HARRISVILLE CITY
363 W. Independence Blvd · Harrisville, Utah 84404 · 801-782-4100
www.cityofharrisville.com

MAYOR:
Michelle Tait

COUNCIL MEMBERS:
Grover Wilhelmsen
Steve Weiss
Blair Christensen
Max Jackson
Kenny Loveland

CITY COUNCIL AGENDA

October 10, 2023

Zoom Meeting Link

Meeting ID: 863 1126 8046
Passcode: 169729

7:00 Pm City Council Meeting

Presiding: Mayor Michelle Tait
Mayor Pro Term: Blair Christensen

1. **Call to Order** [Mayor Tait]

2. **Opening**
   - **a.** Pledge of Allegiance [Council Member Jackson]

3. **Consent Items**
   - **a.** Approval of meeting minutes for September 12, 2023 as presented.
   - **b.** Advice and consent of Mayor's release of a Planning Commissioner.

4. **Business Items**
   - **a. Public Hearing –** to receive input for and/ or against Harrisville Resolution 23-15 and Harrisville Resolution 23-16; resolutions adopting the Transportation Master Plan and Transportation Impact Fee Facilities Plan. [Jennie Knight]
   - **b.** Discussion/possible action to adopt Harrisville Resolution 23-15; a resolution adopting the Transportation Master Plan. [Jennie Knight]
   - **c.** Discussion/possible action to adopt Harrisville Resolution 23-16; a resolution adopting the Transportation Impact Fee Facilities Plan. [Jennie Knight]
   - **d.** Discussion/possible action to adopt Harrisville Ordinance 545; repealing and re-enacting Harrisville City Code Chapter 10.05 entitled "Flood Damage Prevention". [Jennie Knight]
   - **e.** Cemetery District Discussion. [Jennie Knight]

5. **Public Comments -** (3 Minute Maximum)

6. **Mayor/Council Follow-Up**

7. **Adjournment**

The foregoing City Council agenda was posted and can be viewed at City Hall, on the City's website www.cityofharrisville.com, and at the Utah Public Notice Website at http://pmn.utah.gov. Notice of this meeting has also been duly provided as required by law.

In accordance with the Americans with Disabilities Act, the City of Harrisville will make reasonable accommodations for participation in the meeting. Requests for assistance may be made by contacting the City Recorder at (801) 782-4100, at least three working days before the meeting.

Posted: By: Jack Fogal, City Recorder.

MINUTES
HARRISVILLE CITY COUNCIL
September 12, 2023
363 West Independence Blvd
Harrisville, UT 84404

Minutes of a regular Harrisville City Council meeting held on September 12, 2023 at 7:00 P.M. in the Harrisville City Council Chambers, 363 West Independence Blvd., Harrisville, UT.

Present: Council Member Kenny Loveland, Council Member Blair Christensen, Council Member Grover Wilhelmsen, Council Member Max Jackson.

Excused: Mayor Michelle Tait, Council Member Steve Weiss.

Staff: Jennie Knight, City Administrator, Brody Flint, City Attorney, Mark Wilson, Chief of Police, Justin Shinsel, Public Works Director, Bryan Fife, Parks and Recreation Director, Jack Fogal, City Recorder, Jackie Vanmeeteren, Police Administrator, Michael Duffy, Police Officer, Christina Blickfeldt, Police Administrator, Christopher Paradis, Police Officer.

Visitors: Brian Duffy, Lavina Duffy, Mick Blickfeldt, Madalyn Haas, Joshua Haas, Elizabeth Hansen, Greg Montgomery, Dan Gilboy, Nick Berriochs, Lily Hansen.

1. **Call to Order.**

Council Member Christensen called the meeting to order and welcomed all in attendance.

2. **Opening Ceremony.**

Council Member Christensen opened with the Pledge of Allegiance.

3. **Consent Items**
    a. **Approval of Meeting Minutes for August 8, 2023 as Presented.**

Motion: Council Member Loveland made a motion to approve the meeting minutes for August 8th, 2023 as presented, second by Council Member Wilhelmsen.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes
Council Member Weiss, Excused
Council Member Christensen, Yes
Council Member Jackson, Yes
Council Member Loveland, Yes

The motion passed unanimously.

4. **Oath Of Office.**

Jackie Vanmeeteren administered the Oath of Office to Michael Duffy and Christina Blickfeldt.

5. **Business Items.**
    a. **YCC Flag Contest Presentation.**

Lily Hansen presented on the Harrisville City Flag Contest. In 2022 the Youth City Council was given the assignment to design a new City flag. They used five criteria for judging the flag. The criteria were; keep it simple, use meaningful symbolism, use two or three basic colors, no lettering or seals, and be distinctive or related. The YCC gathered submissions from the community from June through the end of July. The eight flags that were submitted were presented to Council. The YCC met in August and decided against recommending any of these flags. The YCC felt that the flag submissions did not meet the criteria or envision Harrisville's future.

    b. **Discussion/Possible action to approve striping of tennis courts for pickleball.**

Bryan Fife presented three options for adding pickle ball lines to the tennis courts. Option one is to paint pickleball lines on the existing tennis court utilizing the net that is already there. Option two would involve demolishing one tennis court and adding two additional pickleball courts in its place, this is option is not in his current budget. Option three is to leave the tennis courts as is and add pickleball courts to the new proposed building on 750 West. His recommendation is option three. Council Member Wilhelmsen asked what kind of public outreach have we received about pickle ball courts. Bryan Fife answered there has been a few public comments asking for them but more concerns about the noise from the paddles. Council Member Wilhelmsen inquired if there were rules that could be put in place to limit the noise. Bryan Fife explained the lights are on and the park does not close until 10 P.M., the pickle ball courts would be open until the park closes.

Motion: Council Member Loveland made a motion to deny the striping of the tennis courts for pickleball, second by Council Member Jackson.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes
Council Member Weiss, Excused
Council Member Christensen, Yes
Council Member Jackson, Yes
Council Member Loveland, Yes

The motion was passed unanimously.

    c. **Discussion/possible action to adopt Ordinance 542; home occupation standards amendments.**

Jennie Knight explained this is a text change amendment to our land use ordinance. This change would allow the use of a permanent make-up tools for cosmetic use and scar cover up. This ordinance comes with a positive recommendation from the Planning Commission. Council Member Loveland inquired about parking. Jennie Knight explained this is a text change amendment for the entire City not the conditional use application. Council Member Christensen inquired if this amendment allows for a tattoo shop as a home occupation. Jennie Knight clarified it would be an allowed use for cosmetic uses only. Council Member Wilhelmsen asked

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if this could be used for tattooing. Jennie Knight answered this unit does not pierce the skin as deeply as a tattoo gun, and would not be able to provide a permanent tattoo.

Motion: Council Member Jackson made a motion to adopt Ordinance 542; home occupation standards amendments, second by Council Member Loveland.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes
Council Member Weiss, Excused
Council Member Christensen, Yes
Council Member Jackson, Yes
Council Member Loveland, Yes

The motion passed unanimously.

d. Discussion/possible action to adopt Resolution 23-13; a resolution amending the Harrisville City Consolidated Fee Schedule.

Jennie Knight reminded Council that during the June meeting a consolidated fee schedule was adopted. At the time of the adoption there were some fees that were not included in the fee schedule. This new fee schedule is an update that outlines these additional fees.

Motion: Council Member Wilhelmsen made a motion to adopt Resolution 23-13; a resolution amending the Harrisville City Consolidated Fee Schedule, second by Council Member Loveland.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes
Council Member Weiss, Excused
Council Member Christensen, Yes
Council Member Jackson, Yes
Council Member Loveland, Yes

The motion passed unanimously.

e. Discussion/possible action to adopt Ordinance 543; storm water enforcement response plan.

Justin Shinsel explained this ordinance allows the City to enforce storm water pollution in the City. If a builder does not follow storm water protection plans it allows the City to levy fines, backed by the State of Utah. Council Member Jackson inquired who would enforce this new policy. Justin Shinsel explained it would be Glen Gammel and himself. Brody Flint clarified it would be a civil issue not a criminal issue. The police would not be involved in enforcement.

Motion: Council Member Loveland made a motion to adopt Ordinance 543; storm water enforcement response plan, second by Council Member Jackson.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes

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Council Member Weiss, Excused
Council Member Christensen, Yes
Council Member Jackson, Yes
Council Member Loveland, Yes

The motion passed unanimously.

f. Discussion/possible action to adopt Resolution 23-14; a resolution approving the contract with Weber School District for SRO services.

Mark Wilson explained this is a three-year contract to provide SRO services to Orion Junior High and Majestic Elementary. The school district pays a percentage of the SRO wages which increases each year of the contract. Council Member Jackson inquired if the payment was the same for all departments or unique to each City. Mark Wilson answered it is an average between all of the departments involved in the contract. The average compensation for each officer is $170,000 which covers pay and all benefits. Council Member Loveland asked if he felt good about the contract. Mark Wilson explained he does feel good and the department was going to provide SRO services regardless of a new contract. Council Member Jackson asked what is the percentage of time the officer is required to spend at the schools and does he need to be at both schools each day. Mark Wilson clarified the officer does not go to Majestic Elementary every day, but on an as needed basis. Officer Clark spends most of his time at Orion Junior High when school is in session.

Motion: Council Member Wilhelmsen made a motion to adopt Resolution 23-14; a resolution approving the contract with Weber School District for SRO services, second by Council Member Loveland.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes
Council Member Weiss, Excused
Council Member Christensen, Yes
Council Member Jackson, Yes
Council Member Loveland, Yes

The motion passed unanimously.

6. Public Comment

Council Member Christensen opened the public comment period.

No public comment was given.

Council Member Christensen closed the public comment period.

7. Mayor/Council Follow-Up.

Justin Shinsel informed Council that both safe sidewalks to school projects are almost completed. The Majestic drop off zone is being utilized now and 2000 North now has sidewalk to Orion Junior High.

Mark Wilson updated Council on their accreditation process. They expect to be ready for it within the next eight months. They applied for a J.A.G. grant to update the training room

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equipment. The department is implementing plans for speed issues on 2000 N. and the new Majestic drop off zone to make sure any arising issues are resolved quickly.

Bryan Fife reported the splash pad has been shut down for the season. Boys' basketball registration will be in November. They are working on sprinklers at the parks now before secondary water gets turned off.

Jennie Knight explained Fall Festival is October 17th. The City is asking for donations from businesses for the event. The City has contracted with Jones and Associates for subdivision review and planning services. A complete overhaul of the subdivision ordinance has to be completed in the next six months to be in compliance with new state law. The audit report will be presented in October or November. There is a work session tentatively scheduled for the fourth Tuesday in January to review the budget and the Moderate-Income Housing Plan.

Council Member Wilhelmsen called attention to unlicensed solicitors. He informs the City when they approach him. He wants to know if there is a sign that can be put up stating if they are not licensed do not knock on our door. He asked staff if it is something they can explore.

Council Member Loveland inquired what time the Fall Festival starts. Bryan Fife explained the fun run starts at 5 P.M., booths and food start at 5:30 P.M., and fireworks will be at 7:30 P.M. Council Member Loveland asked for an update about the kids' playground equipment. Bryan Fife explained the equipment has been ordered and paid for. It will be ready this winter and will be installed in the Spring.

Council Member Jackson announced that North View Fire Chief Dave Wade is retiring. The Committee has narrowed his replacement down to two candidates. He wants to wish Dave Wade well on his future endeavors, and hopes to see lots of people at his retirement party.

8. **Closed Executive Session-** A Closed Executive Session for the purposes described under UCA §52-4-205(1)(a); discussion of the character, professional competence, or physical or mental health of an individual.

Motion: Council Member Loveland made a motion to enter a Closed Executive Session for the purposed described under UCA §52-4-205(1)(a); a discussion of the character, professional competence, or physical or mental health of an individual, second by Council Member Wilhelmsen.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes
Council Member Weiss, Excused
Council Member Christensen, Yes
Council Member Jackson, Yes
Council Member Loveland, Yes

The motion passed unanimously.

The Council convened into a Closed Executive Session.

Motion: Council Member Jackson made a motion to close a Closed Executive Session and reopen the public meeting, second by Council Member Wilhelmsen.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes
Council Member Weiss, Yes
Council Member Christensen, Yes
Council Member Jackson, Yes
Council Member Loveland, Yes

The motion passed unanimously.

9. Adjournment

Council Member Loveland motioned to adjourn the meeting, second by Council Member Wilhelmsen.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes
Council Member Weiss, Excused
Council Member Christensen, Yes
Council Member Jackson, Yes
Council Member Loveland, Yes

The motion passed unanimously.

The meeting adjourned at 8:02 P.M.

MICHELLE TAIT
Mayor

ATTEST:

Jack Fogal
City Recorder
Approved this 10th day of October, 2023

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Staff Memo

Harrisville Resolutions 23-15 & 23-16
Transportation Master Plan and Impact Fee Facilities Plan
October 5, 2023

To: Harrisville Mayor and City Council
From: Jennie Knight, City Administrator
RE: Transportation Master Plan and Impact Fee Facilities Plan

Summary
After a successful Request for Proposals (RFP) in February 2023, Harrisville City staff enlisted the services of Wall Consultant Group (WCG) to review historic and project future impact of an increase in population and the resulting effect this will have on the city's transportation infrastructure. The proposed Transportation Master Plan identifies three phases of future projects the City has identified over the course of the next 26 years and projected the impact of new development using travel demand modeling. The proposed Transportation Impact Fee Facilities Plan (IFFP) outlines the first phase of projects and identifies the impact of this future development on the city's transportation infrastructure.

Compliance with State Code
Utah Code Annotated §11-36a-301 states: *"Before imposing an impact fee, each local political subdivision or private entity shall….prepare an impact fee facilities plan to determine the public facilities required to serve development resulting from new development activity.*

Utah Code Annotated §11-36a-501 (1) states: "*Before preparing or amending an impact fee facilities plan, a local political subdivision or private entity shall provide written notice of its intent to prepare or amend an impact fee facilities plan."* **Notice of Intent was posted on June 16, 2023.**

Utah Code Annotated §11-36a-502 (1) states: "*give public notice…of the plan or amendment at least 10 days before the day on which the public hearing…"* **Notice of the Public Hearing was posted on September 14, 2023.**

HARRISVILLE CITY
RESOLUTION 23-15

TRANSPORTATION MASTER PLAN

A RESOLUTION OF HARRISVILLE CITY, UTAH, ADOPTING THE TRANSPORTATION MASTER PLAN.

WHEREAS, Harrisville City (hereafter "City") is a municipal corporation duly organized and existing under the laws of the State of Utah;

WHEREAS, the City Council is the legislative body of the City;

WHEREAS, Title 11, Chapter 36a of the Utah Code Annotated authorized municipalities in the State of Utah to prepare an Impact Fee Facilities Plan;

WHEREAS, the City has retained Wall Consultant Group (WCG) to prepare the Transportation Master Plan;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Harrisville City, Utah, as follows:

Section 1. Review and Adoption.
The City Council has reviewed and hereby adopts the Harrisville City Transportation Master Plan dated September 2023, attached hereto as Exhibit "A" and incorporated herein by this reference.

Section 2. Effective Date
This Resolution is effective immediately upon passage and approval.

PASSED AND APPROVED by the Harrisville City Council this 10th day of October, 2023.

_____
MICHELLE TAIT, Mayor
Harrisville City

ATTEST:

_____
JACK FOGAL, City Recorder

Municipal Council
Roll Call Vote Tally:

	Yes	No
Mr. Wilhelmsen	___	___
Mr. Weiss	___	___
Mr. Christensen	___	___
Mr. Jackson	___	___
Mr. Loveland	___	___

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TRANSPORTATION MASTER PLAN

HARRISVILLE, UTAH

SEPTEMBER 2023

HARRISVILLE CITY
ESTABLISHED 1962

WCG
WALL CONSULTANT GROUP

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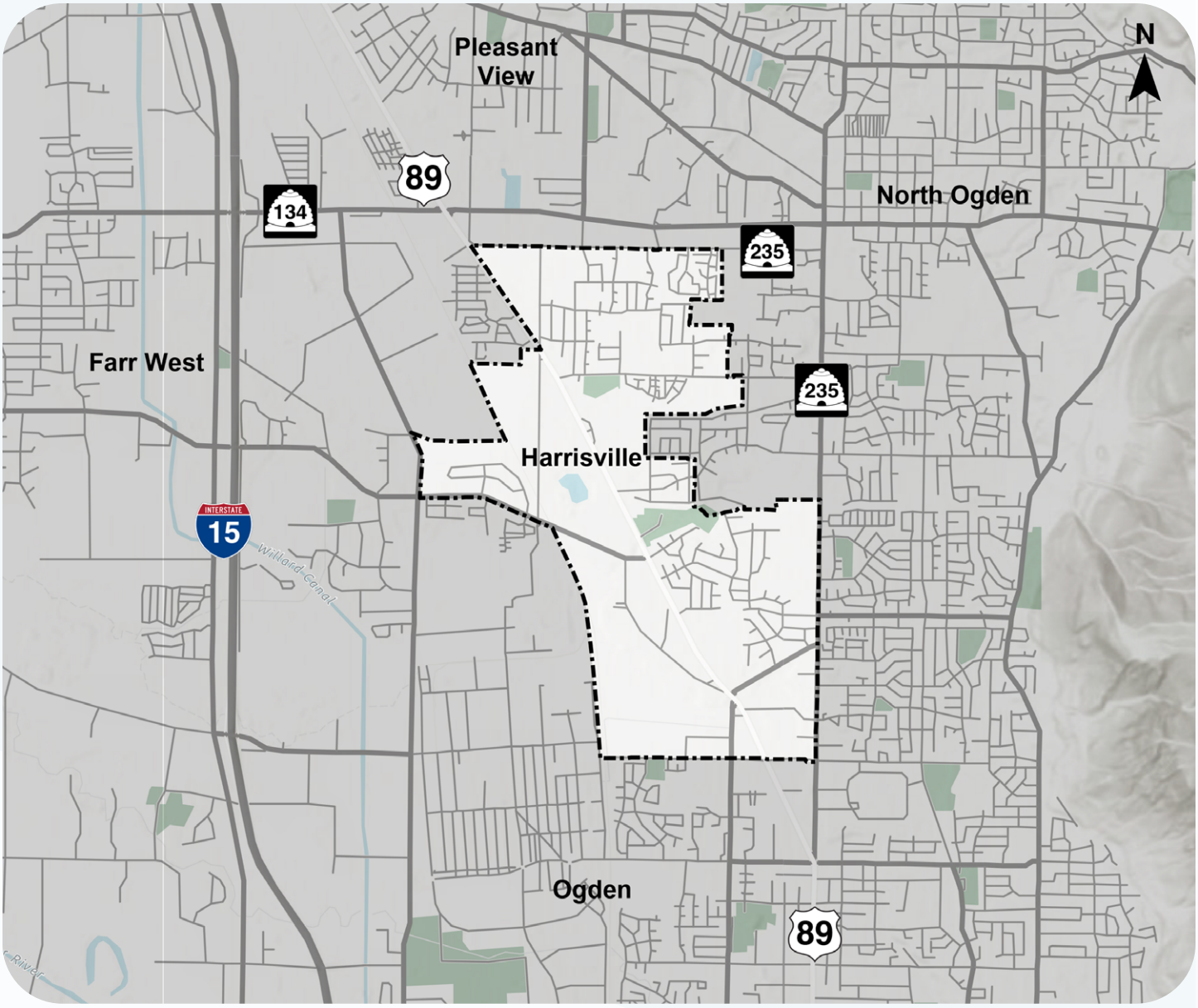
I. INTRODUCTION

A. Overview

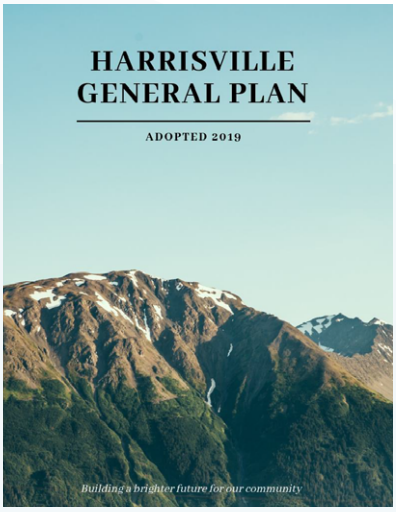
This Transportation Master Plan (TMP) guides transportation infrastructure investments for the future by addressing several goals identified by Harrisville City. Key to planning for Harrisville's transportation needs is an understanding of the roadway network's existing and future operation. Once existing conditions are established, roadway conditions are forecasted to future year 2033 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth.

Harrisville is located in Weber County and is part of the Ogden-Clearfield, Utah Metropolitan Statistical Area. The most recent 2020 census shows that Harrisville has a population of 7,037 and has experienced a population increase of approximately 1,470 since the previous 2010 survey.

Figure 1: Location Map



B. Previous Studies



Harrisville General Plan (2019)

This General Plan serves as a framework for decision makers in Harrisville City as officials consider future land use, development, and other decisions. The General Plan is designed to provide a formal policy foundation for enhancing city and community relations, pursuing economic development activities, coordinating infrastructure planning, encouraging responsible natural resource use, and fostering regional cooperation. The City's vision is to provide a well-planned, safe, and attractive community which meets the needs of all Harrisville City residents.

Harrisville City Transportation Impact Fee Facilities Plan (May 2015)

The Harrisville City Transportation Impact Fee Facilities Plan was completed in May of 2015. The analysis considers the Harrisville Functional Classification map for Collector roadways and above. The June 2010 Harrisville Traffic Impact Study from Utah LTAP and the Trails and Land Use plans for the City are also included in the analysis. PM peak counts were collected at the critical intersections in the City to provide K factors for the other roads in the City. Five of the 20 City intersections were counted for PM peak period counts. A model of the City's critical intersections was developed in the transportation model, Synchro. Analysis of the projected traffic along the major roadways within Harrisville City for 2020 and 2025 show the necessary improvements that are recommended for the City of Harrisville.

Wasatch Front Regional Transportation Plan (2023 – 2050)

The Wasatch Front Regional Transportation Plan: 2023-2050 (2023-2050 RTP) is where our Region's future transportation system is born. The 2023-2050 RTP sets forth the 28-year strategy for regional-scale transportation investments for all modes of transportation. The 2023-2050 RTP addresses:

- Desired local and regional growth and infrastructure;
- Maintenance of the existing transportation system;
- Regional road system;
- High-capacity transit opportunities; and
- Active transportation networks.

The Wasatch Choice Vision is the shared planning framework for all the communities in the WFRC Region that addresses transportation investments, development patterns, and economic opportunities.

C. Community Engagement

Engaging the community was an essential element of the Harrisville City Transportation Master Planning process, helping to ensure existing and future needs are met while providing a clear vision for Harrisville to grow and change. An advisory committee was established with city personnel and the consultant group activated to complete the plan early in the process to provide guidance as the plan was formulated. This group met throughout the planning process:

- Kickoff Meeting
- Monthly staff and consultant meetings
- Follow up from the Planning Commission / City Council meeting

II. HARRISVILLE CHARACTERISTICS

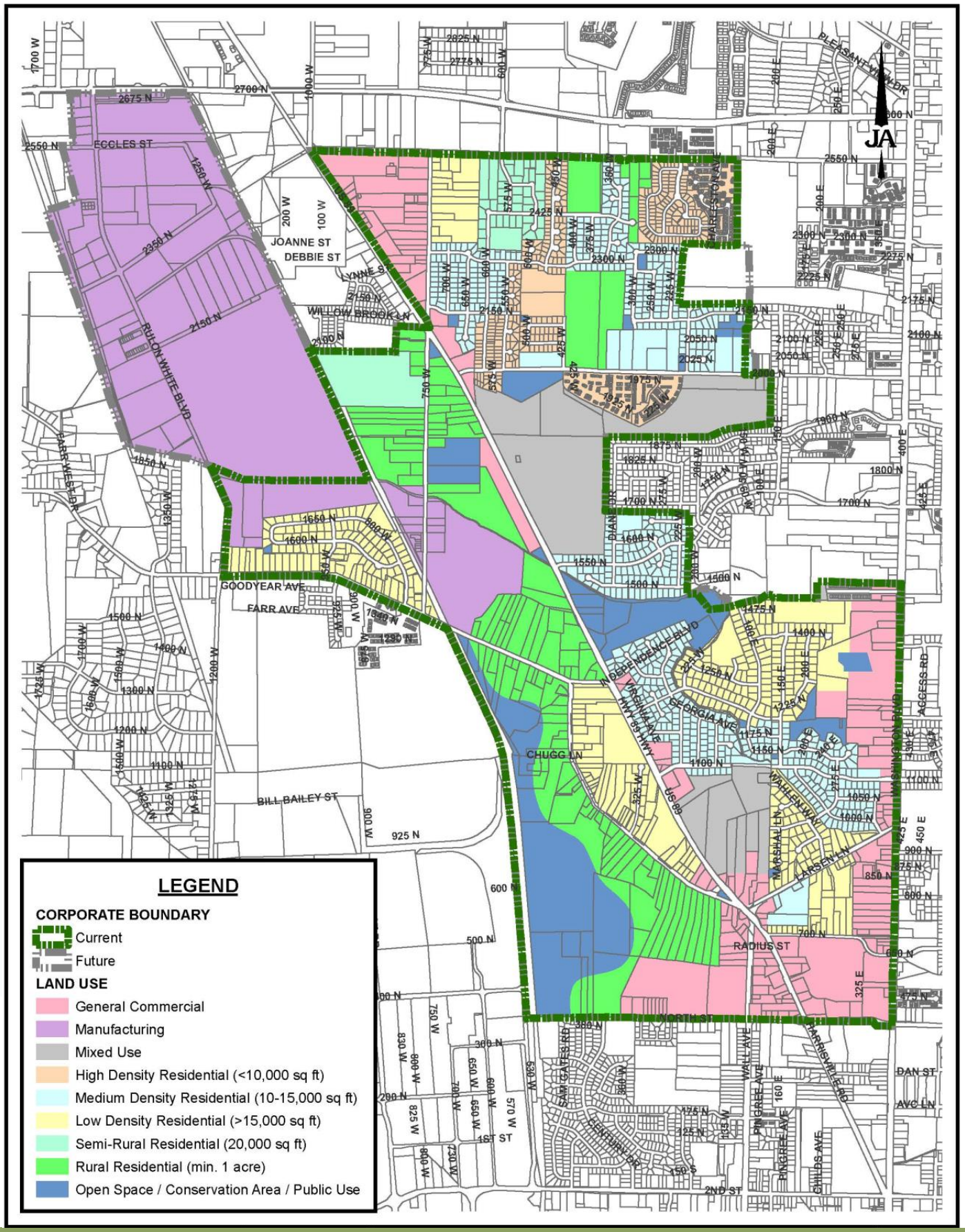
A. Purpose

The Harrisville Characteristics section discusses the existing and future land use in Harrisville City. Demographic data, including population forecasts, are analyzed, and explained as land use drives transportation demand and is the building block of any transportation plan

B. Land Use

Future land use is a key backbone of understanding future transportation systems need. The size of future transportation facilities is directly tied to the density and types of future land uses within Harrisville. If Harrisville were to stay mostly low-density single family residential there would likely be little demand for future roadway widening projects, however as commercial nodes and denser housing developments happen greater transportation infrastructure is needed. Given Harrisville's location in the Wasatch Front, proximity to I-15, and developable land, it is primed for development. Due to these factors Wasatch Front Regional Council (WFRC) 2023 Regional Transportation Plan forecasts Harrisville's population increasing to approximately 11,000 in 2050.

Figure 2: Harrisville Future Land Use



C. Demographics

Harrisville has experienced steady population growth over the past 30 years. The most recent 2022 data shows that Harrisville has a population of 6,876 or an increase of approximately 1,309 since the 2010 census. Historic population census data is shown below in Table 1. Most of the housing in Harrisville is single family residents. As of the 2020 census, there is an average of 3.16 persons per household. Additionally, the median income for each household in 2020 was $77,426 (in 2021 dollars). The average travel time to work for those who are 16 and older is 22.7 minutes.

TABLE 1: HISTORIC POPULATION GROWTH

Year	Population
1990	3,004
2000	3,645
2010	5,567
2020	7,036

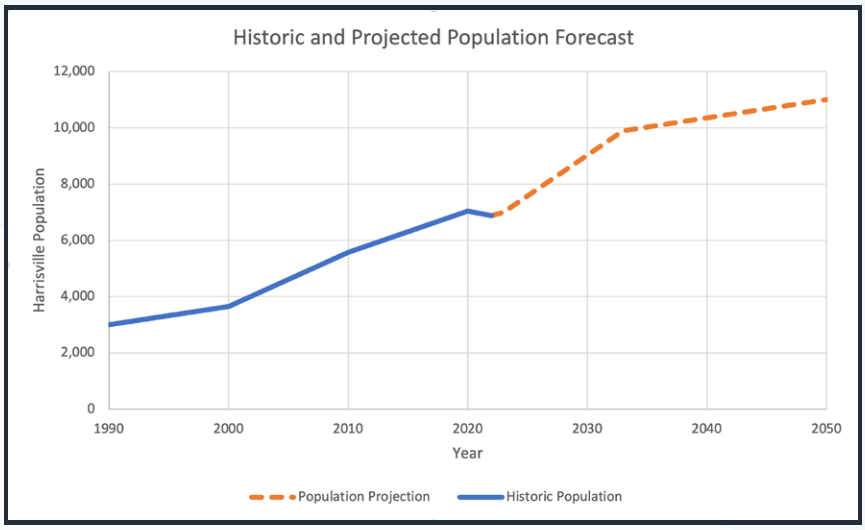
Population growth from **2010 to 2020 = 26.4%.**

The population of Harrisville is expected to increase by 57% by 2050. Table 2 below shows a breakdown of expected population growth between 2023 and 2050. Much of the future growth is expected to occur in the next year 10 years with a few large developments already planned. After that growth will slow with smaller infill projects filling in the last available lots between 2033 and 2050.

TABLE 2: PROJECTED POPULATION FORECAST

Year	Population	% Change
2023	7,000	-
2033	9,900	41%
2050	11,000	11%

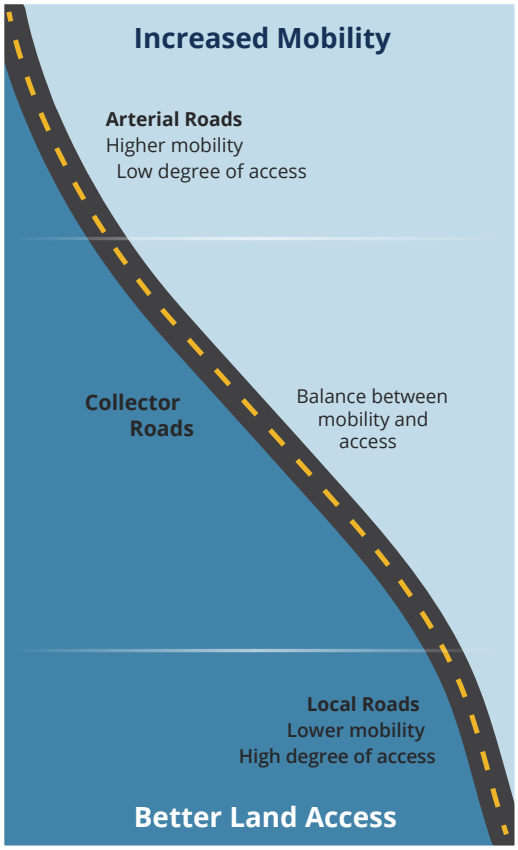
Total estimated population growth from **2023 to 2050 = 57%.**



III. TRANSPORTATION NETWORK

A. Purpose

One key to future planning for Harrisville's transportation needs is an understanding of the roadway network's current conditions. Once existing conditions are established, roadway conditions are forecasted to future year 2033 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth. A roadway project plan with a phased list of improvements is provided to address roadway network deficiencies.



B. Functional Classification

The roadway system has a hierarchy to it based on roadway attributes such as speed and access. The higher a street classification, the more mobility it provides with limited access. Lower street classifications have less mobility, but more access.

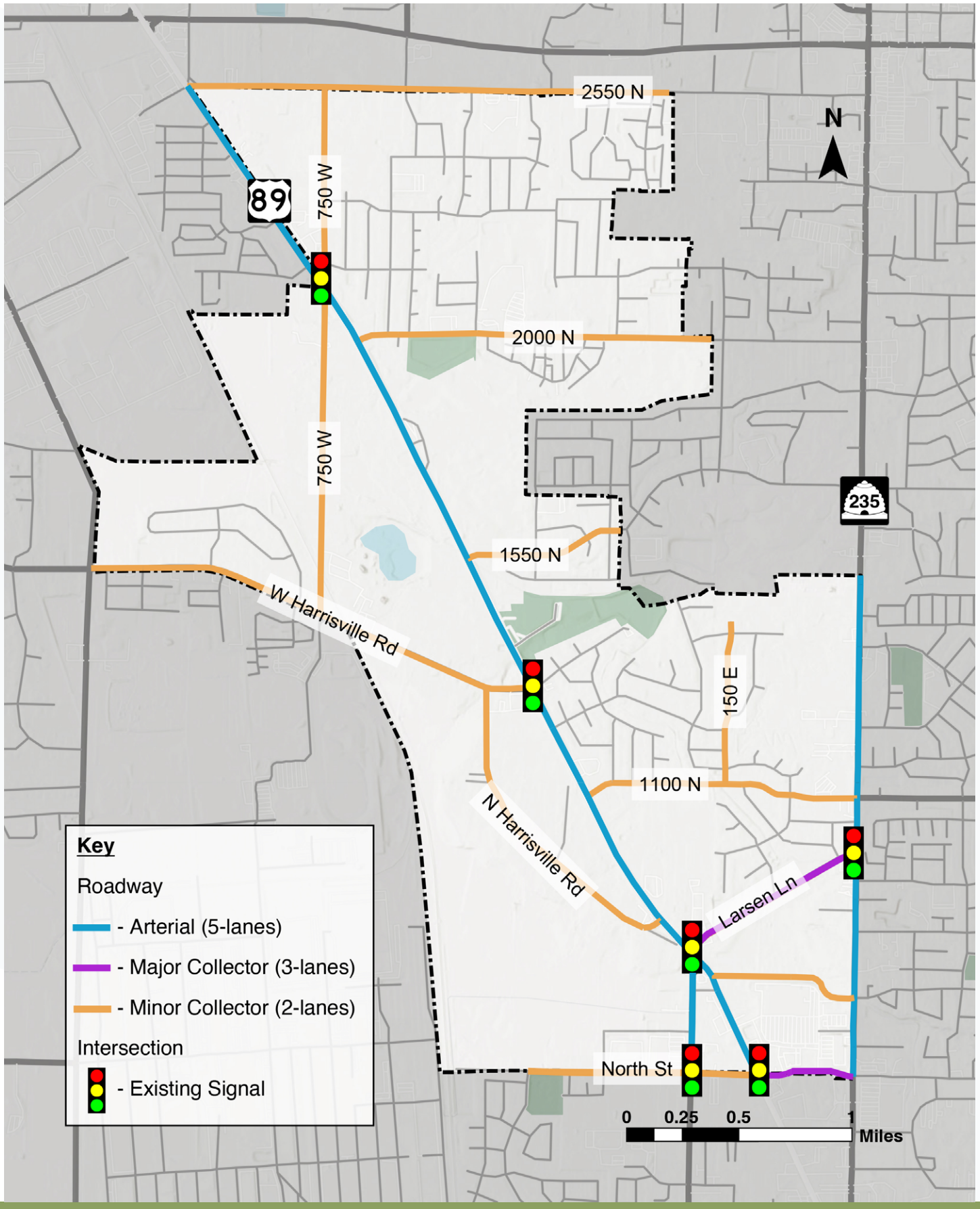
The functional classification of a roadway indicates the road's role within the transportation system, which in turn helps determine when increased travel demand or change in the road's use could lead to negative impacts on its intended function in terms of speed, capacity, and relationship to existing and future land use (FHWA, 2013).

The three major classifications of Harrisville roadways used in this TMP are arterials, major collectors, and minor collectors:

- **Arterial** — Arterial roadways have high mobility and little access. Arterials typically have five travel lanes.
- **Major Collector** — A Major Collector roadway provides both mobility and access, as collectors connect local and arterial roadways. Major Collectors typically have three travel lanes.
- **Minor Collector** — A Minor Collector roadway provides both mobility and access, as collectors connect local and arterial roadways. Minor Collectors typically have two travel lanes.

The existing (2023) and functional classification and intersection control map for Harrisville is shown below in Figure 3.

Figure 3: Existing Functional Classification and Intersection Control



C. Level of Service Analysis

Roadway traffic flow is measured based on the Level of Service (LOS). LOS is a planning term that describes the roadways operating performance. LOS is measured quantitatively and reported on a scale from A to F, with A representing free-flow conditions and F representing traffic congestion. Calculating a LOS for a roadway segment is based on volume-to-capacity ratios. The volume is the Average Daily Traffic (ADT) for the given roadway segment and the capacity is based on factors such as lane count, functional classification, and signal spacing. Level of service descriptions for each LOS letter designation and the accompanying range of volume-to-capacity ratios is shown below in Tables 3 and 4.

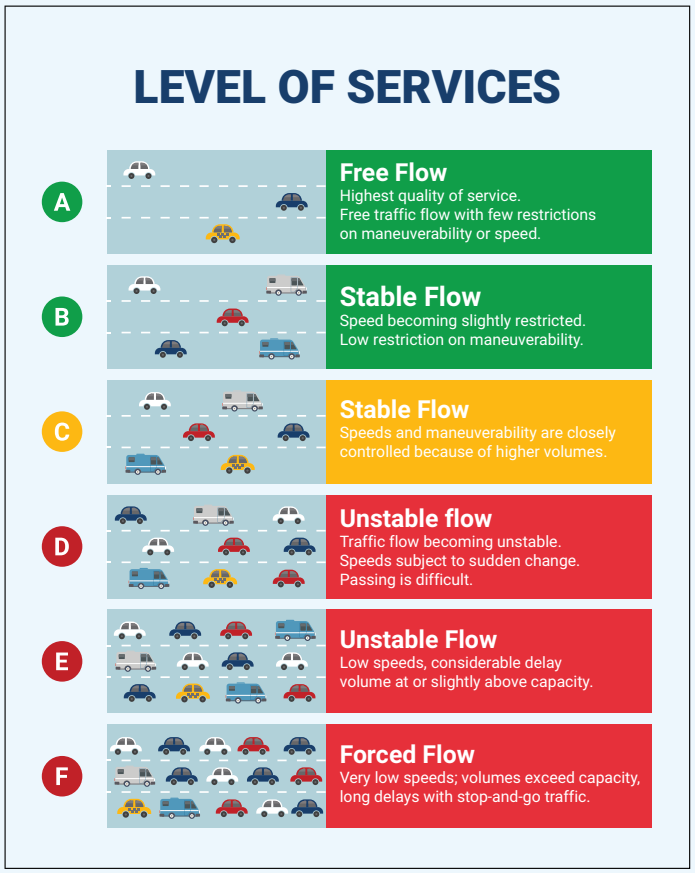


TABLE 3: SUBURBAN COLLECTOR LOS CAPACITY CRITERIA (VEH PER DAY)			
Lanes	**LOS A - B**	**LOS C**	**LOS D - F**
2	≤7,500	7,500 – 9,700	≥ 9,700
3	≤ 10,800	10,800 – 13,400	≥ 13,400

TABLE 4: SUBURBAN ARTERIAL LOS CAPACITY CRITERIA (VEH PER DAY)			
Lanes	**LOS A - B**	**LOS C**	**LOS D - F**
5	≤29,000	29,000 – 35,000	≥ 35,000

For the purposes of this study, a minimum overall roadway performance of LOS C is considered acceptable. If LOS D, E or F for a roadway is calculated, explanation and/or mitigation measures are presented.

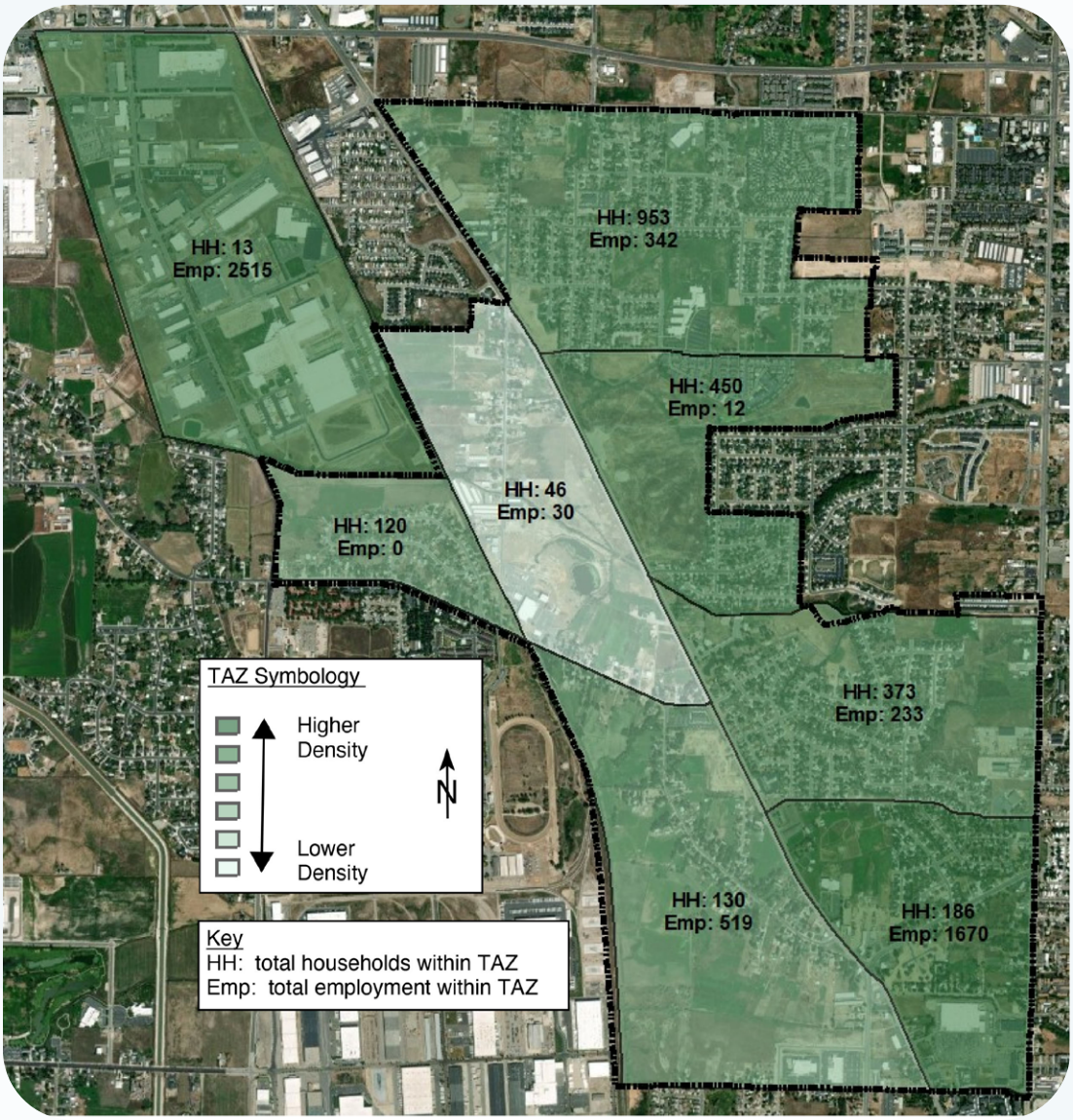
D. Existing (2023) Conditions

An existing conditions level of service analysis, based on existing land use, has been performed using various data sources explained below to produce existing Average Daily Traffic (ADT) estimates.

a. Existing Land Use

Base year (2023) household and employment estimates were developed by Wasatch Front Regional Council (WFRC) for the 2023 – 2050 Regional Transportation Plan and then refined for this transportation master plan.

