
1930	696	2	556	121	0	9	0	0	0	2	5	0	0	1	65.6	72.3	
1945	703	2	567	113	2	7	0	0	0	1	11	0	0	0	66.3	72	
2000	632	0	497	111	2	10	0	0	0	4	6	1	0	0	1	65.7	71.1
2015	579	1	450	113	2	6	0	0	0	3	4	0	0	0	66.6	72.3	
2030	461	4	356	88	0	6	0	0	0	3	3	1	0	0	68.7	74.9	
2045	406	0	318	71	1	9	0	0	0	1	6	0	0	0	69.3	75.4	
2100	373	2	297	59	0	8	0	0	0	2	4	0	0	0	69.5	75.2	
2115	340	1	274	53	0	5	0	0	0	1	6	0	0	0	70.7	76.3	
2130	306	1	246	51	0	1	0	0	0	0	4	1	0	2	0	70.3	75.8
2145	268	0	229	26	0	2	0	0	0	0	9	0	1	1	0	70.8	77.2
2200	272	0	220	47	0	4	0	0	0	0	1	0	0	0	70	76.1	
2215	251	2	198	43	0	3	0	0	0	0	4	0	0	1	0	70.5	76.5
2230	240	0	198	37	0	3	0	0	0	0	1	0	0	1	0	72	78.5
2245	186	0	146	27	0	5	1	0	0	1	5	0	0	1	0	69.8	76.3
2300	198	0	153	34	1	6	0	0	0	0	2	1	0	1	0	69.4	75.2
2315	177	0	150	18	0	4	0	0	0	1	3	1	0	0	0	68.4	75.2
2330	160	0	136	16	0	2	0	0	0	0	6	0	0	0	69	75.4	
2345	127	0	105	14	0	4	0	0	0	0	4	0	0	0	68.1	73.8	
31453	79	23835	6310	52	545	33	0	212	372	7	0	0	0	8	67.2	74	
38282	102	29137	7551	64	661	39	0	242	460	10	1	3	12	12	67.3	74	
42634	108	32413	8346	85	759	45	0	270	573	15	1	7	12	12	67.6	74.5	

Monday, Time	October Total	2017															
		3	4	5	6	7	8	9	10	11	12	13	13	85	Mean	Vpp	
1	2	0	113	0	92	12	0	3	0	1	5	0	0	0	68.8	74.7	
0	107	1	80	15	2	3	0	0	0	6	0	0	0	0	68.7	74.5	
15	84	0	65	13	1	2	0	0	0	3	0	0	0	0	68.4	75.6	
30	84	0	59	12	0	1	0	0	0	1	3	0	0	4	0	68.9	75.6
45	80	1	58	7	1	1	0	0	0	5	0	0	0	0	68.5	75.8	
100	73	0	60	15	1	1	0	0	0	7	0	0	1	0	68.8	75.2	
115	85	0	52	6	1	1	1	0	0	5	0	0	0	0	70	75.2	
130	66	0	40	14	0	2	1	0	1	8	0	0	0	0	68.8	76.7	
145	66	0	44	13	0	2	2	0	0	5	0	0	0	0	70.2	75.8	
200	66	0	50	13	2	3	2	0	0	8	0	0	0	0	71.6	78.5	
215	78	0	35	9	5	2	4	0	2	9	0	1	2	0	70.3	75.6	
230	69	0	45	9	1	5	3	0	2	6	0	0	1	0	69.7	75.6	
245	72	0	33	22	1	1	3	0	2	9	1	0	0	0	68.7	73.6	
300	72	0	37	21	3	3	2	0	3	11	0	1	1	0	70.7	77.4	
315	82	0	46	21	1	7	3	0	2	16	0	0	0	0	69.7	76.7	
330	96	0	51	32	1	9	2	1	4	12	1	0	0	0	71.3	79	
345	113	1	249	175	5	25	2	1	4	19	1	0	1	0	69	74.5	
400	141	1	64	52	2	8	4	0	2	8	0	0	0	0	70.4	75.6	
415	203	0	102	70	1	6	2	0	2	16	1	0	3	0	72.2	78.3	
430	247	1	132	87	1	8	5	0	2	11	0	0	0	0	70.6	77	
445	298	1	151	114	2	10	1	0	4	13	0	0	2	0	63.6	68.9	
500	357	0	196	128	4	8	2	0	5	13	1	0	0	0	66.7	72	
515	483	1	259	192	4	24	0	0	4	24	0	0	0	0	69.7	74.7	
530	507	1	307	167	0	31	2	0	6	19	0	0	0	0	69	74.5	
545	533	0	309	175	6	17	1	0	3	13	2	0	0	0	69.8	75.2	
600	526																

1245	820	0	556	174	3	25	2	0	12	48	0	0	0	0	63.1	70
1300	809	0	532	178	8	31	3	0	9	45	3	0	0	0	63.1	69.6
1315	698	0	488	151	5	20	4	0	6	22	2	0	0	0	66.3	72.5
1330	748	0	495	153	8	32	3	0	13	41	2	0	1	0	65.1	71.1
1345	828	0	560	195	9	20	2	1	13	22	6	0	0	0	64.7	70.5
1400	795	1	542	176	5	26	1	0	8	32	3	0	0	1	63.8	70
1415	823	2	572	176	8	33	3	0	9	20	0	0	0	0	63	69.1
1430	828	2	547	198	7	28	3	0	4	35	4	0	0	0	63.8	70.2
1445	793	1	537	182	2	22	6	0	11	30	2	0	0	0	64	70.2
1500	751	1	512	169	3	26	5	0	7	27	1	0	0	0	64.6	70.9
1515	854	0	595	190	4	25	4	0	10	25	1	0	0	0	63.3	70.2
1530	754	1	510	182	4	25	5	0	3	23	1	0	0	0	64.5	70.2
1545	767	0	505	196	6	26	3	0	8	20	2	0	0	1	64.9	70.9
1600	817	1	556	204	7	16	3	1	3	23	2	0	0	1	64	69.6
1615	897	1	626	197	8	22	7	0	6	28	1	0	0	1	59.4	66.9
1630	927	1	663	207	4	22	0	0	3	24	3	0	0	0	54.6	59.1
1645	865	0	592	216	5	23	2	0	3	21	2	0	0	1	63.4	68.9
1700	898	4	663	179	5	22	1	0	5	16	2	1	0	0	60.2	69.3
1715	887	2	675	160	3	27	3	1	3	12	1	0	0	0	63.6	70
1730	832	2	604	190	0	21	1	0	4	10	0	0	0	0	64.8	71.1
1745	709	1	503	160	2	20	1	0	5	16	1	0	0	0	65.2	71.1
1800	645	2	467	146	2	14	1	0	7	6	0	0	0	0	66.3	71.8
1815	679	1	500	143	3	18	0	0	3	10	0	0	0	1	66.1	72
1830	539	0	414	107	0	8	0	0	2	8	0	0	0	0	67.8	74
1845	580	0	428	120	1	14	3	0	1	12	1	0	0	0	66.3	72.5
1900	569	2	412	123	1	15	5	0	1	8	0	0	2	0	66.8	72.9
1915	513	1	383	99	0	11	2	0	2	13	2	0	0	0	66.9	73.4
1930	479	1	368	90	2	9	0	0	2	6	1	0	0	0	67.5	73.8
1945	457	1	343	85	1	13	1	0	1	10	2	0	0	0	67.6	73.1
2000	431	0	334	70	1	12	1	0	4	9	0	0	0	0	68.6	74.3
2015	452	0	325	98	4	11	1	0	2	9	1	0	0	1	68.2	74.3
2030	428	1	323	75	1	16	1	0	2	9	0	0	0	0	68.4	74.5
2045	365	0	274	76	0	1	3	0	2	7	0	2	0	0	68.1	74
2100	352	0	278	55	0	6	0	0	1	9	1	2	0	0	69.7	75.4
2115	364	0	296	46	1	7	0	0	0	11	0	3	0	0	67.2	72.9
2130	322	1	245	57	0	8	1	0	2	6	0	1	1	0	67.9	73.4
2145	266	0	213	40	0	3	0	0	1	7	0	2	0	0	68.4	74.7
2200	241	0	189	32	0	7	0	0	1	9	0	2	1	0	68.4	74.9
2215	270	0	219	33	1	4	0	0	0	8	0	1	4	0	68.6	74.5
2230	184	0	149	21	0	4	1	0	0	6	0	0	3	0	68.6	74
2245	198	0	152	29	0	5	1	0	0	9	1	1	0	0	67.7	73.8
2300	159	0	120	28	1	2	1	0	1	4	0	2	0	0	69.5	75.2
2315	152	0	119	20	0	2	2	0	1	7	0	1	0	0	69.6	74.7
2330	142	0	112	21	0	1	1	0	0	5	0	0	2	0	69	74.5
2345	103	0	71	20	1	1	0	0	1	6	0	1	2	0	68.6	74.5
36747	62	25220	8239	232	1135	185	10	325	1233	86	1	4	15	58.9	69.8	
44889	69	31137	9960	276	1337	205	10	362	1396	100	11	9	17	59.9	70.5	
50429	76	34575	11383	318	1529	252	12	413	1691	106	21	36	17	60.9	71.1	

Tuesday, Time	October Total	2017												Mean	Vpp	
		17, Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls			
0	83	1	2	3	4	5	6	7	8	9	10	11	12	13	85	
15	98	0	69	7	1	1	0	0	1	3	1	0	0	0	68.5	75.2
30	70	1	74	15	1	2	1	0	0	2	0	1	1	0	70.4	79
45	55	0	47	7	0	0	0	0	2	12	0	1	1	0	67.2	72.9
100	69	0	39	6	0	0	0	0	2	6	0	1	1	0	68.2	73.1
115	52	0	48	9	2	2	0	0	2	6	0	0	0	0	66.6	73.4
130	62	0	37	5	0	3	0	0	1	3	1	0	2	0	68.1	74.9
145	53	1	33	10	0	0	1	0</td								

815	619	8	443	118	4	19	8	0	4	13	1	0	1	0	25.5	38.9
830	693	5	475	146	11	24	12	0	9	10	1	0	0	0	28.8	36.5
845	681	5	466	143	2	22	5	0	7	28	3	0	0	0	30.7	40.9
900	751	2	495	173	5	23	7	0	7	38	1	0	0	0	41.4	52.3
915	720	2	472	167	11	26	2	0	11	28	1	0	0	0	61.6	70
930	647	1	418	144	6	25	1	1	5	43	1	0	1	1	64.8	71.8
945	695	0	451	160	8	27	5	0	8	35	1	0	0	0	64.7	71.4
1000	661	2	422	166	6	16	2	0	8	36	3	0	0	0	66	72
1015	703	0	440	176	3	27	6	0	13	37	1	0	0	0	65.8	71.6
1030	623	0	379	165	5	27	7	1	10	27	2	0	0	0	65.4	71.6
1045	660	1	430	158	3	27	1	0	7	32	0	0	0	1	65.9	71.6
1100	711	1	441	192	7	24	2	0	10	32	2	0	0	0	64.9	70.9
1115	717	1	489	148	10	22	7	1	10	27	0	0	1	1	63.2	69.8
1130	776	1	505	183	5	21	1	0	13	40	6	0	0	1	61.3	69.3
1145	776	0	516	177	3	33	4	0	6	35	1	0	1	0	63.8	70.5
1200	682	1	437	150	7	30	4	0	13	37	2	0	1	0	65.7	72
1215	699	3	443	163	3	27	3	0	17	38	2	0	0	0	65.8	71.4
1230	714	1	454	181	5	31	2	0	1	35	4	0	0	0	62.3	69.1
1245	734	1	477	148	6	34	4	0	13	47	4	0	0	0	65.1	70.5
1300	708	1	478	164	4	17	2	0	9	30	3	0	0	0	65.8	71.4
1315	738	1	496	161	5	24	3	0	10	38	0	0	0	0	65.2	71.1
1330	764	0	517	163	3	28	5	0	10	35	2	0	0	1	63.5	70.2
1345	737	0	479	182	4	21	4	0	10	36	0	0	0	1	65.9	72
1400	732	1	481	180	6	20	1	0	10	32	1	0	0	0	65.4	71.8
1415	761	1	518	165	5	24	0	1	14	30	2	0	0	1	63.2	69.8
1430	813	0	547	184	6	24	5	0	6	36	3	0	0	2	60.5	67.1
1445	797	2	564	165	2	26	5	0	8	23	2	0	0	0	64.9	71.1
1500	787	0	542	169	2	26	8	0	8	30	1	0	0	1	62.8	69.8
1515	888	3	603	210	7	22	5	0	8	25	4	0	0	1	63.3	69.1
1530	791	2	521	201	2	32	4	0	7	20	2	0	0	0	65.1	71.1
1545	839	6	563	209	5	23	3	0	4	24	1	0	0	1	63.6	70.2
1600	830	1	571	200	10	17	4	0	7	19	1	0	0	0	64.8	71.4
1615	935	2	649	221	6	22	5	0	11	17	1	0	1	0	62.6	68.7
1630	807	2	558	193	6	21	1	0	3	22	1	0	0	0	61.3	70.5
1645	775	0	545	183	3	22	0	0	6	14	2	0	0	0	52.5	70.2
1700	853	0	610	184	5	23	1	0	7	22	1	0	0	0	63.2	69.3
1715	784	1	593	153	3	22	1	0	4	6	1	0	0	0	64.9	71.4
1730	741	1	544	159	1	19	0	0	3	13	1	0	0	0	63.8	70.2
1745	784	1	570	168	2	22	1	0	7	13	0	0	0	0	63.8	70
1800	717	1	517	154	2	13	3	0	7	18	1	0	0	1	66.2	72
1815	648	0	473	131	3	18	3	0	7	11	2	0	0	0	66.3	72.7
1830	580	0	436	105	2	22	0	0	5	8	2	0	0	0	65.2	71.8
1845	607	1	470	97	2	17	0	0	5	15	0	0	0	0	65.3	71.4
1900	604	0	426	138	2	15	3	0	3	17	0	0	0	0	66.2	71.6
1915	529	1	423	84	2	7	0	0	4	7	0	0	1	0	66.4	71.6
1930	500	0	377	103	2	9	2	0	1	5	1	0	0	0	67.7	72.9
1945	442	0	322	104	3	5	1	0	1	6	0	0	0	0	67.2	73.6
2000	454	1	350	76	4	8	0	0	2	13	0	0	0	0	67.7	73.1
2015	494	1	381	86	1	8	1	0	2	14	0	0	0	0	67.7	73.4
2030	392	0	307	68	1	6	2	0	0	8	0	0	0	0	68.3	73.6
2045	414	0	321	75	1	4	2	0	0	8	0	3	0	0	68.1	74.5
2100	321	1	229	71	2	8	0	0	1	6	0	2	1	0	68.7	74.3
2115	354	1	279	58	0	6	0	0	1	9	0	0	0	0	68.3	74
2130	322	1	258	44	2	7	1	0	2	5	0	0	2	0	68.6	74.7
2145	312	1	247	43	1	5	2	0	1	10	1	1	0	0	69.1	74.7
2200	275	0	218	36	0	6	0	0	2	9	0	2	2	0	68	74
2215	272	1	208	41	0	5	3	0	1	9	0	2	2	0	68.1	74
2230	197	2	149	32	0	2	0	0	1	7	0	2	2	0	67.9	74.9
2245	181	1	144	25	1	4	0	0	1	3	0	1	1	0	69.1	74.9
2300	172	1	133	20	1	5	0	0	0	9	0	1	2	0	69.9	77
2315	178	1	142	20	1	5	0	0	0	8	0</td					

## Site #11

Traffic Services,  
Bins Inc.  
WB MERGER INTO I-10 WB

time:  
classes:  
range:

Legend:

- 0 [Time]
- 1 [Total]
- 2 [Cls]
- 3 [Mean]
- 4 [Vpp]

Monday, Time	October Total	2017															Mean	Vpp
		23, Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	85		
1 0	109	0	74	8	0	1	1	0	1	16	1	2	0	1	64.1	69.6		
15 30	83 84	0 0	53 62	8 3	0 0	1 0	1 0	0 1	2 13	15 3	2 0	0 0	1 1	0 1	62.3	67.6		
45 100	60 62	0 1	42 38	7 12	0 0	2 1	1 1	0 0	1 6	0 0	0 0	1 1	0 2	61.4	66.2			
115 130	47 77	0 0	32 53	4 5	0 0	2 1	3 1	0 0	0 3	12 15	1 1	0 0	0 0	2 2	60.6	69.3		
145 200	91 73	1 0	57 38	11 13	1 0	2 0	0 0	1 1	15 15	1 1	1 1	1 1	2 2	65.9	71.4			
215 230	67 81	0 0	39 40	6 19	0 0	1 1	0 1	0 1	14 11	2 2	0 2	0 0	2 4	64.7	70.7			
245 250	79 95	0 0	43 37	12 11	0 1	3 2	0 4	0 0	1 28	3 7	1 1	1 1	2 1	65.3	71.4			
315 330	82 119	0 1	44 68	20 29	1 1	4 5	1 2	1 1	0 7	2 1	0 0	0 0	2 3	68.5	75.2			
345 400	151 177	2 2	78 101	33 45	2 2	5 3	0 0	0 0	18 14	3 1	0 0	0 0	10 10	70	77.2			
415 430	259 323	0 1	142 176	85 106	4 1	4 9	5 5	0 0	3 14	5 1	1 1	1 1	5 5	72.9	81			
445 500	402 424	1 0	230 228	127 146	3 4	11 12	1 8	2 4	4 11	5 2	0 0	0 0	6 7	73.4	80.1			
515 530	480 499	1 2	245 265	177 165	3 4	16 16	3 6	2 3	16 16	3 3	0 0	0 0	10 10	72	77.8			
545 562	562 600	1 1	310 361	187 161	2 0	10 16	11 6	7 8	7 13	9 16	2 2	0 0	0 0	14 17	70.2	76.7		
600 615	600 707	0 2	419 419	213 213	5 5	9 9	5 6	7 7	13 13	7 7	2 2	0 0	0 0	17 19	68.9	74.7		
630 645	804 897	0 0	536 666	194 168	9 8	22 14	4 3	9 9	10 11	7 9	3 0	0 0	1 0	11 9	61.4	66.9		
700 715	851 834	1 1	622 628	157 158	1 3	16 13	5 6	9 8	11 3	10 7	6 6	1 0	0 0	12 9	63.1	69.1		
730 745	748 749	0 0	567 574	117 122	1 4	8 11	5 4	6 6	10 10	7 8	6 3	1 0	0 0	10 6	60.7	66.4		
800 815	816 862	4 8	652 665	106 116	1 2	7 20	6 7	3 5	9 9	15 15	1 5	0 0	0 0	11 10	52.1	62.4		
830 845	829 792	12 14	604 602	119 104	7 4	28 20	8 7	5 5	6 6	20 12	6 5	0 0	0 0	12 13	46.7	62.9		
900 915	659 569	2 0	443 392	124 108	5 5	13 15	5 3	6 2	24 24	8 0	2 0	0 0	18 14	63.2	71.1			
930 945	549 619	2 3	350 410	98 105	5 5	14 15	10 4	1 4	41 41	3 3	0 0	0 0	24 29	66.8	72.5			
1000 1015	602 576	5 3	393 371	115 109	3 2	11 14	9 5	5 4	12 10	21 32	8 8	0 0	0 0	20 18	64.6	71.6		
1030 1045	505 556	2 2	341 359	91 113	3 4	15 8	4 2	3 4	2 10	29 29	3 3	0 0	0 0	24 20	66.5	72.3		
1100 1115	554 614	3 3	330 408	115 117	1 4	21 12	5 4	5 3	43 30	10 8	0 1	0 0	17 16	66.9	74			
1130 1145	578 572	1 0	381 347	102 119	5 3	15 23	12 7	3 2	7 12	38 26	5 6	1 1	0 0	19 22	67.3	73.6		
1200 1215	592 563	3 3	357 350	120 108	6 5	17 16	6 1	12 5	42 40	10 10	0 2	0 0	17 21	66.8	72.5			
1230 1245	592 532	2 0	398 339	108 113	1 1	15 12	3 3	0 4	8 4	32 40	4 3	0 1	0 1	20 12	66.4	72.3		
1300 1315	559 569	0 0	382 363	99 120	4 4	14 14	2 2	5 3	3 7	31 41	2 6	0 1	0 0	23 22	66.7	72		
1330 1345	594 561	0 0	390 373	103 97	4 1	20 20	4 3	3 7	7 32	8 8	0 0	1 1	14 14	65.9	71.8			
1400 1415	531 568	1 1	348 367	106 101	2 5	9 9	3 7	5 4	8 6	31 36	6 8	0 1	0 1	23 23	65.3	71.8		
1430 1445	619 602	2 2	407 390	126 123	3 2	14 8	1 2	2 2	5 2	30 34	6 2	0 3	0 0	21 33	65.4	72.3		
1500 1518	618 618	1 1	412 412	117 117	2 2	15 15	3 3	6 6	2 2	34 34	2 3	0 0	21 21	66.9	72.7			

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1515	627	1	416	127	3	9	0	4	10	29	3	2	0	23	66	71.8
1530	565	0	369	113	5	12	4	7	7	20	7	1	1	19	66.5	72.7
1545	605	5	405	101	1	13	6	6	7	27	3	0	2	29	66.4	72.5
1600	594	1	396	113	7	9	3	7	5	27	2	0	2	22	66.2	72
1615	618	1	415	123	7	11	1	3	2	36	9	0	0	10	66.2	72
1630	580	0	389	106	4	11	7	3	10	32	4	0	0	14	67.1	73.1
1645	622	2	431	101	1	10	5	2	2	37	4	1	1	25	65.8	71.8
1700	630	3	477	89	0	3	4	3	3	27	1	0	0	20	66.8	72.7
1715	620	0	468	105	1	7	1	1	4	17	2	0	0	14	65.9	72
1730	554	0	402	83	0	6	4	0	5	32	5	0	0	17	65.9	72.5
1745	540	1	389	82	0	11	2	2	4	26	5	0	2	16	66.2	72.3
1800	494	0	339	75	1	13	2	4	1	37	3	2	0	17	65.9	72.5
1815	563	0	405	87	1	4	2	1	4	38	8	0	1	12	66.8	73.4
1830	482	1	351	75	4	8	1	0	5	25	3	1	0	8	66.8	73.8
1845	469	0	330	68	0	8	1	3	3	35	6	0	1	14	66.2	71.8
1900	478	0	353	66	0	11	4	0	5	27	3	0	1	8	66.5	73.4
1915	432	1	306	59	1	7	2	1	2	33	8	0	2	10	65.7	72
1930	426	0	293	77	1	4	4	3	5	23	6	0	3	7	63.4	69.1
1945	420	1	278	71	1	7	1	3	2	32	4	1	0	19	62.9	68.7
2000	462	1	337	68	1	10	2	2	3	28	2	0	0	8	65.1	71.6
2015	422	3	308	53	1	6	6	2	4	25	3	0	1	7	64.6	70
2030	342	1	234	53	1	6	2	4	5	25	3	0	1	7	64.6	70
2045	329	0	238	43	0	7	3	0	3	26	3	1	1	4	65.3	71.8
2100	321	2	226	45	0	5	2	0	5	22	3	0	3	8	65	71.1
2115	308	0	214	46	0	5	0	0	3	22	4	1	3	10	66.7	72.5
2130	298	2	218	39	0	5	3	1	0	19	3	2	0	6	66.7	73.1
2145	265	1	194	35	0	3	1	1	0	22	1	0	2	5	67.7	73.1
2200	268	1	201	28	1	5	3	0	1	20	3	0	0	5	68.3	74.9
2215	232	1	163	30	1	3	0	0	4	21	3	0	0	6	65.8	72
2230	194	1	143	18	1	5	0	0	1	22	3	0	0	0	65.8	71.8
2245	213	0	139	20	1	4	1	0	3	35	6	0	1	3	66.1	70.9
2300	191	0	144	23	0	3	0	0	3	13	1	1	0	3	66.2	72.7
2315	162	0	104	21	2	4	2	0	2	20	2	1	2	2	66.1	73.6
2330	146	0	95	22	0	3	2	0	1	17	2	1	1	2	65.7	72
2345	122	0	88	13	0	0	2	0	1	14	1	0	1	2	64.3	72
29497	92	20297	5204	140	605	194	190	307	1346	238	27	21	836	63.6	71.8	
37008	106	25478	6595	168	742	242	240	380	1700	292	34	38	993	63.9	71.6	
43022	121	29050	8009	206	874	329	265	439	2150	360	49	52	1118	64.5	72.5	

Tuesday, Time	October Total	24, Cls	2017, Cls	Clss	Mean	Vpp									
1	2	396	3	4	5	6	7	8	9	10	11	12	85		
0	140	475	0	90	11	0	1	1	0	0	26	3	1	61.7	66.2
15	132	426	0	96	8	0	1	1	1	3	17	3	1	61.2	67.1
30	122	377	1	92	8	0	1	2	0	0	12	2	1	62.7	68.9
45	81	345	0	47	8	0	1	1	0	1	15	3	0	64.5	70.2
100	91	338	0	58	11	0	3	1	0	0	14	3	0	65.9	70.7
115	83	324	0	51	13	2	0	1	0	0	14	1	1	69.1	73.1
130	90	345	0	63	6	1	2	1	0	1	11	1	2	66.6	71.6
145	74	359	0	50	4	0	2	1	0	0	13	0	1	63.8	67.8
200	77	410	0	46	5	0	0	1	0	1	17	3	2	66.3	69.8
215	104	449	0	70	6	1	1	4	0	3	12	4	1	66.3	71.8
230	104	456	0	75	7	0	1	1	0	0	15	1	0	64.2	68.2
245	125	474	1	73	19	0	2	1	0	1	20	2	0	66.7	73.1
300	116	493	0	75	11	0	2	0	0	0	20	5	2	67.5	74.7
315	111	556	0	66	12	1	3	1	0	3	17	3	0	64.5	68.5
330	122	726	0	69	25	0	4	1	0	2	14	2	0	67.4	72.7
345	144	948	1	72	33	3	2	4	1	2	22	3	0	67.5	73.4
400	179	1189	0	108	41	2	1	5	0	1	12	5	0	69.8	76.5
415	281	1435	0	158	85	3	3	6	3	4	8	4	2	72.4	79.2
430	344	1641	1	210	97	2	3	6	0	4	12	1	0	0	80.5
445															

1200	582	2263	2	371	102	2	14	6	4	7	42	7	1	0	24	66	71.8
1215	564	2326	2	354	117	4	13	5	1	9	32	3	1	0	23	66.7	72.5
1230	533	2361	1	339	90	4	11	3	1	3	43	5	0	0	33	66.7	73.1
1245	584	2359	0	382	99	1	17	8	2	5	43	6	1	0	20	66.4	72
1300	645	2355	0	398	133	8	17	5	0	4	54	6	1	0	19	66.4	72.3
1315	599	2291	2	364	113	7	14	3	7	10	43	9	2	0	25	66.2	72
1330	531	2284	2	357	80	1	19	2	2	6	39	3	1	1	18	67.1	73.1
1345	560	2341	1	343	96	2	20	3	3	8	45	12	0	0	27	65.2	71.1
1400	601	2383	0	391	103	4	18	3	4	10	37	8	2	0	21	66	72
1415	592	2418	0	380	110	13	8	3	4	7	41	4	0	3	19	65.7	71.6
1430	588	2452	0	400	112	1	11	4	2	6	24	4	0	1	23	67	72.7
1445	602	2488	3	398	118	3	6	6	2	8	36	7	0	0	15	66.2	72
1500	636	2507	2	413	124	6	15	4	4	3	33	7	1	1	23	65.4	71.6
1515	626	2560	1	424	106	3	6	7	5	5	38	6	0	1	24	65.7	72
1530	624	2569	1	405	131	3	12	3	3	5	34	4	0	2	21	65.6	71.1
1545	621	2636	2	412	118	2	16	1	8	3	29	9	0	0	21	66.1	71.8
1600	689	2693	3	470	120	4	16	1	7	9	27	7	0	1	24	65.8	72.7
1615	635	2655	0	420	120	7	12	1	6	4	29	7	0	1	28	65	71.1
1630	691	2692	1	486	131	2	12	2	6	5	24	2	0	0	20	65.9	71.4
1645	678	2578	4	470	128	0	10	2	6	6	25	4	0	2	21	64.5	70.7
1700	651	2466	2	488	100	1	12	2	1	4	16	5	0	0	20	66	71.6
1715	672	2293	1	476	113	2	10	4	3	8	25	8	0	0	22	62	69.1
1730	577	2156	0	423	89	3	9	0	4	4	26	6	0	0	13	65.1	71.4
1745	566	2059	2	398	96	1	12	2	1	1	32	6	0	1	14	65.7	71.8
1800	478	1983	1	338	70	1	17	1	2	5	23	3	1	0	16	67.2	73.6
1815	535	1944	3	391	78	2	3	3	2	2	27	5	0	1	18	67.1	73.6
1830	480	1863	1	340	74	2	4	2	1	2	32	5	0	0	17	66	72.3
1845	490	1783	0	355	74	2	11	5	2	4	25	4	0	1	7	65.9	72.5
1900	439	1685	2	318	53	2	6	1	0	3	35	4	0	1	14	66	71.8
1915	454	1656	2	316	70	1	7	1	1	1	34	2	0	3	16	66.3	71.8
1930	400	1612	1	293	47	1	10	4	2	1	28	4	0	0	9	66.9	74
1945	392	1635	1	284	55	2	9	1	1	0	29	3	1	0	6	67.7	74
2000	410	1593	1	294	64	1	11	2	3	2	22	3	0	2	5	66.7	72.9
2015	410	1550	1	297	62	0	7	2	2	3	24	1	2	1	8	67.6	74
2030	423	1437	0	305	53	2	5	2	0	10	33	6	1	1	5	66.7	72.9
2045	350	1378	0	258	44	1	8	1	0	2	25	2	0	1	8	67.3	73.1
2100	367	1293	1	267	48	0	7	1	1	0	29	0	0	0	13	66.5	72
2115	297	1227	0	229	32	0	1	1	1	1	21	3	0	1	7	67.3	73.4
2130	364	1178	1	265	54	0	5	2	0	0	25	4	0	0	8	66.8	72
2145	265	1023	0	193	30	0	6	3	2	1	22	0	1	2	5	67.2	74
2200	301	956	0	223	36	3	6	5	0	2	13	2	1	1	9	68.7	76.1
2215	248	847	0	178	30	1	4	1	0	6	21	1	0	0	6	67.6	74.7
2230	209	822	0	148	24	1	3	3	3	1	16	4	1	0	5	67.4	74.3
2245	198	786	0	153	20	0	2	0	1	1	15	3	0	0	3	67.3	72.3
2300	192	724	0	147	21	2	3	1	1	1	12	1	1	0	2	65.3	72
2315	223	632	1	167	21	1	2	3	0	3	16	5	4	0	0	66.7	72.5
2330	173	520	0	128	15	1	3	3	0	1	15	2	1	0	4	67.1	71.4
2345	136	466	0	88	12	0	0	1	0	5	22	3	2	1	2	66.2	72.5
30168	100	20689	5252	145	603	222	176	280	1427	267	24	21	962	62.9	71.4		
37748	111	26062	6535	177	734	275	219	322	1805	313	30	35	1130	63.6	71.4		
44370	119	30302	7829	211	838	377	245	392	2285	397	55	54	1266	64.3	72.3		

October Time	11, Total	2017	Clss	Mean	Vpp												
1	2		3	4	5	6	7	8	9	10	11	12	13	85	1	57.4	65.1
0	90		0	60	8	0	0	0	5	12	0	2	1	0	57.3		

845	666	0	523	69	1	8	2	5	4	30	3	1	0	20	54.8	63.5
900	635	1	462	73	0	8	4	6	10	40	3	2	1	25	54.9	63.8
915	637	2	477	67	3	9	1	8	5	39	5	1	0	20	55.7	63.5
930	586	1	451	72	0	5	0	2	10	28	3	2	0	12	57.2	65.3
945	587	0	436	72	1	3	3	2	4	40	7	1	1	17	57.6	66.2
1000	554	1	389	71	1	10	4	2	8	35	9	1	0	23	56.8	64.9
1015	628	3	467	71	3	9	2	5	4	37	9	0	1	17	56.8	65.3
1030	531	1	379	56	2	10	4	7	7	40	6	2	0	17	59	67.1
1045	579	3	445	70	0	5	2	5	9	22	4	0	1	13	59.2	66.7
1100	609	1	452	66	0	5	2	5	6	45	2	2	0	23	58.8	66
1115	659	2	494	64	3	11	3	5	4	37	5	1	2	28	58.1	64.9
1130	631	2	464	69	2	6	3	2	4	47	5	4	0	23	58	66.4
1145	591	1	439	59	0	10	2	3	3	40	15	1	0	18	58	64.6
1200	575	1	418	61	0	4	8	4	7	40	8	2	1	21	58	66.2
1215	528	2	382	66	0	5	2	1	8	30	9	1	0	22	58.9	66.2
1230	575	1	422	59	1	7	2	6	9	34	13	0	1	20	59.4	67.3
1245	535	5	387	54	1	6	6	4	5	31	7	0	0	29	57.7	66.7
1300	570	0	413	70	2	6	5	6	8	36	7	0	1	16	59.7	67.6
1315	547	5	397	68	1	9	3	4	5	25	4	0	0	26	58.7	66
1330	507	2	372	49	1	9	2	3	4	36	3	0	0	26	58.4	66.2
1345	539	1	410	53	0	9	3	1	6	34	4	2	0	16	58.6	66.4
1400	552	2	413	47	2	8	6	3	7	37	7	1	0	19	58.6	66.2
1415	610	0	464	55	5	8	3	8	10	37	4	0	2	14	58.6	65.3
1430	591	2	443	55	2	7	3	1	13	41	2	0	0	22	57.9	65.1
1445	570	0	433	56	0	4	4	3	3	33	5	2	1	26	58.8	67.1
1500	578	2	446	63	3	4	2	3	6	29	5	0	0	15	59.1	66.9
1515	604	3	464	49	1	3	3	9	5	46	3	1	0	17	59.1	67.1
1530	615	2	488	55	2	6	3	6	9	27	2	0	0	15	59.3	67.1
1545	580	1	447	59	1	5	3	6	4	33	8	0	2	11	58.8	65.5
1600	605	2	466	75	0	6	4	6	9	15	5	0	0	17	59.5	67.3
1615	596	2	474	49	0	10	2	4	4	31	4	1	0	15	59.4	67.3
1630	600	0	472	59	4	3	0	9	6	28	3	0	2	14	59.9	68
1645	650	4	521	56	2	8	3	3	3	31	2	1	0	16	58.5	66
1700	618	0	492	57	1	6	1	1	4	31	7	0	0	18	58.5	66.9
1715	621	1	533	42	0	3	0	3	4	17	2	0	2	14	58.5	66.2
1730	588	3	482	49	2	0	1	1	2	29	5	0	0	14	59	66.7
1745	563	1	461	39	1	8	1	3	4	31	4	0	1	9	58.5	66.9
1800	505	1	392	48	1	4	1	1	9	27	5	1	0	15	58.6	65.5
1815	523	1	409	50	1	4	2	3	9	25	6	2	1	10	59.8	67.6
1830	502	2	413	35	0	3	0	6	7	24	3	1	0	8	60.4	68.2
1845	449	1	350	33	0	10	0	3	7	24	2	2	1	16	59.4	66.7
1900	394	0	308	33	1	4	2	3	5	25	3	1	1	8	58.7	65.5
1915	396	1	314	33	1	3	0	5	6	24	4	0	0	5	58.3	65.1
1930	385	7	294	35	0	2	3	3	1	27	2	0	0	11	52.6	64.6
1945	336	0	266	23	0	4	0	0	3	26	4	1	0	9	59.7	66.9
2000	366	1	286	20	0	4	2	2	7	34	1	0	0	9	59.6	67.3
2015	372	1	281	29	0	3	3	2	8	29	4	2	1	9	59.3	66
2030	345	0	267	22	0	2	2	0	7	30	4	2	1	8	59.4	67.6
2045	335	0	269	22	1	0	0	2	2	30	1	2	1	5	58.8	64.6
2100	323	1	249	18	0	6	2	2	4	33	2	0	0	6	58.8	66.7
2115	287	0	222	22	0	0	5	3	27	4	0	3	1	58.2	65.3	
2130	298	0	239	20	0	1	1	1	2	25	1	1	0	7	59.1	66
2145	283	2	210	23	0	3	0	1	6	23	6	1	1	7	59.2	66
2200	255	0	195	23	0	0	1	0	4	27	2	1	0	2	59.5	67.3
2215	243	0	164	20	0	4	1	1	3	35	1	2	1	11	57.5	64.6
2230	218	1	159	13	0	3	2	2	1	29	3	2	1	2	58.5	66.2
2245	177	0	121	15	1	3	0	1	6	26	2	0	1	1	57.4	64.4
2300	170	1	123	9	0	1	0	0	3	24	1	2	1	5	59.6	68.5
2315	155	0	111	11	0	2	0	0	2	21	1	4	0	3	58.6	65.3
2330	168	0	117	12	0	0	0	0	3	28	0	3	1	4	57.8	65.1
2345	152	0	96	5	0	1	0	1	8	36	2	1	1	1	55.9	61.7
29052</																

530	485	4	368	66	1	2	2	4	3	15	4	1	0	15	61.3	70.7
545	525	4	389	64	1	4	4	6	11	25	4	0	0	13	60.4	66.7
600	553	1	425	67	0	10	4	11	4	17	3	2	0	9	60.3	66.2
615	664	2	514	79	3	9	5	9	8	13	1	1	1	19	57.6	64.9
630	817	0	671	85	6	8	6	9	6	13	2	1	0	10	54	62
645	880	2	733	87	6	4	4	17	4	7	2	2	0	12	51.6	61.7
700	841	6	685	106	2	6	3	7	3	9	6	1	0	7	45.2	58.4
715	734	4	617	66	1	7	6	9	3	10	3	0	0	8	42.2	51.9
730	785	3	683	61	1	6	4	5	1	10	3	1	1	6	44.8	53.2
745	823	1	702	79	2	6	4	9	5	9	0	0	0	6	48.3	60.2
800	818	9	674	80	2	7	9	6	3	19	2	0	0	7	42.6	56.8
815	779	6	618	89	1	9	6	8	1	21	6	1	0	13	42.5	55.9
830	706	4	549	79	2	10	6	9	3	24	7	3	0	10	46.8	60.2
845	751	6	572	93	1	7	9	12	5	25	6	2	1	12	45.3	59.3
900	653	6	494	75	2	8	8	9	2	27	4	1	0	17	45.8	61.3
915	617	2	457	66	1	7	3	8	6	33	9	2	0	23	57.6	65.1
930	615	1	484	53	1	5	2	5	8	29	8	0	1	18	58.1	65.1
945	553	2	413	70	0	8	3	1	7	29	7	0	1	12	58.6	66
1000	605	1	444	70	1	8	5	4	7	35	5	0	2	23	58.5	66.4
1015	564	0	420	66	0	4	3	3	5	34	7	0	0	22	58.8	66
1030	536	0	388	57	2	7	2	5	5	34	5	3	1	27	58.6	66
1045	521	0	379	59	0	7	6	2	8	31	7	0	0	22	59.4	66
1100	576	3	424	68	1	6	2	5	7	38	5	1	1	15	59.1	66.9
1115	601	2	450	68	0	7	1	4	8	29	8	3	0	21	59.5	66.4
1130	587	0	419	68	2	8	4	7	6	38	6	2	2	25	58.9	67.1
1145	558	1	424	54	0	6	5	6	6	33	5	0	1	17	58.1	64.9
1200	544	0	418	53	1	6	1	8	5	27	4	1	1	19	59.3	67.1
1215	575	4	417	64	0	8	1	5	10	41	9	0	0	16	57.4	66
1230	581	0	437	66	1	5	1	4	7	30	10	0	0	20	58.8	66.7
1245	614	1	459	72	2	6	4	5	7	31	9	1	0	17	58.6	66.4
1300	630	2	463	72	3	11	5	6	12	31	6	0	1	18	57.8	65.3
1315	598	1	437	68	1	5	5	4	5	38	3	1	2	28	58.2	65.3
1330	590	2	435	59	3	5	6	5	5	39	4	1	2	24	58.3	65.5
1345	589	6	417	70	5	7	2	1	10	48	7	0	1	15	58.3	66
1400	588	2	446	55	2	9	3	5	5	35	7	0	0	19	58.5	65.5
1415	609	0	450	60	2	7	1	5	7	44	6	1	0	26	58.7	66.4
1430	597	1	448	62	1	9	5	4	8	29	7	2	0	21	58.4	66.4
1445	576	0	436	52	0	9	2	2	10	35	7	1	2	20	59.1	67.1
1500	648	2	512	51	1	8	2	5	7	38	6	2	0	14	58.7	66
1515	624	1	472	73	3	5	4	3	7	28	7	3	0	18	56.9	64.9
1530	622	0	478	67	1	6	1	6	5	28	10	0	1	19	56.4	64.9
1545	630	0	484	71	1	5	0	2	8	32	6	0	0	21	58.2	65.8
1600	623	2	489	64	0	5	1	8	7	27	1	1	0	18	59	67.3
1615	629	1	511	57	1	5	1	5	6	25	5	0	0	12	59	66.2
1630	571	12	469	53	5	7	6	6	2	6	3	1	0	1	36.8	59.7
1645	729	8	558	95	2	10	8	9	5	16	4	1	0	13	36.5	51.9
1700	641	0	515	61	2	3	2	7	6	24	7	1	0	13	56.5	64.2
1715	653	3	531	58	3	4	0	4	6	24	4	0	1	15	57.5	66.2
1730	578	1	478	47	1	3	1	4	2	25	3	0	1	12	58.6	64.9
1745	592	0	499	44	1	6	3	3	3	16	1	0	0	16	59.2	67.1
1800	533	3	425	47	0	2	0	2	7	23	4	0	1	19	59.5	66.9
1815	523	4	415	53	1	8	1	3	4	25	3	2	0	4	59.9	66.4
1830	491	1	383	47	0	6	1	4	4	29	3	2	1	10	59	66.2
1845	514	1	403	46	1	3	3	3	3	31	2	2	0	16	59.2	66.7
1900	546	1	430	53	0	4	2	3	5	28	5	0	3	12	57.9	64.6
1915	442	1	350	31	0	4	0	4	3	30	7	0	1	11	58.2	65.3
1930	463	1	354	45	0	2	1	3	3	35	5	1	1	12	58.9	66.7
1945	419	1	318	32	2	5	2	4	6	29	4	2	0	14	58.7	65.8
2000	385	1	291	37	0	1	1	3	4	31	4	0	1	11	59.6	67.3
2015	391	0	308	39	0	4	2	1	2	23	4	0	0	8	59.8	67.8
2030	377	0	301	32	1	2	3	3	3	25	2	0	0	5	58.2	65.5

215	80	1	43	7	0	1	2	1	1	19	4	0	0	1	57.4	63.3
230	89	0	52	5	0	4	0	1	3	20	0	1	0	3	58.1	64
245	76	0	47	5	0	1	1	0	3	12	2	1	1	3	58	64.2
300	77	0	51	4	0	1	0	0	2	13	1	3	1	1	56.5	61.7
315	62	0	27	13	0	1	0	2	0	18	0	0	0	1	60.3	66.4
330	131	2	67	25	3	5	1	0	5	19	0	3	0	1	63.6	70
345	129	0	77	25	0	0	1	2	1	17	0	2	1	3	66.2	73.1
400	172	1	89	35	2	3	1	1	7	25	2	1	1	4	64.8	71.8
415	236	2	121	70	4	4	1	1	5	22	2	0	0	4	67.1	73.6
430	260	0	154	73	2	3	1	2	3	13	3	1	1	4	67.5	73.4
445	306	2	152	105	1	6	4	1	2	25	3	0	0	5	67.2	74.7
500	346	1	178	120	1	3	5	2	4	24	2	3	0	3	66.3	73.1
515	405	0	239	131	1	4	3	3	4	10	2	0	0	8	67.5	73.8
530	429	0	253	126	1	11	5	3	4	16	1	0	0	9	66.5	72.9
545	464	0	271	135	3	6	2	1	15	17	2	1	1	10	65.5	71.8
600	501	0	298	145	0	8	3	7	3	19	2	2	2	12	64.7	70.5
615	673	1	439	165	9	9	5	6	2	15	6	1	0	15	62.7	68.5
630	800	0	545	170	11	7	2	6	14	17	7	0	0	21	58.9	64.4
645	885	1	653	167	5	6	5	9	6	14	3	3	0	13	57.6	64.4
700	854	2	667	128	0	9	4	6	3	24	3	0	0	8	58.1	63.8
715	847	4	651	140	2	12	3	8	5	9	3	0	0	10	50	62
730	756	4	592	111	2	10	4	0	8	13	5	0	0	7	51.9	61.3
745	850	9	662	107	1	7	8	16	6	20	5	1	0	8	49.1	60.6
800	783	7	619	98	4	16	14	7	1	6	2	0	0	9	30.5	50.6
815	772	1	562	131	3	9	8	10	9	21	5	0	0	13	47.4	62
830	672	2	481	115	3	7	1	4	5	31	6	0	0	17	62.2	67.8
845	574	1	413	108	1	5	2	3	8	19	2	0	0	12	63.6	69.6
900	646	2	450	130	2	6	5	3	9	21	4	0	1	13	63.1	68.7
915	651	3	443	121	5	8	4	6	7	31	4	2	1	16	63.7	69.8
930	633	2	414	124	6	14	0	4	9	35	2	0	0	23	63.5	68.7
945	603	2	404	112	1	12	9	3	9	31	5	0	0	15	63.6	69.6
1000	615	3	422	126	3	9	2	2	3	28	5	0	0	12	62.7	69.1
1015	675	1	475	123	3	4	3	1	5	36	5	0	1	18	63.8	70.2
1030	637	0	412	146	1	5	3	4	12	22	4	1	0	27	62.8	68
1045	637	5	414	133	2	10	6	4	8	31	2	3	0	19	63.6	68.7
1100	590	0	393	119	3	7	3	2	11	22	6	2	0	22	64.1	70
1115	642	2	425	131	3	12	1	0	11	33	4	0	1	19	63.6	69.3
1130	664	3	470	120	3	9	2	1	5	25	4	3	1	18	60.7	68
1145	613	1	449	95	0	7	3	5	6	20	6	1	1	19	63.8	70
1200	625	0	435	119	4	9	4	2	7	26	2	1	1	15	63.9	69.1
1215	627	2	436	123	2	5	5	1	4	26	3	0	1	19	64	69.8
1230	629	4	424	123	2	8	4	1	9	27	2	2	0	23	64	69.3
1245	628	0	412	119	7	15	5	3	8	23	10	0	0	26	63.6	69.6
1300	614	1	452	94	4	10	2	4	5	20	8	2	0	12	64.9	70.5
1315	654	1	468	112	1	13	2	2	7	20	5	1	0	22	63.6	68.9
1330	641	0	453	127	3	9	5	1	4	21	2	1	0	15	63.5	69.3
1345	610	2	423	108	4	9	5	2	10	28	2	1	0	16	63.9	69.8
1400	660	1	465	121	5	16	2	5	8	25	1	0	0	11	61.6	67.6
1415	682	2	509	112	3	3	4	0	8	28	2	1	1	9	53.2	63.1
1430	692	10	489	133	3	10	8	1	4	20	4	1	0	9	49.5	61.7
1445	697	2	523	118	3	5	4	4	5	13	1	0	0	19	61.9	68.9
1500	650	1	451	120	4	15	2	7	2	22	7	2	0	17	63.3	69.1
1515	689	4	480	138	3	9	0	4	10	22	2	1	0	16	61.7	67.6
1530	633	0	455	117	2	11	3	0	2	17	5	0	1	20	62.8	68.7
1545	638	0	478	95	3	11	2	1	10	18	7	1	1	11	63.7	69.1
1600	679	3	491	121	3	6	2	2	7	23	2	0	1	18	62.9	68.5
1615	651	1	478	116	4	6	0	2	8	21	4	0	0	11	62.2	69.1
1630	684	2	483	126	4	13	1	10	8	14	2	0	1	20	62.7	69.3
1645	686	5	505	114	8	8	1	5	5	16	5	0	0	14	60.8	68
1700	676	4	493	117	4	13	0	1	3	19	8	1	0	13	64.1	70
1715	682	1	517	112	2	11	3	5	3	13	2	0	0	13	64.	