Figure 4: 2023 Socio-Economic Data



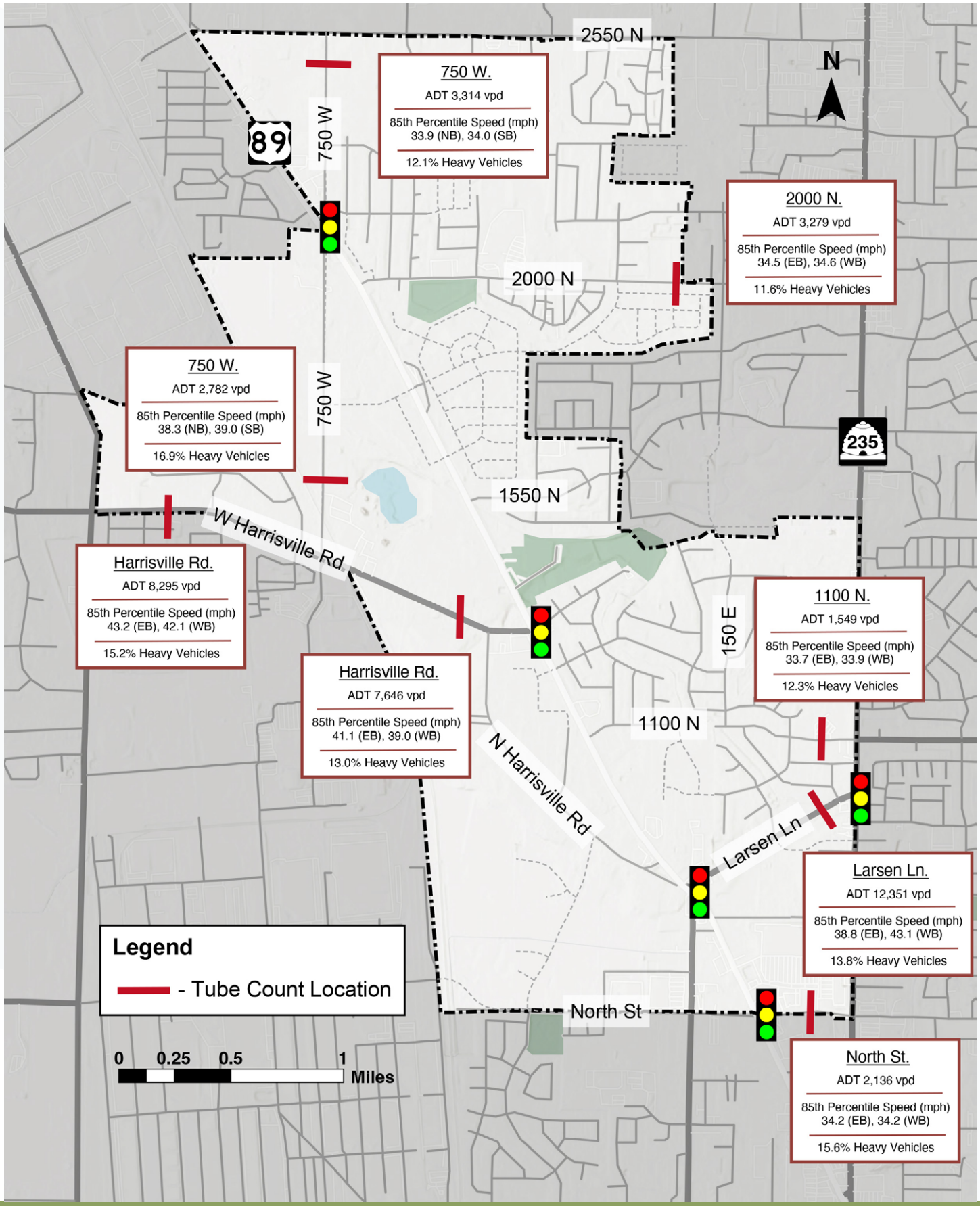
b. Existing (2023) Volumes

Tube count data was collected at 8 locations in Harrisville on Tuesday, May 2nd 2023:

- 750 West (North segment)
- 750 West (South segment)
- 2000 North
- 1100 North
- Larsen Lane
- North Street
- Harrisville Road (West segment)
- Harrisville Road (East segment)

Weather was good for the duration of the tube counts. Tube count collection locations are displayed below in Figure 5 and the resulting data can be found in Appendix A.

Figure 5: Tube Count Data Locations

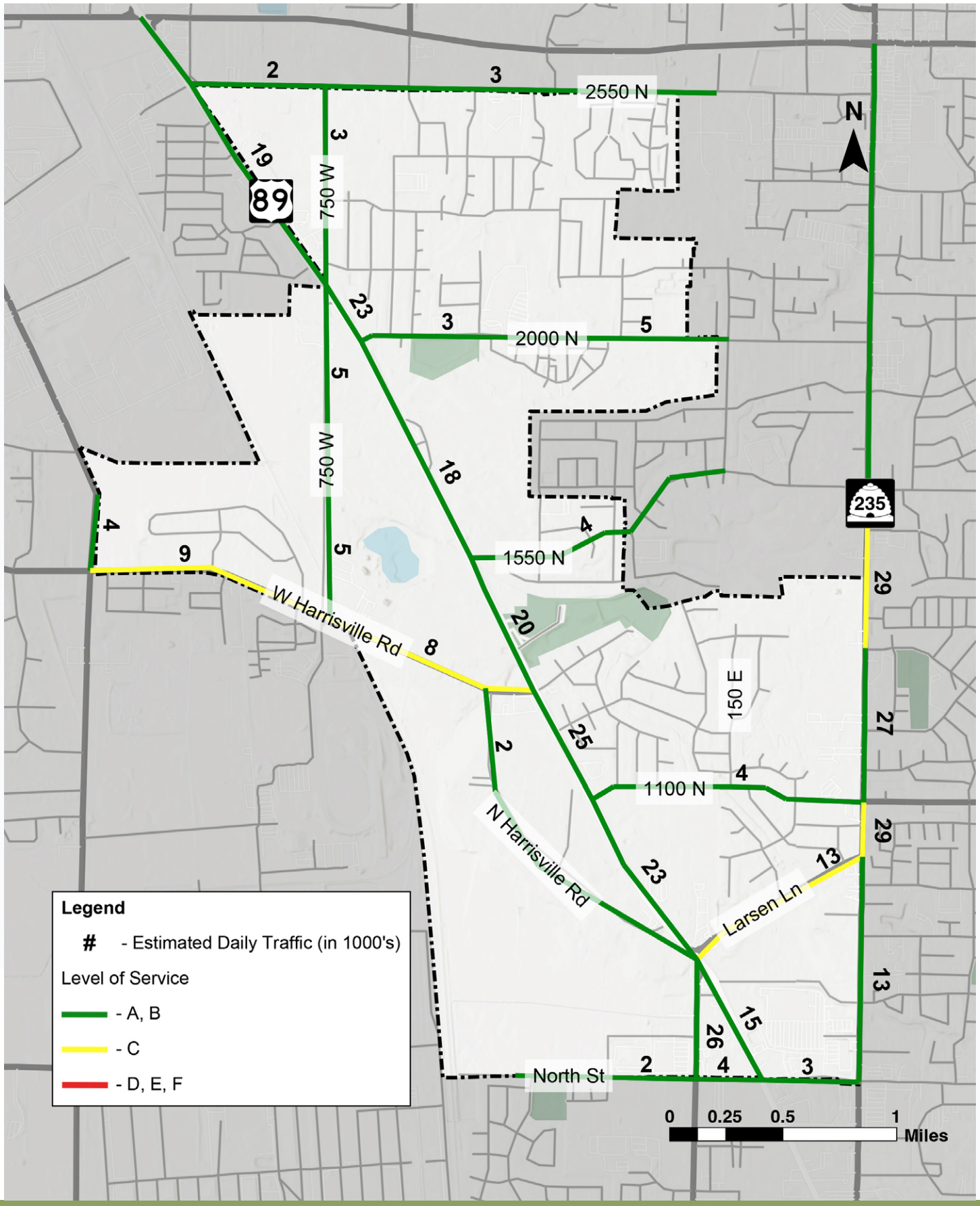


c. Existing (2023) LOS

Existing ADT Is provided by the travel demand modeling effort, performed using the latest version (v8.3.2, dated November 10, 2021) of the Wasatch Front Regional Council (WFRC) model. In addition, the ADT values have been balanced to reflect the volume data collected from the tube counts.

The existing (2023) LOS has been calculated using criteria from Table 3 and 4, results are shown below in Figure 6. As shown in Figure 6, all roadways in Harrisville are currently operating at an acceptable LOS C or higher.

Figure 6: Existing (2023) Roadway LOS

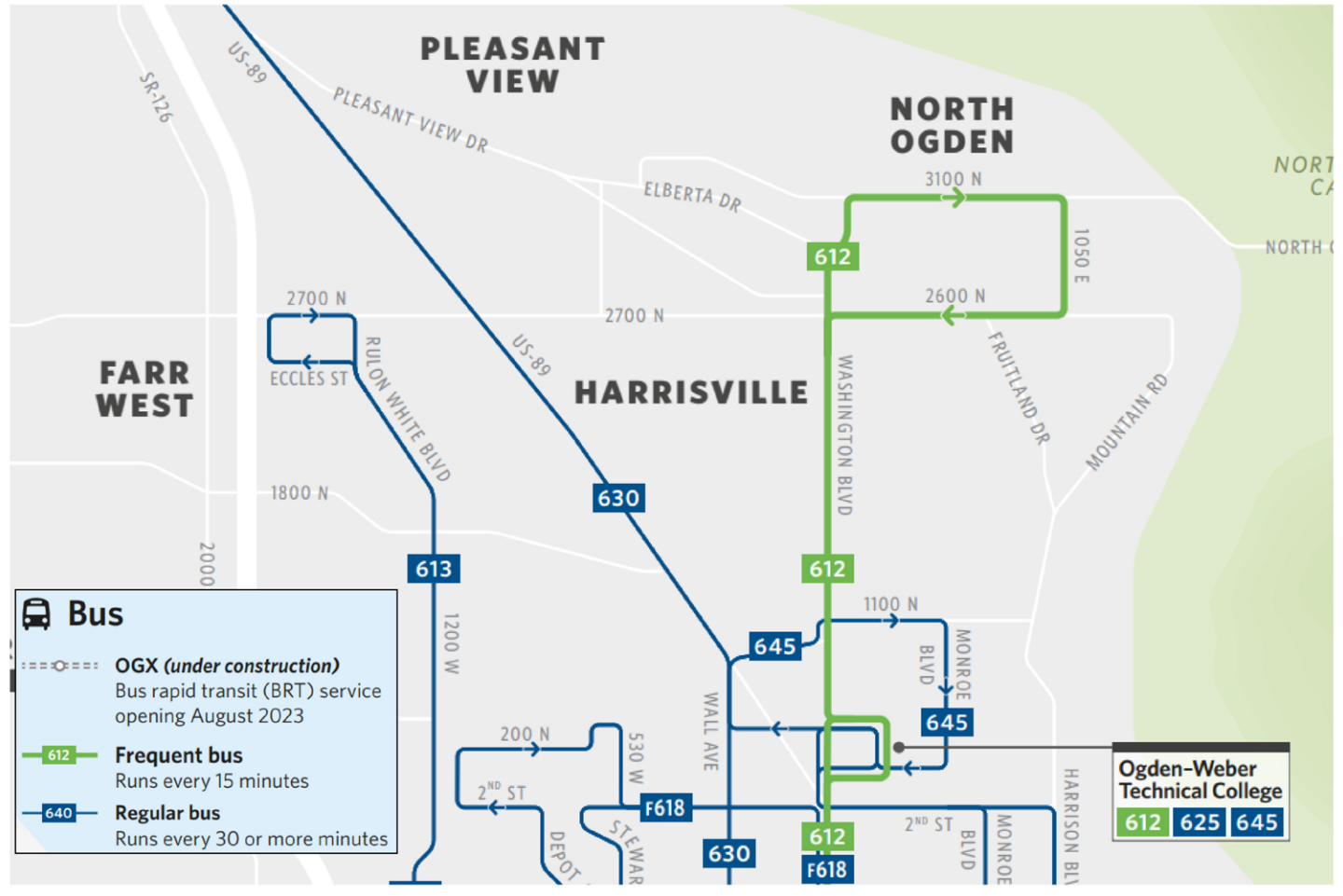


E. Public Transit

Existing Transit Service

Public transit typically includes buses, rail, and shuttle routes. Currently UTA bus routes 630, 645, and 612 operate within Harrisville City. Route 630 passes from Brigham City to Ogden but never stops in Harrisville. Route 645 begins at 400 E & Larsen Ln and ends at Dee Events Center Station. Route 612 begins at 2400 N Washington Blvd. in north Ogden and ends at 950 E & Chambers St. in south Ogden.

Figure 7: Existing Transit Service



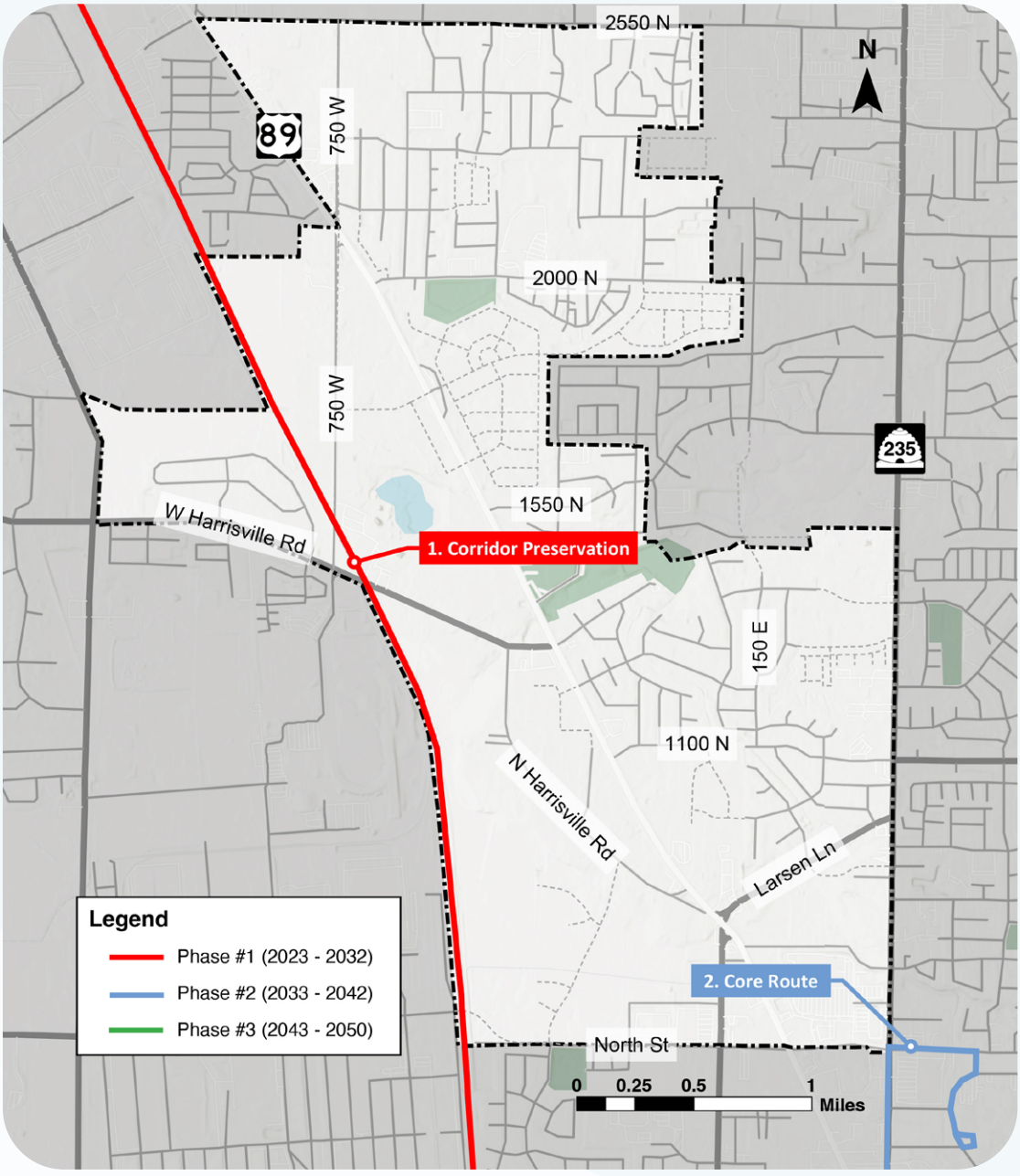
Future Transit Service

Harrisville City should be actively involved in working with UTA, UDOT, and WFRC to support transit as a viable and efficient transportation mode in the city. Planning and lobbying efforts will help procure funds to support the development and maintenance of a sustainable transit system.

The WFRC regional transportation plan lists the following transit improvements in their long-range transit plans, shown in the image below:

1. Corridor Preservation — From Box Elder County Line to Ogden FrontRunner Station in phase #1 (2023–2032).
2. Ogden–Weber Technical College to Washington Terrace Core Route (15 min service) in phase #2 (2033–2042).

Figure 8: WFRC Transit Projects

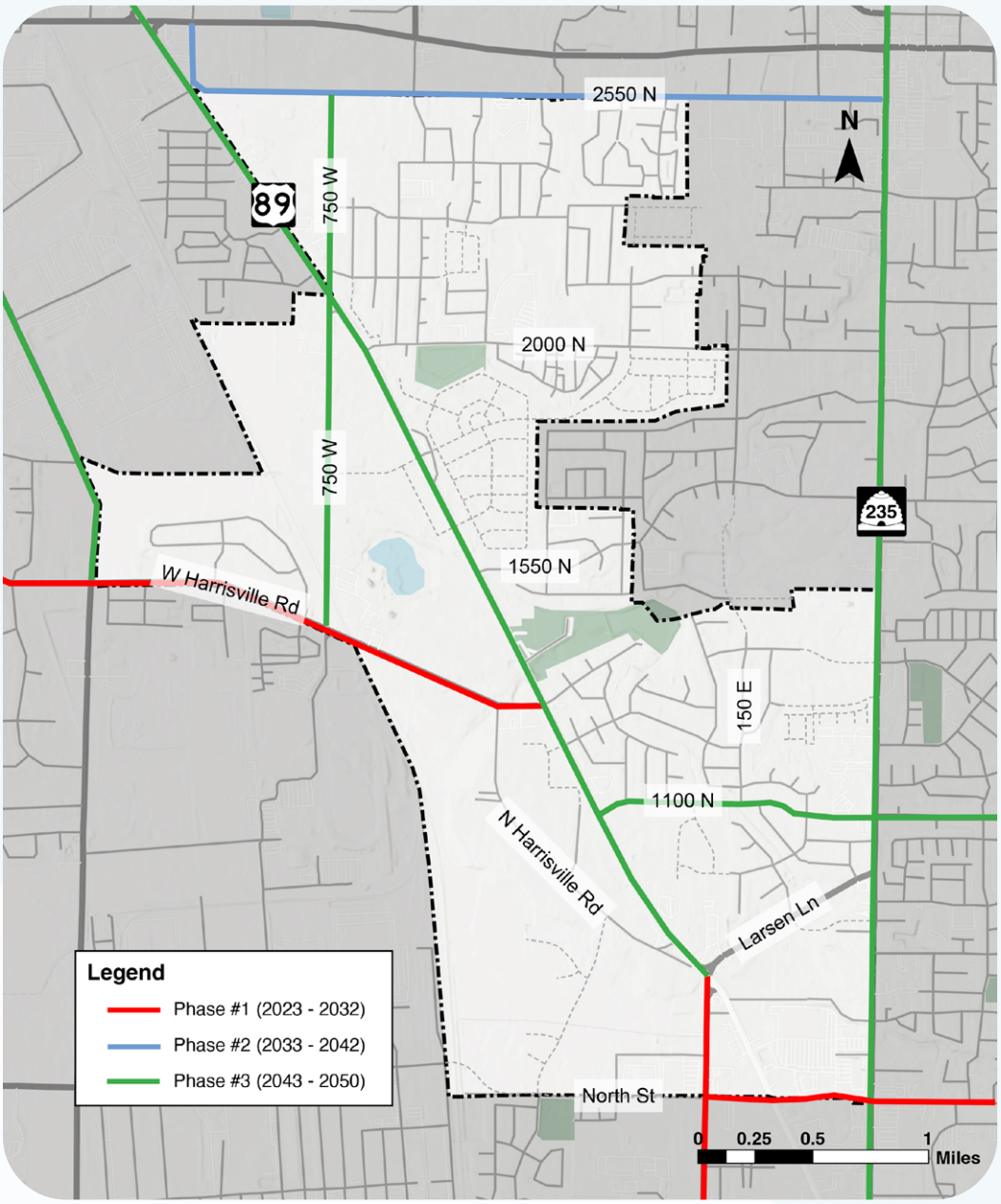


F. Active Transportation

The WFRC regional transportation plan lists the following active transportation improvements in their long-range transit plans, shown in the figure below:

- Harrisville Road Bike Lane from 2000 West to US-89 in phase #1 (2023 – 2033)
- Wall Avenue Protected Bike Lane from Harrisville Road to Riverdale Road in phase #1 (2023 - 2033)
- North Street Bike Lane from Wall Avenue to Jackson Avenue in phase #1 (2023 – 2033)
- 2550 North Bike Lane from 2700 North to 400 East in phase #2 (2033 – 2043)
- US-89 Bike Lane from Box Elder County Line to Wall Avenue in phase #3 (2043 – 2050)
- 750 West Bike Lane from 2550 North to Harrisville Road in phase #3 (2043 – 2050)
- 1100 North Bike Lane from US-89 to Mountain Road in phase #3 (2043 – 2050)
- Lakeview Drive / Washington Boulevard Bike Lane from Mountain Road to 2nd Street in phase #3 (2043 – 2050)

Figure 9: WFRC Active Transportation



G. Travel Demand Model

The travel demand modeling was performed using the latest version (v9.0 beta) of the Wasatch Front Regional Council (WFRC) model. Edits were made to this model to include all relevant details within Harrisville. Travel demand modeling was performed in Bentley Cube version 6.5.0.

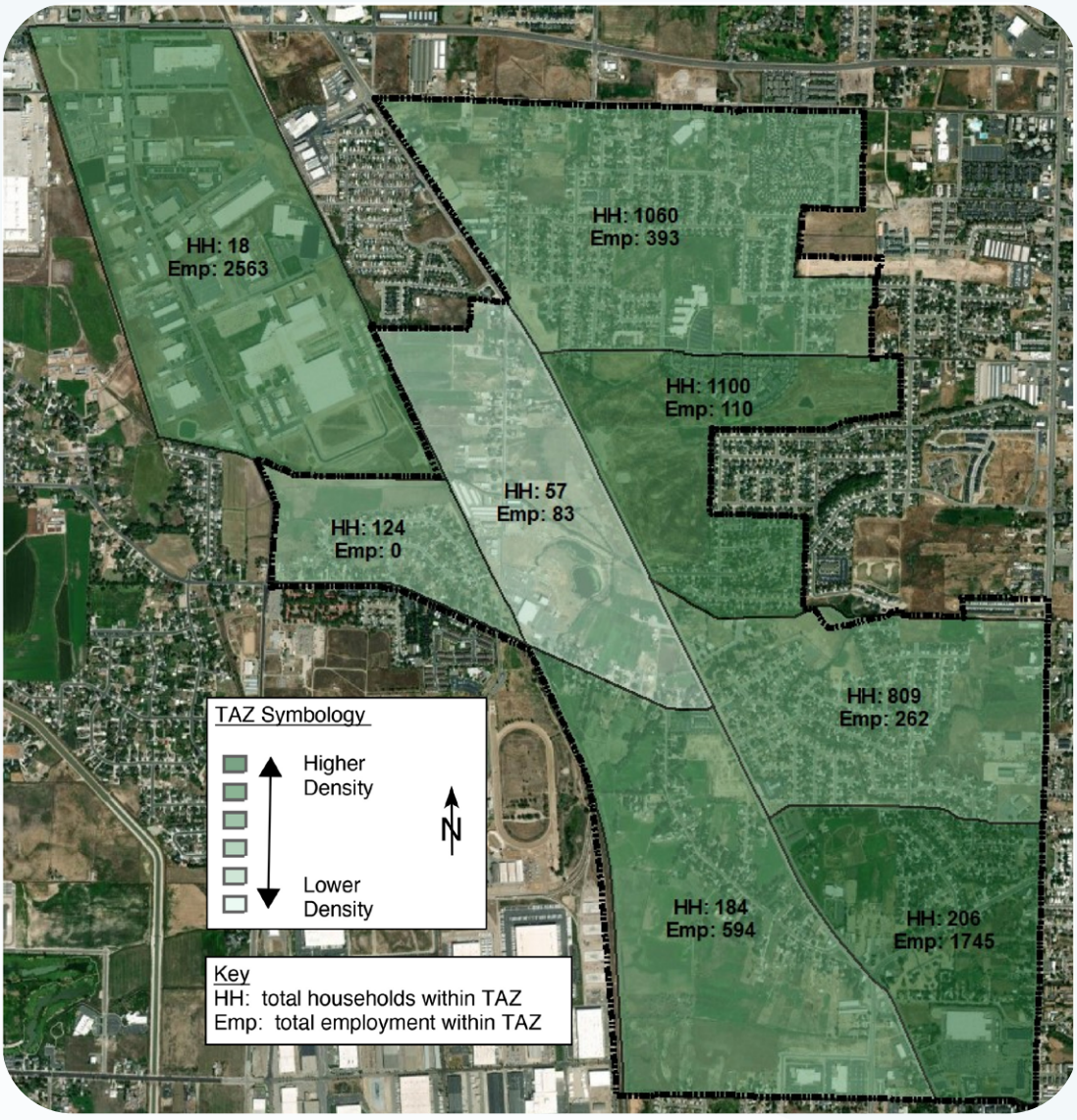
Details regarding modeling specifics such as roadway network, demographics, and scenario testing are described in later sections of the report.

H. Future (2033) Conditions

a. Future Land Use

Harrisville population is projected to be approximately 9,900 by 2033. Household projections were adjusted to match this population. Household distribution across TAZs were projected based on currently permitted and studied projects, developable land, and projected residential densities provided in the future land use plan. Commercial areas were projected to be partially developed by 2033.

Figure 10: 2033 Socio-Economic Data



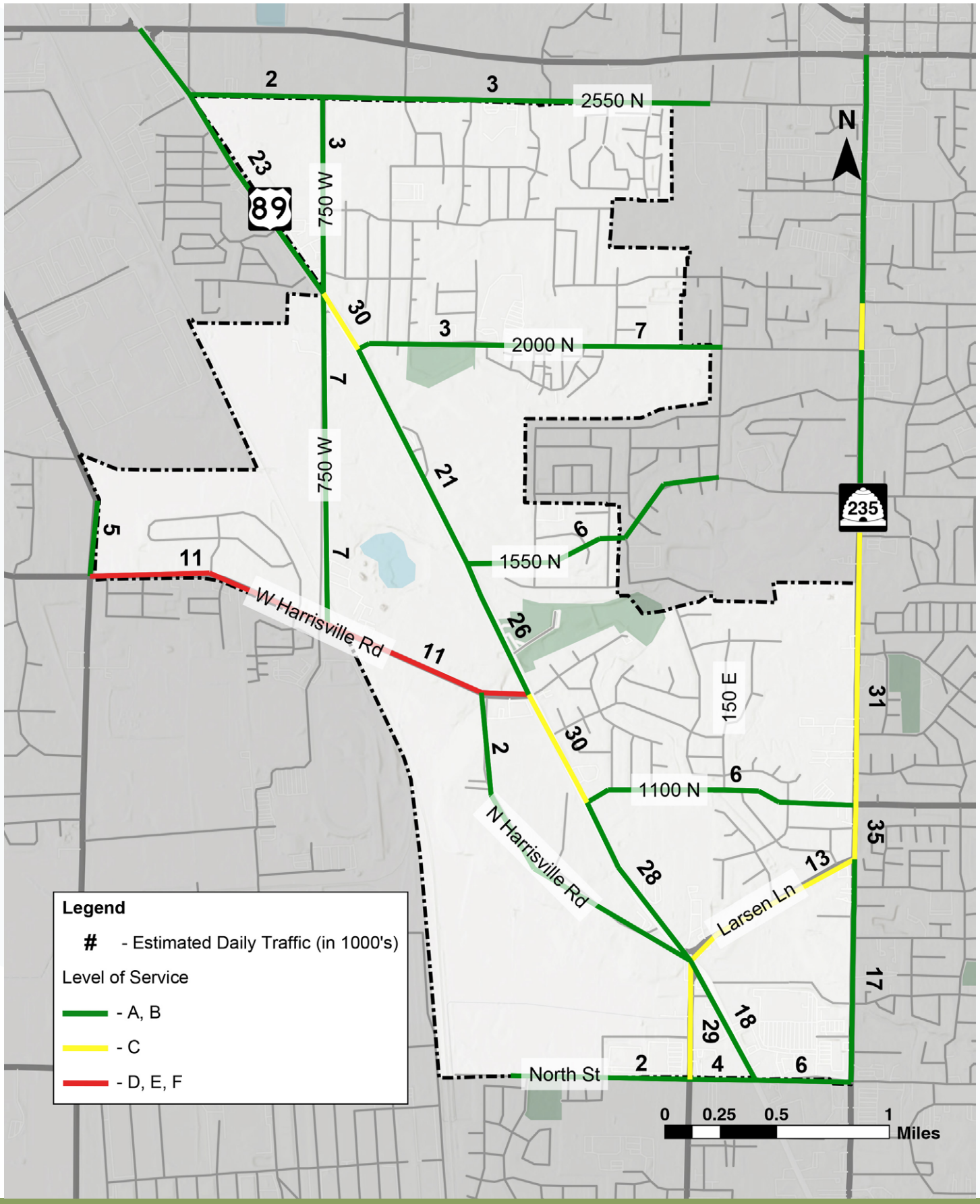
b. Future 2033 Volumes and No-Build LOS

The no-build scenario provides an analysis of traffic conditions without any roadway improvements. Traffic volumes from the 2033 no-build travel demand model have been compared to the LOS thresholds in Tables 3 and 4. LOS results from the analysis are shown below in Figure 11.

As shown in Figure 11, the following roadway segments are expected to operate at unacceptable levels of service (LOS D or worse):

- Harrisville Road; US-89 to 1200 West

Figure 11: 2033 Roadway LOS – No Build



c. Future 2033 Build LOS

Due to the unacceptable LOS expected to occur in the 2033 no-build scenario, the following projects shown below in Table 5 are recommended to increase roadway capacity and accommodate future development. The build scenario provides an analysis of traffic conditions with the roadway improvements identified in the 'No-Build' scenario. The project number listed in the table is for identification only and is no indication of project prioritization. The 2033 build scenario LOS is shown below in Figure 12.

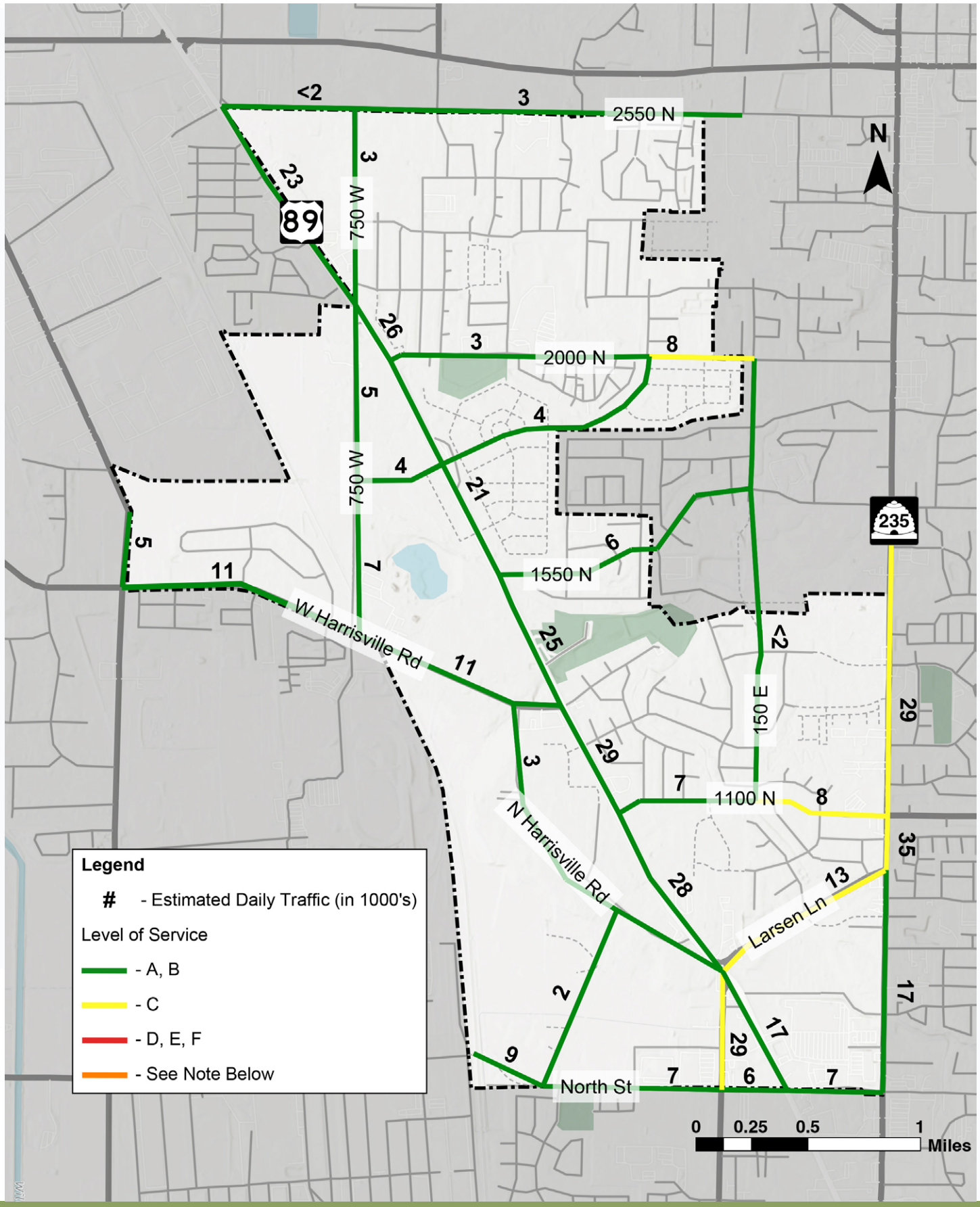
TABLE 5: FUTURE ROADWAY PROJECTS (PHASE #1)

Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2022	Proposed	
PHASE #1 (2023–2032)						
1	150 East: 1400 North to 1700 North**	City	New Roadway	-	2	$975,166
2	West Harrisville Road: US-89 to 1200 West*	City / WFRC	Widening	2	3	$4,200,000
3	1900 North: US-89 to 2000 North	Developer	New Roadway	-	2	NA
4	1750 North: US-89 to 750 West*	City	New Roadway	-	2	$2,184,270
5	Century Drive: 400 North to North Harrisville Road	Developer	New Roadway	-	2	NA
6	North Street: Century Drive to 400 North*	City / WFRC	New Roadway	-	2	$3,850,000

* Impact Fee Eligible Project

** Project cost estimate from 1400 North to 1500 North

Figure 12: 2033 Roadway LOS – Build

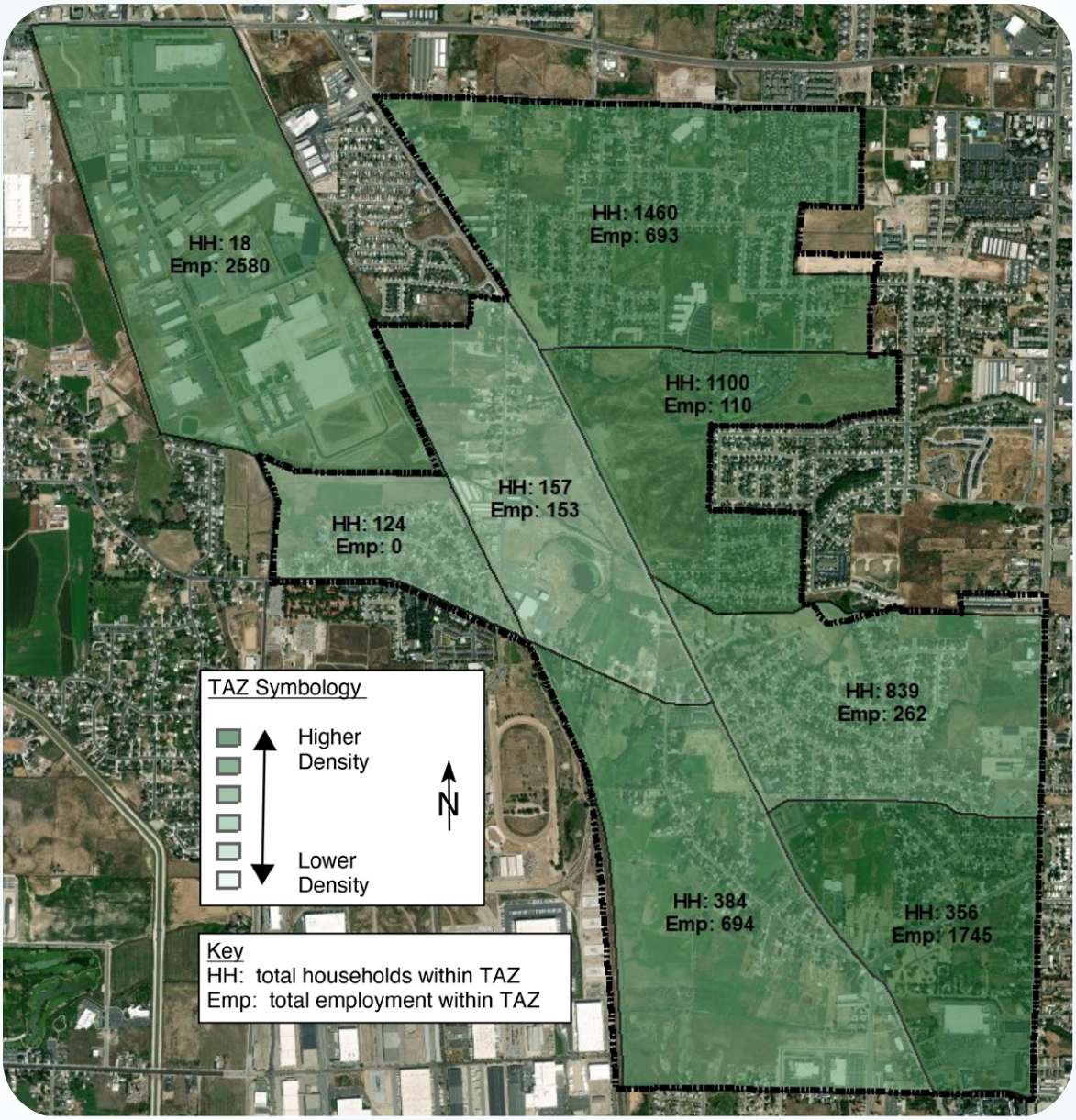


I. Future (2050) Conditions

a. Future Land Use

Harrisville population is projected to be 11,000 by 2050. Household projections were adjusted to match this population. Household distribution across TAZs were projected based on developable land and projected residential densities provided in the future land use plan. Commercial area densities were determined based on likely number of jobs that could be served by Harrisville and surrounding city populations and input from Harrisville city staff.

Figure 13: 2050 Socio-Economic Projections



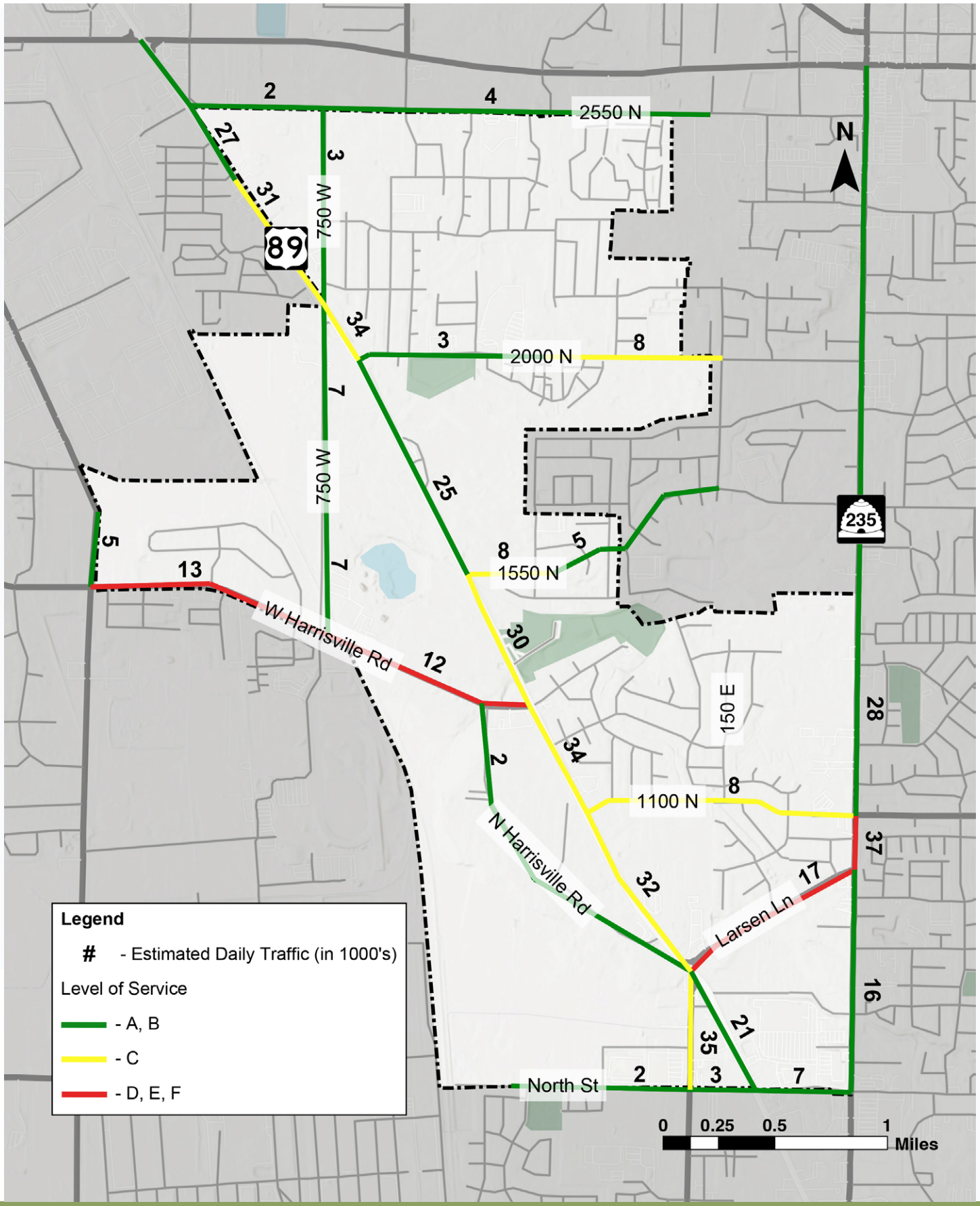
b. Future 2050 Volumes and No-Build LOS

The no-build scenario provides an analysis of traffic conditions without any roadway improvements. Traffic volumes from the 2050 no-build travel demand model have been compared to the LOS thresholds in Tables 3 and 4. LOS results from the analysis are shown below in Figure 14.

As shown in Figure 14, the following roadway segments are expected to operate at unacceptable levels of service (LOS D or worse):

- Harrisville Road; US-89 to 1200 West
- Larsen Ln; US-89 to SR-235

Figure 14: Future (2050) ADT and LOS – No Build



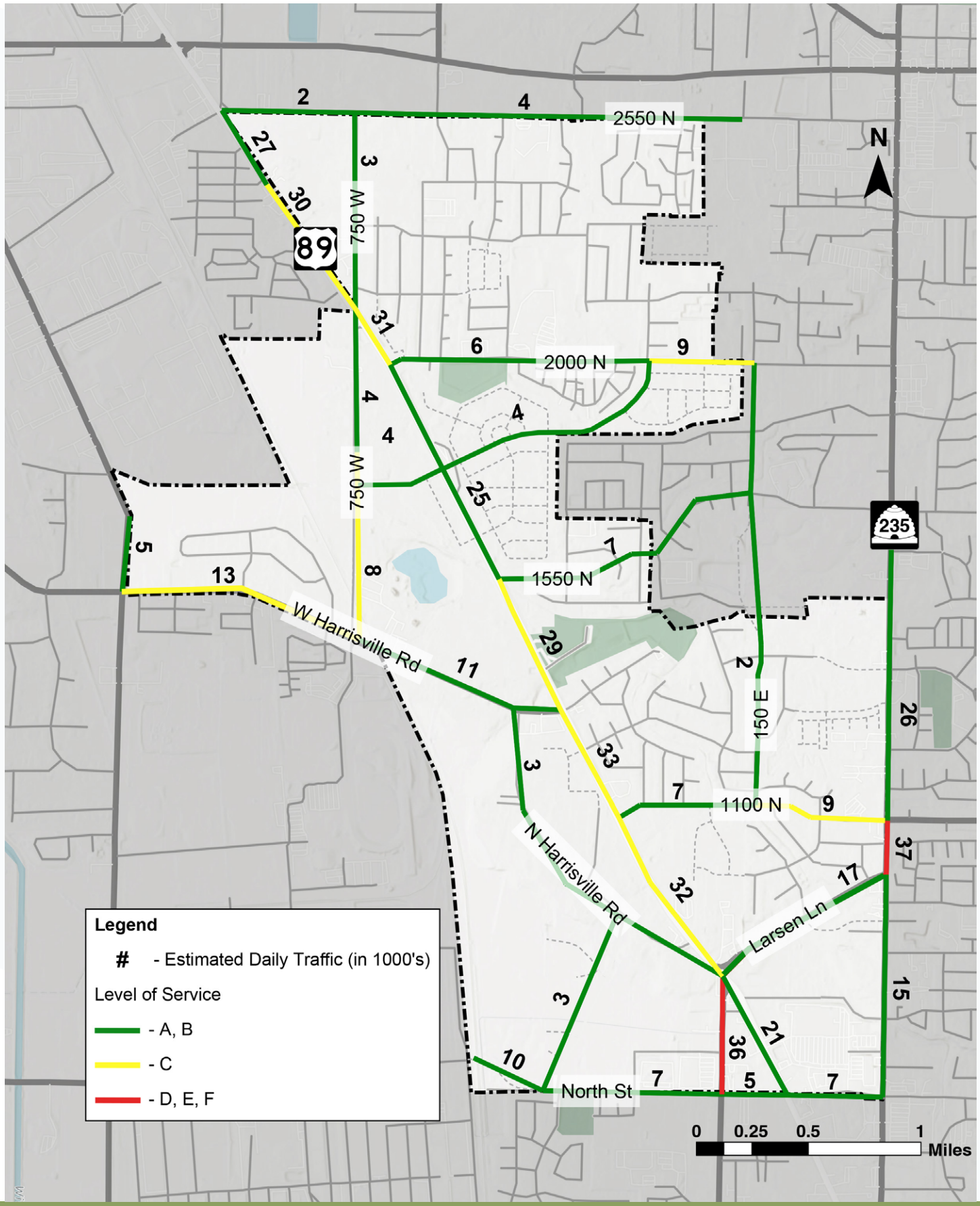
c. Future 2050 Build LOS

The build scenario provides an analysis of traffic conditions including the roadway improvements listed below. Due to the unacceptable LOS expected to occur in the 2050 no-build scenario on select roadways, the following projects are recommended between 2033 and 2050 to increase roadway capacity and accommodate future development. The project number listed in the table is for identification only and is no indication of project prioritization. The 2050 build scenario LOS is shown below in Figure 15.