Saturday, Time	October Total	21, Cls	2017														Mean	Vpp	
		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	85			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	2	64	70.9	
0	190	4	142	29	1	0	0	1	0	7	2	1	1	1	0	1	2	64	70.9
15	178	0	133	25	1	0	1	0	1	11	3	0	1	2	65.4	72.5			
30	136	0	95	22	0	1	4	0	0	12	0	1	0	1	63.5	68.5			
45	153	0	110	19	1	2	1	0	0	16	2	0	0	2	64.5	70			
100	163	0	133	16	1	0	0	0	0	9	1	0	0	3	66.9	73.1			
115	151	0	107	21	2	2	0	0	1	14	2	0	1	1	65.5	71.8			
130	131	0	95	11	2	2	1	0	1	13	4	0	0	2	63	67.3			
145	103	0	61	15	0	1	5	0	0	18	1	0	0	2	63.4	70.5			
200	104	1	69	12	1	0	5	0	0	13	1	1	0	1	64.7	70.7			
215	104	0	77	6	0	0	3	0	0	13	2	0	1	2	62.8	69.6			
230	87	0	53	13	0	3	0	0	0	15	2	1	0	0	63.2	68.9			
245	81	1	52	9	0	0	2	0	3	11	1	1	0	1	64.2	70.7			
300	84	1	50	10	4	1	4	0	1	8	3	0	0	2	64.1	68			
315	88	0	54	5	1	5	3	0	0	17	1	1	0	1	64.9	70			
330	105	0	63	18	1	2	1	0	2	13	3	0	0	2	64.5	71.4			
345	107	2	62	21	3	2	1	2	1	10	2	0	0	1	64.2	70.9			
400	104	0	64	17	1	1	2	2	1	12	1	1	0	2	63.6	70.2			
415	156	0	80	53	1	1	5	0	0	12	1	1	1	1	67.5	74.5			
430	142	0	76	38	0	3	5	0	1	14	0	0	1	4	67.1	74.3			
445	182	0	108	44	0	4	3	2	3	15	1	1	0	1	67.2	75.2			
500	209	0	127	48	0	6	8	2	1	10	3	1	1	2	67.9	74.3			
515	193	0	108	58	2	4	3	0	2	10	0	0	0	6	67.2	73.6			
530	202	0	118	46	1	5	6	2	4	13	0	2	1	4	68.3	74.9			
545	220	1	124	61	0	4	5	0	5	12	4	2	0	2	66.5	73.6			
600	216	0	149	37	0	5	2	0	2	17	2	0	0	2	65.8	71.8			
615	277	1	187	50	1	10	1	0	2	15	4	0	0	6	64.7	70.5			
630	309	1	212	73	1	5	3	0	3	8	2	0	0	1	65.4	71.4			
645	323	0	232	55	1	5	6	3	1	14	2	1	1	2	66.3	73.4			
700	327	0	207	68	1	4	9	4	5	23	3	0	0	3	65.9	72.5			
715	388	0	279	69	2	3	5	1	2	14	2	2	1	8	66.3	72.5			
730	439	1	299	80	2	5	2	2	5	20	6	0	0	17	66.3	72.3			
745	456	3	326	68	2	8	8	3	5	20	4	0	0	9	66.9	74			
800	444	0	331	66	1	3	8	3	5	17	1	1	0	8	66.1	72.7			
815	503	2	349	98	2	5	3	3	4	21	4	0	0	12	65.9	72.9			
830	489	0	343	78	2	8	5	4	3	27	2	0	0	17	65.8	71.8			
845	541	0	394	96	1	2	3	7	5	17	5	0	0	11	66.5	73.1			
900	544	1	397	75	4	5	8	5	5	26	5	0	0	13	66.1	72.3			
915	601	4	444	94	0	6	3	7	5	23	5	0	0	10	65.7	71.8			
930	559	0	408	89	0	3	6	8	1	26	4	0	0	14	66.1	72			
945	636	3	469	96	4	3	8	9	7	16	4	0	0	17	66	72.7			
1000	533	1	407	68	1	3	2	2	4	20	6	0	0	19	66.1	72.3			
1015	533	1	382	86	1	7	6	2	1	27	2	0	0	18	66.5	72.3			
1030	589	0	424	90	2	6	7	6	1	25	4	1	0	23	65.4	71.8			
1045	543	1	390	99	1	5	3	3	5	17	3	1	1	14	66.7	72.9			
1100	536	0	367	99	6	7	8	4	4	18	5	0	0	18	66.5	72.7			
1115	522	2	358	90	1	7	5	2	3	24	3	1	0	26	66.3	72.5			
1130	509	0	347	87	2	5	5	4	6	35	2	1	0	15	65.9	71.8			
1145	552	2	401	93	1	5	4	2	3	21	4	0	1	15	66	72.9			
1200	549	2	405	87	1	5	3	1	2	25	3	0	0	15	65.3	72			
1215	553	3	409	91	0	5	3	3	0	22	2	1	1	13	65.6	72			
1230	519	0	374	99	1	7	1	2	1	19	4	1	0	10	66.2	72			
1245	559	0	409	97	0	5	3	3	2	16	3	1	0	20	67.1	73.6			
1300	548	1	400	89	0	1	3	4	3	27	4	0	0	16	66.2	72.7			
1315	647	0	489	106	1	6	4	1	4	20	5	0	0	11	66.2	72.5			
1330	526	1	396	71															

2130	355	1	292	44	1	0	2	0	1	12	0	0	0	2	64.1	71.1
2145	363	0	297	42	0	4	1	1	0	14	1	0	1	2	63.6	69.6
2200	373	0	292	58	0	1	2	0	1	7	3	0	1	8	63	68
2215	352	1	278	46	0	2	4	0	4	14	1	0	0	2	57.5	64.2
2230	305	0	233	35	2	1	1	1	1	24	3	0	1	2	59.8	66
2245	302	0	241	40	0	1	1	2	1	10	2	0	0	4	61.9	67.1
2300	256	0	187	37	0	2	3	2	3	14	4	0	0	4	61.3	66.9
2315	262	0	222	29	0	1	1	1	0	6	0	0	0	2	59	64.9
2330	200	1	163	18	0	1	3	0	1	10	2	1	0	0	60.2	67.3
2345	186	0	146	24	2	2	1	0	0	9	0	0	0	2	60.7	66.2
25209	49	18379	4106	64	210	196	171	161	1073	164	17	10	609	64.6	71.6	
30664	55	22530	4871	74	270	239	192	190	1344	198	18	16	667	64.6	71.4	
36276	67	26456	5776	101	331	323	209	228	1735	253	33	26	738	64.4	71.4	

Sunday, Time	October Total	29, Cls	2017 Cls	Clss	Mean	Vpp										
1 0	267	0	207	41	1	2	0	2	3	7	0	2	0	2	68.3	74.5
15	179	0	155	15	1	3	2	0	0	3	0	0	0	0	67.5	75.4
30	166	0	132	30	0	3	0	0	0	1	0	0	0	0	67.5	74.5
45	162	0	129	18	0	5	0	0	0	8	0	1	0	0	67.9	75.2
100	142	0	124	16	0	0	0	0	0	1	0	0	1	0	67.3	72.9
115	163	0	134	19	0	2	0	0	0	8	0	0	0	0	66.7	73.1
130	129	2	103	14	0	3	0	0	1	5	0	0	0	1	67	72.7
145	124	1	99	14	0	1	0	0	2	6	0	0	1	0	67.1	73.6
200	154	1	123	20	0	3	0	0	0	7	0	0	0	0	67.5	72.7
215	116	0	91	12	0	6	2	0	1	3	0	0	0	1	64.7	72.7
230	130	0	109	16	0	3	0	0	0	2	0	0	0	0	68.5	75.6
245	103	0	80	15	1	1	0	0	0	6	0	0	0	0	67.4	73.8
300	71	1	52	11	0	2	1	0	0	3	1	0	0	0	67.3	75.8
315	97	0	75	17	0	0	0	0	0	4	0	0	0	1	65.7	70.9
330	96	0	72	12	0	4	1	0	1	6	0	0	0	0	68	75.6
345	108	1	82	21	1	1	0	0	0	2	0	0	0	0	68.4	74
400	90	0	60	23	2	1	0	0	0	3	1	0	0	0	68.6	76.1
415	132	0	94	28	0	3	0	0	2	4	0	0	1	0	69.1	75.6
430	129	0	84	34	1	6	0	0	2	1	0	0	0	1	70	78.5
445	143	0	103	24	6	2	0	0	1	5	2	0	0	0	70	77.2
500	123	0	92	19	0	2	0	0	3	6	0	1	0	0	70.9	80.5
515	127	1	89	24	2	3	0	0	3	4	1	0	0	0	69.4	75.6
530	158	1	117	31	0	1	0	0	2	4	0	0	0	2	70.4	77.8
545	168	0	125	32	0	1	1	0	2	7	0	0	0	0	70.9	78.5
600	151	0	105	34	1	3	1	0	3	3	0	1	0	0	68.1	73.8
615	153	2	105	33	2	2	2	0	1	6	0	0	0	0	68	75.8
630	187	1	153	21	0	1	0	0	4	5	0	1	1	0	69	76.1
645	218	1	174	29	0	4	1	0	1	8	0	0	0	0	66.8	72.3
700	193	2	144	40	0	3	0	0	0	4	0	0	0	0	67.9	75.4
715	232	0	181	36	1	1	1	0	2	7	1	1	0	1	67.9	74.3
730	243	1	190	42	0	4	0	0	1	3	0	0	0	2	69.4	77.8
745	332	1	255	58	1	4	0	2	3	8	0	0	0	0	70.2	77
800	318	1	231	56	1	6	0	0	2	18	1	0	0	2	69.4	77.4
815	319	3	239	51	1	5	1	1	7	11	0	0	0	0	69	76.7
830	347	0	246	75	0	10	0	1	0	14	1	0	0	0	69.4	76.7
845	389	0	275	76	3	7	1	0	3	16	3	0	0	5	69.4	76.7
900	476	0	354	88	3	9	0	0	6	11	1	0	0	4	68.8	76.1
915	432	1	318	72	1	9	2	1	5	15	0	0	1	7	69.1	75.2
930	498	1	367	78	0	8	0	4	6	24	5	1	0	4	69.4	76.7
945	555	1	404	95	1	14	1	2	5	21	5	1	0	5	68.4	74.3
1000	532	1	391	86	1	12	0	1	4	27	2	0	0	7	69.2	76.3
1015	534	0	372	98	0	9	2	4	7	25	5	0	0	12	68.5	75.4
1030	612	2	436	108	3	8	0	1	11	28	3	0	0	12	68.2	74.5
1045	605	2	436	107	1	8	1	3	7	24	2	1	0	13	68.9	75.6
1100	553	3	389	99	1	11	2	2	8	25	2	0				

1815	545	1	408	91	0	7	0	1	4	21	4	2	0	6	67.1	74
1830	600	0	439	113	1	9	0	0	8	21	3	1	0	5	67.7	74
1845	596	0	451	96	1	10	1	1	7	20	0	0	0	9	66.9	72.7
1900	537	0	406	89	4	7	1	2	3	13	1	1	0	10	66.8	73.6
1915	534	0	386	102	0	6	1	0	2	22	3	0	2	10	67.3	74
1930	533	0	395	108	0	4	0	1	5	11	0	1	0	8	67.9	74.5
1945	461	0	348	79	0	5	1	1	4	15	0	1	0	7	68.5	74.7
2000	449	0	321	86	0	6	0	1	1	29	0	0	0	5	68.1	74.3
2015	466	1	358	84	0	3	0	0	6	11	1	0	0	2	68.6	74.7
2030	415	3	328	54	1	5	0	3	4	15	1	0	0	1	68.5	74.9
2045	385	2	280	65	1	10	0	0	4	19	1	0	0	3	67.7	73.8
2100	328	2	255	53	0	5	1	0	0	10	0	0	0	2	67.7	74.5
2115	283	0	226	48	0	2	0	0	1	3	0	1	0	2	68.2	75.2
2130	299	0	244	43	0	5	0	1	1	4	1	0	0	0	69.2	76.5
2145	321	1	239	56	1	4	1	1	2	14	0	0	1	1	69.8	76.3
2200	278	0	215	39	0	8	1	0	2	11	1	0	0	1	68.7	75.8
2215	275	2	208	37	1	10	0	1	1	11	1	1	0	2	68.1	74.7
2230	261	0	202	38	0	5	0	0	2	10	2	0	0	2	68.3	76.1
2245	211	3	161	22	0	3	0	0	4	17	0	0	0	1	67.5	74
2300	194	0	153	27	0	1	0	0	1	11	1	0	0	0	68.8	76.1
2315	225	1	176	28	0	2	0	0	1	15	0	0	0	2	68.1	74.3
2330	199	0	149	31	1	5	0	0	1	11	0	0	0	1	67.6	74.3
2345	200	2	163	20	0	3	0	0	3	9	0	0	0	0	67.8	73.4
26392	55	19133	4788	56	443	44	67	272	965	92	16	8	453	68.3	74.9	
32111	68	23455	5772	66	515	53	77	314	1153	100	22	12	504	68.3	74.9	
37231	84	27413	6520	83	610	61	80	352	1354	110	27	16	521	68.3	74.9	

DRAFT

## Site #24

Southe rn Tra ffic S ervices , Inc.

I-110 SB OFF RAMP TO I-10 EB

Database ts:

Site: ion:

Direct Survey Du rat ion:

File: thm :

Data t ype :

Profil e:

Filter ti me:

Includ ed cla sses:

Speed ran ge:

Direct ion :

Separatio n:

Name:

Scheme :

Units:

Column Le gen d:

0 [T ime ]

1 [T ota l]

2 [C ls]

3 [M ean pp]

4 [V pp]

Wednesday, October 25, 2017

Time To tal Cls Mean Vpp

200 36 0 25 8 0 0 1 0 0 2 0 0 0 0 0 0 62.3 69.3

215 47 0 27 10 1 2 1 0 1 4 0 0 0 0 0 0 61.4 67.6

230 46 0 29 14 0 1 1 0 0 1 0 0 0 0 0 0 62.3 67.3

245 53 0 34 6 1 0 3 0 0 8 0 0 0 0 0 0 62.8 70.7

300 33 0 23 6 0 0 0 1 0 3 0 0 0 0 0 0 65.7 73.4

315 54 0 34 15 0 0 0 2 0 1 1 1 0 0 0 0 63.2 68.5

330 69 0 43 13 3 0 9 0 0 1 0 0 0 0 0 0 64.6 73.6

345 73 0 54 11 0 0 2 0 0 5 0 0 0 0 0 0 66.2 74.3

400 97 1 45 36 0 0 0 5 0 2 8 0 0 0 0 0 65.2 73.8

415 103 0 67 27 0 2 0 0 3 4 0 0 0 0 0 0 66.4 74

430 172 0 98 51 0 2 3 1 7 10 0 0 0 0 0 0 66.3 73.1

445 243 1 152 72 0 4 4 0 4 6 0 0 0 0 0 0 67.7 74.5

500 276 0 161 95 5 7 5 0 1 2 0 0 0 0 0 0 67.4 74

515 354 0 237 89 7 7 4 0 2 8 0 0 0 0 0 0 67.1 73.8

530 345 1 225 95 5 9 2 0 1 7 0 0 0 0 0 0 66 73.4

545 443 0 279 105 13 21 4 0 4 15 1 0 0 0 0 1 65.5 72.3

600 398 0 241 113 12 12 2 1 2 15 0 0 0 0 0 0 64.7 71.4

615 543 0 359 139 15 15 2 0 1 12 0 0 0 0 0 0 64 70.2

630 606 0 430 128 8 15 2 3 7 11 2 0 0 0 0 0 63 69.6

645 741 0 560 141 10 13 6 0 2 8 0 0 0 0 0 1 61.3 68

700 778 0 595 136 6 8 10 3 5 14 1 0 0 0 0 0 61.5 68

715 803 0 616 142 3 18 2 3 2 14 2 0 0 0 0 1 61.6 67.8

730 517 2 412 80 1 8 7 0 1 6 0 0 0 0 0 0 39.7 64.6

745 334 4 260 53 10 4 1 0 1 1 0 0 0 0 0 0 10.8 14.3

800 718 0 533 141 3 9 7 2 3 19 1 0 0 0 0 0 32.1 44.5

815 679 1 533 107 5 11 7 0 4 9 2 0 0 0 0 0 44.2 64.2

830 548 0 400 117 2 8 4 2 1 14 0 0 0 0 0 0 63.1 69.3

845 648 1 479 125 3 12 4 5 7 11 1 0 0 0 0 57.6 66.9

900 554 0 397 113 3 10 4 3 3 18 1 0 0 0 2 61.5 68.5

915 559 0 401 125 1 4 8 0 4 16 0 0 0 0 0 60.1 67.3

930 587 1 422 118 1 20 5 1 1 17 1 0 0 0 0 60.6 67.3

945 576 0 405 125 1 15 3 1 4 19 1 0 0 0 2 61.6 68.2

1000 537 0 359 126 2 12 3 5 3 25 2 0 0 0 0 60.7 67.6

1015 531 0 362 132 3 8 4 2 3 16 1 0 0 0 0 61.4 67.8

1030 533 0 375 119 1 9 5 0 4 18 2 0 0 0 0 60.8 68

1045 548 1 364 139 3 15 6 2 0 17 0 0 0 0 1 61.2 68

1100 606 1 414 140 6 19 6 1 3 14 1 0 0 0 1 59.8 66.4

1115 618 2 426 148 2 7 4 4 5 17 2 0 0 0 1 59.5 66.7

1130 642 0 469 129 2 9 2 3 7 18 2 0 0 0 1 58.6 65.8

1145 585 1 416 125 2 8 3 5 4 20 0 0 0 0 1 60.7 67.1

1200 623 0 448 125 3 14 0 0 8 23 1 0 0 0 1 59.6 66.7

1215 575 1 436 102 3 9 0 3 5 15 0 0 0 0 1 59.6 66.4

1230 527 0 383 107 1 8 3 3 3 17 1 0 0 0 1 60.1 66.4

1245 549 0 415 108 0 5 2 4 2 11 1 0 0 0 1 60.1 66.4

1300 541 0 400 99 4 8 5 3 6 16 0 0 0 0 0 59.9 65.8

1315 563 0 412 103 8 9 7 3 5 15 0 0 0 0 1 59.9 66.2

1330 535 0 384 107 4 13 5 4 5 12 1 0 0 0 0 60.6 67.1

1345 554 0 386 116 15 14 4 2 1 15 1 0 0 0 0 60.4 67.3

1400 619 1 445 127 13 11 4 1 1 15 0 0 0 0 1 60.2 66.7

1415 592 1 423 125 7 11 3 1 5 14 1 0 0 0 1 59.6 66

1430 645 1 484 120 6 15 4 5 2 7 1 0 0 0 0 59.8 66.7

1445 689 0 523 133 2 10 5 0 3 9 2 0 0 0 2 51.1 62.9

1500 658 2 482 143 3 12 4 2 1 9 0 0 0 0 0 43.2 63.3

1515	538	7	415	99	1	9	3	0	0	4	0	0	0	0	17.8	23.5	
1530	536	3	421	90	2	8	5	1	3	3	0	0	0	0	17.8	23.5	
1545	480	4	377	84	1	6	3	1	1	3	0	0	0	0	15.6	21.9	
1600	483	4	378	79	2	7	5	0	0	6	2	0	0	0	14.6	19.9	
1615	417	1	321	82	0	4	4	1	0	2	0	0	0	2	14.1	18.6	
1630	487	3	385	89	1	4	2	0	0	3	0	0	0	0	14.5	19.2	
1645	457	2	343	100	2	3	3	0	1	3	0	0	0	0	14.6	19.5	
1700	498	1	389	89	4	5	4	0	0	6	0	0	0	0	16.9	24.4	
1715	491	3	392	77	7	3	4	0	0	5	0	0	0	0	14	19	
1730	555	0	444	98	1	4	1	1	0	6	0	0	0	0	20.6	24.2	
1745	625	2	484	117	0	12	0	0	3	7	0	0	0	0	51.4	61.5	
1800	628	2	522	82	2	13	2	0	1	4	0	0	0	0	27.9	42.1	
1815	643	0	531	93	0	10	0	0	3	6	0	0	0	0	52.6	64.4	
1830	472	0	395	68	3	2	0	1	0	3	0	0	0	0	42.2	64.9	
1845	290	3	226	47	1	7	3	0	1	2	0	0	0	0	8.3	10.7	
1900	326	3	251	55	7	6	3	0	0	1	0	0	0	0	9.3	12.1	
1915	354	4	274	60	5	3	6	0	1	1	0	0	0	0	11.7	18.1	
1930	427	1	352	61	0	6	0	0	3	4	0	0	0	0	50.4	65.8	
1945	469	0	374	85	1	3	2	0	2	2	0	0	0	0	59.8	66.2	
2000	421	0	342	69	0	6	0	0	1	3	0	0	0	0	60.4	67.1	
2015	415	1	328	77	0	2	1	0	2	4	0	0	0	0	61.9	68.2	
2030	387	1	314	61	1	3	0	0	0	6	1	0	0	0	60.8	67.6	
2045	343	0	289	48	1	4	0	0	0	1	0	0	0	0	61.4	68.2	
2100	326	0	264	53	0	3	1	0	1	4	0	0	0	0	62.2	68.7	
2115	286	0	236	44	0	2	0	0	3	0	1	0	0	0	61.1	68	
2130	218	0	178	32	1	4	0	0	0	1	1	0	1	0	61.8	68.9	
2145	235	1	181	42	0	1	0	0	0	9	0	0	1	0	61.8	68	
2200	207	0	174	28	1	0	1	0	0	2	0	1	0	0	62.6	68.7	
2215	172	0	146	20	0	3	0	0	1	2	0	0	0	0	62.1	69.1	
2230	166	0	128	27	0	2	0	0	2	6	1	0	0	0	62.5	69.6	
2245	136	0	107	22	0	4	0	0	0	1	1	1	0	0	61.5	68.2	
2300	117	0	101	10	0	2	1	0	0	2	1	0	0	0	60.9	68.5	
2315	126	0	103	18	1	2	0	0	0	2	0	0	0	0	62.2	69.8	
2330	115	0	94	18	0	2	0	0	0	1	0	0	0	0	62.9	69.8	
2345	87	0	75	9	0	1	0	0	0	2	0	0	0	0	65.3	74	
19-Jul	27	173	55	20283	5250	156	450	180	78	125	544	31	0	0	21	47.5	65.3
22-Jun	33	668	66	25256	6457	217	549	205	82	150	626	36	0	2	22	49.1	66.2
00-00	37	236	69	27716	7262	254	619	254	83	181	729	41	2	3	23	50.6	66.9

* Thur Time	sda To	y, tal	Octobe Cls	r 26, 2 Cls	17 Cls	Clss	Mean	Vpp									
0	80	0	69	10	0	0	0	0	0	0	0	0	0	0	1	62	69.8
15	81	0	63	16	0	0	0	0	1	0	1	0	0	0	0	63.7	71.6
30	86	0	73	11	1	0	1	0	0	0	0	0	0	0	0	62.9	71.4
45	63	0	45	12	0	1	0	0	0	5	0	0	0	0	0	60.7	65.8
100	54	0	47	3	0	0	3	0	0	1	0	0	0	0	0	59.9	67.3
115	58	0	45	9	0	0	0	1	1	2	0	0	0	0	0	61.8	72.3
130	63	0	47	13	0	0	1	0	0	1	1	0	0	0	0	64.9	72.3
145	46	0	36	8	0	0	0	0	0	2	0	0	0	0	0	62	69.6
200	44	0	27	10	2	0	0	1	1	2	0	0	1	0	0	63.1	70
215	58	0	43	8	1	1	0	2	0	3	0	0	0	0	0	61.4	69.1
230	62	0	49	10	0	0	0	0	0	3	0	0	0	0	0	60.1	67.1
245	52	0	38	7	0	0	1	1	2	3	0	0	0	0	0	62.2	69.3
300	54	0	39	9	0	2	0	0	1	3	0	0	0	0	0	62.9	71.1
315	53	0	34	14	1	0	2	0	1	0	1	0	0	0	0	65.3	76.5
330	94	0	64	18	1	2	2	1	1	4	1	0	0	0	0	65.1	73.1
345	69	0	52	13	0	0	1	0	0	3	0	0	0	0	0	65.3	74.3
400	100	0	61	28	0	3	1	1	2	4	0	0	0	0	0	66	74.3
415	97	1	46	40	1	2	1	0	1	5	0	0	0	0	0	67.5	75.4
430	171	0	108	54	0	1	2	1	1	4	0	0	0	0	0	67	74.5
445	258	0	164	77	0	2	5	0	2	7	0	0	0	1	68	75.2	
500	289	1	159	99	3	4	10	0	4	8	1	0	0	0	0	67.4	74.7
515	336	0	214	104	5	8	3	0	0	2	0	0	0	0	0	66.7	74.5
530	361	1	222	99	8	13	5	0	3	8	1	0	0	1	64.9	72.3	
545	433	1	284	111	10	8	6	0	4	9	0	0	0	0	0	65.7	72.9
600	459	0	300	111	9	14	9	2	4	9	1	0	0	0	0	65.2	72.3
615	556	0	377	124	13	14	2	2	6	17	1	0	0	0	0	63.3	69.6
630	659	1	480	134	9	14	9	1	2	8	0	0	0	1	61.4	68.5	
645	753	0	586	144	7	5	1	0	2	6	1	0	0	1	60.7	66.7	
700	753	0	570	147	4	11	3	3	5	10	0	0	0	0	61.8	68.2	
715	824	0	646	154	4	6	3	3	0	7	1	0	0	0	60	67.1	
730	609	4	477	101	4	7	5	3	1	7	0	0	0	0	25.9	49.4	
745	561	1	439	87	3	5	8	2	2	13	1	0	0	0	15.9	21.9	
800	586	5	452	101	2	9	8	2	0	7	0	0	0	0	18.4	25.5	
815	671	3	509	116	2	17	7	1	2	11	1	0	0	2	24.8	32.9	
830	625	0	468	119	5	11	3	1	5	13	0	0	0	0	61.9	68.5	
845	606	0	436	124	6	15	5	3	3	14	0	0	0	0	62.6	69.1	
900	570	0	392	140	3	15	1	4	4	11	0	0	0	0	62.4	69.3	
915	556	0	386	118	10	11	3	5	8	15	0	0	0	0	61.9	69.1	
930	567	2	409	113	8	10	5	5	2	13	0	0	0	0	60.9	67.8	
945	570	0	414	121	6	6	3	2	2	15	1	0	0	0	61.9	68.5	
1000	577	0	392	135	3	16	7	2	4	17	1	0	0	0	60.6	68.2	
1015	495	1	328	114	4	13	2	5	10	15	2	0	0	1	61.4	68.7	
1030	556	2	390	124	6	14	1	3	3	11	2	0	0	0	61.1	68.9	
1045	584	1	393	149	1	14	1	2	3	19	0	1	0	0	60.5	66.4	

1100	648	1	462	141	5	14	0	5	3	16	1	0	0	0	58.5	65.1	
1115	748	1	536	158	7	12	5	2	5	21	0	0	0	1	58.5	64.6	
1130	653	1	468	139	2	16	3	3	3	18	0	0	0	0	59.9	66.9	
1145	647	0	462	135	8	14	3	2	3	20	0	0	0	0	57.7	65.1	
1200	705	3	501	156	3	14	4	6	2	16	0	0	0	0	59.2	65.8	
1215	732	1	526	153	8	10	6	4	6	18	0	0	0	0	55.6	63.8	
1230	632	0	441	144	5	10	2	5	7	18	0	0	0	0	58.7	65.8	
1245	598	1	424	119	5	14	7	5	2	19	0	0	0	2	58.4	65.1	
1300	555	7	422	92	2	14	5	3	1	7	1	0	0	1	44.7	61.5	
1315	635	3	467	119	6	14	7	3	7	9	0	0	0	0	23.3	31.3	
1330	590	1	423	116	9	18	5	5	2	11	0	0	0	0	28.2	42.1	
1345	609	2	408	146	9	18	4	3	6	13	0	0	0	0	44.4	62.4	
1400	648	0	461	126	22	13	0	2	4	19	1	0	0	0	58.6	65.5	
1415	646	0	478	125	5	19	2	0	4	13	0	0	0	0	42.5	59.3	
1430	636	3	469	128	8	9	4	2	3	10	0	0	0	0	26.5	34.4	
1445	527	4	385	108	2	13	6	2	4	2	1	0	0	0	16.4	21	
1500	552	3	388	123	6	9	7	3	0	12	1	0	0	0	17.6	23.3	
1515	465	6	336	89	6	8	8	2	3	7	0	0	0	0	15.7	22.8	
1530	464	5	344	96	5	7	4	1	0	2	0	0	0	0	15.1	22.1	
1545	360	3	277	63	3	3	5	1	2	3	0	0	0	0	11.4	15.9	
1600	427	2	307	90	13	3	8	1	1	2	0	0	0	0	12.8	17	
1615	408	3	324	66	3	9	0	0	1	2	0	0	0	0	11.4	14.8	
1630	446	5	333	91	1	5	5	8	0	0	3	0	0	0	12.9	17.2	
1645	369	1	278	80	1	5	1	0	3	0	0	0	0	0	12.5	16.8	
1700	518	3	393	95	5	4	6	1	3	8	0	0	0	0	15.8	20.4	
1715	473	2	383	73	2	5	4	0	0	4	0	0	0	0	14.6	19.7	
1730	544	0	425	98	3	9	3	0	1	4	1	0	0	0	16.4	23.5	
1745	583	4	449	108	2	5	2	0	4	8	1	0	0	0	18	23.5	
1800	638	0	506	119	1	8	1	0	1	2	0	0	0	0	34.2	53.7	
1815	654	1	504	131	1	12	2	0	0	3	0	0	0	0	21.8	27.7	
1830	636	5	493	113	2	10	1	0	2	9	0	1	0	0	55.3	62.2	
1845	552	1	446	87	0	8	1	0	3	6	0	0	0	0	58.3	65.1	
1900	512	1	410	86	2	7	0	0	1	5	0	0	0	0	57.1	64.9	
1915	507	1	395	94	5	6	0	0	1	4	1	0	0	0	60	66.9	
1930	444	2	345	80	1	7	0	0	3	6	0	0	0	0	60.2	67.1	
1945	422	0	329	80	3	2	1	0	1	5	0	1	0	0	60.7	67.3	
2000	460	1	366	74	3	5	2	0	3	5	1	0	0	0	60	66	
2015	444	1	348	76	2	9	1	0	0	7	0	0	0	0	60.8	66.9	
2030	398	2	321	64	0	3	0	0	4	4	0	0	0	0	60.8	66.7	
2045	377	0	305	61	3	2	1	0	0	5	0	0	0	0	61.1	68.5	
2100	346	0	289	49	0	4	1	0	0	3	0	0	0	0	60.3	67.3	
2115	295	1	243	47	1	1	0	0	0	2	0	0	0	0	62.2	69.1	
2130	280	2	232	36	1	1	0	0	0	5	0	1	2	0	62	68.9	
2145	279	0	235	36	1	3	0	0	1	3	0	0	0	0	62.1	68.7	
2200	264	0	208	50	0	2	0	0	3	1	0	0	0	0	62.6	70.5	
2215	239	0	203	26	0	1	0	0	4	5	0	0	0	0	61.8	69.1	
2230	202	0	166	28	0	3	0	0	3	2	0	0	0	0	62.1	68	
2245	191	3	159	23	0	3	0	0	1	2	0	0	0	0	63.3	73.1	
2300	152	0	126	24	0	0	0	0	0	1	0	1	0	0	62.1	69.3	
2315	160	0	140	14	0	3	0	0	0	2	1	0	0	0	63.5	71.8	
2330	144	0	115	22	1	1	1	0	1	3	0	0	0	0	63.4	70.2	
2345	113	0	87	23	0	1	0	0	1	1	0	0	0	0	63.4	72	
19-Jul	28	7	91	20619	5590	231	512	189	107	140	503	16	2	7	41.9	64	
22-Jun	35	200	103	26182	6886	291	609	216	112	168	597	21	4	2	45.8	65.1	
00-00	39	726	110	29414	7879	325	670	261	120	206	693	28	5	3	12	47.9	66.2

* Frid Time	ay, To	Oc tal	tober	27, 201	7	Cls	Mean	Vpp										
0				1	2	3	4	5	6	7	8	9	10	11	12	13	85	
15				103	0	83	17	0	0	0	1	2	0	0	0	62.1	70	
30				85	1	68	12	0	1	0	0	3	0	0	0	61.1	70	
45				82	0	70	8	0	2	0	0	0	2	0	0	62.5	70.2	
100				82	0	56	22	1	0	0	0	1	1	0	0	60.6	67.8	
115				67	0	51	12	0	1	0	0	0	3	0	0	61.8	68.2	
130				70	0	50	13	0	2	1	1	0	3	0	0	63.1	70.9	
145				63	0	49	7	0	0	0	1	1	5	0	0	62	68.7	
19-Jul				38	0	29	8	0	0	0	0	0	1	0	0	59.4	64.9	
22-Jun				0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00-00				590	1	456	99	1	6	1	2	3	20	1	0	0	61.7	69.6

## Site #24A

Southe	rn Traf	fic S	ervices,	Inc	.														
Class	Bins																		
S 10TH	ST OFF	RAMP	TO I-11	0 SB	OFF R	AMP TO	I-10 EB												
Database	ts:																		
Site:																			
Direct	ion:																		
Survey	Durati	on:																	
File:																			
Identifi	fier:																		
Algori	thm:																		
Data t	ype:																		
Profil	e:																		
Filter	time:																		
Includ	ed clas	ses:																	
Speed	range:																		
Direct	ion:																		
Separat	tion:																		
Name:																			
Scheme	:																		
Units:																			
Column	Legend	:																	
0 [T]	ime]																		
1 [T]	otal]																		
2 [C]	ls]																		
3 [M]	ean]																		
4 [V]	pp]																		
Wednes	day, Oc	tober		25, 201															
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp
300	7	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-
315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
330	7	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	38.1	-
345	8	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	0	34.7	-
400	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
415	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
430	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
445	5	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	39.8	-
500	8	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-
515	11	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	42.7
530	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
545	13	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	44.7
600	20	0	14	4	0	1	0	0	0	0	1	0	0	0	0	0	0	37.5	41.2
615	23	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	45.2
630	18	0	14	3	0	1	0	0	0	0	0	0	0	0	0	0	0	37.5	41.4
645	19	0	12	5	0	1	0	0	0	1	0	0	0	0	0	0	0	34.8	39.4
700	26	0	22	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35.7	42.3
715	30	0	25	4	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	43.2
730	33	0	30	1	0	1	0	0	0	1	0	0	0	0	0	0	0	34.3	39.8
745	32	0	28	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35.4	39.8
800	56	0	44	9	2	1	0	0	0	0	0	0	0	0	0	0	0	34.8	39.4
815	62	0	50	11	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	40.7
830	57	0	45	9	1	0	2	0	0	0	0	0	0	0	0	0	0	35	40
845	44	1	29	9	0	2	1	0	1	1	0	0	0	0	0	0	0	35.2	41.2
900	50	1	31	16	0	2	0	0	0	0	0	0	0	0	0	0	0	36.6	42.3
915	51	0	37	10	1	1	1	0	0	1	0	0	0	0	0	0	0	36.1	41.4
930	41	0	27	12	0	2	0	0	0	0	0	0	0	0	0	0	0	35.6	40.5
945	57	1	36	16	0	0	1	0	1	2	0	0	0	0	0	0	0	35.5	41.4
1000	49	0	32	11	0	4	0	0	0	2	0	0	0	0	0	0	0	35.6	41.4
1015	50	0	37	11	0	1	0	0	0	1	0	0	0	0	0	0	0	36.3	41.6
1030	53	0	36	12	0	4	0	0	0	0	1	0	0	0	0	0	0	35	40.3
1045	52	1	35	14	0	0	0	0	1	1	0	0	0	0	0	0	0	35.6	40.7
1100	64	1	41	17	0	3	1	0	0	1	0	0	0	0	0	0	0	34.2	39.4
1115	78	0	55	16	0	1	0	0	0	6	0	0	0	0	0	0	0	34.6	40
1130	80	0	55	24	0	0	0	0	1	0	0	0	0	0	0	0	0	36.7	40.7
1145	87	0	64	19	1	0	0	0	2	1	0	0	0	0	0	0	0	35.6	39.6
1200	82	0	55	24	0	2	0	0	0	1	0	0	0	0	0	0	0	37.1	42.7
1215	65	0	54	9	0	2	0	0	0	0	0	0	0	0	0	0	0	35	39.4
1230	52	0	41	11	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	40.9
1245	78	0	60	16	0	2	0	0	0	0	0	0	0	0	0	0	0	37.1	41.4
1300	80	0	54	22	1	2	0	0	0	1	0	0	0	0	0	0	0	37.5	43.2
1315	68	0	51	14	0	1	1	0	0	1	0	0	0	0	0	0	0	36	39.6
1330	59	0	44	11	0	3	0	0	0	1	0	0	0	0	0	0	0	37.3	40.5
1345	62	0	45	13	1	2	1	0	0	0	0	0	0	0	0	0	0	37	41.6
1400	60	0	44	15	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	40
1415	67	0	51	15	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	40.5
1430	84	0	63	19	0	2	0	0	0	0	0	0	0	0	0	0	0	37.5	41.8
1445	63	0	41	19	1	0	0	0	0	2	0	0	0	0	0	0	0	35.7	40.7

1500	54	0	45	7	0	2	0	0	0	0	0	0	0	0	35.2	40.5
1515	80	0	57	21	0	1	0	0	0	1	0	0	0	0	35.8	41.4
1530	93	0	77	16	0	0	0	0	0	0	0	0	0	0	35.5	39.6
1545	90	0	66	24	0	0	0	0	0	0	0	0	0	0	35.4	40.7
1600	115	0	91	24	0	0	0	0	0	0	0	0	0	0	35.8	39.8
1615	104	0	84	17	0	3	0	0	0	0	0	0	0	0	36.5	40.9
1630	135	0	116	17	0	2	0	0	0	0	0	0	0	0	34.6	39.8
1645	125	0	106	14	1	3	0	0	0	1	0	0	0	0	36.4	40.9
1700	106	0	91	14	0	1	0	0	0	0	0	0	0	0	35.7	40.7
1715	103	0	80	20	1	2	0	0	0	0	0	0	0	0	35.1	40
1730	62	0	48	10	0	4	0	0	0	0	0	0	0	0	36.1	41.8
1745	55	0	42	13	0	0	0	0	0	0	0	0	0	0	36.5	40.9
1800	48	0	37	10	0	1	0	0	0	0	0	0	0	0	34.4	41.2
1815	46	0	35	9	0	2	0	0	0	0	0	0	0	0	38	42.5
1830	42	0	33	8	0	1	0	0	0	0	0	0	0	0	36.4	40.7
1845	27	0	18	7	0	1	0	0	0	1	0	0	0	0	28.9	33.8
1900	32	0	27	5	0	0	0	0	0	0	0	0	0	0	31.2	36.2
1915	29	0	26	3	0	0	0	0	0	0	0	0	0	0	32.3	37.1
1930	64	0	51	10	1	2	0	0	0	0	0	0	0	0	35.2	39.6
1945	68	0	59	9	0	0	0	0	0	0	0	0	0	0	35.4	39.8
2000	54	0	45	9	0	0	0	0	0	0	0	0	0	0	35.7	40.9
2015	38	0	31	7	0	0	0	0	0	0	0	0	0	0	34.8	37.8
2030	49	0	38	11	0	0	0	0	0	0	0	0	0	0	35.5	39.1
2045	54	0	44	9	0	1	0	0	0	0	0	0	0	0	34.8	38.9
2100	25	0	17	7	0	0	0	0	1	0	0	0	0	0	35.4	38.9
2115	18	0	17	1	0	0	0	0	0	0	0	0	0	0	38.7	43.8
2130	23	0	22	1	0	0	0	0	0	0	0	0	0	0	37.3	42.3
2145	30	0	25	4	0	0	0	0	0	1	0	0	0	0	34.6	40.5
2200	30	0	26	4	0	0	0	0	0	0	0	0	0	0	37.8	44.5
2215	17	0	11	5	0	1	0	0	0	0	0	0	0	0	34.9	37.8
2230	21	0	18	2	0	0	0	0	0	1	0	0	0	0	35.2	40.5
2245	34	1	28	4	0	0	0	0	0	1	0	0	0	0	36.8	42.1
2300	19	0	18	1	0	0	0	0	0	0	0	0	0	0	37.1	40
2315	18	0	10	8	0	0	0	0	0	0	0	0	0	0	35.6	39.4
2330	13	0	11	2	0	0	0	0	0	0	0	0	0	0	39.7	43.4
2345	18	0	11	7	0	0	0	0	0	0	0	0	0	0	36.4	40.3
19-Jul	3157	5	2388	646	10	67	8	0	7	25	1	0	0	0	35.8	40.9
22-Jun	3721	5	2847	740	11	73	8	0	9	27	1	0	0	0	35.7	40.9
00-00	3970	6	3030	797	11	77	8	0	11	29	1	0	0	0	35.8	40.9

* Thur	sday, O	ctobe	r 26, 20	17	Clss	Mean	Vpp	85									
Time	Total	Cls	1	2	3	4	5	6	7	8	9	10	11	12	13		
0	10	0	9	1	0	0	0	0	0	0	0	0	0	0	38.4	-	
15	10	0	9	1	0	0	0	0	0	0	0	0	0	0	36.6	-	
30	6	0	4	2	0	0	0	0	0	0	0	0	0	0	37.5	-	
45	10	0	8	2	0	0	0	0	0	0	0	0	0	0	35	-	
100	7	0	4	3	0	0	0	0	0	0	0	0	0	0	38.3	-	
115	9	0	6	3	0	0	0	0	0	0	0	0	0	0	38.4	-	
130	11	0	9	2	0	0	0	0	0	0	0	0	0	0	38.9	43.8	
145	2	0	1	1	0	0	0	0	0	0	0	0	0	0	36.9	-	
200	11	0	10	1	0	0	0	0	0	0	0	0	0	0	36.1	42.3	
215	6	0	6	0	0	0	0	0	0	0	0	0	0	0	38.5	-	
230	12	0	11	1	0	0	0	0	0	0	0	0	0	0	36.2	38.7	
245	3	0	2	1	0	0	0	0	0	0	0	0	0	0	33.8	-	
300	3	0	2	1	0	0	0	0	0	0	0	0	0	0	40.4	-	
315	4	0	3	1	0	0	0	0	0	0	0	0	0	0	35.8	-	
330	3	0	3	0	0	0	0	0	0	0	0	0	0	0	37.8	-	
345	7	0	4	3	0	0	0	0	0	0	0	0	0	0	31.1	-	
400	3	0	2	1	0	0	0	0	0	0	0	0	0	0	41.1	-	
415	2	0	2	0	0	0	0	0	0	0	0	0	0	0	37.3	-	
430	5	0	3	2	0	0	0	0	0	0	0	0	0	0	44.7	-	
445	6	0	3	2	0	1	0	0	0	0	0	0	0	0	31	-	
500	6	0	2	4	0	0	0	0	0	0	0	0	0	0	40.6	-	
515	13	0	7	3	0	1	0	0	0	2	0	0	0	0	36.6	42.9	
530	7	0	4	3	0	0	0	0	0	0	0	0	0	0	36.1	-	
545	12	1	7	3	0	0	1	0	0	0	0	0	0	0	38	47.9	
600	17	0	13	3	0	1	0	0	0	0	0	0	0	0	38	45	
615	17	0	14	2	0	1	0	0	0	0	0	0	0	0	36.7	41.6	
630	22	0	15	4	1	1	0	0	0	1	0	0	0	0	36.4	39.1	
645	19	0	13	5	0	1	0	0	0	0	0	0	0	0	36.8	41.2	
700	32	0	26	4	0	2	0	0	0	0	0	0	0	0	38.8	43.6	
715	28	0	23	4	0	1	0	0	0	0	0	0	0	0	34.4	40	
730	36	0	30	3	0	3	0	0	0	0	0	0	0	0	35.6	41.8	
745	36	0	30	4	0	2	0	0	0	0	0	0	0	0	35.8	38.5	
800	52	0	44	8	0	0	0	0	0	0	0	0	0	0	36.5	41.4	
815	51	0	33	16	0	1	1	0	0	0	0	0	0	0	35.6	41.2	
830	55	0	49	5	0	0	0	0	0	1	0	0	0	0	35.5	40.3	
845	36	0	22	13	0	1	0	0	0	0	0	0	0	0	37.6	44.3	
900	41	0	24	15	0	1	0	0	0	1	0	0	0	0	36.2	42.9	
915	52	0	42	7	1	2	0	0	0	0	0	0	0	0	35.3	40	
930	44	0	31	11	0	2	0	0	0	0	0	0	0	0	36.5	41.2	

945	40	0	24	12	1	3	0	0	0	0	0	0	0	0	36.8	42.9
1000	55	0	42	11	0	1	1	0	0	0	0	0	0	0	34	38.5
1015	50	0	36	13	0	0	1	0	0	0	0	0	0	0	36.7	41.6
1030	59	0	45	12	0	2	0	0	0	0	0	0	0	0	37.1	42.3
1045	69	1	46	17	0	2	1	0	2	0	0	0	0	0	35.3	41.2
1100	63	0	46	13	1	2	1	0	0	0	0	0	0	0	36.5	41.8
1115	64	0	43	18	0	2	0	0	0	1	0	0	0	0	35.5	38.9
1130	71	0	52	15	2	0	0	0	1	1	0	0	0	0	36.7	40.9
1145	85	0	60	20	3	2	0	0	0	0	0	0	0	0	34.7	39.6
1200	71	1	53	13	2	1	1	0	0	0	0	0	0	0	35.1	39.1
1215	88	0	67	19	0	1	0	0	0	1	0	0	0	0	35.3	39.4
1230	72	0	54	14	1	2	0	0	1	0	0	0	0	0	35.4	40.3
1245	88	0	66	18	0	3	0	0	1	0	0	0	0	0	36.9	41.4
1300	73	0	59	12	0	1	0	0	1	0	0	0	0	0	36.3	41.2
1315	62	0	50	9	2	1	0	0	0	0	0	0	0	0	34.8	39.8
1330	52	0	35	12	1	4	0	0	0	0	0	0	0	0	35.8	40
1345	76	0	58	12	3	2	0	0	0	1	0	0	0	0	35	39.8
1400	60	0	37	18	0	4	1	0	0	0	0	0	0	0	36.3	41.2
1415	58	0	39	15	0	2	0	0	1	1	0	0	0	0	36.4	42.3
1430	51	0	38	12	0	1	0	0	0	0	0	0	0	0	35.8	41.4
1445	68	0	46	18	0	4	0	0	0	0	0	0	0	0	36.9	40.9
1500	67	0	42	23	0	2	0	0	0	0	0	0	0	0	36.6	40.5
1515	71	0	48	23	0	0	0	0	0	0	0	0	0	0	35.8	40
1530	101	0	70	28	0	3	0	0	0	0	0	0	0	0	35.8	41.2
1545	66	0	48	16	0	1	0	0	1	0	0	0	0	0	37.1	41.6
1600	76	0	54	22	0	0	0	0	0	0	0	0	0	0	36.7	42.1
1615	67	0	47	19	0	0	0	0	1	0	0	0	0	0	36.6	40.5
1630	82	0	61	20	0	1	0	0	0	0	0	0	0	0	37.3	43.4
1645	73	0	53	18	0	2	0	0	0	0	0	0	0	0	37.1	41.8
1700	73	0	56	12	1	3	0	0	0	1	0	0	0	0	37.2	40.7
1715	57	0	43	11	1	1	0	0	1	0	0	0	0	0	37.9	40.7
1730	56	0	45	11	0	0	0	0	0	0	0	0	0	0	35.9	40
1745	35	0	29	6	0	0	0	0	0	0	0	0	0	0	36.7	40.5
1800	35	0	24	7	0	2	0	0	0	2	0	0	0	0	36.5	42.1
1815	27	0	21	6	0	0	0	0	0	0	0	0	0	0	37.8	42.9
1830	46	0	36	10	0	0	0	0	0	0	0	0	0	0	36.8	41.2
1845	32	0	26	6	0	0	0	0	0	0	0	0	0	0	36.3	40.7
1900	32	0	27	4	0	1	0	0	0	0	0	0	0	0	34.3	37.8
1915	42	0	28	12	0	2	0	0	0	0	0	0	0	0	36	40.3
1930	40	0	32	8	0	0	0	0	0	0	0	0	0	0	36.5	41.6
1945	54	0	39	14	0	1	0	0	0	0	0	0	0	0	36	39.6
2000	61	0	42	18	0	1	0	0	0	0	0	0	0	0	35.6	40.5
2015	35	0	26	8	0	1	0	0	0	0	0	0	0	0	36	39.6
2030	33	0	25	8	0	0	0	0	0	0	0	0	0	0	35.5	38.7
2045	46	0	33	13	0	0	0	0	0	0	0	0	0	0	35.9	41.4
2100	22	0	17	3	0	2	0	0	0	0	0	0	0	0	37.2	44.1
2115	29	0	22	6	0	1	0	0	0	0	0	0	0	0	37.6	41.8
2130	21	0	12	9	0	0	0	0	0	0	0	0	0	0	36.9	40
2145	21	0	16	5	0	0	0	0	0	0	0	0	0	0	37.5	39.8
2200	25	0	20	5	0	0	0	0	0	0	0	0	0	0	35.4	38.7
2215	20	0	16	4	0	0	0	0	0	0	0	0	0	0	38.3	41.4
2230	15	0	12	3	0	0	0	0	0	0	0	0	0	0	35.3	39.6
2245	19	0	18	1	0	0	0	0	0	0	0	0	0	0	36.7	40
2300	26	0	22	3	0	1	0	0	0	0	0	0	0	0	37.4	42.9
2315	19	0	13	5	0	1	0	0	0	0	0	0	0	0	36.8	40.7
2330	17	0	12	5	0	0	0	0	0	0	0	0	0	0	40.1	43.2
2345	18	0	15	3	0	0	0	0	0	0	0	0	0	0	38	41.6
19-Jul	2802	2	2053	631	19	70	7	0	10	10	0	0	0	0	36.2	41.2
22-Jun	3313	2	2427	753	20	83	7	0	10	11	0	0	0	0	36.2	41.2
00-00	3640	3	2676	823	20	87	8	0	10	13	0	0	0	0	36.3	41.2

* Frid	ay, Oct	ober	27, 2017												Mean	Vpp
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	85	
0	13	0	9	4	0	0	0	0	0	0	0	0	0	0	38.4	44.5
15	22	0	18	3	0	1	0	0	0	0	0	0	0	0	37.2	40.9
30	14	0	12	2	0	0	0	0	0	0	0	0	0	0	40.9	44.5
45	10	0	8	2	0	0	0	0	0	0	0	0	0	0	34.3	-
100	4	0	2	1	0	1	0	0	0	0	0	0	0	0	30.5	-
115	5	0	5	0	0	0	0	0	0	0	0	0	0	0	34.1	-
130	11	0	9	2	0	0	0	0	0	0	0	0	0	0	41.5	43.2
145	5	0	5	0	0	0	0	0	0	0	0	0	0	0	35.9	-
200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	38.1	-
215	6	0	4	2	0	0	0	0	0	0	0	0	0	0	41	-
230	6	0	5	1	0	0	0	0	0	0	0	0	0	0	34.8	-
245	4	0	3	1	0	0	0	0	0	0	0	0	0	0	43.5	-
19-Jul	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
22-Jun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
00-00	106	0	85	18	1	2	0	0	0	0	0	0	0	0	37.9	43.8

## Site #25

TIME	Slow Lane				Fast Lane			
	Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy
0000 - 0015	0	30	2	30	0	24	0	1
0015 - 0030	0	29	0	32	0	13	1	2
0030 - 0045	0	18	1	21	0	21	0	8
0045 - 0100	0	23	1	32	0	18	2	5
0100 - 0115	0	23	1	34	0	20	0	7
0115 - 0130	0	22	1	32	0	14	0	1
0130 - 0145	0	19	1	29	0	12	0	7
0145 - 0200	0	13	1	31	0	17	1	2
0200 - 0215	0	18	3	37	0	16	0	2
0215 - 0230	0	18	3	31	0	24	3	4
0230 - 0245	0	18	2	31	0	16	0	3
0245 - 0300	0	20	2	39	0	18	0	14
0300 - 0315	0	30	2	41	0	27	4	12
0315 - 0330	0	24	8	38	0	31	1	7
0330 - 0345	0	36	3	38	0	35	3	3
0345 - 0400	0	35	4	37	0	51	3	10
0400 - 0415	0	59	5	40	1	73	1	11
0415 - 0430	2	96	3	34	0	129	1	8
0430 - 0445	0	124	2	46	1	190	1	7
0445 - 0500	0	129	6	39	1	201	3	11
0500 - 0515	0	171	8	42	2	246	2	14
0515 - 0530	0	165	6	46	1	260	1	14
0530 - 0545	1	158	6	39	0	274	3	8
0545 - 0600	0	132	8	42	0	247	2	13
0600 - 0615	2	154	6	45	1	265	1	19
0615 - 0630	0	145	7	33	0	282	7	13
0630 - 0645	0	109	6	36	0	264	2	12
0645 - 0700	0	105	9	20	1	224	4	19
0700 - 0715	0	84	9	28	0	239	6	10
0715 - 0730	0	90	8	38	1	235	2	17
0730 - 0745	0	92	12	29	0	200	6	14
0745 - 0800	0	104	9	23	0	226	4	15
0800 - 0815	0	86	7	39	1	220	5	21
0815 - 0830	0	91	9	47	0	228	7	19
0830 - 0845	0	84	5	62	0	235	9	18
0845 - 0900	0	96	8	53	0	219	7	19
0900 - 0915	0	92	8	81	1	248	10	34
0915 - 0930	0	107	7	71	1	262	2	38
0930 - 0945	0	129	13	65	0	306	5	32
0945 - 1000	0	110	10	70	0	236	6	23
1000 - 1015	0	107	11	71	0	230	6	28
1015 - 1030	0	133	10	77	0	263	8	28
1030 - 1045	1	113	15	64	0	228	8	35
1045 - 1100	0	126	13	56	2	238	3	34
1100 - 1115	0	121	11	78	1	238	4	33
1115 - 1130	0	142	9	73	1	252	8	38
1130 - 1145	2	110	10	84	0	241	3	28
1145 - 1200	1	140	12	73	1	252	3	30
1200 - 1215	1	123	14	82	1	258	6	36
1215 - 1230	0	103	5	82	0	251	5	31
1230 - 1245	1	118	10	79	1	269	8	41
1245 - 1300	2	133	8	73	1	232	5	48
1300 - 1315	0	139	7	63	0	274	7	28
1315 - 1330	1	138	11	82	1	286	1	21
1330 - 1345	0	134	6	73	1	255	6	35
1345 - 1400	0	123	9	69	0	265	4	20