TABLE 6: FUTURE ROADWAY PROJECTS (PHASE #2 AND #3)

Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2022	Proposed	
PHASE #2 (2033–2042)						
7	750 West: Harrisville Road to 2550 North	WFRC / City	Operational Improvement	2	2	$6,110,000
PHASE #3 (2043–2050)						
8	Wall Ave: US-89 to 400 North	UDOT / WFRC	Operational Improvement	5	5	$18,900,000
9	Larsen Lane: US-89 to SR-235	City	Widening	3	5	$12,284,376

Figure 15: Future (2050) ADT and LOS – Build



J. Recommendations for Future Projects

WFRC Roadway Projects

The 2023 WFRC regional transportation plan lists the following roadway projects in their long-range plan for Harrisville City:

- **North Street; 530 West to Washington Boulevard —** Roadway widening project from 2 to 3 lanes planned for phase #1 (2023 – 2032).
- **Harrisville Road; 1200 West to US-89 —** Roadway widening project from 2 to 3 lanes planned for phase #1 (2023 – 2032).
- **750 West; 2550 North to Harrisville Road —** Operation improvements project planned for phase #2 (2033 – 2042).
- **2550 North; US-89 to Washington Boulevard / 400 East —** Roadway widening project from 2 to 3 lanes planned for phase #3 (2043 – 2050).
- **Wall Avenue; Harrisville Road to Riverdale Road —** Operational improvement project planned for phase #3 (2043 – 2050).

The future roadway network shown in Figure 17 and the future roadway projects map shown in Figure 16 reflects the planned WFRC projects in Harrisville.

Harrisville TMP Intersection Projects

As part of the Harrisville capital facilities plan, it is recommended the City begin planning for the proposed intersection improvements shown below in Table 7. The project number listed in the table is for identification only and is no indication of project prioritization. Figure 16 depicts the locations of the proposed intersection improvements. As an additional summary of all recommended projects, Figure 17 below shows the future (2050) intersection control map of Harrisville.

TABLE 7: FUTURE INTERSECTION & OTHER PROJECTS

Project Number	Description	Responsibility	Improvement Scope	Estimated Cost
PHASE #1 (2023–2032)				
A	US-89 & 1750 North	City / Developer / UDOT	Signal	$500,000
B	West Harrisville Road & 750 West*	City / Ogden	Roundabout	$1,582,523
C	West Harrisville Road & 1200 West*	City / Farr West / Ogden	Roundabout	$1,860,828
D	Public Works Building*	City	New Building	$8,150,438
PHASE #2 (2033–2042)				
E	US-89 & 1100 North	UDOT	Signal	$450,000
F	SR-235 & 1100 North	UDOT	Signal	$400,000
G	SR-235 & Lockwood Drive	UDOT	Signal	$400,000
PHASE #3 (2043–2050)				
H	RR crossing grade separated North Street to 400 N	City / WFRC	Grade Separated Crossing	$32,000,000

* Impact Fee Eligible Project

Figure 16: Future Projects

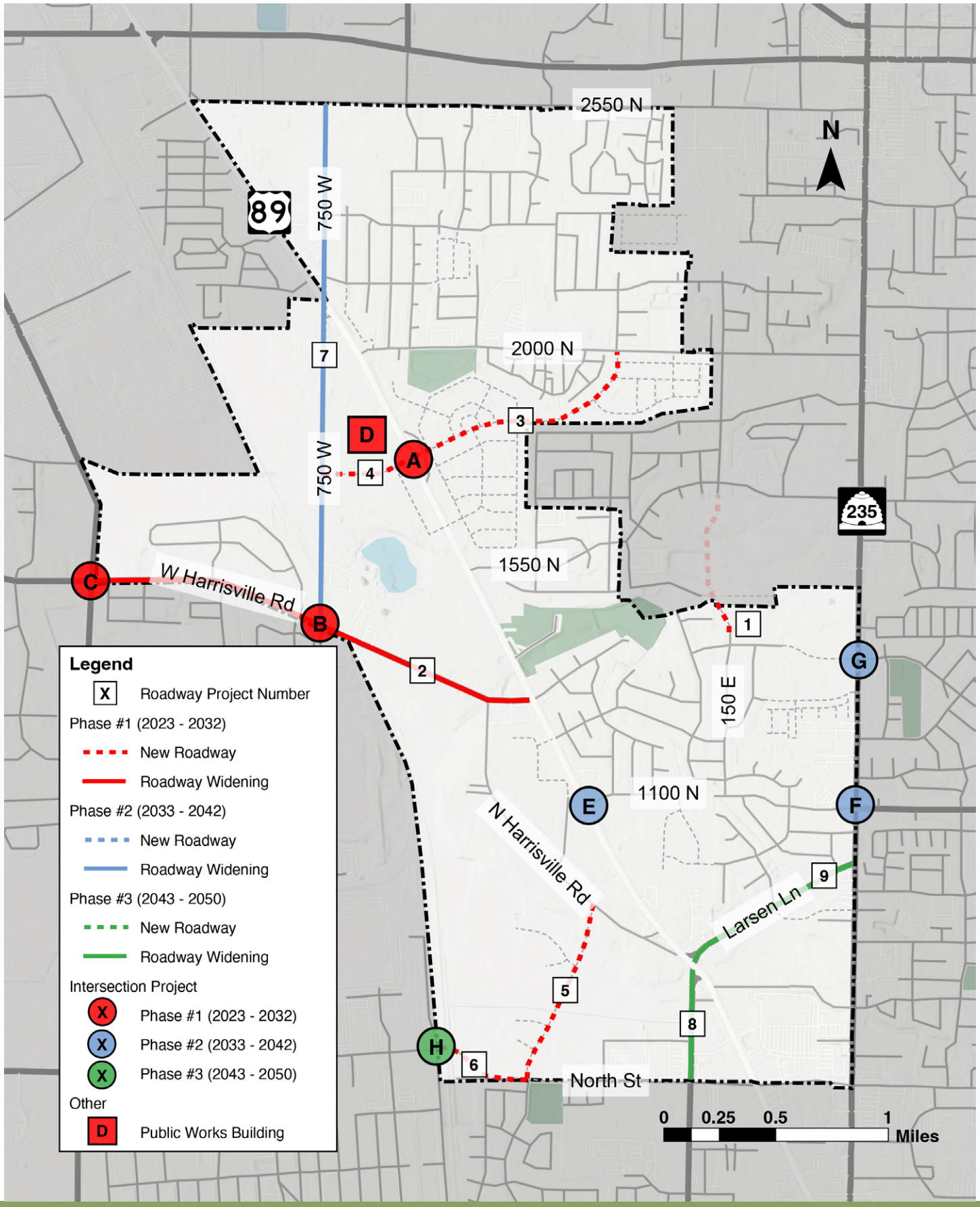
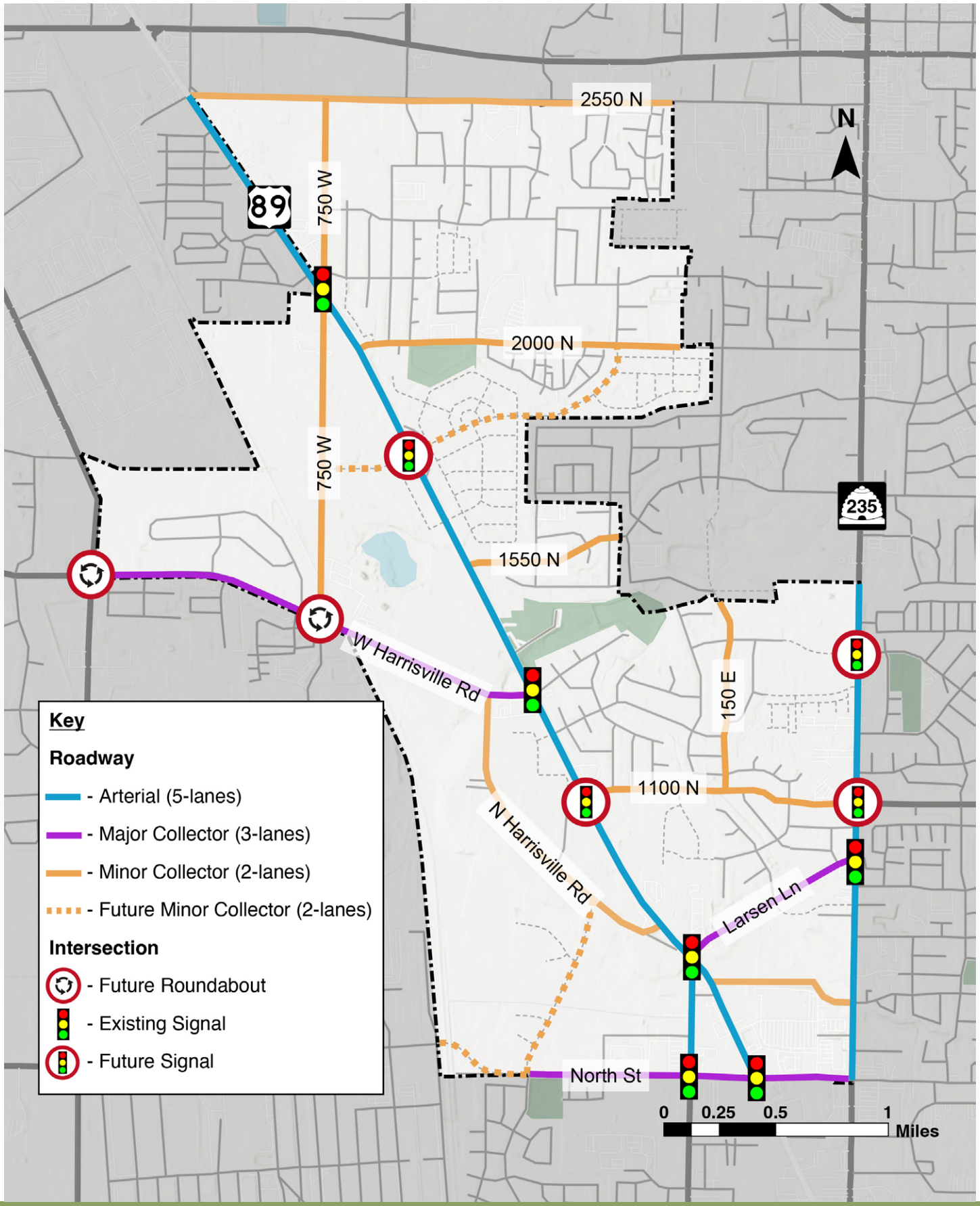


Figure 17: Future (2050) Functional Classification and Intersection Control



IV. CAPITAL FACILITIES PLAN

As shown in Section III (Transportation Network) of this report, future growth due to new development requires Harrisville to make improvements to their transportation network to provide residents with a safe and efficient transportation network and maintain an acceptable Level of Service. Specific intersection and roadway improvements are listed below in Table 8 and 9 and are shown below in Figure 18. The project number listed in the table is for identification only and is no indication of project prioritization. Each project cost estimate represents 2023 costs and are not adjusted for inflation; therefore, estimates will need to be regularly updated by the City as project scopes may change as development occurs. Only roadway improvements to arterials and collectors are identified, as local roads are typically built by future development. Details for each project cost estimate can be found in Appendix B.

TABLE 8: CFP FUTURE ROADWAY PROJECTS

Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2022	Proposed	
PHASE #1 (2023–2032)						
1	150 East: 1400 North to 1700 North**	City	New Roadway	-	2	$975,166
2	West Harrisville Road: US-89 to 1200 West*	City / WFRC	Widening	2	3	$4,200,000
3	1900 North: US-89 to 2000 North	Developer	New Roadway	-	2	NA
4	1750 North: US-89 to 750 West*	City	New Roadway	-	2	$2,184,270
5	Century Drive: 400 North to North Harrisville Road	Developer	New Roadway	-	2	NA
6	North Street: Century Drive to 400 North*	City / WFRC	New Roadway	-	2	$3,850,000

* Impact Fee Eligible Project

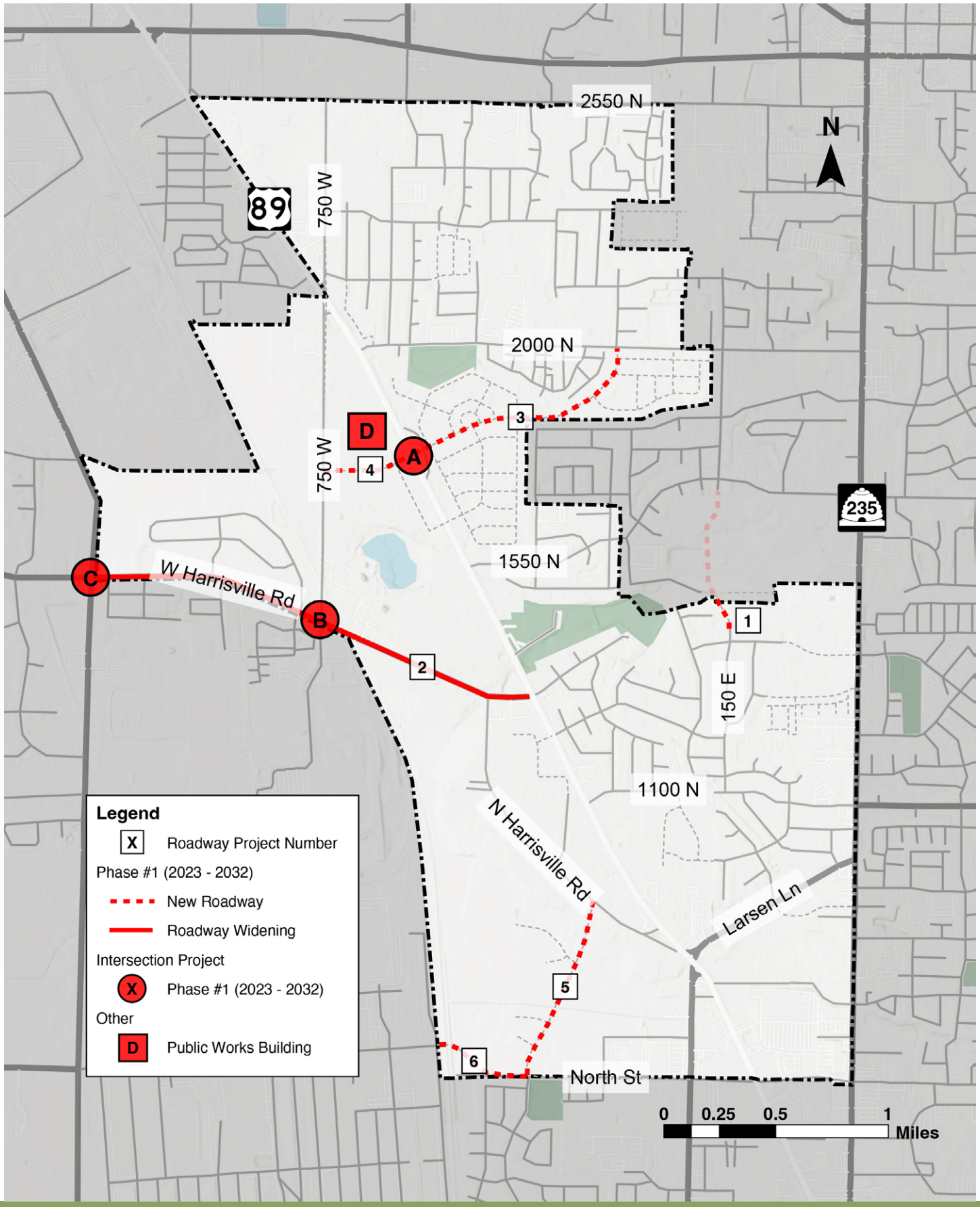
** Project cost estimate from 1400 North to 1500 North

TABLE 9: CFP FUTURE INTERSECTION PROJECTS

Project Number	Description	Responsibility	Improvement Scope	Estimated Cost
PHASE #1 (2023–2032)				
A	US-89 & 1750 North	City / Developer / UDOT	Signal	$500,000
B	West Harrisville Road & 750 West*	City / Ogden	Roundabout	$1,582,523
C	West Harrisville Road & 1200 West*	City / Farr West / Ogden	Roundabout	$1,860,828
D	Public Works Building*	City	New Building	$8,150,438

* Impact Fee Eligible Project

Figure 18: Future Projects – Capital Facilities Plan



V. CONCLUSION

The purpose of the Harrisville TMP is to plan the future transportation needs of Harrisville City. The following tasks were completed as part of this TMP:

- Traffic data was collected, including daily traffic volumes, vehicle classification, and speed, to help establish existing conditions in the City.
- Future traffic volumes were developed to future planning years 2033 and 2050.
- A travel demand analysis based on existing and future land use was performed.
- A list of needed future roadway and intersection projects was created.
- City street functional classifications and cross sections were reviewed and/or updated.
- Capital facilities plan created.
- Impact fee calculated.

VI. APPENDIX

A. Traffic Count Data

B. Project Cost Estimates

A. TRAFFIC COUNT DATA

Daily Vehicle Volume Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

	Eastbound Volume	Westbound Volume	Total Volume
02:00 - 02:14	2	2	**4**
02:15 - 02:29	10	3	**13**
02:30 - 02:44	6	2	**8**
02:45 - 02:59	3	3	**6**
03:00 - 03:14	4	5	**9**
03:15 - 03:29	2	12	**14**
03:30 - 03:44	5	11	**16**
03:45 - 03:59	5	16	**21**
04:00 - 04:14	6	20	**26**
04:15 - 04:29	6	31	**37**
04:30 - 04:44	2	47	**49**
04:45 - 04:59	7	61	**68**
05:00 - 05:14	10	58	**68**
05:15 - 05:29	17	76	**93**
05:30 - 05:44	20	105	**125**
05:45 - 05:59	20	88	**108**
06:00 - 06:14	29	98	**127**
06:15 - 06:29	29	98	**127**
06:30 - 06:44	24	116	**140**
06:45 - 06:59	33	121	**154**
07:00 - 07:14	44	112	**156**
07:15 - 07:29	48	112	**160**
07:30 - 07:44	47	148	**195**
07:45 - 07:59	60	138	**198**
08:00 - 08:14	67	121	**188**
08:15 - 08:29	70	111	**181**
08:30 - 08:44	62	107	**169**
08:45 - 08:59	54	111	**165**
09:00 - 09:14	58	68	**126**
09:15 - 09:29	56	66	**122**
09:30 - 09:44	50	73	**123**
09:45 - 09:59	77	66	**143**
10:00 - 10:14	70	79	**149**
10:15 - 10:29	52	69	**121**
10:30 - 10:44	61	78	**139**
10:45 - 10:59	64	61	**125**
11:00 - 11:14	71	76	**147**
11:15 - 11:29	101	75	**176**
11:30 - 11:44	76	87	**163**
11:45 - 11:59	100	83	**183**
12:00 - 12:14	90	78	**168**
12:15 - 12:29	116	59	**175**
12:30 - 12:44	110	66	**176**
12:45 - 12:59	106	75	**181**
13:00 - 13:14	102	79	**181**
13:15 - 13:29	79	79	**158**
13:30 - 13:44	129	72	**201**
13:45 - 13:59	124	68	**192**
14:00 - 14:14	110	83	**193**
14:15 - 14:29	119	89	**208**
14:30 - 14:44	132	77	**209**
14:45 - 14:59	139	76	**215**

Daily Vehicle Volume Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

	Eastbound Volume	Westbound Volume	Total Volume
15:00 - 15:14	146	89	**235**
15:15 - 15:29	166	83	**249**
15:30 - 15:44	181	106	**287**
15:45 - 15:59	165	105	**270**
16:00 - 16:14	149	92	**241**
16:15 - 16:29	151	115	**266**
16:30 - 16:44	189	84	**273**
16:45 - 16:59	168	74	**242**
17:00 - 17:14	189	67	**256**
17:15 - 17:29	183	73	**256**
17:30 - 17:44	174	63	**237**
17:45 - 17:59	160	79	**239**
18:00 - 18:14	147	69	**216**
18:15 - 18:29	128	62	**190**
18:30 - 18:44	139	72	**211**
18:45 - 18:59	103	64	**167**
19:00 - 19:14	119	51	**170**
19:15 - 19:29	99	46	**145**
19:30 - 19:44	100	63	**163**
19:45 - 19:59	94	37	**131**
20:00 - 20:14	95	46	**141**
20:15 - 20:29	105	41	**146**
20:30 - 20:44	65	39	**104**
20:45 - 20:59	72	32	**104**
21:00 - 21:14	85	37	**122**
21:15 - 21:29	44	28	**72**
21:30 - 21:44	71	20	**91**
21:45 - 21:59	42	19	**61**
22:00 - 22:14	45	19	**64**
22:15 - 22:29	27	18	**45**
22:30 - 22:44	44	16	**60**
22:45 - 22:59	25	12	**37**
23:00 - 23:14	28	14	**42**
23:15 - 23:29	23	4	**27**
23:30 - 23:44	21	4	**25**
23:45 - 23:59	16	4	**20**
00:00 - 00:14	12	4	**16**
00:15 - 00:29	18	7	**25**
00:30 - 00:44	23	2	**25**
00:45 - 00:59	16	4	**20**
01:00 - 01:14	21	3	**24**
01:15 - 01:29	11	1	**12**
01:30 - 01:44	12	4	**16**
01:45 - 01:59	5	4	**9**
Totals	**6760**	**5591**	**12351**
AM Peak Time	**10:58 - 11:57**	**07:22 - 08:21**	**07:23 - 08:22**
AM Peak Volume	**348**	**532**	**776**
PM Peak Time	**16:27 - 17:26**	**15:29 - 16:28**	**15:32 - 16:31**
PM Peak Volume	**732**	**419**	**1074**

Daily Vehicle Volume Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

Daily Eastbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
02:00 - 02:14	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
02:15 - 02:29	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
02:30 - 02:44	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
02:45 - 02:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
03:15 - 03:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:30 - 03:44	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
03:45 - 03:59	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
04:00 - 04:14	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
04:15 - 04:29	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
04:30 - 04:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
04:45 - 04:59	0	3	3	1	0	0	0	0	0	0	0	0	0	**7**
05:00 - 05:14	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
05:15 - 05:29	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
05:30 - 05:44	0	14	4	0	2	0	0	0	0	0	0	0	0	**20**
05:45 - 05:59	0	15	2	0	3	0	0	0	0	0	0	0	0	**20**
06:00 - 06:14	0	25	4	0	0	0	0	0	0	0	0	0	0	**29**
06:15 - 06:29	0	22	1	0	6	0	0	0	0	0	0	0	0	**29**
06:30 - 06:44	0	15	5	1	3	0	0	0	0	0	0	0	0	**24**
06:45 - 06:59	0	21	4	0	6	1	0	0	0	0	0	0	1	**33**
07:00 - 07:14	0	28	5	2	8	1	0	0	0	0	0	0	0	**44**
07:15 - 07:29	0	31	8	2	7	0	0	0	0	0	0	0	0	**48**
07:30 - 07:44	0	33	3	0	8	2	1	0	0	0	0	0	0	**47**
07:45 - 07:59	0	44	6	1	8	1	0	0	0	0	0	0	0	**60**
08:00 - 08:14	0	46	11	1	8	0	0	1	0	0	0	0	0	**67**
08:15 - 08:29	2	43	10	0	10	5	0	0	0	0	0	0	0	**70**
08:30 - 08:44	0	45	7	1	6	2	1	0	0	0	0	0	0	**62**
08:45 - 08:59	0	34	15	0	3	1	0	1	0	0	0	0	0	**54**
09:00 - 09:14	0	39	8	0	9	2	0	0	0	0	0	0	0	**58**
09:15 - 09:29	0	34	11	1	9	1	0	0	0	0	0	0	0	**56**
09:30 - 09:44	0	32	6	0	10	2	0	0	0	0	0	0	0	**50**
09:45 - 09:59	0	49	12	1	15	0	0	0	0	0	0	0	0	**77**
10:00 - 10:14	0	53	6	0	9	0	0	1	1	0	0	0	0	**70**
10:15 - 10:29	0	37	6	0	8	1	0	0	0	0	0	0	0	**52**
10:30 - 10:44	0	36	11	1	11	1	0	1	0	0	0	0	0	**61**
10:45 - 10:59	0	48	3	0	11	1	0	1	0	0	0	0	0	**64**
11:00 - 11:14	0	57	5	0	9	0	0	0	0	0	0	0	0	**71**
11:15 - 11:29	1	69	12	0	14	5	0	0	0	0	0	0	0	**101**
11:30 - 11:44	0	58	7	0	10	0	0	1	0	0	0	0	0	**76**
11:45 - 11:59	0	77	8	1	12	1	1	0	0	0	0	0	0	**100**
12:00 - 12:14	0	68	8	0	11	3	0	0	0	0	0	0	0	**90**
12:15 - 12:29	0	88	13	0	15	0	0	0	0	0	0	0	0	**116**
12:30 - 12:44	1	72	16	1	18	2	0	0	0	0	0	0	0	**110**
12:45 - 12:59	0	82	10	0	14	0	0	0	0	0	0	0	0	**106**
13:00 - 13:14	2	72	8	1	17	2	0	0	0	0	0	0	0	**102**
13:15 - 13:29	0	60	5	2	10	2	0	0	0	0	0	0	0	**79**
13:30 - 13:44	0	97	18	0	13	1	0	0	0	0	0	0	0	**129**
13:45 - 13:59	0	88	18	3	12	1	0	1	0	0	0	0	1	**124**
14:00 - 14:14	0	82	16	0	10	1	0	1	0	0	0	0	0	**110**
14:15 - 14:29	1	90	14	0	13	1	0	0	0	0	0	0	0	**119**
14:30 - 14:44	0	105	17	0	9	1	0	0	0	0	0	0	0	**132**
14:45 - 14:59	1	112	15	1	9	1	0	0	0	0	0	0	0	**139**

Daily Eastbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
15:00 - 15:14	0	122	10	1	12	0	1	0	0	0	0	0	0	**146**
15:15 - 15:29	1	131	16	2	15	1	0	0	0	0	0	0	0	**166**
15:30 - 15:44	0	144	21	0	13	2	0	1	0	0	0	0	0	**181**
15:45 - 15:59	0	129	22	0	14	0	0	0	0	0	0	0	0	**165**
16:00 - 16:14	2	112	12	0	23	0	0	0	0	0	0	0	0	**149**
16:15 - 16:29	1	107	23	0	17	1	2	0	0	0	0	0	0	**151**
16:30 - 16:44	0	147	24	0	17	0	0	0	1	0	0	0	0	**189**
16:45 - 16:59	1	121	23	0	23	0	0	0	0	0	0	0	0	**168**
17:00 - 17:14	2	136	27	0	23	1	0	0	0	0	0	0	0	**189**
17:15 - 17:29	0	136	23	0	24	0	0	0	0	0	0	0	0	**183**
17:30 - 17:44	2	138	18	0	16	0	0	0	0	0	0	0	0	**174**
17:45 - 17:59	0	123	18	1	18	0	0	0	0	0	0	0	0	**160**
18:00 - 18:14	0	121	13	0	13	0	0	0	0	0	0	0	0	**147**
18:15 - 18:29	1	90	19	0	17	0	0	1	0	0	0	0	0	**128**
18:30 - 18:44	0	107	16	1	14	1	0	0	0	0	0	0	0	**139**
18:45 - 18:59	0	76	13	0	14	0	0	0	0	0	0	0	0	**103**
19:00 - 19:14	0	91	11	0	17	0	0	0	0	0	0	0	0	**119**
19:15 - 19:29	0	84	9	0	6	0	0	0	0	0	0	0	0	**99**
19:30 - 19:44	0	81	11	0	8	0	0	0	0	0	0	0	0	**100**
19:45 - 19:59	0	71	7	0	16	0	0	0	0	0	0	0	0	**94**
20:00 - 20:14	0	67	12	0	16	0	0	0	0	0	0	0	0	**95**
20:15 - 20:29	0	82	17	0	6	0	0	0	0	0	0	0	0	**105**
20:30 - 20:44	0	50	10	0	5	0	0	0	0	0	0	0	0	**65**
20:45 - 20:59	0	59	7	0	6	0	0	0	0	0	0	0	0	**72**
21:00 - 21:14	0	69	7	1	8	0	0	0	0	0	0	0	0	**85**
21:15 - 21:29	0	37	6	0	1	0	0	0	0	0	0	0	0	**44**
21:30 - 21:44	1	54	9	0	7	0	0	0	0	0	0	0	0	**71**
21:45 - 21:59	0	34	4	0	4	0	0	0	0	0	0	0	0	**42**
22:00 - 22:14	0	41	3	0	1	0	0	0	0	0	0	0	0	**45**
22:15 - 22:29	0	21	3	0	3	0	0	0	0	0	0	0	0	**27**
22:30 - 22:44	0	34	7	0	2	0	0	1	0	0	0	0	0	**44**
22:45 - 22:59	0	21	1	0	3	0	0	0	0	0	0	0	0	**25**
23:00 - 23:14	0	23	4	0	1	0	0	0	0	0	0	0	0	**28**
23:15 - 23:29	0	20	2	0	1	0	0	0	0	0	0	0	0	**23**
23:30 - 23:44	0	16	4	0	1	0	0	0	0	0	0	0	0	**21**
23:45 - 23:59	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
00:00 - 00:14	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
00:15 - 00:29	0	14	3	0	0	0	0	0	0	0	0	1	0	**18**
00:30 - 00:44	0	21	1	0	1	0	0	0	0	0	0	0	0	**23**
00:45 - 00:59	0	13	2	0	1	0	0	0	0	0	0	0	0	**16**
01:00 - 01:14	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
01:15 - 01:29	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
01:30 - 01:44	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
01:45 - 01:59	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
Totals	**19**	**5098**	**799**	**27**	**747**	**48**	**6**	**11**	**2**	**0**	**0**	**1**	**2**	**6760**
Percent of Total	**0.3**	**75.4**	**11.8**	**0.4**	**11.1**	**0.7**	**0.1**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.2**	**71.4**	**12.5**	**0.8**	**12.8**	**1.6**	**0.2**	**0.4**	**0.1**	**0.0**	**0.0**	**0.1**	**0.1**	**100**
Percent of PM	**0.3**	**76.7**	**11.6**	**0.3**	**10.5**	**0.4**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Eastbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

Truck Summary:

Total Trucks: 844 % Trucks: 12.5 AM % Trucks: 15.9 PM % Trucks: 11.4

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Westbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
02:00 - 02:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
02:15 - 02:29	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
02:30 - 02:44	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	1	3	0	0	1	0	0	0	0	0	0	0	0	**5**
03:15 - 03:29	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**
03:30 - 03:44	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
03:45 - 03:59	0	12	1	0	3	0	0	0	0	0	0	0	0	**16**
04:00 - 04:14	0	15	3	0	2	0	0	0	0	0	0	0	0	**20**
04:15 - 04:29	0	21	4	0	6	0	0	0	0	0	0	0	0	**31**
04:30 - 04:44	2	29	6	0	10	0	0	0	0	0	0	0	0	**47**
04:45 - 04:59	1	45	5	0	10	0	0	0	0	0	0	0	0	**61**
05:00 - 05:14	0	37	9	0	12	0	0	0	0	0	0	0	0	**58**
05:15 - 05:29	1	57	10	0	8	0	0	0	0	0	0	0	0	**76**
05:30 - 05:44	2	82	13	0	8	0	0	0	0	0	0	0	0	**105**
05:45 - 05:59	2	60	8	0	18	0	0	0	0	0	0	0	0	**88**
06:00 - 06:14	1	67	13	0	17	0	0	0	0	0	0	0	0	**98**
06:15 - 06:29	0	64	16	0	18	0	0	0	0	0	0	0	0	**98**
06:30 - 06:44	0	77	18	0	21	0	0	0	0	0	0	0	0	**116**
06:45 - 06:59	2	73	26	0	19	1	0	0	0	0	0	0	0	**121**
07:00 - 07:14	0	79	9	3	17	0	1	1	0	2	0	0	0	**112**
07:15 - 07:29	1	74	21	0	15	0	0	0	0	0	0	0	1	**112**
07:30 - 07:44	0	107	16	0	24	0	0	0	0	0	0	0	1	**148**
07:45 - 07:59	1	106	10	0	21	0	0	0	0	0	0	0	0	**138**
08:00 - 08:14	1	86	14	0	19	1	0	0	0	0	0	0	0	**121**
08:15 - 08:29	1	73	17	0	20	0	0	0	0	0	0	0	0	**111**
08:30 - 08:44	0	84	10	1	11	1	0	0	0	0	0	0	0	**107**
08:45 - 08:59	1	81	11	1	12	4	0	1	0	0	0	0	0	**111**
09:00 - 09:14	0	54	7	0	4	3	0	0	0	0	0	0	0	**68**
09:15 - 09:29	0	40	13	2	11	0	0	0	0	0	0	0	0	**66**
09:30 - 09:44	0	49	8	1	11	3	0	0	1	0	0	0	0	**73**
09:45 - 09:59	0	48	9	0	8	1	0	0	0	0	0	0	0	**66**
10:00 - 10:14	0	56	10	0	12	1	0	0	0	0	0	0	0	**79**
10:15 - 10:29	1	48	6	2	10	1	0	1	0	0	0	0	0	**69**
10:30 - 10:44	0	59	6	0	12	1	0	0	0	0	0	0	0	**78**
10:45 - 10:59	0	42	6	0	13	0	0	0	0	0	0	0	0	**61**
11:00 - 11:14	0	55	6	1	11	2	0	1	0	0	0	0	0	**76**
11:15 - 11:29	1	51	11	1	11	0	0	0	0	0	0	0	0	**75**
11:30 - 11:44	0	66	10	0	10	1	0	0	0	0	0	0	0	**87**
11:45 - 11:59	0	59	11	1	11	0	0	1	0	0	0	0	0	**83**
12:00 - 12:14	0	56	12	0	10	0	0	0	0	0	0	0	0	**78**
12:15 - 12:29	1	45	4	0	9	0	0	0	0	0	0	0	0	**59**
12:30 - 12:44	0	46	10	1	9	0	0	0	0	0	0	0	0	**66**
12:45 - 12:59	1	49	10	0	14	1	0	0	0	0	0	0	0	**75**
13:00 - 13:14	0	56	6	1	14	1	0	1	0	0	0	0	0	**79**
13:15 - 13:29	0	60	4	0	15	0	0	0	0	0	0	0	0	**79**
13:30 - 13:44	0	53	11	1	6	1	0	0	0	0	0	0	0	**72**
13:45 - 13:59	0	51	9	1	6	1	0	0	0	0	0	0	0	**68**
14:00 - 14:14	2	57	8	1	13	1	0	1	0	0	0	0	0	**83**
14:15 - 14:29	1	66	8	1	11	1	0	1	0	0	0	0	0	**89**
14:30 - 14:44	0	64	7	0	6	0	0	0	0	0	0	0	0	**77**
14:45 - 14:59	0	56	9	1	9	1	0	0	0	0	0	0	0	**76**

Daily Westbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
15:00 - 15:14	0	69	8	0	11	1	0	0	0	0	0	0	0	**89**
15:15 - 15:29	1	65	7	0	10	0	0	0	0	0	0	0	0	**83**
15:30 - 15:44	2	81	6	1	15	0	0	1	0	0	0	0	0	**106**
15:45 - 15:59	1	82	7	0	14	1	0	0	0	0	0	0	0	**105**
16:00 - 16:14	0	64	13	0	14	0	0	1	0	0	0	0	0	**92**
16:15 - 16:29	1	86	11	0	17	0	0	0	0	0	0	0	0	**115**
16:30 - 16:44	0	63	4	0	17	0	0	0	0	0	0	0	0	**84**
16:45 - 16:59	0	60	6	0	7	0	0	1	0	0	0	0	0	**74**
17:00 - 17:14	0	51	9	0	7	0	0	0	0	0	0	0	0	**67**
17:15 - 17:29	1	52	8	1	11	0	0	0	0	0	0	0	0	**73**
17:30 - 17:44	0	44	7	0	11	1	0	0	0	0	0	0	0	**63**
17:45 - 17:59	0	54	11	1	12	0	0	1	0	0	0	0	0	**79**
18:00 - 18:14	0	47	9	0	10	3	0	0	0	0	0	0	0	**69**
18:15 - 18:29	0	43	9	0	10	0	0	0	0	0	0	0	0	**62**
18:30 - 18:44	0	60	3	1	7	0	1	0	0	0	0	0	0	**72**
18:45 - 18:59	0	50	1	1	10	1	0	0	1	0	0	0	0	**64**
19:00 - 19:14	0	38	6	0	7	0	0	0	0	0	0	0	0	**51**
19:15 - 19:29	1	40	2	0	3	0	0	0	0	0	0	0	0	**46**
19:30 - 19:44	0	51	4	1	7	0	0	0	0	0	0	0	0	**63**
19:45 - 19:59	0	25	8	0	4	0	0	0	0	0	0	0	0	**37**
20:00 - 20:14	1	40	4	0	1	0	0	0	0	0	0	0	0	**46**
20:15 - 20:29	1	27	7	0	5	0	0	1	0	0	0	0	0	**41**
20:30 - 20:44	0	30	4	0	4	0	1	0	0	0	0	0	0	**39**
20:45 - 20:59	0	25	4	0	3	0	0	0	0	0	0	0	0	**32**
21:00 - 21:14	0	28	2	0	7	0	0	0	0	0	0	0	0	**37**
21:15 - 21:29	0	20	2	0	6	0	0	0	0	0	0	0	0	**28**
21:30 - 21:44	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**
21:45 - 21:59	0	17	0	0	2	0	0	0	0	0	0	0	0	**19**
22:00 - 22:14	0	16	1	0	2	0	0	0	0	0	0	0	0	**19**
22:15 - 22:29	0	15	1	0	2	0	0	0	0	0	0	0	0	**18**
22:30 - 22:44	1	14	0	0	1	0	0	0	0	0	0	0	0	**16**
22:45 - 22:59	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
23:00 - 23:14	0	8	2	1	2	1	0	0	0	0	0	0	0	**14**
23:15 - 23:29	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:30 - 23:44	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:45 - 23:59	0	2	1	0	0	1	0	0	0	0	0	0	0	**4**
00:00 - 00:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
00:15 - 00:29	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
00:30 - 00:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
00:45 - 00:59	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
01:00 - 01:14	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
01:15 - 01:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
01:45 - 01:59	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
Totals	**35**	**4068**	**622**	**27**	**781**	**36**	**3**	**13**	**2**	**2**	**0**	**0**	**2**	**5591**
Percent of Total	**0.6**	**72.8**	**11.1**	**0.5**	**14.0**	**0.6**	**0.1**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.7**	**70.6**	**12.3**	**0.5**	**14.8**	**0.7**	**0.0**	**0.2**	**0.0**	**0.1**	**0.0**	**0.0**	**0.1**	**100**
Percent of PM	**0.5**	**75.0**	**9.9**	**0.5**	**13.1**	**0.6**	**0.1**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Westbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

Truck Summary:

Total Trucks: 866 % Trucks: 15.5 AM % Trucks: 16.3 PM % Trucks: 14.6

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
02:00 - 02:14	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
02:15 - 02:29	1	10	1	0	1	0	0	0	0	0	0	0	0	**13**
02:30 - 02:44	0	5	1	0	2	0	0	0	0	0	0	0	0	**8**
02:45 - 02:59	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
03:00 - 03:14	1	7	0	0	1	0	0	0	0	0	0	0	0	**9**
03:15 - 03:29	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
03:30 - 03:44	0	14	1	0	1	0	0	0	0	0	0	0	0	**16**
03:45 - 03:59	0	16	2	0	3	0	0	0	0	0	0	0	0	**21**
04:00 - 04:14	0	20	4	0	2	0	0	0	0	0	0	0	0	**26**
04:15 - 04:29	0	26	5	0	6	0	0	0	0	0	0	0	0	**37**
04:30 - 04:44	2	31	6	0	10	0	0	0	0	0	0	0	0	**49**
04:45 - 04:59	1	48	8	1	10	0	0	0	0	0	0	0	0	**68**
05:00 - 05:14	0	46	10	0	12	0	0	0	0	0	0	0	0	**68**
05:15 - 05:29	1	70	14	0	8	0	0	0	0	0	0	0	0	**93**
05:30 - 05:44	2	96	17	0	10	0	0	0	0	0	0	0	0	**125**
05:45 - 05:59	2	75	10	0	21	0	0	0	0	0	0	0	0	**108**
06:00 - 06:14	1	92	17	0	17	0	0	0	0	0	0	0	0	**127**
06:15 - 06:29	0	86	17	0	24	0	0	0	0	0	0	0	0	**127**
06:30 - 06:44	0	92	23	1	24	0	0	0	0	0	0	0	0	**140**
06:45 - 06:59	2	94	30	0	25	2	0	0	0	0	0	0	1	**154**
07:00 - 07:14	0	107	14	5	25	1	1	1	0	2	0	0	0	**156**
07:15 - 07:29	1	105	29	2	22	0	0	0	0	0	0	0	1	**160**
07:30 - 07:44	0	140	19	0	32	2	1	0	0	0	0	0	1	**195**
07:45 - 07:59	1	150	16	1	29	1	0	0	0	0	0	0	0	**198**
08:00 - 08:14	1	132	25	1	27	1	0	1	0	0	0	0	0	**188**
08:15 - 08:29	3	116	27	0	30	5	0	0	0	0	0	0	0	**181**
08:30 - 08:44	0	129	17	2	17	3	1	0	0	0	0	0	0	**169**
08:45 - 08:59	1	115	26	1	15	5	0	2	0	0	0	0	0	**165**
09:00 - 09:14	0	93	15	0	13	5	0	0	0	0	0	0	0	**126**
09:15 - 09:29	0	74	24	3	20	1	0	0	0	0	0	0	0	**122**
09:30 - 09:44	0	81	14	1	21	5	0	0	1	0	0	0	0	**123**
09:45 - 09:59	0	97	21	1	23	1	0	0	0	0	0	0	0	**143**
10:00 - 10:14	0	109	16	0	21	1	0	1	1	0	0	0	0	**149**
10:15 - 10:29	1	85	12	2	18	2	0	1	0	0	0	0	0	**121**
10:30 - 10:44	0	95	17	1	23	2	0	1	0	0	0	0	0	**139**
10:45 - 10:59	0	90	9	0	24	1	0	1	0	0	0	0	0	**125**
11:00 - 11:14	0	112	11	1	20	2	0	1	0	0	0	0	0	**147**
11:15 - 11:29	2	120	23	1	25	5	0	0	0	0	0	0	0	**176**
11:30 - 11:44	0	124	17	0	20	1	0	1	0	0	0	0	0	**163**
11:45 - 11:59	0	136	19	2	23	1	1	1	0	0	0	0	0	**183**
12:00 - 12:14	0	124	20	0	21	3	0	0	0	0	0	0	0	**168**
12:15 - 12:29	1	133	17	0	24	0	0	0	0	0	0	0	0	**175**
12:30 - 12:44	1	118	26	2	27	2	0	0	0	0	0	0	0	**176**
12:45 - 12:59	1	131	20	0	28	1	0	0	0	0	0	0	0	**181**
13:00 - 13:14	2	128	14	2	31	3	0	1	0	0	0	0	0	**181**
13:15 - 13:29	0	120	9	2	25	2	0	0	0	0	0	0	0	**158**
13:30 - 13:44	0	150	29	1	19	2	0	0	0	0	0	0	0	**201**
13:45 - 13:59	0	139	27	4	18	2	0	1	0	0	0	0	1	**192**
14:00 - 14:14	2	139	24	1	23	2	0	2	0	0	0	0	0	**193**
14:15 - 14:29	2	156	22	1	24	2	0	1	0	0	0	0	0	**208**
14:30 - 14:44	0	169	24	0	15	1	0	0	0	0	0	0	0	**209**
14:45 - 14:59	1	168	24	2	18	2	0	0	0	0	0	0	0	**215**