15 min	Hr	15- min TOTAL					
		1	2-3	4-7	8-13		
Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy
87	314	0	42	1	34	0%	55%
77	312	0	39	1	29	0%	57%
69	305	0	41	3	37	0%	51%
81	304	0	43	1	41	0%	51%
85	288	0	36	1	33	0%	51%
70	279	0	31	1	36	0%	46%
68	292	0	30	2	33	0%	46%
65	294	0	34	3	39	0%	45%
76	322	0	42	6	35	0%	51%
83	362	0	34	2	34	0%	49%
70	388	0	38	2	53	0%	41%
93	436	0	57	6	53	0%	49%
116	483	0	55	9	45	0%	50%
109	557	0	71	6	41	0%	60%
118	721	0	86	7	47	0%	61%
140	974	1	132	6	51	1%	69%
273	1519	2	225	4	42	1%	82%
371	1739	1	314	3	53	0%	85%
390	1857	1	330	9	50	0%	85%
485	1911	2	417	10	56	0%	86%
493	1919	1	425	7	60	0%	86%
489	1913	1	432	9	47	0%	88%
444	1853	0	379	10	55	0%	85%
493	1791	3	419	7	64	1%	85%
487	1674	0	427	14	46	0%	88%
429	1578	0	373	8	48	0%	87%
382	1502	1	329	13	39	0%	86%
376	1501	0	323	15	38	0%	86%
391	1504	1	325	10	55	0%	83%
353	1514	0	292	18	43	0%	83%
381	1574	0	330	13	38	0%	87%
379	1595	1	306	12	60	0%	81%
401	1690	0	319	16	66	0%	80%
413	1777	0	319	14	80	0%	77%
402	1914	0	315	15	72	0%	78%
474	1967	1	340	18	115	0%	72%
488	1946	1	369	9	109	0%	76%
550	1977	0	435	18	97	0%	79%
455	1891	0	346	16	93	0%	76%
453	1908	0	337	17	99	0%	74%
519	1941	0	396	18	105	0%	76%
464	1945	1	341	23	99	0%	73%
472	1959	2	364	16	90	0%	77

1400 - 1415	0	135	10	58	1	293	7	28
1415 - 1430	0	124	10	71	0	278	6	20
1430 - 1445	0	140	5	71	2	293	5	30
1445 - 1500	0	134	12	70	1	295	6	35
1500 - 1515	0	160	8	68	0	325	8	21
1515 - 1530	0	158	6	67	0	334	3	23
1530 - 1545	0	189	3	59	8	357	4	21
1545 - 1600	0	182	6	70	0	315	4	15
1600 - 1615	1	176	7	48	0	333	3	21
1615 - 1630	0	161	10	56	0	360	4	11
1630 - 1645	1	188	4	56	0	378	7	20
1645 - 1700	0	183	7	53	0	332	5	24
1700 - 1715	0	193	5	54	2	340	6	19
1715 - 1730	0	169	1	40	1	320	3	19
1730 - 1745	0	174	5	61	0	310	3	23
1745 - 1800	1	149	6	60	0	269	4	10
1800 - 1815	0	97	3	56	0	221	2	14
1815 - 1830	0	115	4	49	1	222	4	20
1830 - 1845	0	122	6	43	0	205	1	11
1845 - 1900	0	93	7	62	0	194	4	15
1900 - 1915	0	92	6	45	0	174	3	4
1915 - 1930	0	116	9	34	0	189	2	13
1930 - 1945	0	105	4	41	0	163	1	10
1945 - 2000	0	80	4	55	1	167	2	8
2000 - 2015	0	90	7	48	0	154	1	7
2015 - 2030	2	90	4	50	1	139	4	15
2030 - 2045	0	84	6	62	0	134	4	12
2045 - 2100	0	80	4	40	0	123	3	12
2100 - 2115	0	78	7	43	0	125	0	7
2115 - 2130	0	73	2	42	0	107	1	13
2130 - 2145	0	75	2	33	1	99	2	11
2145 - 2200	0	71	1	49	0	89	1	13
2200 - 2215	0	53	5	36	0	78	0	7
2215 - 2230	0	58	2	54	0	69	0	11
2230 - 2245	0	38	5	47	0	53	1	8
2245 - 2300	0	41	3	41	0	54	1	3
2300 - 2315	0	36	2	32	0	29	1	5
2315 - 2330	0	31	0	34	0	46	2	4
2330 - 2345	0	28	4	44	0	35	1	6
2345 - 0000	0	31	1	49	0	29	0	5

532	2140	1	428	17	86
509	2198	0	402	16	91
546	2280	2	433	10	101
553	2375	1	429	18	105
590	2414	0	485	16	89
591	2413	0	492	9	90
641	2424	8	546	7	80
592	2437	0	497	10	85
589	2449	1	509	10	69
602	2479	0	521	14	67
654	2430	1	566	11	76
604	2352	0	515	12	77
619	2247	2	533	11	73
553	2021	1	489	4	59
576	1883	0	484	8	84
499	1695	1	418	10	70
393	1571	0	318	5	70
415	1502	1	337	8	69
388	1450	0	327	7	54
375	1386	0	287	11	77
324	1328	0	266	9	49
363	1311	0	305	11	47
324	1253	0	268	5	51
317	1231	1	247	6	63
307	1176	0	244	8	55
305	1129	3	229	8	65
302	1062	0	218	10	74
262	983	0	203	7	52
260	945	0	203	7	50
238	864	0	180	3	55
223	820	1	174	4	44
224	749	0	160	2	62
179	668	0	131	5	43
194	594	0	127	2	65
152	517	0	91	6	55
143	483	0	95	4	44
105	455	0	65	3	37
117	350	0	77	2	38
118	233	0	63	5	50
115	115	0	60	1	54

0%	80%	3%	16%
0%	79%	3%	18%
0%	79%	2%	18%
0%	78%	3%	19%
0%	82%	3%	15%
0%	83%	2%	15%
1%	85%	1%	12%
0%	84%	2%	14%
0%	86%	2%	12%
0%	87%	2%	11%
0%	87%	2%	12%
0%	85%	2%	13%
0%	86%	2%	12%
0%	88%	1%	11%
0%	84%	1%	15%
0%	84%	2%	14%
0%	81%	1%	18%
0%	81%	2%	17%
0%	84%	2%	14%
0%	77%	3%	21%
0%	82%	3%	15%
0%	84%	3%	13%
0%	83%	2%	16%
0%	78%	2%	20%
0%	79%	3%	18%
1%	75%	3%	21%
0%	72%	3%	25%
0%	77%	3%	20%
0%	78%	3%	19%
0%	76%	1%	23%
0%	78%	2%	20%
0%	72%	3%	25%
0%	70%	1%	24%
0%	78%	2%	20%
0%	71%	1%	28%
0%	73%	3%	24%
0%	65%	1%	34%
0%	60%	4%	36%
0%	66%	3%	31%
0%	62%	3%	35%
0%	66%	2%	32%
0%	53%	4%	42%
0%	52%	1%	47%

#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
0%	79%	3%	18%
0%	80%	3%	18%
0%	81%	2%	17%
0%	82%	2%	14%
0%	85%	1%	13%
0%	86%	2%	12%
0%	85%	1%	14%
0%	86%	2%	12%
0%	87%	1%	13%
0%	87%	2%	12%
0%	88%	1%	14%
0%	84%	2%	13%
0%	85%	2%	12%
0%	86%	2%	13%
0%	87%	1%	14%
0%	88%	1%	13%
0%	89%	1%	14%
0%	90%	1%	15%
0%	91%		

## Site # 26

TIME	Fast Lane				Slow Lane				15-min TOTAL				%				HOUR TOTAL				%											
	1		2-3		4-7		8-13		1		2-3		4-7		8-13		1		2-3		4-7		8-13		1		2-3		4-7		8-13	
	Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy				
0000 - 0015	0	44	2	43	0	5	0	2	96	338	0	49	2	45	0%	51%	2%	47%	0	173	12	153	0%	51%	4%	45%						
0015 - 0030	0	37	5	38	0	3	0	2	85	329	0	40	5	40	0%	47%	6%	47%	0	166	11	152	0%	50%	3%	46%						
0030 - 0045	0	49	4	37	0	1	0	1	92	325	0	50	4	38	0%	54%	4%	41%	0	161	9	155	0%	50%	3%	48%						
0045 - 0100	0	26	1	28	0	8	0	2	65	334	0	34	1	30	0%	52%	2%	46%	0	168	7	159	0%	50%	2%	48%						
0100 - 0115	0	38	1	44	0	4	0	0	87	348	0	42	1	44	0%	48%	1%	51%	0	175	11	162	0%	50%	3%	47%						
0115 - 0130	0	31	3	42	0	4	0	1	81	335	0	35	3	43	0%	43%	4%	53%	0	167	14	154	0%	50%	4%	46%						
0130 - 0145	0	52	2	40	0	5	0	2	101	345	0	57	2	42	0%	56%	2%	42%	0	180	12	153	0%	52%	3%	44%						
0145 - 0200	0	35	5	33	0	6	0	0	79	359	0	41	5	33	0%	52%	6%	42%	0	183	14	162	0%	51%	4%	45%						
0200 - 0215	0	32	4	35	0	2	0	1	74	391	0	34	4	36	0%	46%	5%	49%	0	200	11	180	0%	51%	3%	46%						
0215 - 0230	0	42	1	41	0	6	0	1	91	439	0	48	1	42	0%	53%	1%	46%	1	241	15	182	0%	55%	3%	41%						
0230 - 0245	0	54	4	50	0	6	0	1	115	508	0	60	4	51	0%	52%	3%	44%	1	298	18	191	0%	59%	4%	38%						
0245 - 0300	0	53	2	49	0	5	0	2	111	555	0	58	2	51	0%	52%	2%	46%	1	336	16	202	0%	61%	3%	36%						
0300 - 0315	1	67	8	38	0	8	0	0	122	670	1	75	8	38	1%	61%	7%	31%	2	440	20	208	0%	66%	3%	31%						
0315 - 0330	0	94	3	47	0	11	1	4	160	781	0	105	4	51	0%	66%	3%	32%	1	539	16	225	0%	69%	2%	29%						
0330 - 0345	0	89	1	61	0	9	1	1	162	850	0	98	2	62	0%	60%	1%	38%	1	598	17	234	0%	70%	2%	28%						
0345 - 0400	1	141	5	54	0	21	1	3	226	987	1	162	6	57	0%	72%	3%	25%	1	720	18	248	0%	73%	2%	25%						
0400 - 0415	0	150	4	55	0	24	0	0	233	1126	0	174	4	55	0%	75%	2%	24%	0	860	17	249	0%	76%	2%	22%						
0415 - 0430	0	151	5	58	0	13	0	2	229	1302	0	164	5	60	0%	72%	2%	26%	1	1026	28	247	0%	79%	2%	19%						
0430 - 0445	0	191	2	71	0	29	1	5	299	1551	0	220	3	76	0%	74%	1%	25%	1	1265	31	254	0%	82%	2%	16%						
0445 - 0500	0	263	5	56	0	39	0	2	365	1810	0	302	5	58	0%	83%	1%	16%	1	1521	36	252	0%	84%	2%	14%						
0500 - 0515	0	308	13	50	1	32	2	3	409	2012	1	340	15	53	0%	83%	4%	13%	1	1700	47	264	0%	84%	2%	13%						
0515 - 0530	0	355	6	65	0	48	2	2	478	2236	0	403	8	67	0%	84%	2%	14%	0	1917	38	281	0%	86%	2%	13%						
0530 - 0545	0	391	8	68	0	85	0	6	558	2354	0	476	8	74	0%	85%	1%	13%	0	2041	41	272	0%	87%	2%	12%						
0545 - 0600	0	360	13	64	0	121	3	6	567	2415	0	481	16	70	0%	85%	3%	12%	0	2099	46	270	0%	87%	2%	11%						
0600 - 0615	0	400	5	60	0	157	1	10	633	2340	0	557	6	70	0%	88%	1%	11%	1	2011	58	270	0%	86%	2%	12%						
0615 - 0630	0	418	8	49	0	109	3	9	596	2185	0	527	11	58	0%	88%	2%	10%	1	1820	69	295	0%	83%	3%	14%						
0630 - 0645	0	420	12	67	0	114	1	5	619	2047	0	534	13	72	0%	86%	2%	12%	1	1649	75	322	0%	81%	4%	16%						
0645 - 0700	0	247	21	64	1	146	7	6	492	1893	1	393	28	70	0%	80%	6%	14%	1	1465	77	350	0%	77%	4%	18%						
0700 - 0715	0	289	16	87	0	77	1	8	478	1858	0	366	17	95	0%	77%	4%	20%	2	1423	58	375	0%	77%	3%	20%						
0715 - 0730	0	296	14	81	0	60	3	4	458	1916	0	356	17	85	0%	78%	4%	19%	3	1467	74	372	0%	77%	4%	19%						
0730 - 0745	0	300	14	94	0	50	1	6	465	1981	0	350	15	100	0%	75%	3%	22%	4	1464	105	408	0%	74%	5%	21%						
0745 - 0800	1	293	8	88	1	58	1	7	457	2078	2	351	9	95	0																	

1315 - 1330	0	242	6	47	0	116	7	15	
1330 - 1345	1	221	5	80	0	103	0	24	
1345 - 1400	0	171	5	51	0	126	4	18	
1400 - 1415	0	182	5	53	0	95	3	16	
1415 - 1430	2	116	6	53	0	73	1	24	
1430 - 1445	0	160	10	46	0	114	2	13	
1445 - 1500	0	121	4	50	0	102	1	17	
1500 - 1515	3	137	9	59	0	93	1	17	
1515 - 1530	0	105	6	44	0	72	1	32	
1530 - 1545	0	164	7	37	0	110	3	19	
1545 - 1600	0	122	3	54	0	80	1	16	
1600 - 1615	0	121	10	59	0	95	5	19	
1615 - 1630	0	118	5	54	0	77	0	13	
1630 - 1645	1	153	5	55	0	97	2	22	
1645 - 1700	0	138	3	60	1	105	1	13	
1700 - 1715	0	150	10	61	1	100	4	23	
1715 - 1730	2	227	12	86	1	110	5	16	
1730 - 1745	0	262	7	63	0	59	0	6	
1745 - 1800	1	235	9	72	0	54	1	5	
1800 - 1815	0	237	11	49	0	51	1	0	
1815 - 1830	2	245	10	65	0	53	0	4	
1830 - 1845	0	234	11	61	0	34	0	4	
1845 - 1900	0	197	5	51	0	25	3	4	
1900 - 1915	0	165	7	63	0	28	1	4	
1915 - 1930	0	165	2	63	0	38	0	6	
1930 - 1945	0	154	3	61	0	19	0	5	
1945 - 2000	0	162	2	55	0	23	0	2	
2000 - 2015	0	113	7	61	0	21	0	2	
2015 - 2030	0	141	3	57	0	21	0	1	
2030 - 2045	0	126	5	52	0	20	0	3	
2045 - 2100	0	121	2	48	0	16	1	2	
2100 - 2115	1	86	5	50	0	9	0	5	
2115 - 2130	0	124	3	48	0	11	0	3	
2130 - 2145	0	96	2	44	0	19	0	1	
2145 - 2200	1	86	2	42	0	10	1	1	
2200 - 2215	0	68	8	52	0	15	0	2	
2215 - 2230	0	72	3	47	0	13	1	1	
2230 - 2245	0	52	5	39	0	6	0	1	
2245 - 2300	0	50	4	39	0	7	0	2	
2300 - 2315	0	37	2	29	0	4	0	0	
2315 - 2330	2	39	3	30	0	7	0	1	
2330 - 2345	0	51	5	38	0	9	0	2	
2345 - 0000	0	33	1	35	0	4	0	1	
433	1596	0	358	13	62	0%	83%	3%	14%
434	1438	1	324	5	104	0%	75%	1%	24%
375	1349	0	297	9	69	0%	79%	2%	18%
354	1269	0	277	8	69	0%	78%	2%	19%
275	1234	2	189	7	77	1%	69%	3%	28%
345	1219	0	274	12	59	0%	79%	3%	17%
295	1214	0	223	5	67	0%	76%	2%	23%
319	1195	3	230	10	76	1%	72%	3%	24%
260	1185	0	177	7	76	0%	68%	3%	29%
340	1192	0	274	10	56	0%	81%	3%	16%
276	1187	0	202	4	70	0%	73%	1%	25%
309	1232	0	216	15	78	0%	70%	5%	25%
267	1272	0	195	5	67	0%	73%	2%	25%
335	1464	1	250	7	77	0%	75%	2%	23%
321	1526	1	243	4	73	0%	76%	1%	23%
349	1582	1	250	14	84	0%	72%	4%	24%
459	1582	3	337	17	102	1%	73%	4%	22%
397	1502	0	321	7	69	0%	81%	2%	17%
377	1449	1	289	10	77	0%	77%	3%	20%
349	1357	0	288	12	49	0%	83%	3%	14%
379	1276	2	298	10	69	1%	79%	3%	18%
344	1171	0	268	11	65	0%	78%	3%	19%
285	1069	0	222	8	55	0%	78%	3%	19%
268	1028	0	193	8	67	0%	72%	3%	25%
274	964	0	203	2	69	0%	74%	1%	25%
242	913	0	173	3	66	0%	71%	1%	27%
244	877	0	185	2	57	0%	76%	1%	23%
204	823	0	134	7	63	0%	66%	3%	31%
223	775	0	162	3	58	0%	73%	1%	26%
206	741	0	146	5	55	0%	71%	2%	27%
190	697	0	137	3	50	0%	72%	2%	26%
156	650	1	95	5	55	1%	61%	3%	35%
189	639	0	135	3	51	0%	71%	2%	27%
162	587	0	115	2	45	0%	71%	1%	28%
143	528	1	96	3	43	1%	67%	2%	30%
145	487	0	83	8	54	0%	57%	6%	37%
137	414	0	85	4	48	0%	62%	3%	35%
103	359	0	58	5	40	0%	56%	5%	39%
102	361	0	57	4	41	0%	56%	4%	40%
72	333	0	41	2	29	0%	57%	3%	40%
82		2	46	3	31	2%	56%	4%	38%
105		0	60	5	40	0%	57%	5%	38%
74		0	37	1	36	0%	50%	1%	49%

## Site #27

TIME	Fast				Middle				Slow			
	Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy	Moto	Passenger	Midsize	Heavy
	15-min	Hour										
0000 - 0015	0	13	0	0	0	37	0	3	0	19	0	0
0015 - 0030	0	16	1	0	0	47	0	1	0	12	0	1
0030 - 0045	0	25	0	0	0	37	0	5	0	16	0	1
0045 - 0100	0	14	1	0	0	30	0	2	0	21	0	1
0100 - 0115	0	15	0	1	0	32	0	3	0	12	0	1
0115 - 0130	0	14	0	0	0	26	1	1	0	9	1	0
0130 - 0145	0	12	1	0	0	27	2	3	0	7	0	0
0145 - 0200	0	9	0	0	0	25	1	6	0	4	0	2
0200 - 0215	0	8	0	0	0	23	0	2	0	8	1	0
0215 - 0230	0	6	0	1	0	12	2	1	0	7	1	0
0230 - 0245	0	12	0	0	0	26	3	0	0	8	0	2
0245 - 0300	0	8	1	0	0	29	1	3	0	9	1	1
0300 - 0315	0	4	0	0	0	17	2	3	0	5	1	1
0315 - 0330	0	6	1	0	0	29	4	3	0	5	0	0
0330 - 0345	0	12	0	0	0	38	0	5	0	10	1	0
0345 - 0400	0	15	0	1	0	46	0	2	0	20	1	2
0400 - 0415	0	15	2	1	0	56	3	2	0	12	4	4
0415 - 0430	0	27	0	1	0	77	0	4	0	23	0	0
0430 - 0445	0	45	1	0	0	111	3	5	0	29	2	4
0445 - 0500	0	33	1	0	0	124	2	3	0	47	1	3
0500 - 0515	0	86	2	3	2	194	3	5	1	76	3	3
0515 - 0530	0	107	1	2	0	197	0	4	0	89	2	4
0530 - 0545	0	145	1	7	0	239	1	10	1	117	0	4
0545 - 0600	1	176	0	0	0	235	4	7	0	122	2	2
0600 - 0615	0	170	2	1	0	231	4	6	0	125	6	1
0615 - 0630	0	293	4	1	0	285	6	5	0	160	3	5
0630 - 0645	1	339	3	2	0	287	8	5	0	214	3	2
0645 - 0700	0	376	0	3	1	301	5	5	0	210	10	1
0700 - 0715	0	411	3	0	0	331	11	7	0	236	6	7
0715 - 0730	0	394	6	2	0	312	6	6	0	250	0	1
0730 - 0745	0	413	4	4	0	301	8	11	0	232	2	2
0745 - 0800	0	448	0	3	0	310	6	5	0	211	2	5
0800 - 0815	0	408	4	4	0	296	9	6	0	232	8	4
0815 - 0830	0	375	5	1	1	271	7	9	0	225	7	5
0830 - 0845	2	354	0	1	1	273	5	17	1	225	3	2
0845 - 0900	0	294	5	8	1	265	6	10	0	202	2	1
0900 - 0915	0	252	4	4	0	238	8	9	0	164	4	6
0915 - 0930	0	219	4	9	0	237	8	15	0	138	2	6
0930 - 0945	0	200	2	3	0	259	7	17	0	121	2	9
0945 - 1000	0	185	3	3	0	251	2	7	0	126	5	3
1000 - 1015	0	163	2	2	0	202	2	12	0	106	5	9
1015 - 1030	0	182	3	5	0	216	6	12	0	112	5	6
1030 - 1045	0	171	6	3	0	253	7	18	0	122	1	6
1045 - 1100	1	184	4	5	2	213	5	11	0	120	0	5
1100 - 1115	0	168	4	1	0	224	3	12	0	123	1	3
1115 - 1130	0	163	3	4	0	225	6	16	0	142	3	5
1130 - 1145	0	165	4	3	0	222	8	13	0	127	1	2
1145 - 1200	0	173	4	4	0	228	4	19	0	145	3	6
1200 - 1215	0	164	3	4	1	283	10	8	0	129	4	4
1215 - 1230	0	188	5	6	0	245	7	13	0	138	2	6
1230 - 1245	0	205	3	5	1	259	5	10	0	146	2	4
1245 - 1300	1	199	3	4	0	262	4	9	1	146	6	3
1300 - 1315	0	204	6	12	0	267	5	14	1	147	5	5
1315 - 1330	0	229	3	6	2	264	9	9	0	145	2	2
1330 - 1345	1	226	5	3	0	290	5	4	0	161	5	3
1345 - 1400	1	232	6	5	0	273	6	16	1	140	5	8
1400 - 1415	0	195	5	5	0	262	3	12	0	157	7	5
1415 - 1430	0	197	6	6	0	266	7	10	0	171	1	4
1430 - 1445	1	216	2	3	1	292	7	1	0	163	11	2
1445 - 1500	3	181	6	3	0	290	5	4	0	172	8	2

15-min	Hour
72	303
78	295
84	269
69	237
64	215
52	193
52	171
47	170
42	176
30	167
51	185
53	200
33	234
48	300
66	384
87	518
99	645
132	924
200	1198
214	1523
378	1858
406	2026
525	2382
549	2721
546	3084
762	3550
977	3915
977	3844
990	3751
971	3555
906	3273
884	3005
794	2741
689	2532
638	2346
620	2255
585	2222
503	2187
547	2223
587	2243
550	2201
539	2237
567	2308
545	2351
586	2446
610	2498
610	2554
640	2615
638	2678
666	2733
671	2718
703	2715
6	

<b>1500 - 1515</b>	0	196	5	9	0	300	6	10	0	179	5	1	711	2744	0	675	16	20	0%	95%	2%	3%	4	2597	81	62	0%	95%	3%	2%
<b>1515 - 1530</b>	0	183	6	3	1	296	11	8	1	153	6	2	670	2719	2	632	23	13	0%	94%	3%	2%	7	2569	89	54	0%	94%	3%	2%
<b>1530 - 1545</b>	0	195	2	2	1	287	9	11	0	188	7	7	709	2759	1	670	18	20	0%	94%	3%	3%	5	2625	80	49	0%	95%	3%	2%
<b>1545 - 1600</b>	0	172	5	3	1	302	10	5	0	146	9	1	654	2768	1	620	24	9	0%	95%	4%	1%	5	2650	80	33	0%	96%	3%	1%
<b>1600 - 1615</b>	1	204	3	1	2	289	13	6	0	154	8	5	686	2825	3	647	24	12	0%	94%	3%	2%	4	2728	63	30	0%	97%	2%	1%
<b>1615 - 1630</b>	0	211	4	2	0	324	4	4	0	153	6	2	710	2796	0	688	14	8	0%	97%	2%	1%	1	2721	47	27	0%	97%	2%	1%
<b>1630 - 1645</b>	0	184	2	3	0	336	9	1	1	175	7	0	718	2804	1	695	18	4	0%	97%	3%	1%	1	2737	41	25	0%	98%	1%	1%
<b>1645 - 1700</b>	0	194	4	2	0	340	2	3	0	164	1	1	711	2736	0	698	7	6	0%	98%	1%	1%	1	2678	30	27	0%	98%	1%	1%
<b>1700 - 1715</b>	0	171	0	2	0	305	6	6	0	164	2	1	657	2557	0	640	8	9	0%	97%	1%	1%	1	2501	30	25	0%	98%	1%	1%
<b>1715 - 1730</b>	0	206	1	2	0	334	3	4	0	164	4	0	718	2442	0	704	8	6	0%	98%	1%	1%	2	2394	26	20	0%	98%	1%	1%
<b>1730 - 1745</b>	0	182	1	2	1	302	4	2	0	152	2	2	650	2332	1	636	7	6	0%	98%	1%	1%	2	2281	30	19	0%	98%	1%	1%
<b>1745 - 1800</b>	0	139	3	1	0	263	3	1	0	119	1	2	532	2185	0	521	7	4	0%	98%	1%	1%	2	2134	27	22	0%	98%	1%	1%
<b>1800 - 1815</b>	0	167	1	1	0	253	2	3	1	113	1	0	542	2104	1	533	4	4	0%	98%	1%	1%	3	2047	26	28	0%	97%	1%	1%
<b>1815 - 1830</b>	0	194	6	0	0	256	4	5	0	141	2	0	608	1998	0	591	12	5	0%	97%	2%	1%	2	1943	25	28	0%	97%	1%	1%
<b>1830 - 1845</b>	0	152	0	1	1	221	3	5	0	116	1	3	503	1859	1	489	4	9	0%	97%	1%	2%	3	1812	16	28	0%	97%	1%	2%
<b>1845 - 1900</b>	0	140	1	2	1	202	4	4	0	92	1	4	451	1768	1	434	6	10	0%	96%	1%	2%	2	1723	19	24	0%	97%	1%	1%
<b>1900 - 1915</b>	0	128	1	0	0	203	2	4	0	98	0	0	436	1742	0	429	3	4	0%	98%	1%	1%	2	1707	16	17	0%	98%	1%	1%
<b>1915 - 1930</b>	1	143	1	0	0	205	2	3	0	112	0	2	469	1684	1	460	3	5	0%	98%	1%	1%	2	1645	16	21	0%	98%	1%	1%
<b>1930 - 1945</b>	0	119	1	3	0	194	4	2	0	87	2	0	412	1605	0	400	7	5	0%	97%	2%	1%	5	1568	15	17	0%	98%	1%	1%
<b>1945 - 2000</b>	0	107	0	1	0	213	1	2	1	98	2	0	425	1528	1	418	3	3	0%	98%	1%	1%	5	1496	8	19	0%	98%	1%	1%
<b>2000 - 2015</b>	0	114	1	2	0	186	2	4	0	67	0	2	378	1456	0	367	3	8	0%	97%	1%	2%	4	1425	8	19	0%	98%	1%	1%
<b>2015 - 2030</b>	0	126	1	0	3	167	1	1	1	90	0	0	390	1440	4	383	2	1	1%	98%	1%	0%	5	1413	6	16	0%	98%	0%	1%
<b>2030 - 2045</b>	0	78	0	2	0	177	0	5	0	73	0	0	335	1376	0	328	0	7	0%	98%	0%	2%	1	1354	5	16	0%	98%	0%	1%
<b>2045 - 2100</b>	0	112	1	2	0	157	2	0	0	78	0	1	362	1286	1	355	1	5	0%	98%	0%	1%	3	1264	7	12	0%	98%	1%	1%
<b>2100 - 2115</b>	0	116	0	0	1	156	1	3	0	83	0	2	326	1185	0	324	1	1	0%	99%	0%	0%	2	1168	6	9	0%	99%	1%	1%
<b>2115 - 2130</b>	0	90	1	0	0	163	0	1	0	71	0	0	297	1094	0	291	2	4	0%	98%	1%	1%	2	1078	5	9	0%	99%	0%	1%
<b>2130 - 2145</b>	0	92	1	1	0	138	0	1	0	61	1	2	301	1015	2	294	3	2	1%	98%	1%	1%	2	997	4	12	0%	98%	0%	1%
<b>2145 - 2200</b>	0	76	0	0	2	137	2	1	0	81	1	1	261	902	0	259	0	2	0%	99%	0%	1%	0	884	3	15	0%	98%	0%	2%
<b>2200 - 2215</b>	0	79	0	0	0	129	0	2	0	51	0	0	235	806	0	234	0	1	0%	100%	0%	0%	0	786	3	17	0%	98%	0%	2%
<b>2215 - 2230</b>	0	74	0	0	0	122	0	1	0	38	0	0	218	728	0	210	1	7	0%	96%	0%	3%	0	703	4	21	0%	97%	1%	3%
<b>2230 - 2245</b>	0	60	0	1	0	110	1	4	0	40	0	2	188	642	0	181	2	5	0%	96%	1%	3%	0	619	3	20	0%	96%	0%	3%
<b>2245 - 2300</b>	0	52	1	1	0	88	1	3	0	41	0	1	165	591	0	161	0	4	0%	98%	0%	2%	0	572	1	18	0%	97%	0%	3%
<b>2300 - 2315</b>	0	50	0	0	0	82	0	3	0	29	0	1	157	132	0	126	0	6	0%	96%	1%	3%								

# Site #31

Southe Class	rn Traff Bins	ic Se rvices, Inc.	I-10 W	B OFF RA	MP TO	MCCALO P ST	
Database	ts:	Site: Direct Survey	ion: Duratio	n:			
File: Identifi Algori Data t	fier: thm: ype:						
Profil Filter Includ Speed Direct Separa Name: Scheme Units:	e: time: ed class range: ion: tion: :	es:					
Column 0 [T 1 [T 2 [C 3 [M 4 [V	Legend: ime] otal] ls] ean] pp]						
Wednes Time	day, Oct Total	ober Cls	25, 201 Cls	7 Cls	1 Cls	Mean Vpp	
		1 2 3 4 5 6 7 8 9 10 11 12 13	1 2 3 4 5 6 7 8 9 10 11 12 13	1 2 3 4 5 6 7 8 9 10 11 12 13	1 2 3 4 5 6 7 8 9 10 11 12 13	85	
300	2 10	0 2 0 0 0 0 0 0 0 0 0 0 0	315 4 13 0 2 2 0 0 0 0 0 0 0 0	330 1 18 0 1 0 0 0 0 0 0 0 0 0	345 3 24 0 3 0 0 0 0 0 0 0 0 0	35.1 - 30.5 - 42.7 - 32.2 - 35 - 39 -	
400	5 27	0 3 2 0 0 0 0 0 0 0 0 0 0	415 9 31 0 8 1 0 0 0 0 0 0 0 0	430 7 31 0 5 2 0 0 0 0 0 0 0 0	445 6 44 0 6 0 0 0 0 0 0 0 0 0	32.5 - 39.7 - 37.9 - 34.2 - 36.9	
500	9 63	0 6 2 0 1 0 0 0 0 0 0 0 0	515 9 81 0 4 4 0 1 0 0 0 0 0 0	530 20 128 0 13 6 0 1 0 0 0 0 0 0	545 25 206 0 13 12 0 0 0 0 0 0 0 0	35.1 31.9 30.5 25.2 29.1 33.5 38.7 31.7 30.5 29.1 32.5 31.7 30.5 31.9 35.1 36.2 37.9 34.2 36.9 38.7	
600	27 322	0 18 6 1 2 0 0 0 0 0 0 0 0	615 56 393 0 38 14 0 4 0 0 0 0 0 0	630 98 407 0 68 27 1 2 0 0 0 0 0 0	645 141 391 0 112 25 1 3 0 0 0 0 0 0	35.1 31.7 30.5 25.2 29.1 32.5 31.7 30.5 29.1 32.5 31.7 30.5 25.2 32.2 33.5 38.7 31.7 30.5 31.9 35.1	
700	98 325	0 77 14 1 3 3 0 0 0 0 0 0 0	715 70 326 0 51 14 0 4 0 1 0 0 0 0	730 82 324 0 71 9 1 1 0 0 0 0 0 0	745 75 302 0 56 15 1 3 0 0 0 0 0 0 0	34.2 36.9 32.9 32.3 34.2 32.9 32.3 32.9 32.3 32.9 32.3 32.9 32.3 32.9 32.3 32.9 32.3 32.9 32.3 32.9	
800	99 288	0 79 14 2 3 1 0 0 0 0 0 0 0	815 68 248 0 54 11 1 2 0 0 0 0 0 0 0	830 60 245 0 53 7 0 0 0 0 0 0 0 0 0	845 61 242 0 52 8 0 1 0 0 0 0 0 0 0	36.9 35.1 35.1 35.1 34.2 34.2 34.2 34.2 34.2 34.2 34.2 34.2 34.2 34.2 34.2 34.2 34.2 34.2 34.2 34.2	
900	59 236	0 43 14 2 0 0 0 0 0 0 0 0 0	915 65 217 0 47 13 0 4 0 0 0 1 0 0	930 57 206 0 44 11 0 1 0 0 0 0 0 0 0	945 55 191 1 41 10 0 3 0 0 0 0 0 0 0	40.7 35.1 35.1 33.8 35.4 35.4 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3	
1000	40 170	0 27 9 0 4 0 0 0 0 0 0 0 0	1015 54 180 0 43 7 2 2 0 0 0 0 0 0 0	1030 42 172 0 30 11 0 1 0 0 0 0 0 0 0	1045 34 178 0 29 5 0 0 0 0 0 0 0 0 0 0	40.9 33.8 33.8 33.8 34.5 34.5 33.4 33.4 33.4 33.4 33.4 33.4 33.4 33.4 33.4 33.4 33.4 33.4 33.4 33.4	
1100	50 192	1 36 11 0 2 0 0 0 0 0 0 0 0	1115 46 193 0 34 9 0 3 0 0 0 0 0 0 0 0	1130 48 205 0 32 13 1 1 0 0 1 0 0 0 0 0	1145 48 207 0 33 10 1 4 0 0 0 0 0 0 0 0	39.8 34.1 34.1 34.1 34.1 34.1 33.5 33.5 33.5 33.5 33.5 33.5 33.5 33.5 33.5 33.5 33.5 33.5 33.5 33.5	
1200	51 210	1 35 11 0 3 0 0 0 1 0 0 0 0	1215 58 222 0 45 11 2 0 0 0 0 0 0 0 0 0	1230 50 220 0 39 7 1 3 0 0 0 0 0 0 0 0	1245 51 228 0 38 11 0 1 0 0 1 0 0 0 0 0	37.6 33.6 33.6 33.9 32.5 32.5 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3 33.3	
1300	63 234	0 43 19 0 1 0 0 0 0 0 0 0 0	1315 56 240 0 44 8 0 4 0 0 0 0 0 0 0 0	1330 58 252 0 48 8 0 1 0 0 1 0 0 0 0 0	1345 57 274 0 41 13 1 2 0 0 0 0 0 0 0 0	39.4 33.3 33.3 33.1 34.4 34.4 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2 33.2	
1400	69 283	0 49 15 2 2 0 0 0 1 0 0 0 0 0 0 0	1415 68 293 0 53 12 0 3 0 0 0 0 0 0 0 0	1430 80 305 0 56 19 2 2 0 1 0 0 0 0 0 0 0	1445 66 302 1 53 9 1 2 0 0 0 0 0 0 0 0 0	35.8 31.6 31.6 30.6 30.6 30.6 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8	
1500	79 307	0 59 18 0 1 1 0 0 0 0 0 0 0 0 0 0	1515 80 286 0 73 6 0 0 1 0 0 0 0 0 0 0 0	1530 77 271 0 60 15 0 2 0 0 0 0 0 0 0 0 0	1545 71 252 0 54 12 1 3 1 0 0 0 0 0 0 0 0	35.3 30.7 30.7 31.7 31.7 31.7 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8	
1600	58 230	0 53 5 0 0 0 0 0 0 0 0 0 0 0 0 0	1615 65 214 0 51 13 1 0 0 0 0 0 0 0 0 0 0	1630 58 193 0 51 4 1 2 0 0 0 0 0 0 0 0 0	1645 49 208 0 45 4 0 0 0 0 0 0 0 0 0 0 0 0	36.7 32.6 32.6 31.5 31.5 31.5 32.1 32.1 32.1 32.1 32.1 32.1 32.1 32.1 32.1 32.1 32.1 32.1 32.1 32.1	
		1 2 3 4 5 6 7 8 9 10 11 12 13				35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3 35.3	

15-min TOTAL				
1	2-3	4-7	8-13	
Moto	Pasenger	Midsize	Heavy	
0	2	0	0	
0	4	0	0	
0	1	0	0	
0	3	0	0	
0	5	0	0	
0	9	0	0	
0	7	0	0	
0	6	0	0	
0	8	1	0	
0	8	1	0	
0	19	1	0	
0	25	0	0	
0	24	3	0	
0	52	4	0	
0	95	3	0	
0	137	4	0	
0	91	7	0	
0	65	5	0	
0	80	2	0	
0	71	4	0	
0	93	6	0	
0	65	3	0	
0	60	0	0	
0	60	1	0	
0	57	2	0	
0	60	4	1	
0	55	1	1	
1	51	3	0	2%
0	36	4	0	0%
0	50	4	0	0%
0	41	1	0	0%
0	34	0	0	0%
1	47	2	0	2%
0	43	3	0	0%
0	45	2	1	0%
0	43	5	0	0%
1	46	3	1	2%
0	56	2	0	0%
0	46	4	0	0%
0	49	1	1	0%
0	62	1	0	0%
0	52	4	0	0%
0	56	1	1	0%
0	54	3	0	0%
0	64	4	1	0%
0	65	3	0	0%
0	75	5	0	0%
1	62	3	0	2%
0	77	2	0	0%
0	79	1	0	0%
0	75	2	0	0%
0	66	5	0	0%
0	58	0	0	0%
0	64	1	0	0%
0	55	3	0	0%
0	49	0	0	0%

% HOUR TOTAL				
1	2-3	4-7		

1700	42	249	0	30	10	2	0	0	0	0	0	0	0	0	31.4	35.3
1715	44	263	0	40	4	0	0	0	0	0	0	0	0	0	32.1	37.8
1730	73	263	1	60	10	0	2	0	0	0	0	0	0	0	32.7	36.9
1745	90	249	0	72	17	0	0	1	0	0	0	0	0	0	32.2	36.9
1800	56	223	0	47	5	0	1	2	0	1	0	0	0	0	33.9	39.6
1815	44	233	2	38	2	1	0	1	0	0	0	0	0	0	33.8	39.1
1830	59	248	0	47	10	0	2	0	0	0	0	0	0	0	33.1	37.8
1845	64	245	0	50	10	1	1	2	0	0	0	0	0	0	29.7	34.7
1900	66	225	0	57	6	0	1	2	0	0	0	0	0	0	29.8	36.5
1915	59	202	0	50	6	0	2	1	0	0	0	0	0	0	29.9	34.4
1930	56	194	0	45	9	0	1	1	0	0	0	0	0	0	31.7	35.3
1945	44	177	1	33	9	0	0	1	0	0	0	0	0	0	32.5	38.3
2000	43	170	0	40	2	0	1	0	0	0	0	0	0	0	32	35.6
2015	51	170	0	45	4	0	0	2	0	0	0	0	0	0	32.7	36.9
2030	39	148	0	32	6	0	0	1	0	0	0	0	0	0	32.7	36.9
2045	37	135	0	34	3	0	0	0	0	0	0	0	0	0	32.8	36.5
2100	43	134	0	40	2	0	0	1	0	0	0	0	0	0	33.3	38.3
2115	29	127	0	26	3	0	0	0	0	0	0	0	0	0	32.8	37.1
2130	26	134	0	24	0	1	0	1	0	0	0	0	0	0	32.5	35.8
2145	36	134	0	34	2	0	0	0	0	0	0	0	0	0	33.2	37.1
2200	36	124	0	30	3	0	1	2	0	0	0	0	0	0	30.1	35.6
2215	36	107	0	31	5	0	0	0	0	0	0	0	0	0	32.6	37.1
2230	26	98	0	24	0	0	0	2	0	0	0	0	0	0	29.5	31.8
2245	26	98	0	22	4	0	0	0	0	0	0	0	0	0	34.8	40.3
2300	19	90	0	19	0	0	0	0	0	0	0	0	0	0	33.3	35.6
2315	27	0	25	2	0	0	0	0	0	0	0	0	0	0	33.3	38.3
2330	26	0	21	4	0	0	1	0	0	0	0	0	0	0	33.5	38.3
2345	18	0	17	1	0	0	0	0	0	0	0	0	0	0	36.8	39.4
19-Jul	2947	7	2306	503	28	80	13	2	7	1	0	0	0	0	32.3	37.8
22-Jun	3798	8	3002	627	32	96	23	2	7	1	0	0	0	0	31.9	37.4
00-00	4112	8	3257	677	32	100	28	2	7	1	0	0	0	0	32	37.6

* Thur	sday, Oc	tuber	26, 20	17	Mean	Vpp	15- min TOTAL	%	HOUR TOTAL	%																		
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Moto	Passenger	Midsize	Heavy	Cls	Passenger	Midsize	Heavy	Cls	Passenger	Midsize	Heavy					
		1	2	3	4	5	6	7	8	9	10	11	12	13	85	1	2-3	4-7	8-13	1	2-3	4-7	8-13	1	2-3	4-7	8-13	
0	12	34	0	10	1	0	1	0	0	0	0	0	0	0	31.9	35.6	0%	92%	8%	0%	0	33	1	0	0%	97%	3%	0%
15	6	33	0	6	0	0	0	0	0	0	0	0	0	0	31.9	-	0%	100%	0%	0%	0	31	2	0	0%	94%	6%	0%
30	9	33	0	9	0	0	0	0	0	0	0	0	0	0	36	-	0%	100%	0%	0%	0	29	3	0	0%	91%	9%	0%
45	7	32	0	7	0	0	0	0	0	0	0	0	0	0	37.4	-	0%	100%	0%	0%	0	24	3	0	0%	89%	11%	0%
100	11	27	0	9	0	0	1	1	0	0	0	0	0	0	34.6	36.7	0%	82%	18%	0%	0	17	1	0	0%	94%	6%	0%
115	6	18	0	6	0	0	0	0	0	0	0	0	0	0	33.6	-	0%	100%	0%	0%	0	13	2	0	0%	87%	13%	0%
130	8	15	0	7	0	0	0	1	0	0	0	0	0	0	31.3	-	0%	100%	0%	0%	0	8	2	0	0%	80%	20%	0%
145	2	10	0	1	1	0	0	0	0	0	0	0	0	0	25.8	-	0%	100%	0%	0%	0	10	2	0	0%	83%	17%	0%
200	2	12	0	2	0	0	0	0	0	0	0	0	0	0	36.1	-	0%	100%	0%	0%	0	13	2	0	0%	87%	13%	0%
215	3	15	0	2	0	0	0	1	0	0	0	0	0	0	29.2	-	0%	67%	33%	0%	0	14	1	0	0%	93%	7%	0%
230	3	15	0	2	0	0	1	0	0	0	0	0	0	0	36.1	-	0%	100%	0%	0%	0	16	0	0	0%	100%	0%	0%
245	4	16	0	2	2	0	0	0	0	0	0	0	0	0	35.3	-	0%	100%	0%	0%	0	18	0	0	0%	100%	0%	0%
300	5	18	0	4	1	0	0	0	0	0	0	0	0	0	28.5	-	0%	100%	0%	0%	0	22	0	0	0%	100%	0%	0%
315	3	22	0	2	1	0	0	0	0	0	0	0	0	0	36.4	-	0%	100%	0%	0%	0	23	0	0	0%			

1345	44	244	0	40	4	0	0	0	0	0	0	0	0	0	31.7	35.6	0	44	0	0	0%	100%	0%	0%	1	234	8	1	0%	96%	3%	0%
1400	71	269	0	53	14	0	3	0	0	0	0	1	0	0	32.8	37.1	0	67	3	1	0%	94%	4%	1%	1	257	10	1	0%	96%	4%	0%
1415	63	269	1	47	11	1	3	0	0	0	0	0	0	0	30.7	37.1	1	58	4	0	2%	92%	6%	0%	2	258	9	0	1%	96%	3%	0%
1430	66	263	0	54	11	1	0	0	0	0	0	0	0	0	29.7	34.4	0	65	1	0	0%	98%	2%	0%	1	256	6	0	0%	97%	2%	0%
1445	69	260	0	55	12	0	2	0	0	0	0	0	0	0	30.3	35.1	0	67	2	0	0%	97%	3%	0%	1	252	7	0	0%	97%	3%	0%
1500	71	249	1	60	8	0	2	0	0	0	0	0	0	0	31.5	35.8	1	68	2	0	1%	96%	3%	0%	1	238	10	0	0%	96%	4%	0%
1515	57	239	0	49	7	1	0	0	0	0	0	0	0	0	31.8	34.7	0	56	1	0	0%	98%	2%	0%	0	229	10	0	0%	96%	4%	0%
1530	63	241	0	52	9	0	2	0	0	0	0	0	0	0	32.7	37.4	0	61	2	0	0%	97%	3%	0%	1	231	9	0	0%	96%	4%	0%
1545	58	233	0	44	9	1	3	1	0	0	0	0	0	0	31.5	35.8	0	53	5	0	0%	91%	9%	0%	2	221	10	0	1%	95%	4%	0%
1600	61	217	0	46	13	0	2	0	0	0	0	0	0	0	33.8	39.4	0	59	2	0	0%	97%	3%	0%	2	208	7	0	1%	96%	3%	0%
1615	59	218	1	51	7	0	0	0	0	0	0	0	0	0	32.5	36.7	1	58	0	0	2%	98%	0%	0%	2	210	6	0	1%	96%	3%	0%
1630	55	209	1	44	7	1	2	0	0	0	0	0	0	0	32.9	39.4	0	40	2	0	0%	95%	5%	0%	0	203	7	0	0%	97%	3%	0%
1645	42	210	0	33	7	0	2	0	0	0	0	0	0	0	31.8	35.3	0	61	1	0	0%	98%	2%	0%	1	238	12	0	0%	95%	5%	0%
1700	62	251	0	53	8	0	0	1	0	0	0	0	0	0	32.9	37.6	0	48	2	0	0%	96%	4%	0%	1	243	12	0	0%	95%	5%	0%
1715	50	256	0	40	8	0	1	1	0	0	0	0	0	0	33.7	37.1	0	54	2	0	0%	96%	4%	0%	1	263	12	0	0%	95%	4%	0%
1730	56	276	0	48	6	0	1	1	0	0	0	0	0	0	32.3	36.7	1	75	7	0	1%	90%	8%	0%	1	264	11	1	0%	95%	4%	0%
1745	83	277	1	66	9	0	4	3	0	0	0	0	0	0	30.7	36.9	0	66	1	0	0%	99%	1%	0%	0	254	6	1	0%	97%	2%	0%
1800	67	261	0	54	12	0	0	1	0	0	0	0	0	0	33.6	38	0	68	2	0	0%	97%	3%	0%	0	246	6	1	0%	97%	2%	0%
1815	70	253	0	56	12	0	1	1	0	0	0	0	0	0	32.3	37.8	0	55	1	1	0%	96%	2%	2%	0	235	5	1	0%	98%	2%	0%
1830	57	241	0	45	10	0	0	1	0	0	0	0	0	0	33.9	38.7	0	65	2	0	0%	97%	3%	0%	0	225	5	0	0%	98%	2%	0%
1845	67	230	0	55	10	0	2	0	0	0	0	0	0	0	31.4	35.8	0	58	1	0	0%	98%	2%	0%	0	208	4	0	0%	98%	2%	0%
1900	59	212	0	48	10	0	0	1	0	0	0	0	0	0	30.3	35.3	0	57	1	0	0%	98%	2%	0%	0	204	4	0	0%	98%	2%	0%
1915	58	208	0	50	7	0	0	1	0	0	0	0	0	0	31.4	36.9	0	45	1	0	0%	98%	2%	0%	0	193	3	0	0%	98%	2%	0%
1930	46	196	0	38	7	0	1	0	0	0	0	0	0	0	31.8	35.8	0	48	1	0	0%	98%	2%	0%	0	182	2	0	0%	99%	1%	0%
1945	49	184	0	40	8	0	1	0	0	0	0	0	0	0	32.5	37.6	0	54	1	0	0%	98%	2%	0%	0	171	2	0	0%	99%	1%	0%
2000	55	173	0	46	8	0	1	0	0	0	0	0	0	0	31.2	35.1	0	46	0	0	0%	100%	0%	0%	0	159	3	0	0%	98%	2%	0%
2015	46	162	0	39	7	0	0	0	0	0	0	0	0	0	33	37.4	0	34	0	0	0%	100%	0%	0%	0	158	3	0	0%	98%	2%	0%
2030	34	161	0	31	3	0	0	0	0	0	0	0	0	0	32.2	35.8	0	37	1	0	0%	97%	3%	0%	0	147	3	0	0%	98%	2%	0%
2045	38	150	0	33	4	0	0	1	0	0	0	0	0	0	33.9	39.6	0	42	2	0	0%	95%	5%	0%	0	151	2	0	0%	99%	1%	0%
2100	44	153	0	31	11	0	1	1	0	0	0	0	0	0	32	36.9	0	45	0	0	0%	100%	0%	0%	0	152	1	0	0%	99%	1%	0%
2115	45	153	0	41	4	0	0	0	0	0	0	0	0	0	33.2	37.1	0	23	0	0	0%	100%	0%	0%	0	149	2	0	0%	99%	1%	0%
2130	23	151	0	19	4	0	0	0	0	0	0	0	0	0	34.1	37.4	0	41	0	0	0%	100%	0%	0%	0	149	2	0	0%	99%	1%	0%
2145	41	151	0	40	1	0	0	0	0	0	0	0	0	0	34.3	39.8	0	43	1	0	0%	98%	2%	0%	0	140	3	0	0%	98%	2%	0%
2200	44	143																														

# Site #32

Southe Class	rn Traff Bins	ic S	ervice	s, Inc.	P FR	OM BRA	DDOCK ST
I-10 E	B ON RAM						
Database	ts:						
Site:	ion:						
Direct	on:						
Survey	Duratio	n:					
File:	fier:						
Identifi	thm:						
Algori	ype:						
Data t	:						
Profil	e:						
Filter	time:						
Includ	ed class						
Speed	range:						
Direct	ion:						
Separat	tion:						
Name:	:						
Scheme	:						
Units:	:						
Column	Legend:						
0 [T	ime]						
1 [T	otal]						
2 [C	ls]						
3 [M	ean]						
4 [V	pp]						
Wednesday,	October	ober	25, 2	17	Cls	Cls	Cls
Time	15 Min Vol				1	2	3
					4	5	6
300	6	34	0	5	1	0	0
315	8	34	0	8	0	0	0
330	11	32	0	7	3	0	1
345	9	29	0	5	3	0	1
400	6	37	0	4	2	0	0
415	6	47	0	2	4	0	0
430	8	55	0	6	2	0	0
445	17	75	0	16	1	0	0
500	16	88	0	13	3	0	0
515	14	116	0	11	2	1	0
530	28	148	0	22	5	1	0
545	30	183	0	25	3	1	0
600	44	254	0	38	5	1	0
615	46	358	0	31	12	1	2
630	63	415	0	55	7	0	1
645	101	460	0	86	10	3	2
700	148	512	0	126	14	3	4
715	103	502	0	94	9	0	0
730	108	538	0	90	17	0	1
745	153	549	0	128	22	1	0
800	138	500	0	114	20	1	2
815	139	470	0	118	18	1	2
830	119	408	0	106	11	0	2
845	104	394	0	92	9	0	0
900	108	377	1	90	15	0	1
915	77	321	0	64	9	0	4
930	105	297	0	90	10	0	4
945	87	276	0	72	14	0	0
1000	52	276	0	39	12	0	1
1015	53	299	0	43	9	0	1
1030	84	340	0	70	12	0	2
1045	87	378	0	71	11	0	2
1100	75	404	0	58	17	0	0
1115	94	414	1	75	16	0	0
1130	122	406	0	102	18	0	1
1145	113	385	1	95	15	0	1
1200	85	370	0	71	12	0	0
1215	86	367	0	71	13	0	1
1230	101	387	0	86	13	0	1
1245	98	409	0	88	9	0	0
1300	82	435	0	71	10	0	0
1315	106	458	0	88	17	0	0
1330	123	466	0	106	15	1	1
1345	124	565	0	108	12	2	2
1400	105	623	1	88	9	1	3
1415	114	721	0	100	14	0	0
1430	222	856	0	178	26	10	7
1445	182	897	0	149	31	0	1
1500	203	967	0	165	35	1	2
1515	249	987	0	204	41	0	2
1530	263	985	0	205	50	3	4
1545	252	946	0	204	43	1	3
1600	223	925	0	169	51	0	2
1615	247	906	1	204	39	0	2
1630	224	870	0	189	32	0	3
1645	231	827	0	177	49	1	4
1700	204	750	0	163	37	2	2

1715	211	700	1	168	39	1	1	0	0	1	0	0	0	0	32.2	35.6	1	207	2	1	0%	98%	1%	0%	1	688	10	1	0%	98%	1%	0%
1730	181	631	0	137	40	1	3	0	0	0	0	0	0	0	33.1	36.7	0	177	4	0	0%	98%	2%	0%	0	622	9	0	0%	99%	1%	0%
1745	154	585	0	120	32	0	2	0	0	0	0	0	0	0	32.3	36.2	0	152	2	0	0%	99%	1%	0%	0	578	6	1	0%	99%	1%	0%
1800	154	593	0	130	22	0	2	0	0	0	0	0	0	0	32.5	36.5	0	152	2	0	0%	99%	1%	0%	0	583	8	2	0%	98%	1%	0%
1815	142	598	0	122	19	0	1	0	0	0	0	0	0	0	33.4	36.9	0	141	1	0	0%	99%	1%	0%	1	585	9	3	0%	98%	2%	1%
1830	135	609	0	100	33	0	1	0	0	0	1	0	0	0	33.1	36.5	0	133	1	1	0%	99%	1%	1%	1	595	9	4	0%	98%	1%	1%
1845	162	622	0	133	24	1	3	0	0	1	0	0	0	0	32.6	36.2	0	157	4	1	0%	97%	2%	1%	1	610	8	3	0%	98%	1%	0%
1900	159	562	1	137	17	1	2	0	0	0	1	0	0	0	31.8	34.9	1	154	3	1	1%	97%	2%	1%	1	554	4	3	0%	99%	1%	1%
1915	153	478	0	126	25	0	1	0	0	1	0	0	0	0	31.7	35.8	0	151	1	1	0%	99%	1%	1%	0	475	1	2	0%	99%	0%	0%
1930	148	399	0	128	20	0	0	0	0	0	0	0	0	0	32.3	36	0	148	0	0	0%	100%	0%	0%	0	398	0	1	0%	100%	0%	0%
1945	102	313	0	84	17	0	0	0	0	1	0	0	0	0	33.3	37.1	0	101	0	1	0%	99%	0%	1%	2	310	0	1	1%	99%	0%	0%
2000	75	265	0	64	11	0	0	0	0	0	0	0	0	0	33.5	37.8	0	75	0	0	0%	100%	0%	0%	2	263	0	0	1%	99%	0%	0%
2015	74	228	0	71	3	0	0	0	0	0	0	0	0	0	32.4	36.7	0	74	0	0	0%	100%	0%	0%	3	225	0	0	1%	99%	0%	0%
2030	62	201	2	56	4	0	0	0	0	0	0	0	0	0	32.6	36.7	2	60	0	0	3%	97%	0%	0%	3	197	1	0	1%	98%	0%	0%
2045	54	184	0	50	4	0	0	0	0	0	0	0	0	0	32.6	36.5	0	54	0	0	0%	100%	0%	0%	1	180	3	0	1%	98%	2%	0%
2100	38	165	1	33	4	0	0	0	0	0	0	0	0	0	33.1	37.1	1	37	0	0	3%	97%	0%	0%	1	161	3	0	1%	98%	2%	0%
2115	47	162	0	43	3	0	1	0	0	0	0	0	0	0	32.7	36.5	0	46	1	0	0%	98%	2%	0%	0	159	3	0	0%	98%	2%	0%
2130	45	145	0	42	1	1	0	1	0	0	0	0	0	0	33.5	38.3	0	43	2	0	0%	96%	4%	0%	0	143	2	0	0%	99%	1%	0%
2145	35	146	0	30	5	0	0	0	0	0	0	0	0	0	33.8	39.1	0	35	0	0	0%	100%	0%	0%	0	146	0	0	0%	100%	0%	0%
2200	35	133	0	32	3	0	0	0	0	0	0	0	0	0	32.5	37.1	0	35	0	0	0%	100%	0%	0%	0	133	0	0	0%	100%	0%	0%
2215	30	119	0	23	7	0	0	0	0	0	0	0	0	0	32.5	38	0	30	0	0	0%	100%	0%	0%	0	119	0	0	0%	100%	0%	0%
2230	46	112	0	43	3	0	0	0	0	0	0	0	0	0	33	36.9	0	46	0	0	0%	100%	0%	0%	0	112	0	0	0%	100%	0%	0%
2245	22	86	0	22	0	0	0	0	0	0	0	0	0	0	35	42.1	0	22	0	0	0%	100%	0%	0%	0	86	0	0	0%	100%	0%	0%
2300	21	83	0	19	2	0	0	0	0	0	0	0	0	0	33.6	37.4	0	21	0	0	0%	100%	0%	0%	0	83	0	0	0%	100%	0%	0%
2315	23	0	20	3	0	0	0	0	0	0	0	0	0	0	31.3	35.8	0	23	0	0	0%	100%	0%	0%	0	0	0	0	0%	100%	0%	0%
2330	20	0	19	1	0	0	0	0	0	0	0	0	0	0	34.2	40.3	0	20	0	0	0%	100%	0%	0%	0	0	0	0	0%	100%	0%	0%
2345	19	0	19	0	0	0	0	0	0	0	0	0	0	0	30	33.6	0	19	0	0	0%	100%	0%	0%	0	0	0	0	0%	100%	0%	0%
19-Jul	6732	6	5531	1045	31	81	11	0	14	13	0	0	0	0	32.1	36.7	0	19	0	0	0%	100%	0%	0%	0	688	10	1	0%	98%	1%	0%
20	6732	6	5531	1045	31	81	11	0	14	13	0	0	0	0	32.1	36.7	0	19	0	0	0%	100%	0%	0%	0	688	10	1	0%	98%	1%	0%

* Thur Time	sday, Oc Total	tobe	r 26,	2017											Mean	Vpp
		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls		
0	13	0	11	2	0	0	0	0	0	0	0	0	0	0	30.8	35.8
15	16	0	13	3	0	0	0	0	0	0	0	0	0	0	30.5	34.9
30	15	0	13	2	0	0	0	0	0	0	0	0	0	0	33.8	38
45	8	0	6	2	0	0	0	0	0	0	0	0	0	0	31.6	-
100	20	0	18	2	0	0	0	0	0	0	0	0	0	0	32.3	35.1
115	8	0	7	0	0	0	0	0	0	0	1	0	0	0	35.4	-
130	14	0	13	1	0	0	0	0	0	0	0	0	0	0	31.1	34
145	10	0	8	1	1	0	0	0	0	0	0	0	0	0	35.8	-
200	10	0	9	1	0	0	0	0	0	0	0	0	0	0	29.9	-
215	2	0	2	0	0	0	0	0	0	0	0	0	0	0	37.8	-
230	9	0	6	3	0	0	0	0	0	0	0	0	0	0	29.2	-
245	5	0	4	1	0	0	0	0	0	0	0	0	0	0	32.5	-
300	10	0	7	2	0	1	0	0	0	0	0	0	0	0	33.8	-
315	4	0	3	1	0	0	0	0	0	0	0	0	0	0	29.2	-
330	10	0	8	2	0	0	0	0	0	0	0	0	0	0	35	-
345	9	0	8	1	0	0	0	0	0	0	0	0	0	0	35.9	-
400	7	0	4	3	0	0	0	0	0	0	0	0	0	0	37.4	-
415	8	0	7	0	0	0	0	0	0	0	1	0	0	0	28.5	-
430	15	0	12	2	0	1	0	0	0	0	0	0	0	0	35.7	41.2
445	18	0	15	3	0	0	0	0	0	0	0	0	0	0	34.2	39.8
500	20	0	17	3	0	0	0	0	0	0	0	0	0	0	35.4	37.8
515	15	0	10	4	1	0	0	0	0	0	0	0	0	0	32.4	35.3
530	24	0	22	1	0	1	0	0	0	0	0	0	0	0	34.8	38.5
545	27	0	20	7	0	0	0	0	0	0	0	0	0	0	36.7	41.4
600	48	0	40	6	1	1	0	0	0	0	0	0	0	0	34.5	40
615	37	0	28	9	0	0	0	0	0	0	0	0	0	0	34.3	38.3
630	82	0	67	14	0	1	0	0	0	0	0	0	0	0	34.1	39.1
645	104	1	81	15	4	3	0	0	0	0	0	0	0	0	32.7	36.2
700	140	0	119	17	1	2	1	0	0	0	0	0	0	0	34.2	37.6
715	99	0	88	8	1	2	0	0	0	0	0	0	0	0	33.6	37.4
730	123	0	110	11	1	1	0	0	0	0	0	0	0	0	34.4	39.6
745	170	0	145	25	0	0	0	0	0	0	0	0	0	0	33.9	38
800	153	0	133	17	1	2	0	0	0	0	0	0	0	0	32.8	36.9
815	119	1	105	12	1	0	0	0	0	0	0	0	0	0	34.3	37.6
830	127	0	108	16	0	1	1	0	0	0	1	0	0	0	34.2	38.9
845	108	0	98	9	1	0	0	0	0	0	0	0	0	0	34.2	38.5
900	59	0	50	8	0	1	0	0	0	0	0	0	0	0	34	38.7
915	72	0	53	15	1	2	0	0	1	0	0	0	0	0	33.7	38
930	80	0	68	11	0	0	0	0	1	0	0	0	0	0	33.6	37.1
945	106	0	88	15	1	1	0	0	0	0	1	0	0	0	33.8	38.3
1000	55	0	45	8	0	0	1	0	1	0	0	0	0	0	32.5	37.4
1015	82	0	67	12	0	0	2	0	1	0	0	0	0	0	33.8	38
1030	99	0	79	15	0	2	2	0	0	1	0	0	0	0	33.5	38.3
1045	88	1	73	12	2	0	0	0	0	0	0	0	0	0	34.9	39.4
1100	74	0	65	7	0	2	0	0	0	0	0	0	0	0	34.6	39.4
1115	87	0	67	18	1	1	0	0	0	0	0	0	0	0	35.1	38.9
1130	106	0	81	20	0	1	0	0	1	3	0	0	0	0	33.9	38
1145	124	0	93	24	1	1	2	0	0	3	0	0	0	0	33.6	37.6
1200	97	0	76	16	1	3	1	0	0	0	0	0	0	0	34	38
1215	96	0	81	11	0	2	0	0	1	1	0	0	0	0	34	37.4
1230	107	0	92	13	0	1	1	0	0	0	0	0	0	0	34.5	38.7
1245	97	0	80	16	0	0	1	0	0	0	0	0	0	0	34.6	38.5
1300	106	0	90	13	2	1	0	0	0	0	0	0	0	0	34	37.8
1315	132	0	112	14	0	4	1	1	0	0	0	0	0	0	34.2	38.7
1330	150	0	108	33	4	3	0	0	0	2	0	0	0	0	33.1	37.1
1345	149	0	123	22	0	2	1	0	1	0	0	0	0	0	34.2	38.3

1400	153	0	120	28	0	4	0	0	0	1	0	0	0	0	33.2	37.1
1415	133	0	104	26	0	2	1	0	0	0	0	0	0	0	34.5	37.8
1430	228	0	173	39	10	6	0	0	0	0	0	0	0	0	31.8	35.1
1445	198	0	165	31	0	1	0	0	0	1	0	0	0	0	32.9	36.2
1500	244	0	199	39	0	3	1	0	0	1	1	0	0	0	33.4	37.1
1515	224	0	180	43	0	1	0	0	0	0	0	0	0	0	30.6	35.6
1530	262	0	208	48	1	4	0	0	0	1	0	0	0	0	29.1	34.7
1545	212	1	165	38	2	4	0	0	0	1	1	0	0	0	18.6	31.3
1600	270	0	209	58	0	3	0	0	0	0	0	0	0	0	28.9	33.6
1615	233	0	184	43	0	4	1	0	0	0	1	0	0	0	29.6	34.7
1630	269	0	234	33	0	2	0	0	0	0	0	0	0	0	30.6	33.8
1645	249	2	193	51	0	1	2	0	0	0	0	0	0	0	29.2	34.4
1700	213	1	171	37	1	1	0	0	0	2	0	0	0	0	32.9	37.1
1715	208	0	165	40	1	2	0	0	0	0	0	0	0	0	32	35.1
1730	174	0	136	36	1	0	0	0	0	1	0	0	0	0	32.9	37.6
1745	181	0	136	38	0	2	0	0	0	1	4	0	0	0	31.5	35.8
1800	192	0	147	43	0	2	0	0	0	0	0	0	0	0	33.1	36.5
1815	140	0	112	25	1	2	0	0	0	0	0	0	0	0	32.7	36.9
1830	184	1	153	29	0	1	0	0	0	0	0	0	0	0	33.2	36.5
1845	165	0	129	36	0	0	0	0	0	0	0	0	0	0	32.9	36.5
1900	121	0	102	19	0	0	0	0	0	0	0	0	0	0	31.4	35.3
1915	107	0	91	16	0	0	0	0	0	0	0	0	0	0	31.9	35.1
1930	91	0	83	8	0	0	0	0	0	0	0	0	0	0	32	35.6
1945	98	0	84	14	0	0	0	0	0	0	0	0	0	0	31.8	36
2000	111	0	98	13	0	0	0	0	0	0	0	0	0	0	31.4	36
2015	69	0	59	9	1	0	0	0	0	0	0	0	0	0	32.1	36.7
2030	75	0	72	3	0	0	0	0	0	0	0	0	0	0	32.7	37.8
2045	44	0	39	5	0	0	0	0	0	0	0	0	0	0	33.1	36.9
2100	59	0	50	9	0	0	0	0	0	0	0	0	0	0	31.7	35.8
2115	71	0	66	5	0	0	0	0	0	0	0	0	0	0	31.9	36.5
2130	58	0	51	7	0	0	0	0	0	0	0	0	0	0	32.7	36.7
2145	62	0	56	6	0	0	0	0	0	0	0	0	0	0	33.3	38.7
2200	54	0	45	9	0	0	0	0	0	0	0	0	0	0	32.2	35.3
2215	47	0	42	4	1	0	0	0	0	0	0	0	0	0	31.7	36.2
2230	41	0	38	3	0	0	0	0	0	0	0	0	0	0	33.7	38.3
2245	33	0	31	2	0	0	0	0	0	0	0	0	0	0	32.3	38.5
2300	43	0	41	2	0	0	0	0	0	0	0	0	0	0	34.7	38.7
2315	31	0	28	3	0	0	0	0	0	0	0	0	0	0	32.3	36.7
2330	24	0	20	3	0	1	0	0	0	0	0	0	0	0	32.2	36.9
2345	29	0	21	8	0	0	0	0	0	0	0	0	0	0	32.9	39.1
19-Jul	7137	7	5780	1179	36	80	19	1	14	21	0	0	0	0	32.2	36.9
22-Jun	8374	8	6847	1337	42	85	19	1	14	21	0	0	0	0	32.2	36.9
00-00	8973	8	7356	1418	45	89	19	1	14	23	0	0	0	0	32.3	37.1

* Frid Time	ay, Octo Total	ber	27, 20	17	Cls	Mean	Vpp										
0	26	0	23	3	0	4	5	6	7	8	9	10	11	12	13	85	
15	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	34	38.5
30	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	34.7	38.7
45	23	0	21	2	0	0	0	0	0	0	0	0	0	0	0	33.1	36.2
100	16	1	12	3	0	0	0	0	0	0	0	0	0	0	0	36.5	46.3
115	12	0	9	2	0	1	0	0	0	0	0	0	0	0	0	30	34.4
130	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0	31.8	34
145	13	0	10	2	0	1	0	0	0	0	0	0	0	0	0	34.1	35.3
200	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	31.7	32.4
215	18	0	15	2	0	0	0	0	0	1	0	0	0	0	0	31.6	34.4
230	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0	34.7	-
245	13	0	11	1	0	1	0	0	0	0	0	0	0	0	0	33.6	37.8
19-Jul	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
22-Jun	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-00	185	1	161	19	0	3	0	0	0	0	1	0	0	0	0	33.3	37.8

# Southern Traffic Services, Inc.

2911 Westfield Rd

Gulf Breeze, FL 32563

*Traffic is our only business!!!*

DALRYMPLE DR @ I-10 EB OFF RAMP  
BATON ROUGE, LA

File Name : 17067-39 DALRYMPLE @ I-10 EB RAMPS  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 1

Groups Printed- Autos - Trucks - Buses

Start Time	DALRYMPLE DR Southbound				BLANK Westbound				DALRYMPLE DR Northbound				I-10 EB OFF RAMP Eastbound				Int. Total
	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	Left	Thru	Right	Utrns	
06:45	0	104	0	0	0	0	0	0	0	48	0	0	6	0	30	0	188
Total	0	104	0	0	0	0	0	0	0	48	0	0	6	0	30	0	188
07:00	0	185	0	0	0	0	0	0	0	50	0	0	6	0	47	0	288
07:15	0	184	0	0	0	0	0	0	0	86	0	0	4	0	50	0	324
07:30	0	168	0	0	0	0	0	0	0	150	0	0	9	0	24	0	351
07:45	0	127	0	0	0	0	0	0	0	114	0	0	7	0	27	0	275
Total	0	664	0	0	0	0	0	0	0	400	0	0	26	0	148	0	1238
08:00	0	137	0	0	0	0	0	0	0	68	0	0	2	0	41	0	248
08:15	0	146	0	0	0	0	0	0	0	54	0	0	3	0	40	0	243
08:30	0	120	0	0	0	0	0	0	0	55	0	0	2	0	33	0	210
***Break***	Total	0	403	0	0	0	0	0	0	177	0	0	7	0	114	0	701
***Break***																	
15:45	0	127	0	0	0	0	0	0	0	108	0	0	2	0	12	0	249
Total	0	127	0	0	0	0	0	0	0	108	0	0	2	0	12	0	249
16:00	0	134	0	0	0	0	0	0	0	141	0	0	1	0	12	0	288
16:15	0	127	0	0	0	0	0	0	0	116	0	0	2	0	7	0	252
16:30	0	115	0	0	0	0	0	0	0	146	0	0	3	0	14	0	278
16:45	0	165	0	0	0	0	0	0	0	150	0	0	5	0	16	0	336
Total	0	541	0	0	0	0	0	0	0	553	0	0	11	0	49	0	1154
17:00	0	111	0	0	0	0	0	0	0	156	0	0	2	0	18	0	287
17:15	0	141	0	0	0	0	0	0	0	132	0	0	1	0	12	0	286
17:30	0	123	0	0	0	0	0	0	0	127	0	0	7	0	20	0	277
Grand Total	0	2214	0	0	0	0	0	0	0	1701	0	0	62	0	403	0	4380
Apprch %	0	100	0	0	0	0	0	0	0	100	0	0	13.3	0	86.7	0	
Total %	0	50.5	0	0	0	0	0	0	0	38.8	0	0	1.4	0	9.2	0	
Autos	0	2195	0	0	0	0	0	0	0	1685	0	0	60	0	396	0	4336
% Autos	0	99.1	0	0	0	0	0	0	0	99.1	0	0	96.8	0	98.3	0	99
Trucks	0	9	0	0	0	0	0	0	0	8	0	0	1	0	7	0	25
% Trucks	0	0.4	0	0	0	0	0	0	0	0.5	0	0	1.6	0	1.7	0	0.6
Buses	0	10	0	0	0	0	0	0	0	8	0	0	1	0	0	0	19
% Buses	0	0.5	0	0	0	0	0	0	0	0.5	0	0	1.6	0	0	0	0.4

# Southern Traffic Services, Inc.

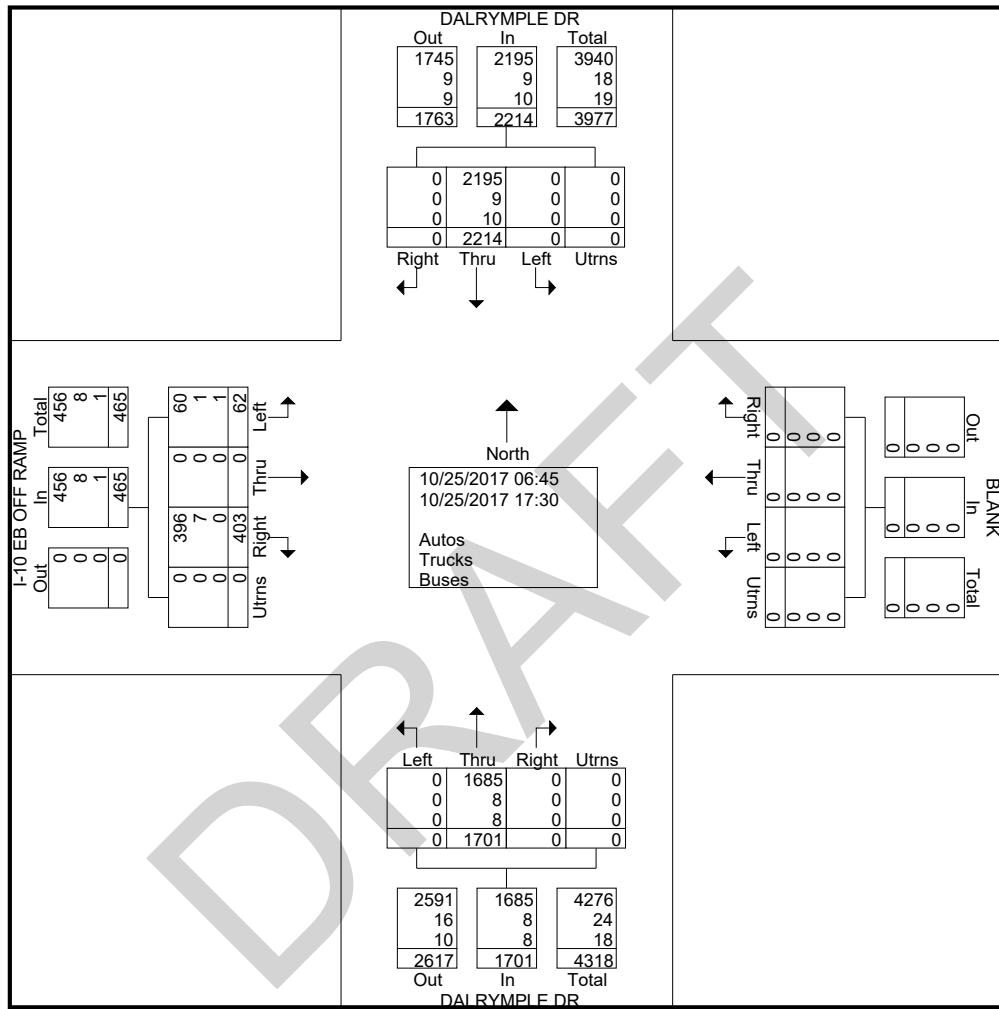
2911 Westfield Rd

Gulf Breeze, FL 32563

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DALRYMPLE DR @ I-10 EB OFF RAMP  
BATON ROUGE, LA

File Name : 17067-39 DALRYMPLE @ I-10 EB RAMPS  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 2



# Southern Traffic Services, Inc.

2911 Westfield Rd

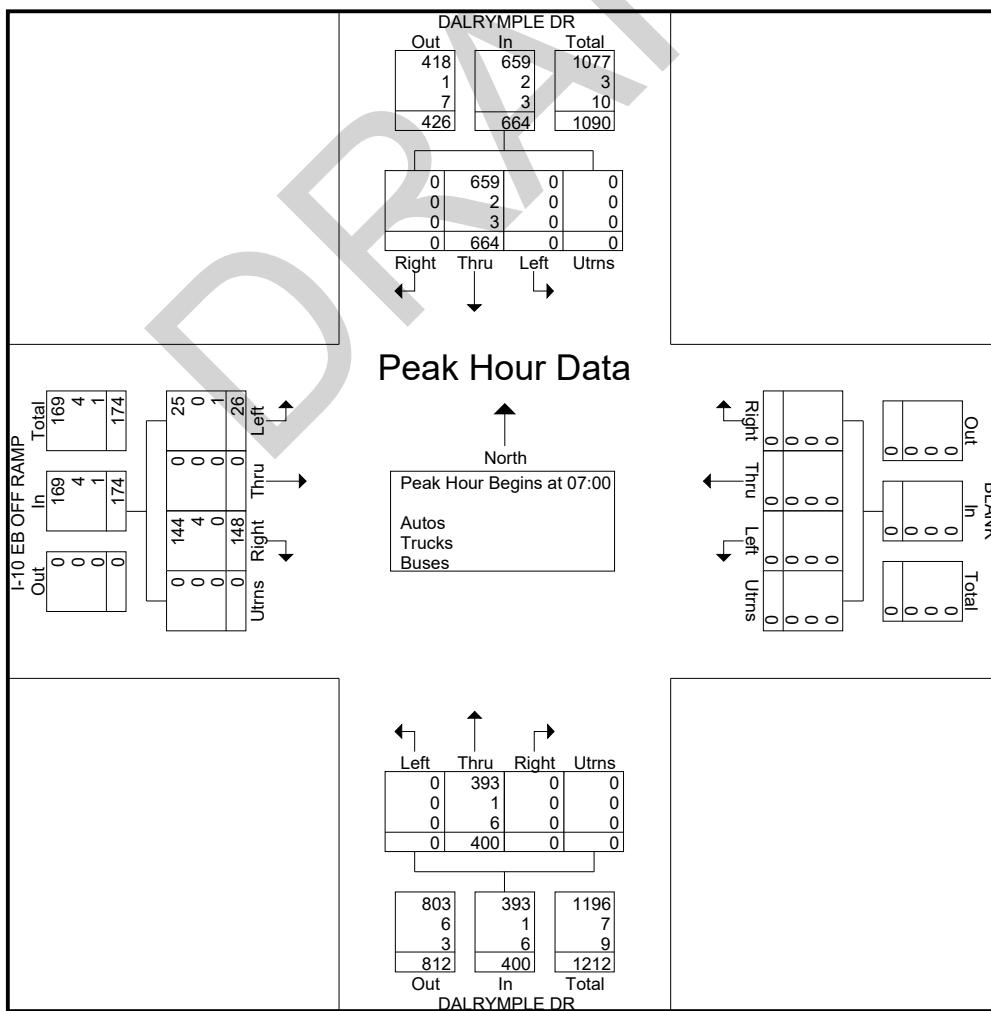
Gulf Breeze, FL 32563

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DALRYMPLE DR @ I-10 EB OFF RAMP  
BATON ROUGE, LA

File Name : 17067-39 DALRYMPLE @ I-10 EB RAMPS  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 3

	DALRYMPLE DR Southbound					BLANK Westbound					DALRYMPLE DR Northbound					I-10 EB OFF RAMP Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total
<b>Peak Hour Analysis From 06:45 to 12:15 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 07:00</b>																					
07:00	0	185	0	0	185	0	0	0	0	0	0	50	0	0	50	6	0	47	0	53	288
07:15	0	184	0	0	184	0	0	0	0	0	0	86	0	0	86	4	0	50	0	54	324
07:30	0	168	0	0	168	0	0	0	0	0	0	150	0	0	150	9	0	24	0	33	351
07:45	0	127	0	0	127	0	0	0	0	0	0	114	0	0	114	7	0	27	0	34	275
Total Volume	0	664	0	0	664	0	0	0	0	0	0	400	0	0	400	26	0	148	0	174	1238
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	14.9	0	85.1	0	0	0
PHF	.000	.897	.000	.000	.897	.000	.000	.000	.000	.000	.000	.667	.000	.000	.667	.722	.000	.740	.000	.806	.882
Autos	0	659	0	0	659	0	0	0	0	0	0	393	0	0	393	25	0	144	0	169	1221
% Autos	0	99.2	0	0	99.2	0	0	0	0	0	0	98.3	0	0	98.3	96.2	0	97.3	0	97.1	98.6
Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	7
% Trucks	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	2.7	0	2.3	0.6
Buses	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	10
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	1.5	0	0	1.5	3.8	0	0	0	0	0.6



# Southern Traffic Services, Inc.

2911 Westfield Rd

Gulf Breeze, FL 32563

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DALRYMPLE DR @ I-10 EB OFF RAMP  
BATON ROUGE, LA

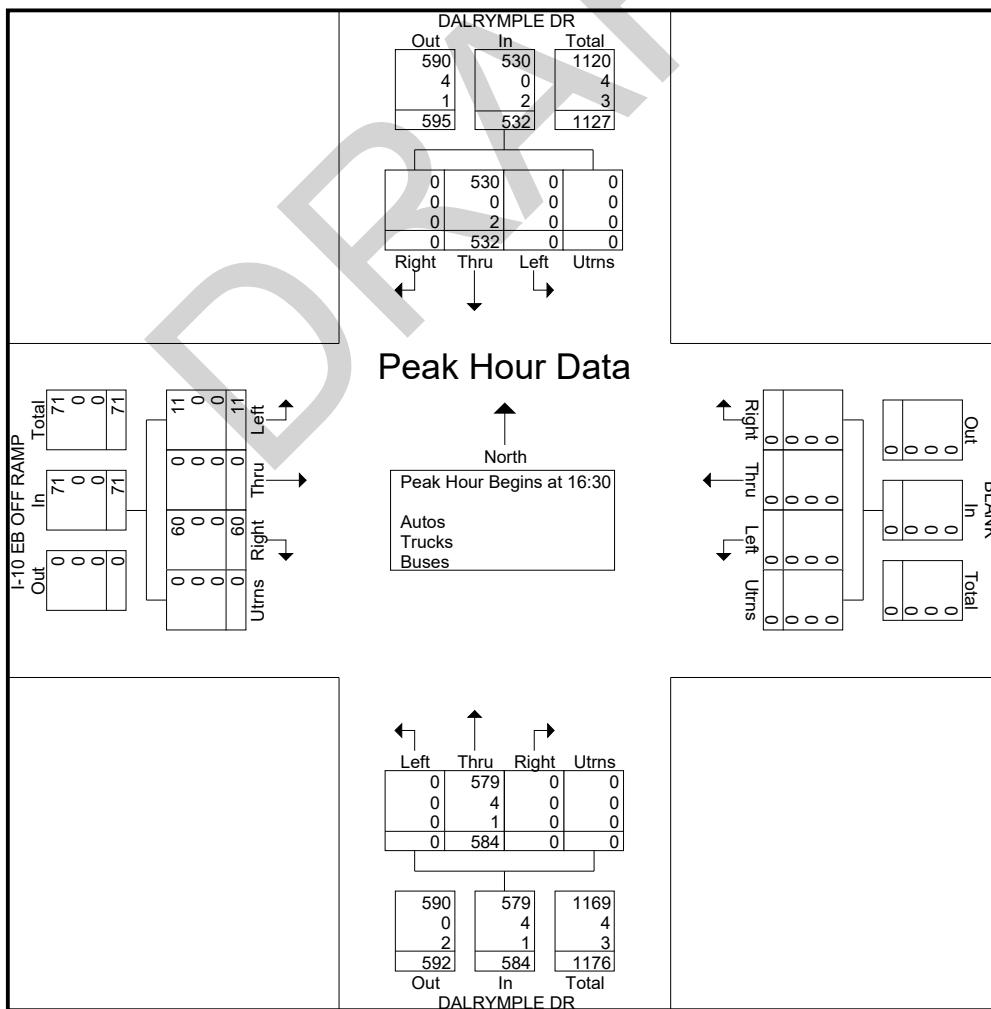
File Name : 17067-39 DALRYMPLE @ I-10 EB RAMPS  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 4

	DALRYMPLE DR Southbound					BLANK Westbound					DALRYMPLE DR Northbound					I-10 EB OFF RAMP Eastbound					
Start Time	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Left	Thru	Right	Utrns	App. Total	Int. Total

Peak Hour Analysis From 12:30 to 17:30 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	0	115	0	0	115	0	0	0	0	0	0	146	0	0	146	3	0	14	0	17	278
16:45	0	165	0	0	165	0	0	0	0	0	0	150	0	0	150	5	0	16	0	21	336
17:00	0	111	0	0	111	0	0	0	0	0	0	156	0	0	156	2	0	18	0	20	287
17:15	0	141	0	0	141	0	0	0	0	0	0	132	0	0	132	1	0	12	0	13	286
Total Volume	0	532	0	0	532	0	0	0	0	0	0	584	0	0	584	11	0	60	0	71	1187
% App. Total	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	15.5	0	84.5	0	0	1187
PHF	.000	.806	.000	.000	.806	.000	.000	.000	.000	.000	.000	.936	.000	.000	.936	.550	.000	.833	.000	.845	.883
Autos	0	530	0	0	530	0	0	0	0	0	0	579	0	0	579	11	0	60	0	71	1180
% Autos	0	99.6	0	0	99.6	0	0	0	0	0	0	99.1	0	0	99.1	100	0	100	0	100	99.4
Trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.3
Buses	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3



# Southern Traffic Services, Inc.

2911 Westfield Rd

Gulf Breeze, FL 32563

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DALRYMPLE DR @ I-10 WB RAMPS  
BATON ROUGE, LA

File Name : 17067-38 DALRYMPLE @ I-10 WB RAMPS  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 1

Groups Printed- Autos - Trucks - Buses

Start Time	DALRYMPLE DR Southbound				LAKESHORE DR Westbound				DALRYMPLE DR Northbound				I-10 WB RAMPS Eastbound				Int. Total
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	
06:45	5	36	9	0	4	2	6	0	22	34	6	0	24	0	65	0	213
Total	5	36	9	0	4	2	6	0	22	34	6	0	24	0	65	0	213
07:00	4	53	6	0	5	0	3	1	22	25	4	0	20	0	123	0	266
07:15	2	66	15	0	11	4	4	0	47	38	4	0	4	1	108	0	304
07:30	4	71	8	0	4	6	3	0	76	56	12	0	12	0	96	0	348
07:45	9	61	7	0	7	11	11	0	56	77	8	0	10	0	61	0	318
Total	19	251	36	0	27	21	21	1	201	196	28	0	46	1	388	0	1236
08:00	6	75	6	0	2	3	6	0	27	40	4	0	16	2	66	0	253
08:15	7	79	5	0	6	9	3	0	25	29	1	0	18	1	60	0	243
08:30	5	49	8	0	3	7	6	0	28	26	1	0	16	2	66	0	217
***Break***																	
Total	18	203	19	0	11	19	15	0	80	95	6	0	50	5	192	0	713
***Break***																	
15:45	10	76	5	1	4	7	4	0	46	69	7	0	20	2	50	0	301
Total	10	76	5	1	4	7	4	0	46	69	7	0	20	2	50	0	301
16:00	3	73	4	0	4	0	5	0	43	76	7	0	11	2	54	0	282
16:15	9	71	2	0	5	2	6	0	46	74	10	0	9	2	51	0	287
16:30	9	66	5	0	5	1	4	1	62	92	4	0	14	1	51	0	315
16:45	8	97	8	0	6	3	5	0	46	95	8	0	11	2	57	0	346
Total	29	307	19	0	20	6	20	1	197	337	29	0	45	7	213	0	1230
17:00	7	59	1	0	7	1	8	0	54	88	14	0	11	1	44	0	295
17:15	9	65	6	0	5	5	11	0	44	75	9	0	13	1	69	0	312
17:30	6	65	4	0	7	5	7	0	48	88	4	0	10	3	51	0	298
Grand Total	103	1062	99	1	85	66	92	2	692	982	103	0	219	20	1072	0	4598
Apprch %	8.1	84	7.8	0.1	34.7	26.9	37.6	0.8	38.9	55.3	5.8	0	16.7	1.5	81.8	0	
Total %	2.2	23.1	2.2	0	1.8	1.4	2	0	15.1	21.4	2.2	0	4.8	0.4	23.3	0	
Autos	103	1051	99	1	85	66	92	2	687	970	101	0	211	20	1064	0	4552
% Autos	100	99	100	100	100	100	100	100	99.3	98.8	98.1	0	96.3	100	99.3	0	99
Trucks	0	1	0	0	0	0	0	0	5	4	1	0	3	0	8	0	22
% Trucks	0	0.1	0	0	0	0	0	0	0.7	0.4	1	0	1.4	0	0.7	0	0.5
Buses	0	10	0	0	0	0	0	0	0	8	1	0	5	0	0	0	24
% Buses	0	0.9	0	0	0	0	0	0	0	0.8	1	0	2.3	0	0	0	0.5

# Southern Traffic Services, Inc.

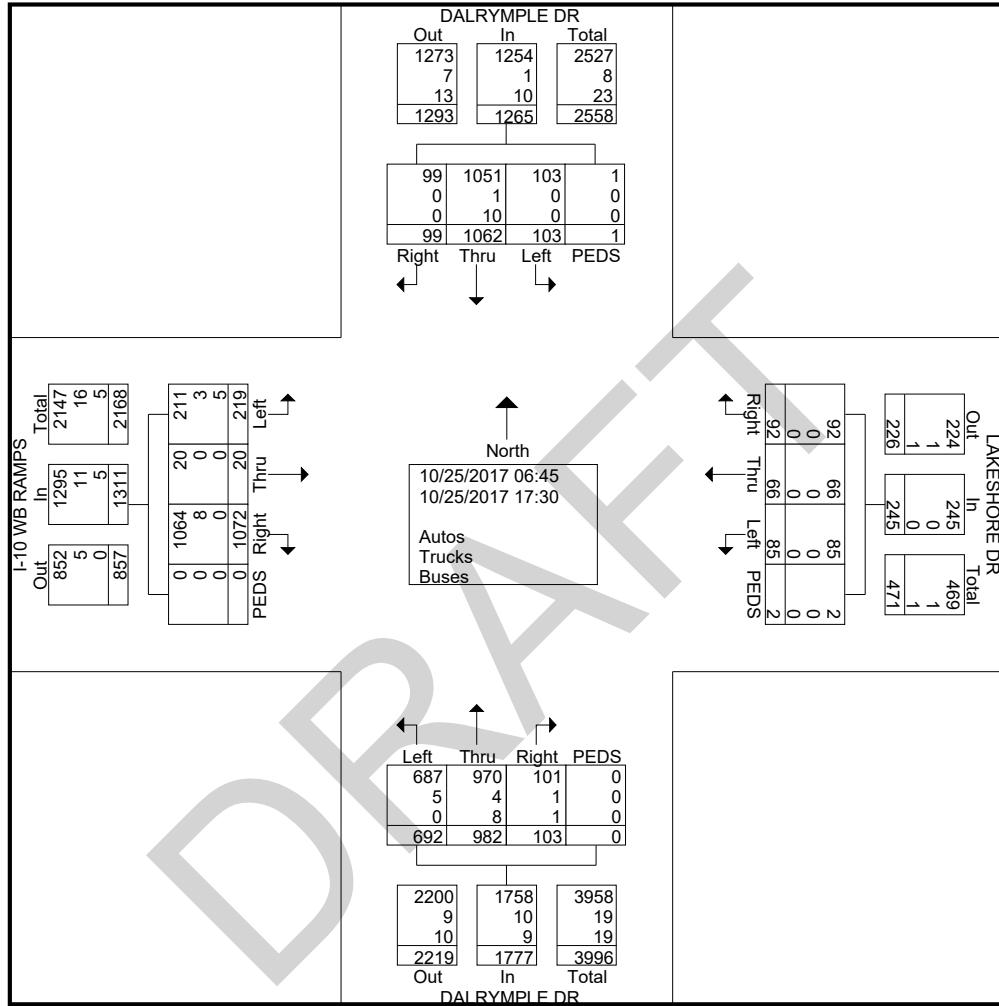
2911 Westfield Rd

Gulf Breeze, FL 32563

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DALRYMPLE DR @ I-10 WB RAMPS  
BATON ROUGE, LA

File Name : 17067-38 DALRYMPLE @ I-10 WB RAMPS  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 2



# Southern Traffic Services, Inc.

2911 Westfield Rd

Gulf Breeze, FL 32563

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DALRYMPLE DR @ I-10 WB RAMPS  
BATON ROUGE, LA

File Name : 17067-38 DALRYMPLE @ I-10 WB RAMPS  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 3

	DALRYMPLE DR Southbound					LAKESHORE DR Westbound					DALRYMPLE DR Northbound					I-10 WB RAMPS Eastbound					
Start Time	Left	Thru	Right	PEDS	App. Total	Left	Thru	Right	PEDS	App. Total	Left	Thru	Right	PEDS	App. Total	Left	Thru	Right	PEDS	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	4	53	6	0	63	5	0	3	1	9	22	25	4	0	51	20	0	123	0	143	266
07:15	2	66	15	0	83	11	4	4	0	19	47	38	4	0	89	4	1	108	0	113	304
07:30	4	71	8	0	83	4	6	3	0	13	76	56	12	0	144	12	0	96	0	108	348
07:45	9	61	7	0	77	7	11	11	0	29	56	77	8	0	141	10	0	61	0	71	318
Total Volume	19	251	36	0	306	27	21	21	1	70	201	196	28	0	425	46	1	388	0	435	1236
% App. Total	6.2	82	11.8	0		38.6	30	30	1.4		47.3	46.1	6.6	0		10.6	0.2	89.2	0		
PHF	.528	.884	.600	.000	.922	.614	.477	.477	.250	.603	.661	.636	.583	.000	.738	.575	.250	.789	.000	.760	.888
Autos	19	248	36	0	303	27	21	21	1	70	199	190	27	0	416	45	1	387	0	433	1222
% Autos	100	98.8	100	0	99.0	100	100	100	100	100	99.0	96.9	96.4	0	97.9	97.8	100	99.7	0	99.5	98.9
Trucks	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	1	0	1	0	2	6
% Trucks	0	0.4	0	0	0.3	0	0	0	0	0	1.0	0.5	0	0	0.7	2.2	0	0.3	0	0.5	0.5
Buses	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	8
% Buses	0	0.8	0	0	0.7	0	0	0	0	0	0	2.6	3.6	0	1.4	0	0	0	0	0	0.6

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# Southern Traffic Services, Inc.