Daily Total Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
15:00 - 15:14	0	191	18	1	23	1	1	0	0	0	0	0	0	**235**
15:15 - 15:29	2	196	23	2	25	1	0	0	0	0	0	0	0	**249**
15:30 - 15:44	2	225	27	1	28	2	0	2	0	0	0	0	0	**287**
15:45 - 15:59	1	211	29	0	28	1	0	0	0	0	0	0	0	**270**
16:00 - 16:14	2	176	25	0	37	0	0	1	0	0	0	0	0	**241**
16:15 - 16:29	2	193	34	0	34	1	2	0	0	0	0	0	0	**266**
16:30 - 16:44	0	210	28	0	34	0	0	0	1	0	0	0	0	**273**
16:45 - 16:59	1	181	29	0	30	0	0	1	0	0	0	0	0	**242**
17:00 - 17:14	2	187	36	0	30	1	0	0	0	0	0	0	0	**256**
17:15 - 17:29	1	188	31	1	35	0	0	0	0	0	0	0	0	**256**
17:30 - 17:44	2	182	25	0	27	1	0	0	0	0	0	0	0	**237**
17:45 - 17:59	0	177	29	2	30	0	0	1	0	0	0	0	0	**239**
18:00 - 18:14	0	168	22	0	23	3	0	0	0	0	0	0	0	**216**
18:15 - 18:29	1	133	28	0	27	0	0	1	0	0	0	0	0	**190**
18:30 - 18:44	0	167	19	2	21	1	1	0	0	0	0	0	0	**211**
18:45 - 18:59	0	126	14	1	24	1	0	0	1	0	0	0	0	**167**
19:00 - 19:14	0	129	17	0	24	0	0	0	0	0	0	0	0	**170**
19:15 - 19:29	1	124	11	0	9	0	0	0	0	0	0	0	0	**145**
19:30 - 19:44	0	132	15	1	15	0	0	0	0	0	0	0	0	**163**
19:45 - 19:59	0	96	15	0	20	0	0	0	0	0	0	0	0	**131**
20:00 - 20:14	1	107	16	0	17	0	0	0	0	0	0	0	0	**141**
20:15 - 20:29	1	109	24	0	11	0	0	1	0	0	0	0	0	**146**
20:30 - 20:44	0	80	14	0	9	0	1	0	0	0	0	0	0	**104**
20:45 - 20:59	0	84	11	0	9	0	0	0	0	0	0	0	0	**104**
21:00 - 21:14	0	97	9	1	15	0	0	0	0	0	0	0	0	**122**
21:15 - 21:29	0	57	8	0	7	0	0	0	0	0	0	0	0	**72**
21:30 - 21:44	1	70	13	0	7	0	0	0	0	0	0	0	0	**91**
21:45 - 21:59	0	51	4	0	6	0	0	0	0	0	0	0	0	**61**
22:00 - 22:14	0	57	4	0	3	0	0	0	0	0	0	0	0	**64**
22:15 - 22:29	0	36	4	0	5	0	0	0	0	0	0	0	0	**45**
22:30 - 22:44	1	48	7	0	3	0	0	1	0	0	0	0	0	**60**
22:45 - 22:59	0	31	3	0	3	0	0	0	0	0	0	0	0	**37**
23:00 - 23:14	0	31	6	1	3	1	0	0	0	0	0	0	0	**42**
23:15 - 23:29	0	24	2	0	1	0	0	0	0	0	0	0	0	**27**
23:30 - 23:44	0	20	4	0	1	0	0	0	0	0	0	0	0	**25**
23:45 - 23:59	0	14	4	0	1	1	0	0	0	0	0	0	0	**20**
00:00 - 00:14	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
00:15 - 00:29	0	19	4	0	1	0	0	0	0	0	0	1	0	**25**
00:30 - 00:44	0	23	1	0	1	0	0	0	0	0	0	0	0	**25**
00:45 - 00:59	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**
01:00 - 01:14	0	22	1	0	1	0	0	0	0	0	0	0	0	**24**
01:15 - 01:29	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
01:30 - 01:44	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
01:45 - 01:59	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
Totals	**54**	**9166**	**1421**	**54**	**1528**	**84**	**9**	**24**	**4**	**2**	**0**	**1**	**4**	**12351**
Percent of Total	**0.4**	**74.2**	**11.5**	**0.4**	**12.4**	**0.7**	**0.1**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.5**	**70.9**	**12.4**	**0.6**	**14.0**	**1.0**	**0.1**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**
Percent of PM	**0.4**	**76.1**	**11.0**	**0.4**	**11.4**	**0.5**	**0.1**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

Truck Summary:

Total Trucks: 1710 % Trucks: 13.8 AM % Trucks: 16.2 PM % Trucks: 12.5

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: Larsen Lane Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
02:00 - 02:14	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
02:15 - 02:29	0	0	0	1	6	1	2	0	0	0	0	0	0	0	0	**10**
02:30 - 02:44	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	**6**
02:45 - 02:59	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	**4**
03:15 - 03:29	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:30 - 03:44	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	**5**
03:45 - 03:59	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	**5**
04:00 - 04:14	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	**6**
04:15 - 04:29	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	**6**
04:30 - 04:44	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
04:45 - 04:59	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	**7**
05:00 - 05:14	0	0	0	0	3	4	3	0	0	0	0	0	0	0	0	**10**
05:15 - 05:29	0	0	0	0	5	10	2	0	0	0	0	0	0	0	0	**17**
05:30 - 05:44	0	0	0	0	6	14	0	0	0	0	0	0	0	0	0	**20**
05:45 - 05:59	0	0	0	1	4	8	6	0	1	0	0	0	0	0	0	**20**
06:00 - 06:14	0	0	0	0	11	14	4	0	0	0	0	0	0	0	0	**29**
06:15 - 06:29	0	0	0	1	8	17	3	0	0	0	0	0	0	0	0	**29**
06:30 - 06:44	0	1	0	2	8	10	3	0	0	0	0	0	0	0	0	**24**
06:45 - 06:59	0	0	0	7	6	17	3	0	0	0	0	0	0	0	0	**33**
07:00 - 07:14	0	0	0	0	14	24	6	0	0	0	0	0	0	0	0	**44**
07:15 - 07:29	0	0	0	7	17	20	4	0	0	0	0	0	0	0	0	**48**
07:30 - 07:44	0	0	0	4	15	17	10	1	0	0	0	0	0	0	0	**47**
07:45 - 07:59	0	0	0	1	17	33	9	0	0	0	0	0	0	0	0	**60**
08:00 - 08:14	0	0	2	11	20	30	3	0	0	1	0	0	0	0	0	**67**
08:15 - 08:29	0	0	2	3	28	27	9	1	0	0	0	0	0	0	0	**70**
08:30 - 08:44	0	0	0	2	22	32	6	0	0	0	0	0	0	0	0	**62**
08:45 - 08:59	0	0	0	1	21	21	10	1	0	0	0	0	0	0	0	**54**
09:00 - 09:14	0	0	0	0	22	30	5	0	1	0	0	0	0	0	0	**58**
09:15 - 09:29	0	0	0	1	21	28	5	1	0	0	0	0	0	0	0	**56**
09:30 - 09:44	0	0	0	4	12	22	11	0	1	0	0	0	0	0	0	**50**
09:45 - 09:59	0	0	0	12	27	29	8	1	0	0	0	0	0	0	0	**77**
10:00 - 10:14	0	0	0	7	24	30	9	0	0	0	0	0	0	0	0	**70**
10:15 - 10:29	0	0	0	5	14	18	14	1	0	0	0	0	0	0	0	**52**
10:30 - 10:44	0	0	0	0	17	38	5	1	0	0	0	0	0	0	0	**61**
10:45 - 10:59	0	0	0	4	34	22	2	2	0	0	0	0	0	0	0	**64**
11:00 - 11:14	0	0	0	3	34	27	4	3	0	0	0	0	0	0	0	**71**
11:15 - 11:29	0	0	5	24	41	29	1	0	0	0	0	0	0	0	0	**100**
11:30 - 11:44	0	0	0	8	41	23	4	0	0	0	0	0	0	0	0	**76**
11:45 - 11:59	0	0	0	4	37	51	7	1	0	0	0	0	0	0	0	**100**
12:00 - 12:14	0	0	0	8	40	31	7	3	1	0	0	0	0	0	0	**90**
12:15 - 12:29	4	2	5	18	32	45	10	0	0	0	0	0	0	0	0	**116**
12:30 - 12:44	0	0	4	6	47	43	10	0	0	0	0	0	0	0	0	**110**
12:45 - 12:59	0	0	0	9	36	48	10	3	0	0	0	0	0	0	0	**106**
13:00 - 13:14	0	0	0	6	43	49	3	1	0	0	0	0	0	0	0	**102**
13:15 - 13:29	0	0	1	1	31	39	5	1	0	0	0	0	0	0	1	**79**
13:30 - 13:44	0	0	0	14	71	42	0	2	0	0	0	0	0	0	0	**129**
13:45 - 13:59	0	0	0	4	62	50	6	1	0	0	0	0	0	0	1	**124**
14:00 - 14:14	0	0	4	13	52	35	5	1	0	0	0	0	0	0	0	**110**
14:15 - 14:29	0	1	1	13	46	51	6	1	0	0	0	0	0	0	0	**119**
14:30 - 14:44	0	0	3	20	63	44	2	0	0	0	0	0	0	0	0	**132**

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: Larsen Lane Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
14:45 - 14:59	0	0	0	9	83	44	3	0	0	0	0	0	0	0	0	**139**
15:00 - 15:14	0	0	2	21	65	54	4	0	0	0	0	0	0	0	0	**146**
15:15 - 15:29	0	0	0	27	92	41	6	0	0	0	0	0	0	0	0	**166**
15:30 - 15:44	3	3	21	44	68	39	3	0	0	0	0	0	0	0	0	**181**
15:45 - 15:59	0	0	2	26	81	49	5	2	0	0	0	0	0	0	0	**165**
16:00 - 16:14	1	2	10	28	64	40	4	0	0	0	0	0	0	0	0	**149**
16:15 - 16:29	2	2	3	26	61	46	9	2	0	0	0	0	0	0	0	**151**
16:30 - 16:44	1	5	12	30	93	43	4	1	0	0	0	0	0	0	0	**189**
16:45 - 16:59	0	0	1	21	82	53	10	1	0	0	0	0	0	0	0	**168**
17:00 - 17:14	1	2	11	36	80	52	6	0	0	0	0	0	0	0	0	**188**
17:15 - 17:29	0	0	3	20	90	63	5	1	0	1	0	0	0	0	0	**183**
17:30 - 17:44	0	0	6	26	86	50	6	0	0	0	0	0	0	0	0	**174**
17:45 - 17:59	0	0	12	30	59	51	7	0	0	0	0	0	0	0	1	**160**
18:00 - 18:14	0	0	4	24	55	55	8	0	1	0	0	0	0	0	0	**147**
18:15 - 18:29	0	0	3	17	56	43	7	1	1	0	0	0	0	0	0	**128**
18:30 - 18:44	0	0	1	34	70	31	3	0	0	0	0	0	0	0	0	**139**
18:45 - 18:59	0	0	1	6	49	35	12	0	0	0	0	0	0	0	0	**103**
19:00 - 19:14	0	3	4	15	63	33	1	0	0	0	0	0	0	0	0	**119**
19:15 - 19:29	0	0	0	8	49	39	3	0	0	0	0	0	0	0	0	**99**
19:30 - 19:44	0	0	1	4	35	56	4	0	0	0	0	0	0	0	0	**100**
19:45 - 19:59	0	0	0	0	41	44	9	0	0	0	0	0	0	0	0	**94**
20:00 - 20:14	0	0	0	7	39	44	5	0	0	0	0	0	0	0	0	**95**
20:15 - 20:29	0	0	0	4	57	39	5	0	0	0	0	0	0	0	0	**105**
20:30 - 20:44	0	0	0	4	33	23	4	1	0	0	0	0	0	0	0	**65**
20:45 - 20:59	0	0	0	5	38	27	2	0	0	0	0	0	0	0	0	**72**
21:00 - 21:14	0	0	0	7	45	29	4	0	0	0	0	0	0	0	0	**85**
21:15 - 21:29	0	0	0	3	18	18	4	0	0	1	0	0	0	0	0	**44**
21:30 - 21:44	0	0	0	5	39	24	3	0	0	0	0	0	0	0	0	**71**
21:45 - 21:59	0	0	0	2	20	19	1	0	0	0	0	0	0	0	0	**42**
22:00 - 22:14	0	0	0	3	25	15	2	0	0	0	0	0	0	0	0	**45**
22:15 - 22:29	0	0	0	4	16	7	0	0	0	0	0	0	0	0	0	**27**
22:30 - 22:44	0	0	0	3	22	15	4	0	0	0	0	0	0	0	0	**44**
22:45 - 22:59	0	0	0	3	11	9	2	0	0	0	0	0	0	0	0	**25**
23:00 - 23:14	0	0	0	1	13	12	2	0	0	0	0	0	0	0	0	**28**
23:15 - 23:29	0	0	0	1	11	10	1	0	0	0	0	0	0	0	0	**23**
23:30 - 23:44	0	0	0	2	10	9	0	0	0	0	0	0	0	0	0	**21**
23:45 - 23:59	0	0	0	0	7	8	1	0	0	0	0	0	0	0	0	**16**
00:00 - 00:14	0	0	0	2	7	2	1	0	0	0	0	0	0	0	0	**12**
00:15 - 00:29	0	0	0	1	11	4	1	1	0	0	0	0	0	0	0	**18**
00:30 - 00:44	0	0	0	0	8	12	3	0	0	0	0	0	0	0	0	**23**
00:45 - 00:59	0	0	1	1	8	3	3	0	0	0	0	0	0	0	0	**16**
01:00 - 01:14	0	0	0	0	13	7	1	0	0	0	0	0	0	0	0	**21**
01:15 - 01:29	0	0	0	2	4	3	1	0	1	0	0	0	0	0	0	**11**
01:30 - 01:44	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	**12**
01:45 - 01:59	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	**5**
Totals	**12**	**21**	**125**	**742**	**2965**	**2448**	**396**	**36**	**7**	**3**	**0**	**0**	**0**	**0**	**3**	**6758**
Percent of Total	**0.2**	**0.3**	**1.8**	**11.0**	**43.9**	**36.2**	**5.9**	**0.5**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.0**	**0.1**	**0.6**	**7.5**	**37.4**	**42.7**	**10.5**	**0.9**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.2**	**0.4**	**2.2**	**12.1**	**45.9**	**34.1**	**4.4**	**0.4**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

Posted Speed: 35

Standard Deviation:	4.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.8 MPH
Mean Speed:	34.2 MPH	Percent in Ten Mile Pace:	80.1%		
Median Speed:	34.2 MPH			15th Percentile:	30.2 MPH
Modal Speed:	32.5 MPH			90th Percentile:	39.5 MPH
				95th Percentile:	41.3 MPH

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: Larsen Lane Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
02:00 - 02:14	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
02:15 - 02:29	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**
02:30 - 02:44	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	**5**
03:15 - 03:29	0	0	0	2	3	4	2	1	0	0	0	0	0	0	0	**12**
03:30 - 03:44	0	0	0	0	6	3	2	0	0	0	0	0	0	0	0	**11**
03:45 - 03:59	0	0	0	0	3	8	5	0	0	0	0	0	0	0	0	**16**
04:00 - 04:14	0	0	0	1	6	11	2	0	0	0	0	0	0	0	0	**20**
04:15 - 04:29	0	0	0	0	7	17	4	2	0	1	0	0	0	0	0	**31**
04:30 - 04:44	0	0	0	0	8	29	9	1	0	0	0	0	0	0	0	**47**
04:45 - 04:59	0	0	0	0	11	34	14	2	0	0	0	0	0	0	0	**61**
05:00 - 05:14	0	0	0	0	5	27	21	5	0	0	0	0	0	0	0	**58**
05:15 - 05:29	0	0	0	0	11	41	21	3	0	0	0	0	0	0	0	**76**
05:30 - 05:44	0	0	0	0	17	58	26	3	1	0	0	0	0	0	0	**105**
05:45 - 05:59	0	0	0	0	7	52	23	6	0	0	0	0	0	0	0	**88**
06:00 - 06:14	0	0	0	0	11	48	34	5	0	0	0	0	0	0	0	**98**
06:15 - 06:29	0	0	0	1	12	52	28	4	1	0	0	0	0	0	0	**98**
06:30 - 06:44	1	0	0	1	16	67	31	0	0	0	0	0	0	0	0	**116**
06:45 - 06:59	0	0	0	1	9	60	49	2	0	0	0	0	0	0	0	**121**
07:00 - 07:14	0	0	0	6	12	56	34	3	1	0	0	0	0	0	0	**112**
07:15 - 07:29	0	0	0	3	12	64	27	6	0	0	0	0	0	0	0	**112**
07:30 - 07:44	0	0	0	4	18	78	42	6	0	0	0	0	0	0	0	**148**
07:45 - 07:59	0	0	0	1	14	84	37	2	0	0	0	0	0	0	0	**138**
08:00 - 08:14	0	0	0	0	12	64	41	3	0	1	0	0	0	0	0	**121**
08:15 - 08:29	0	0	0	0	8	56	36	10	0	0	0	0	0	1	0	**111**
08:30 - 08:44	0	0	0	0	16	55	29	7	0	0	0	0	0	0	0	**107**
08:45 - 08:59	0	0	0	0	22	52	30	6	0	0	0	0	0	0	1	**111**
09:00 - 09:14	0	1	0	1	12	42	11	1	0	0	0	0	0	0	0	**68**
09:15 - 09:29	0	0	0	2	5	31	23	3	0	0	0	0	0	1	1	**66**
09:30 - 09:44	0	0	0	0	13	35	24	1	0	0	0	0	0	0	0	**73**
09:45 - 09:59	0	0	0	1	9	29	25	2	0	0	0	0	0	0	0	**66**
10:00 - 10:14	0	0	0	0	7	38	29	5	0	0	0	0	0	0	0	**79**
10:15 - 10:29	0	0	0	0	11	39	16	3	0	0	0	0	0	0	0	**69**
10:30 - 10:44	0	0	0	1	12	39	20	4	2	0	0	0	0	0	0	**78**
10:45 - 10:59	0	0	0	2	5	39	12	2	1	0	0	0	0	0	0	**61**
11:00 - 11:14	0	0	0	1	10	38	25	2	0	0	0	0	0	0	0	**76**
11:15 - 11:29	1	0	0	0	22	32	15	4	0	1	0	0	0	0	0	**75**
11:30 - 11:44	0	0	0	1	16	46	17	6	0	0	1	0	0	0	0	**87**
11:45 - 11:59	0	0	0	1	16	33	32	1	0	0	0	0	0	0	0	**83**
12:00 - 12:14	0	0	0	0	5	45	25	3	0	0	0	0	0	0	0	**78**
12:15 - 12:29	0	0	0	0	4	30	22	3	0	0	0	0	0	0	0	**59**
12:30 - 12:44	0	0	0	1	6	35	22	1	1	0	0	0	0	0	0	**66**
12:45 - 12:59	0	0	0	1	9	34	29	1	0	1	0	0	0	0	0	**75**
13:00 - 13:14	0	0	0	0	9	39	25	4	0	1	0	0	0	1	0	**79**
13:15 - 13:29	0	0	0	1	8	50	18	2	0	0	0	0	0	0	0	**79**
13:30 - 13:44	0	0	0	2	8	31	26	4	0	0	1	0	0	0	0	**72**
13:45 - 13:59	0	0	0	0	8	31	27	2	0	0	0	0	0	0	0	**68**
14:00 - 14:14	0	0	0	3	16	33	28	2	1	0	0	0	0	0	0	**83**
14:15 - 14:29	0	0	0	1	11	54	22	1	0	0	0	0	0	0	0	**89**
14:30 - 14:44	0	0	0	2	10	35	24	4	1	0	1	0	0	0	0	**77**

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: Larsen Lane Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
14:45 - 14:59	0	0	0	0	13	35	23	3	0	1	0	0	1	0	0	**76**
15:00 - 15:14	0	0	0	4	7	45	30	1	1	0	0	0	0	0	1	**89**
15:15 - 15:29	0	0	0	0	15	41	25	1	1	0	0	0	0	0	0	**83**
15:30 - 15:44	0	0	0	0	12	65	25	4	0	0	0	0	0	0	0	**106**
15:45 - 15:59	0	0	0	0	12	50	37	5	0	0	0	0	0	0	0	**104**
16:00 - 16:14	0	0	0	1	13	51	26	1	0	0	0	0	0	0	0	**92**
16:15 - 16:29	0	0	1	0	14	68	26	5	0	0	0	0	0	0	1	**115**
16:30 - 16:44	0	0	0	1	9	42	25	6	1	0	0	0	0	0	0	**84**
16:45 - 16:59	0	0	0	0	7	37	25	3	1	0	0	1	0	0	0	**74**
17:00 - 17:14	0	0	0	0	4	32	30	1	0	0	0	0	0	0	0	**67**
17:15 - 17:29	0	0	0	0	11	35	23	3	0	0	0	0	0	0	1	**73**
17:30 - 17:44	0	0	0	0	8	28	22	5	0	0	0	0	0	0	0	**63**
17:45 - 17:59	0	0	0	0	10	43	25	1	0	0	0	0	0	0	0	**79**
18:00 - 18:14	1	0	0	0	10	31	26	1	0	0	0	0	0	0	0	**69**
18:15 - 18:29	0	0	0	0	9	29	18	6	0	0	0	0	0	0	0	**62**
18:30 - 18:44	0	0	0	0	14	35	20	2	1	0	0	0	0	0	0	**72**
18:45 - 18:59	0	0	0	0	10	33	19	1	1	0	0	0	0	0	0	**64**
19:00 - 19:14	0	0	0	0	5	24	20	2	0	0	0	0	0	0	0	**51**
19:15 - 19:29	0	0	0	0	5	26	13	2	0	0	0	0	0	0	0	**46**
19:30 - 19:44	0	0	0	1	13	36	12	0	0	0	0	0	0	0	1	**63**
19:45 - 19:59	0	0	0	0	14	18	5	0	0	0	0	0	0	0	0	**37**
20:00 - 20:14	0	0	0	0	17	12	12	2	2	1	0	0	0	0	0	**46**
20:15 - 20:29	0	0	0	1	7	26	5	2	0	0	0	0	0	0	0	**41**
20:30 - 20:44	0	0	0	0	7	22	8	1	0	0	0	0	0	0	0	**38**
20:45 - 20:59	0	0	0	0	9	23	0	0	0	0	0	0	0	0	0	**32**
21:00 - 21:14	0	0	0	1	11	18	6	1	0	0	0	0	0	0	0	**37**
21:15 - 21:29	0	0	0	0	6	17	4	1	0	0	0	0	0	0	0	**28**
21:30 - 21:44	0	0	0	0	7	8	3	2	0	0	0	0	0	0	0	**20**
21:45 - 21:59	0	1	0	1	3	10	4	0	0	0	0	0	0	0	0	**19**
22:00 - 22:14	0	0	0	0	10	5	3	1	0	0	0	0	0	0	0	**19**
22:15 - 22:29	0	0	0	1	7	9	0	1	0	0	0	0	0	0	0	**18**
22:30 - 22:44	0	0	0	0	4	9	3	0	0	0	0	0	0	0	0	**16**
22:45 - 22:59	0	0	0	0	3	6	3	0	0	0	0	0	0	0	0	**12**
23:00 - 23:14	0	0	0	0	5	5	4	0	0	0	0	0	0	0	0	**14**
23:15 - 23:29	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	**4**
23:30 - 23:44	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	**4**
23:45 - 23:59	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	**4**
00:00 - 00:14	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	**4**
00:15 - 00:29	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	**7**
00:30 - 00:44	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
00:45 - 00:59	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	**4**
01:00 - 01:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**
01:15 - 01:29	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	**4**
01:45 - 01:59	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	**4**
Totals	**4**	**2**	**2**	**54**	**810**	**2876**	**1601**	**202**	**17**	**7**	**3**	**1**	**1**	**3**	**6**	**5589**
Percent of Total	**0.1**	**0.0**	**0.0**	**1.0**	**14.5**	**51.5**	**28.6**	**3.6**	**0.3**	**0.1**	**0.1**	**0.0**	**0.0**	**0.1**	**0.1**	**100**
Percent of AM	**0.1**	**0.0**	**0.0**	**1.1**	**14.2**	**52.0**	**28.1**	**3.9**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	**0.1**	**100**
Percent of PM	**0.1**	**0.0**	**0.0**	**0.8**	**14.8**	**50.9**	**29.2**	**3.3**	**0.4**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	**100**

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location

Posted Speed: 35

Standard Deviation:	4.8 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	43.1 MPH
Mean Speed:	38.6 MPH	Percent in Ten Mile Pace:	80.1%		
Median Speed:	38.3 MPH			15th Percentile:	34.8 MPH
Modal Speed:	37.5 MPH			90th Percentile:	44.0 MPH
				95th Percentile:	44.9 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: Larsen Lane Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
02:00 - 02:14	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	**4**
02:15 - 02:29	0	0	0	1	7	3	2	0	0	0	0	0	0	0	0	**13**
02:30 - 02:44	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	**8**
02:45 - 02:59	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	**6**
03:00 - 03:14	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	**9**
03:15 - 03:29	0	0	0	4	3	4	2	1	0	0	0	0	0	0	0	**14**
03:30 - 03:44	0	0	0	0	8	6	2	0	0	0	0	0	0	0	0	**16**
03:45 - 03:59	0	0	0	0	5	10	6	0	0	0	0	0	0	0	0	**21**
04:00 - 04:14	0	0	0	1	9	14	2	0	0	0	0	0	0	0	0	**26**
04:15 - 04:29	0	0	0	0	10	18	6	2	0	1	0	0	0	0	0	**37**
04:30 - 04:44	0	0	0	0	8	31	9	1	0	0	0	0	0	0	0	**49**
04:45 - 04:59	0	0	0	1	17	34	14	2	0	0	0	0	0	0	0	**68**
05:00 - 05:14	0	0	0	0	8	31	24	5	0	0	0	0	0	0	0	**68**
05:15 - 05:29	0	0	0	0	16	51	23	3	0	0	0	0	0	0	0	**93**
05:30 - 05:44	0	0	0	0	23	72	26	3	1	0	0	0	0	0	0	**125**
05:45 - 05:59	0	0	0	1	11	60	29	6	1	0	0	0	0	0	0	**108**
06:00 - 06:14	0	0	0	0	22	62	38	5	0	0	0	0	0	0	0	**127**
06:15 - 06:29	0	0	0	2	20	69	31	4	1	0	0	0	0	0	0	**127**
06:30 - 06:44	1	1	0	3	24	77	34	0	0	0	0	0	0	0	0	**140**
06:45 - 06:59	0	0	0	8	15	77	52	2	0	0	0	0	0	0	0	**154**
07:00 - 07:14	0	0	0	6	26	80	40	3	1	0	0	0	0	0	0	**156**
07:15 - 07:29	0	0	0	10	29	84	31	6	0	0	0	0	0	0	0	**160**
07:30 - 07:44	0	0	0	8	33	95	52	7	0	0	0	0	0	0	0	**195**
07:45 - 07:59	0	0	0	2	31	117	46	2	0	0	0	0	0	0	0	**198**
08:00 - 08:14	0	0	2	11	32	94	44	3	0	2	0	0	0	0	0	**188**
08:15 - 08:29	0	0	2	3	36	83	45	11	0	0	0	0	0	1	0	**181**
08:30 - 08:44	0	0	0	2	38	87	35	7	0	0	0	0	0	0	0	**169**
08:45 - 08:59	0	0	0	1	43	73	40	7	0	0	0	0	0	0	1	**165**
09:00 - 09:14	0	1	0	1	34	72	16	1	1	0	0	0	0	0	0	**126**
09:15 - 09:29	0	0	0	3	26	59	28	4	0	0	0	0	0	1	1	**122**
09:30 - 09:44	0	0	0	4	25	57	35	1	1	0	0	0	0	0	0	**123**
09:45 - 09:59	0	0	0	13	36	58	33	3	0	0	0	0	0	0	0	**143**
10:00 - 10:14	0	0	0	7	31	68	38	5	0	0	0	0	0	0	0	**149**
10:15 - 10:29	0	0	0	5	25	57	30	4	0	0	0	0	0	0	0	**121**
10:30 - 10:44	0	0	0	1	29	77	25	5	2	0	0	0	0	0	0	**139**
10:45 - 10:59	0	0	0	6	39	61	14	4	1	0	0	0	0	0	0	**125**
11:00 - 11:14	0	0	0	4	44	65	29	5	0	0	0	0	0	0	0	**147**
11:15 - 11:29	1	0	5	24	63	61	16	4	0	1	0	0	0	0	0	**175**
11:30 - 11:44	0	0	0	9	57	69	21	6	0	0	1	0	0	0	0	**163**
11:45 - 11:59	0	0	0	5	53	84	39	2	0	0	0	0	0	0	0	**183**
12:00 - 12:14	0	0	0	8	45	76	32	6	1	0	0	0	0	0	0	**168**
12:15 - 12:29	4	2	5	18	36	75	32	3	0	0	0	0	0	0	0	**175**
12:30 - 12:44	0	0	4	7	53	78	32	1	1	0	0	0	0	0	0	**176**
12:45 - 12:59	0	0	0	10	45	82	39	4	0	1	0	0	0	0	0	**181**
13:00 - 13:14	0	0	0	6	52	88	28	5	0	1	0	0	0	1	0	**181**
13:15 - 13:29	0	0	1	2	39	89	23	3	0	0	0	0	0	0	1	**158**
13:30 - 13:44	0	0	0	16	79	73	26	6	0	0	1	0	0	0	0	**201**
13:45 - 13:59	0	0	0	4	70	81	33	3	0	0	0	0	0	0	1	**192**
14:00 - 14:14	0	0	4	16	68	68	33	3	1	0	0	0	0	0	0	**193**
14:15 - 14:29	0	1	1	14	57	105	28	2	0	0	0	0	0	0	0	**208**
14:30 - 14:44	0	0	3	22	73	79	26	4	1	0	1	0	0	0	0	**209**

Daily Total Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: Larsen Lane Location

Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
14:45 - 14:59	0	0	0	9	96	79	26	3	0	1	0	0	1	0	0	**215**
15:00 - 15:14	0	0	2	25	72	99	34	1	1	0	0	0	0	0	1	**235**
15:15 - 15:29	0	0	0	27	107	82	31	1	1	0	0	0	0	0	0	**249**
15:30 - 15:44	3	3	21	44	80	104	28	4	0	0	0	0	0	0	0	**287**
15:45 - 15:59	0	0	2	26	93	99	42	7	0	0	0	0	0	0	0	**269**
16:00 - 16:14	1	2	10	29	77	91	30	1	0	0	0	0	0	0	0	**241**
16:15 - 16:29	2	2	4	26	75	114	35	7	0	0	0	0	0	0	1	**266**
16:30 - 16:44	1	5	12	31	102	85	29	7	1	0	0	0	0	0	0	**273**
16:45 - 16:59	0	0	1	21	89	90	35	4	1	0	0	1	0	0	0	**242**
17:00 - 17:14	1	2	11	36	84	84	36	1	0	0	0	0	0	0	0	**255**
17:15 - 17:29	0	0	3	20	101	98	28	4	0	1	0	0	0	0	1	**256**
17:30 - 17:44	0	0	6	26	94	78	28	5	0	0	0	0	0	0	0	**237**
17:45 - 17:59	0	0	12	30	69	94	32	1	0	0	0	0	0	0	1	**239**
18:00 - 18:14	1	0	4	24	65	86	34	1	1	0	0	0	0	0	0	**216**
18:15 - 18:29	0	0	3	17	65	72	25	7	1	0	0	0	0	0	0	**190**
18:30 - 18:44	0	0	1	34	84	66	23	2	1	0	0	0	0	0	0	**211**
18:45 - 18:59	0	0	1	6	59	68	31	1	1	0	0	0	0	0	0	**167**
19:00 - 19:14	0	3	4	15	68	57	21	2	0	0	0	0	0	0	0	**170**
19:15 - 19:29	0	0	0	8	54	65	16	2	0	0	0	0	0	0	0	**145**
19:30 - 19:44	0	0	1	5	48	92	16	0	0	0	0	0	0	0	1	**163**
19:45 - 19:59	0	0	0	0	55	62	14	0	0	0	0	0	0	0	0	**131**
20:00 - 20:14	0	0	0	7	56	56	17	2	2	1	0	0	0	0	0	**141**
20:15 - 20:29	0	0	0	5	64	65	10	2	0	0	0	0	0	0	0	**146**
20:30 - 20:44	0	0	0	4	40	45	12	2	0	0	0	0	0	0	0	**103**
20:45 - 20:59	0	0	0	5	47	50	2	0	0	0	0	0	0	0	0	**104**
21:00 - 21:14	0	0	0	8	56	47	10	1	0	0	0	0	0	0	0	**122**
21:15 - 21:29	0	0	0	3	24	35	8	1	0	1	0	0	0	0	0	**72**
21:30 - 21:44	0	0	0	5	46	32	6	2	0	0	0	0	0	0	0	**91**
21:45 - 21:59	0	1	0	3	23	29	5	0	0	0	0	0	0	0	0	**61**
22:00 - 22:14	0	0	0	3	35	20	5	1	0	0	0	0	0	0	0	**64**
22:15 - 22:29	0	0	0	5	23	16	0	1	0	0	0	0	0	0	0	**45**
22:30 - 22:44	0	0	0	3	26	24	7	0	0	0	0	0	0	0	0	**60**
22:45 - 22:59	0	0	0	3	14	15	5	0	0	0	0	0	0	0	0	**37**
23:00 - 23:14	0	0	0	1	18	17	6	0	0	0	0	0	0	0	0	**42**
23:15 - 23:29	0	0	0	1	11	12	3	0	0	0	0	0	0	0	0	**27**
23:30 - 23:44	0	0	0	2	10	13	0	0	0	0	0	0	0	0	0	**25**
23:45 - 23:59	1	0	0	0	9	8	2	0	0	0	0	0	0	0	0	**20**
00:00 - 00:14	0	0	0	3	8	4	1	0	0	0	0	0	0	0	0	**16**
00:15 - 00:29	0	0	0	2	14	7	1	1	0	0	0	0	0	0	0	**25**
00:30 - 00:44	0	0	0	0	8	13	4	0	0	0	0	0	0	0	0	**25**
00:45 - 00:59	0	0	2	1	10	3	4	0	0	0	0	0	0	0	0	**20**
01:00 - 01:14	0	0	0	0	15	8	1	0	0	0	0	0	0	0	0	**24**
01:15 - 01:29	0	0	0	2	4	4	1	0	1	0	0	0	0	0	0	**12**
01:30 - 01:44	0	0	0	2	7	6	1	0	0	0	0	0	0	0	0	**16**
01:45 - 01:59	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	**9**
Totals	**16**	**23**	**127**	**796**	**3775**	**5324**	**1997**	**238**	**24**	**10**	**3**	**1**	**1**	**3**	**9**	**12347**
Percent of Total	**0.1**	**0.2**	**1.0**	**6.4**	**30.6**	**43.1**	**16.2**	**1.9**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**
Percent of AM	**0.0**	**0.0**	**0.2**	**3.5**	**22.7**	**48.6**	**21.7**	**2.8**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.2**	**0.3**	**1.5**	**8.1**	**35.1**	**40.0**	**13.0**	**1.4**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**

Daily Total Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: Larsen Lane Location
Posted Speed: 35

Standard Deviation:	5.3 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	41.1 MPH
Mean Speed:	36.2 MPH	Percent in Ten Mile Pace:	73.7%		
Median Speed:	36.3 MPH			15th Percentile:	31.2 MPH
Modal Speed:	37.5 MPH			90th Percentile:	42.6 MPH
				95th Percentile:	44.2 MPH

Daily Vehicle Volume Report

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

	Eastbound Volume	Westbound Volume	Total Volume
02:00 - 02:14	4	1	**5**
02:15 - 02:29	4	4	**8**
02:30 - 02:44	1	3	**4**
02:45 - 02:59	3	1	**4**
03:00 - 03:14	0	4	**4**
03:15 - 03:29	0	3	**3**
03:30 - 03:44	2	4	**6**
03:45 - 03:59	0	3	**3**
04:00 - 04:14	2	1	**3**
04:15 - 04:29	2	7	**9**
04:30 - 04:44	1	12	**13**
04:45 - 04:59	2	19	**21**
05:00 - 05:14	5	13	**18**
05:15 - 05:29	8	13	**21**
05:30 - 05:44	1	28	**29**
05:45 - 05:59	3	22	**25**
06:00 - 06:14	3	20	**23**
06:15 - 06:29	3	26	**29**
06:30 - 06:44	13	20	**33**
06:45 - 06:59	15	25	**40**
07:00 - 07:14	19	18	**37**
07:15 - 07:29	26	32	**58**
07:30 - 07:44	40	35	**75**
07:45 - 07:59	54	51	**105**
08:00 - 08:14	35	45	**80**
08:15 - 08:29	26	34	**60**
08:30 - 08:44	31	35	**66**
08:45 - 08:59	30	40	**70**
09:00 - 09:14	29	37	**66**
09:15 - 09:29	31	37	**68**
09:30 - 09:44	34	35	**69**
09:45 - 09:59	29	34	**63**
10:00 - 10:14	31	37	**68**
10:15 - 10:29	43	32	**75**
10:30 - 10:44	35	39	**74**
10:45 - 10:59	50	52	**102**
11:00 - 11:14	37	46	**83**
11:15 - 11:29	41	54	**95**
11:30 - 11:44	39	45	**84**
11:45 - 11:59	39	43	**82**
12:00 - 12:14	36	56	**92**
12:15 - 12:29	39	43	**82**
12:30 - 12:44	41	49	**90**
12:45 - 12:59	49	42	**91**
Totals	936	1200	**2136**
AM Peak Time	10:40 - 11:39	10:45 - 11:44	**10:40 - 11:39**
AM Peak Volume	175	197	**367**
PM Peak Time	12:00 - 12:59	12:00 - 12:59	**12:00 - 12:59**
PM Peak Volume	165	190	**355**

Daily Vehicle Volume Report

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

Daily Eastbound Classes Report

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
02:00 - 02:14	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
02:15 - 02:29	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
02:30 - 02:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:15 - 04:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
04:30 - 04:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:45 - 04:59	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
05:00 - 05:14	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
05:15 - 05:29	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
05:30 - 05:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
05:45 - 05:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
06:00 - 06:14	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
06:15 - 06:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
06:30 - 06:44	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**
06:45 - 06:59	0	11	0	0	0	4	0	0	0	0	0	0	0	**15**
07:00 - 07:14	0	10	2	0	4	2	0	0	1	0	0	0	0	**19**
07:15 - 07:29	0	22	0	0	2	2	0	0	0	0	0	0	0	**26**
07:30 - 07:44	0	33	2	1	3	1	0	0	0	0	0	0	0	**40**
07:45 - 07:59	1	40	5	1	1	6	0	0	0	0	0	0	0	**54**
08:00 - 08:14	0	20	11	0	0	3	1	0	0	0	0	0	0	**35**
08:15 - 08:29	2	19	2	0	0	2	1	0	0	0	0	0	0	**26**
08:30 - 08:44	0	20	3	0	2	5	0	0	1	0	0	0	0	**31**
08:45 - 08:59	0	22	2	0	4	2	0	0	0	0	0	0	0	**30**
09:00 - 09:14	0	22	1	0	3	3	0	0	0	0	0	0	0	**29**
09:15 - 09:29	1	16	4	0	4	5	1	0	0	0	0	0	0	**31**
09:30 - 09:44	0	23	5	0	4	1	0	1	0	0	0	0	0	**34**
09:45 - 09:59	0	20	3	0	4	2	0	0	0	0	0	0	0	**29**
10:00 - 10:14	1	16	4	0	7	2	1	0	0	0	0	0	0	**31**
10:15 - 10:29	0	31	2	0	5	5	0	0	0	0	0	0	0	**43**
10:30 - 10:44	0	24	6	0	3	1	0	0	0	1	0	0	0	**35**
10:45 - 10:59	2	34	5	0	5	4	0	0	0	0	0	0	0	**50**
11:00 - 11:14	0	25	0	0	7	5	0	0	0	0	0	0	0	**37**
11:15 - 11:29	1	34	2	0	1	3	0	0	0	0	0	0	0	**41**
11:30 - 11:44	0	27	8	0	2	2	0	0	0	0	0	0	0	**39**
11:45 - 11:59	0	30	4	0	1	4	0	0	0	0	0	0	0	**39**
12:00 - 12:14	0	27	5	0	3	1	0	0	0	0	0	0	0	**36**
12:15 - 12:29	0	28	4	0	4	3	0	0	0	0	0	0	0	**39**
12:30 - 12:44	1	31	3	0	2	4	0	0	0	0	0	0	0	**41**
12:45 - 12:59	1	34	7	0	5	2	0	0	0	0	0	0	0	**49**
Totals	11	664	101	2	76	74	4	1	2	1	0	0	0	**936**
Percent of Total	1.2	70.9	10.8	0.2	8.1	7.9	0.4	0.1	0.2	0.1	0.0	0.0	0.0	**100**
Percent of AM	1.2	70.6	10.6	0.3	8.0	8.3	0.5	0.1	0.3	0.1	0.0	0.0	0.0	**100**
Percent of PM	1.2	72.7	11.5	0.0	8.5	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100**

Daily Eastbound Classes Report

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

Truck Summary:

Total Trucks: 160 % Trucks: 17.1 AM % Trucks: 17.6 PM % Trucks: 14.5

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Westbound Classes Report

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
02:00 - 02:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
02:30 - 02:44	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
02:45 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:00 - 03:14	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
03:15 - 03:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
03:45 - 03:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:15 - 04:29	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
04:30 - 04:44	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
04:45 - 04:59	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
05:00 - 05:14	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
05:15 - 05:29	0	8	4	0	0	0	0	0	1	0	0	0	0	**13**
05:30 - 05:44	0	21	6	0	1	0	0	0	0	0	0	0	0	**28**
05:45 - 05:59	0	17	4	0	1	0	0	0	0	0	0	0	0	**22**
06:00 - 06:14	1	12	5	0	2	0	0	0	0	0	0	0	0	**20**
06:15 - 06:29	0	22	4	0	0	0	0	0	0	0	0	0	0	**26**
06:30 - 06:44	0	16	1	0	2	1	0	0	0	0	0	0	0	**20**
06:45 - 06:59	0	18	2	0	5	0	0	0	0	0	0	0	0	**25**
07:00 - 07:14	1	12	1	0	1	1	2	0	0	0	0	0	0	**18**
07:15 - 07:29	1	15	5	0	5	2	4	0	0	0	0	0	0	**32**
07:30 - 07:44	0	32	0	0	1	2	0	0	0	0	0	0	0	**35**
07:45 - 07:59	1	40	5	0	3	0	1	0	0	0	0	0	1	**51**
08:00 - 08:14	0	34	4	0	1	3	3	0	0	0	0	0	0	**45**
08:15 - 08:29	0	25	4	0	3	2	0	0	0	0	0	0	0	**34**
08:30 - 08:44	1	27	2	0	1	1	2	0	1	0	0	0	0	**35**
08:45 - 08:59	2	25	5	0	2	1	5	0	0	0	0	0	0	**40**
09:00 - 09:14	0	30	3	0	3	1	0	0	0	0	0	0	0	**37**
09:15 - 09:29	1	26	2	0	4	1	2	0	1	0	0	0	0	**37**
09:30 - 09:44	1	25	3	0	5	0	1	0	0	0	0	0	0	**35**
09:45 - 09:59	1	20	3	0	5	2	3	0	0	0	0	0	0	**34**
10:00 - 10:14	1	23	6	0	3	1	2	1	0	0	0	0	0	**37**
10:15 - 10:29	0	19	5	0	5	0	3	0	0	0	0	0	0	**32**
10:30 - 10:44	0	29	3	0	3	2	2	0	0	0	0	0	0	**39**
10:45 - 10:59	2	39	7	0	2	0	2	0	0	0	0	0	0	**52**
11:00 - 11:14	0	33	7	0	3	1	2	0	0	0	0	0	0	**46**
11:15 - 11:29	1	30	11	0	6	3	3	0	0	0	0	0	0	**54**
11:30 - 11:44	1	32	5	0	3	0	3	1	0	0	0	0	0	**45**
11:45 - 11:59	0	31	7	0	3	0	2	0	0	0	0	0	0	**43**
12:00 - 12:14	2	45	3	0	1	2	2	0	1	0	0	0	0	**56**
12:15 - 12:29	0	34	3	0	4	0	1	0	0	0	0	0	1	**43**
12:30 - 12:44	3	34	4	0	4	0	3	1	0	0	0	0	0	**49**
12:45 - 12:59	0	28	7	0	5	1	1	0	0	0	0	0	0	**42**
Totals	20	866	141	0	88	27	49	3	4	0	0	0	2	**1200**
Percent of Total	1.7	72.2	11.8	0.0	7.3	2.3	4.1	0.3	0.3	0.0	0.0	0.0	0.2	**100**
Percent of AM	1.5	71.8	12.3	0.0	7.3	2.4	4.2	0.2	0.3	0.0	0.0	0.0	0.1	**100**
Percent of PM	2.6	74.2	8.9	0.0	7.4	1.6	3.7	0.5	0.5	0.0	0.0	0.0	0.5	**100**