2911 Westfield Rd

Gulf Breeze, FL 32563

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DALRYMPLE DR @ I-10 WB RAMPS  
BATON ROUGE, LA

File Name : 17067-38 DALRYMPLE @ I-10 WB RAMPS  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 5

	DALRYMPLE DR Southbound					LAKESHORE DR Westbound					DALRYMPLE DR Northbound					I-10 WB RAMPS Eastbound					
Start Time	Left	Thru	Right	PEDS	App. Total	Left	Thru	Right	PEDS	App. Total	Left	Thru	Right	PEDS	App. Total	Left	Thru	Right	PEDS	App. Total	Int. Total
<b>Peak Hour Analysis From 13:45 to 17:30 - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	66	5	0	80	5	1	4	1	11	62	92	4	0	158	14	1	51	0	66	315
16:45	8	97	8	0	113	6	3	5	0	14	46	95	8	0	149	11	2	57	0	70	346
17:00	7	59	1	0	67	7	1	8	0	16	54	88	14	0	156	11	1	44	0	56	295
17:15	9	65	6	0	80	5	5	11	0	21	44	75	9	0	128	13	1	69	0	83	312
Total Volume	33	287	20	0	340	23	10	28	1	62	206	350	35	0	591	49	5	221	0	275	1268
% App. Total	9.7	84.4	5.9	0		37.1	16.1	45.2	1.6		34.9	59.2	5.9	0		17.8	1.8	80.4	0		
PHF	.917	.740	.625	.000	.752	.821	.500	.636	.250	.738	.831	.921	.625	.000	.935	.875	.625	.801	.000	.828	.916
Autos	33	285	20	0	338	23	10	28	1	62	203	348	35	0	586	48	5	221	0	274	1260
% Autos	100	99.3	100	0	99.4	100	100	100	100	100	98.5	99.4	100	0	99.2	98.0	100	100	0	99.6	99.4
Trucks	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	1	0	0	0	1	5
% Trucks	0	0	0	0	0	0	0	0	0	0	1.5	0.3	0	0	0.7	2.0	0	0	0	0.4	0.4
Buses	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	0	0.7	0	0	0.6	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.2

DRAFT

# Southern Traffic Services, Inc.

2911 Westfield Rd

Gulf Breeze, FL 32563

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WASHINGTON ST @ MCCALOP ST  
BATON ROUGE, LA

File Name : 17067-35 WASHINGTON ST @ MCCALOP ST  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 1

Groups Printed- Autos - Trucks - Buses

Start Time	MCCALOP ST Southbound				WASHINGTON ST Westbound				BLANK Northbound				WASHINGTON ST Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:45	0	0	0	0	0	74	34	0	0	0	0	0	80	60	0	0	248
Total	0	0	0	0	0	74	34	0	0	0	0	0	80	60	0	0	248
07:00	0	0	0	0	0	61	32	0	0	0	0	0	90	69	0	0	252
07:15	0	0	0	0	0	39	19	0	0	0	0	0	51	43	0	0	152
07:30	0	0	0	0	0	37	13	0	0	0	0	0	39	46	0	0	135
07:45	0	0	0	0	0	58	12	0	0	0	0	0	42	41	0	0	153
Total	0	0	0	0	0	195	76	0	0	0	0	0	222	199	0	0	692
08:00	0	0	0	0	0	62	13	0	0	0	0	0	69	45	0	0	189
08:15	0	0	0	0	0	58	9	0	0	0	0	0	69	49	0	0	185
08:30	0	0	0	0	0	40	6	0	0	0	0	0	52	37	0	0	135
***Break***	0	0	0	0	0	160	28	0	0	0	0	0	190	131	0	0	509
***Break***	0	0	0	0	0	42	10	0	0	0	0	0	80	66	0	0	198
15:45	0	0	0	0	0	42	10	0	0	0	0	0	80	66	0	0	198
Total	0	0	0	0	0	42	10	0	0	0	0	0	80	66	0	0	198
16:00	0	0	0	0	0	55	12	0	0	0	0	0	81	48	0	0	196
16:15	0	0	0	0	0	50	15	0	0	0	0	0	47	46	0	0	158
16:30	0	0	0	0	0	53	7	0	0	0	0	0	89	54	0	0	203
16:45	0	0	0	0	0	56	16	0	0	0	0	0	92	57	0	0	221
Total	0	0	0	0	0	214	50	0	0	0	0	0	309	205	0	0	778
17:00	0	0	0	0	0	44	17	0	0	0	0	0	95	48	0	0	204
17:15	0	0	0	0	0	57	11	0	0	0	0	0	69	53	0	0	190
17:30	0	0	0	0	0	53	17	0	0	0	0	0	71	48	0	0	189
Grand Total	0	0	0	0	0	839	243	0	0	0	0	0	1116	810	0	0	3008
Apprch %	0	0	0	0	0	77.5	22.5	0	0	0	0	0	57.9	42.1	0	0	
Total %	0	0	0	0	0	27.9	8.1	0	0	0	0	0	37.1	26.9	0	0	
Autos	0	0	0	0	0	817	229	0	0	0	0	0	1058	801	0	0	2905
% Autos	0	0	0	0	0	97.4	94.2	0	0	0	0	0	94.8	98.9	0	0	96.6
Trucks	0	0	0	0	0	12	4	0	0	0	0	0	12	2	0	0	30
% Trucks	0	0	0	0	0	1.4	1.6	0	0	0	0	0	1.1	0.2	0	0	1
Buses	0	0	0	0	0	10	10	0	0	0	0	0	46	7	0	0	73
% Buses	0	0	0	0	0	1.2	4.1	0	0	0	0	0	4.1	0.9	0	0	2.4

# Southern Traffic Services, Inc.

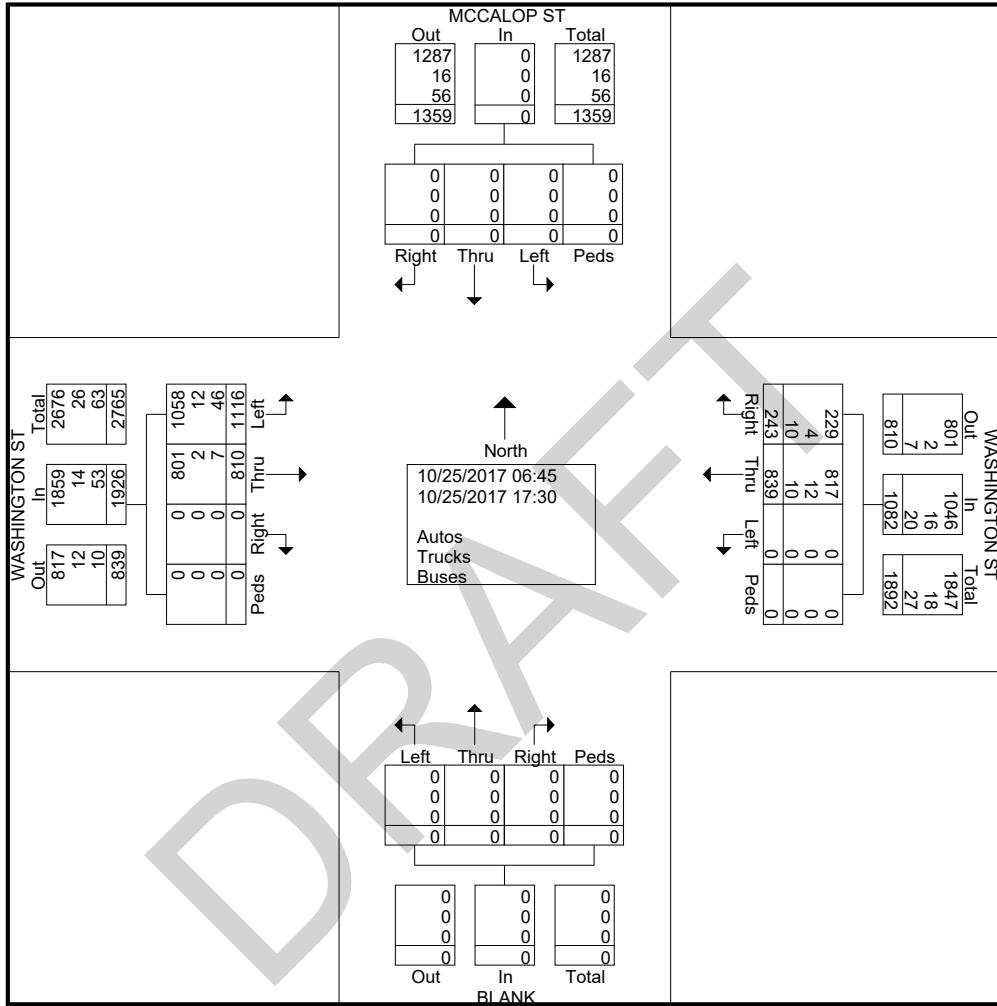
2911 Westfield Rd

Gulf Breeze, FL 32563

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WASHINGTON ST @ MCCALOP ST  
BATON ROUGE, LA

File Name : 17067-35 WASHINGTON ST @ MCCALOP ST  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 2



# Southern Traffic Services, Inc.

2911 Westfield Rd

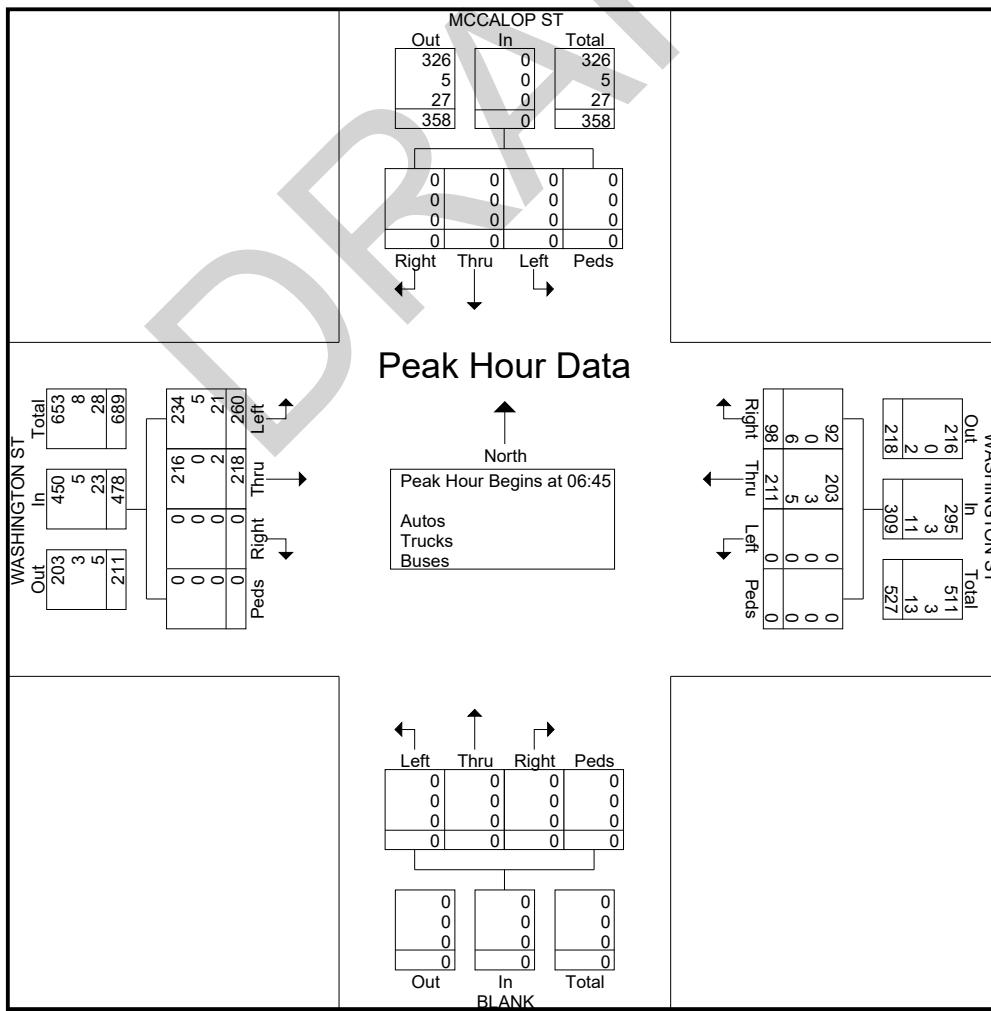
Gulf Breeze, FL 32563

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WASHINGTON ST @ MCCALOP ST  
BATON ROUGE, LA

File Name : 17067-35 WASHINGTON ST @ MCCALOP ST  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 3

	MCCALOP ST Southbound					WASHINGTON ST Westbound					BLANK Northbound					WASHINGTON ST Eastbound						
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
<b>Peak Hour Analysis From 06:45 to 12:15 - Peak 1 of 1</b>																						
<b>Peak Hour for Entire Intersection Begins at 06:45</b>																						
06:45	0	0	0	0	0	0	74	34	0	108	0	0	0	0	0	80	60	0	0	140	248	
07:00	0	0	0	0	0	0	61	32	0	93	0	0	0	0	0	90	69	0	0	159	252	
07:15	0	0	0	0	0	0	39	19	0	58	0	0	0	0	0	51	43	0	0	94	152	
07:30	0	0	0	0	0	0	37	13	0	50	0	0	0	0	0	39	46	0	0	85	135	
Total Volume	0	0	0	0	0	0	211	98	0	309	0	0	0	0	0	260	218	0	0	478	787	
% App. Total	0	0	0	0	0	0	68.3	31.7	0	0	0	0	0	0	0	54.4	45.6	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.713	.721	.000	.715	.000	.000	.000	.000	.000	.722	.790	.000	.000	.752	.781	
Autos	0	0	0	0	0	0	203	92	0	295	0	0	0	0	0	0	234	216	0	0	450	745
% Autos	0	0	0	0	0	0	96.2	93.9	0	95.5	0	0	0	0	0	90.0	99.1	0	0	94.1	94.7	
Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	0	5	8
% Trucks	0	0	0	0	0	0	1.4	0	0	1.0	0	0	0	0	0	0	1.9	0	0	0	1.0	1.0
Buses	0	0	0	0	0	0	5	6	0	11	0	0	0	0	0	0	21	2	0	0	23	34
% Buses	0	0	0	0	0	0	2.4	6.1	0	3.6	0	0	0	0	0	0	8.1	0.9	0	0	4.8	4.3



# Southern Traffic Services, Inc.

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WASHINGTON ST @ MCCALOP ST  
BATON ROUGE, LA

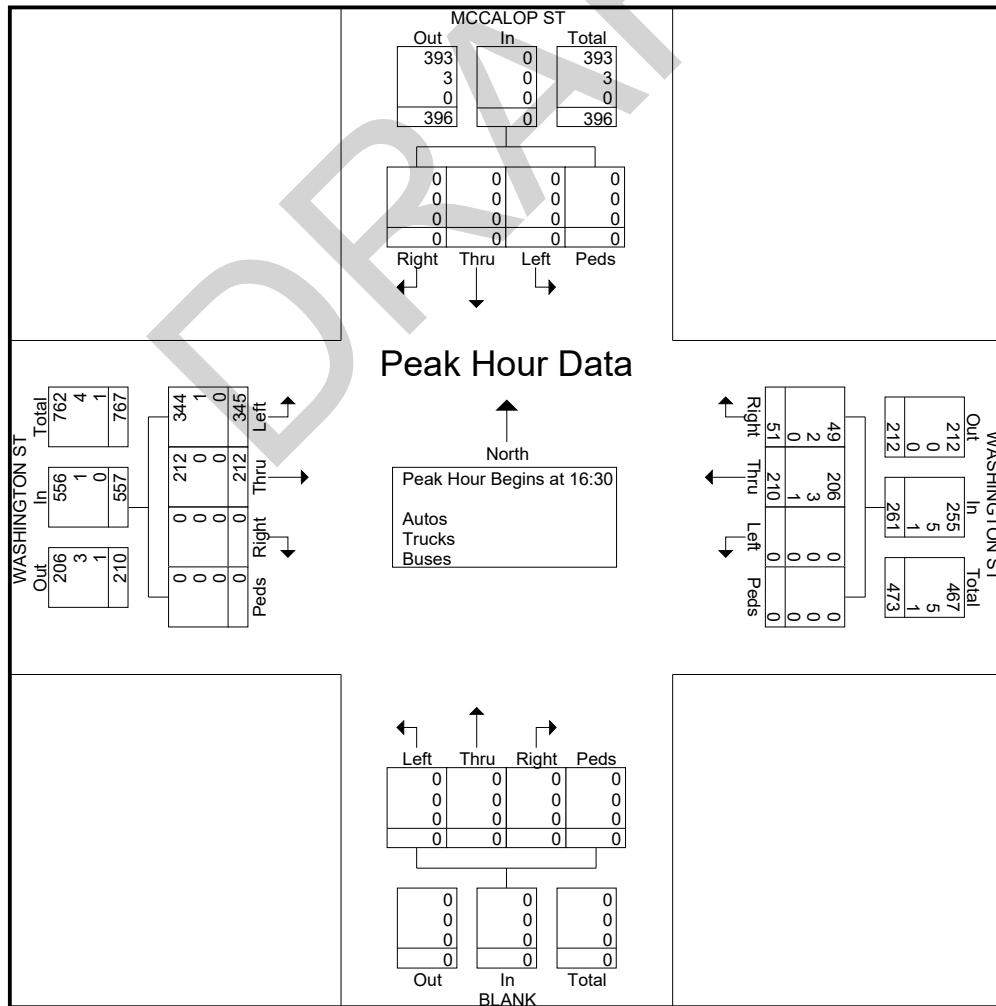
File Name : 17067-35 WASHINGTON ST @ MCCALOP ST  
Site Code : 17067  
Start Date : 10/25/2017  
Page No : 4

	MCCALOP ST Southbound					WASHINGTON ST Westbound					BLANK Northbound					WASHINGTON ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 12:30 to 17:30 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:30

16:30	0	0	0	0	0	0	53	7	0	60	0	0	0	0	0	89	54	0	0	143	203
16:45	0	0	0	0	0	0	56	16	0	72	0	0	0	0	0	92	57	0	0	149	221
17:00	0	0	0	0	0	0	44	17	0	61	0	0	0	0	0	95	48	0	0	143	204
17:15	0	0	0	0	0	0	57	11	0	68	0	0	0	0	0	69	53	0	0	122	190
Total Volume	0	0	0	0	0	0	210	51	0	261	0	0	0	0	0	345	212	0	0	557	818
% App. Total	0	0	0	0	0	0	80.5	19.5	0	0	0	0	0	0	0	61.9	38.1	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.921	.750	.000	.906	.000	.000	.000	.000	.000	.908	.930	.000	.000	.935	.925
Autos	0	0	0	0	0	0	206	49	0	255	0	0	0	0	0	344	212	0	0	556	811
% Autos	0	0	0	0	0	0	98.1	96.1	0	97.7	0	0	0	0	0	99.7	100	0	0	99.8	99.1
Trucks	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	1	0	0	0	1	6
% Trucks	0	0	0	0	0	0	1.4	3.9	0	1.9	0	0	0	0	0	0.3	0	0	0	0.2	0.7
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.1



# Southern Traffic Services, Inc.

2911 Westfield Rd

Gulf Breeze, FL 32563

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WASHINGTON ST @ I-10 EB RAMPS  
BATON ROUGE, LA

File Name : 17067-33 WASHINGTON ST @ I-10 EB RAMPS  
Site Code : 17067  
Start Date : 11/9/2017  
Page No : 1

Groups Printed- Autos - Trucks - Buses

Start Time	I-10 EB OFF RAMP Southbound				WASHINGTON ST Westbound				I-10 EB ON RAMP Northbound				WASHINGTON ST Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:45	52	8	51	0	8	61	0	0	0	0	25	0	0	75	2	0	282
Total	52	8	51	0	8	61	0	0	0	0	25	0	0	75	2	0	282
07:00	46	6	47	0	7	46	0	0	2	0	35	0	0	85	1	0	275
07:15	16	1	22	0	7	33	0	0	0	0	16	1	0	45	1	0	142
07:30	4	3	33	0	6	35	0	0	0	0	21	1	0	68	2	0	173
07:45	5	7	37	0	13	32	0	0	0	0	26	0	0	51	5	0	176
Total	71	17	139	0	33	146	0	0	2	0	98	2	0	249	9	0	766
08:00	11	7	25	0	17	48	0	0	1	0	58	1	0	59	6	0	233
08:15	6	9	26	0	10	39	0	0	1	0	33	1	0	61	2	0	188
08:30	7	2	28	0	10	27	0	0	1	0	30	2	0	40	3	1	151
***Break***																	
Total	24	18	79	0	37	114	0	0	3	0	121	4	0	160	11	1	572
***Break***																	
15:45	2	5	4	0	8	32	0	0	0	0	42	0	0	86	1	0	180
Total	2	5	4	0	8	32	0	0	0	0	42	0	0	86	1	0	180
16:00	4	0	3	0	5	46	0	0	0	0	29	0	0	103	4	0	194
16:15	6	1	1	0	9	56	0	0	0	0	28	1	0	83	6	0	191
16:30	2	1	4	0	6	36	0	0	1	0	29	1	0	111	3	0	194
16:45	4	0	7	0	12	43	0	0	1	0	36	0	0	103	2	0	208
Total	16	2	15	0	32	181	0	0	2	0	122	2	0	400	15	0	787
17:00	7	0	2	0	9	56	0	0	1	0	28	1	0	97	1	0	202
17:15	2	0	10	1	12	49	0	0	0	0	26	0	0	68	1	0	169
17:30	6	2	9	0	10	39	0	0	0	0	18	0	0	86	2	0	172
Grand Total	180	52	309	1	149	678	0	0	8	0	480	9	0	1221	42	1	3130
Apprch %	33.2	9.6	57	0.2	18	82	0	0	1.6	0	96.6	1.8	0	96.6	3.3	0.1	
Total %	5.8	1.7	9.9	0	4.8	21.7	0	0	0.3	0	15.3	0.3	0	39	1.3	0	
Autos	172	52	305	1	149	648	0	0	8	0	459	9	0	1175	40	1	3019
% Autos	95.6	100	98.7	100	100	95.6	0	0	100	0	95.6	100	0	96.2	95.2	100	96.5
Trucks	4	0	0	0	0	3	0	0	0	0	1	0	0	11	1	0	20
% Trucks	2.2	0	0	0	0	0.4	0	0	0	0	0.2	0	0	0.9	2.4	0	0.6
Buses	4	0	4	0	0	27	0	0	0	0	20	0	0	35	1	0	91
% Buses	2.2	0	1.3	0	0	4	0	0	0	0	4.2	0	0	2.9	2.4	0	2.9

# Southern Traffic Services, Inc.

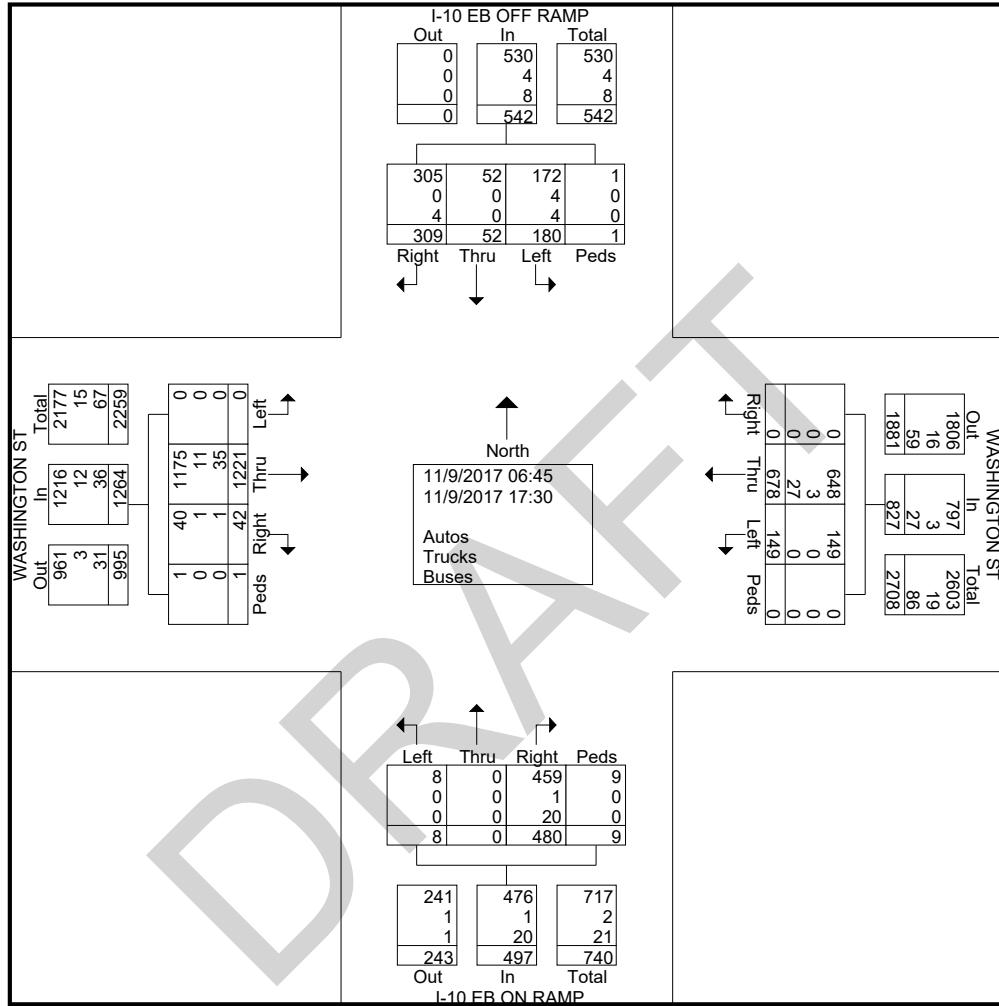
2911 Westfield Rd

Gulf Breeze, FL 32563

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WASHINGTON ST @ I-10 EB RAMPS  
BATON ROUGE, LA

File Name : 17067-33 WASHINGTON ST @ I-10 EB RAMPS  
Site Code : 17067  
Start Date : 11/9/2017  
Page No : 2



# Southern Traffic Services, Inc.

2911 Westfield Rd

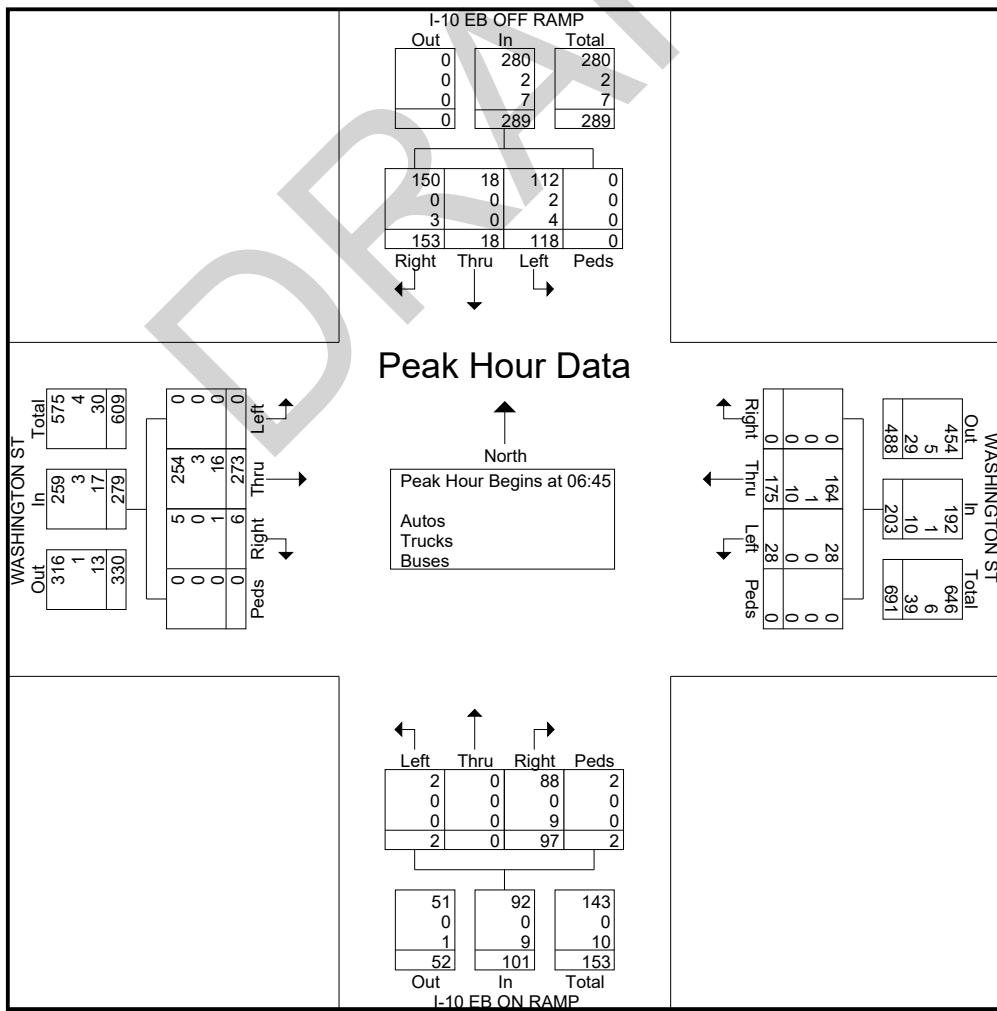
Gulf Breeze, FL 32563

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WASHINGTON ST @ I-10 EB RAMPS  
BATON ROUGE, LA

File Name : 17067-33 WASHINGTON ST @ I-10 EB RAMPS  
Site Code : 17067  
Start Date : 11/9/2017  
Page No : 3

	I-10 EB OFF RAMP Southbound					WASHINGTON ST Westbound					I-10 EB ON RAMP Northbound					WASHINGTON ST Eastbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 06:45 to 12:45 - Peak 1 of 1</b>																					
<b>Peak Hour for Entire Intersection Begins at 06:45</b>																					
06:45	52	8	51	0	111	8	61	0	0	69	0	0	25	0	25	0	75	2	0	77	282
07:00	46	6	47	0	99	7	46	0	0	53	2	0	35	0	37	0	85	1	0	86	275
07:15	16	1	22	0	39	7	33	0	0	40	0	0	16	1	17	0	45	1	0	46	142
07:30	4	3	33	0	40	6	35	0	0	41	0	0	21	1	22	0	68	2	0	70	173
Total Volume	118	18	153	0	289	28	175	0	0	203	2	0	97	2	101	0	273	6	0	279	872
% App. Total	40.8	6.2	52.9	0		13.8	86.2	0	0		2	0	96	2		0	97.8	2.2	0		
PHF	.567	.563	.750	.000	.651	.875	.717	.000	.000	.736	.250	.000	.693	.500	.682	.000	.803	.750	.000	.811	.773
Autos	112	18	150	0	280	28	164	0	0	192	2	0	88	2	92	0	254	5	0	259	823
% Autos	94.9	100	98.0	0	96.9	100	93.7	0	0	94.6	100	0	90.7	100	91.1	0	93.0	83.3	0	92.8	94.4
Trucks	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	6
% Trucks	1.7	0	0	0	0.7	0	0.6	0	0	0.5	0	0	0	0	0	0	1.1	0	0	1.1	0.7
Buses	4	0	3	0	7	0	10	0	0	10	0	0	9	0	9	0	16	1	0	17	43
% Buses	3.4	0	2.0	0	2.4	0	5.7	0	0	4.9	0	0	9.3	0	8.9	0	5.9	16.7	0	6.1	4.9



# Southern Traffic Services, Inc.

2911 Westfield Rd  
Gulf Breeze, FL 32563

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WASHINGTON ST @ I-10 EB RAMPS  
BATON ROUGE, LA

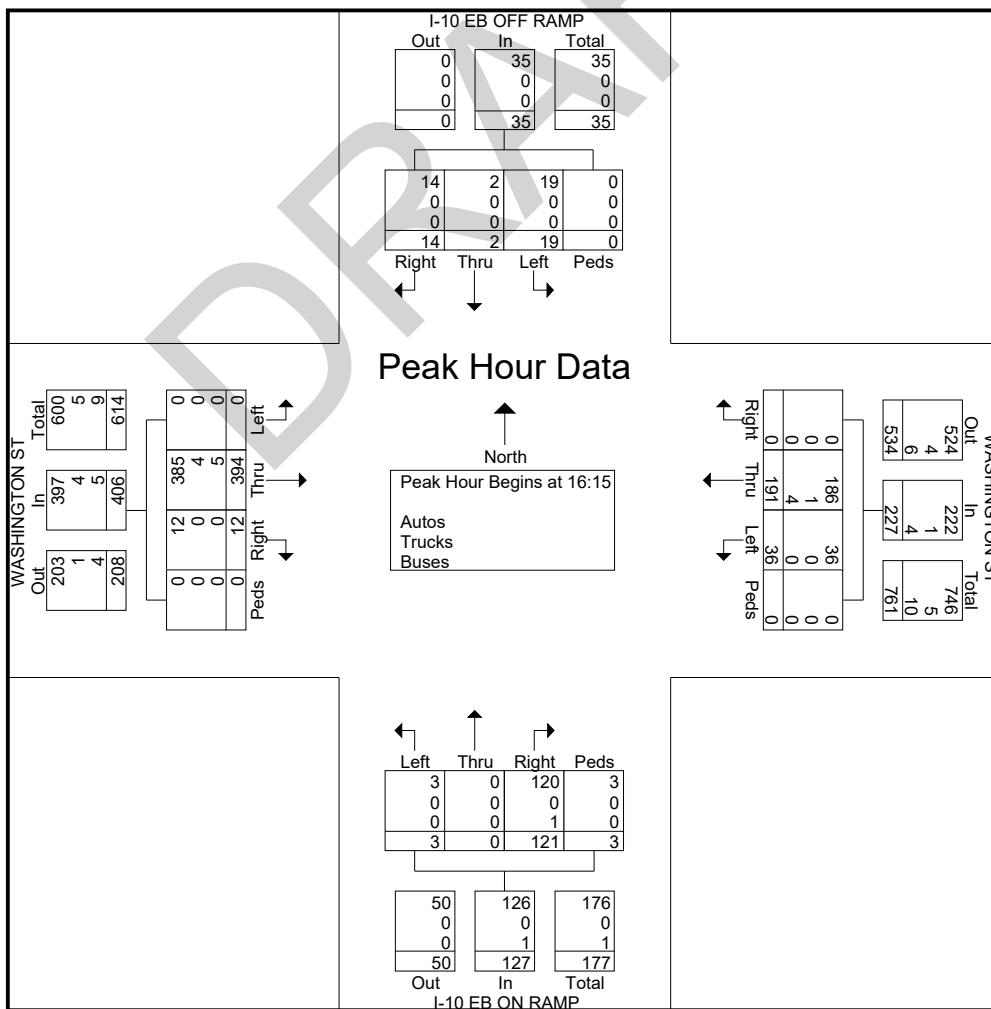
File Name : 17067-33 WASHINGTON ST @ I-10 EB RAMPS  
Site Code : 17067  
Start Date : 11/9/2017  
Page No : 4

Start Time	I-10 EB OFF RAMP Southbound					WASHINGTON ST Westbound					I-10 EB ON RAMP Northbound					WASHINGTON ST Eastbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total

Peak Hour Analysis From 13:00 to 17:30 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:15

16:15	6	1	1	0	8	9	56	0	0	65	0	0	28	1	29	0	83	6	0	89	191
16:30	2	1	4	0	7	6	36	0	0	42	1	0	29	1	31	0	111	3	0	114	194
16:45	4	0	7	0	11	12	43	0	0	55	1	0	36	0	37	0	103	2	0	105	208
17:00	7	0	2	0	9	9	56	0	0	65	1	0	28	1	30	0	97	1	0	98	202
Total Volume	19	2	14	0	35	36	191	0	0	227	3	0	121	3	127	0	394	12	0	406	795
% App. Total	54.3	5.7	40	0		15.9	84.1	0	0		2.4	0	95.3	2.4		0	97	3	0		
PHF	.679	.500	.500	.000	.795	.750	.853	.000	.000	.873	.750	.000	.840	.750	.858	.000	.887	.500	.000	.890	.956
Autos	19	2	14	0	35	36	186	0	0	222	3	0	120	3	126	0	385	12	0	397	780
% Autos	100	100	100	0	100	100	97.4	0	0	97.8	100	0	99.2	100	99.2	0	97.7	100	0	97.8	98.1
Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	5
% Trucks	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	1.0	0	0	1.0	0.6
Buses	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	5	0	0	5	10
% Buses	0	0	0	0	0	0	2.1	0	0	1.8	0	0	0.8	0	0.8	0	1.3	0	0	1.2	1.3



# DCR APPENDIX C

## Peak Volume Data

DRAFT

URBAN SYSTEMS inc.



Project # 10-085-2

**I-10 Improvements (LA 415 to Essen Lane)**

S.P. H.004100

Arcadis Data Collection

**I-10 EB (W of Perkins exit)  
7 Day Count #6**

Wednesday October 11th, 2017

Time	15 Min Vol	VPH
2:15 PM	728	
2:30 PM	795	
2:45 PM	930	
3:00 PM	814	
3:15 PM	1169	3282
3:30 PM	857	2951
3:45 PM	469	3075
4:00 PM	787	3463
4:15 PM	838	3468
4:30 PM	981	3246
4:45 PM	857	3065
5:00 PM	792	3279
5:15 PM	616	3607
5:30 PM	800	4265
5:45 PM	1071	4641
6:00 PM	1120	4799
6:15 PM	1274	3679
6:30 PM	1176	2405
6:45 PM	1229	1229

Thursday October 12th, 2017

Time	15 Min Vol	VPH
5:15 AM	591	2701
5:30 AM	606	3032
5:45 AM	710	3493
6:00 AM	794	4001
6:15 AM	922	4553
6:30 AM	1067	5010
6:45 AM	1218	5299
7:00 AM	1346	5377
7:15 AM	1379	5316
7:30 AM	1356	5277
7:45 AM	1296	5314
8:00 AM	1285	5317
8:15 AM	1340	5269
8:30 AM	1393	3929
8:45 AM	1299	2536
9:00 AM	1237	1237

**I-10 Improvements (LA 415 to Essen Lane)**

S.P. H.004100

Arcadis Data Collection

**I-10 WB (W of Perkins exit)****7 Day Count #6**

Wednesday, October 11th, 2017

Time	15 Min Vol	VPH
3:15 PM	1479	5700
3:30 PM	1412	5643
3:45 PM	1429	5670
4:00 PM	1380	5661
4:15 PM	1422	5781
4:30 PM	1439	5739
4:45 PM	1420	5683
5:00 PM	1500	5637
5:15 PM	1380	5314
5:30 PM	1383	5007
5:45 PM	1374	4760
6:00 PM	1177	4391

Thursday, October 12th, 2017

Time	15 Min Vol	VPH
5:45 AM	1044	4609
6:00 AM	1091	4968
6:15 AM	1173	5328
6:30 AM	1301	5643
6:45 AM	1403	5844
7:00 AM	1451	5875
7:15 AM	1488	5866
7:30 AM	1502	5812
7:45 AM	1434	5731
8:00 AM	1442	5785
8:15 AM	1434	5775
8:30 AM	1421	5748
8:45 AM	1488	5745
9:00 AM	1432	5656
9:15 AM	1407	5446
9:30 AM	1418	5263
9:45 AM	1399	5155

**I-10 Improvements (LA 415 to Essen Lane)**

S.P. H.004100

Arcadis Data Collection

**I-110 SB OFF Ramp to I-10 EB****48 Hour Count #24**

Wednesday	October	25th, 2017
5:00 AM	276	1418
5:15 AM	354	1540
5:30 AM	345	1729
5:45 AM	443	1990
6:00 AM	398	2288
6:15 AM	543	2668
6:30 AM	606	2928
6:45 AM	741	2839
7:00 AM	778	2432
7:15 AM	803	2372
7:30 AM	517	2248
7:45 AM	334	2279
8:00 AM	718	2593
8:15 AM	679	2429
8:30 AM	548	2309
8:45 AM	648	2348
9:00 AM	554	2276
9:15 AM	559	2259
9:30 AM	587	2231

Wednesday	October	25th, 2017
Time	Total	VPH
3:30 PM	538	2037
3:45 PM	536	1916
4:00 PM	480	1867
4:15 PM	483	1844
4:30 PM	417	1859
4:45 PM	487	1933
5:00 PM	457	2001
5:15 PM	498	2169
5:30 PM	491	2299
5:45 PM	555	2451
6:00 PM	625	2368
6:15 PM	628	2033
6:30 PM	643	1731
6:45 PM	472	1442
7:00 PM	290	1397
7:15 PM	326	1576
7:30 PM	354	1671
7:45 PM	427	1732

**I-10 Improvements (LA 415 to Essen Lane)**

**S.P. H.004100**

**Arcadis Data Collection**

**S 10th St off ramp to I-10 EB**

**48 Hour Count #24A**

Wednesday October 25th, 2017

6:30 AM	18	93
6:45 AM	19	108
7:00 AM	26	121
7:15 AM	30	151
7:30 AM	33	183
7:45 AM	32	207
8:00 AM	56	219
8:15 AM	62	213
8:30 AM	57	202
8:45 AM	44	186
9:00 AM	50	199
9:15 AM	51	198
9:30 AM	41	197
9:45 AM	57	209
10:00 AM	49	204
10:15 AM	50	219
10:30 AM	53	247

Wednesday October 25th, 2017

Time	Total	VPH
3:00 PM	54	317
3:15 PM	80	378
3:30 PM	93	402
3:45 PM	90	444
4:00 PM	115	479
4:15 PM	104	470
4:30 PM	135	469
4:45 PM	125	396
5:00 PM	106	326
5:15 PM	103	268
5:30 PM	62	211
5:45 PM	55	191
6:00 PM	48	163
6:15 PM	46	147
6:30 PM	42	130

**I-10 Improvements (LA 415 to Essen Lane)**

**S.P. H.004100**

**Arcadis Data Collection**

**I-10 WB to I-10 WB**

**48 Hour Count #25**

Wednesday, October 11th, 2017

Time	Total	VPH
6:30 AM	429	1578
6:45 AM	382	1502
7:00 AM	376	1501
7:15 AM	391	1504
7:30 AM	353	1514
7:45 AM	381	1574
8:00 AM	379	1595
8:15 AM	401	1690
8:30 AM	413	1777
8:45 AM	402	1914
9:00 AM	474	1967
9:15 AM	488	1946
9:30 AM	550	1977

Wednesday, October 11th, 2017

Time	Total	VPH
3:30 PM	641	2424
3:45 PM	592	2437
4:00 PM	589	2449
4:15 PM	602	2479
4:30 PM	654	2430
4:45 PM	604	2352
5:00 PM	619	2247
5:15 PM	553	2021
5:30 PM	576	1883
5:45 PM	499	1695

**I-10 Improvements (LA 415 to Essen Lane)**

S.P. H.004100

Arcadis Data Collection

**I-10 WB to I-10 WBI-10 EB to I-10 EB  
48 Hour Count #26**

Wednesday October 11th, 2017

Time	Total	VPH
6:00 AM	633	2340
6:15 AM	596	2185
6:30 AM	619	2047
6:45 AM	492	1893
7:00 AM	478	1858
7:15 AM	458	1916
7:30 AM	465	1981
7:45 AM	457	2078
8:00 AM	536	2108
8:15 AM	523	2074

Wednesday October 11th, 2017

3:15 PM	260	1185
3:30 PM	340	1192
3:45 PM	276	1187
4:00 PM	309	1232
4:15 PM	267	1272
4:30 PM	335	1464
4:45 PM	321	1526
5:00 PM	349	1582
5:15 PM	459	1582
5:30 PM	397	1502
5:45 PM	377	1449
6:00 PM	349	1357
6:15 PM	379	1276
6:30 PM	344	1171
6:45 PM	285	1069
7:00 PM	268	1028
7:15 PM	274	964
7:30 PM	242	913
7:45 PM	244	877

**I-10 Improvements (LA 415 to Essen Lane)**

**S.P. H.004100**

**Arcadis Data Collection**

**I-10 WB to I-110 NB**

**48 Hour Count #27**

Wednesday, March 11th, 2017

Time	Total	VPH
5:30 AM	525	2382
5:45 AM	549	2721
6:00 AM	546	3084
6:15 AM	762	3550
6:30 AM	864	3765
6:45 AM	912	3878
7:00 AM	1012	3956
7:15 AM	977	3915
7:30 AM	977	3844
7:45 AM	990	3751
8:00 AM	971	3555
8:15 AM	906	3273
8:30 AM	884	3005
8:45 AM	794	2741
9:00 AM	689	2532
9:15 AM	638	2346
Wednesday, March 11th, 2017		
Time	Total	VPH
3:30 PM	709	2759
3:45 PM	654	2768
4:00 PM	686	2825
4:15 PM	710	2796
4:30 PM	718	2804
4:45 PM	711	2736
5:00 PM	657	2557
5:15 PM	718	2442
5:30 PM	650	2332
5:45 PM	532	2185
6:00 PM	542	2104

**I-10 Improvements (LA 415 to Essen Lane)****S.P. H.004100****Arcadis Data Collection****I-10 WB Off Ramp to McCalop St  
48 Hour Count #31**

Thursday October 26th, 2017

Time Total VPH

6:30 AM 110 422

6:45 AM 143 408

7:00 AM 91 345

7:15 AM 78 324

7:30 AM 96 324

7:45 AM 80 287

8:00 AM 70 252

8:15 AM 78 226

8:30 AM 59 200

8:45 AM 45 168

9:00 AM 44 166

9:15 AM 52 158

9:30 AM 27 138

Thursday October 26th, 2017

Time Total VPH

2:00 PM 71 269

2:15 PM 63 269

2:30 PM 66 263

2:45 PM 69 260

3:00 PM 71 249

3:15 PM 57 239

3:30 PM 63 241

3:45 PM 58 233

4:00 PM 61 217

4:15 PM 59 218

4:30 PM 55 209

4:45 PM 42 210

5:00 PM 62 251

5:15 PM 50 256

5:30 PM 56 276

5:45 PM 83 277

6:00 PM 67 261

6:15 PM 70 253

6:30 PM 57 241

I-10 Improvements (LA 415 to Essen Lane)

S.P. H.004100

Arcadis Data Collection

I-10 EB On Ramp from Braddock St

48 Hour Count #32

Wednesday, Time	October 15 Min Vol	25th 2017 VPH
4:30 AM	8	55
4:45 AM	17	75
5:00 AM	16	88
5:15 AM	14	116
5:30 AM	28	148
5:45 AM	30	183
6:00 AM	44	254
6:15 AM	46	358
6:30 AM	63	415
6:45 AM	101	460
7:00 AM	148	512
7:15 AM	103	502
7:30 AM	108	538
7:45 AM	153	549
8:00 AM	138	500
8:15 AM	139	470
8:30 AM	119	408
8:45 AM	104	394
9:00 AM	108	377
9:15 AM	77	321
9:30 AM	105	297
Wednesday, Time	October 15 Min Vol	25th 2017 VPH
2:00 PM	105	623
2:15 PM	114	721
2:30 PM	222	856
2:45 PM	182	897
3:00 PM	203	967
3:15 PM	249	987
3:30 PM	263	985
3:45 PM	252	946
4:00 PM	223	925
4:15 PM	247	906
4:30 PM	224	870
4:45 PM	231	827
5:00 PM	204	750
5:15 PM	211	700
5:30 PM	181	631
5:45 PM	154	585
6:00 PM	154	593
6:15 PM	142	598
6:30 PM	135	609
6:45 PM	162	622

Intersection	Source	Date	Approach	Movement	Heavy Vehicle %	
					Base Conditions	
					AM	PM
I-10 EB	7-day and 48-hour counts #24, #24A, & #26	10/25/17 and 10/11/17 (see detail)	Eastbound	Thru	13.0%	11.0%
I-10 WB	7-day counts counts #10 & #11	10/24/17 and 10/11/17 (see detail)	Westbound	Thru	6.0%	8.0%
I-10 EB at Dalrymple	TMC #39	10/25/2017	Northbound	Thru	1.8	0.9
			Southbound	Thru	0.8	0.4
			Eastbound	Left	3.7	0.0
			Eastbound	Right	2.8	0.0
I-10 WB at Dalrymple	TMC #38	10/25/2017	Northbound	Left	1.0	1.5
				Thru	3.1	0.6
				Right	3.6	0.0
			Southbound	Left	0.0	0.0
				Thru	1.2	0.7
				Right	0.0	0.0
			Eastbound	Left	2.2	2.0
				Thru	0.0	0.0
				Right	0.3	0.0
			Westbound	Left	0.0	0.0
				Thru	0.0	0.0
				Right	0.0	0.0
I-10 EB at Washington	TMC #33	11/9/2017	Northbound	Left	0.0	0.0
				Right	9.3	0.8
			Southbound	Left	5.1	0.0
				Thru	0.0	0.0
			Eastbound	Right	2.0	0.0
				Thru	7.0	2.3
			Westbound	Right	16.7	0.0
				Left	0.0	0.0
I-10 WB at Washington	TMC #35	10/25/2017	Eastbound	Thru	6.3	2.6
				Left	10.0	0.3
			Westbound	Thru	0.9	0.0
				Thru	3.8	1.9
				Right	6.1	3.9

AM PEAK					
I-10 / I-110 Calculation (for I-10 EB)					
AM (7:00am - 8:00am)	Source	Date	Total	1-3 volume	4-13 volume
I-110 SB to I-10 EB	#24	10/25/2017	2432	2300	132
on-ramp to I-110 SB to I-10 EB	#24A	10/25/2017	121	116	5
I-10 EB to I-10 EB	#26	10/11/2017	1858	1425	433
	Sum		4411	3841	570
			HV %		13%

AM PEAK					
I-10 / I-12 Calculation (for I-10 WB)					
AM (7:00 to 8:00 am)	Source	Date	Total	1-3 volume	4-13 volume
I-12 to I-10	#11	10/24/2017	3275	3079	196
I-10 to I-10	#10	10/11/2017	3622	3373	249
	Sum		6897	6452	445
			HV %		6%

PM PEAK					
I-10 / I-110 Calculation (for I-10 EB)					
PM (4:30pm - 5:30pm)	Source	Date	Total	1-3 volume	4-13 volume
I-110 SB to I-10 EB	#24	10/25/2017	1933	1873	60
on-ramp to I-110 SB to I-10 EB	#24A	10/25/2017	469	458	11
I-10 EB to I-10 EB	#26	10/11/2017	1219	907	312
	Sum		3621	3238	383
			HV %		11%

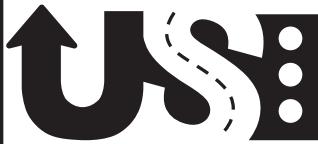
PM PEAK					
I-10 / I-12 Calculation (for I-10 WB)					
PM (4:30pm to 5:30pm)	Source	Date	Total	1-3 volume	4-13 volume
I-12 to I-10	#11	10/24/2017	2692	2400	292
I-10 to I-10	#10	10/11/2017	3565	3359	206
	Sum		6257	5759	498
			HV %		8%

# DCR APPENDIX D

## TransCAD Data

DRAFT

URBAN SYSTEMS inc.



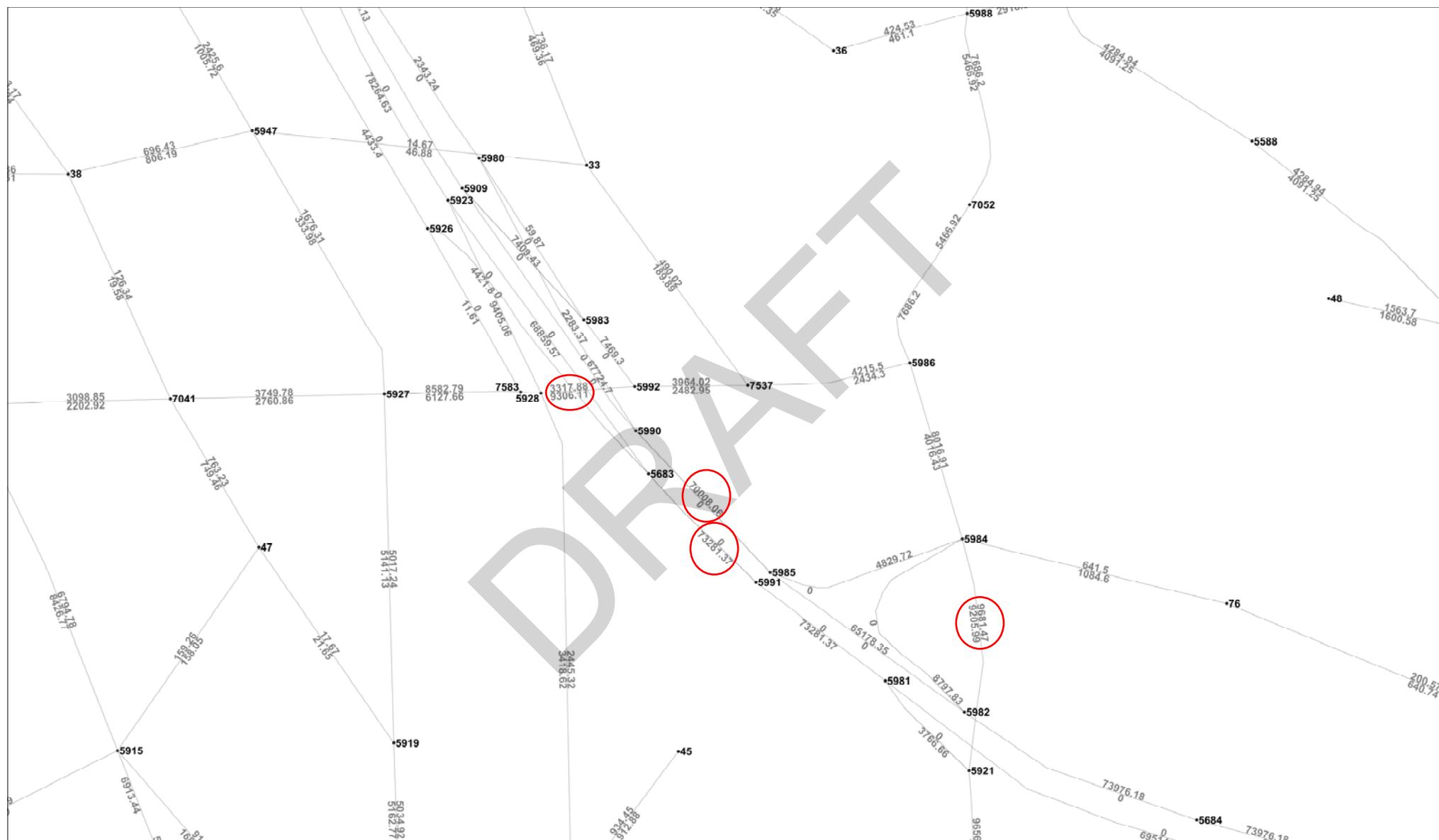
Project # 10-085-2

### Growth Rate Calculations

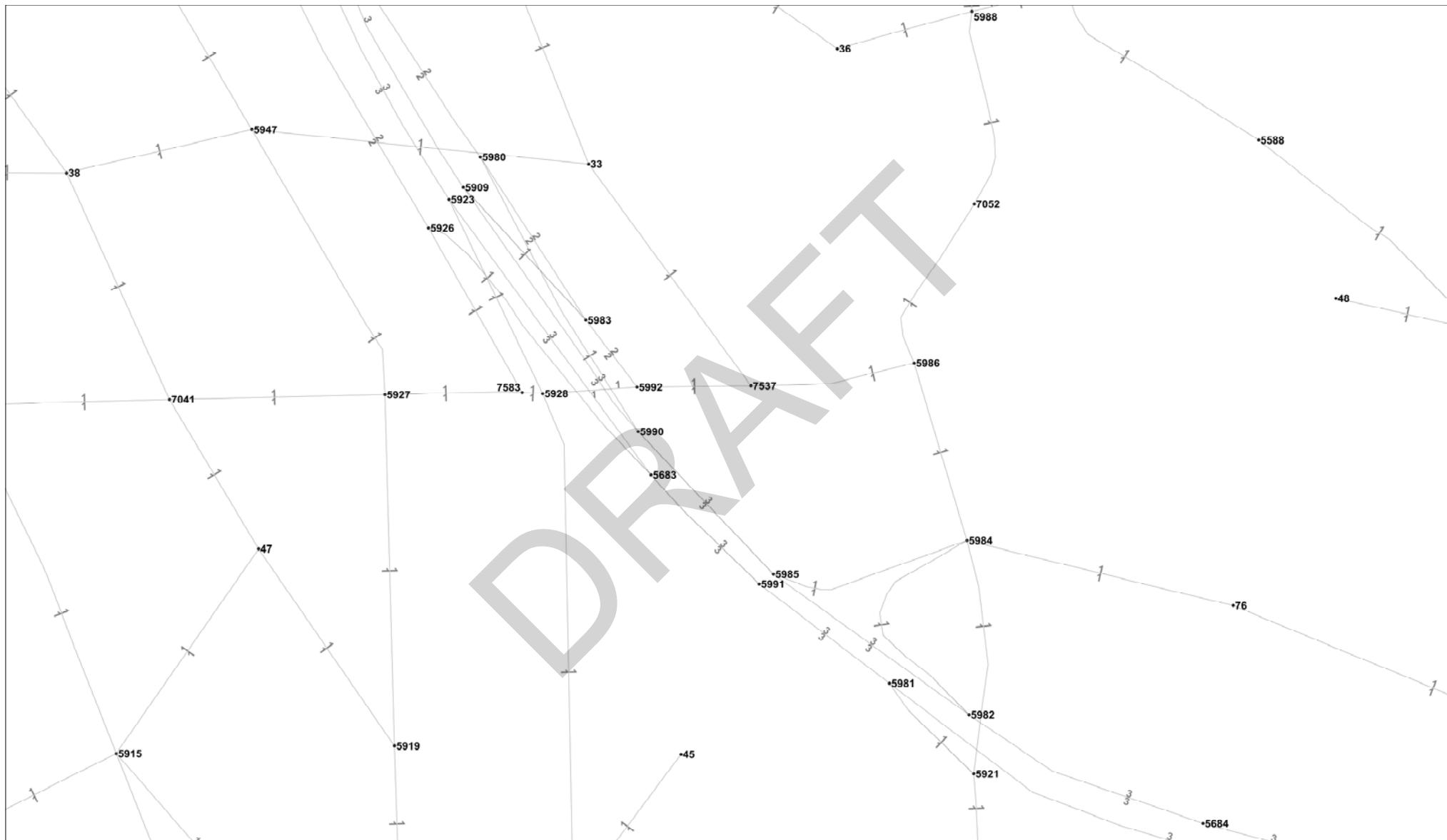
Location	2010 TransCAD Data		2037 TransCAD Data		Percent Growth Rate per year	2040 Growth Factor over 23 years
	Per Direction	Total	Per Direction	Total		
I-10 Mainline	EB	73282	143291	91708	180539	0.86% 1.22
	WB	70009		88831		
Washington St	EB	9307	12625	11611	15058	0.65% 1.16
	WB	3318		3447		
Dalrymple St	NB	9682	18888	9489	19562	0.13% 1.03
	SB	9206		10073		

DRAFT

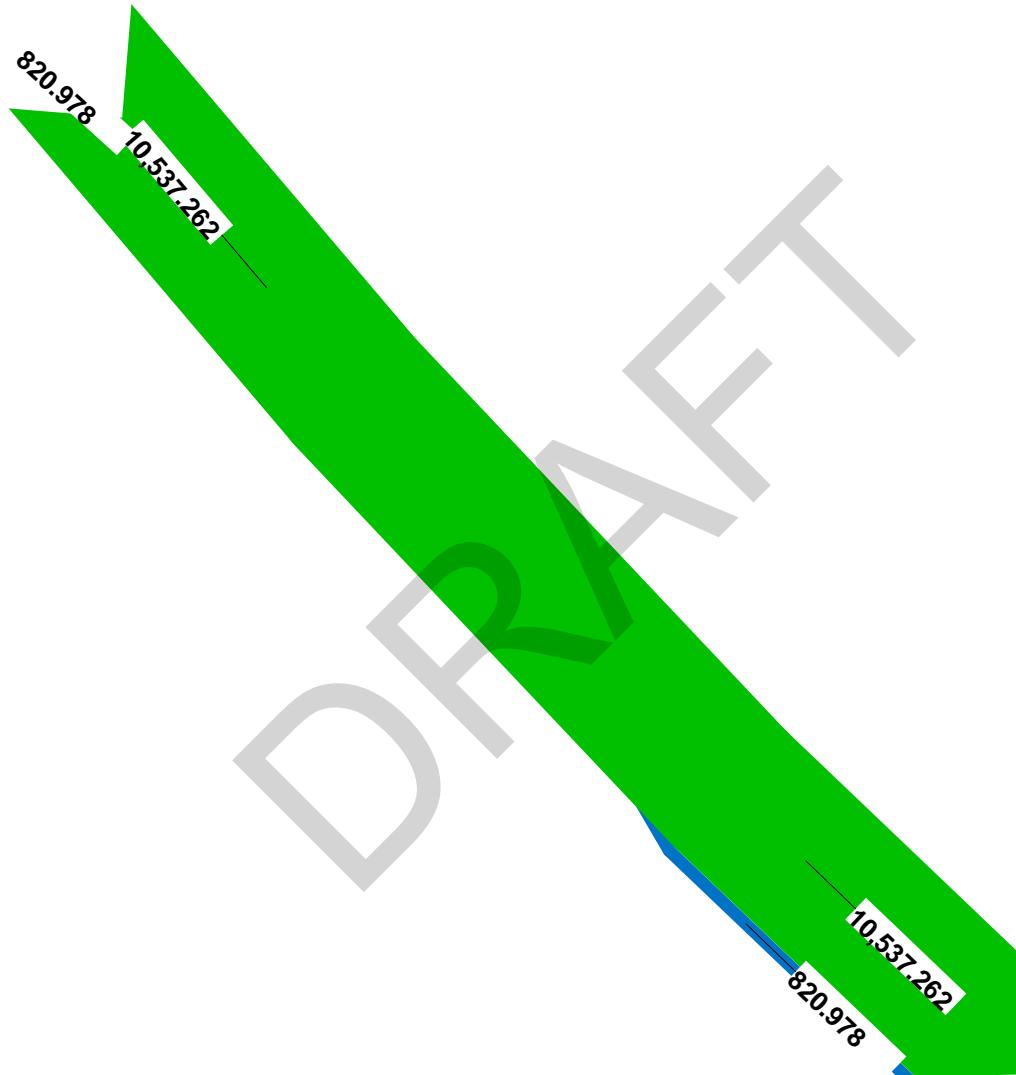
# Washington/Dalrymple IMR 2010- Nodes and ADTs



Washington/Dalrymple IMR  
2010- Nodes and Lanes

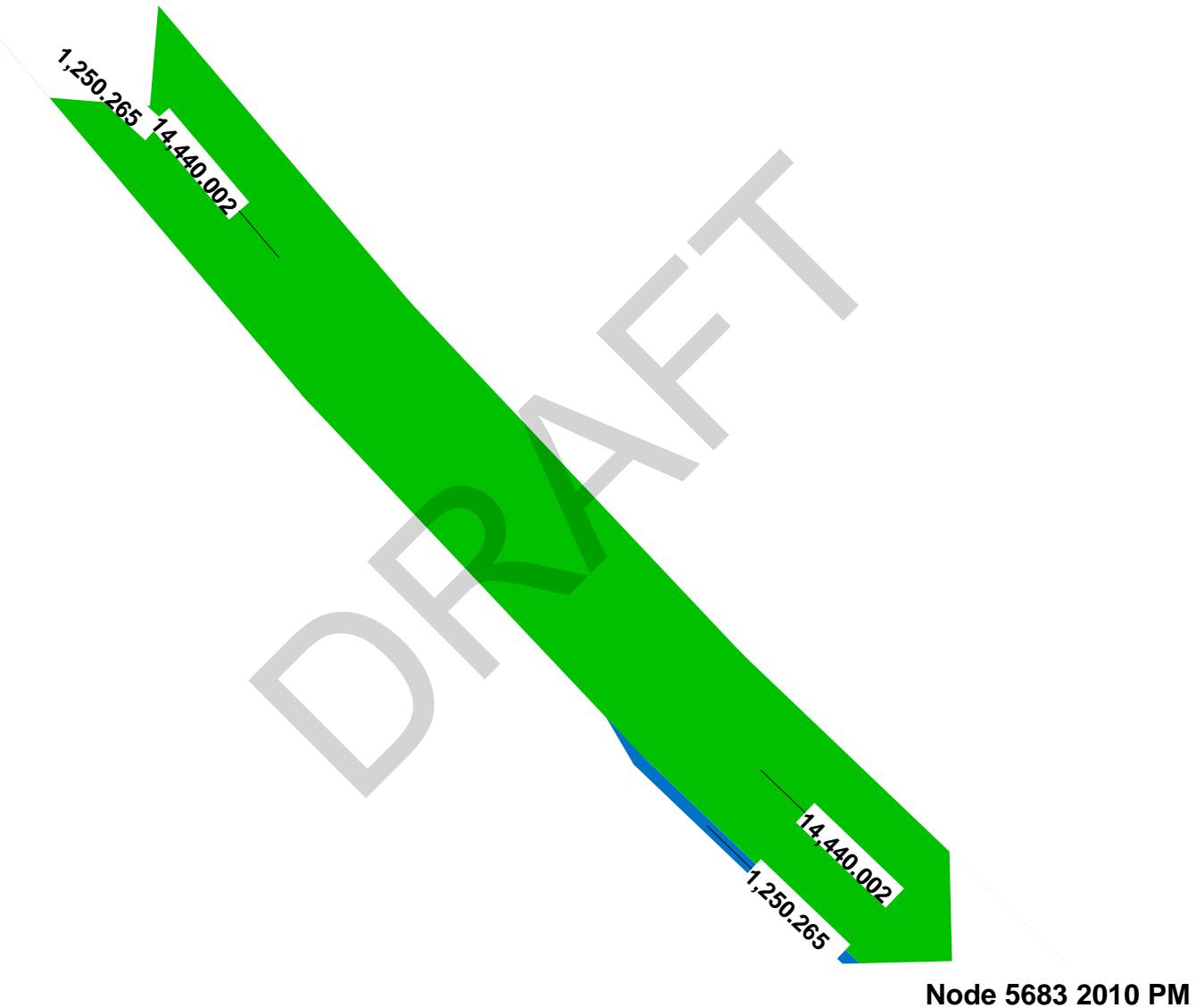


## I-10 EB On Ramp Merge from Braddock

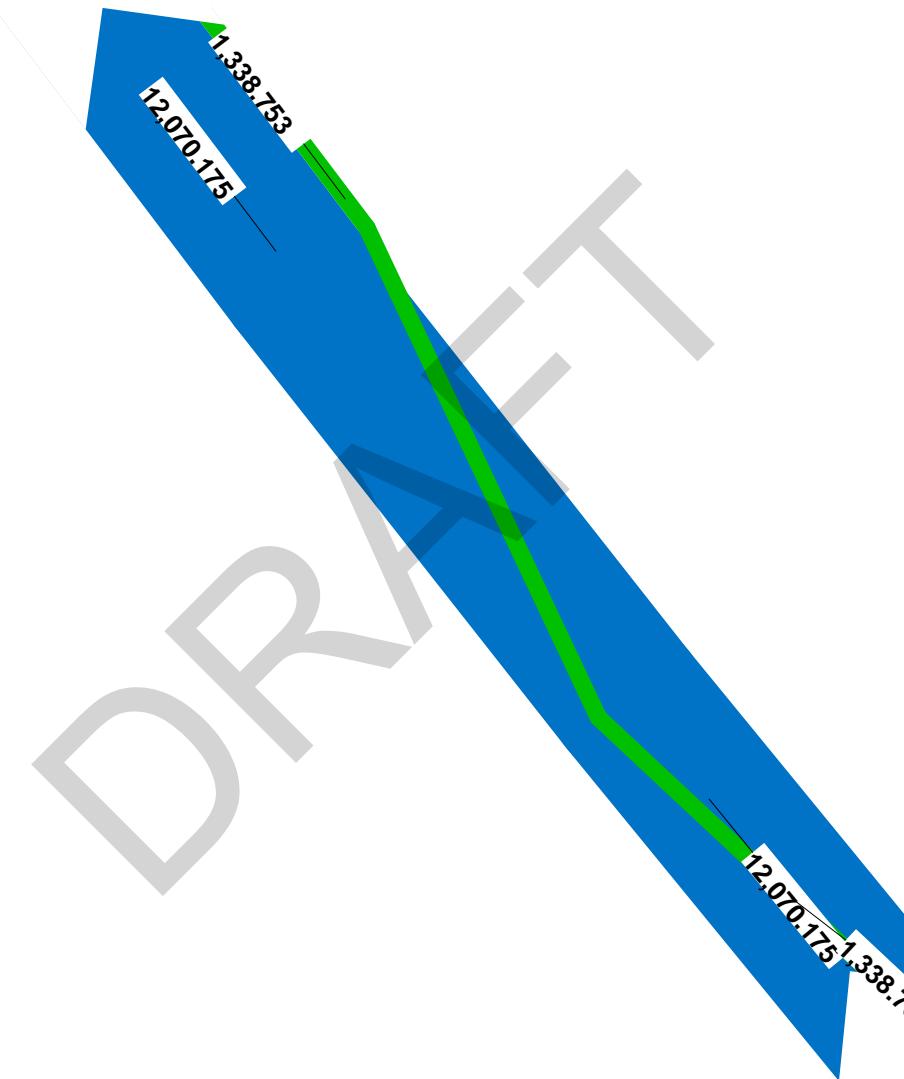


Node 5683 2010 AM

## I-10 EB On Ramp Merge from Braddock

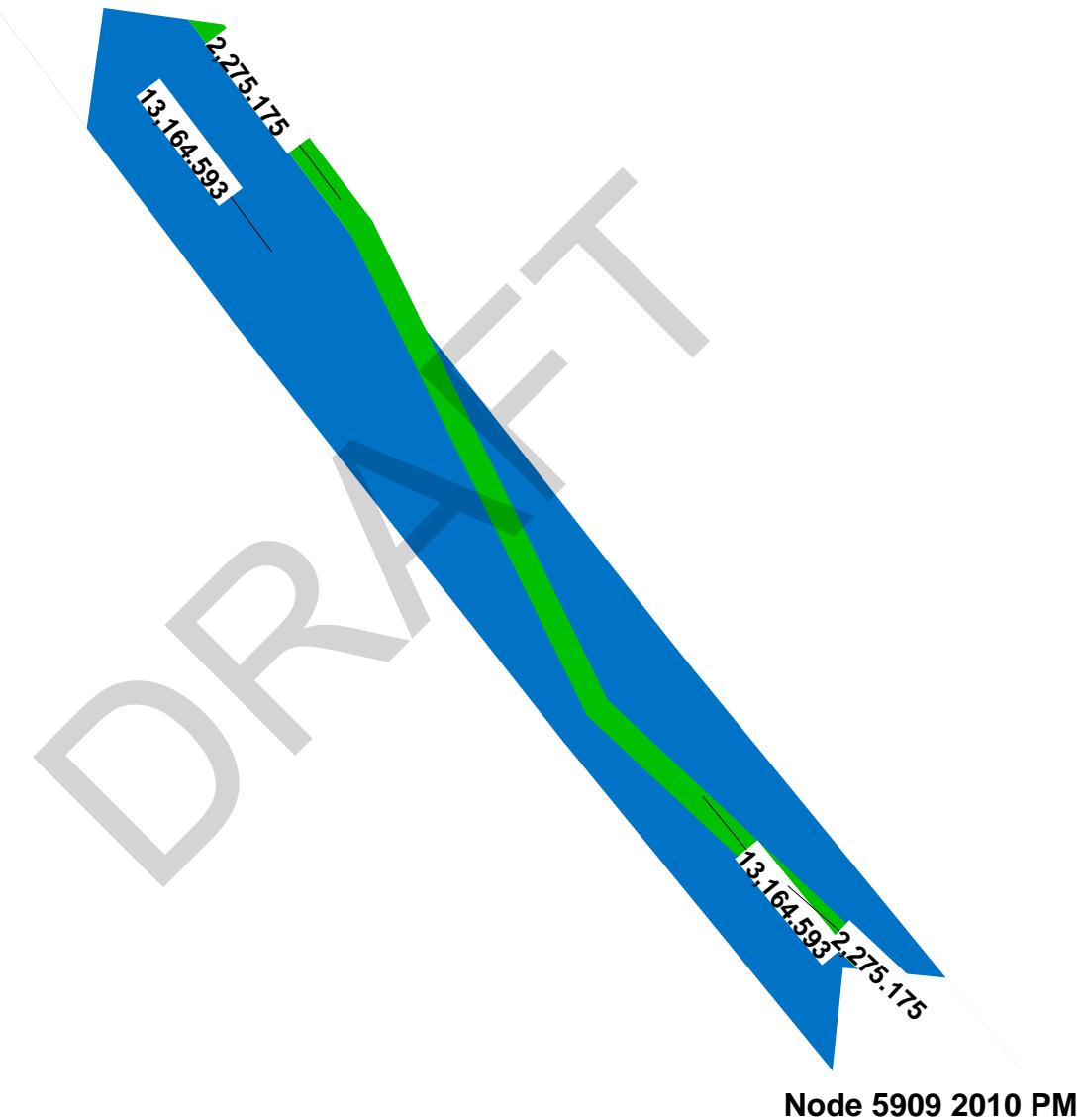


## I-10 WB On Ramp Merge from Washington

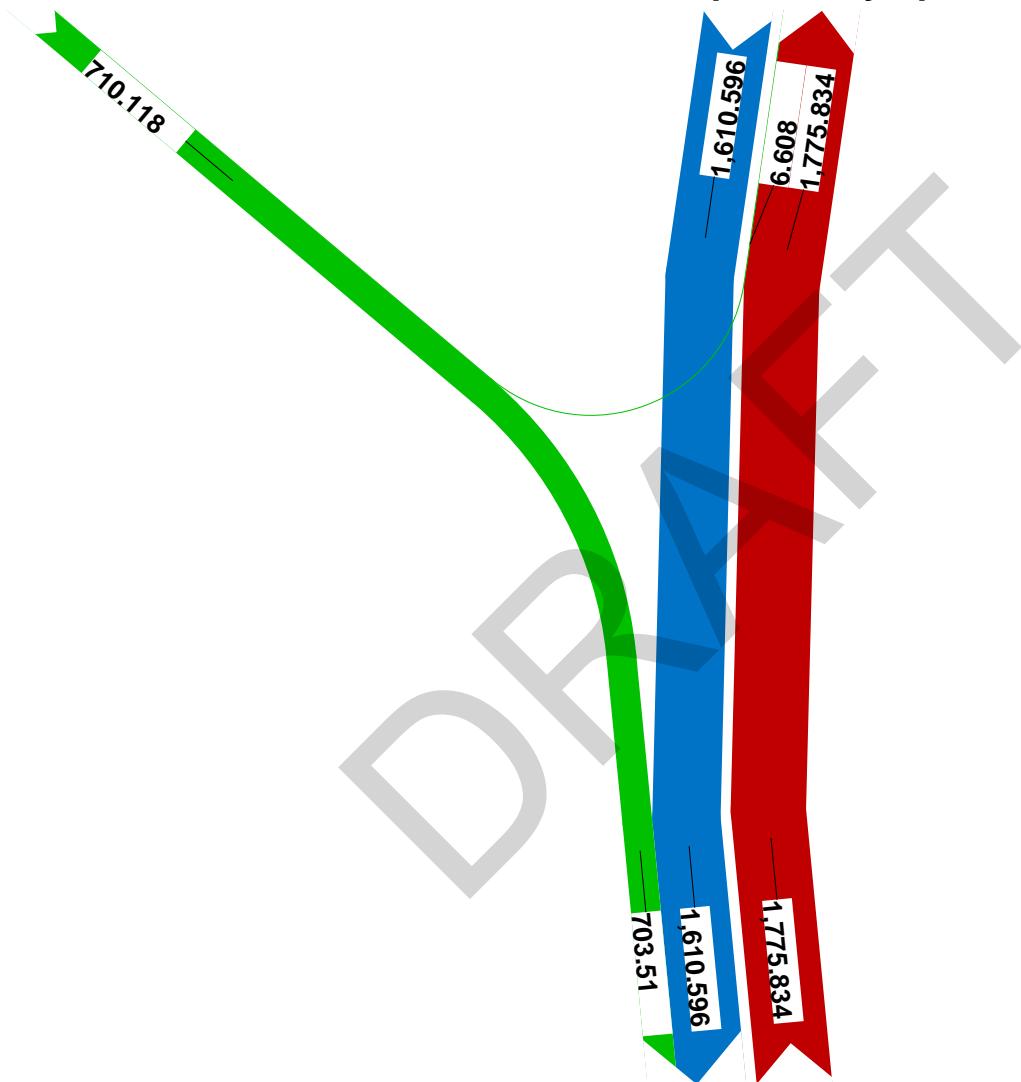


Node 5909 2010 AM

## I-10 WB On Ramp Merge from Washington

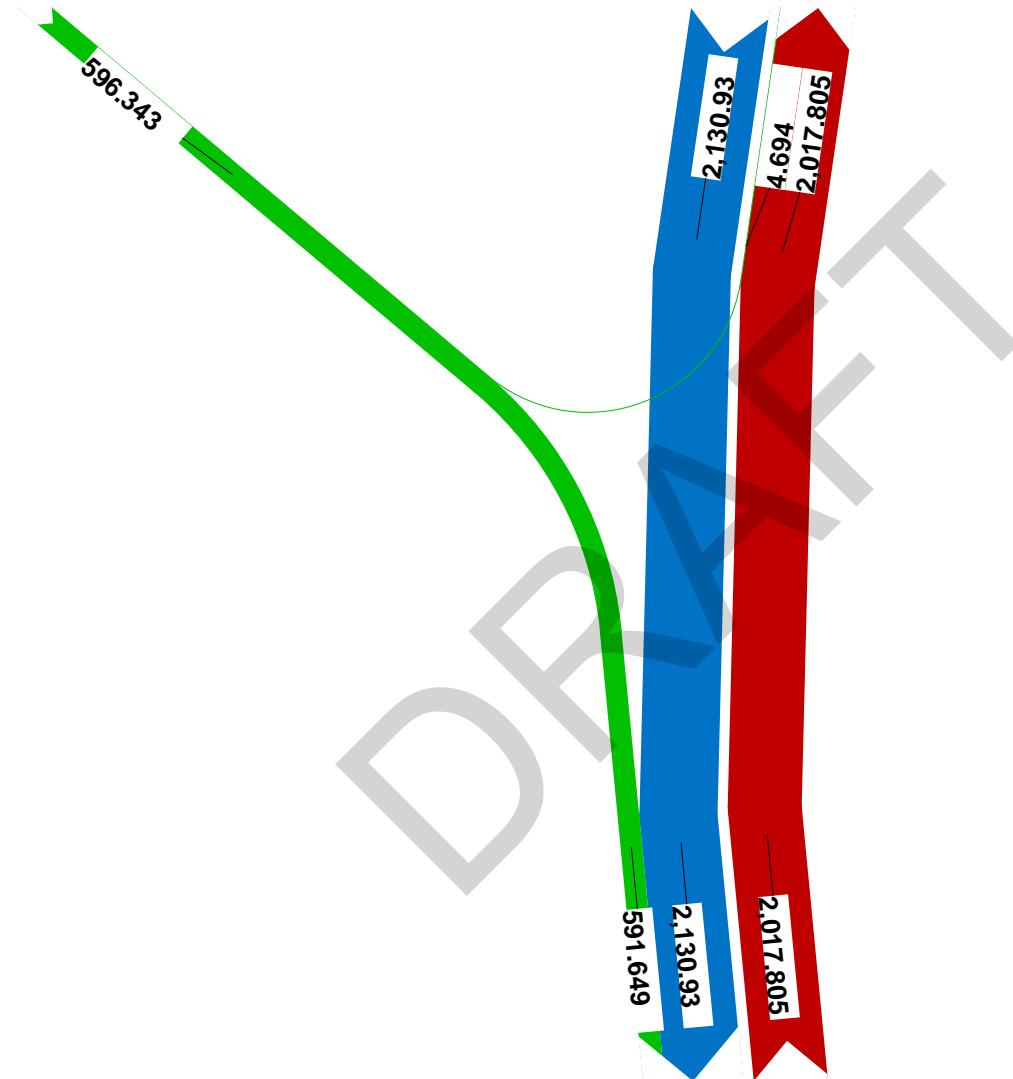


## I-10 EB Off Ramp @ Dalrymple



Node 5921 2010 AM

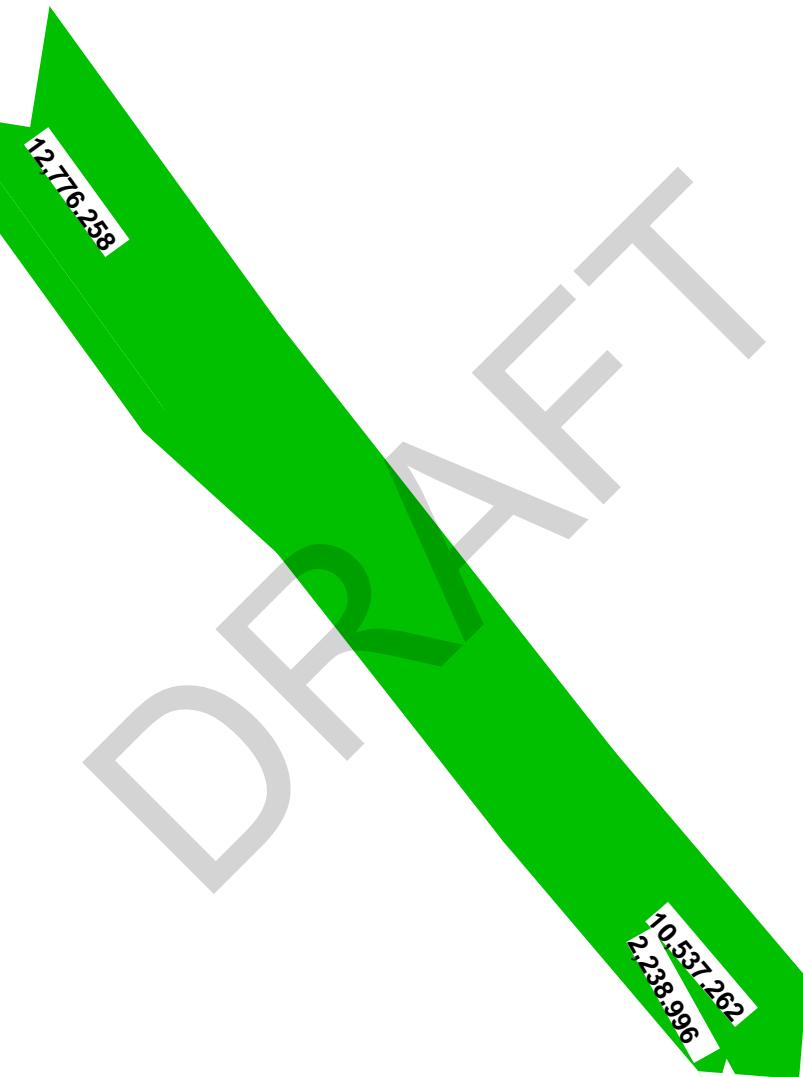
## I-10 EB Off Ramp @ Dalrymple



Node 5921 2010 PM

## I-10 EB Off Ramp Diverge to Washington

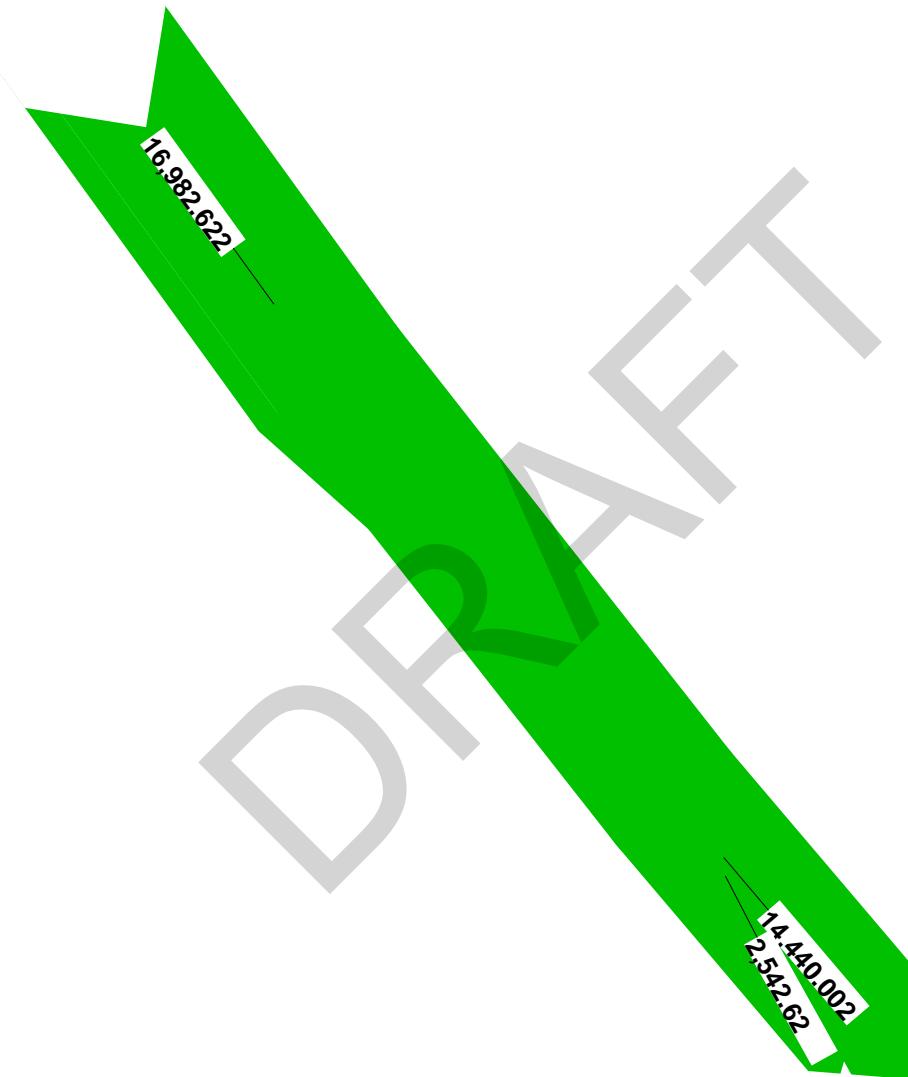
DRAFT



Node 5923 2010 AM

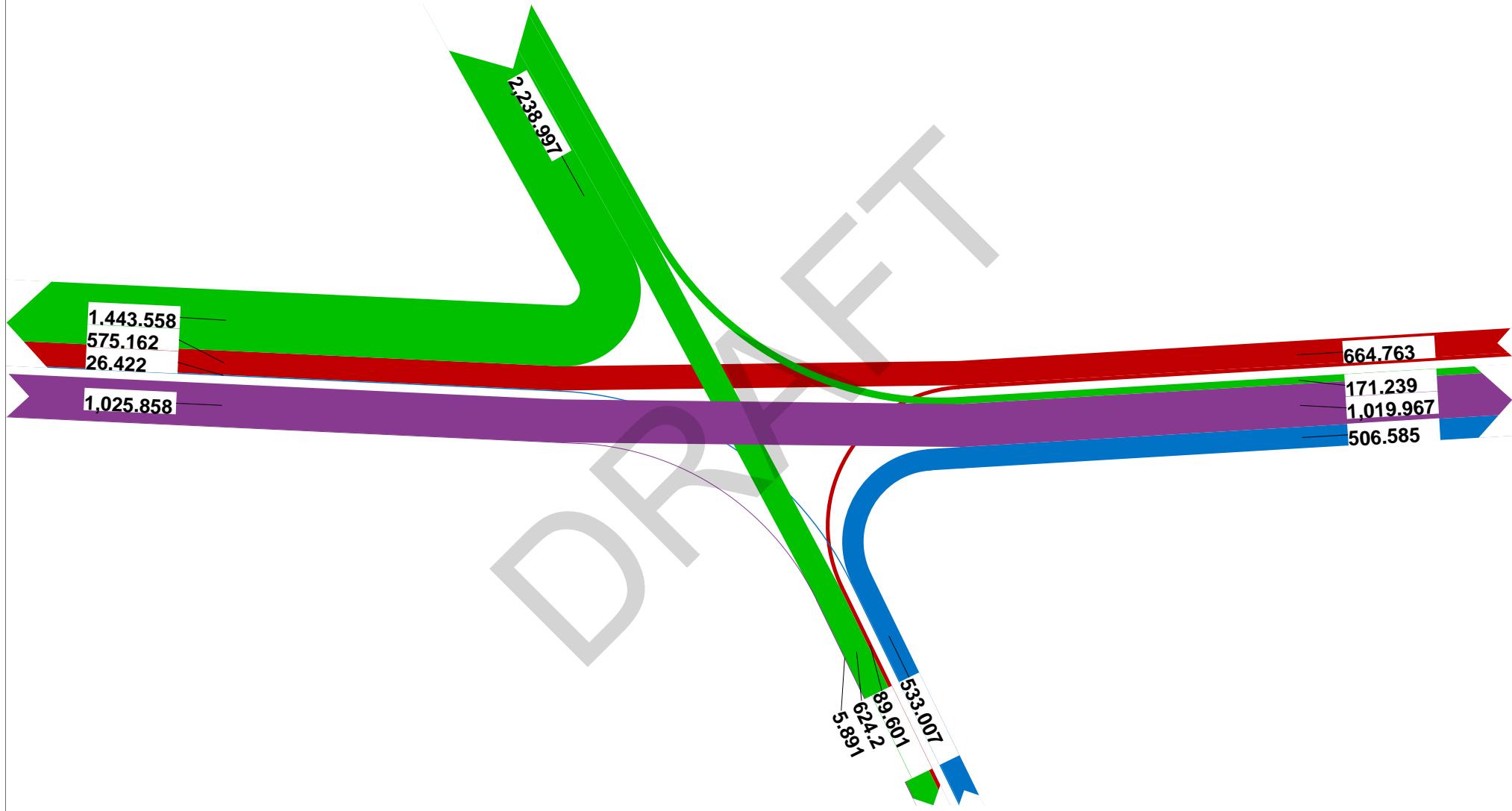
## I-10 EB Off Ramp Diverge to Washington

DRAFT



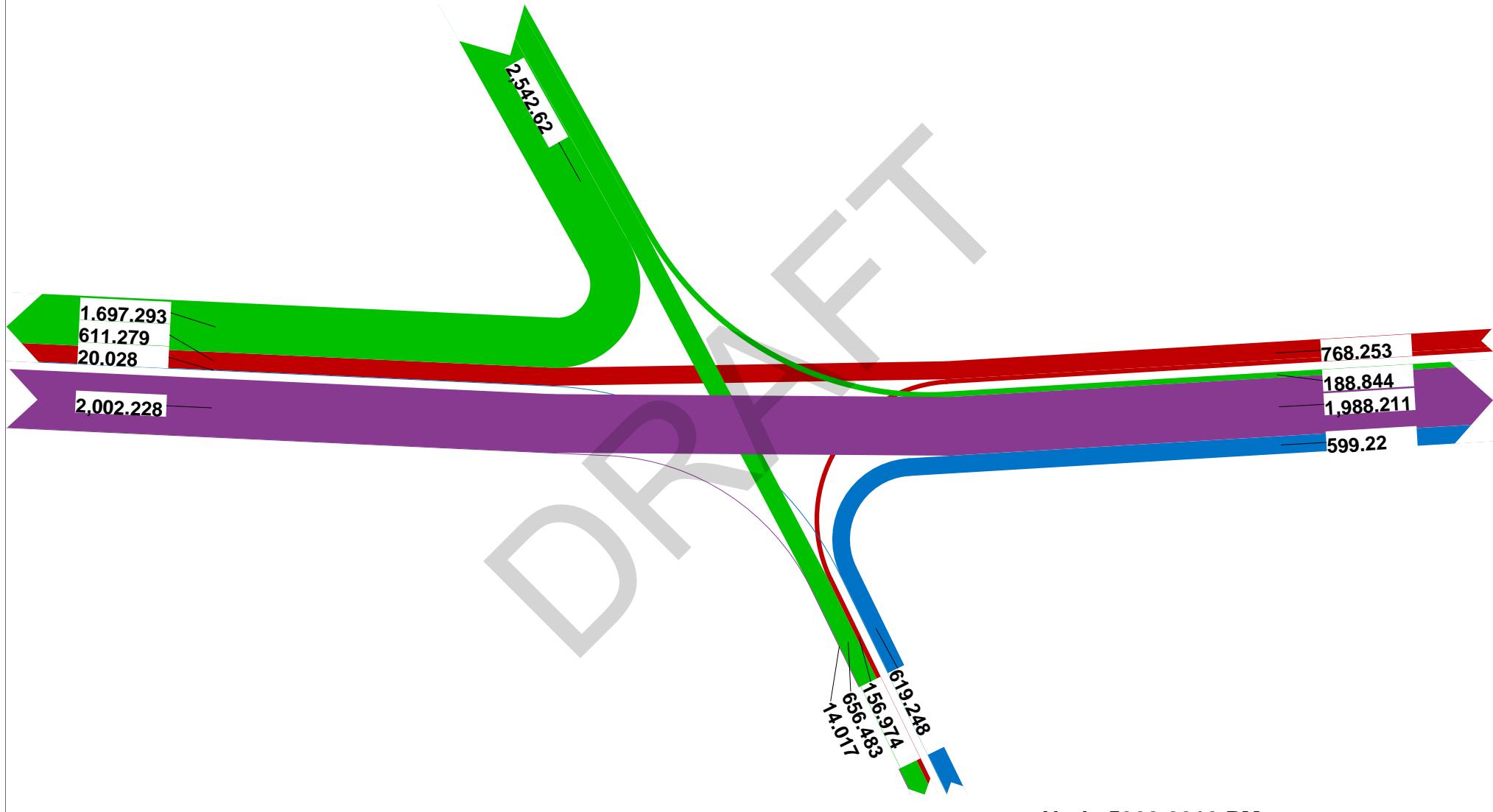
Node 5923 2010 PM

## I-10 EB Off Ramp @ Washington



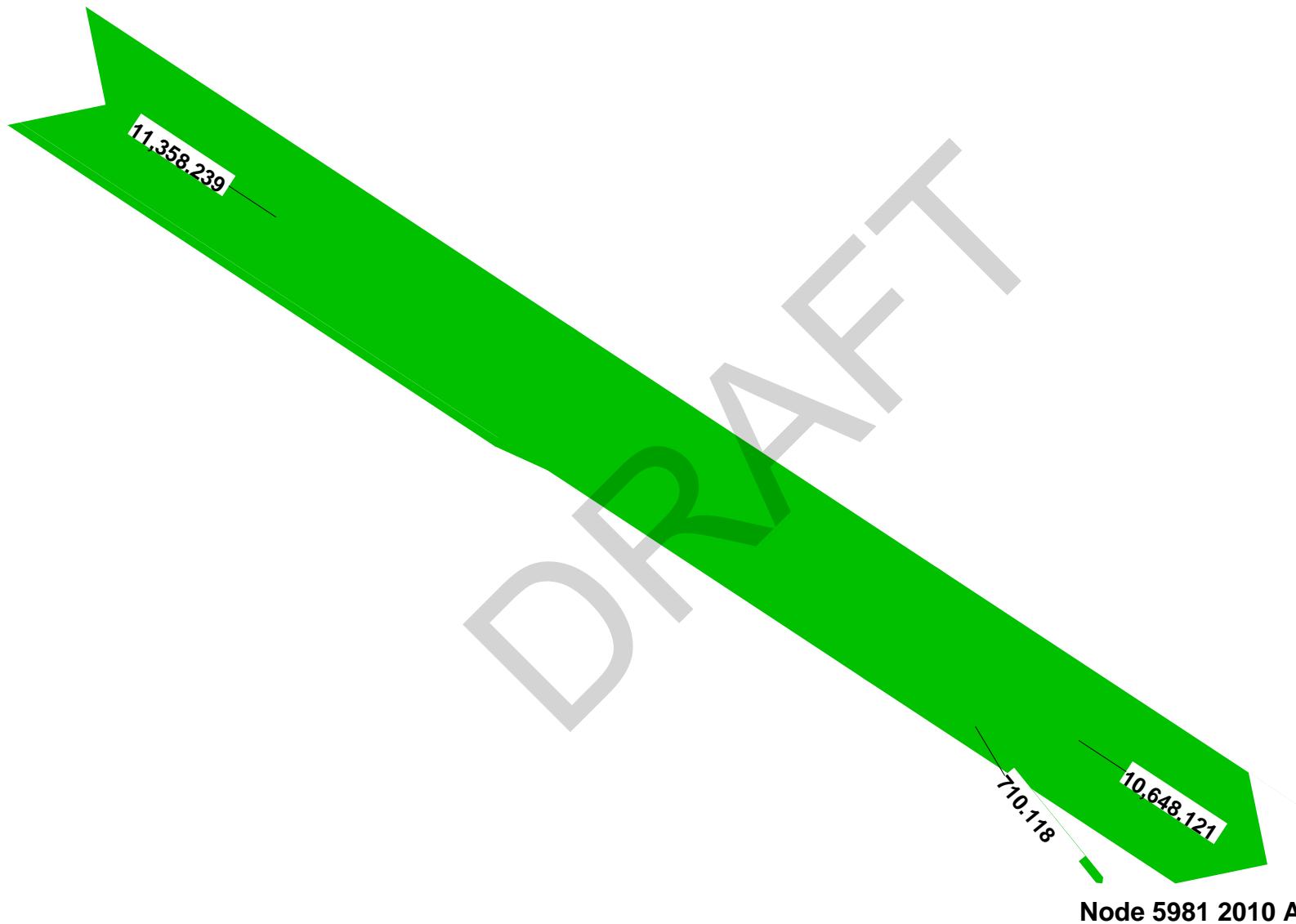
Node 5928 2010 AM

## I-10 EB Off Ramp @ Washington

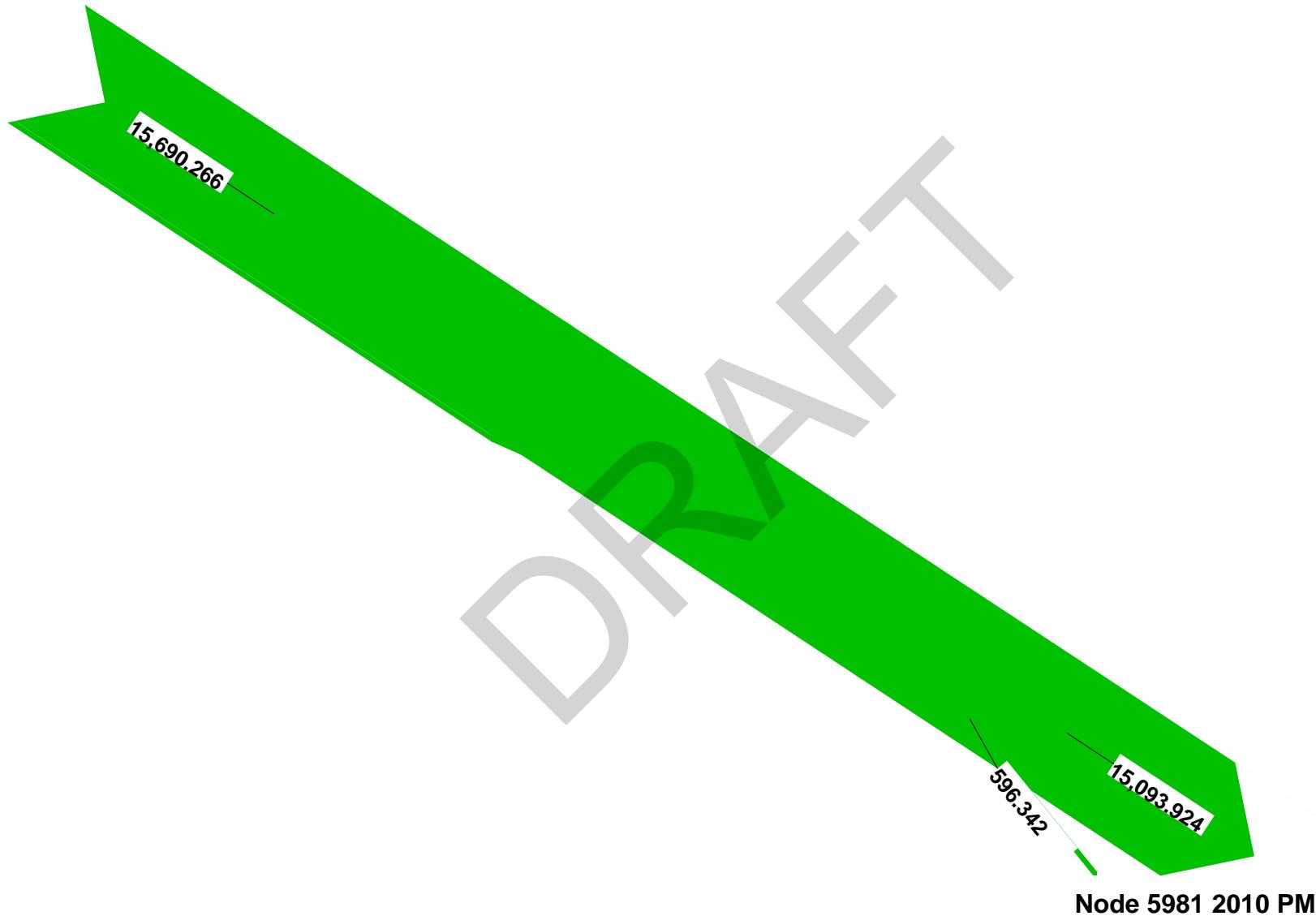


Node 5928 2010 PM

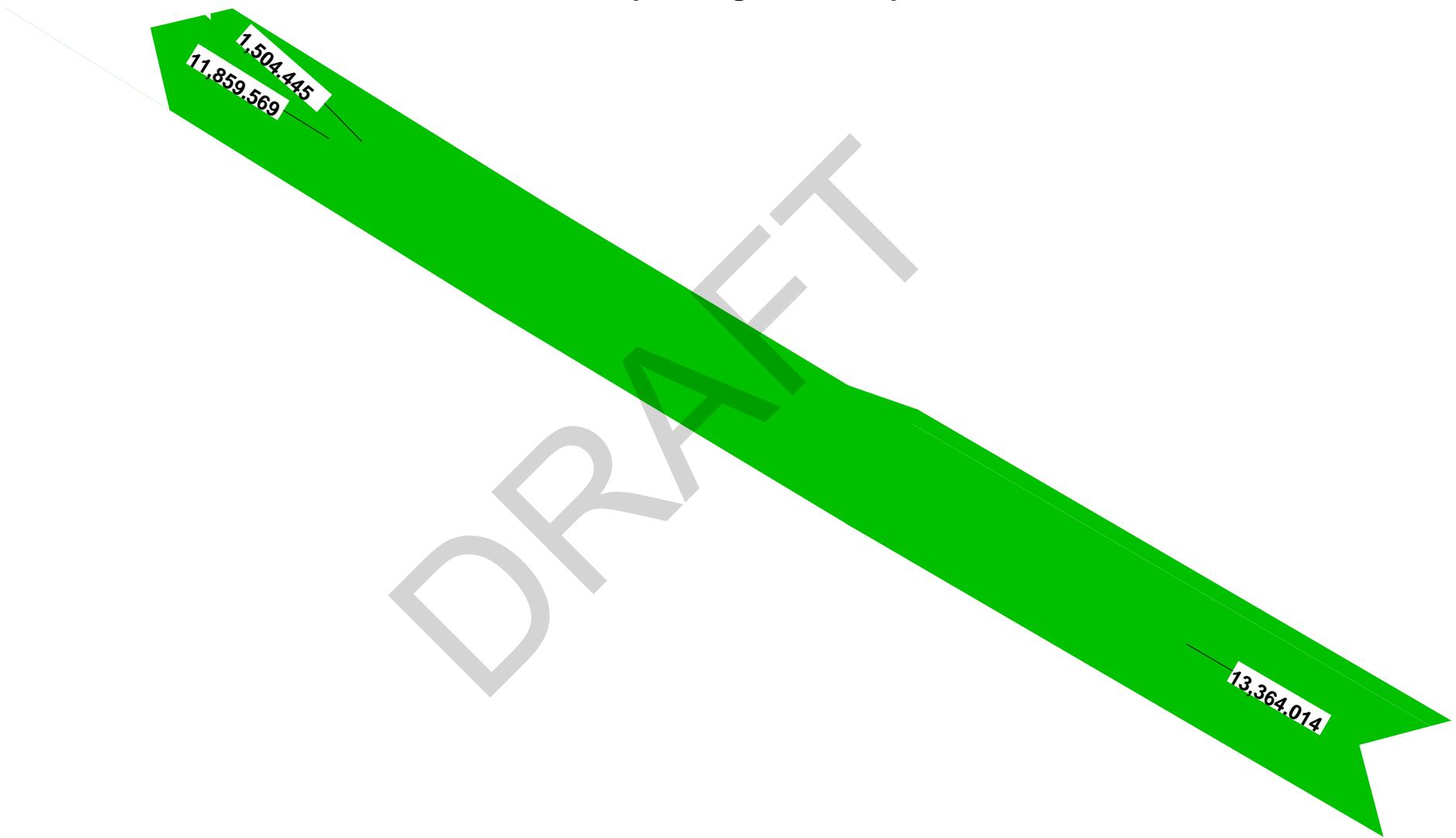
## I-10 EB Off Ramp Diverge to Dalrymple



## I-10 EB Off Ramp Diverge to Dalrymple

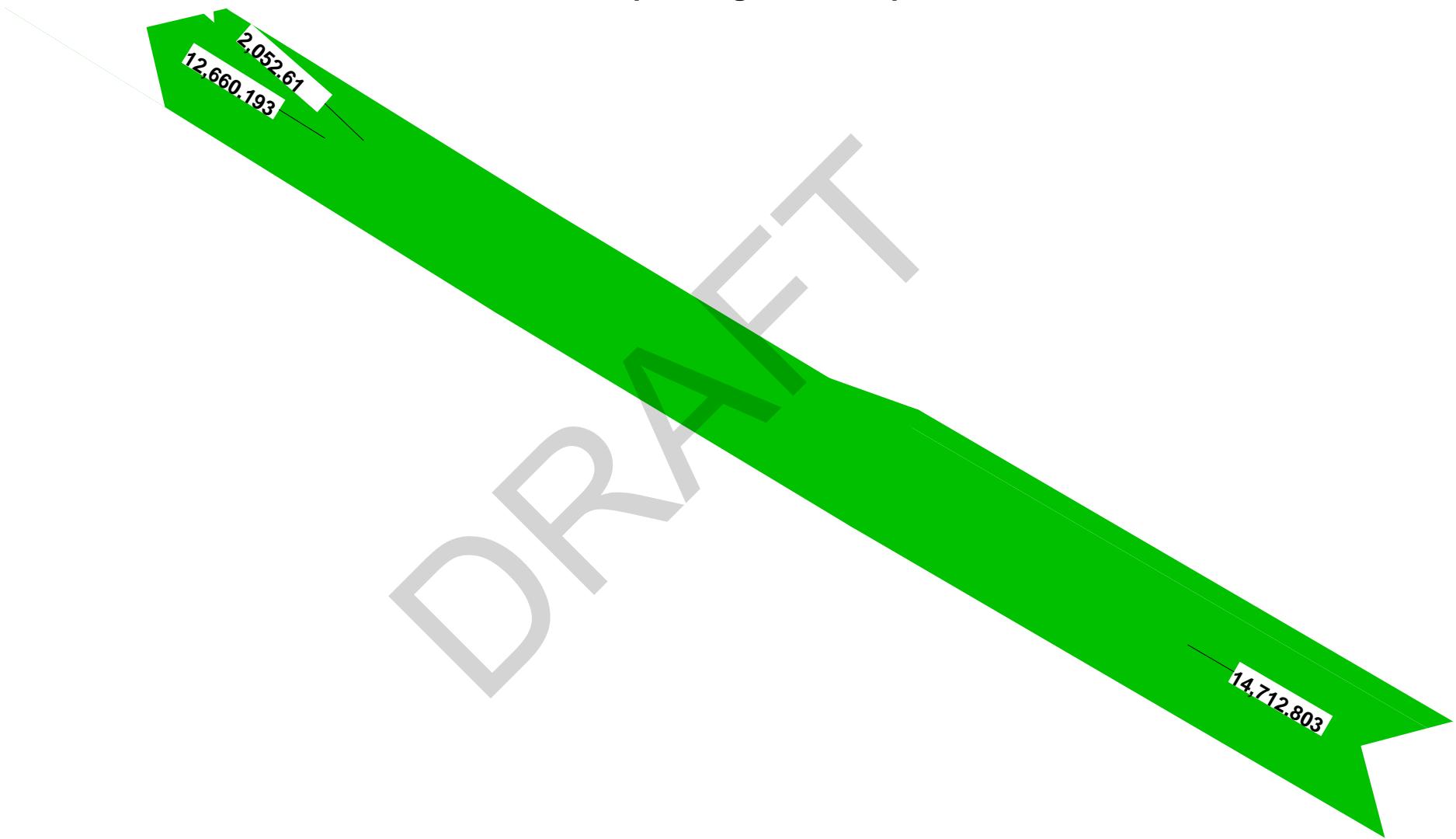


## I-10 WB Off Ramp Diverge to Dalrmple



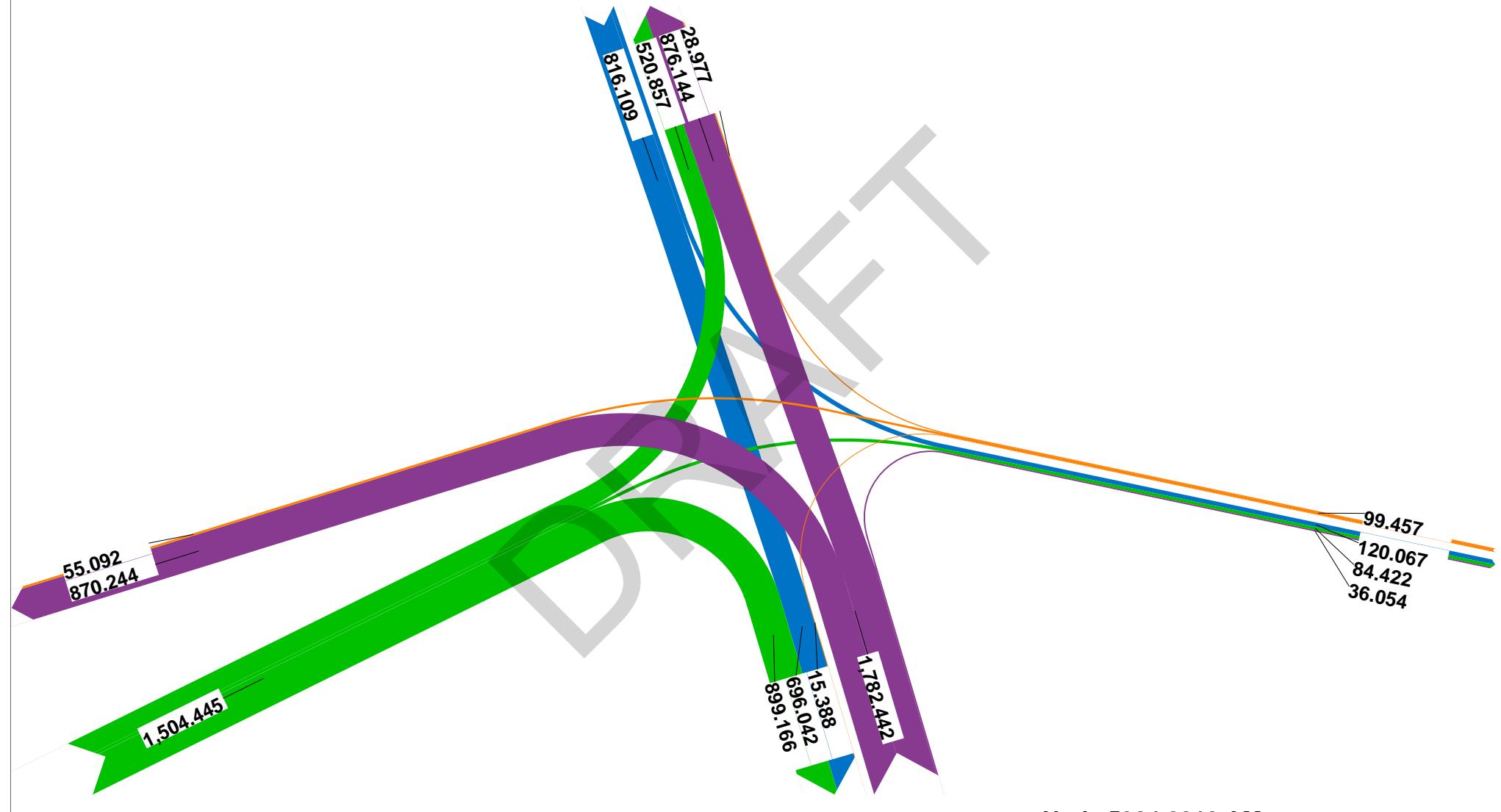
Node 5982 2010 AM

## I-10 WB Off Ramp Diverge to Dalrmple

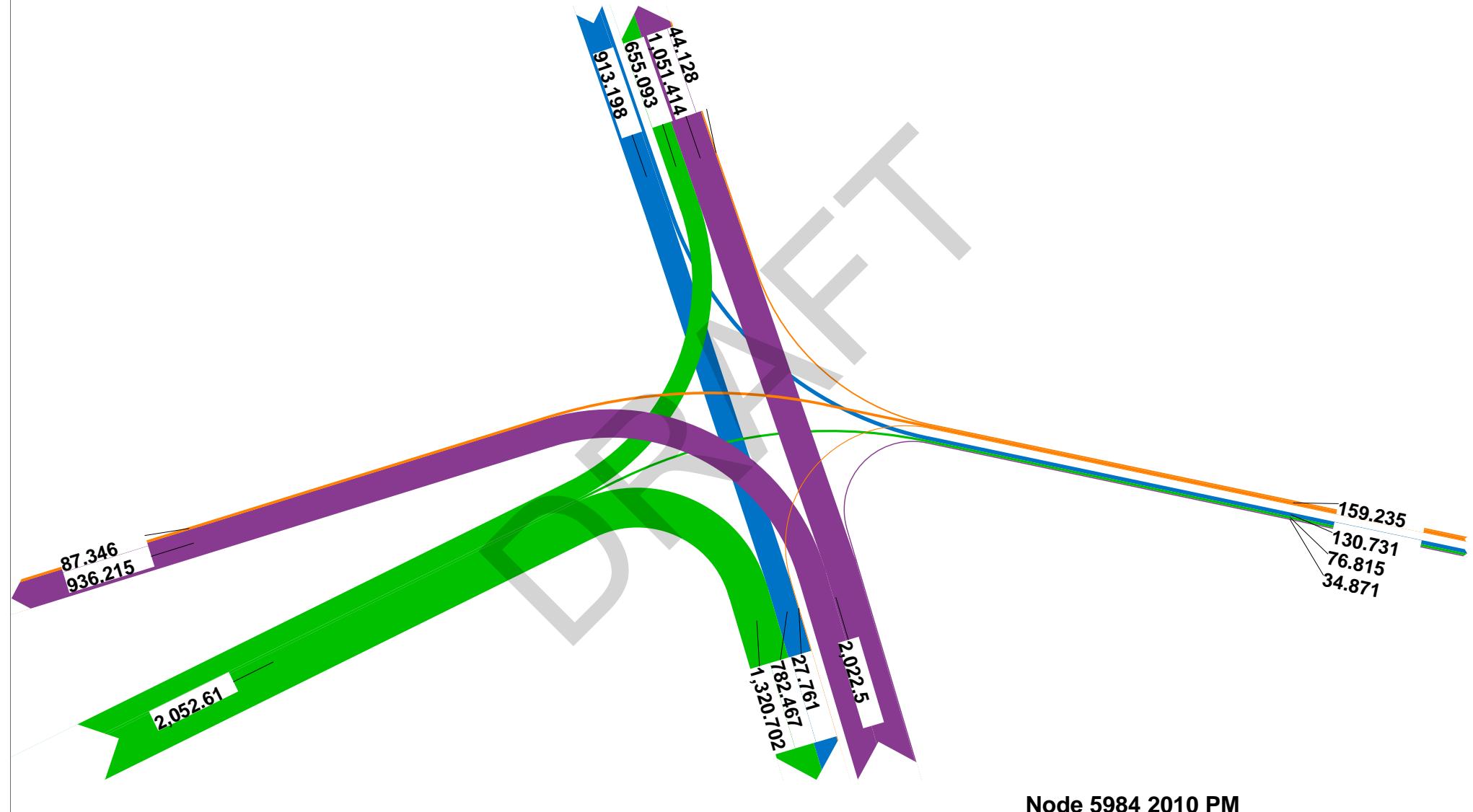


Node 5982 2010 PM

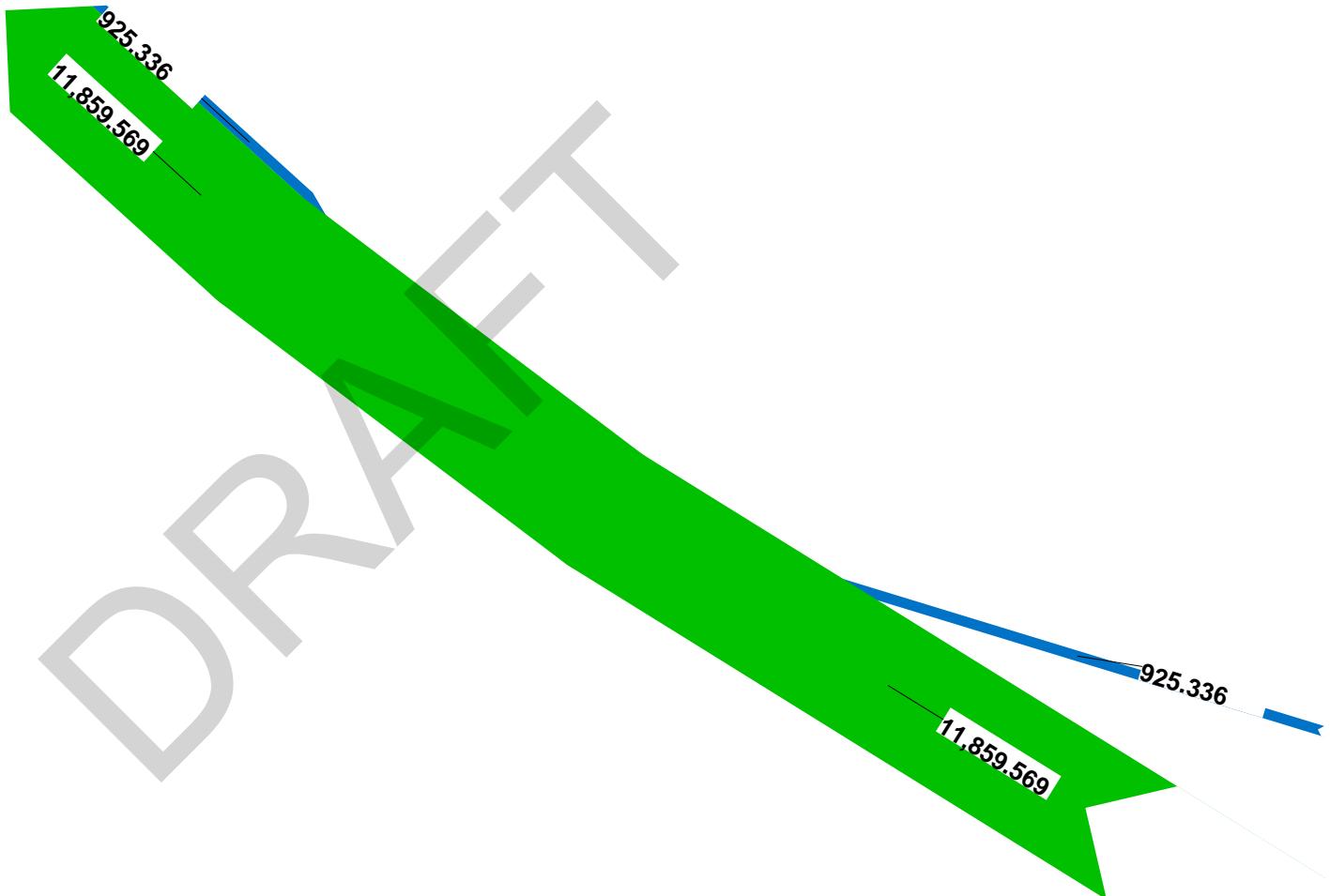
## I-10 WB Off Ramp @ Dalrymple



## I-10 WB Off Ramp @ Dalrymple

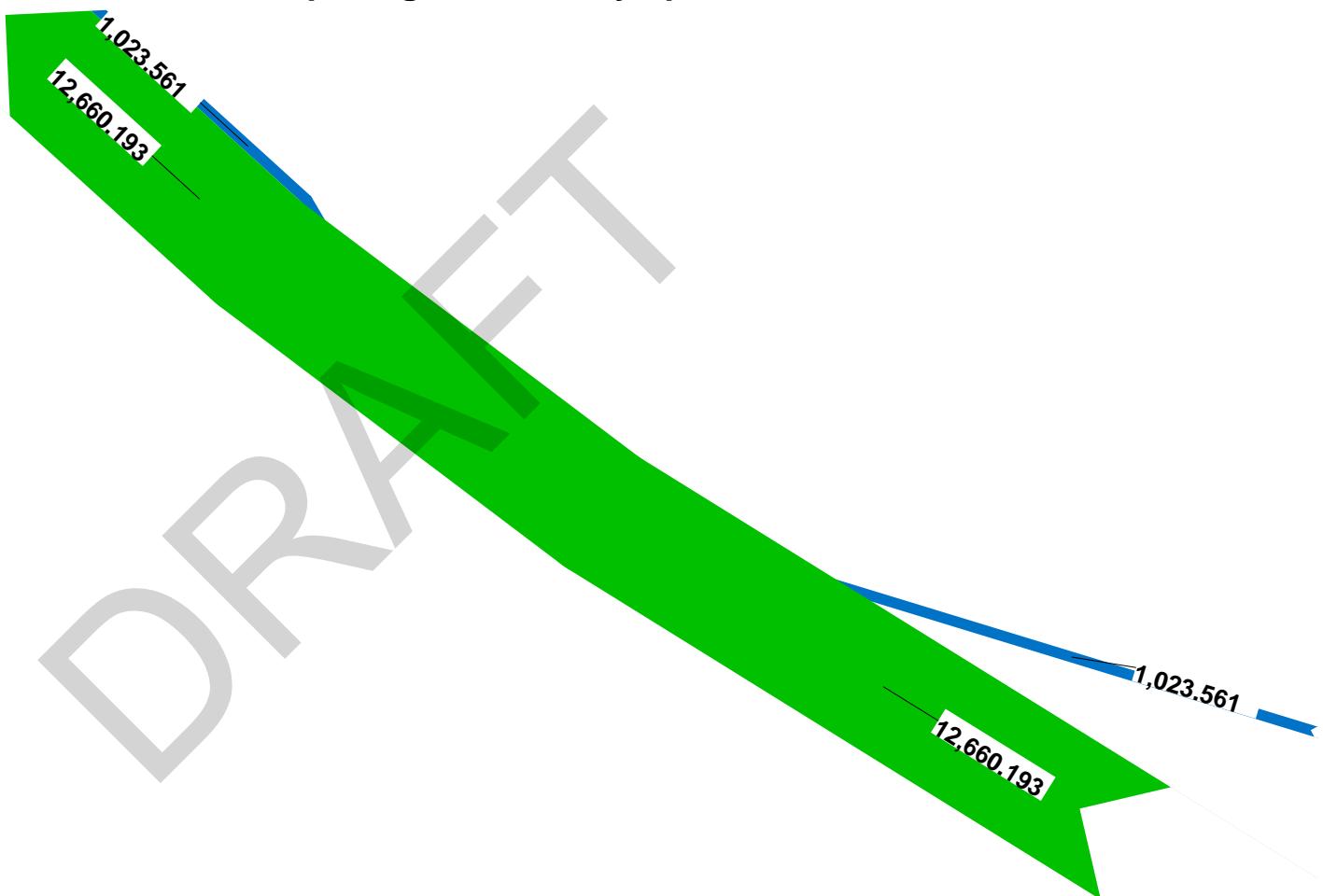


## I-10 WB On Ramp Merge From Dalrymple



Node 5985 2010 AM

### I-10 WB On Ramp Merge From Dalrymple



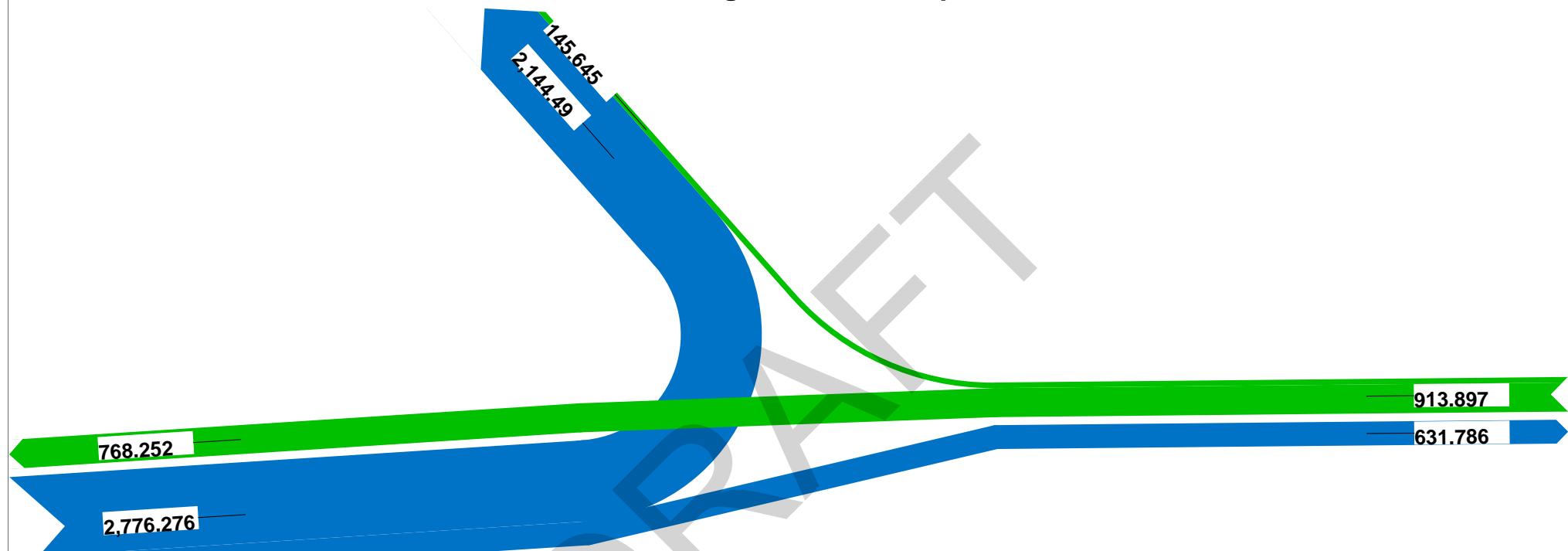
Node 5985 2010 PM

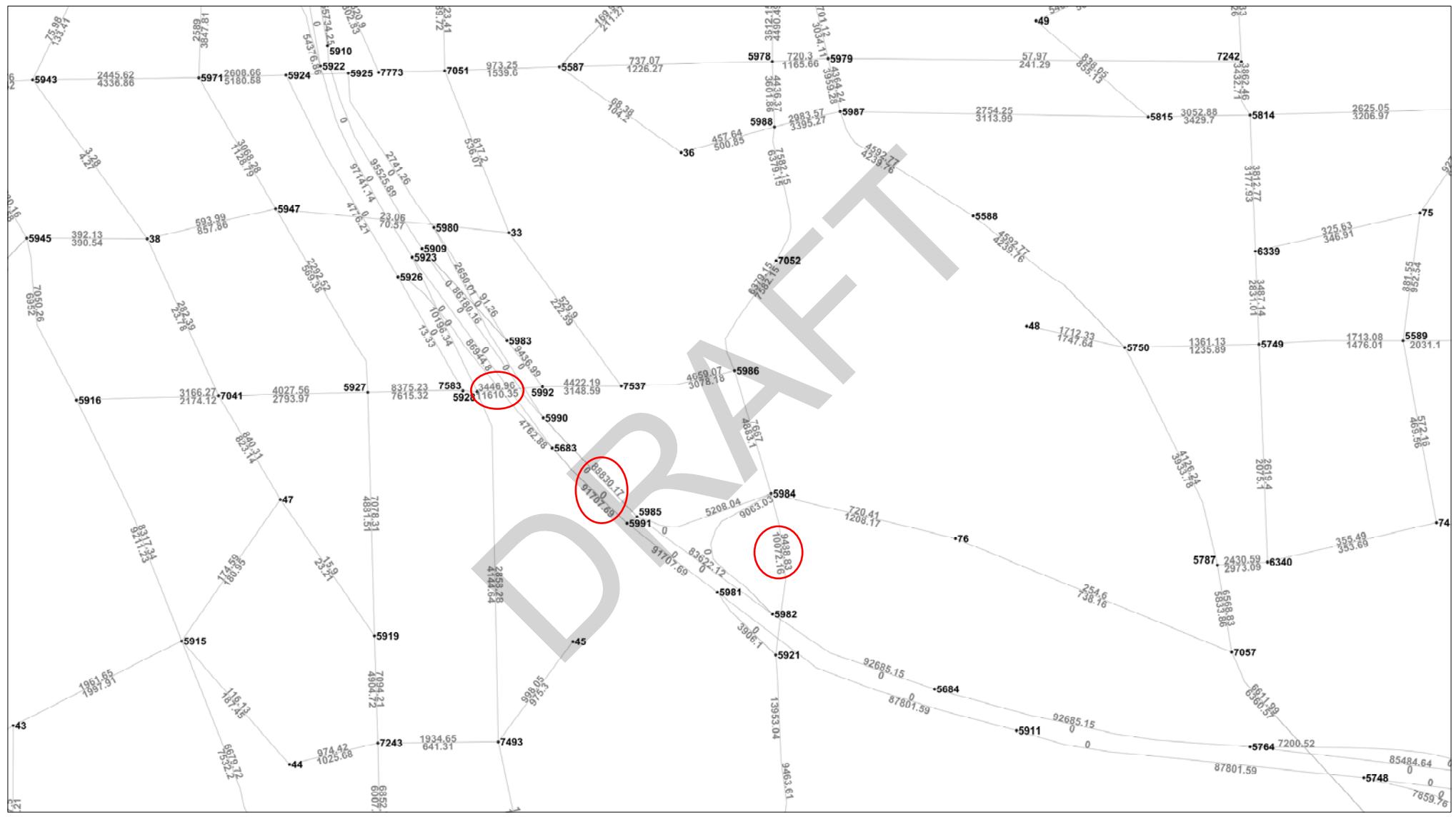
## Washington @ Mc Calop



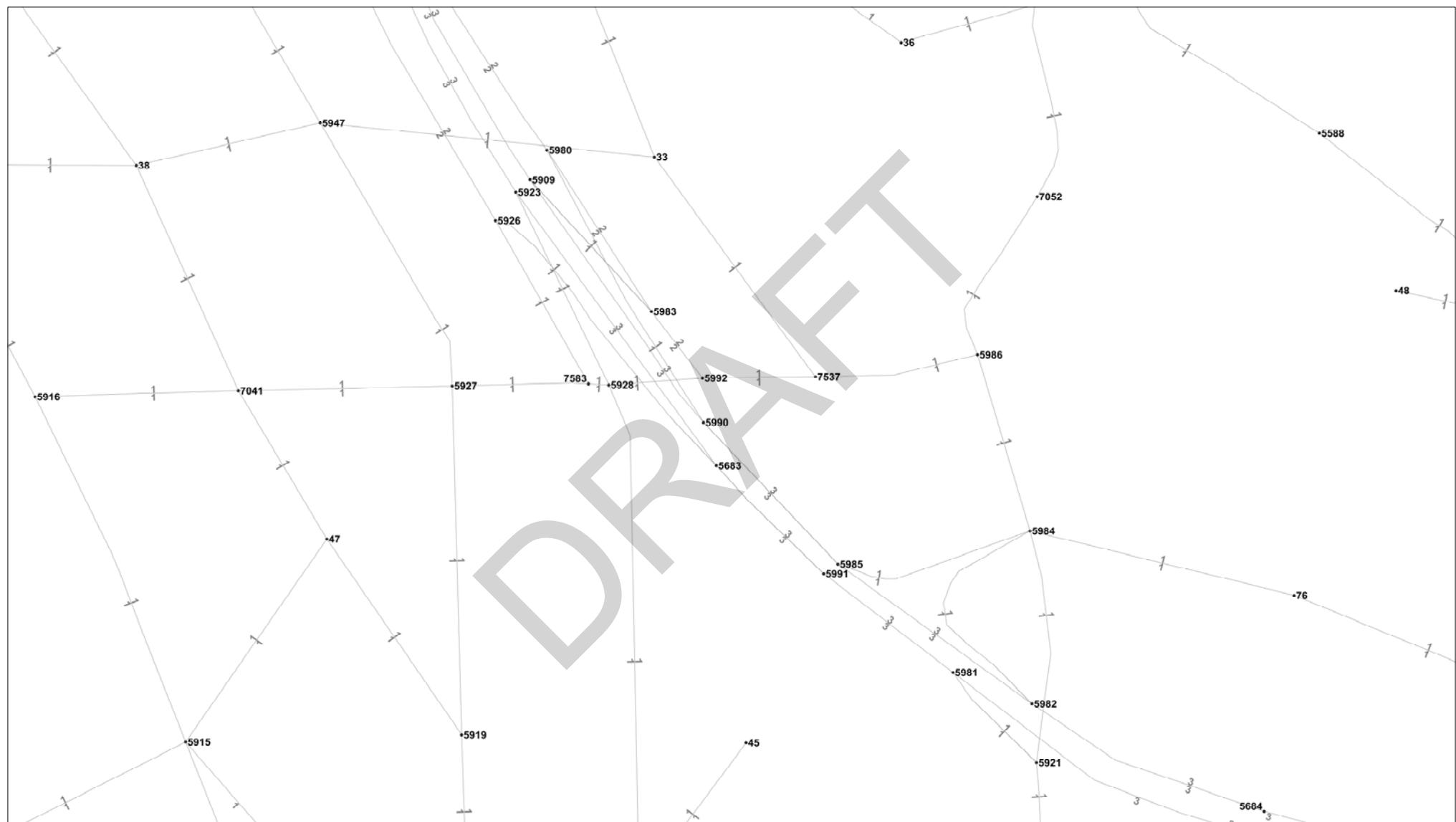
Node 5992 2010 AM

## Washington @ Mc Calop



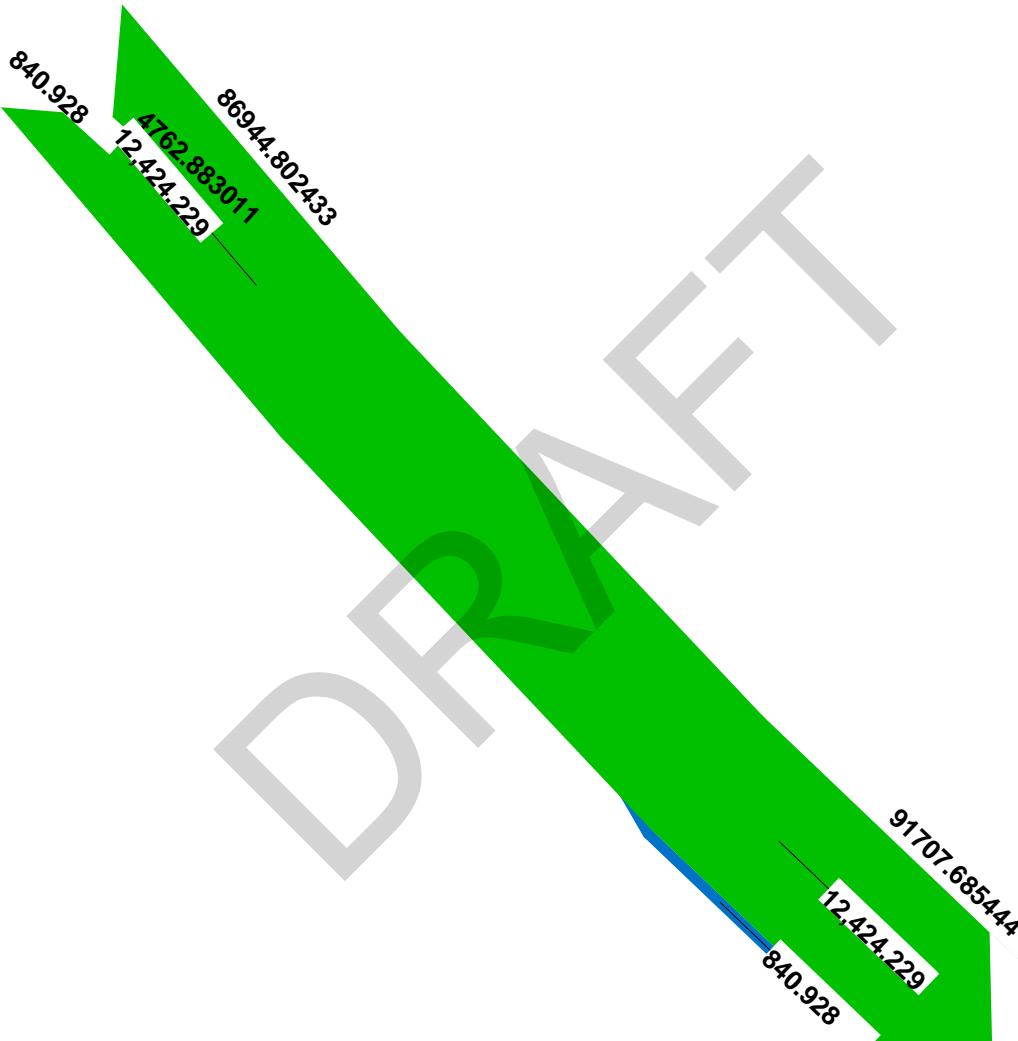


Washington/Dalrymple IMR  
2037 No Build- Nodes and Lanes



## I-10 EB On Ramp Merge from Braddock

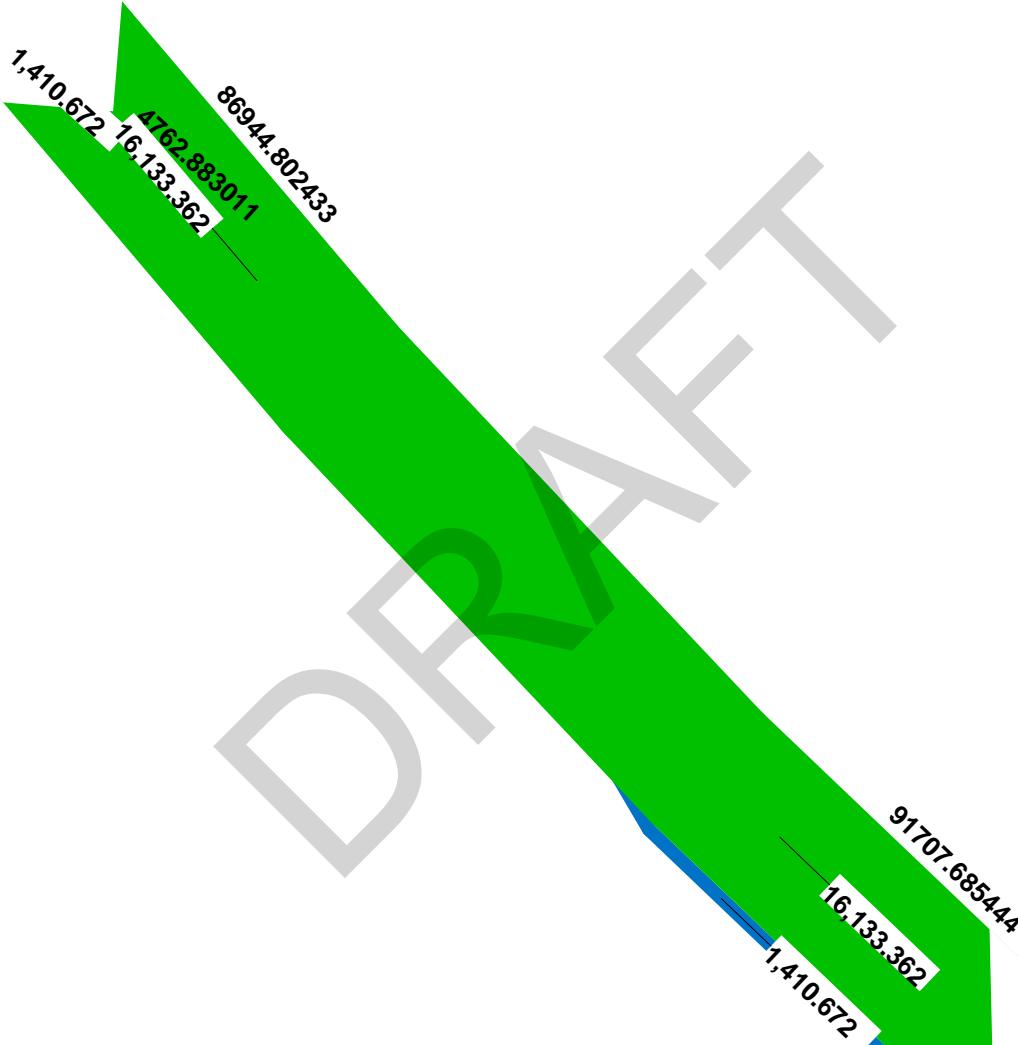
DRAFT



Node 5683 2037 No Build AM

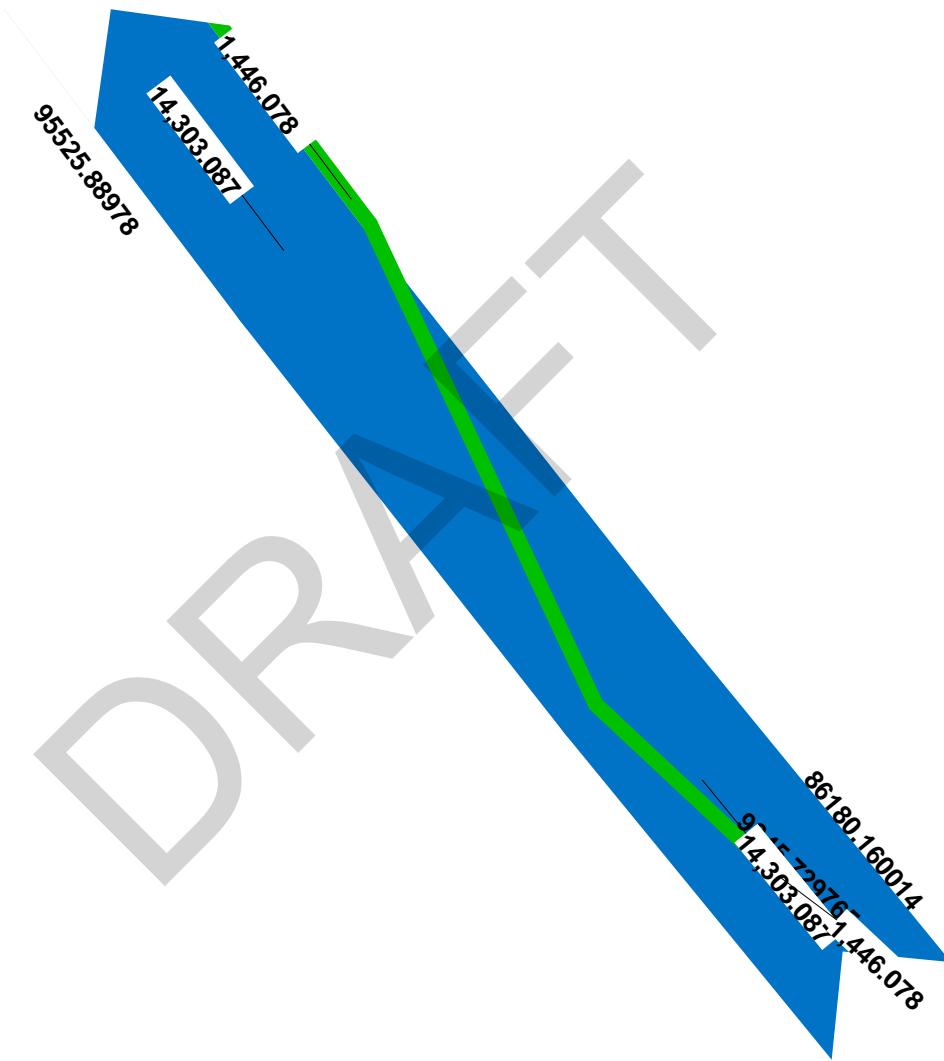
## I-10 EB On Ramp Merge from Braddock

DRAFT



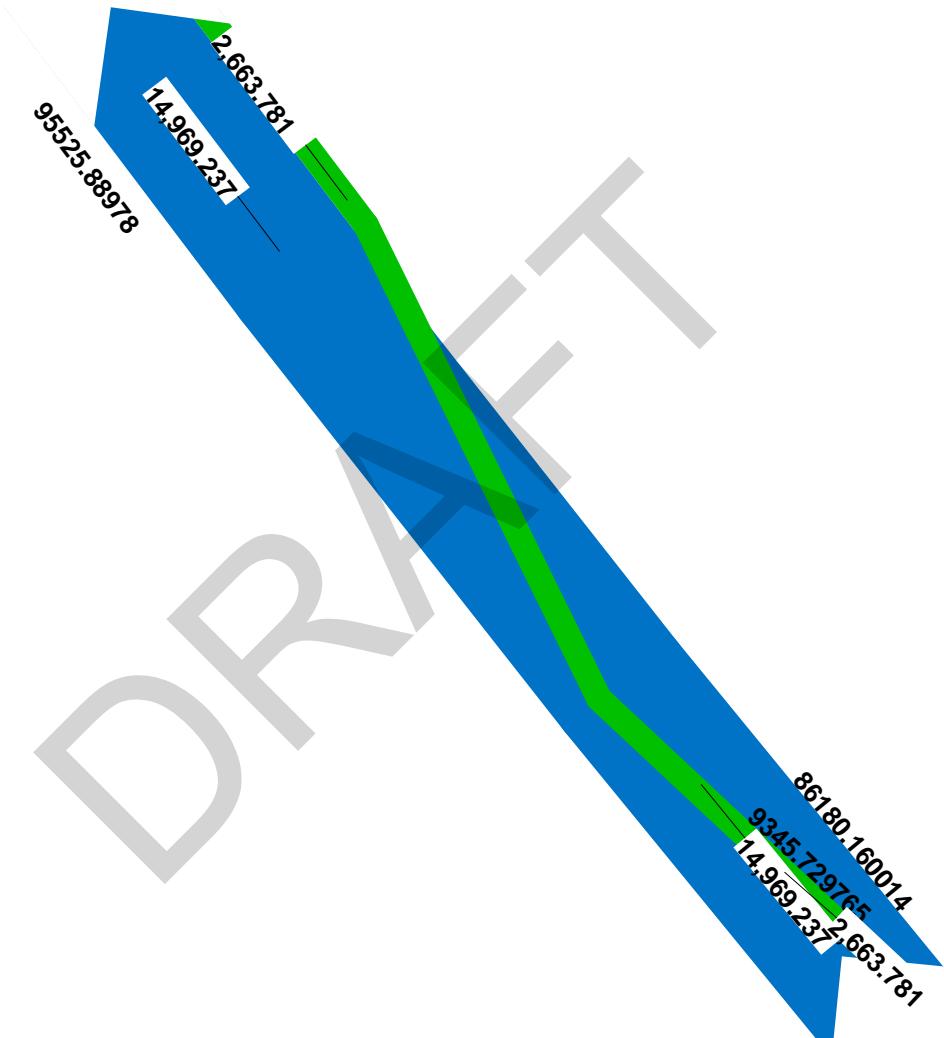
Node 5683 2037 No Build PM

## I-10 WB On Ramp Merge from Washington



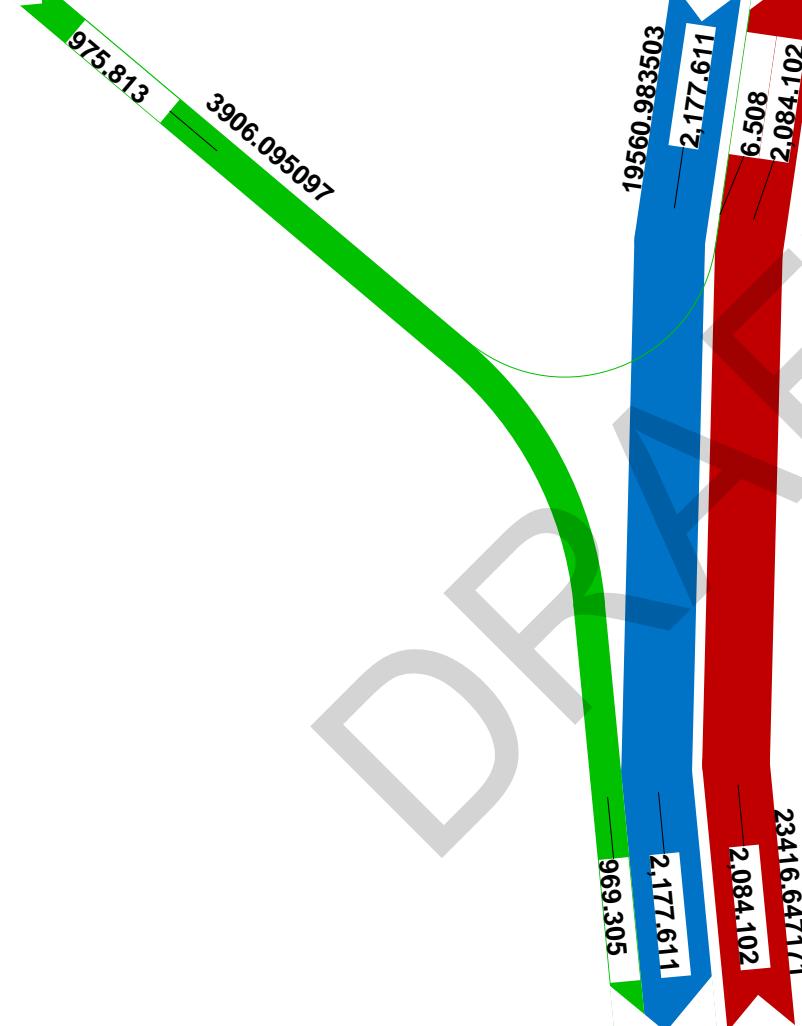
**Node 5909 2037 No Build AM**

## I-10 WB On Ramp Merge from Washington



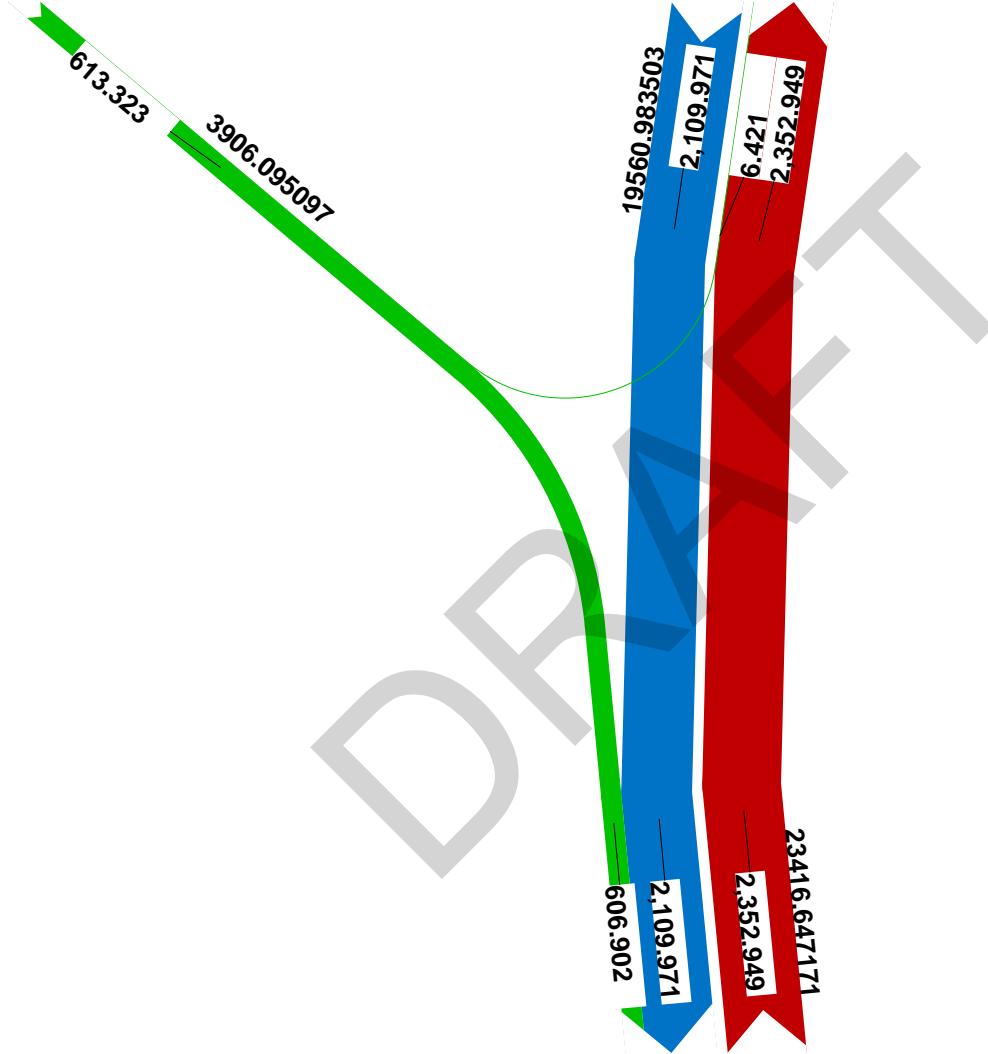
Node 5909 2037 No Build PM

## I-10 EB Off Ramp @ Dalrymple



Node 5921 2037 No Build AM

## I-10 EB Off Ramp @ Dalrymple



Node 5921 2037 No Build PM

## I-10 EB Off Ramp Diverge to Washington

DRAFT

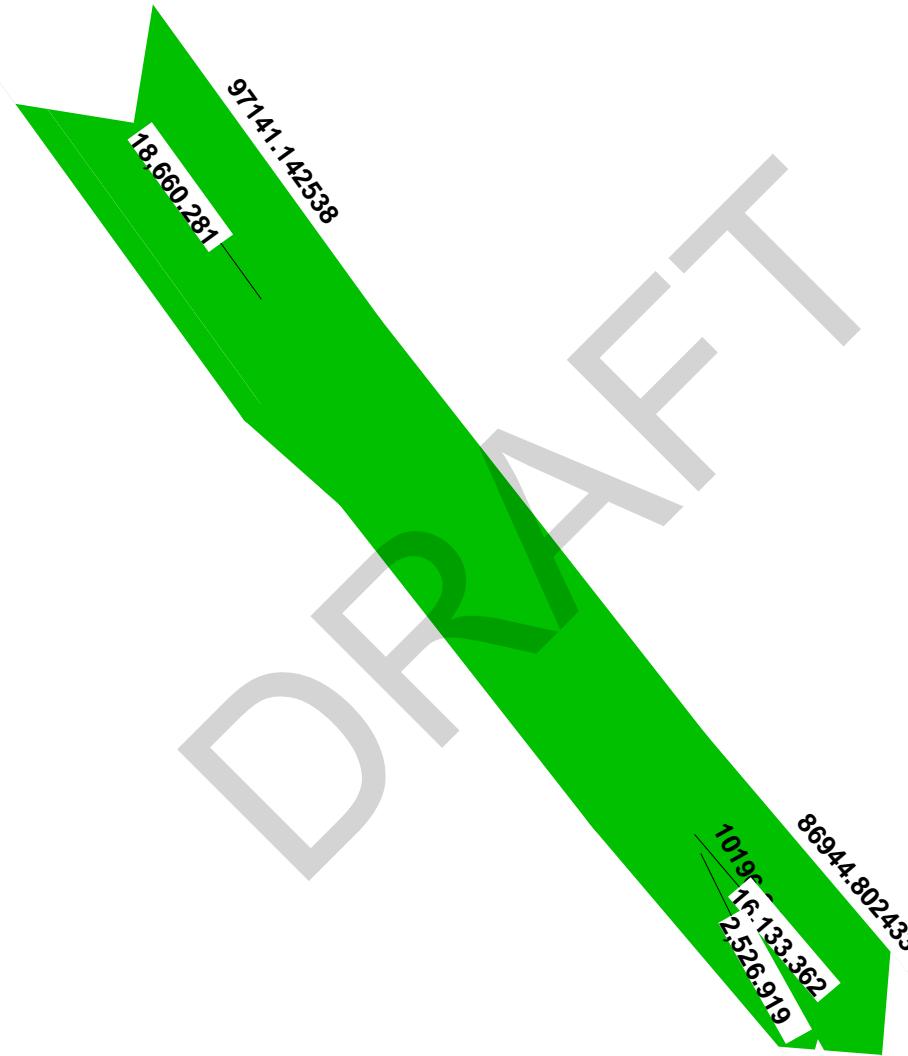
97141,142538  
14,608.034

86944.802433  
101912,424,229  
2,183,805

**Node 5923 2037 No Build AM**

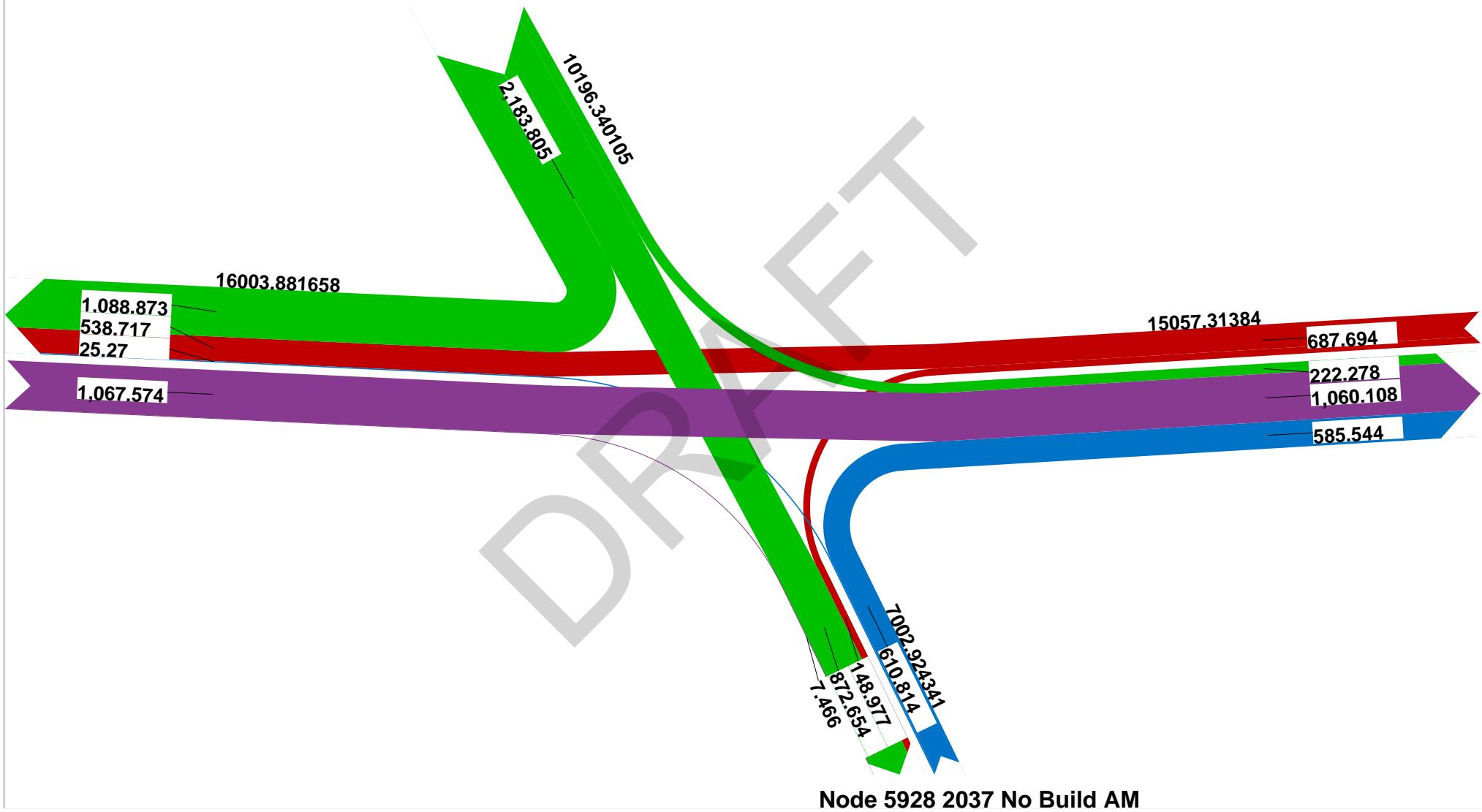
## I-10 EB Off Ramp Diverge to Washington

DRAFT

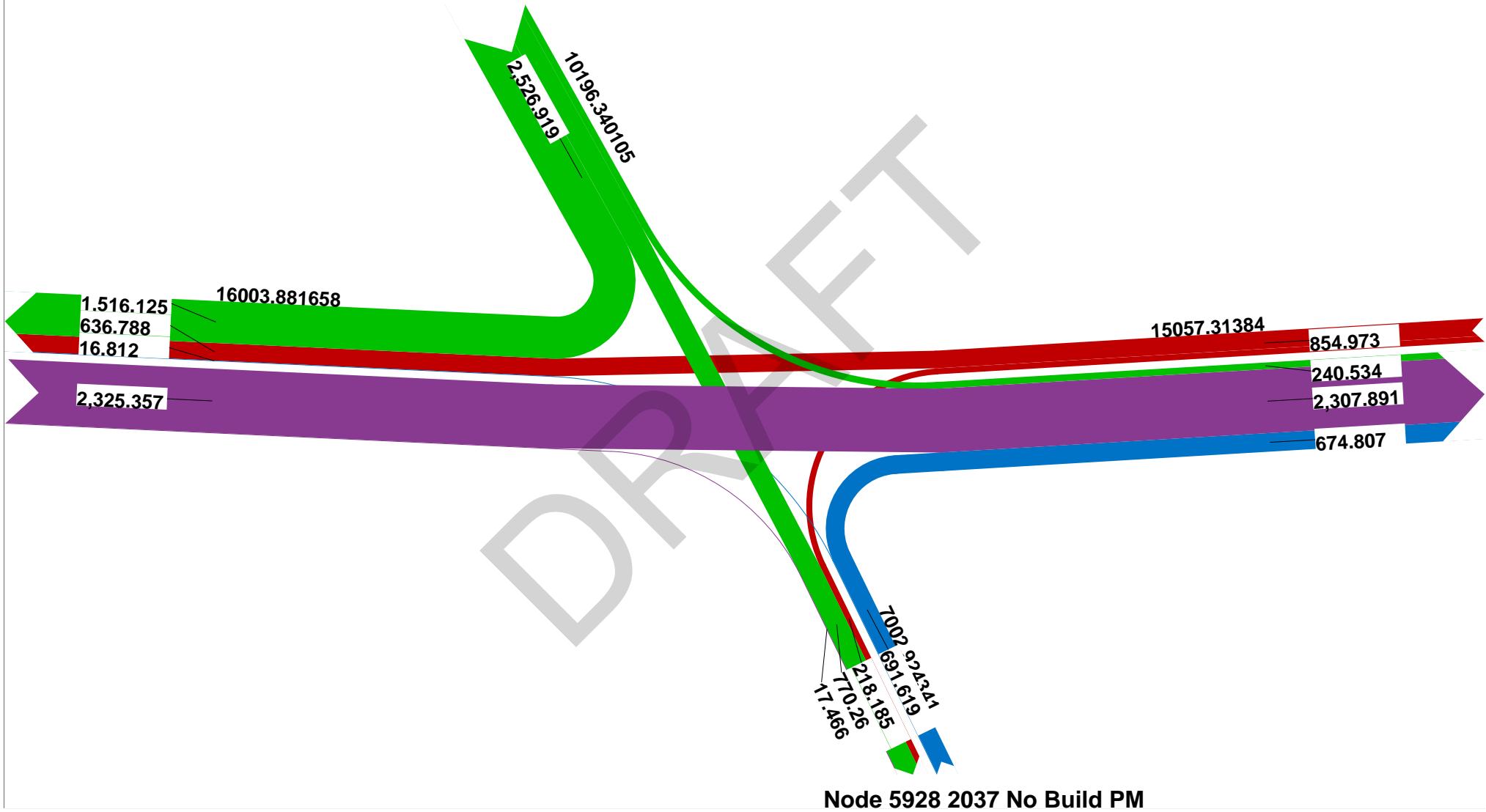


Node 5923 2037 No Build PM

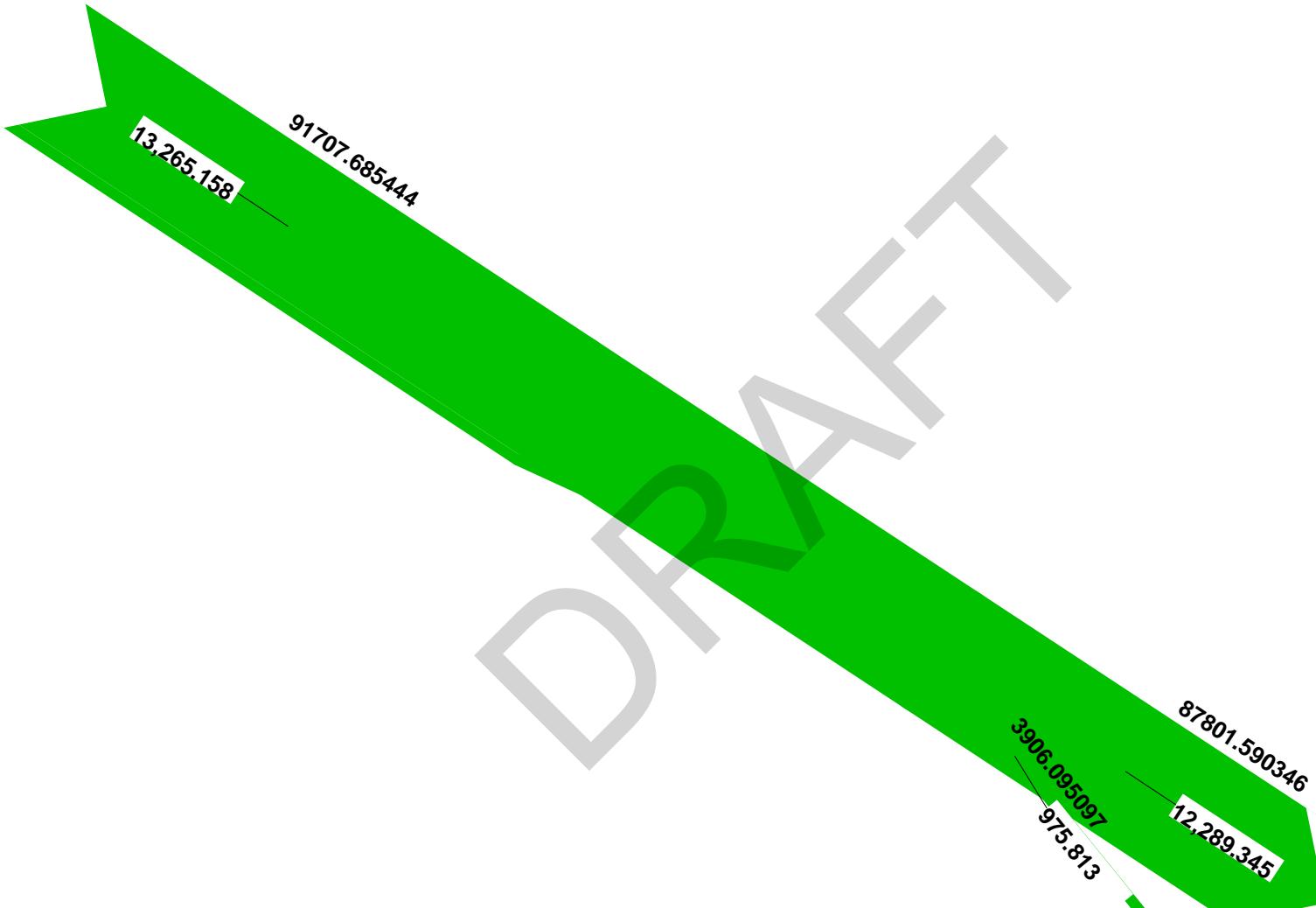
## I-10 EB Off Ramp @ Washington



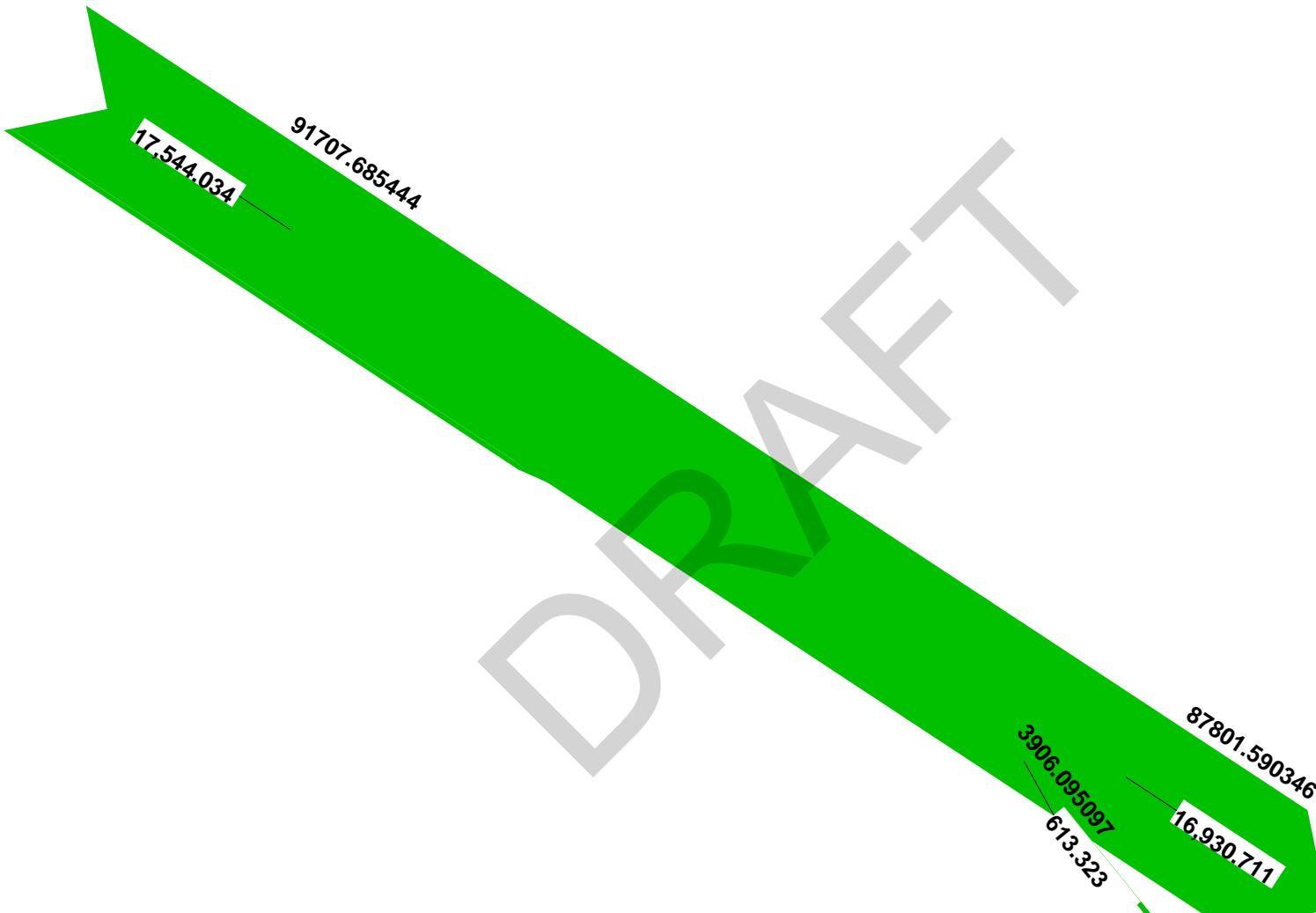
## I-10 EB Off Ramp @ Washington



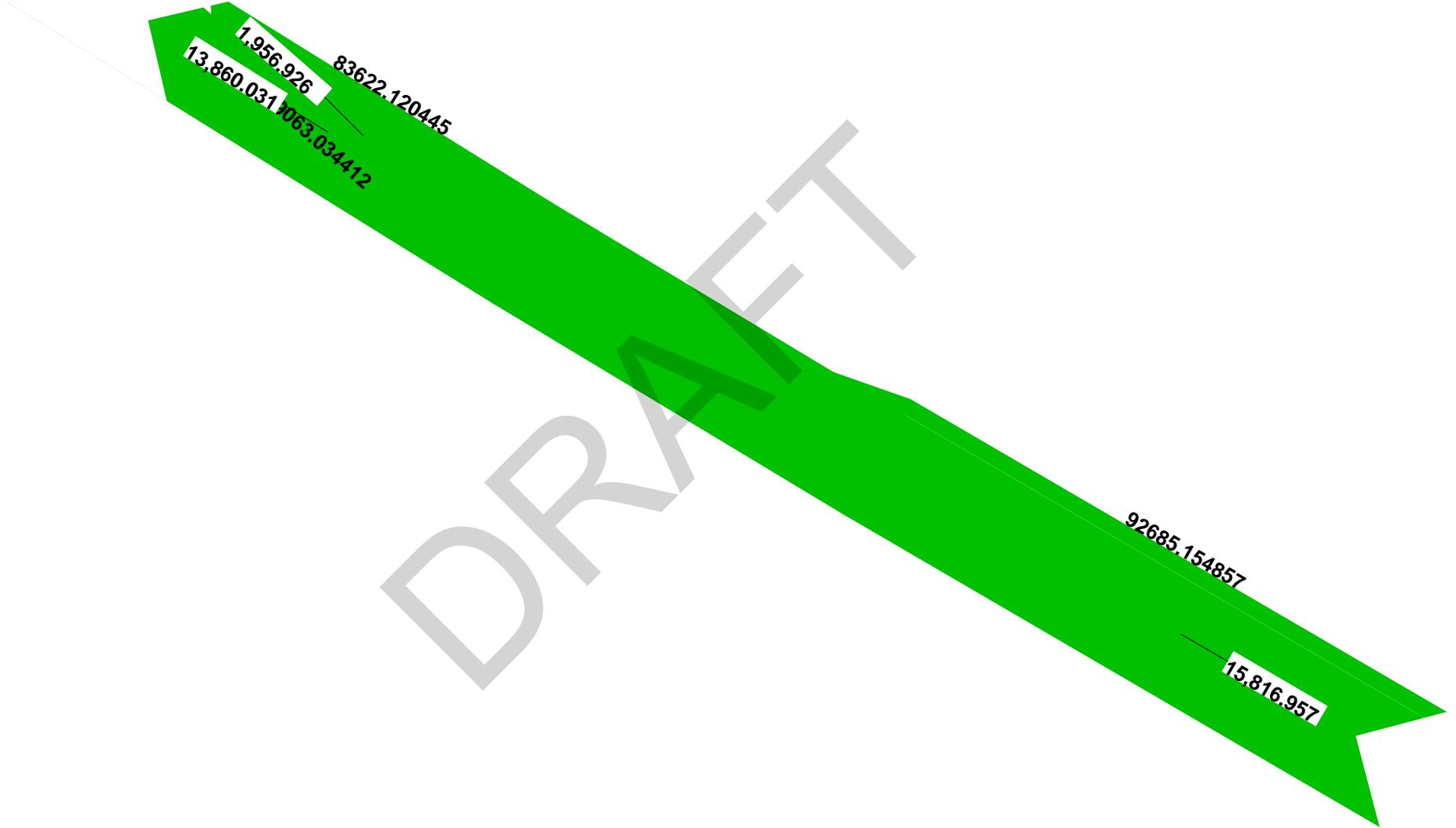
## I-10 EB Off Ramp Diverge to Dalrymple



## I-10 EB Off Ramp Diverge to Dalrymple

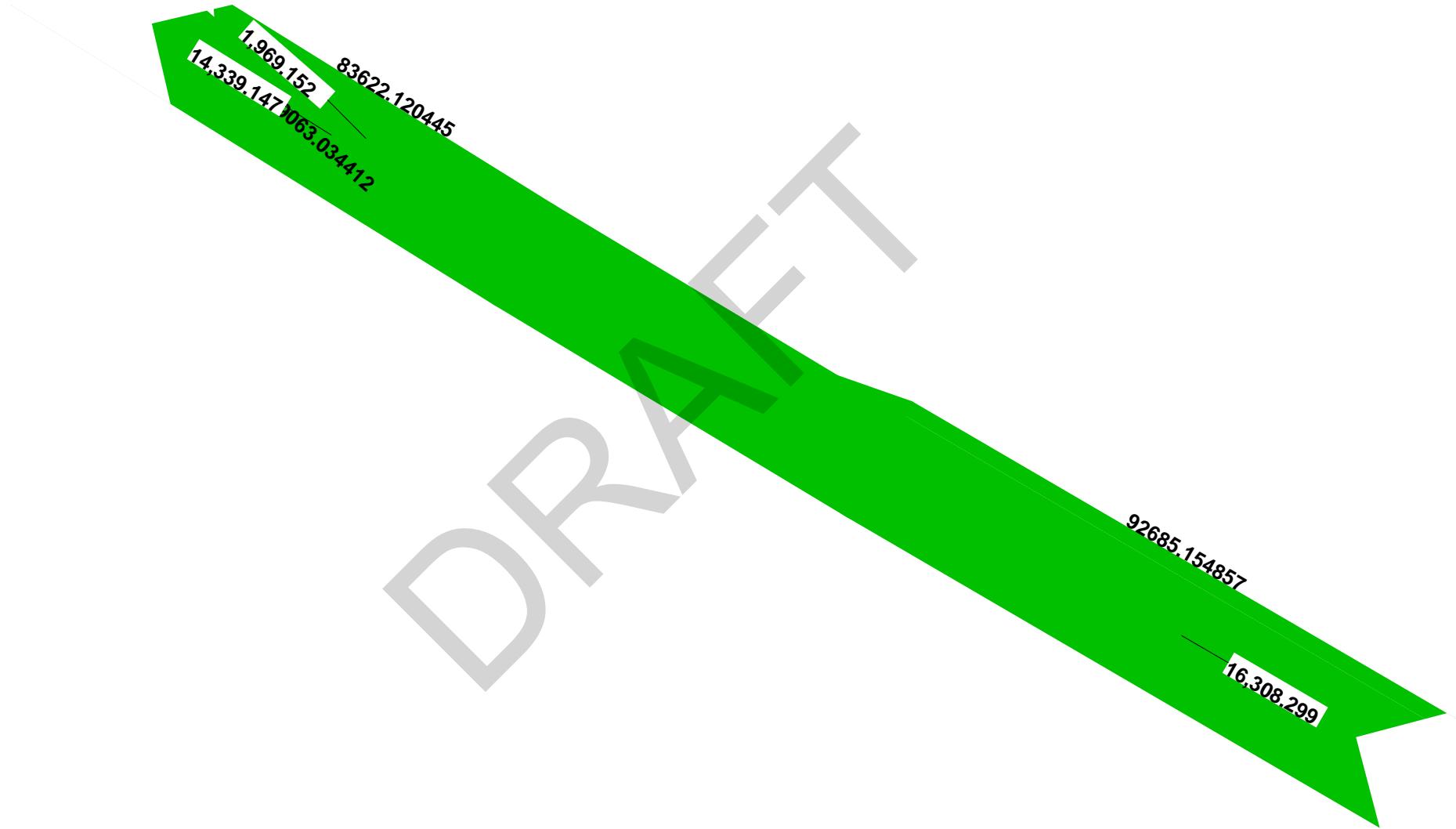


## I-10 WB Off Ramp Diverge to Dalrymple



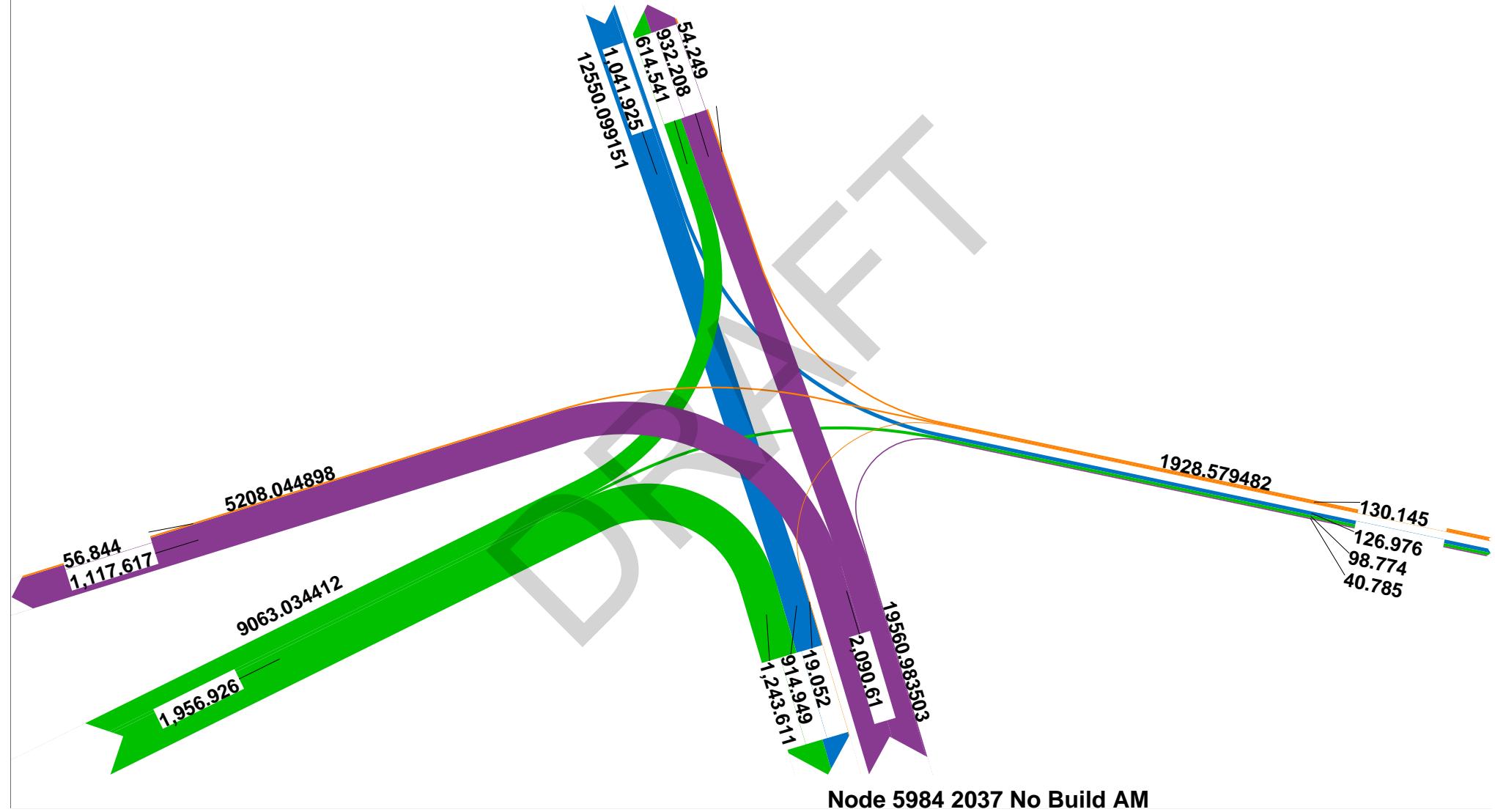
**Node 5982 2037 No Build AM**

## I-10 WB Off Ramp Diverge to Dalrymple

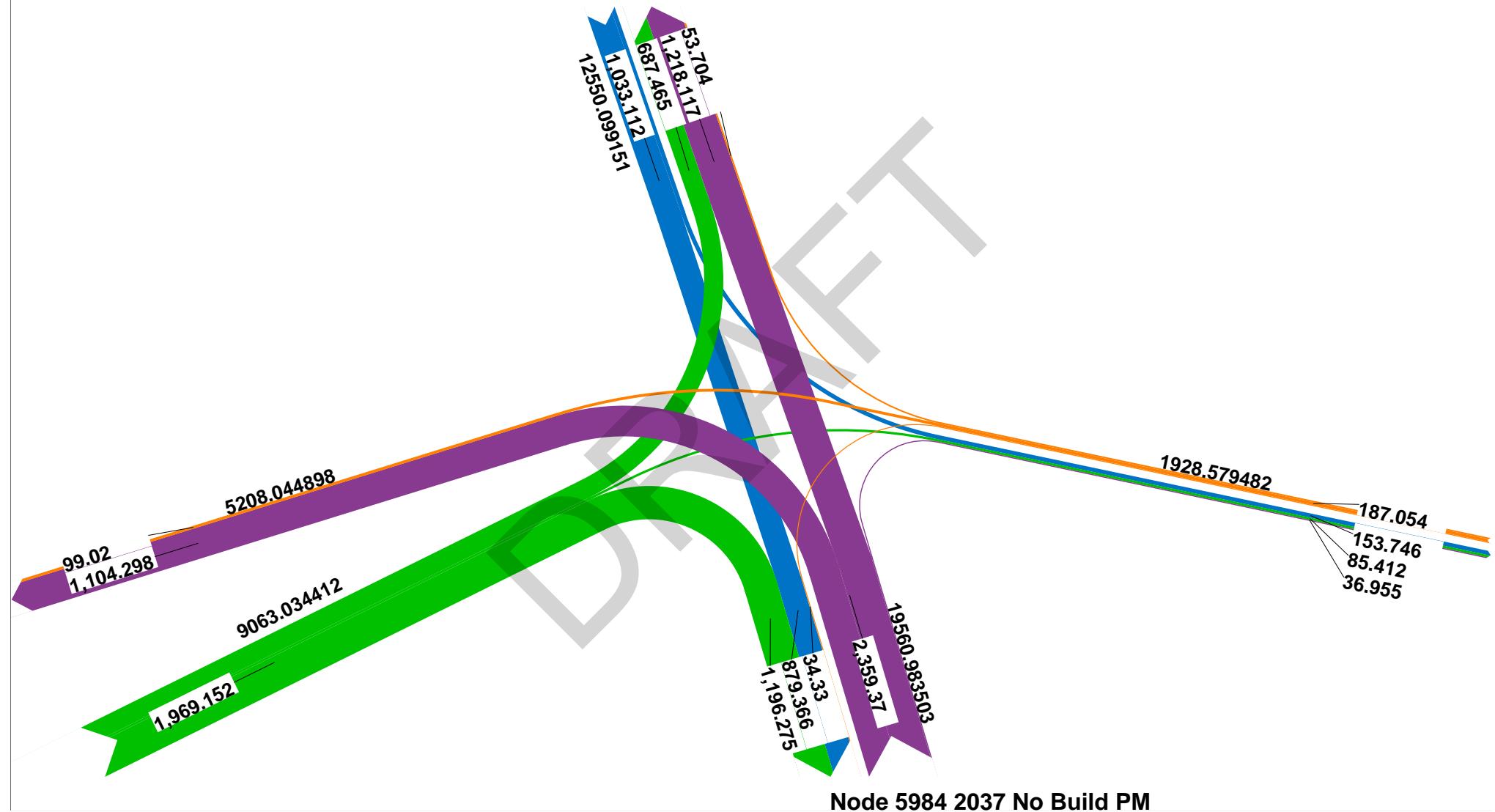


**Node 5982 2037 No Build PM**

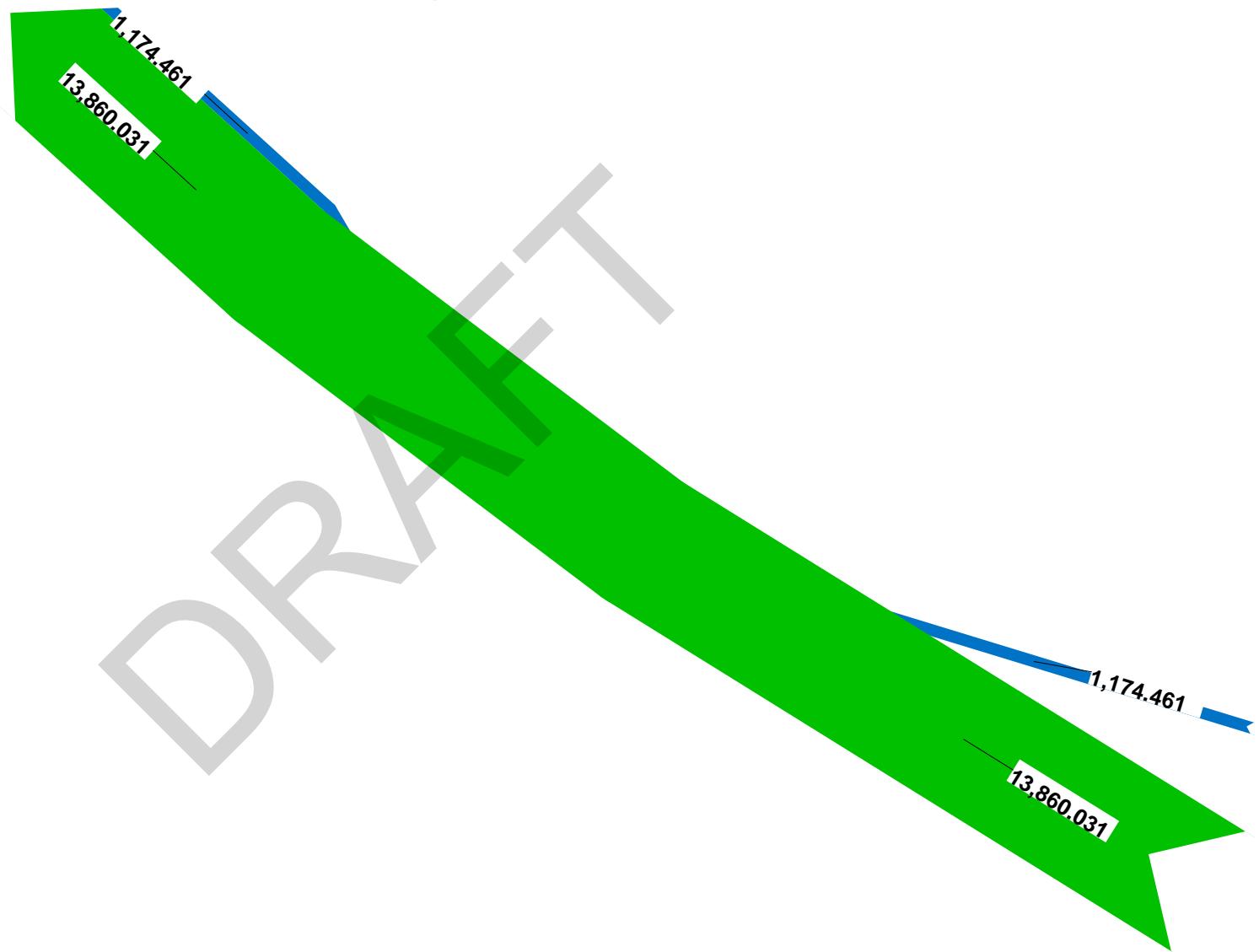
## I-10 WB Off Ramp @ Dalrymple



## I-10 WB Off Ramp @ Dalrymple

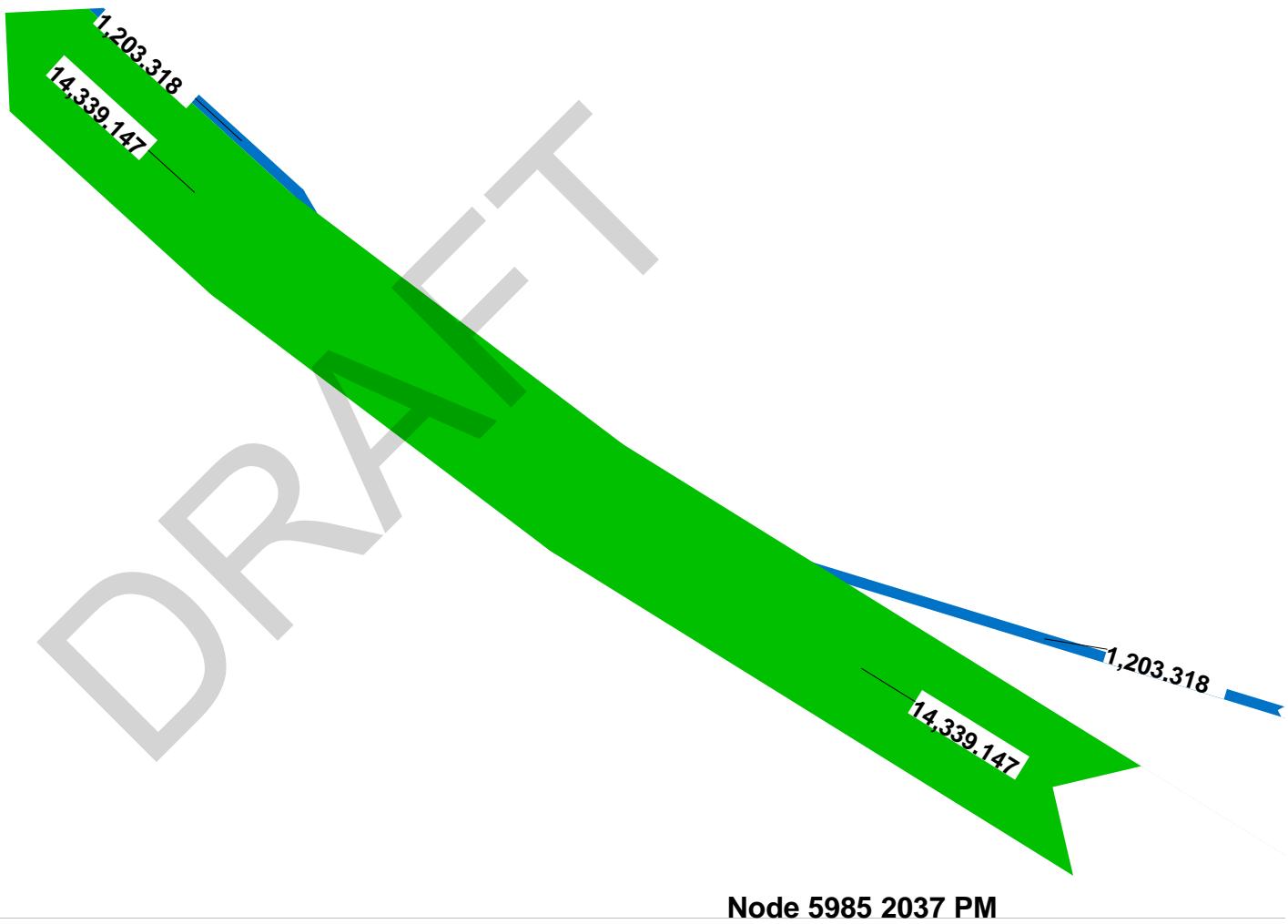


## I-10 WB On Ramp Merge From Dalrymple



**Node 5985 2037 AM**

### I-10 WB On Ramp Merge From Dalrymple

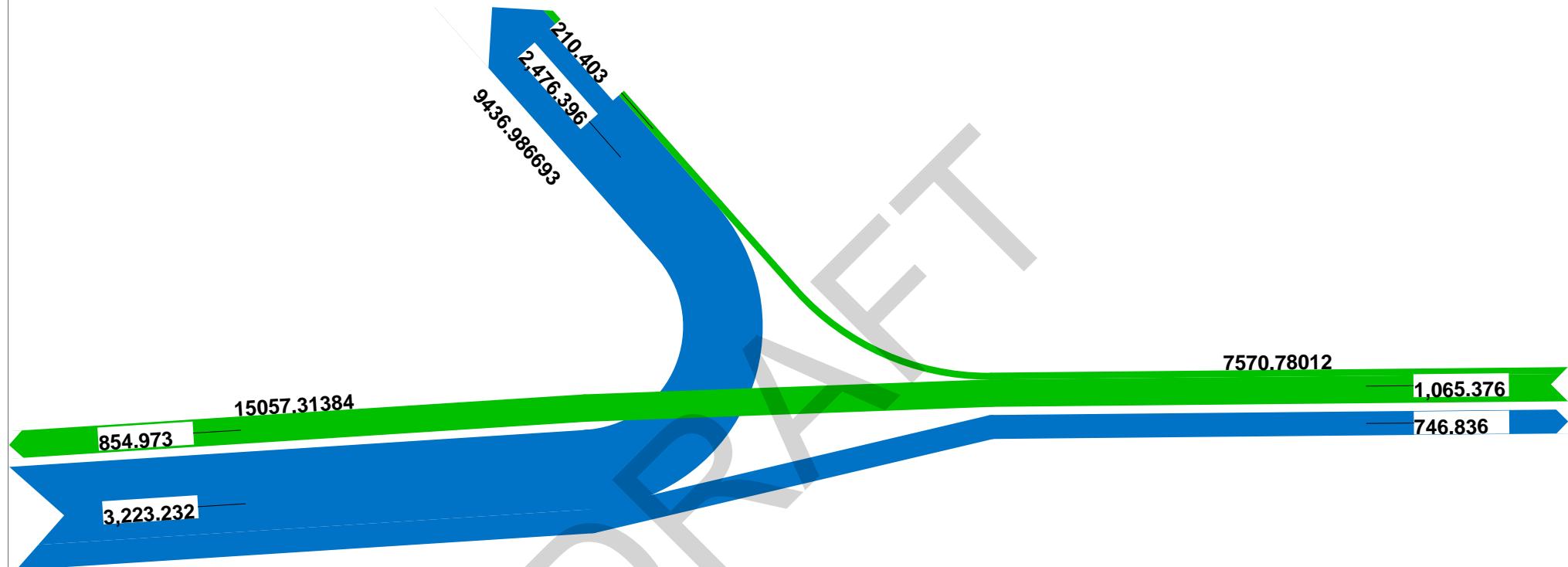


## Washington @ Mc Calop



**Node 5992 2037 No Build AM**

## Washington @ Mc Calop



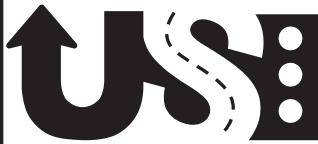
Node 5992 2037 No Build PM

# **DCR APPENDIX E**

## **Mainline Safety Triage**

**DRAFT**

URBAN SYSTEMS inc.



Project # 10-085-2

## 1. Network Screening

Project Name:	H. 98 65 32
Route:	I-1010
AADT:	108700
Period:	2013 to 2015

Highway Class:	Urban 6-Lane Interstate
Control Section:	450-10
Logmile From:	0.00
Logmile To:	0.85

### Number-Rate Method

Crash Rate Formula	
$\text{Crash Rate} = \frac{\text{Crashes}}{\text{Yrs} * \text{Length} * \text{AADT} * 365} * 10^6$	
Crashes: observed crashes	
Yrs: number of analysis years	
Length: segment length	
AADT: annual average daily traffic	

MVM: Million Vehicle Miles

Crashes:	173
Years:	3
Length:	0.40
AADT:	108700

Crash Rate:	3.63	Crashes per MVM
LA Average:	1.66	Crashes per MVM
Times LA Avg:	2.2	

## 1. Network Screening

<b>Project Name:</b>	H. 98 65 32
<b>Route:</b>	I-1010
<b>AADT:</b>	92100
<b>Period:</b>	2013 to 2015

<b>Highway Class:</b>	Urban 4-Lane Interstate
<b>Control Section:</b>	450-10
<b>Logmile From:</b>	0.39
<b>Logmile To:</b>	0.80

### Number-Rate Method

Crash Rate Formula	
<i>Crash Rate</i>	= $\frac{\text{Crashes}}{\text{Yrs} * \text{Length} * \text{AADT} * 365} * 10^6$
Crashes: observed crashes	
Yrs: number of analysis years	
Length: segment length	
AADT: annual average daily traffic	

MVM: Million Vehicle Miles

Crashes:	123
Years:	3
Length:	0.28
AADT:	92100

years  
miles  
vehicles per day

Crash Rate:	4.36	Crashes per MVM
LA Average:	0.95	Crashes per MVM
Times LA Avg:	4.6	

## 1. Network Screening

<b>Project Name:</b>	H. 98 65 32
<b>Route:</b>	I- I010
<b>AADT:</b>	149900
<b>Period:</b>	2013 to 2015

<b>Highway Class:</b>	Urban 6-Lane Interstate
<b>Control Section:</b>	450-10
<b>Logmile From:</b>	0.66
<b>Logmile To:</b>	1.15

### Number-Rate Method

Crash Rate Formula	
<i>Crashes</i>	
$Crash\ Rate = \frac{Crashes}{Yrs * Length * AADT * 365} * 10^6$	
Crashes: observed crashes	
Yrs: number of analysis years	
Length: segment length	
AADT: annual average daily traffic	

MVM: Million Vehicle Miles

Crashes:	168
Years:	3
Length:	0.35
AADT:	149900

Crash Rate:	2.92	Crashes per MVM
LA Average:	1.66	Crashes per MVM
Times LA Avg:	1.8	

## 1. Network Screening

<b>Project Name:</b>	H. 98 65 32
<b>Route:</b>	I- I010
<b>AADT:</b>	168300
<b>Period:</b>	2013 to 2015

<b>Highway Class:</b>	Urban 6-Lane Interstate
<b>Control Section:</b>	450-10
<b>Logmile From:</b>	1.02
<b>Logmile To:</b>	1.92

### Number-Rate Method

Crash Rate Formula	
<i>Crashes</i>	
$Crash\ Rate = \frac{Crashes}{Yrs * Length * AADT * 365} * 10^6$	
Crashes: observed crashes	
Yrs: number of analysis years	
Length: segment length	
AADT: annual average daily traffic	

MVM: Million Vehicle Miles

Crashes:	415
Years:	3
Length:	0.75
AADT:	168300

years  
miles  
vehicles per day

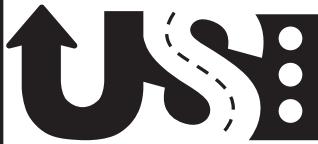
Crash Rate:	3.00	Crashes per MVM
LA Average:	1.66	Crashes per MVM
Times LA Avg:	1.8	

# **DCR APPENDIX F**

## **Intersection Safety Triage**

**DRAFT**

URBAN SYSTEMS inc.



Project # 10-085-2

## 1. Network Screening

Project Name:	0
Intersection ID:	17I-10@DALRYMPLE
AADT:	0

Highway Class:	Urban Interstate Exit
Control Device:	Signalized
Period:	2013 to 2015

### Number-Rate Method

Intersection Crash Rate Formula	
$\text{Crash Rate} = \frac{\text{Crashes}}{\text{Yrs} * \text{EAADT} * 365} * 10^6$	
Crashes: observed crashes during the Period	
Yrs: Period duration	
EAADT: entering annual average daily traffic	

MEV: Million Entering Vehicles

Crashes:	37
Years:	3
EAADT:	0

years  
vehicles/day

Crash Rate:	37
LA Average:	2.33
Times LA Avg:	N/A

## 1. Network Screening

<b>Project Name:</b>	0
<b>Intersection ID:</b>	171-10@DALRYMPLE
<b>AADT:</b>	0

<b>Highway Class:</b>	Urban Interstate Exit
<b>Control Device:</b>	Signalized
<b>Period:</b>	2013 to 2015

### Number-Rate Method

Intersection Crash Rate Formula	
<i>Crash Rate</i>	= $\frac{\text{Crashes}}{\text{Yrs} * \text{EAADT} * 365} * 10^6$
Crashes: observed crashes during the Period	
Yrs: Period duration	
EAADT: entering annual average daily traffic	

MEV: Million Entering Vehicles

Crashes:	9
Years:	3 years
EAADT:	0 vehicles/day

Crash Rate:		crashes/MEV
LA Average:	2.33	crashes/MEV
Times LA Avg:	N/A	

## 1. Network Screening

<b>Project Name:</b>	0
<b>Intersection ID:</b>	17I-10@WASHINGTON
<b>AADT:</b>	0

<b>Highway Class:</b>	Urban Interstate Exit
<b>Control Device:</b>	Signalized
<b>Period:</b>	2013 to 2015

### Number-Rate Method

Intersection Crash Rate Formula	
<i>Crash Rate =</i>	$\frac{\text{Crashes}}{\text{Yrs} * \text{EAADT} * 365} * 10^6$
Crashes: observed crashes during the Period	
Yrs: Period duration	
EAADT: entering annual average daily traffic	

MEV: Million Entering Vehicles

Crashes:	54
Years:	3 years
EAADT:	0 vehicles/day

Crash Rate:	crashes/MEV
LA Average:	2.33 crashes/MEV
Times LA Avg:	N/A

## 1. Network Screening

<b>Project Name:</b>	0
<b>Intersection ID:</b>	1710TH@TERRACE
<b>AADT:</b>	0

<b>Highway Class:</b>	Urban 4-lane
<b>Control Device:</b>	Signalized
<b>Period:</b>	2013 to 2015

### Number-Rate Method

Intersection Crash Rate Formula	
<i>Crash Rate</i>	= $\frac{\text{Crashes}}{\text{Yrs} * \text{EAADT} * 365} * 10^6$
Crashes: observed crashes during the Period	
Yrs: Period duration	
EAADT: entering annual average daily traffic	

MEV: Million Entering Vehicles

<b>Crashes:</b>	2
<b>Years:</b>	3 years
<b>EAADT:</b>	0 vehicles/day

<b>Crash Rate:</b>	crashes/MEV
<b>LA Average:</b>	1.40 crashes/MEV
<b>Times LA Avg:</b>	N/A

## 1. Network Screening

<b>Project Name:</b>	0
<b>Intersection ID:</b>	17BRADDOCK@LOUISE
<b>AADT:</b>	0

<b>Highway Class:</b>	Urban 4-lane
<b>Control Device:</b>	Signalized
<b>Period:</b>	2013 to 2015

### Number-Rate Method

Intersection Crash Rate Formula	
<i>Crash Rate =</i>	$\frac{\text{Crashes}}{\text{Yrs} * \text{EAADT} * 365} * 10^6$
Crashes: observed crashes during the Period	
Yrs: Period duration	
EAADT: entering annual average daily traffic	

MEV: Million Entering Vehicles

Crashes:	33
Years:	3
EAADT:	0 vehicles/day

Crash Rate:		crashes/MEV
LA Average:	1.40	crashes/MEV
Times LA Avg:	N/A	

## 1. Network Screening

<b>Project Name:</b>	0
<b>Intersection ID:</b>	17I-10@LOUISE
<b>AADT:</b>	0

<b>Highway Class:</b>	Urban 4-lane
<b>Control Device:</b>	Signalized
<b>Period:</b>	2013 to 2015

### Number-Rate Method

Intersection Crash Rate Formula	
<i>Crash Rate</i>	= $\frac{\text{Crashes}}{\text{Yrs} * \text{EAADT} * 365} * 10^6$
Crashes: observed crashes during the Period	
Yrs: Period duration	
EAADT: entering annual average daily traffic	

MEV: Million Entering Vehicles

Crashes:	21
Years:	3
EAADT:	0

Crash Rate:	crashes/MEV
LA Average:	1.40
Times LA Avg:	N/A