Daily Westbound Classes Report

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

Truck Summary:

Total Trucks: 173 % Trucks: 14.4 AM % Trucks: 14.5 PM % Trucks: 14.2

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
02:00 - 02:14	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**
02:15 - 02:29	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
02:30 - 02:44	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
02:45 - 02:59	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
03:00 - 03:14	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
03:15 - 03:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
03:45 - 03:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
04:15 - 04:29	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
04:30 - 04:44	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
04:45 - 04:59	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
05:00 - 05:14	0	14	3	0	1	0	0	0	0	0	0	0	0	**18**
05:15 - 05:29	0	14	6	0	0	0	0	0	1	0	0	0	0	**21**
05:30 - 05:44	0	22	6	0	1	0	0	0	0	0	0	0	0	**29**
05:45 - 05:59	0	20	4	0	1	0	0	0	0	0	0	0	0	**25**
06:00 - 06:14	1	15	5	0	2	0	0	0	0	0	0	0	0	**23**
06:15 - 06:29	0	25	4	0	0	0	0	0	0	0	0	0	0	**29**
06:30 - 06:44	0	25	5	0	2	1	0	0	0	0	0	0	0	**33**
06:45 - 06:59	0	29	2	0	5	4	0	0	0	0	0	0	0	**40**
07:00 - 07:14	1	22	3	0	5	3	2	0	1	0	0	0	0	**37**
07:15 - 07:29	1	37	5	0	7	4	4	0	0	0	0	0	0	**58**
07:30 - 07:44	0	65	2	1	4	3	0	0	0	0	0	0	0	**75**
07:45 - 07:59	2	80	10	1	4	6	1	0	0	0	0	0	1	**105**
08:00 - 08:14	0	54	15	0	1	6	4	0	0	0	0	0	0	**80**
08:15 - 08:29	2	44	6	0	3	4	1	0	0	0	0	0	0	**60**
08:30 - 08:44	1	47	5	0	3	6	2	0	2	0	0	0	0	**66**
08:45 - 08:59	2	47	7	0	6	3	5	0	0	0	0	0	0	**70**
09:00 - 09:14	0	52	4	0	6	4	0	0	0	0	0	0	0	**66**
09:15 - 09:29	2	42	6	0	8	6	3	0	1	0	0	0	0	**68**
09:30 - 09:44	1	48	8	0	9	1	1	1	0	0	0	0	0	**69**
09:45 - 09:59	1	40	6	0	9	4	3	0	0	0	0	0	0	**63**
10:00 - 10:14	2	39	10	0	10	3	3	1	0	0	0	0	0	**68**
10:15 - 10:29	0	50	7	0	10	5	3	0	0	0	0	0	0	**75**
10:30 - 10:44	0	53	9	0	6	3	2	0	0	1	0	0	0	**74**
10:45 - 10:59	4	73	12	0	7	4	2	0	0	0	0	0	0	**102**
11:00 - 11:14	0	58	7	0	10	6	2	0	0	0	0	0	0	**83**
11:15 - 11:29	2	64	13	0	7	6	3	0	0	0	0	0	0	**95**
11:30 - 11:44	1	59	13	0	5	2	3	1	0	0	0	0	0	**84**
11:45 - 11:59	0	61	11	0	4	4	2	0	0	0	0	0	0	**82**
12:00 - 12:14	2	72	8	0	4	3	2	0	1	0	0	0	0	**92**
12:15 - 12:29	0	62	7	0	8	3	1	0	0	0	0	0	1	**82**
12:30 - 12:44	4	65	7	0	6	4	3	1	0	0	0	0	0	**90**
12:45 - 12:59	1	62	14	0	10	3	1	0	0	0	0	0	0	**91**
Totals	31	1530	242	2	164	101	53	4	6	1	0	0	2	**2136**
Percent of Total	1.5	71.6	11.3	0.1	7.7	4.7	2.5	0.2	0.3	0.0	0.0	0.0	0.1	**100**
Percent of AM	1.3	71.3	11.6	0.1	7.6	4.9	2.6	0.2	0.3	0.1	0.0	0.0	0.1	**100**
Percent of PM	2.0	73.5	10.1	0.0	7.9	3.7	2.0	0.3	0.3	0.0	0.0	0.0	0.3	**100**

Daily Total Classes Report

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

Truck Summary:

Total Trucks: 333 % Trucks: 15.6 AM % Trucks: 15.8 PM % Trucks: 14.4

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
02:00 - 02:14	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	**4**
02:15 - 02:29	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**
02:30 - 02:44	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:15 - 04:29	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
04:30 - 04:44	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
04:45 - 04:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
05:00 - 05:14	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**
05:15 - 05:29	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	**8**
05:30 - 05:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:45 - 05:59	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
06:00 - 06:14	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	**3**
06:15 - 06:29	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
06:30 - 06:44	0	0	0	4	7	2	0	0	0	0	0	0	0	0	0	**13**
06:45 - 06:59	0	0	3	3	8	1	0	0	0	0	0	0	0	0	0	**15**
07:00 - 07:14	0	0	2	5	9	2	1	0	0	0	0	0	0	0	0	**19**
07:15 - 07:29	0	0	0	12	12	2	0	0	0	0	0	0	0	0	0	**26**
07:30 - 07:44	1	0	1	18	17	2	1	0	0	0	0	0	0	0	0	**40**
07:45 - 07:59	0	0	5	16	25	7	1	0	0	0	0	0	0	0	0	**54**
08:00 - 08:14	1	0	6	15	10	3	0	0	0	0	0	0	0	0	0	**35**
08:15 - 08:29	1	1	1	10	10	2	0	0	0	0	1	0	0	0	0	**26**
08:30 - 08:44	0	0	6	6	16	3	0	0	0	0	0	0	0	0	0	**31**
08:45 - 08:59	0	0	0	14	12	4	0	0	0	0	0	0	0	0	0	**30**
09:00 - 09:14	0	1	4	12	10	2	0	0	0	0	0	0	0	0	0	**29**
09:15 - 09:29	0	1	6	15	6	2	0	0	0	0	0	0	1	0	0	**31**
09:30 - 09:44	0	0	8	13	12	1	0	0	0	0	0	0	0	0	0	**34**
09:45 - 09:59	0	0	5	11	11	2	0	0	0	0	0	0	0	0	0	**29**
10:00 - 10:14	0	0	5	14	10	2	0	0	0	0	0	0	0	0	0	**31**
10:15 - 10:29	0	1	7	17	13	5	0	0	0	0	0	0	0	0	0	**43**
10:30 - 10:44	0	0	4	17	12	2	0	0	0	0	0	0	0	0	0	**35**
10:45 - 10:59	0	1	8	20	20	1	0	0	0	0	0	0	0	0	0	**50**
11:00 - 11:14	0	1	3	10	17	5	0	0	0	0	0	0	0	0	1	**37**
11:15 - 11:29	0	0	5	20	14	2	0	0	0	0	0	0	0	0	0	**41**
11:30 - 11:44	0	0	4	25	9	1	0	0	0	0	0	0	0	0	0	**39**
11:45 - 11:59	0	0	8	10	20	1	0	0	0	0	0	0	0	0	0	**39**
12:00 - 12:14	0	2	5	13	13	3	0	0	0	0	0	0	0	0	0	**36**
12:15 - 12:29	0	1	5	16	13	4	0	0	0	0	0	0	0	0	0	**39**
12:30 - 12:44	0	0	10	16	13	2	0	0	0	0	0	0	0	0	0	**41**
12:45 - 12:59	1	1	6	20	17	4	0	0	0	0	0	0	0	0	0	**49**
Totals	4	12	118	367	354	75	3	0	0	0	1	0	1	0	1	**936**
Percent of Total	0.4	1.3	12.6	39.2	37.8	8.0	0.3	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	**100**
Percent of AM	0.4	1.0	11.9	39.2	38.7	8.0	0.4	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	**100**
Percent of PM	0.6	2.4	15.8	39.4	33.9	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100**

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

Posted Speed: 25

Standard Deviation:	5.4 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	34.2 MPH
Mean Speed:	29.6 MPH	Percent in Ten Mile Pace:	77.0%		
Median Speed:	29.5 MPH			15th Percentile:	25.1 MPH
Modal Speed:	27.5 MPH			90th Percentile:	34.8 MPH
				95th Percentile:	37.2 MPH

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location
Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
02:00 - 02:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	**4**
02:30 - 02:44	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
02:45 - 02:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:00 - 03:14	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	**4**
03:15 - 03:29	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	**4**
03:45 - 03:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:15 - 04:29	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	**7**
04:30 - 04:44	0	0	0	4	5	3	0	0	0	0	0	0	0	0	0	**12**
04:45 - 04:59	0	0	0	2	13	4	0	0	0	0	0	0	0	0	0	**19**
05:00 - 05:14	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0	**13**
05:15 - 05:29	0	0	3	2	4	4	0	0	0	0	0	0	0	0	0	**13**
05:30 - 05:44	0	0	2	11	13	2	0	0	0	0	0	0	0	0	0	**28**
05:45 - 05:59	0	0	0	2	12	8	0	0	0	0	0	0	0	0	0	**22**
06:00 - 06:14	0	0	1	4	9	5	1	0	0	0	0	0	0	0	0	**20**
06:15 - 06:29	0	0	1	8	13	4	0	0	0	0	0	0	0	0	0	**26**
06:30 - 06:44	0	0	0	4	12	4	0	0	0	0	0	0	0	0	0	**20**
06:45 - 06:59	0	0	3	7	11	4	0	0	0	0	0	0	0	0	0	**25**
07:00 - 07:14	0	0	3	7	6	2	0	0	0	0	0	0	0	0	0	**18**
07:15 - 07:29	0	1	6	12	12	1	0	0	0	0	0	0	0	0	0	**32**
07:30 - 07:44	0	1	1	11	19	3	0	0	0	0	0	0	0	0	0	**35**
07:45 - 07:59	0	3	2	16	21	7	2	0	0	0	0	0	0	0	0	**51**
08:00 - 08:14	0	0	15	12	16	2	0	0	0	0	0	0	0	0	0	**45**
08:15 - 08:29	0	1	1	22	6	4	0	0	0	0	0	0	0	0	0	**34**
08:30 - 08:44	0	0	9	11	12	3	0	0	0	0	0	0	0	0	0	**35**
08:45 - 08:59	0	1	9	19	9	1	0	0	1	0	0	0	0	0	0	**40**
09:00 - 09:14	0	0	7	12	16	2	0	0	0	0	0	0	0	0	0	**37**
09:15 - 09:29	0	0	11	13	10	1	2	0	0	0	0	0	0	0	0	**37**
09:30 - 09:44	0	0	1	18	7	8	1	0	0	0	0	0	0	0	0	**35**
09:45 - 09:59	0	0	3	15	13	3	0	0	0	0	0	0	0	0	0	**34**
10:00 - 10:14	0	0	8	18	9	2	0	0	0	0	0	0	0	0	0	**37**
10:15 - 10:29	0	0	4	17	8	1	1	0	0	1	0	0	0	0	0	**32**
10:30 - 10:44	0	0	6	17	14	2	0	0	0	0	0	0	0	0	0	**39**
10:45 - 10:59	0	1	12	21	16	2	0	0	0	0	0	0	0	0	0	**52**
11:00 - 11:14	0	0	14	22	7	3	0	0	0	0	0	0	0	0	0	**46**
11:15 - 11:29	1	0	12	26	13	1	0	0	1	0	0	0	0	0	0	**54**
11:30 - 11:44	0	2	7	16	15	4	1	0	0	0	0	0	0	0	0	**45**
11:45 - 11:59	0	0	8	18	15	2	0	0	0	0	0	0	0	0	0	**43**
12:00 - 12:14	0	1	12	27	15	1	0	0	0	0	0	0	0	0	0	**56**
12:15 - 12:29	0	0	3	18	18	4	0	0	0	0	0	0	0	0	0	**43**
12:30 - 12:44	1	3	13	16	15	1	0	0	0	0	0	0	0	0	0	**49**
12:45 - 12:59	0	0	5	14	22	1	0	0	0	0	0	0	0	0	0	**42**
Totals	2	15	185	456	426	104	8	1	2	1	0	0	0	0	0	**1200**
Percent of Total	0.2	1.3	15.4	38.0	35.5	8.7	0.7	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	**100**
Percent of AM	0.1	1.1	15.0	37.7	35.2	9.6	0.8	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	**100**
Percent of PM	0.5	2.1	17.4	39.5	36.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100**

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

Posted Speed: 25

Standard Deviation:	5.0 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	34.2 MPH
Mean Speed:	29.4 MPH	Percent in Ten Mile Pace:	73.5%		
Median Speed:	29.4 MPH			15th Percentile:	24.4 MPH
Modal Speed:	27.5 MPH			90th Percentile:	34.9 MPH
				95th Percentile:	37.7 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location
Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
02:00 - 02:14	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	**5**
02:15 - 02:29	0	0	1	3	2	1	0	1	0	0	0	0	0	0	0	**8**
02:30 - 02:44	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
02:45 - 02:59	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
03:00 - 03:14	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	**4**
03:15 - 03:29	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	2	0	0	3	1	0	0	0	0	0	0	0	0	0	**6**
03:45 - 03:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
04:15 - 04:29	0	0	0	3	2	4	0	0	0	0	0	0	0	0	0	**9**
04:30 - 04:44	0	0	0	4	5	4	0	0	0	0	0	0	0	0	0	**13**
04:45 - 04:59	0	0	0	3	14	4	0	0	0	0	0	0	0	0	0	**21**
05:00 - 05:14	0	0	0	7	10	1	0	0	0	0	0	0	0	0	0	**18**
05:15 - 05:29	0	0	3	4	10	4	0	0	0	0	0	0	0	0	0	**21**
05:30 - 05:44	0	0	2	11	14	2	0	0	0	0	0	0	0	0	0	**29**
05:45 - 05:59	0	0	0	4	12	9	0	0	0	0	0	0	0	0	0	**25**
06:00 - 06:14	0	0	1	5	9	7	1	0	0	0	0	0	0	0	0	**23**
06:15 - 06:29	0	0	1	9	14	5	0	0	0	0	0	0	0	0	0	**29**
06:30 - 06:44	0	0	0	8	19	6	0	0	0	0	0	0	0	0	0	**33**
06:45 - 06:59	0	0	6	10	19	5	0	0	0	0	0	0	0	0	0	**40**
07:00 - 07:14	0	0	5	12	15	4	1	0	0	0	0	0	0	0	0	**37**
07:15 - 07:29	0	1	6	24	24	3	0	0	0	0	0	0	0	0	0	**58**
07:30 - 07:44	1	1	2	29	36	5	1	0	0	0	0	0	0	0	0	**75**
07:45 - 07:59	0	3	7	32	46	14	3	0	0	0	0	0	0	0	0	**105**
08:00 - 08:14	1	0	21	27	26	5	0	0	0	0	0	0	0	0	0	**80**
08:15 - 08:29	1	2	2	32	16	6	0	0	0	0	1	0	0	0	0	**60**
08:30 - 08:44	0	0	15	17	28	6	0	0	0	0	0	0	0	0	0	**66**
08:45 - 08:59	0	1	9	33	21	5	0	0	1	0	0	0	0	0	0	**70**
09:00 - 09:14	0	1	11	24	26	4	0	0	0	0	0	0	0	0	0	**66**
09:15 - 09:29	0	1	17	28	16	3	2	0	0	0	0	0	1	0	0	**68**
09:30 - 09:44	0	0	9	31	19	9	1	0	0	0	0	0	0	0	0	**69**
09:45 - 09:59	0	0	8	26	24	5	0	0	0	0	0	0	0	0	0	**63**
10:00 - 10:14	0	0	13	32	19	4	0	0	0	0	0	0	0	0	0	**68**
10:15 - 10:29	0	1	11	34	21	6	1	0	0	1	0	0	0	0	0	**75**
10:30 - 10:44	0	0	10	34	26	4	0	0	0	0	0	0	0	0	0	**74**
10:45 - 10:59	0	2	20	41	36	3	0	0	0	0	0	0	0	0	0	**102**
11:00 - 11:14	0	1	17	32	24	8	0	0	0	0	0	0	0	0	1	**83**
11:15 - 11:29	1	0	17	46	27	3	0	0	1	0	0	0	0	0	0	**95**
11:30 - 11:44	0	2	11	41	24	5	1	0	0	0	0	0	0	0	0	**84**
11:45 - 11:59	0	0	16	28	35	3	0	0	0	0	0	0	0	0	0	**82**
12:00 - 12:14	0	3	17	40	28	4	0	0	0	0	0	0	0	0	0	**92**
12:15 - 12:29	0	1	8	34	31	8	0	0	0	0	0	0	0	0	0	**82**
12:30 - 12:44	1	3	23	32	28	3	0	0	0	0	0	0	0	0	0	**90**
12:45 - 12:59	1	1	11	34	39	5	0	0	0	0	0	0	0	0	0	**91**
Totals	6	27	303	823	780	179	11	1	2	1	1	0	1	0	1	**2136**
Percent of Total	0.3	1.3	14.2	38.5	36.5	8.4	0.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	**100**
Percent of AM	0.2	1.1	13.7	38.3	36.7	8.9	0.6	0.1	0.1	0.1	0.1	0.0	0.1	0.0	0.1	**100**
Percent of PM	0.6	2.3	16.6	39.4	35.5	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**100**

Daily Total Speeds (MPH)

Study Date: Wednesday, 05/03/2023
Unit ID:
Location: North Street Location

Posted Speed: 25

Standard Deviation:	5.2 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	34.2 MPH
Mean Speed:	29.5 MPH	Percent in Ten Mile Pace:	75.0%		
Median Speed:	29.4 MPH			15th Percentile:	24.7 MPH
Modal Speed:	27.5 MPH			90th Percentile:	34.9 MPH
				95th Percentile:	37.5 MPH

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	0	0	**0**
00:15 - 00:29	1	0	**1**
00:30 - 00:44	4	1	**5**
00:45 - 00:59	3	1	**4**
01:00 - 01:14	2	0	**2**
01:15 - 01:29	1	2	**3**
01:30 - 01:44	3	1	**4**
01:45 - 01:59	1	1	**2**
02:00 - 02:14	1	0	**1**
02:15 - 02:29	1	0	**1**
02:30 - 02:44	2	0	**2**
02:45 - 02:59	0	0	**0**
03:00 - 03:14	0	0	**0**
03:15 - 03:29	1	0	**1**
03:30 - 03:44	0	0	**0**
03:45 - 03:59	0	2	**2**
04:00 - 04:14	0	0	**0**
04:15 - 04:29	1	1	**2**
04:30 - 04:44	0	5	**5**
04:45 - 04:59	0	1	**1**
05:00 - 05:14	4	2	**6**
05:15 - 05:29	2	5	**7**
05:30 - 05:44	2	7	**9**
05:45 - 05:59	3	10	**13**
06:00 - 06:14	4	6	**10**
06:15 - 06:29	4	5	**9**
06:30 - 06:44	6	10	**16**
06:45 - 06:59	5	12	**17**
07:00 - 07:14	13	10	**23**
07:15 - 07:29	26	22	**48**
07:30 - 07:44	36	26	**62**
07:45 - 07:59	22	46	**68**
08:00 - 08:14	22	21	**43**
08:15 - 08:29	29	22	**51**
08:30 - 08:44	35	38	**73**
08:45 - 08:59	15	31	**46**
09:00 - 09:14	21	21	**42**
09:15 - 09:29	12	19	**31**
09:30 - 09:44	17	11	**28**
09:45 - 09:59	27	31	**58**
10:00 - 10:14	23	16	**39**
10:15 - 10:29	22	17	**39**
10:30 - 10:44	13	24	**37**
10:45 - 10:59	15	19	**34**
11:00 - 11:14	31	10	**41**
11:15 - 11:29	25	29	**54**
11:30 - 11:44	30	16	**46**
11:45 - 11:59	31	32	**63**
12:00 - 12:14	25	26	**51**
12:15 - 12:29	31	26	**57**
12:30 - 12:44	35	27	**62**
12:45 - 12:59	29	18	**47**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	21	17	**38**
13:15 - 13:29	16	29	**45**
13:30 - 13:44	25	26	**51**
13:45 - 13:59	30	21	**51**
14:00 - 14:14	35	17	**52**
14:15 - 14:29	23	24	**47**
14:30 - 14:44	41	35	**76**
14:45 - 14:59	38	31	**69**
15:00 - 15:14	60	36	**96**
15:15 - 15:29	44	40	**84**
15:30 - 15:44	56	34	**90**
15:45 - 15:59	37	32	**69**
16:00 - 16:14	39	24	**63**
16:15 - 16:29	36	21	**57**
16:30 - 16:44	53	38	**91**
16:45 - 16:59	60	31	**91**
17:00 - 17:14	50	24	**74**
17:15 - 17:29	51	39	**90**
17:30 - 17:44	46	32	**78**
17:45 - 17:59	37	27	**64**
18:00 - 18:14	36	35	**71**
18:15 - 18:29	23	28	**51**
18:30 - 18:44	25	25	**50**
18:45 - 18:59	23	26	**49**
19:00 - 19:14	34	22	**56**
19:15 - 19:29	35	18	**53**
19:30 - 19:44	34	15	**49**
19:45 - 19:59	17	15	**32**
20:00 - 20:14	20	13	**33**
20:15 - 20:29	19	10	**29**
20:30 - 20:44	23	14	**37**
20:45 - 20:59	19	9	**28**
21:00 - 21:14	12	7	**19**
21:15 - 21:29	17	8	**25**
21:30 - 21:44	14	9	**23**
21:45 - 21:59	10	4	**14**
22:00 - 22:14	10	4	**14**
22:15 - 22:29	9	6	**15**
22:30 - 22:44	3	2	**5**
22:45 - 22:59	1	2	**3**
23:00 - 23:14	4	5	**9**
23:15 - 23:29	2	2	**4**
23:30 - 23:44	0	1	**1**
23:45 - 23:59	1	1	**2**
Totals	**1825**	**1489**	**3314**
AM Peak Time	**07:37 - 08:36**	**07:49 - 08:48**	**07:42 - 08:41**
AM Peak Volume	**119**	**131**	**237**
PM Peak Time	**16:36 - 17:35**	**14:26 - 15:25**	**16:31 - 17:30**
PM Peak Volume	**220**	**144**	**349**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Daily Northbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:30 - 00:44	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
00:45 - 00:59	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
01:00 - 01:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
01:15 - 01:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
01:45 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:00 - 02:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:30 - 04:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:45 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00 - 05:14	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
05:15 - 05:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
05:30 - 05:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
05:45 - 05:59	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
06:00 - 06:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
06:15 - 06:29	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
06:30 - 06:44	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
06:45 - 06:59	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
07:00 - 07:14	1	10	1	0	1	0	0	0	0	0	0	0	0	**13**
07:15 - 07:29	0	19	1	1	5	0	0	0	0	0	0	0	0	**26**
07:30 - 07:44	0	30	6	0	0	0	0	0	0	0	0	0	0	**36**
07:45 - 07:59	0	16	2	0	4	0	0	0	0	0	0	0	0	**22**
08:00 - 08:14	0	16	3	0	3	0	0	0	0	0	0	0	0	**22**
08:15 - 08:29	0	24	1	2	1	1	0	0	0	0	0	0	0	**29**
08:30 - 08:44	0	28	4	0	3	0	0	0	0	0	0	0	0	**35**
08:45 - 08:59	0	7	2	1	3	2	0	0	0	0	0	0	0	**15**
09:00 - 09:14	0	14	6	0	1	0	0	0	0	0	0	0	0	**21**
09:15 - 09:29	0	6	3	0	3	0	0	0	0	0	0	0	0	**12**
09:30 - 09:44	1	12	4	0	0	0	0	0	0	0	0	0	0	**17**
09:45 - 09:59	0	22	1	0	4	0	0	0	0	0	0	0	0	**27**
10:00 - 10:14	0	21	1	0	1	0	0	0	0	0	0	0	0	**23**
10:15 - 10:29	0	16	3	0	3	0	0	0	0	0	0	0	0	**22**
10:30 - 10:44	0	10	0	0	2	0	0	1	0	0	0	0	0	**13**
10:45 - 10:59	0	11	3	0	1	0	0	0	0	0	0	0	0	**15**
11:00 - 11:14	0	23	5	0	3	0	0	0	0	0	0	0	0	**31**
11:15 - 11:29	0	22	1	0	2	0	0	0	0	0	0	0	0	**25**
11:30 - 11:44	0	26	2	0	2	0	0	0	0	0	0	0	0	**30**
11:45 - 11:59	0	26	3	0	2	0	0	0	0	0	0	0	0	**31**
12:00 - 12:14	0	15	5	0	5	0	0	0	0	0	0	0	0	**25**
12:15 - 12:29	0	23	6	0	2	0	0	0	0	0	0	0	0	**31**
12:30 - 12:44	1	27	5	0	2	0	0	0	0	0	0	0	0	**35**
12:45 - 12:59	0	19	3	1	6	0	0	0	0	0	0	0	0	**29**

Daily Northbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	15	6	0	0	0	0	0	0	0	0	0	0	**21**
13:15 - 13:29	1	13	1	0	1	0	0	0	0	0	0	0	0	**16**
13:30 - 13:44	0	21	1	0	2	0	0	1	0	0	0	0	0	**25**
13:45 - 13:59	0	24	2	0	4	0	0	0	0	0	0	0	0	**30**
14:00 - 14:14	0	29	5	0	1	0	0	0	0	0	0	0	0	**35**
14:15 - 14:29	1	18	2	0	2	0	0	0	0	0	0	0	0	**23**
14:30 - 14:44	0	36	2	0	3	0	0	0	0	0	0	0	0	**41**
14:45 - 14:59	0	32	3	0	3	0	0	0	0	0	0	0	0	**38**
15:00 - 15:14	0	51	1	0	8	0	0	0	0	0	0	0	0	**60**
15:15 - 15:29	1	30	6	0	5	0	0	2	0	0	0	0	0	**44**
15:30 - 15:44	0	43	7	1	5	0	0	0	0	0	0	0	0	**56**
15:45 - 15:59	0	29	5	0	2	0	0	1	0	0	0	0	0	**37**
16:00 - 16:14	0	33	2	0	4	0	0	0	0	0	0	0	0	**39**
16:15 - 16:29	0	32	2	0	2	0	0	0	0	0	0	0	0	**36**
16:30 - 16:44	0	42	3	0	8	0	0	0	0	0	0	0	0	**53**
16:45 - 16:59	1	42	10	0	7	0	0	0	0	0	0	0	0	**60**
17:00 - 17:14	0	44	5	0	1	0	0	0	0	0	0	0	0	**50**
17:15 - 17:29	0	38	6	0	7	0	0	0	0	0	0	0	0	**51**
17:30 - 17:44	2	36	4	0	4	0	0	0	0	0	0	0	0	**46**
17:45 - 17:59	0	25	4	0	8	0	0	0	0	0	0	0	0	**37**
18:00 - 18:14	1	27	5	0	3	0	0	0	0	0	0	0	0	**36**
18:15 - 18:29	0	18	1	0	3	0	0	1	0	0	0	0	0	**23**
18:30 - 18:44	0	19	3	0	3	0	0	0	0	0	0	0	0	**25**
18:45 - 18:59	0	17	4	0	2	0	0	0	0	0	0	0	0	**23**
19:00 - 19:14	1	27	4	0	2	0	0	0	0	0	0	0	0	**34**
19:15 - 19:29	0	28	4	0	3	0	0	0	0	0	0	0	0	**35**
19:30 - 19:44	0	26	4	0	4	0	0	0	0	0	0	0	0	**34**
19:45 - 19:59	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**
20:00 - 20:14	1	13	4	0	1	0	0	1	0	0	0	0	0	**20**
20:15 - 20:29	0	11	5	0	3	0	0	0	0	0	0	0	0	**19**
20:30 - 20:44	0	18	1	0	4	0	0	0	0	0	0	0	0	**23**
20:45 - 20:59	1	14	1	0	3	0	0	0	0	0	0	0	0	**19**
21:00 - 21:14	0	10	0	0	2	0	0	0	0	0	0	0	0	**12**
21:15 - 21:29	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
21:30 - 21:44	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
21:45 - 21:59	0	7	1	0	2	0	0	0	0	0	0	0	0	**10**
22:00 - 22:14	0	6	2	0	2	0	0	0	0	0	0	0	0	**10**
22:15 - 22:29	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
22:30 - 22:44	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:45 - 22:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:00 - 23:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:15 - 23:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30 - 23:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:45 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**13**	**1413**	**200**	**6**	**183**	**3**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1825**
Percent of Total	**0.7**	**77.4**	**11.0**	**0.3**	**10.0**	**0.2**	**0.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.4**	**77.1**	**11.2**	**0.8**	**9.7**	**0.6**	**0.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.8**	**77.5**	**10.8**	**0.2**	**10.2**	**0.0**	**0.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Northbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Truck Summary:

Total Trucks: 199 % Trucks: 10.9 AM % Trucks: 11.2 PM % Trucks: 10.8

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Southbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:45 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
01:30 - 01:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:30 - 04:44	0	3	0	0	2	0	0	0	0	0	0	0	0	**5**
04:45 - 04:59	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
05:00 - 05:14	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
05:15 - 05:29	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
05:30 - 05:44	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
05:45 - 05:59	0	4	4	0	2	0	0	0	0	0	0	0	0	**10**
06:00 - 06:14	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
06:15 - 06:29	1	2	2	0	0	0	0	0	0	0	0	0	0	**5**
06:30 - 06:44	0	6	3	0	1	0	0	0	0	0	0	0	0	**10**
06:45 - 06:59	0	5	4	0	3	0	0	0	0	0	0	0	0	**12**
07:00 - 07:14	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
07:15 - 07:29	0	16	3	0	3	0	0	0	0	0	0	0	0	**22**
07:30 - 07:44	0	20	1	0	5	0	0	0	0	0	0	0	0	**26**
07:45 - 07:59	0	37	5	0	4	0	0	0	0	0	0	0	0	**46**
08:00 - 08:14	0	16	1	0	4	0	0	0	0	0	0	0	0	**21**
08:15 - 08:29	0	16	1	0	5	0	0	0	0	0	0	0	0	**22**
08:30 - 08:44	0	32	3	0	3	0	0	0	0	0	0	0	0	**38**
08:45 - 08:59	0	23	1	0	7	0	0	0	0	0	0	0	0	**31**
09:00 - 09:14	0	15	1	0	5	0	0	0	0	0	0	0	0	**21**
09:15 - 09:29	0	14	4	0	1	0	0	0	0	0	0	0	0	**19**
09:30 - 09:44	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
09:45 - 09:59	0	25	3	0	3	0	0	0	0	0	0	0	0	**31**
10:00 - 10:14	0	9	4	0	2	1	0	0	0	0	0	0	0	**16**
10:15 - 10:29	0	10	2	0	5	0	0	0	0	0	0	0	0	**17**
10:30 - 10:44	0	18	2	0	3	1	0	0	0	0	0	0	0	**24**
10:45 - 10:59	0	13	4	0	2	0	0	0	0	0	0	0	0	**19**
11:00 - 11:14	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
11:15 - 11:29	0	24	5	0	0	0	0	0	0	0	0	0	0	**29**
11:30 - 11:44	0	11	4	0	1	0	0	0	0	0	0	0	0	**16**
11:45 - 11:59	0	23	6	0	3	0	0	0	0	0	0	0	0	**32**
12:00 - 12:14	0	20	3	0	3	0	0	0	0	0	0	0	0	**26**
12:15 - 12:29	0	21	4	0	0	1	0	0	0	0	0	0	0	**26**
12:30 - 12:44	0	19	2	0	5	0	0	1	0	0	0	0	0	**27**
12:45 - 12:59	0	15	2	0	1	0	0	0	0	0	0	0	0	**18**

Daily Southbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	13	3	0	1	0	0	0	0	0	0	0	0	**17**
13:15 - 13:29	0	20	5	0	3	0	0	1	0	0	0	0	0	**29**
13:30 - 13:44	0	19	4	0	3	0	0	0	0	0	0	0	0	**26**
13:45 - 13:59	0	17	0	0	4	0	0	0	0	0	0	0	0	**21**
14:00 - 14:14	0	16	0	0	1	0	0	0	0	0	0	0	0	**17**
14:15 - 14:29	0	20	0	1	3	0	0	0	0	0	0	0	0	**24**
14:30 - 14:44	0	25	2	2	6	0	0	0	0	0	0	0	0	**35**
14:45 - 14:59	0	24	3	1	3	0	0	0	0	0	0	0	0	**31**
15:00 - 15:14	1	27	2	3	3	0	0	0	0	0	0	0	0	**36**
15:15 - 15:29	0	33	3	0	2	1	0	1	0	0	0	0	0	**40**
15:30 - 15:44	0	32	1	0	1	0	0	0	0	0	0	0	0	**34**
15:45 - 15:59	0	25	4	0	1	0	0	1	0	0	0	1	0	**32**
16:00 - 16:14	0	16	2	0	6	0	0	0	0	0	0	0	0	**24**
16:15 - 16:29	1	14	3	0	3	0	0	0	0	0	0	0	0	**21**
16:30 - 16:44	1	32	2	0	2	0	0	1	0	0	0	0	0	**38**
16:45 - 16:59	0	23	3	0	5	0	0	0	0	0	0	0	0	**31**
17:00 - 17:14	0	21	2	0	1	0	0	0	0	0	0	0	0	**24**
17:15 - 17:29	0	33	2	0	4	0	0	0	0	0	0	0	0	**39**
17:30 - 17:44	0	24	4	0	4	0	0	0	0	0	0	0	0	**32**
17:45 - 17:59	1	17	3	0	6	0	0	0	0	0	0	0	0	**27**
18:00 - 18:14	0	27	6	0	2	0	0	0	0	0	0	0	0	**35**
18:15 - 18:29	1	17	7	0	3	0	0	0	0	0	0	0	0	**28**
18:30 - 18:44	0	20	0	0	5	0	0	0	0	0	0	0	0	**25**
18:45 - 18:59	0	21	3	0	2	0	0	0	0	0	0	0	0	**26**
19:00 - 19:14	0	16	3	0	2	0	0	1	0	0	0	0	0	**22**
19:15 - 19:29	0	11	0	0	6	0	0	1	0	0	0	0	0	**18**
19:30 - 19:44	0	10	3	0	2	0	0	0	0	0	0	0	0	**15**
19:45 - 19:59	0	8	1	0	6	0	0	0	0	0	0	0	0	**15**
20:00 - 20:14	0	10	0	0	2	1	0	0	0	0	0	0	0	**13**
20:15 - 20:29	0	8	0	0	2	0	0	0	0	0	0	0	0	**10**
20:30 - 20:44	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
20:45 - 20:59	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
21:00 - 21:14	0	3	3	0	1	0	0	0	0	0	0	0	0	**7**
21:15 - 21:29	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
21:30 - 21:44	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
21:45 - 21:59	0	2	0	0	2	0	0	0	0	0	0	0	0	**4**
22:00 - 22:14	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
22:15 - 22:29	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
22:30 - 22:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:45 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
23:15 - 23:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30 - 23:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**6**	**1118**	**164**	**7**	**181**	**5**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**1489**
Percent of Total	**0.4**	**75.1**	**11.0**	**0.5**	**12.2**	**0.3**	**0.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.1**	**0.0**	**100**
Percent of AM	**0.2**	**73.2**	**13.1**	**0.0**	**13.1**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.5**	**76.2**	**9.8**	**0.7**	**11.6**	**0.3**	**0.0**	**0.7**	**0.0**	**0.0**	**0.0**	**0.1**	**0.0**	**100**

Daily Southbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Truck Summary:

Total Trucks: 201 % Trucks: 13.5 AM % Trucks: 13.5 PM % Trucks: 13.5

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:30 - 00:44	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
00:45 - 00:59	0	2	0	0	2	0	0	0	0	0	0	0	0	**4**
01:00 - 01:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
01:15 - 01:29	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
01:30 - 01:44	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
01:45 - 01:59	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
02:00 - 02:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:30 - 04:44	0	3	0	0	2	0	0	0	0	0	0	0	0	**5**
04:45 - 04:59	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
05:00 - 05:14	0	3	2	0	1	0	0	0	0	0	0	0	0	**6**
05:15 - 05:29	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
05:30 - 05:44	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
05:45 - 05:59	0	6	5	0	2	0	0	0	0	0	0	0	0	**13**
06:00 - 06:14	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
06:15 - 06:29	1	6	2	0	0	0	0	0	0	0	0	0	0	**9**
06:30 - 06:44	0	10	4	0	2	0	0	0	0	0	0	0	0	**16**
06:45 - 06:59	0	9	4	0	4	0	0	0	0	0	0	0	0	**17**
07:00 - 07:14	1	19	2	0	1	0	0	0	0	0	0	0	0	**23**
07:15 - 07:29	0	35	4	1	8	0	0	0	0	0	0	0	0	**48**
07:30 - 07:44	0	50	7	0	5	0	0	0	0	0	0	0	0	**62**
07:45 - 07:59	0	53	7	0	8	0	0	0	0	0	0	0	0	**68**
08:00 - 08:14	0	32	4	0	7	0	0	0	0	0	0	0	0	**43**
08:15 - 08:29	0	40	2	2	6	1	0	0	0	0	0	0	0	**51**
08:30 - 08:44	0	60	7	0	6	0	0	0	0	0	0	0	0	**73**
08:45 - 08:59	0	30	3	1	10	2	0	0	0	0	0	0	0	**46**
09:00 - 09:14	0	29	7	0	6	0	0	0	0	0	0	0	0	**42**
09:15 - 09:29	0	20	7	0	4	0	0	0	0	0	0	0	0	**31**
09:30 - 09:44	1	21	5	0	1	0	0	0	0	0	0	0	0	**28**
09:45 - 09:59	0	47	4	0	7	0	0	0	0	0	0	0	0	**58**
10:00 - 10:14	0	30	5	0	3	1	0	0	0	0	0	0	0	**39**
10:15 - 10:29	0	26	5	0	8	0	0	0	0	0	0	0	0	**39**
10:30 - 10:44	0	28	2	0	5	1	0	1	0	0	0	0	0	**37**
10:45 - 10:59	0	24	7	0	3	0	0	0	0	0	0	0	0	**34**
11:00 - 11:14	0	32	6	0	3	0	0	0	0	0	0	0	0	**41**
11:15 - 11:29	0	46	6	0	2	0	0	0	0	0	0	0	0	**54**
11:30 - 11:44	0	37	6	0	3	0	0	0	0	0	0	0	0	**46**
11:45 - 11:59	0	49	9	0	5	0	0	0	0	0	0	0	0	**63**
12:00 - 12:14	0	35	8	0	8	0	0	0	0	0	0	0	0	**51**
12:15 - 12:29	0	44	10	0	2	1	0	0	0	0	0	0	0	**57**
12:30 - 12:44	1	46	7	0	7	0	0	1	0	0	0	0	0	**62**
12:45 - 12:59	0	34	5	1	7	0	0	0	0	0	0	0	0	**47**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	28	9	0	1	0	0	0	0	0	0	0	0	**38**
13:15 - 13:29	1	33	6	0	4	0	0	1	0	0	0	0	0	**45**
13:30 - 13:44	0	40	5	0	5	0	0	1	0	0	0	0	0	**51**
13:45 - 13:59	0	41	2	0	8	0	0	0	0	0	0	0	0	**51**
14:00 - 14:14	0	45	5	0	2	0	0	0	0	0	0	0	0	**52**
14:15 - 14:29	1	38	2	1	5	0	0	0	0	0	0	0	0	**47**
14:30 - 14:44	0	61	4	2	9	0	0	0	0	0	0	0	0	**76**
14:45 - 14:59	0	56	6	1	6	0	0	0	0	0	0	0	0	**69**
15:00 - 15:14	1	78	3	3	11	0	0	0	0	0	0	0	0	**96**
15:15 - 15:29	1	63	9	0	7	1	0	3	0	0	0	0	0	**84**
15:30 - 15:44	0	75	8	1	6	0	0	0	0	0	0	0	0	**90**
15:45 - 15:59	0	54	9	0	3	0	0	2	0	0	0	1	0	**69**
16:00 - 16:14	0	49	4	0	10	0	0	0	0	0	0	0	0	**63**
16:15 - 16:29	1	46	5	0	5	0	0	0	0	0	0	0	0	**57**
16:30 - 16:44	1	74	5	0	10	0	0	1	0	0	0	0	0	**91**
16:45 - 16:59	1	65	13	0	12	0	0	0	0	0	0	0	0	**91**
17:00 - 17:14	0	65	7	0	2	0	0	0	0	0	0	0	0	**74**
17:15 - 17:29	0	71	8	0	11	0	0	0	0	0	0	0	0	**90**
17:30 - 17:44	2	60	8	0	8	0	0	0	0	0	0	0	0	**78**
17:45 - 17:59	1	42	7	0	14	0	0	0	0	0	0	0	0	**64**
18:00 - 18:14	1	54	11	0	5	0	0	0	0	0	0	0	0	**71**
18:15 - 18:29	1	35	8	0	6	0	0	1	0	0	0	0	0	**51**
18:30 - 18:44	0	39	3	0	8	0	0	0	0	0	0	0	0	**50**
18:45 - 18:59	0	38	7	0	4	0	0	0	0	0	0	0	0	**49**
19:00 - 19:14	1	43	7	0	4	0	0	1	0	0	0	0	0	**56**
19:15 - 19:29	0	39	4	0	9	0	0	1	0	0	0	0	0	**53**
19:30 - 19:44	0	36	7	0	6	0	0	0	0	0	0	0	0	**49**
19:45 - 19:59	0	22	3	0	7	0	0	0	0	0	0	0	0	**32**
20:00 - 20:14	1	23	4	0	3	1	0	1	0	0	0	0	0	**33**
20:15 - 20:29	0	19	5	0	5	0	0	0	0	0	0	0	0	**29**
20:30 - 20:44	0	29	3	0	5	0	0	0	0	0	0	0	0	**37**
20:45 - 20:59	1	20	3	0	4	0	0	0	0	0	0	0	0	**28**
21:00 - 21:14	0	13	3	0	3	0	0	0	0	0	0	0	0	**19**
21:15 - 21:29	0	18	6	0	1	0	0	0	0	0	0	0	0	**25**
21:30 - 21:44	0	19	2	0	2	0	0	0	0	0	0	0	0	**23**
21:45 - 21:59	0	9	1	0	4	0	0	0	0	0	0	0	0	**14**
22:00 - 22:14	0	9	2	0	3	0	0	0	0	0	0	0	0	**14**
22:15 - 22:29	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**
22:30 - 22:44	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
22:45 - 22:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:00 - 23:14	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
23:15 - 23:29	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:30 - 23:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
Totals	**19**	**2531**	**364**	**13**	**364**	**8**	**0**	**14**	**0**	**0**	**0**	**1**	**0**	**3314**
Percent of Total	**0.6**	**76.4**	**11.0**	**0.4**	**11.0**	**0.2**	**0.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.3**	**75.1**	**12.2**	**0.4**	**11.4**	**0.5**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.7**	**77.0**	**10.4**	**0.4**	**10.8**	**0.1**	**0.0**	**0.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Truck Summary:

Total Trucks: 400 % Trucks: 12.1 AM % Trucks: 12.4 PM % Trucks: 11.9

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location
Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:30 - 00:44	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
00:45 - 00:59	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	**3**
01:00 - 01:14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
01:15 - 01:29	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
01:45 - 01:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:00 - 02:14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:30 - 04:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:45 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00 - 05:14	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	**4**
05:15 - 05:29	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
05:30 - 05:44	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
05:45 - 05:59	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	**3**
06:00 - 06:14	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	**4**
06:15 - 06:29	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
06:30 - 06:44	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**
06:45 - 06:59	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	**5**
07:00 - 07:14	0	0	0	6	5	1	1	0	0	0	0	0	0	0	0	**13**
07:15 - 07:29	1	0	2	15	6	2	0	0	0	0	0	0	0	0	0	**26**
07:30 - 07:44	1	1	5	20	8	1	0	0	0	0	0	0	0	0	0	**36**
07:45 - 07:59	2	1	2	13	4	0	0	0	0	0	0	0	0	0	0	**22**
08:00 - 08:14	2	3	11	4	2	0	0	0	0	0	0	0	0	0	0	**22**
08:15 - 08:29	1	0	6	12	9	0	1	0	0	0	0	0	0	0	0	**29**
08:30 - 08:44	0	5	5	12	12	0	1	0	0	0	0	0	0	0	0	**35**
08:45 - 08:59	0	1	4	8	2	0	0	0	0	0	0	0	0	0	0	**15**
09:00 - 09:14	0	0	4	8	6	3	0	0	0	0	0	0	0	0	0	**21**
09:15 - 09:29	0	0	1	3	7	1	0	0	0	0	0	0	0	0	0	**12**
09:30 - 09:44	0	0	2	4	7	3	1	0	0	0	0	0	0	0	0	**17**
09:45 - 09:59	0	1	5	7	12	2	0	0	0	0	0	0	0	0	0	**27**
10:00 - 10:14	0	0	2	9	12	0	0	0	0	0	0	0	0	0	0	**23**
10:15 - 10:29	1	2	6	7	6	0	0	0	0	0	0	0	0	0	0	**22**
10:30 - 10:44	0	1	0	6	6	0	0	0	0	0	0	0	0	0	0	**13**
10:45 - 10:59	0	0	1	8	5	1	0	0	0	0	0	0	0	0	0	**15**
11:00 - 11:14	1	0	5	13	12	0	0	0	0	0	0	0	0	0	0	**31**
11:15 - 11:29	0	0	5	10	10	0	0	0	0	0	0	0	0	0	0	**25**
11:30 - 11:44	0	1	2	11	14	2	0	0	0	0	0	0	0	0	0	**30**
11:45 - 11:59	1	1	4	12	13	0	0	0	0	0	0	0	0	0	0	**31**
12:00 - 12:14	1	0	10	7	7	0	0	0	0	0	0	0	0	0	0	**25**
12:15 - 12:29	0	8	8	10	5	0	0	0	0	0	0	0	0	0	0	**31**
12:30 - 12:44	0	1	4	11	18	1	0	0	0	0	0	0	0	0	0	**35**

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	1	1	7	15	3	2	0	0	0	0	0	0	0	0	0	**29**
13:00 - 13:14	0	4	4	11	2	0	0	0	0	0	0	0	0	0	0	**21**
13:15 - 13:29	0	0	3	6	7	0	0	0	0	0	0	0	0	0	0	**16**
13:30 - 13:44	0	1	4	12	8	0	0	0	0	0	0	0	0	0	0	**25**
13:45 - 13:59	0	1	2	15	10	2	0	0	0	0	0	0	0	0	0	**30**
14:00 - 14:14	1	4	7	11	12	0	0	0	0	0	0	0	0	0	0	**35**
14:15 - 14:29	0	1	4	14	3	1	0	0	0	0	0	0	0	0	0	**23**
14:30 - 14:44	0	1	5	22	12	1	0	0	0	0	0	0	0	0	0	**41**
14:45 - 14:59	1	0	6	18	9	4	0	0	0	0	0	0	0	0	0	**38**
15:00 - 15:14	2	0	6	33	17	2	0	0	0	0	0	0	0	0	0	**60**
15:15 - 15:29	0	0	8	16	19	1	0	0	0	0	0	0	0	0	0	**44**
15:30 - 15:44	0	2	5	25	20	2	1	0	1	0	0	0	0	0	0	**56**
15:45 - 15:59	1	3	2	20	10	0	0	0	1	0	0	0	0	0	0	**37**
16:00 - 16:14	0	0	3	20	14	1	1	0	0	0	0	0	0	0	0	**39**
16:15 - 16:29	0	0	1	15	19	1	0	0	0	0	0	0	0	0	0	**36**
16:30 - 16:44	1	0	0	15	36	1	0	0	0	0	0	0	0	0	0	**53**
16:45 - 16:59	0	0	1	11	40	7	1	0	0	0	0	0	0	0	0	**60**
17:00 - 17:14	0	0	2	19	25	4	0	0	0	0	0	0	0	0	0	**50**
17:15 - 17:29	1	0	3	21	23	3	0	0	0	0	0	0	0	0	0	**51**
17:30 - 17:44	0	0	0	14	27	5	0	0	0	0	0	0	0	0	0	**46**
17:45 - 17:59	0	0	2	10	18	7	0	0	0	0	0	0	0	0	0	**37**
18:00 - 18:14	0	0	0	14	13	9	0	0	0	0	0	0	0	0	0	**36**
18:15 - 18:29	0	0	0	11	11	1	0	0	0	0	0	0	0	0	0	**23**
18:30 - 18:44	0	0	0	7	15	2	1	0	0	0	0	0	0	0	0	**25**
18:45 - 18:59	0	0	1	9	6	7	0	0	0	0	0	0	0	0	0	**23**
19:00 - 19:14	0	0	4	14	12	3	1	0	0	0	0	0	0	0	0	**34**
19:15 - 19:29	0	0	2	11	19	3	0	0	0	0	0	0	0	0	0	**35**
19:30 - 19:44	0	0	3	12	16	3	0	0	0	0	0	0	0	0	0	**34**
19:45 - 19:59	0	0	1	6	9	1	0	0	0	0	0	0	0	0	0	**17**
20:00 - 20:14	4	1	2	8	3	2	0	0	0	0	0	0	0	0	0	**20**
20:15 - 20:29	0	1	1	7	10	0	0	0	0	0	0	0	0	0	0	**19**
20:30 - 20:44	0	0	0	14	7	2	0	0	0	0	0	0	0	0	0	**23**
20:45 - 20:59	0	0	0	14	4	1	0	0	0	0	0	0	0	0	0	**19**
21:00 - 21:14	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
21:15 - 21:29	0	0	2	12	3	0	0	0	0	0	0	0	0	0	0	**17**
21:30 - 21:44	0	0	0	8	6	0	0	0	0	0	0	0	0	0	0	**14**
21:45 - 21:59	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
22:00 - 22:14	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	**10**
22:15 - 22:29	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
22:30 - 22:44	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	**3**
22:45 - 22:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:00 - 23:14	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
23:15 - 23:29	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
23:30 - 23:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:45 - 23:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**23**	**49**	**191**	**756**	**688**	**106**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1825**
Percent of Total	**1.3**	**2.7**	**10.5**	**41.4**	**37.7**	**5.8**	**0.5**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**1.9**	**3.9**	**15.1**	**40.7**	**33.1**	**4.5**	**0.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**1.0**	**2.2**	**8.6**	**41.7**	**39.5**	**6.3**	**0.5**	**0.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Posted Speed: 30

Standard Deviation:	5.1 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.9 MPH
Mean Speed:	29.1 MPH	Percent in Ten Mile Pace:	79.1%		
Median Speed:	29.3 MPH			15th Percentile:	25.1 MPH
Modal Speed:	27.5 MPH			90th Percentile:	34.5 MPH
				95th Percentile:	36.2 MPH

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:45 - 00:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
01:30 - 01:44	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
04:30 - 04:44	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
04:45 - 04:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:00 - 05:14	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
05:15 - 05:29	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
05:30 - 05:44	1	0	1	3	2	0	0	0	0	0	0	0	0	0	0	**7**
05:45 - 05:59	0	1	0	4	4	0	1	0	0	0	0	0	0	0	0	**10**
06:00 - 06:14	0	1	0	1	3	1	0	0	0	0	0	0	0	0	0	**6**
06:15 - 06:29	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
06:30 - 06:44	0	0	2	5	2	1	0	0	0	0	0	0	0	0	0	**10**
06:45 - 06:59	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	**12**
07:00 - 07:14	0	0	1	1	5	3	0	0	0	0	0	0	0	0	0	**10**
07:15 - 07:29	0	0	2	10	9	1	0	0	0	0	0	0	0	0	0	**22**
07:30 - 07:44	0	1	6	6	13	0	0	0	0	0	0	0	0	0	0	**26**
07:45 - 07:59	1	0	5	27	13	0	0	0	0	0	0	0	0	0	0	**46**
08:00 - 08:14	0	0	8	11	2	0	0	0	0	0	0	0	0	0	0	**21**
08:15 - 08:29	0	0	6	11	4	1	0	0	0	0	0	0	0	0	0	**22**
08:30 - 08:44	2	1	6	17	11	1	0	0	0	0	0	0	0	0	0	**38**
08:45 - 08:59	1	0	5	17	6	2	0	0	0	0	0	0	0	0	0	**31**
09:00 - 09:14	0	0	2	11	7	1	0	0	0	0	0	0	0	0	0	**21**
09:15 - 09:29	0	0	0	7	10	2	0	0	0	0	0	0	0	0	0	**19**
09:30 - 09:44	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	**11**
09:45 - 09:59	1	0	3	14	10	2	1	0	0	0	0	0	0	0	0	**31**
10:00 - 10:14	1	1	2	8	4	0	0	0	0	0	0	0	0	0	0	**16**
10:15 - 10:29	0	0	2	8	5	2	0	0	0	0	0	0	0	0	0	**17**
10:30 - 10:44	0	0	7	7	9	1	0	0	0	0	0	0	0	0	0	**24**
10:45 - 10:59	0	0	5	10	3	1	0	0	0	0	0	0	0	0	0	**19**
11:00 - 11:14	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	**10**
11:15 - 11:29	0	1	6	17	5	0	0	0	0	0	0	0	0	0	0	**29**
11:30 - 11:44	0	0	1	9	6	0	0	0	0	0	0	0	0	0	0	**16**
11:45 - 11:59	0	1	4	17	7	3	0	0	0	0	0	0	0	0	0	**32**
12:00 - 12:14	1	1	5	11	6	1	0	0	0	1	0	0	0	0	0	**26**
12:15 - 12:29	2	1	12	10	1	0	0	0	0	0	0	0	0	0	0	**26**
12:30 - 12:44	0	0	9	15	3	0	0	0	0	0	0	0	0	0	0	**27**

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location
Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	1	1	2	8	6	0	0	0	0	0	0	0	0	0	0	**18**
13:00 - 13:14	1	2	3	8	2	1	0	0	0	0	0	0	0	0	0	**17**
13:15 - 13:29	0	1	9	11	7	0	0	0	0	0	0	0	0	0	1	**29**
13:30 - 13:44	1	1	5	11	6	2	0	0	0	0	0	0	0	0	0	**26**
13:45 - 13:59	0	1	3	13	4	0	0	0	0	0	0	0	0	0	0	**21**
14:00 - 14:14	0	1	6	6	2	2	0	0	0	0	0	0	0	0	0	**17**
14:15 - 14:29	0	0	7	10	5	1	0	0	1	0	0	0	0	0	0	**24**
14:30 - 14:44	1	0	3	18	12	0	0	0	0	1	0	0	0	0	0	**35**
14:45 - 14:59	0	2	5	16	4	3	0	1	0	0	0	0	0	0	0	**31**
15:00 - 15:14	0	2	5	14	13	2	0	0	0	0	0	0	0	0	0	**36**
15:15 - 15:29	0	0	9	20	8	3	0	0	0	0	0	0	0	0	0	**40**
15:30 - 15:44	0	0	1	14	15	3	1	0	0	0	0	0	0	0	0	**34**
15:45 - 15:59	1	0	3	7	19	1	0	1	0	0	0	0	0	0	0	**32**
16:00 - 16:14	0	1	2	12	8	1	0	0	0	0	0	0	0	0	0	**24**
16:15 - 16:29	0	0	2	4	9	6	0	0	0	0	0	0	0	0	0	**21**
16:30 - 16:44	0	1	1	19	15	2	0	0	0	0	0	0	0	0	0	**38**
16:45 - 16:59	0	0	0	14	12	5	0	0	0	0	0	0	0	0	0	**31**
17:00 - 17:14	0	0	0	10	9	5	0	0	0	0	0	0	0	0	0	**24**
17:15 - 17:29	0	1	2	12	20	3	0	0	0	0	1	0	0	0	0	**39**
17:30 - 17:44	0	0	0	8	20	4	0	0	0	0	0	0	0	0	0	**32**
17:45 - 17:59	0	0	0	6	19	2	0	0	0	0	0	0	0	0	0	**27**
18:00 - 18:14	0	0	1	8	19	7	0	0	0	0	0	0	0	0	0	**35**
18:15 - 18:29	0	0	0	7	15	5	0	0	1	0	0	0	0	0	0	**28**
18:30 - 18:44	0	0	0	7	14	3	1	0	0	0	0	0	0	0	0	**25**
18:45 - 18:59	0	0	1	6	13	6	0	0	0	0	0	0	0	0	0	**26**
19:00 - 19:14	0	1	1	7	9	3	1	0	0	0	0	0	0	0	0	**22**
19:15 - 19:29	0	0	1	6	10	1	0	0	0	0	0	0	0	0	0	**18**
19:30 - 19:44	1	0	0	8	5	1	0	0	0	0	0	0	0	0	0	**15**
19:45 - 19:59	0	0	0	6	9	0	0	0	0	0	0	0	0	0	0	**15**
20:00 - 20:14	0	0	1	8	2	2	0	0	0	0	0	0	0	0	0	**13**
20:15 - 20:29	0	0	4	5	1	0	0	0	0	0	0	0	0	0	0	**10**
20:30 - 20:44	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	**14**
20:45 - 20:59	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	**9**
21:00 - 21:14	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
21:15 - 21:29	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**
21:30 - 21:44	0	1	1	4	3	0	0	0	0	0	0	0	0	0	0	**9**
21:45 - 21:59	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:00 - 22:14	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	**4**
22:15 - 22:29	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	**6**
22:30 - 22:44	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
22:45 - 22:59	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
23:15 - 23:29	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30 - 23:44	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**16**	**26**	**188**	**635**	**506**	**103**	**7**	**2**	**2**	**2**	**1**	**0**	**0**	**0**	**1**	**1489**
Percent of Total	**1.1**	**1.7**	**12.6**	**42.6**	**34.0**	**6.9**	**0.5**	**0.1**	**0.1**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	**100**
Percent of AM	**1.3**	**1.3**	**14.6**	**46.9**	**30.8**	**4.5**	**0.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.9**	**2.0**	**11.5**	**40.3**	**35.8**	**8.3**	**0.4**	**0.2**	**0.2**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	**100**

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Posted Speed: 30

Standard Deviation:	5.5 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	34.0 MPH
Mean Speed:	29.1 MPH	Percent in Ten Mile Pace:	76.6%		
Median Speed:	29.0 MPH			15th Percentile:	24.8 MPH
Modal Speed:	27.5 MPH			90th Percentile:	34.7 MPH
				95th Percentile:	37.1 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:30 - 00:44	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
00:45 - 00:59	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	**4**
01:00 - 01:14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
01:15 - 01:29	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
01:30 - 01:44	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
01:45 - 01:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
02:00 - 02:14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	**2**
04:30 - 04:44	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
04:45 - 04:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:00 - 05:14	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	**6**
05:15 - 05:29	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	**7**
05:30 - 05:44	1	0	2	4	2	0	0	0	0	0	0	0	0	0	0	**9**
05:45 - 05:59	0	2	1	4	5	0	1	0	0	0	0	0	0	0	0	**13**
06:00 - 06:14	0	2	0	3	4	1	0	0	0	0	0	0	0	0	0	**10**
06:15 - 06:29	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
06:30 - 06:44	0	0	2	9	3	2	0	0	0	0	0	0	0	0	0	**16**
06:45 - 06:59	0	0	3	9	5	0	0	0	0	0	0	0	0	0	0	**17**
07:00 - 07:14	0	0	1	7	10	4	1	0	0	0	0	0	0	0	0	**23**
07:15 - 07:29	1	0	4	25	15	3	0	0	0	0	0	0	0	0	0	**48**
07:30 - 07:44	1	2	11	26	21	1	0	0	0	0	0	0	0	0	0	**62**
07:45 - 07:59	3	1	7	40	17	0	0	0	0	0	0	0	0	0	0	**68**
08:00 - 08:14	2	3	19	15	4	0	0	0	0	0	0	0	0	0	0	**43**
08:15 - 08:29	1	0	12	23	13	1	1	0	0	0	0	0	0	0	0	**51**
08:30 - 08:44	2	6	11	29	23	1	1	0	0	0	0	0	0	0	0	**73**
08:45 - 08:59	1	1	9	25	8	2	0	0	0	0	0	0	0	0	0	**46**
09:00 - 09:14	0	0	6	19	13	4	0	0	0	0	0	0	0	0	0	**42**
09:15 - 09:29	0	0	1	10	17	3	0	0	0	0	0	0	0	0	0	**31**
09:30 - 09:44	0	0	2	9	12	4	1	0	0	0	0	0	0	0	0	**28**
09:45 - 09:59	1	1	8	21	22	4	1	0	0	0	0	0	0	0	0	**58**
10:00 - 10:14	1	1	4	17	16	0	0	0	0	0	0	0	0	0	0	**39**
10:15 - 10:29	1	2	8	15	11	2	0	0	0	0	0	0	0	0	0	**39**
10:30 - 10:44	0	1	7	13	15	1	0	0	0	0	0	0	0	0	0	**37**
10:45 - 10:59	0	0	6	18	8	2	0	0	0	0	0	0	0	0	0	**34**
11:00 - 11:14	1	0	7	19	14	0	0	0	0	0	0	0	0	0	0	**41**
11:15 - 11:29	0	1	11	27	15	0	0	0	0	0	0	0	0	0	0	**54**
11:30 - 11:44	0	1	3	20	20	2	0	0	0	0	0	0	0	0	0	**46**
11:45 - 11:59	1	2	8	29	20	3	0	0	0	0	0	0	0	0	0	**63**
12:00 - 12:14	2	1	15	18	13	1	0	0	0	1	0	0	0	0	0	**51**
12:15 - 12:29	2	9	20	20	6	0	0	0	0	0	0	0	0	0	0	**57**
12:30 - 12:44	0	1	13	26	21	1	0	0	0	0	0	0	0	0	0	**62**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location
Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	2	2	9	23	9	2	0	0	0	0	0	0	0	0	0	**47**
13:00 - 13:14	1	6	7	19	4	1	0	0	0	0	0	0	0	0	0	**38**
13:15 - 13:29	0	1	12	17	14	0	0	0	0	0	0	0	0	0	1	**45**
13:30 - 13:44	1	2	9	23	14	2	0	0	0	0	0	0	0	0	0	**51**
13:45 - 13:59	0	2	5	28	14	2	0	0	0	0	0	0	0	0	0	**51**
14:00 - 14:14	1	5	13	17	14	2	0	0	0	0	0	0	0	0	0	**52**
14:15 - 14:29	0	1	11	24	8	2	0	0	1	0	0	0	0	0	0	**47**
14:30 - 14:44	1	1	8	40	24	1	0	0	0	1	0	0	0	0	0	**76**
14:45 - 14:59	1	2	11	34	13	7	0	1	0	0	0	0	0	0	0	**69**
15:00 - 15:14	2	2	11	47	30	4	0	0	0	0	0	0	0	0	0	**96**
15:15 - 15:29	0	0	17	36	27	4	0	0	0	0	0	0	0	0	0	**84**
15:30 - 15:44	0	2	6	39	35	5	2	0	1	0	0	0	0	0	0	**90**
15:45 - 15:59	2	3	5	27	29	1	0	1	1	0	0	0	0	0	0	**69**
16:00 - 16:14	0	1	5	32	22	2	1	0	0	0	0	0	0	0	0	**63**
16:15 - 16:29	0	0	3	19	28	7	0	0	0	0	0	0	0	0	0	**57**
16:30 - 16:44	1	1	1	34	51	3	0	0	0	0	0	0	0	0	0	**91**
16:45 - 16:59	0	0	1	25	52	12	1	0	0	0	0	0	0	0	0	**91**
17:00 - 17:14	0	0	2	29	34	9	0	0	0	0	0	0	0	0	0	**74**
17:15 - 17:29	1	1	5	33	43	6	0	0	0	0	1	0	0	0	0	**90**
17:30 - 17:44	0	0	0	22	47	9	0	0	0	0	0	0	0	0	0	**78**
17:45 - 17:59	0	0	2	16	37	9	0	0	0	0	0	0	0	0	0	**64**
18:00 - 18:14	0	0	1	22	32	16	0	0	0	0	0	0	0	0	0	**71**
18:15 - 18:29	0	0	0	18	26	6	0	0	1	0	0	0	0	0	0	**51**
18:30 - 18:44	0	0	0	14	29	5	2	0	0	0	0	0	0	0	0	**50**
18:45 - 18:59	0	0	2	15	19	13	0	0	0	0	0	0	0	0	0	**49**
19:00 - 19:14	0	1	5	21	21	6	2	0	0	0	0	0	0	0	0	**56**
19:15 - 19:29	0	0	3	17	29	4	0	0	0	0	0	0	0	0	0	**53**
19:30 - 19:44	1	0	3	20	21	4	0	0	0	0	0	0	0	0	0	**49**
19:45 - 19:59	0	0	1	12	18	1	0	0	0	0	0	0	0	0	0	**32**
20:00 - 20:14	4	1	3	16	5	4	0	0	0	0	0	0	0	0	0	**33**
20:15 - 20:29	0	1	5	12	11	0	0	0	0	0	0	0	0	0	0	**29**
20:30 - 20:44	0	0	2	19	14	2	0	0	0	0	0	0	0	0	0	**37**
20:45 - 20:59	0	0	0	18	8	2	0	0	0	0	0	0	0	0	0	**28**
21:00 - 21:14	0	0	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
21:15 - 21:29	0	0	2	18	4	1	0	0	0	0	0	0	0	0	0	**25**
21:30 - 21:44	0	1	1	12	9	0	0	0	0	0	0	0	0	0	0	**23**
21:45 - 21:59	0	0	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
22:00 - 22:14	0	0	2	2	8	2	0	0	0	0	0	0	0	0	0	**14**
22:15 - 22:29	0	0	1	8	5	1	0	0	0	0	0	0	0	0	0	**15**
22:30 - 22:44	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	**5**
22:45 - 22:59	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:00 - 23:14	0	0	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
23:15 - 23:29	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	**4**
23:30 - 23:44	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	**2**
Totals	**39**	**75**	**379**	**1391**	**1194**	**209**	**17**	**2**	**4**	**2**	**1**	**0**	**0**	**0**	**1**	**3314**
Percent of Total	**1.2**	**2.3**	**11.4**	**42.0**	**36.0**	**6.3**	**0.5**	**0.1**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**1.6**	**2.6**	**14.9**	**43.9**	**31.9**	**4.5**	**0.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**1.0**	**2.1**	**9.8**	**41.1**	**37.9**	**7.2**	**0.4**	**0.1**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, North Location

Posted Speed: 30

Standard Deviation:	5.3 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.9 MPH
Mean Speed:	29.1 MPH	Percent in Ten Mile Pace:	78.0%		
Median Speed:	29.2 MPH			15th Percentile:	25.0 MPH
Modal Speed:	27.5 MPH			90th Percentile:	34.6 MPH
				95th Percentile:	36.7 MPH

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

	Northbound Volume	Southbound Volume	Total Volume
00:00 - 00:14	1	0	**1**
00:15 - 00:29	0	0	**0**
00:30 - 00:44	5	1	**6**
00:45 - 00:59	3	0	**3**
01:00 - 01:14	0	0	**0**
01:15 - 01:29	1	2	**3**
01:30 - 01:44	1	0	**1**
01:45 - 01:59	0	0	**0**
02:00 - 02:14	1	1	**2**
02:15 - 02:29	1	1	**2**
02:30 - 02:44	1	0	**1**
02:45 - 02:59	0	1	**1**
03:00 - 03:14	0	0	**0**
03:15 - 03:29	1	2	**3**
03:30 - 03:44	1	1	**2**
03:45 - 03:59	0	0	**0**
04:00 - 04:14	0	4	**4**
04:15 - 04:29	2	4	**6**
04:30 - 04:44	1	3	**4**
04:45 - 04:59	1	7	**8**
05:00 - 05:14	2	3	**5**
05:15 - 05:29	6	2	**8**
05:30 - 05:44	1	13	**14**
05:45 - 05:59	5	18	**23**
06:00 - 06:14	5	10	**15**
06:15 - 06:29	5	14	**19**
06:30 - 06:44	5	15	**20**
06:45 - 06:59	10	31	**41**
07:00 - 07:14	12	20	**32**
07:15 - 07:29	19	21	**40**
07:30 - 07:44	17	33	**50**
07:45 - 07:59	19	58	**77**
08:00 - 08:14	15	22	**37**
08:15 - 08:29	20	19	**39**
08:30 - 08:44	16	23	**39**
08:45 - 08:59	19	19	**38**
09:00 - 09:14	14	11	**25**
09:15 - 09:29	8	15	**23**
09:30 - 09:44	17	8	**25**
09:45 - 09:59	13	9	**22**
10:00 - 10:14	14	14	**28**
10:15 - 10:29	9	9	**18**
10:30 - 10:44	11	11	**22**
10:45 - 10:59	11	10	**21**
11:00 - 11:14	14	10	**24**
11:15 - 11:29	20	16	**36**
11:30 - 11:44	16	15	**31**
11:45 - 11:59	17	19	**36**
12:00 - 12:14	30	16	**46**
12:15 - 12:29	20	26	**46**
12:30 - 12:44	12	21	**33**
12:45 - 12:59	16	15	**31**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

	Northbound Volume	Southbound Volume	Total Volume
13:00 - 13:14	14	9	**23**
13:15 - 13:29	15	16	**31**
13:30 - 13:44	14	17	**31**
13:45 - 13:59	11	16	**27**
14:00 - 14:14	24	12	**36**
14:15 - 14:29	16	28	**44**
14:30 - 14:44	31	24	**55**
14:45 - 14:59	31	31	**62**
15:00 - 15:14	32	17	**49**
15:15 - 15:29	34	31	**65**
15:30 - 15:44	54	27	**81**
15:45 - 15:59	41	27	**68**
16:00 - 16:14	30	23	**53**
16:15 - 16:29	34	17	**51**
16:30 - 16:44	46	30	**76**
16:45 - 16:59	35	41	**76**
17:00 - 17:14	44	25	**69**
17:15 - 17:29	44	49	**93**
17:30 - 17:44	34	36	**70**
17:45 - 17:59	38	25	**63**
18:00 - 18:14	19	31	**50**
18:15 - 18:29	29	26	**55**
18:30 - 18:44	21	25	**46**
18:45 - 18:59	22	25	**47**
19:00 - 19:14	37	18	**55**
19:15 - 19:29	44	21	**65**
19:30 - 19:44	16	22	**38**
19:45 - 19:59	18	19	**37**
20:00 - 20:14	26	8	**34**
20:15 - 20:29	19	12	**31**
20:30 - 20:44	18	16	**34**
20:45 - 20:59	13	15	**28**
21:00 - 21:14	11	5	**16**
21:15 - 21:29	7	9	**16**
21:30 - 21:44	16	10	**26**
21:45 - 21:59	20	8	**28**
22:00 - 22:14	10	2	**12**
22:15 - 22:29	5	5	**10**
22:30 - 22:44	4	4	**8**
22:45 - 22:59	2	2	**4**
23:00 - 23:14	2	1	**3**
23:15 - 23:29	2	0	**2**
23:30 - 23:44	1	1	**2**
23:45 - 23:59	1	0	**1**
Totals	**1423**	**1359**	**2782**
AM Peak Time	**08:06 - 09:05**	**07:10 - 08:09**	**07:10 - 08:09**
AM Peak Volume	**78**	**141**	**213**
PM Peak Time	**16:27 - 17:26**	**16:40 - 17:39**	**16:40 - 17:39**
PM Peak Volume	**173**	**155**	**323**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

Daily Northbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
00:45 - 00:59	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 - 02:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
03:30 - 03:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
04:30 - 04:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:45 - 04:59	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
05:00 - 05:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
05:15 - 05:29	1	4	1	0	0	0	0	0	0	0	0	0	0	**6**
05:30 - 05:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
05:45 - 05:59	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
06:00 - 06:14	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
06:15 - 06:29	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
06:30 - 06:44	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
06:45 - 06:59	0	7	1	0	2	0	0	0	0	0	0	0	0	**10**
07:00 - 07:14	1	11	0	0	0	0	0	0	0	0	0	0	0	**12**
07:15 - 07:29	0	12	2	1	2	0	1	0	0	0	0	0	1	**19**
07:30 - 07:44	1	9	3	0	3	0	0	0	0	0	0	0	1	**17**
07:45 - 07:59	0	10	3	0	4	0	1	0	0	0	0	0	1	**19**
08:00 - 08:14	0	9	0	1	4	0	0	0	0	0	0	0	1	**15**
08:15 - 08:29	0	11	4	0	2	1	1	0	0	0	0	0	1	**20**
08:30 - 08:44	0	10	5	0	1	0	0	0	0	0	0	0	0	**16**
08:45 - 08:59	0	12	1	1	2	0	1	0	0	0	0	0	2	**19**
09:00 - 09:14	0	9	2	0	3	0	0	0	0	0	0	0	0	**14**
09:15 - 09:29	0	2	1	1	3	0	0	0	0	0	0	0	1	**8**
09:30 - 09:44	2	8	2	0	1	0	1	1	1	0	0	0	1	**17**
09:45 - 09:59	2	7	0	0	3	0	0	0	0	0	0	0	1	**13**
10:00 - 10:14	0	12	1	0	0	0	0	0	0	1	0	0	0	**14**
10:15 - 10:29	1	2	1	0	3	0	1	0	0	1	0	0	0	**9**
10:30 - 10:44	0	6	1	0	3	0	0	1	0	0	0	0	0	**11**
10:45 - 10:59	0	6	0	0	1	1	1	1	0	0	0	0	1	**11**
11:00 - 11:14	0	10	0	0	1	1	1	0	0	0	0	0	1	**14**
11:15 - 11:29	2	16	0	0	1	0	0	0	0	1	0	0	0	**20**
11:30 - 11:44	0	7	3	0	3	1	2	0	0	0	0	0	0	**16**
11:45 - 11:59	0	12	3	0	1	0	0	0	0	0	0	0	1	**17**
12:00 - 12:14	0	13	6	0	9	1	0	0	0	0	0	0	1	**30**
12:15 - 12:29	0	15	2	0	2	0	0	0	0	0	0	0	1	**20**
12:30 - 12:44	1	9	1	0	1	0	0	0	0	0	0	0	0	**12**
12:45 - 12:59	0	9	1	0	3	0	1	0	0	0	0	0	2	**16**

Daily Northbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
13:15 - 13:29	0	10	2	1	0	0	1	0	0	0	0	0	1	**15**
13:30 - 13:44	1	6	1	0	5	0	0	1	0	0	0	0	0	**14**
13:45 - 13:59	0	8	1	0	0	0	1	0	0	0	0	0	1	**11**
14:00 - 14:14	1	15	4	0	3	0	0	0	0	0	0	0	1	**24**
14:15 - 14:29	0	14	0	0	2	0	0	0	0	0	0	0	0	**16**
14:30 - 14:44	0	22	5	0	3	0	0	0	0	0	0	0	1	**31**
14:45 - 14:59	0	25	1	0	4	0	0	1	0	0	0	0	0	**31**
15:00 - 15:14	1	20	2	0	7	0	0	1	0	1	0	0	0	**32**
15:15 - 15:29	0	24	3	0	6	0	0	1	0	0	0	0	0	**34**
15:30 - 15:44	2	28	6	0	17	0	0	0	0	0	0	0	1	**54**
15:45 - 15:59	0	30	4	0	5	0	0	2	0	0	0	0	0	**41**
16:00 - 16:14	0	18	8	0	3	0	0	0	0	0	0	0	1	**30**
16:15 - 16:29	1	26	2	0	5	0	0	0	0	0	0	0	0	**34**
16:30 - 16:44	0	30	7	0	9	0	0	0	0	0	0	0	0	**46**
16:45 - 16:59	3	25	4	0	3	0	0	0	0	0	0	0	0	**35**
17:00 - 17:14	0	29	9	0	6	0	0	0	0	0	0	0	0	**44**
17:15 - 17:29	0	31	5	1	7	0	0	0	0	0	0	0	0	**44**
17:30 - 17:44	0	21	5	0	8	0	0	0	0	0	0	0	0	**34**
17:45 - 17:59	0	22	5	0	10	0	0	1	0	0	0	0	0	**38**
18:00 - 18:14	0	11	2	0	5	0	0	1	0	0	0	0	0	**19**
18:15 - 18:29	0	20	1	0	6	0	0	2	0	0	0	0	0	**29**
18:30 - 18:44	0	15	3	0	3	0	0	0	0	0	0	0	0	**21**
18:45 - 18:59	0	18	0	0	4	0	0	0	0	0	0	0	0	**22**
19:00 - 19:14	0	27	6	0	4	0	0	0	0	0	0	0	0	**37**
19:15 - 19:29	0	36	3	0	5	0	0	0	0	0	0	0	0	**44**
19:30 - 19:44	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
19:45 - 19:59	0	17	0	0	1	0	0	0	0	0	0	0	0	**18**
20:00 - 20:14	1	16	6	0	2	0	0	1	0	0	0	0	0	**26**
20:15 - 20:29	0	13	3	0	3	0	0	0	0	0	0	0	0	**19**
20:30 - 20:44	1	14	1	0	2	0	0	0	0	0	0	0	0	**18**
20:45 - 20:59	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
21:00 - 21:14	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
21:15 - 21:29	0	4	1	0	2	0	0	0	0	0	0	0	0	**7**
21:30 - 21:44	0	14	0	0	2	0	0	0	0	0	0	0	0	**16**
21:45 - 21:59	0	13	3	0	4	0	0	0	0	0	0	0	0	**20**
22:00 - 22:14	0	8	0	0	2	0	0	0	0	0	0	0	0	**10**
22:15 - 22:29	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
22:45 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:15 - 23:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30 - 23:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**22**	**961**	**159**	**6**	**215**	**5**	**13**	**14**	**1**	**4**	**0**	**0**	**23**	**1423**
Percent of Total	**1.5**	**67.5**	**11.2**	**0.4**	**15.1**	**0.4**	**0.9**	**1.0**	**0.1**	**0.3**	**0.0**	**0.0**	**1.6**	**100**
Percent of AM	**2.8**	**63.1**	**10.3**	**1.1**	**13.3**	**1.1**	**2.8**	**0.8**	**0.3**	**0.8**	**0.0**	**0.0**	**3.6**	**100**
Percent of PM	**1.1**	**69.0**	**11.5**	**0.2**	**15.7**	**0.1**	**0.3**	**1.0**	**0.0**	**0.1**	**0.0**	**0.0**	**0.9**	**100**

Daily Northbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

Truck Summary:

Total Trucks: 281 % Trucks: 19.7 AM % Trucks: 23.9 PM % Trucks: 18.3

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Southbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:45 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 - 02:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
03:30 - 03:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
04:15 - 04:29	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
04:30 - 04:44	0	0	1	0	2	0	0	0	0	0	0	0	0	**3**
04:45 - 04:59	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
05:00 - 05:14	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
05:15 - 05:29	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
05:30 - 05:44	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
05:45 - 05:59	0	11	6	0	1	0	0	0	0	0	0	0	0	**18**
06:00 - 06:14	1	6	1	0	2	0	0	0	0	0	0	0	0	**10**
06:15 - 06:29	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
06:30 - 06:44	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
06:45 - 06:59	1	18	5	0	7	0	0	0	0	0	0	0	0	**31**
07:00 - 07:14	0	13	4	0	2	0	0	1	0	0	0	0	0	**20**
07:15 - 07:29	0	17	2	0	2	0	0	0	0	0	0	0	0	**21**
07:30 - 07:44	0	25	5	1	2	0	0	0	0	0	0	0	0	**33**
07:45 - 07:59	1	40	11	1	5	0	0	0	0	0	0	0	0	**58**
08:00 - 08:14	0	19	2	0	1	0	0	0	0	0	0	0	0	**22**
08:15 - 08:29	0	9	4	0	6	0	0	0	0	0	0	0	0	**19**
08:30 - 08:44	0	16	3	0	3	0	0	0	1	0	0	0	0	**23**
08:45 - 08:59	0	14	4	0	1	0	0	0	0	0	0	0	0	**19**
09:00 - 09:14	0	6	3	0	2	0	0	0	0	0	0	0	0	**11**
09:15 - 09:29	0	10	3	0	2	0	0	0	0	0	0	0	0	**15**
09:30 - 09:44	1	6	1	0	0	0	0	0	0	0	0	0	0	**8**
09:45 - 09:59	0	7	0	0	2	0	0	0	0	0	0	0	0	**9**
10:00 - 10:14	0	8	4	0	2	0	0	0	0	0	0	0	0	**14**
10:15 - 10:29	0	7	0	0	2	0	0	0	0	0	0	0	0	**9**
10:30 - 10:44	0	5	1	0	3	2	0	0	0	0	0	0	0	**11**
10:45 - 10:59	0	6	2	0	1	1	0	0	0	0	0	0	0	**10**
11:00 - 11:14	0	9	0	0	0	0	0	1	0	0	0	0	0	**10**
11:15 - 11:29	0	11	2	0	2	1	0	0	0	0	0	0	0	**16**
11:30 - 11:44	0	12	1	0	2	0	0	0	0	0	0	0	0	**15**
11:45 - 11:59	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
12:00 - 12:14	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
12:15 - 12:29	0	19	6	0	1	0	0	0	0	0	0	0	0	**26**
12:30 - 12:44	0	11	2	0	6	1	0	1	0	0	0	0	0	**21**
12:45 - 12:59	1	9	2	0	3	0	0	0	0	0	0	0	0	**15**

Daily Southbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
13:15 - 13:29	0	12	2	0	1	0	0	1	0	0	0	0	0	**16**
13:30 - 13:44	1	14	1	1	0	0	0	0	0	0	0	0	0	**17**
13:45 - 13:59	0	7	2	0	6	0	0	0	1	0	0	0	0	**16**
14:00 - 14:14	0	9	0	0	3	0	0	0	0	0	0	0	0	**12**
14:15 - 14:29	0	19	2	0	6	0	0	1	0	0	0	0	0	**28**
14:30 - 14:44	0	16	4	0	4	0	0	0	0	0	0	0	0	**24**
14:45 - 14:59	0	23	5	0	3	0	0	0	0	0	0	0	0	**31**
15:00 - 15:14	0	10	2	1	4	0	0	0	0	0	0	0	0	**17**
15:15 - 15:29	1	23	4	0	3	0	0	0	0	0	0	0	0	**31**
15:30 - 15:44	1	20	3	0	2	0	0	1	0	0	0	0	0	**27**
15:45 - 15:59	0	18	6	0	3	0	0	0	0	0	0	0	0	**27**
16:00 - 16:14	0	17	2	0	4	0	0	0	0	0	0	0	0	**23**
16:15 - 16:29	0	11	2	0	4	0	0	0	0	0	0	0	0	**17**
16:30 - 16:44	0	26	1	0	2	0	0	1	0	0	0	0	0	**30**
16:45 - 16:59	0	26	10	0	5	0	0	0	0	0	0	0	0	**41**
17:00 - 17:14	1	18	3	0	3	0	0	0	0	0	0	0	0	**25**
17:15 - 17:29	2	33	4	0	8	0	0	1	1	0	0	0	0	**49**
17:30 - 17:44	0	25	6	0	5	0	0	0	0	0	0	0	0	**36**
17:45 - 17:59	1	19	3	0	2	0	0	0	0	0	0	0	0	**25**
18:00 - 18:14	0	23	4	0	4	0	0	0	0	0	0	0	0	**31**
18:15 - 18:29	0	16	4	0	6	0	0	0	0	0	0	0	0	**26**
18:30 - 18:44	1	17	2	0	5	0	0	0	0	0	0	0	0	**25**
18:45 - 18:59	0	15	4	0	6	0	0	0	0	0	0	0	0	**25**
19:00 - 19:14	0	15	1	0	2	0	0	0	0	0	0	0	0	**18**
19:15 - 19:29	0	17	3	0	1	0	0	0	0	0	0	0	0	**21**
19:30 - 19:44	0	18	1	0	3	0	0	0	0	0	0	0	0	**22**
19:45 - 19:59	0	15	3	0	1	0	0	0	0	0	0	0	0	**19**
20:00 - 20:14	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
20:15 - 20:29	0	7	3	0	2	0	0	0	0	0	0	0	0	**12**
20:30 - 20:44	0	10	4	0	2	0	0	0	0	0	0	0	0	**16**
20:45 - 20:59	0	12	2	0	1	0	0	0	0	0	0	0	0	**15**
21:00 - 21:14	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
21:15 - 21:29	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
21:30 - 21:44	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
21:45 - 21:59	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
22:00 - 22:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:15 - 22:29	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:45 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:15 - 23:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:30 - 23:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals	**13**	**966**	**190**	**4**	**170**	**5**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**1359**
Percent of Total	**1.0**	**71.1**	**14.0**	**0.3**	**12.5**	**0.4**	**0.0**	**0.6**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.8**	**69.9**	**16.4**	**0.4**	**11.1**	**0.8**	**0.0**	**0.4**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**1.0**	**71.8**	**12.6**	**0.2**	**13.3**	**0.1**	**0.0**	**0.7**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Southbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

Truck Summary:

Total Trucks: 190 % Trucks: 14.0 AM % Trucks: 12.9 PM % Trucks: 14.6

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
00:45 - 00:59	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
01:30 - 01:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 - 02:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
02:15 - 02:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
02:30 - 02:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
04:15 - 04:29	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
04:30 - 04:44	0	1	1	0	2	0	0	0	0	0	0	0	0	**4**
04:45 - 04:59	0	5	1	0	2	0	0	0	0	0	0	0	0	**8**
05:00 - 05:14	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
05:15 - 05:29	1	5	1	0	1	0	0	0	0	0	0	0	0	**8**
05:30 - 05:44	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
05:45 - 05:59	0	15	7	0	1	0	0	0	0	0	0	0	0	**23**
06:00 - 06:14	1	9	2	0	3	0	0	0	0	0	0	0	0	**15**
06:15 - 06:29	0	14	4	0	1	0	0	0	0	0	0	0	0	**19**
06:30 - 06:44	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**
06:45 - 06:59	1	25	6	0	9	0	0	0	0	0	0	0	0	**41**
07:00 - 07:14	1	24	4	0	2	0	0	1	0	0	0	0	0	**32**
07:15 - 07:29	0	29	4	1	4	0	1	0	0	0	0	0	1	**40**
07:30 - 07:44	1	34	8	1	5	0	0	0	0	0	0	0	1	**50**
07:45 - 07:59	1	50	14	1	9	0	1	0	0	0	0	0	1	**77**
08:00 - 08:14	0	28	2	1	5	0	0	0	0	0	0	0	1	**37**
08:15 - 08:29	0	20	8	0	8	1	1	0	0	0	0	0	1	**39**
08:30 - 08:44	0	26	8	0	4	0	0	0	1	0	0	0	0	**39**
08:45 - 08:59	0	26	5	1	3	0	1	0	0	0	0	0	2	**38**
09:00 - 09:14	0	15	5	0	5	0	0	0	0	0	0	0	0	**25**
09:15 - 09:29	0	12	4	1	5	0	0	0	0	0	0	0	1	**23**
09:30 - 09:44	3	14	3	0	1	0	1	1	1	0	0	0	1	**25**
09:45 - 09:59	2	14	0	0	5	0	0	0	0	0	0	0	1	**22**
10:00 - 10:14	0	20	5	0	2	0	0	0	0	1	0	0	0	**28**
10:15 - 10:29	1	9	1	0	5	0	1	0	0	1	0	0	0	**18**
10:30 - 10:44	0	11	2	0	6	2	0	1	0	0	0	0	0	**22**
10:45 - 10:59	0	12	2	0	2	2	1	1	0	0	0	0	1	**21**
11:00 - 11:14	0	19	0	0	1	1	1	1	0	0	0	0	1	**24**
11:15 - 11:29	2	27	2	0	3	1	0	0	0	1	0	0	0	**36**
11:30 - 11:44	0	19	4	0	5	1	2	0	0	0	0	0	0	**31**
11:45 - 11:59	0	27	7	0	1	0	0	0	0	0	0	0	1	**36**
12:00 - 12:14	0	25	9	0	10	1	0	0	0	0	0	0	1	**46**
12:15 - 12:29	0	34	8	0	3	0	0	0	0	0	0	0	1	**46**
12:30 - 12:44	1	20	3	0	7	1	0	1	0	0	0	0	0	**33**
12:45 - 12:59	1	18	3	0	6	0	1	0	0	0	0	0	2	**31**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	20	1	0	2	0	0	0	0	0	0	0	0	**23**
13:15 - 13:29	0	22	4	1	1	0	1	1	0	0	0	0	1	**31**
13:30 - 13:44	2	20	2	1	5	0	0	1	0	0	0	0	0	**31**
13:45 - 13:59	0	15	3	0	6	0	1	0	1	0	0	0	1	**27**
14:00 - 14:14	1	24	4	0	6	0	0	0	0	0	0	0	1	**36**
14:15 - 14:29	0	33	2	0	8	0	0	1	0	0	0	0	0	**44**
14:30 - 14:44	0	38	9	0	7	0	0	0	0	0	0	0	1	**55**
14:45 - 14:59	0	48	6	0	7	0	0	1	0	0	0	0	0	**62**
15:00 - 15:14	1	30	4	1	11	0	0	1	0	1	0	0	0	**49**
15:15 - 15:29	1	47	7	0	9	0	0	1	0	0	0	0	0	**65**
15:30 - 15:44	3	48	9	0	19	0	0	1	0	0	0	0	1	**81**
15:45 - 15:59	0	48	10	0	8	0	0	2	0	0	0	0	0	**68**
16:00 - 16:14	0	35	10	0	7	0	0	0	0	0	0	0	1	**53**
16:15 - 16:29	1	37	4	0	9	0	0	0	0	0	0	0	0	**51**
16:30 - 16:44	0	56	8	0	11	0	0	1	0	0	0	0	0	**76**
16:45 - 16:59	3	51	14	0	8	0	0	0	0	0	0	0	0	**76**
17:00 - 17:14	1	47	12	0	9	0	0	0	0	0	0	0	0	**69**
17:15 - 17:29	2	64	9	1	15	0	0	1	1	0	0	0	0	**93**
17:30 - 17:44	0	46	11	0	13	0	0	0	0	0	0	0	0	**70**
17:45 - 17:59	1	41	8	0	12	0	0	1	0	0	0	0	0	**63**
18:00 - 18:14	0	34	6	0	9	0	0	1	0	0	0	0	0	**50**
18:15 - 18:29	0	36	5	0	12	0	0	2	0	0	0	0	0	**55**
18:30 - 18:44	1	32	5	0	8	0	0	0	0	0	0	0	0	**46**
18:45 - 18:59	0	33	4	0	10	0	0	0	0	0	0	0	0	**47**
19:00 - 19:14	0	42	7	0	6	0	0	0	0	0	0	0	0	**55**
19:15 - 19:29	0	53	6	0	6	0	0	0	0	0	0	0	0	**65**
19:30 - 19:44	0	30	4	0	4	0	0	0	0	0	0	0	0	**38**
19:45 - 19:59	0	32	3	0	2	0	0	0	0	0	0	0	0	**37**
20:00 - 20:14	1	24	6	0	2	0	0	1	0	0	0	0	0	**34**
20:15 - 20:29	0	20	6	0	5	0	0	0	0	0	0	0	0	**31**
20:30 - 20:44	1	24	5	0	4	0	0	0	0	0	0	0	0	**34**
20:45 - 20:59	0	22	4	0	2	0	0	0	0	0	0	0	0	**28**
21:00 - 21:14	0	14	1	0	1	0	0	0	0	0	0	0	0	**16**
21:15 - 21:29	0	12	2	0	2	0	0	0	0	0	0	0	0	**16**
21:30 - 21:44	0	22	1	0	3	0	0	0	0	0	0	0	0	**26**
21:45 - 21:59	0	20	3	0	5	0	0	0	0	0	0	0	0	**28**
22:00 - 22:14	0	10	0	0	2	0	0	0	0	0	0	0	0	**12**
22:15 - 22:29	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
22:30 - 22:44	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
22:45 - 22:59	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:00 - 23:14	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:15 - 23:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:30 - 23:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**35**	**1927**	**349**	**10**	**385**	**10**	**13**	**22**	**4**	**4**	**0**	**0**	**23**	**2782**
Percent of Total	**1.3**	**69.3**	**12.5**	**0.4**	**13.8**	**0.4**	**0.5**	**0.8**	**0.1**	**0.1**	**0.0**	**0.0**	**0.8**	**100**
Percent of AM	**1.6**	**67.0**	**13.8**	**0.7**	**12.0**	**0.9**	**1.2**	**0.6**	**0.2**	**0.4**	**0.0**	**0.0**	**1.5**	**100**
Percent of PM	**1.1**	**70.3**	**12.0**	**0.2**	**14.6**	**0.1**	**0.2**	**0.9**	**0.1**	**0.1**	**0.0**	**0.0**	**0.5**	**100**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

Truck Summary:

Total Trucks: 471 % Trucks: 16.9 AM % Trucks: 17.5 PM % Trucks: 16.7

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	**5**
00:45 - 00:59	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 - 02:14	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
03:30 - 03:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
04:30 - 04:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:45 - 04:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
05:00 - 05:14	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**2**
05:15 - 05:29	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	**6**
05:30 - 05:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:45 - 05:59	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	**5**
06:00 - 06:14	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	**5**
06:15 - 06:29	1	0	0	1	2	1	0	0	0	0	0	0	0	0	0	**5**
06:30 - 06:44	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	**5**
06:45 - 06:59	0	0	1	0	7	2	0	0	0	0	0	0	0	0	0	**10**
07:00 - 07:14	0	1	0	1	4	6	0	0	0	0	0	0	0	0	0	**12**
07:15 - 07:29	0	0	1	5	7	4	2	0	0	0	0	0	0	0	0	**19**
07:30 - 07:44	0	3	0	5	6	3	0	0	0	0	0	0	0	0	0	**17**
07:45 - 07:59	0	0	0	2	12	3	2	0	0	0	0	0	0	0	0	**19**
08:00 - 08:14	0	0	2	2	7	4	0	0	0	0	0	0	0	0	0	**15**
08:15 - 08:29	1	2	1	4	8	4	0	0	0	0	0	0	0	0	0	**20**
08:30 - 08:44	0	0	0	3	8	4	1	0	0	0	0	0	0	0	0	**16**
08:45 - 08:59	0	0	1	4	10	4	0	0	0	0	0	0	0	0	0	**19**
09:00 - 09:14	0	0	0	2	5	6	0	0	0	0	1	0	0	0	0	**14**
09:15 - 09:29	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	**8**
09:30 - 09:44	0	0	1	4	9	1	1	0	1	0	0	0	0	0	0	**17**
09:45 - 09:59	1	0	0	2	8	1	1	0	0	0	0	0	0	0	0	**13**
10:00 - 10:14	0	0	0	2	5	6	1	0	0	0	0	0	0	0	0	**14**
10:15 - 10:29	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	**9**
10:30 - 10:44	1	3	0	2	3	1	1	0	0	0	0	0	0	0	0	**11**
10:45 - 10:59	0	0	0	3	5	2	1	0	0	0	0	0	0	0	0	**11**
11:00 - 11:14	0	0	1	3	7	2	1	0	0	0	0	0	0	0	0	**14**
11:15 - 11:29	1	0	3	5	8	3	0	0	0	0	0	0	0	0	0	**20**
11:30 - 11:44	0	1	0	5	6	3	0	1	0	0	0	0	0	0	0	**16**
11:45 - 11:59	0	0	1	1	7	6	2	0	0	0	0	0	0	0	0	**17**
12:00 - 12:14	0	0	1	8	11	5	4	0	0	1	0	0	0	0	0	**30**
12:15 - 12:29	0	0	0	1	12	4	2	0	0	1	0	0	0	0	0	**20**
12:30 - 12:44	0	0	1	0	5	5	1	0	0	0	0	0	0	0	0	**12**

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	7	6	3	0	0	0	0	0	0	0	0	0	**16**
13:00 - 13:14	0	0	1	2	7	3	1	0	0	0	0	0	0	0	0	**14**
13:15 - 13:29	0	0	0	5	7	3	0	0	0	0	0	0	0	0	0	**15**
13:30 - 13:44	0	0	0	2	9	3	0	0	0	0	0	0	0	0	0	**14**
13:45 - 13:59	1	0	0	3	6	1	0	0	0	0	0	0	0	0	0	**11**
14:00 - 14:14	0	0	0	1	19	4	0	0	0	0	0	0	0	0	0	**24**
14:15 - 14:29	0	0	0	2	8	6	0	0	0	0	0	0	0	0	0	**16**
14:30 - 14:44	0	0	0	8	11	11	0	1	0	0	0	0	0	0	0	**31**
14:45 - 14:59	0	0	1	2	17	9	2	0	0	0	0	0	0	0	0	**31**
15:00 - 15:14	2	1	0	4	14	8	3	0	0	0	0	0	0	0	0	**32**
15:15 - 15:29	0	0	0	4	22	8	0	0	0	0	0	0	0	0	0	**34**
15:30 - 15:44	0	1	1	14	21	13	3	1	0	0	0	0	0	0	0	**54**
15:45 - 15:59	0	0	0	6	23	9	3	0	0	0	0	0	0	0	0	**41**
16:00 - 16:14	0	0	0	1	13	13	2	0	1	0	0	0	0	0	0	**30**
16:15 - 16:29	0	0	1	3	18	11	1	0	0	0	0	0	0	0	0	**34**
16:30 - 16:44	0	0	0	3	23	16	2	2	0	0	0	0	0	0	0	**46**
16:45 - 16:59	0	1	2	2	13	13	3	1	0	0	0	0	0	0	0	**35**
17:00 - 17:14	0	1	0	2	19	19	3	0	0	0	0	0	0	0	0	**44**
17:15 - 17:29	0	0	0	3	22	15	4	0	0	0	0	0	0	0	0	**44**
17:30 - 17:44	0	0	0	2	19	11	2	0	0	0	0	0	0	0	0	**34**
17:45 - 17:59	0	0	0	4	18	10	4	2	0	0	0	0	0	0	0	**38**
18:00 - 18:14	0	0	0	1	12	6	0	0	0	0	0	0	0	0	0	**19**
18:15 - 18:29	0	0	0	0	15	9	3	2	0	0	0	0	0	0	0	**29**
18:30 - 18:44	0	0	0	0	14	6	1	0	0	0	0	0	0	0	0	**21**
18:45 - 18:59	0	0	0	1	10	10	1	0	0	0	0	0	0	0	0	**22**
19:00 - 19:14	0	0	0	6	23	5	3	0	0	0	0	0	0	0	0	**37**
19:15 - 19:29	0	0	0	3	24	15	1	1	0	0	0	0	0	0	0	**44**
19:30 - 19:44	1	0	0	1	9	5	0	0	0	0	0	0	0	0	0	**16**
19:45 - 19:59	0	0	1	5	6	6	0	0	0	0	0	0	0	0	0	**18**
20:00 - 20:14	0	0	1	2	17	5	1	0	0	0	0	0	0	0	0	**26**
20:15 - 20:29	0	0	1	2	11	5	0	0	0	0	0	0	0	0	0	**19**
20:30 - 20:44	0	0	0	4	12	2	0	0	0	0	0	0	0	0	0	**18**
20:45 - 20:59	0	0	0	3	7	3	0	0	0	0	0	0	0	0	0	**13**
21:00 - 21:14	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	**11**
21:15 - 21:29	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	**7**
21:30 - 21:44	0	0	0	2	13	1	0	0	0	0	0	0	0	0	0	**16**
21:45 - 21:59	0	0	0	1	6	13	0	0	0	0	0	0	0	0	0	**20**
22:00 - 22:14	0	0	0	1	6	2	1	0	0	0	0	0	0	0	0	**10**
22:15 - 22:29	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
22:45 - 22:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
23:15 - 23:29	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	**2**
23:30 - 23:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**11**	**14**	**24**	**194**	**714**	**381**	**68**	**11**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**1423**
Percent of Total	**0.8**	**1.0**	**1.7**	**13.6**	**50.2**	**26.8**	**4.8**	**0.8**	**0.1**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**1.9**	**2.8**	**3.6**	**18.3**	**46.4**	**21.7**	**4.4**	**0.3**	**0.3**	**0.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.4**	**0.4**	**1.0**	**12.0**	**51.5**	**28.5**	**4.9**	**0.9**	**0.1**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Northbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

Posted Speed: 30

Standard Deviation:	5.3 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.3 MPH
Mean Speed:	33.4 MPH	Percent in Ten Mile Pace:	77.0%		
Median Speed:	33.3 MPH			15th Percentile:	29.2 MPH
Modal Speed:	32.5 MPH			90th Percentile:	39.2 MPH
				95th Percentile:	41.0 MPH

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
00:45 - 00:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 - 02:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
03:30 - 03:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	**4**
04:15 - 04:29	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**
04:30 - 04:44	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
04:45 - 04:59	0	0	1	0	2	0	4	0	0	0	0	0	0	0	0	**7**
05:00 - 05:14	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
05:15 - 05:29	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
05:30 - 05:44	0	0	0	2	5	6	0	0	0	0	0	0	0	0	0	**13**
05:45 - 05:59	0	0	0	2	7	7	1	1	0	0	0	0	0	0	0	**18**
06:00 - 06:14	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	**10**
06:15 - 06:29	1	0	0	1	9	3	0	0	0	0	0	0	0	0	0	**14**
06:30 - 06:44	0	1	0	3	8	2	1	0	0	0	0	0	0	0	0	**15**
06:45 - 06:59	0	0	0	3	20	8	0	0	0	0	0	0	0	0	0	**31**
07:00 - 07:14	0	0	0	6	7	5	1	0	1	0	0	0	0	0	0	**20**
07:15 - 07:29	0	1	0	0	15	4	1	0	0	0	0	0	0	0	0	**21**
07:30 - 07:44	0	0	1	1	20	10	1	0	0	0	0	0	0	0	0	**33**
07:45 - 07:59	0	0	4	5	32	14	2	1	0	0	0	0	0	0	0	**58**
08:00 - 08:14	0	1	1	3	9	8	0	0	0	0	0	0	0	0	0	**22**
08:15 - 08:29	0	2	0	2	9	5	1	0	0	0	0	0	0	0	0	**19**
08:30 - 08:44	0	0	0	5	12	3	1	1	0	0	0	0	1	0	0	**23**
08:45 - 08:59	0	1	0	2	9	4	2	1	0	0	0	0	0	0	0	**19**
09:00 - 09:14	1	0	0	0	5	4	1	0	0	0	0	0	0	0	0	**11**
09:15 - 09:29	0	0	0	1	4	6	1	3	0	0	0	0	0	0	0	**15**
09:30 - 09:44	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	**8**
09:45 - 09:59	0	0	0	1	6	1	1	0	0	0	0	0	0	0	0	**9**
10:00 - 10:14	0	0	0	1	5	7	0	0	1	0	0	0	0	0	0	**14**
10:15 - 10:29	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	**9**
10:30 - 10:44	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	**11**
10:45 - 10:59	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0	**10**
11:00 - 11:14	0	0	0	1	3	6	0	0	0	0	0	0	0	0	0	**10**
11:15 - 11:29	1	0	0	4	8	2	1	0	0	0	0	0	0	0	0	**16**
11:30 - 11:44	0	0	0	2	5	7	1	0	0	0	0	0	0	0	0	**15**
11:45 - 11:59	0	0	1	2	8	5	3	0	0	0	0	0	0	0	0	**19**
12:00 - 12:14	0	0	0	0	8	7	1	0	0	0	0	0	0	0	0	**16**
12:15 - 12:29	0	0	0	2	15	7	2	0	0	0	0	0	0	0	0	**26**
12:30 - 12:44	0	0	0	1	12	7	1	0	0	0	0	0	0	0	0	**21**

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location
Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	3	8	4	0	0	0	0	0	0	0	0	0	**15**
13:00 - 13:14	1	0	0	1	5	2	0	0	0	0	0	0	0	0	0	**9**
13:15 - 13:29	0	0	0	4	6	4	2	0	0	0	0	0	0	0	0	**16**
13:30 - 13:44	0	0	1	4	4	6	2	0	0	0	0	0	0	0	0	**17**
13:45 - 13:59	0	0	0	2	7	5	2	0	0	0	0	0	0	0	0	**16**
14:00 - 14:14	0	0	0	2	6	3	1	0	0	0	0	0	0	0	0	**12**
14:15 - 14:29	0	0	1	2	17	7	1	0	0	0	0	0	0	0	0	**28**
14:30 - 14:44	0	0	0	2	13	5	3	1	0	0	0	0	0	0	0	**24**
14:45 - 14:59	0	0	2	0	17	11	1	0	0	0	0	0	0	0	0	**31**
15:00 - 15:14	0	0	1	3	9	2	2	0	0	0	0	0	0	0	0	**17**
15:15 - 15:29	0	1	2	7	15	6	0	0	0	0	0	0	0	0	0	**31**
15:30 - 15:44	0	0	0	1	16	9	1	0	0	0	0	0	0	0	0	**27**
15:45 - 15:59	0	0	0	1	9	10	6	1	0	0	0	0	0	0	0	**27**
16:00 - 16:14	0	0	0	1	13	5	3	1	0	0	0	0	0	0	0	**23**
16:15 - 16:29	0	0	0	0	6	8	2	1	0	0	0	0	0	0	0	**17**
16:30 - 16:44	0	0	0	0	15	12	3	0	0	0	0	0	0	0	0	**30**
16:45 - 16:59	0	0	0	2	20	15	3	0	0	0	1	0	0	0	0	**41**
17:00 - 17:14	0	0	0	2	9	11	3	0	0	0	0	0	0	0	0	**25**
17:15 - 17:29	0	0	0	3	24	18	3	0	0	0	0	0	0	0	0	**48**
17:30 - 17:44	0	0	0	3	12	19	2	0	0	0	0	0	0	0	0	**36**
17:45 - 17:59	0	0	0	1	11	9	4	0	0	0	0	0	0	0	0	**25**
18:00 - 18:14	0	0	0	0	17	11	3	0	0	0	0	0	0	0	0	**31**
18:15 - 18:29	0	0	1	0	14	9	1	1	0	0	0	0	0	0	0	**26**
18:30 - 18:44	0	0	0	1	7	11	6	0	0	0	0	0	0	0	0	**25**
18:45 - 18:59	0	0	0	2	12	9	1	1	0	0	0	0	0	0	0	**25**
19:00 - 19:14	0	0	1	0	6	9	1	1	0	0	0	0	0	0	0	**18**
19:15 - 19:29	0	1	0	0	8	12	0	0	0	0	0	0	0	0	0	**21**
19:30 - 19:44	0	0	0	3	13	5	1	0	0	0	0	0	0	0	0	**22**
19:45 - 19:59	0	0	1	4	8	6	0	0	0	0	0	0	0	0	0	**19**
20:00 - 20:14	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	**8**
20:15 - 20:29	0	0	1	0	4	3	4	0	0	0	0	0	0	0	0	**12**
20:30 - 20:44	0	0	0	2	8	4	2	0	0	0	0	0	0	0	0	**16**
20:45 - 20:59	0	0	1	0	10	3	1	0	0	0	0	0	0	0	0	**15**
21:00 - 21:14	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	**5**
21:15 - 21:29	0	0	1	0	4	4	0	0	0	0	0	0	0	0	0	**9**
21:30 - 21:44	0	0	0	0	7	1	2	0	0	0	0	0	0	0	0	**10**
21:45 - 21:59	0	0	1	0	4	2	0	0	1	0	0	0	0	0	0	**8**
22:00 - 22:14	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
22:15 - 22:29	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
22:45 - 22:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:15 - 23:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:30 - 23:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals	**4**	**8**	**22**	**122**	**659**	**426**	**98**	**14**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**1358**
Percent of Total	**0.3**	**0.6**	**1.6**	**9.0**	**48.5**	**31.4**	**7.2**	**1.0**	**0.2**	**0.0**	**0.1**	**0.0**	**0.1**	**0.0**	**0.0**	**100**
Percent of AM	**0.6**	**1.2**	**1.6**	**12.1**	**49.5**	**27.3**	**5.7**	**1.4**	**0.4**	**0.0**	**0.0**	**0.0**	**0.2**	**0.0**	**0.0**	**100**
Percent of PM	**0.1**	**0.2**	**1.6**	**7.2**	**48.0**	**33.7**	**8.1**	**0.8**	**0.1**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Southbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location
Posted Speed: 30

Standard Deviation:	5.1 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.0 MPH
Mean Speed:	34.3 MPH	Percent in Ten Mile Pace:	79.9%		
Median Speed:	34.0 MPH			15th Percentile:	30.4 MPH
Modal Speed:	32.5 MPH			90th Percentile:	39.8 MPH
				95th Percentile:	42.5 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location
Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	**6**
00:45 - 00:59	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
01:30 - 01:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 - 02:14	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
02:15 - 02:29	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
02:30 - 02:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	**4**
04:15 - 04:29	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	**6**
04:30 - 04:44	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	**4**
04:45 - 04:59	0	0	1	0	2	1	4	0	0	0	0	0	0	0	0	**8**
05:00 - 05:14	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	**5**
05:15 - 05:29	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	**8**
05:30 - 05:44	0	0	0	2	6	6	0	0	0	0	0	0	0	0	0	**14**
05:45 - 05:59	0	0	0	3	11	7	1	1	0	0	0	0	0	0	0	**23**
06:00 - 06:14	0	0	0	4	5	5	1	0	0	0	0	0	0	0	0	**15**
06:15 - 06:29	2	0	0	2	11	4	0	0	0	0	0	0	0	0	0	**19**
06:30 - 06:44	0	1	0	4	10	4	1	0	0	0	0	0	0	0	0	**20**
06:45 - 06:59	0	0	1	3	27	10	0	0	0	0	0	0	0	0	0	**41**
07:00 - 07:14	0	1	0	7	11	11	1	0	1	0	0	0	0	0	0	**32**
07:15 - 07:29	0	1	1	5	22	8	3	0	0	0	0	0	0	0	0	**40**
07:30 - 07:44	0	3	1	6	26	13	1	0	0	0	0	0	0	0	0	**50**
07:45 - 07:59	0	0	4	7	44	17	4	1	0	0	0	0	0	0	0	**77**
08:00 - 08:14	0	1	3	5	16	12	0	0	0	0	0	0	0	0	0	**37**
08:15 - 08:29	1	4	1	6	17	9	1	0	0	0	0	0	0	0	0	**39**
08:30 - 08:44	0	0	0	8	20	7	2	1	0	0	0	0	1	0	0	**39**
08:45 - 08:59	0	1	1	6	19	8	2	1	0	0	0	0	0	0	0	**38**
09:00 - 09:14	1	0	0	2	10	10	1	0	0	0	1	0	0	0	0	**25**
09:15 - 09:29	0	0	0	3	8	7	2	3	0	0	0	0	0	0	0	**23**
09:30 - 09:44	0	0	1	5	14	3	1	0	1	0	0	0	0	0	0	**25**
09:45 - 09:59	1	0	0	3	14	2	2	0	0	0	0	0	0	0	0	**22**
10:00 - 10:14	0	0	0	3	10	13	1	0	1	0	0	0	0	0	0	**28**
10:15 - 10:29	2	0	0	4	10	2	0	0	0	0	0	0	0	0	0	**18**
10:30 - 10:44	1	3	0	5	9	3	1	0	0	0	0	0	0	0	0	**22**
10:45 - 10:59	0	0	0	4	10	4	3	0	0	0	0	0	0	0	0	**21**
11:00 - 11:14	0	0	1	4	10	8	1	0	0	0	0	0	0	0	0	**24**
11:15 - 11:29	2	0	3	9	16	5	1	0	0	0	0	0	0	0	0	**36**
11:30 - 11:44	0	1	0	7	11	10	1	1	0	0	0	0	0	0	0	**31**
11:45 - 11:59	0	0	2	3	15	11	5	0	0	0	0	0	0	0	0	**36**
12:00 - 12:14	0	0	1	8	19	12	5	0	0	1	0	0	0	0	0	**46**
12:15 - 12:29	0	0	0	3	27	11	4	0	0	1	0	0	0	0	0	**46**
12:30 - 12:44	0	0	1	1	17	12	2	0	0	0	0	0	0	0	0	**33**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location

Posted Speed: 30

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	10	14	7	0	0	0	0	0	0	0	0	0	**31**
13:00 - 13:14	1	0	1	3	12	5	1	0	0	0	0	0	0	0	0	**23**
13:15 - 13:29	0	0	0	9	13	7	2	0	0	0	0	0	0	0	0	**31**
13:30 - 13:44	0	0	1	6	13	9	2	0	0	0	0	0	0	0	0	**31**
13:45 - 13:59	1	0	0	5	13	6	2	0	0	0	0	0	0	0	0	**27**
14:00 - 14:14	0	0	0	3	25	7	1	0	0	0	0	0	0	0	0	**36**
14:15 - 14:29	0	0	1	4	25	13	1	0	0	0	0	0	0	0	0	**44**
14:30 - 14:44	0	0	0	10	24	16	3	2	0	0	0	0	0	0	0	**55**
14:45 - 14:59	0	0	3	2	34	20	3	0	0	0	0	0	0	0	0	**62**
15:00 - 15:14	2	1	1	7	23	10	5	0	0	0	0	0	0	0	0	**49**
15:15 - 15:29	0	1	2	11	37	14	0	0	0	0	0	0	0	0	0	**65**
15:30 - 15:44	0	1	1	15	37	22	4	1	0	0	0	0	0	0	0	**81**
15:45 - 15:59	0	0	0	7	32	19	9	1	0	0	0	0	0	0	0	**68**
16:00 - 16:14	0	0	0	2	26	18	5	1	1	0	0	0	0	0	0	**53**
16:15 - 16:29	0	0	1	3	24	19	3	1	0	0	0	0	0	0	0	**51**
16:30 - 16:44	0	0	0	3	38	28	5	2	0	0	0	0	0	0	0	**76**
16:45 - 16:59	0	1	2	4	33	28	6	1	0	0	1	0	0	0	0	**76**
17:00 - 17:14	0	1	0	4	28	30	6	0	0	0	0	0	0	0	0	**69**
17:15 - 17:29	0	0	0	6	46	33	7	0	0	0	0	0	0	0	0	**92**
17:30 - 17:44	0	0	0	5	31	30	4	0	0	0	0	0	0	0	0	**70**
17:45 - 17:59	0	0	0	5	29	19	8	2	0	0	0	0	0	0	0	**63**
18:00 - 18:14	0	0	0	1	29	17	3	0	0	0	0	0	0	0	0	**50**
18:15 - 18:29	0	0	1	0	29	18	4	3	0	0	0	0	0	0	0	**55**
18:30 - 18:44	0	0	0	1	21	17	7	0	0	0	0	0	0	0	0	**46**
18:45 - 18:59	0	0	0	3	22	19	2	1	0	0	0	0	0	0	0	**47**
19:00 - 19:14	0	0	1	6	29	14	4	1	0	0	0	0	0	0	0	**55**
19:15 - 19:29	0	1	0	3	32	27	1	1	0	0	0	0	0	0	0	**65**
19:30 - 19:44	1	0	0	4	22	10	1	0	0	0	0	0	0	0	0	**38**
19:45 - 19:59	0	0	2	9	14	12	0	0	0	0	0	0	0	0	0	**37**
20:00 - 20:14	0	0	1	2	21	9	1	0	0	0	0	0	0	0	0	**34**
20:15 - 20:29	0	0	2	2	15	8	4	0	0	0	0	0	0	0	0	**31**
20:30 - 20:44	0	0	0	6	20	6	2	0	0	0	0	0	0	0	0	**34**
20:45 - 20:59	0	0	1	3	17	6	1	0	0	0	0	0	0	0	0	**28**
21:00 - 21:14	0	0	0	2	10	4	0	0	0	0	0	0	0	0	0	**16**
21:15 - 21:29	0	0	1	1	7	7	0	0	0	0	0	0	0	0	0	**16**
21:30 - 21:44	0	0	0	2	20	2	2	0	0	0	0	0	0	0	0	**26**
21:45 - 21:59	0	0	1	1	10	15	0	0	1	0	0	0	0	0	0	**28**
22:00 - 22:14	0	0	0	1	7	3	1	0	0	0	0	0	0	0	0	**12**
22:15 - 22:29	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	**10**
22:30 - 22:44	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	**8**
22:45 - 22:59	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
23:00 - 23:14	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
23:15 - 23:29	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	**2**
23:30 - 23:44	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**15**	**22**	**46**	**316**	**1373**	**807**	**166**	**25**	**5**	**3**	**2**	**0**	**1**	**0**	**0**	**2781**
Percent of Total	**0.5**	**0.8**	**1.7**	**11.4**	**49.4**	**29.0**	**6.0**	**0.9**	**0.2**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**1.2**	**1.9**	**2.5**	**14.7**	**48.2**	**24.9**	**5.1**	**0.9**	**0.4**	**0.0**	**0.1**	**0.0**	**0.1**	**0.0**	**0.0**	**100**
Percent of PM	**0.3**	**0.3**	**1.3**	**9.9**	**49.9**	**30.8**	**6.3**	**0.9**	**0.1**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 750 West, South Location
Posted Speed: 30

Standard Deviation:	5.2 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	38.7 MPH
Mean Speed:	33.8 MPH	Percent in Ten Mile Pace:	78.4%		
Median Speed:	33.6 MPH			15th Percentile:	30.1 MPH
Modal Speed:	32.5 MPH			90th Percentile:	39.5 MPH
				95th Percentile:	41.9 MPH

Daily Vehicle Volume Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

	Eastbound Volume	Westbound Volume	Total Volume
02:00 - 02:14	4	0	**4**
02:15 - 02:29	1	0	**1**
02:30 - 02:44	0	0	**0**
02:45 - 02:59	0	0	**0**
03:00 - 03:14	0	1	**1**
03:15 - 03:29	0	0	**0**
03:30 - 03:44	0	0	**0**
03:45 - 03:59	1	0	**1**
04:00 - 04:14	1	1	**2**
04:15 - 04:29	0	3	**3**
04:30 - 04:44	1	4	**5**
04:45 - 04:59	1	7	**8**
05:00 - 05:14	2	3	**5**
05:15 - 05:29	5	4	**9**
05:30 - 05:44	4	5	**9**
05:45 - 05:59	6	5	**11**
06:00 - 06:14	7	6	**13**
06:15 - 06:29	4	8	**12**
06:30 - 06:44	4	6	**10**
06:45 - 06:59	7	5	**12**
07:00 - 07:14	6	11	**17**
07:15 - 07:29	17	7	**24**
07:30 - 07:44	10	5	**15**
07:45 - 07:59	16	8	**24**
08:00 - 08:14	26	12	**38**
08:15 - 08:29	27	7	**34**
08:30 - 08:44	22	13	**35**
08:45 - 08:59	13	11	**24**
09:00 - 09:14	7	5	**12**
09:15 - 09:29	8	12	**20**
09:30 - 09:44	12	6	**18**
09:45 - 09:59	10	5	**15**
10:00 - 10:14	7	5	**12**
10:15 - 10:29	12	3	**15**
10:30 - 10:44	7	3	**10**
10:45 - 10:59	12	7	**19**
11:00 - 11:14	9	6	**15**
11:15 - 11:29	11	8	**19**
11:30 - 11:44	6	12	**18**
11:45 - 11:59	9	12	**21**
12:00 - 12:14	10	10	**20**
12:15 - 12:29	15	9	**24**
12:30 - 12:44	10	14	**24**
12:45 - 12:59	11	7	**18**
13:00 - 13:14	11	10	**21**
13:15 - 13:29	17	16	**33**
13:30 - 13:44	15	13	**28**
13:45 - 13:59	13	10	**23**
14:00 - 14:14	15	13	**28**
14:15 - 14:29	5	12	**17**
14:30 - 14:44	9	19	**28**
14:45 - 14:59	13	20	**33**

Daily Vehicle Volume Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

	Eastbound Volume	Westbound Volume	Total Volume
15:00 - 15:14	25	17	**42**
15:15 - 15:29	36	19	**55**
15:30 - 15:44	23	17	**40**
15:45 - 15:59	27	21	**48**
16:00 - 16:14	15	10	**25**
16:15 - 16:29	15	15	**30**
16:30 - 16:44	18	17	**35**
16:45 - 16:59	15	17	**32**
17:00 - 17:14	13	18	**31**
17:15 - 17:29	16	17	**33**
17:30 - 17:44	14	13	**27**
17:45 - 17:59	13	9	**22**
18:00 - 18:14	13	23	**36**
18:15 - 18:29	11	11	**22**
18:30 - 18:44	8	7	**15**
18:45 - 18:59	9	7	**16**
19:00 - 19:14	11	11	**22**
19:15 - 19:29	5	12	**17**
19:30 - 19:44	16	14	**30**
19:45 - 19:59	10	16	**26**
20:00 - 20:14	14	13	**27**
20:15 - 20:29	3	11	**14**
20:30 - 20:44	6	10	**16**
20:45 - 20:59	4	7	**11**
21:00 - 21:14	8	6	**14**
21:15 - 21:29	4	6	**10**
21:30 - 21:44	3	4	**7**
21:45 - 21:59	2	1	**3**
22:00 - 22:14	4	3	**7**
22:15 - 22:29	5	4	**9**
22:30 - 22:44	0	4	**4**
22:45 - 22:59	2	1	**3**
23:00 - 23:14	0	1	**1**
23:15 - 23:29	3	1	**4**
23:30 - 23:44	1	2	**3**
23:45 - 23:59	1	0	**1**
00:00 - 00:14	0	0	**0**
00:15 - 00:29	0	0	**0**
00:30 - 00:44	0	0	**0**
00:45 - 00:59	1	1	**2**
01:00 - 01:14	0	0	**0**
01:15 - 01:29	0	0	**0**
01:30 - 01:44	0	0	**0**
01:45 - 01:59	0	1	**1**
Totals	**813**	**736**	**1549**
AM Peak Time	**07:45 - 08:44**	**07:51 - 08:50**	**07:48 - 08:47**
AM Peak Volume	**91**	**46**	**132**
PM Peak Time	**15:00 - 15:59**	**14:25 - 15:24**	**15:01 - 16:00**
PM Peak Volume	**111**	**78**	**187**

Daily Vehicle Volume Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

Daily Eastbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
02:00 - 02:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
02:15 - 02:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:00 - 04:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:15 - 04:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:30 - 04:44	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:45 - 04:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 - 05:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
05:15 - 05:29	0	3	0	0	2	0	0	0	0	0	0	0	0	**5**
05:30 - 05:44	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
05:45 - 05:59	0	2	2	0	2	0	0	0	0	0	0	0	0	**6**
06:00 - 06:14	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
06:15 - 06:29	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
06:30 - 06:44	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
06:45 - 06:59	0	3	3	0	1	0	0	0	0	0	0	0	0	**7**
07:00 - 07:14	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
07:15 - 07:29	0	12	3	2	0	0	0	0	0	0	0	0	0	**17**
07:30 - 07:44	0	5	3	0	2	0	0	0	0	0	0	0	0	**10**
07:45 - 07:59	0	12	2	0	2	0	0	0	0	0	0	0	0	**16**
08:00 - 08:14	0	19	4	0	3	0	0	0	0	0	0	0	0	**26**
08:15 - 08:29	0	22	1	0	4	0	0	0	0	0	0	0	0	**27**
08:30 - 08:44	0	20	1	0	1	0	0	0	0	0	0	0	0	**22**
08:45 - 08:59	0	10	1	0	2	0	0	0	0	0	0	0	0	**13**
09:00 - 09:14	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
09:15 - 09:29	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
09:30 - 09:44	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
09:45 - 09:59	0	6	0	0	4	0	0	0	0	0	0	0	0	**10**
10:00 - 10:14	0	5	0	0	1	0	0	1	0	0	0	0	0	**7**
10:15 - 10:29	0	9	1	0	2	0	0	0	0	0	0	0	0	**12**
10:30 - 10:44	0	5	0	0	1	1	0	0	0	0	0	0	0	**7**
10:45 - 10:59	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
11:00 - 11:14	0	5	2	0	1	0	0	1	0	0	0	0	0	**9**
11:15 - 11:29	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
11:30 - 11:44	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:45 - 11:59	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
12:00 - 12:14	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
12:15 - 12:29	0	9	1	0	4	1	0	0	0	0	0	0	0	**15**
12:30 - 12:44	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
12:45 - 12:59	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
13:00 - 13:14	0	8	0	0	2	0	0	1	0	0	0	0	0	**11**
13:15 - 13:29	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
13:30 - 13:44	0	13	0	0	2	0	0	0	0	0	0	0	0	**15**
13:45 - 13:59	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
14:00 - 14:14	0	10	2	0	1	0	0	2	0	0	0	0	0	**15**
14:15 - 14:29	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
14:30 - 14:44	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
14:45 - 14:59	0	11	0	0	2	0	0	0	0	0	0	0	0	**13**

Daily Eastbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
15:00 - 15:14	0	22	1	0	2	0	0	0	0	0	0	0	0	**25**
15:15 - 15:29	0	31	0	0	5	0	0	0	0	0	0	0	0	**36**
15:30 - 15:44	0	19	2	0	2	0	0	0	0	0	0	0	0	**23**
15:45 - 15:59	0	24	1	0	2	0	0	0	0	0	0	0	0	**27**
16:00 - 16:14	0	12	1	0	2	0	0	0	0	0	0	0	0	**15**
16:15 - 16:29	0	14	0	0	1	0	0	0	0	0	0	0	0	**15**
16:30 - 16:44	0	10	3	0	4	0	0	1	0	0	0	0	0	**18**
16:45 - 16:59	0	13	0	0	2	0	0	0	0	0	0	0	0	**15**
17:00 - 17:14	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
17:15 - 17:29	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
17:30 - 17:44	0	10	2	0	2	0	0	0	0	0	0	0	0	**14**
17:45 - 17:59	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
18:00 - 18:14	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
18:15 - 18:29	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
18:30 - 18:44	0	4	3	0	1	0	0	0	0	0	0	0	0	**8**
18:45 - 18:59	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
19:00 - 19:14	0	8	1	0	2	0	0	0	0	0	0	0	0	**11**
19:15 - 19:29	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
19:30 - 19:44	0	12	1	0	3	0	0	0	0	0	0	0	0	**16**
19:45 - 19:59	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
20:00 - 20:14	0	13	0	0	1	0	0	0	0	0	0	0	0	**14**
20:15 - 20:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
20:30 - 20:44	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
20:45 - 20:59	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
21:00 - 21:14	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
21:15 - 21:29	0	3	0	0	0	0	0	1	0	0	0	0	0	**4**
21:30 - 21:44	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
21:45 - 21:59	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
22:00 - 22:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:15 - 22:29	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:45 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:15 - 23:29	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
23:30 - 23:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals	**0**	**634**	**86**	**2**	**82**	**2**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**813**
Percent of Total	**0.0**	**78.0**	**10.6**	**0.2**	**10.1**	**0.2**	**0.0**	**0.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.0**	**74.7**	**12.8**	**0.7**	**10.8**	**0.3**	**0.0**	**0.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.0**	**79.9**	**9.3**	**0.0**	**9.7**	**0.2**	**0.0**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Eastbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

Truck Summary:

Total Trucks: 93 % Trucks: 11.4 AM % Trucks: 12.5 PM % Trucks: 10.8

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Westbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:15 - 04:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
04:30 - 04:44	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
04:45 - 04:59	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
05:00 - 05:14	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
05:15 - 05:29	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
05:30 - 05:44	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
05:45 - 05:59	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
06:00 - 06:14	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
06:15 - 06:29	0	4	3	0	1	0	0	0	0	0	0	0	0	**8**
06:30 - 06:44	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
06:45 - 06:59	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
07:00 - 07:14	0	6	1	0	4	0	0	0	0	0	0	0	0	**11**
07:15 - 07:29	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**
07:30 - 07:44	0	3	0	0	2	0	0	0	0	0	0	0	0	**5**
07:45 - 07:59	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
08:00 - 08:14	0	7	2	1	2	0	0	0	0	0	0	0	0	**12**
08:15 - 08:29	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
08:30 - 08:44	0	9	1	0	3	0	0	0	0	0	0	0	0	**13**
08:45 - 08:59	0	9	0	0	2	0	0	0	0	0	0	0	0	**11**
09:00 - 09:14	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
09:15 - 09:29	0	10	0	0	2	0	0	0	0	0	0	0	0	**12**
09:30 - 09:44	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
09:45 - 09:59	0	3	0	0	2	0	0	0	0	0	0	0	0	**5**
10:00 - 10:14	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
10:15 - 10:29	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 - 10:44	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
10:45 - 10:59	0	5	0	0	2	0	0	0	0	0	0	0	0	**7**
11:00 - 11:14	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
11:15 - 11:29	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
11:30 - 11:44	0	6	4	0	2	0	0	0	0	0	0	0	0	**12**
11:45 - 11:59	0	9	0	1	2	0	0	0	0	0	0	0	0	**12**
12:00 - 12:14	0	8	0	0	2	0	0	0	0	0	0	0	0	**10**
12:15 - 12:29	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
12:30 - 12:44	1	10	2	0	1	0	0	0	0	0	0	0	0	**14**
12:45 - 12:59	0	5	0	0	2	0	0	0	0	0	0	0	0	**7**
13:00 - 13:14	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
13:15 - 13:29	0	11	3	0	2	0	0	0	0	0	0	0	0	**16**
13:30 - 13:44	0	9	2	0	2	0	0	0	0	0	0	0	0	**13**
13:45 - 13:59	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
14:00 - 14:14	0	9	2	0	2	0	0	0	0	0	0	0	0	**13**
14:15 - 14:29	0	9	1	0	2	0	0	0	0	0	0	0	0	**12**
14:30 - 14:44	0	12	1	2	4	0	0	0	0	0	0	0	0	**19**
14:45 - 14:59	0	12	3	0	5	0	0	0	0	0	0	0	0	**20**

Daily Westbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
15:00 - 15:14	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**
15:15 - 15:29	0	13	3	0	3	0	0	0	0	0	0	0	0	**19**
15:30 - 15:44	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**
15:45 - 15:59	0	20	0	0	1	0	0	0	0	0	0	0	0	**21**
16:00 - 16:14	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
16:15 - 16:29	0	10	0	0	5	0	0	0	0	0	0	0	0	**15**
16:30 - 16:44	0	11	4	0	2	0	0	0	0	0	0	0	0	**17**
16:45 - 16:59	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**
17:00 - 17:14	0	14	2	0	2	0	0	0	0	0	0	0	0	**18**
17:15 - 17:29	0	15	1	0	0	0	0	1	0	0	0	0	0	**17**
17:30 - 17:44	0	10	2	0	1	0	0	0	0	0	0	0	0	**13**
17:45 - 17:59	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
18:00 - 18:14	0	21	0	0	2	0	0	0	0	0	0	0	0	**23**
18:15 - 18:29	0	9	0	0	2	0	0	0	0	0	0	0	0	**11**
18:30 - 18:44	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
18:45 - 18:59	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
19:00 - 19:14	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
19:15 - 19:29	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
19:30 - 19:44	0	9	3	0	2	0	0	0	0	0	0	0	0	**14**
19:45 - 19:59	0	10	4	0	2	0	0	0	0	0	0	0	0	**16**
20:00 - 20:14	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
20:15 - 20:29	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
20:30 - 20:44	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
20:45 - 20:59	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
21:00 - 21:14	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
21:15 - 21:29	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
21:30 - 21:44	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
21:45 - 21:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:00 - 22:14	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
22:15 - 22:29	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
22:30 - 22:44	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
22:45 - 22:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:00 - 23:14	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
23:15 - 23:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30 - 23:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45 - 00:59	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**3**	**557**	**79**	**5**	**91**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**736**
Percent of Total	**0.4**	**75.7**	**10.7**	**0.7**	**12.4**	**0.0**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.9**	**72.9**	**10.6**	**1.4**	**14.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.2**	**76.8**	**10.8**	**0.4**	**11.6**	**0.0**	**0.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Westbound Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

Truck Summary:

Total Trucks: 97 % Trucks: 13.2 AM % Trucks: 15.6 PM % Trucks: 12.2

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
02:00 - 02:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
02:15 - 02:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:00 - 04:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
04:15 - 04:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
04:30 - 04:44	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
04:45 - 04:59	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
05:00 - 05:14	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
05:15 - 05:29	0	6	1	0	2	0	0	0	0	0	0	0	0	**9**
05:30 - 05:44	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
05:45 - 05:59	0	7	2	0	2	0	0	0	0	0	0	0	0	**11**
06:00 - 06:14	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
06:15 - 06:29	0	6	4	0	2	0	0	0	0	0	0	0	0	**12**
06:30 - 06:44	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
06:45 - 06:59	0	8	3	0	1	0	0	0	0	0	0	0	0	**12**
07:00 - 07:14	0	11	1	0	5	0	0	0	0	0	0	0	0	**17**
07:15 - 07:29	0	17	4	3	0	0	0	0	0	0	0	0	0	**24**
07:30 - 07:44	0	8	3	0	4	0	0	0	0	0	0	0	0	**15**
07:45 - 07:59	0	18	4	0	2	0	0	0	0	0	0	0	0	**24**
08:00 - 08:14	0	26	6	1	5	0	0	0	0	0	0	0	0	**38**
08:15 - 08:29	0	27	2	0	5	0	0	0	0	0	0	0	0	**34**
08:30 - 08:44	0	29	2	0	4	0	0	0	0	0	0	0	0	**35**
08:45 - 08:59	0	19	1	0	4	0	0	0	0	0	0	0	0	**24**
09:00 - 09:14	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
09:15 - 09:29	0	16	1	0	3	0	0	0	0	0	0	0	0	**20**
09:30 - 09:44	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
09:45 - 09:59	0	9	0	0	6	0	0	0	0	0	0	0	0	**15**
10:00 - 10:14	0	9	0	0	2	0	0	1	0	0	0	0	0	**12**
10:15 - 10:29	1	11	1	0	2	0	0	0	0	0	0	0	0	**15**
10:30 - 10:44	0	7	0	0	2	1	0	0	0	0	0	0	0	**10**
10:45 - 10:59	0	17	0	0	2	0	0	0	0	0	0	0	0	**19**
11:00 - 11:14	0	10	2	0	2	0	0	1	0	0	0	0	0	**15**
11:15 - 11:29	0	16	2	0	1	0	0	0	0	0	0	0	0	**19**
11:30 - 11:44	0	11	5	0	2	0	0	0	0	0	0	0	0	**18**
11:45 - 11:59	0	14	4	1	2	0	0	0	0	0	0	0	0	**21**
12:00 - 12:14	0	17	1	0	2	0	0	0	0	0	0	0	0	**20**
12:15 - 12:29	0	17	2	0	4	1	0	0	0	0	0	0	0	**24**
12:30 - 12:44	1	18	3	0	2	0	0	0	0	0	0	0	0	**24**
12:45 - 12:59	0	13	2	0	3	0	0	0	0	0	0	0	0	**18**
13:00 - 13:14	0	15	2	0	3	0	0	1	0	0	0	0	0	**21**
13:15 - 13:29	0	26	5	0	2	0	0	0	0	0	0	0	0	**33**
13:30 - 13:44	0	22	2	0	4	0	0	0	0	0	0	0	0	**28**
13:45 - 13:59	0	18	4	0	1	0	0	0	0	0	0	0	0	**23**
14:00 - 14:14	0	19	4	0	3	0	0	2	0	0	0	0	0	**28**
14:15 - 14:29	0	13	1	0	3	0	0	0	0	0	0	0	0	**17**
14:30 - 14:44	0	18	3	2	5	0	0	0	0	0	0	0	0	**28**
14:45 - 14:59	0	23	3	0	7	0	0	0	0	0	0	0	0	**33**

Daily Total Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
15:00 - 15:14	0	37	2	0	3	0	0	0	0	0	0	0	0	**42**
15:15 - 15:29	0	44	3	0	8	0	0	0	0	0	0	0	0	**55**
15:30 - 15:44	0	33	4	0	3	0	0	0	0	0	0	0	0	**40**
15:45 - 15:59	0	44	1	0	3	0	0	0	0	0	0	0	0	**48**
16:00 - 16:14	0	21	1	0	3	0	0	0	0	0	0	0	0	**25**
16:15 - 16:29	0	24	0	0	6	0	0	0	0	0	0	0	0	**30**
16:30 - 16:44	0	21	7	0	6	0	0	1	0	0	0	0	0	**35**
16:45 - 16:59	0	28	1	0	3	0	0	0	0	0	0	0	0	**32**
17:00 - 17:14	0	25	4	0	2	0	0	0	0	0	0	0	0	**31**
17:15 - 17:29	0	27	4	0	1	0	0	1	0	0	0	0	0	**33**
17:30 - 17:44	0	20	4	0	3	0	0	0	0	0	0	0	0	**27**
17:45 - 17:59	0	17	3	0	2	0	0	0	0	0	0	0	0	**22**
18:00 - 18:14	0	32	1	0	3	0	0	0	0	0	0	0	0	**36**
18:15 - 18:29	0	19	1	0	2	0	0	0	0	0	0	0	0	**22**
18:30 - 18:44	0	10	4	0	1	0	0	0	0	0	0	0	0	**15**
18:45 - 18:59	0	14	0	0	2	0	0	0	0	0	0	0	0	**16**
19:00 - 19:14	0	17	2	0	3	0	0	0	0	0	0	0	0	**22**
19:15 - 19:29	0	10	6	0	1	0	0	0	0	0	0	0	0	**17**
19:30 - 19:44	0	21	4	0	5	0	0	0	0	0	0	0	0	**30**
19:45 - 19:59	0	17	7	0	2	0	0	0	0	0	0	0	0	**26**
20:00 - 20:14	0	24	1	0	2	0	0	0	0	0	0	0	0	**27**
20:15 - 20:29	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
20:30 - 20:44	0	13	2	0	1	0	0	0	0	0	0	0	0	**16**
20:45 - 20:59	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
21:00 - 21:14	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
21:15 - 21:29	0	8	0	0	1	0	0	1	0	0	0	0	0	**10**
21:30 - 21:44	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
21:45 - 21:59	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
22:00 - 22:14	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
22:15 - 22:29	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
22:30 - 22:44	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
22:45 - 22:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:00 - 23:14	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
23:15 - 23:29	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
23:30 - 23:44	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:45 - 23:59	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45 - 00:59	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**3**	**1191**	**165**	**7**	**173**	**2**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**1549**
Percent of Total	**0.2**	**76.9**	**10.7**	**0.5**	**11.2**	**0.1**	**0.0**	**0.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.4**	**73.9**	**11.9**	**1.0**	**12.3**	**0.2**	**0.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.1**	**78.4**	**10.0**	**0.2**	**10.6**	**0.1**	**0.0**	**0.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Classes Report

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

Truck Summary:

Total Trucks: 190 % Trucks: 12.3 AM % Trucks: 13.8 PM % Trucks: 11.5

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: 1100 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
02:00 - 02:14	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**
02:15 - 02:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:00 - 04:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:15 - 04:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:30 - 04:44	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:45 - 04:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 - 05:14	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
05:15 - 05:29	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	**5**
05:30 - 05:44	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**
05:45 - 05:59	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
06:00 - 06:14	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	**7**
06:15 - 06:29	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
06:30 - 06:44	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	**4**
06:45 - 06:59	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	**7**
07:00 - 07:14	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	**6**
07:15 - 07:29	0	1	4	5	7	0	0	0	0	0	0	0	0	0	0	**17**
07:30 - 07:44	0	1	3	2	3	1	0	0	0	0	0	0	0	0	0	**10**
07:45 - 07:59	0	0	4	5	5	2	0	0	0	0	0	0	0	0	0	**16**
08:00 - 08:14	0	0	2	12	9	3	0	0	0	0	0	0	0	0	0	**26**
08:15 - 08:29	0	1	6	14	5	1	0	0	0	0	0	0	0	0	0	**27**
08:30 - 08:44	0	3	3	10	6	0	0	0	0	0	0	0	0	0	0	**22**
08:45 - 08:59	0	0	3	7	1	2	0	0	0	0	0	0	0	0	0	**13**
09:00 - 09:14	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	**7**
09:15 - 09:29	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	**8**
09:30 - 09:44	0	1	3	4	3	1	0	0	0	0	0	0	0	0	0	**12**
09:45 - 09:59	0	1	2	4	3	0	0	0	0	0	0	0	0	0	0	**10**
10:00 - 10:14	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	**7**
10:15 - 10:29	0	1	2	6	2	1	0	0	0	0	0	0	0	0	0	**12**
10:30 - 10:44	0	1	1	3	1	0	0	0	1	0	0	0	0	0	0	**7**
10:45 - 10:59	0	0	0	7	4	0	1	0	0	0	0	0	0	0	0	**12**
11:00 - 11:14	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	**9**
11:15 - 11:29	0	0	3	4	4	0	0	0	0	0	0	0	0	0	0	**11**
11:30 - 11:44	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	**6**
11:45 - 11:59	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	**9**
12:00 - 12:14	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	**10**
12:15 - 12:29	1	0	2	8	2	2	0	0	0	0	0	0	0	0	0	**15**
12:30 - 12:44	0	0	4	5	0	0	1	0	0	0	0	0	0	0	0	**10**
12:45 - 12:59	0	1	1	6	1	1	1	0	0	0	0	0	0	0	0	**11**
13:00 - 13:14	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	**11**
13:15 - 13:29	0	1	0	10	2	4	0	0	0	0	0	0	0	0	0	**17**
13:30 - 13:44	0	0	5	8	2	0	0	0	0	0	0	0	0	0	0	**15**
13:45 - 13:59	0	0	2	5	3	3	0	0	0	0	0	0	0	0	0	**13**
14:00 - 14:14	0	0	3	6	5	0	1	0	0	0	0	0	0	0	0	**15**
14:15 - 14:29	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
14:30 - 14:44	0	0	2	2	3	1	1	0	0	0	0	0	0	0	0	**9**

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: 1100 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
14:45 - 14:59	0	1	1	3	7	1	0	0	0	0	0	0	0	0	0	**13**
15:00 - 15:14	0	1	6	8	9	1	0	0	0	0	0	0	0	0	0	**25**
15:15 - 15:29	1	0	5	19	9	2	0	0	0	0	0	0	0	0	0	**36**
15:30 - 15:44	0	1	3	8	9	2	0	0	0	0	0	0	0	0	0	**23**
15:45 - 15:59	0	3	6	8	5	5	0	0	0	0	0	0	0	0	0	**27**
16:00 - 16:14	0	0	1	8	6	0	0	0	0	0	0	0	0	0	0	**15**
16:15 - 16:29	0	1	3	4	6	0	1	0	0	0	0	0	0	0	0	**15**
16:30 - 16:44	0	0	2	11	5	0	0	0	0	0	0	0	0	0	0	**18**
16:45 - 16:59	0	0	1	5	8	0	1	0	0	0	0	0	0	0	0	**15**
17:00 - 17:14	0	0	4	7	1	1	0	0	0	0	0	0	0	0	0	**13**
17:15 - 17:29	0	0	4	5	5	2	0	0	0	0	0	0	0	0	0	**16**
17:30 - 17:44	0	0	1	8	4	0	1	0	0	0	0	0	0	0	0	**14**
17:45 - 17:59	0	0	1	9	2	1	0	0	0	0	0	0	0	0	0	**13**
18:00 - 18:14	0	0	0	8	4	0	1	0	0	0	0	0	0	0	0	**13**
18:15 - 18:29	0	0	1	3	6	1	0	0	0	0	0	0	0	0	0	**11**
18:30 - 18:44	0	0	2	1	5	0	0	0	0	0	0	0	0	0	0	**8**
18:45 - 18:59	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	**9**
19:00 - 19:14	0	0	5	1	4	1	0	0	0	0	0	0	0	0	0	**11**
19:15 - 19:29	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	**5**
19:30 - 19:44	0	0	1	10	4	1	0	0	0	0	0	0	0	0	0	**16**
19:45 - 19:59	0	0	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
20:00 - 20:14	0	0	4	8	2	0	0	0	0	0	0	0	0	0	0	**14**
20:15 - 20:29	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
20:30 - 20:44	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	**6**
20:45 - 20:59	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**
21:00 - 21:14	0	1	0	5	2	0	0	0	0	0	0	0	0	0	0	**8**
21:15 - 21:29	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
21:30 - 21:44	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	**3**
21:45 - 21:59	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**2**
22:00 - 22:14	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	**4**
22:15 - 22:29	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
22:45 - 22:59	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:15 - 23:29	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
23:30 - 23:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45 - 00:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Totals	**2**	**22**	**137**	**358**	**231**	**51**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**813**
Percent of Total	**0.2**	**2.7**	**16.9**	**44.0**	**28.4**	**6.3**	**1.4**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.0**	**3.7**	**17.2**	**41.6**	**30.1**	**6.8**	**0.3**	**0.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.4**	**2.1**	**16.6**	**45.5**	**27.5**	**6.0**	**1.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Eastbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

Posted Speed: 25

Standard Deviation:	5.1 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.7 MPH
Mean Speed:	28.6 MPH	Percent in Ten Mile Pace:	72.4%		
Median Speed:	28.4 MPH			15th Percentile:	23.6 MPH
Modal Speed:	27.5 MPH			90th Percentile:	34.6 MPH
				95th Percentile:	37.1 MPH

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: 1100 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:00 - 04:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:15 - 04:29	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
04:30 - 04:44	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	**4**
04:45 - 04:59	0	0	0	1	3	1	2	0	0	0	0	0	0	0	0	**7**
05:00 - 05:14	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
05:15 - 05:29	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	**4**
05:30 - 05:44	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	**5**
05:45 - 05:59	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
06:00 - 06:14	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	**6**
06:15 - 06:29	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	**8**
06:30 - 06:44	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	**6**
06:45 - 06:59	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	**5**
07:00 - 07:14	0	0	2	5	1	2	1	0	0	0	0	0	0	0	0	**11**
07:15 - 07:29	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
07:30 - 07:44	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	**5**
07:45 - 07:59	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	**8**
08:00 - 08:14	0	2	1	5	4	0	0	0	0	0	0	0	0	0	0	**12**
08:15 - 08:29	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	**7**
08:30 - 08:44	0	0	2	7	2	2	0	0	0	0	0	0	0	0	0	**13**
08:45 - 08:59	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	**11**
09:00 - 09:14	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
09:15 - 09:29	0	0	0	3	6	2	1	0	0	0	0	0	0	0	0	**12**
09:30 - 09:44	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	**6**
09:45 - 09:59	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	**5**
10:00 - 10:14	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	**5**
10:15 - 10:29	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 - 10:44	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 - 10:59	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
11:00 - 11:14	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	**6**
11:15 - 11:29	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	**8**
11:30 - 11:44	1	0	0	6	3	2	0	0	0	0	0	0	0	0	0	**12**
11:45 - 11:59	0	0	1	6	1	3	0	0	0	0	0	1	0	0	0	**12**
12:00 - 12:14	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	**10**
12:15 - 12:29	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	**9**
12:30 - 12:44	0	0	4	4	5	1	0	0	0	0	0	0	0	0	0	**14**
12:45 - 12:59	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	**7**
13:00 - 13:14	0	0	3	4	3	0	0	0	0	0	0	0	0	0	0	**10**
13:15 - 13:29	1	0	1	9	5	0	0	0	0	0	0	0	0	0	0	**16**
13:30 - 13:44	0	0	2	4	6	1	0	0	0	0	0	0	0	0	0	**13**
13:45 - 13:59	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	**10**
14:00 - 14:14	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
14:15 - 14:29	0	1	0	6	4	0	1	0	0	0	0	0	0	0	0	**12**
14:30 - 14:44	0	1	3	6	7	2	0	0	0	0	0	0	0	0	0	**19**

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: 1100 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
14:45 - 14:59	0	0	2	14	3	1	0	0	0	0	0	0	0	0	0	**20**
15:00 - 15:14	0	0	1	8	7	1	0	0	0	0	0	0	0	0	0	**17**
15:15 - 15:29	0	1	2	14	1	1	0	0	0	0	0	0	0	0	0	**19**
15:30 - 15:44	0	1	3	4	7	1	1	0	0	0	0	0	0	0	0	**17**
15:45 - 15:59	0	2	1	12	6	0	0	0	0	0	0	0	0	0	0	**21**
16:00 - 16:14	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	**10**
16:15 - 16:29	0	1	1	7	6	0	0	0	0	0	0	0	0	0	0	**15**
16:30 - 16:44	0	0	1	10	4	2	0	0	0	0	0	0	0	0	0	**17**
16:45 - 16:59	0	0	2	2	13	0	0	0	0	0	0	0	0	0	0	**17**
17:00 - 17:14	0	0	1	7	9	1	0	0	0	0	0	0	0	0	0	**18**
17:15 - 17:29	0	0	1	9	7	0	0	0	0	0	0	0	0	0	0	**17**
17:30 - 17:44	0	1	2	5	3	2	0	0	0	0	0	0	0	0	0	**13**
17:45 - 17:59	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	**9**
18:00 - 18:14	0	1	6	12	3	1	0	0	0	0	0	0	0	0	0	**23**
18:15 - 18:29	0	1	0	4	5	1	0	0	0	0	0	0	0	0	0	**11**
18:30 - 18:44	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	**7**
18:45 - 18:59	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
19:00 - 19:14	0	0	1	6	2	2	0	0	0	0	0	0	0	0	0	**11**
19:15 - 19:29	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	**12**
19:30 - 19:44	0	0	1	4	7	1	1	0	0	0	0	0	0	0	0	**14**
19:45 - 19:59	0	0	1	10	5	0	0	0	0	0	0	0	0	0	0	**16**
20:00 - 20:14	0	0	0	7	3	2	1	0	0	0	0	0	0	0	0	**13**
20:15 - 20:29	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	**11**
20:30 - 20:44	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	**10**
20:45 - 20:59	0	0	1	4	1	0	1	0	0	0	0	0	0	0	0	**7**
21:00 - 21:14	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	**6**
21:15 - 21:29	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	**6**
21:30 - 21:44	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
21:45 - 21:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
22:00 - 22:14	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	**3**
22:15 - 22:29	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	**4**
22:30 - 22:44	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**
22:45 - 22:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:00 - 23:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:15 - 23:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30 - 23:44	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**2**	**18**	**77**	**342**	**238**	**47**	**11**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**736**
Percent of Total	**0.3**	**2.4**	**10.5**	**46.5**	**32.3**	**6.4**	**1.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.5**	**3.7**	**7.3**	**42.7**	**33.0**	**9.6**	**2.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.5**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.2**	**1.9**	**11.8**	**48.1**	**32.0**	**5.0**	**1.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Westbound Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

Posted Speed: 25

Standard Deviation:	5.0 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.9 MPH
Mean Speed:	29.2 MPH	Percent in Ten Mile Pace:	78.8%		
Median Speed:	29.0 MPH			15th Percentile:	25.2 MPH
Modal Speed:	27.5 MPH			90th Percentile:	34.7 MPH
				95th Percentile:	37.3 MPH

Daily Total Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: 1100 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
02:00 - 02:14	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**
02:15 - 02:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:00 - 04:14	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:15 - 04:29	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
04:30 - 04:44	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	**5**
04:45 - 04:59	0	0	0	2	3	1	2	0	0	0	0	0	0	0	0	**8**
05:00 - 05:14	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
05:15 - 05:29	0	0	2	2	5	0	0	0	0	0	0	0	0	0	0	**9**
05:30 - 05:44	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	**9**
05:45 - 05:59	0	0	0	7	3	1	0	0	0	0	0	0	0	0	0	**11**
06:00 - 06:14	0	0	2	2	7	2	0	0	0	0	0	0	0	0	0	**13**
06:15 - 06:29	0	1	1	4	6	0	0	0	0	0	0	0	0	0	0	**12**
06:30 - 06:44	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	**10**
06:45 - 06:59	0	1	0	4	5	2	0	0	0	0	0	0	0	0	0	**12**
07:00 - 07:14	0	0	3	7	2	4	1	0	0	0	0	0	0	0	0	**17**
07:15 - 07:29	0	1	4	9	10	0	0	0	0	0	0	0	0	0	0	**24**
07:30 - 07:44	0	1	4	5	3	2	0	0	0	0	0	0	0	0	0	**15**
07:45 - 07:59	0	0	4	7	9	3	1	0	0	0	0	0	0	0	0	**24**
08:00 - 08:14	0	2	3	17	13	3	0	0	0	0	0	0	0	0	0	**38**
08:15 - 08:29	0	2	6	17	8	1	0	0	0	0	0	0	0	0	0	**34**
08:30 - 08:44	0	3	5	17	8	2	0	0	0	0	0	0	0	0	0	**35**
08:45 - 08:59	0	0	4	15	3	2	0	0	0	0	0	0	0	0	0	**24**
09:00 - 09:14	0	1	2	6	2	1	0	0	0	0	0	0	0	0	0	**12**
09:15 - 09:29	0	0	1	5	10	3	1	0	0	0	0	0	0	0	0	**20**
09:30 - 09:44	0	1	3	6	7	1	0	0	0	0	0	0	0	0	0	**18**
09:45 - 09:59	0	2	3	5	5	0	0	0	0	0	0	0	0	0	0	**15**
10:00 - 10:14	0	0	2	5	4	1	0	0	0	0	0	0	0	0	0	**12**
10:15 - 10:29	0	2	2	8	2	1	0	0	0	0	0	0	0	0	0	**15**
10:30 - 10:44	0	1	2	5	1	0	0	0	1	0	0	0	0	0	0	**10**
10:45 - 10:59	0	0	0	10	8	0	1	0	0	0	0	0	0	0	0	**19**
11:00 - 11:14	0	1	3	10	1	0	0	0	0	0	0	0	0	0	0	**15**
11:15 - 11:29	0	0	4	7	7	1	0	0	0	0	0	0	0	0	0	**19**
11:30 - 11:44	1	0	1	8	5	3	0	0	0	0	0	0	0	0	0	**18**
11:45 - 11:59	0	0	2	10	4	4	0	0	0	0	0	1	0	0	0	**21**
12:00 - 12:14	0	0	3	7	9	1	0	0	0	0	0	0	0	0	0	**20**
12:15 - 12:29	1	0	2	13	5	3	0	0	0	0	0	0	0	0	0	**24**
12:30 - 12:44	0	0	8	9	5	1	1	0	0	0	0	0	0	0	0	**24**
12:45 - 12:59	0	1	3	9	2	2	1	0	0	0	0	0	0	0	0	**18**
13:00 - 13:14	0	0	6	10	5	0	0	0	0	0	0	0	0	0	0	**21**
13:15 - 13:29	1	1	1	19	7	4	0	0	0	0	0	0	0	0	0	**33**
13:30 - 13:44	0	0	7	12	8	1	0	0	0	0	0	0	0	0	0	**28**
13:45 - 13:59	0	0	6	9	5	3	0	0	0	0	0	0	0	0	0	**23**
14:00 - 14:14	0	0	3	17	7	0	1	0	0	0	0	0	0	0	0	**28**
14:15 - 14:29	0	1	0	8	6	0	2	0	0	0	0	0	0	0	0	**17**
14:30 - 14:44	0	1	5	8	10	3	1	0	0	0	0	0	0	0	0	**28**

Daily Total Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023

Unit ID:

Location: 1100 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
14:45 - 14:59	0	1	3	17	10	2	0	0	0	0	0	0	0	0	0	**33**
15:00 - 15:14	0	1	7	16	16	2	0	0	0	0	0	0	0	0	0	**42**
15:15 - 15:29	1	1	7	33	10	3	0	0	0	0	0	0	0	0	0	**55**
15:30 - 15:44	0	2	6	12	16	3	1	0	0	0	0	0	0	0	0	**40**
15:45 - 15:59	0	5	7	20	11	5	0	0	0	0	0	0	0	0	0	**48**
16:00 - 16:14	0	0	3	13	9	0	0	0	0	0	0	0	0	0	0	**25**
16:15 - 16:29	0	2	4	11	12	0	1	0	0	0	0	0	0	0	0	**30**
16:30 - 16:44	0	0	3	21	9	2	0	0	0	0	0	0	0	0	0	**35**
16:45 - 16:59	0	0	3	7	21	0	1	0	0	0	0	0	0	0	0	**32**
17:00 - 17:14	0	0	5	14	10	2	0	0	0	0	0	0	0	0	0	**31**
17:15 - 17:29	0	0	5	14	12	2	0	0	0	0	0	0	0	0	0	**33**
17:30 - 17:44	0	1	3	13	7	2	1	0	0	0	0	0	0	0	0	**27**
17:45 - 17:59	0	0	2	14	4	2	0	0	0	0	0	0	0	0	0	**22**
18:00 - 18:14	0	1	6	20	7	1	1	0	0	0	0	0	0	0	0	**36**
18:15 - 18:29	0	1	1	7	11	2	0	0	0	0	0	0	0	0	0	**22**
18:30 - 18:44	0	0	3	3	9	0	0	0	0	0	0	0	0	0	0	**15**
18:45 - 18:59	0	0	1	9	5	1	0	0	0	0	0	0	0	0	0	**16**
19:00 - 19:14	0	0	6	7	6	3	0	0	0	0	0	0	0	0	0	**22**
19:15 - 19:29	0	1	3	7	6	0	0	0	0	0	0	0	0	0	0	**17**
19:30 - 19:44	0	0	2	14	11	2	1	0	0	0	0	0	0	0	0	**30**
19:45 - 19:59	0	0	1	17	7	0	1	0	0	0	0	0	0	0	0	**26**
20:00 - 20:14	0	0	4	15	5	2	1	0	0	0	0	0	0	0	0	**27**
20:15 - 20:29	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	**14**
20:30 - 20:44	0	0	3	11	2	0	0	0	0	0	0	0	0	0	0	**16**
20:45 - 20:59	0	0	2	6	2	0	1	0	0	0	0	0	0	0	0	**11**
21:00 - 21:14	0	1	0	8	4	1	0	0	0	0	0	0	0	0	0	**14**
21:15 - 21:29	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	**10**
21:30 - 21:44	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	**7**
21:45 - 21:59	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	**3**
22:00 - 22:14	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	**7**
22:15 - 22:29	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	**9**
22:30 - 22:44	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**
22:45 - 22:59	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
23:00 - 23:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:15 - 23:29	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
23:30 - 23:44	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
23:45 - 23:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:00 - 00:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45 - 00:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
01:00 - 01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:15 - 01:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**4**	**40**	**214**	**700**	**469**	**98**	**22**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1549**
Percent of Total	**0.3**	**2.6**	**13.8**	**45.2**	**30.3**	**6.3**	**1.4**	**0.0**	**0.1**	**0.0**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.2**	**3.7**	**13.0**	**42.0**	**31.3**	**8.0**	**1.4**	**0.0**	**0.2**	**0.0**	**0.0**	**0.2**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.3**	**2.0**	**14.2**	**46.8**	**29.8**	**5.5**	**1.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Speeds (MPH)

Study Date: Wednesday, 05/03/2023 / Thursday, 05/04/2023
Unit ID:
Location: 1100 North Location

Posted Speed: 25

Standard Deviation:	5.0 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	33.8 MPH
Mean Speed:	28.9 MPH	Percent in Ten Mile Pace:	75.5%		
Median Speed:	28.7 MPH			15th Percentile:	24.4 MPH
Modal Speed:	27.5 MPH			90th Percentile:	34.6 MPH
				95th Percentile:	37.2 MPH

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	1	1	**2**
00:15 - 00:29	1	0	**1**
00:30 - 00:44	0	5	**5**
00:45 - 00:59	2	1	**3**
01:00 - 01:14	1	2	**3**
01:15 - 01:29	1	0	**1**
01:30 - 01:44	1	0	**1**
01:45 - 01:59	0	1	**1**
02:00 - 02:14	0	0	**0**
02:15 - 02:29	0	1	**1**
02:30 - 02:44	1	1	**2**
02:45 - 02:59	0	0	**0**
03:00 - 03:14	1	0	**1**
03:15 - 03:29	3	0	**3**
03:30 - 03:44	0	2	**2**
03:45 - 03:59	1	1	**2**
04:00 - 04:14	2	0	**2**
04:15 - 04:29	3	4	**7**
04:30 - 04:44	2	1	**3**
04:45 - 04:59	0	3	**3**
05:00 - 05:14	6	2	**8**
05:15 - 05:29	1	4	**5**
05:30 - 05:44	1	6	**7**
05:45 - 05:59	5	6	**11**
06:00 - 06:14	0	8	**8**
06:15 - 06:29	5	13	**18**
06:30 - 06:44	8	6	**14**
06:45 - 06:59	8	17	**25**
07:00 - 07:14	12	24	**36**
07:15 - 07:29	21	34	**55**
07:30 - 07:44	56	64	**120**
07:45 - 07:59	84	73	**157**
08:00 - 08:14	40	17	**57**
08:15 - 08:29	24	22	**46**
08:30 - 08:44	35	24	**59**
08:45 - 08:59	29	11	**40**
09:00 - 09:14	20	14	**34**
09:15 - 09:29	19	5	**24**
09:30 - 09:44	9	12	**21**
09:45 - 09:59	25	13	**38**
10:00 - 10:14	27	19	**46**
10:15 - 10:29	14	14	**28**
10:30 - 10:44	12	11	**23**
10:45 - 10:59	21	14	**35**
11:00 - 11:14	22	22	**44**
11:15 - 11:29	21	22	**43**
11:30 - 11:44	16	12	**28**
11:45 - 11:59	17	26	**43**
12:00 - 12:14	11	18	**29**
12:15 - 12:29	25	18	**43**
12:30 - 12:44	20	17	**37**
12:45 - 12:59	14	17	**31**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	17	15	**32**
13:15 - 13:29	19	24	**43**
13:30 - 13:44	13	21	**34**
13:45 - 13:59	19	17	**36**
14:00 - 14:14	24	22	**46**
14:15 - 14:29	21	46	**67**
14:30 - 14:44	107	60	**167**
14:45 - 14:59	48	27	**75**
15:00 - 15:14	34	25	**59**
15:15 - 15:29	42	26	**68**
15:30 - 15:44	48	27	**75**
15:45 - 15:59	30	26	**56**
16:00 - 16:14	35	24	**59**
16:15 - 16:29	37	23	**60**
16:30 - 16:44	35	32	**67**
16:45 - 16:59	35	20	**55**
17:00 - 17:14	42	29	**71**
17:15 - 17:29	29	43	**72**
17:30 - 17:44	38	47	**85**
17:45 - 17:59	38	38	**76**
18:00 - 18:14	45	36	**81**
18:15 - 18:29	30	32	**62**
18:30 - 18:44	22	28	**50**
18:45 - 18:59	22	21	**43**
19:00 - 19:14	31	23	**54**
19:15 - 19:29	37	32	**69**
19:30 - 19:44	31	20	**51**
19:45 - 19:59	25	20	**45**
20:00 - 20:14	18	19	**37**
20:15 - 20:29	21	28	**49**
20:30 - 20:44	14	16	**30**
20:45 - 20:59	20	17	**37**
21:00 - 21:14	8	15	**23**
21:15 - 21:29	3	11	**14**
21:30 - 21:44	8	11	**19**
21:45 - 21:59	7	9	**16**
22:00 - 22:14	7	5	**12**
22:15 - 22:29	2	5	**7**
22:30 - 22:44	3	3	**6**
22:45 - 22:59	1	2	**3**
23:00 - 23:14	3	1	**4**
23:15 - 23:29	1	0	**1**
23:30 - 23:44	1	2	**3**
23:45 - 23:59	3	1	**4**
Totals	**1722**	**1557**	**3279**
AM Peak Time	**07:24 - 08:23**	**07:03 - 08:02**	**07:14 - 08:13**
AM Peak Volume	**206**	**196**	**390**
PM Peak Time	**14:30 - 15:29**	**17:11 - 18:10**	**14:20 - 15:19**
PM Peak Volume	**231**	**164**	**383**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Daily Eastbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
00:30 - 00:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45 - 00:59	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
01:00 - 01:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:15 - 01:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30 - 02:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:00 - 04:14	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:15 - 04:29	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
04:30 - 04:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
04:45 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00 - 05:14	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
05:15 - 05:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30 - 05:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
05:45 - 05:59	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
06:00 - 06:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:15 - 06:29	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
06:30 - 06:44	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
06:45 - 06:59	0	4	0	1	3	0	0	0	0	0	0	0	0	**8**
07:00 - 07:14	1	8	1	0	2	0	0	0	0	0	0	0	0	**12**
07:15 - 07:29	0	16	2	0	3	0	0	0	0	0	0	0	0	**21**
07:30 - 07:44	0	42	6	0	8	0	0	0	0	0	0	0	0	**56**
07:45 - 07:59	1	69	8	1	5	0	0	0	0	0	0	0	0	**84**
08:00 - 08:14	0	32	3	0	5	0	0	0	0	0	0	0	0	**40**
08:15 - 08:29	0	19	1	0	4	0	0	0	0	0	0	0	0	**24**
08:30 - 08:44	0	26	4	0	5	0	0	0	0	0	0	0	0	**35**
08:45 - 08:59	0	24	2	1	2	0	0	0	0	0	0	0	0	**29**
09:00 - 09:14	1	13	2	0	2	1	0	1	0	0	0	0	0	**20**
09:15 - 09:29	0	14	1	0	4	0	0	0	0	0	0	0	0	**19**
09:30 - 09:44	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
09:45 - 09:59	1	18	1	0	3	0	0	1	1	0	0	0	0	**25**
10:00 - 10:14	0	21	2	0	3	0	0	1	0	0	0	0	0	**27**
10:15 - 10:29	0	11	0	0	3	0	0	0	0	0	0	0	0	**14**
10:30 - 10:44	1	7	1	0	3	0	0	0	0	0	0	0	0	**12**
10:45 - 10:59	0	16	3	0	2	0	0	0	0	0	0	0	0	**21**
11:00 - 11:14	0	17	1	0	3	0	0	1	0	0	0	0	0	**22**
11:15 - 11:29	0	17	1	0	3	0	0	0	0	0	0	0	0	**21**
11:30 - 11:44	0	11	0	0	5	0	0	0	0	0	0	0	0	**16**
11:45 - 11:59	0	11	2	1	2	0	0	1	0	0	0	0	0	**17**
12:00 - 12:14	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**
12:15 - 12:29	0	21	2	0	2	0	0	0	0	0	0	0	0	**25**
12:30 - 12:44	1	15	2	0	2	0	0	0	0	0	0	0	0	**20**
12:45 - 12:59	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**

Daily Eastbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	14	1	0	2	0	0	0	0	0	0	0	0	**17**
13:15 - 13:29	0	14	2	0	2	0	0	1	0	0	0	0	0	**19**
13:30 - 13:44	0	9	1	0	3	0	0	0	0	0	0	0	0	**13**
13:45 - 13:59	0	9	3	0	7	0	0	0	0	0	0	0	0	**19**
14:00 - 14:14	0	19	2	0	3	0	0	0	0	0	0	0	0	**24**
14:15 - 14:29	0	15	1	0	5	0	0	0	0	0	0	0	0	**21**
14:30 - 14:44	0	85	8	1	13	0	0	0	0	0	0	0	0	**107**
14:45 - 14:59	0	37	4	0	6	0	0	1	0	0	0	0	0	**48**
15:00 - 15:14	0	28	1	0	4	0	0	1	0	0	0	0	0	**34**
15:15 - 15:29	0	33	2	0	7	0	0	0	0	0	0	0	0	**42**
15:30 - 15:44	0	40	2	1	5	0	0	0	0	0	0	0	0	**48**
15:45 - 15:59	0	26	1	0	3	0	0	0	0	0	0	0	0	**30**
16:00 - 16:14	0	27	3	0	4	1	0	0	0	0	0	0	0	**35**
16:15 - 16:29	1	32	1	0	2	0	0	1	0	0	0	0	0	**37**
16:30 - 16:44	0	27	3	0	5	0	0	0	0	0	0	0	0	**35**
16:45 - 16:59	0	28	3	0	3	1	0	0	0	0	0	0	0	**35**
17:00 - 17:14	0	29	3	0	10	0	0	0	0	0	0	0	0	**42**
17:15 - 17:29	0	20	3	0	6	0	0	0	0	0	0	0	0	**29**
17:30 - 17:44	0	33	1	0	4	0	0	0	0	0	0	0	0	**38**
17:45 - 17:59	1	29	2	1	5	0	0	0	0	0	0	0	0	**38**
18:00 - 18:14	0	41	3	0	1	0	0	0	0	0	0	0	0	**45**
18:15 - 18:29	0	26	1	0	2	0	0	1	0	0	0	0	0	**30**
18:30 - 18:44	0	21	0	0	1	0	0	0	0	0	0	0	0	**22**
18:45 - 18:59	0	19	1	0	2	0	0	0	0	0	0	0	0	**22**
19:00 - 19:14	0	28	2	0	1	0	0	0	0	0	0	0	0	**31**
19:15 - 19:29	0	31	3	0	3	0	0	0	0	0	0	0	0	**37**
19:30 - 19:44	0	25	2	0	4	0	0	0	0	0	0	0	0	**31**
19:45 - 19:59	0	18	3	0	4	0	0	0	0	0	0	0	0	**25**
20:00 - 20:14	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
20:15 - 20:29	0	16	2	0	2	0	1	0	0	0	0	0	0	**21**
20:30 - 20:44	1	8	2	0	3	0	0	0	0	0	0	0	0	**14**
20:45 - 20:59	0	15	2	0	3	0	0	0	0	0	0	0	0	**20**
21:00 - 21:14	0	5	0	0	3	0	0	0	0	0	0	0	0	**8**
21:15 - 21:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
21:30 - 21:44	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
21:45 - 21:59	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
22:00 - 22:14	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
22:15 - 22:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
22:30 - 22:44	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
22:45 - 22:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:00 - 23:14	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:15 - 23:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30 - 23:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
Totals	**9**	**1354**	**126**	**7**	**211**	**3**	**1**	**10**	**1**	**0**	**0**	**0**	**0**	**1722**
Percent of Total	**0.5**	**78.6**	**7.3**	**0.4**	**12.3**	**0.2**	**0.1**	**0.6**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.9**	**76.0**	**8.5**	**0.7**	**12.8**	**0.2**	**0.0**	**0.9**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.3**	**80.0**	**6.7**	**0.3**	**12.0**	**0.2**	**0.1**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Eastbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Truck Summary:

Total Trucks: 233 % Trucks: 13.5 AM % Trucks: 14.7 PM % Trucks: 12.9

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Westbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
00:45 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
01:15 - 01:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
04:30 - 04:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:45 - 04:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
05:00 - 05:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
05:15 - 05:29	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
05:30 - 05:44	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
05:45 - 05:59	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
06:00 - 06:14	0	6	0	0	2	0	0	0	0	0	0	0	0	**8**
06:15 - 06:29	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**
06:30 - 06:44	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
06:45 - 06:59	0	12	2	0	2	0	0	0	1	0	0	0	0	**17**
07:00 - 07:14	0	21	1	0	2	0	0	0	0	0	0	0	0	**24**
07:15 - 07:29	0	27	3	0	4	0	0	0	0	0	0	0	0	**34**
07:30 - 07:44	0	47	7	0	10	0	0	0	0	0	0	0	0	**64**
07:45 - 07:59	0	62	4	0	7	0	0	0	0	0	0	0	0	**73**
08:00 - 08:14	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
08:15 - 08:29	0	18	2	0	2	0	0	0	0	0	0	0	0	**22**
08:30 - 08:44	0	22	1	0	1	0	0	0	0	0	0	0	0	**24**
08:45 - 08:59	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
09:00 - 09:14	0	10	2	0	2	0	0	0	0	0	0	0	0	**14**
09:15 - 09:29	1	3	0	0	1	0	0	0	0	0	0	0	0	**5**
09:30 - 09:44	0	7	3	0	2	0	0	0	0	0	0	0	0	**12**
09:45 - 09:59	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**
10:00 - 10:14	0	15	2	0	2	0	0	0	0	0	0	0	0	**19**
10:15 - 10:29	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
10:30 - 10:44	0	7	2	0	2	0	0	0	0	0	0	0	0	**11**
10:45 - 10:59	1	7	2	0	4	0	0	0	0	0	0	0	0	**14**
11:00 - 11:14	0	17	1	0	4	0	0	0	0	0	0	0	0	**22**
11:15 - 11:29	0	19	2	1	0	0	0	0	0	0	0	0	0	**22**
11:30 - 11:44	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
11:45 - 11:59	0	21	3	0	2	0	0	0	0	0	0	0	0	**26**
12:00 - 12:14	0	12	4	1	1	0	0	0	0	0	0	0	0	**18**
12:15 - 12:29	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
12:30 - 12:44	0	11	2	0	3	0	0	1	0	0	0	0	0	**17**
12:45 - 12:59	0	13	0	0	3	0	0	1	0	0	0	0	0	**17**

Daily Westbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	10	1	0	4	0	0	0	0	0	0	0	0	**15**
13:15 - 13:29	0	16	5	1	2	0	0	0	0	0	0	0	0	**24**
13:30 - 13:44	0	17	1	1	2	0	0	0	0	0	0	0	0	**21**
13:45 - 13:59	0	13	2	0	2	0	0	0	0	0	0	0	0	**17**
14:00 - 14:14	0	14	4	0	4	0	0	0	0	0	0	0	0	**22**
14:15 - 14:29	0	34	5	3	4	0	0	0	0	0	0	0	0	**46**
14:30 - 14:44	0	50	6	0	4	0	0	0	0	0	0	0	0	**60**
14:45 - 14:59	0	18	5	1	3	0	0	0	0	0	0	0	0	**27**
15:00 - 15:14	0	21	1	0	3	0	0	0	0	0	0	0	0	**25**
15:15 - 15:29	0	22	4	0	0	0	0	0	0	0	0	0	0	**26**
15:30 - 15:44	0	20	6	0	1	0	0	0	0	0	0	0	0	**27**
15:45 - 15:59	0	22	3	0	1	0	0	0	0	0	0	0	0	**26**
16:00 - 16:14	0	18	3	0	3	0	0	0	0	0	0	0	0	**24**
16:15 - 16:29	0	20	2	0	1	0	0	0	0	0	0	0	0	**23**
16:30 - 16:44	0	25	5	0	2	0	0	0	0	0	0	0	0	**32**
16:45 - 16:59	1	18	1	0	0	0	0	0	0	0	0	0	0	**20**
17:00 - 17:14	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**
17:15 - 17:29	0	31	6	0	6	0	0	0	0	0	0	0	0	**43**
17:30 - 17:44	0	40	2	0	5	0	0	0	0	0	0	0	0	**47**
17:45 - 17:59	0	33	3	0	2	0	0	0	0	0	0	0	0	**38**
18:00 - 18:14	0	29	5	0	1	0	0	1	0	0	0	0	0	**36**
18:15 - 18:29	0	27	5	0	0	0	0	0	0	0	0	0	0	**32**
18:30 - 18:44	1	23	0	0	4	0	0	0	0	0	0	0	0	**28**
18:45 - 18:59	0	19	1	0	1	0	0	0	0	0	0	0	0	**21**
19:00 - 19:14	0	18	4	0	1	0	0	0	0	0	0	0	0	**23**
19:15 - 19:29	0	24	7	0	1	0	0	0	0	0	0	0	0	**32**
19:30 - 19:44	0	14	4	0	2	0	0	0	0	0	0	0	0	**20**
19:45 - 19:59	0	16	3	0	1	0	0	0	0	0	0	0	0	**20**
20:00 - 20:14	1	14	2	0	2	0	0	0	0	0	0	0	0	**19**
20:15 - 20:29	0	24	1	0	3	0	0	0	0	0	0	0	0	**28**
20:30 - 20:44	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
20:45 - 20:59	0	13	3	0	1	0	0	0	0	0	0	0	0	**17**
21:00 - 21:14	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
21:15 - 21:29	0	8	0	0	3	0	0	0	0	0	0	0	0	**11**
21:30 - 21:44	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
21:45 - 21:59	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
22:00 - 22:14	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
22:15 - 22:29	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
22:45 - 22:59	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:15 - 23:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:30 - 23:44	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**5**	**1240**	**163**	**8**	**137**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**1557**
Percent of Total	**0.3**	**79.6**	**10.5**	**0.5**	**8.8**	**0.0**	**0.0**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.4**	**79.7**	**8.9**	**0.2**	**10.6**	**0.0**	**0.0**	**0.0**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.3**	**79.6**	**11.3**	**0.7**	**7.9**	**0.0**	**0.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Westbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Truck Summary:

Total Trucks: 149 % Trucks: 9.6 AM % Trucks: 11.0 PM % Trucks: 8.8

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
00:15 - 00:29	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
00:30 - 00:44	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
00:45 - 00:59	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
01:00 - 01:14	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
01:15 - 01:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
04:00 - 04:14	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:15 - 04:29	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
04:30 - 04:44	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
04:45 - 04:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
05:00 - 05:14	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
05:15 - 05:29	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
05:30 - 05:44	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
05:45 - 05:59	0	9	1	0	1	0	0	0	0	0	0	0	0	**11**
06:00 - 06:14	0	6	0	0	2	0	0	0	0	0	0	0	0	**8**
06:15 - 06:29	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
06:30 - 06:44	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
06:45 - 06:59	0	16	2	1	5	0	0	0	1	0	0	0	0	**25**
07:00 - 07:14	1	29	2	0	4	0	0	0	0	0	0	0	0	**36**
07:15 - 07:29	0	43	5	0	7	0	0	0	0	0	0	0	0	**55**
07:30 - 07:44	0	89	13	0	18	0	0	0	0	0	0	0	0	**120**
07:45 - 07:59	1	131	12	1	12	0	0	0	0	0	0	0	0	**157**
08:00 - 08:14	0	47	5	0	5	0	0	0	0	0	0	0	0	**57**
08:15 - 08:29	0	37	3	0	6	0	0	0	0	0	0	0	0	**46**
08:30 - 08:44	0	48	5	0	6	0	0	0	0	0	0	0	0	**59**
08:45 - 08:59	0	33	4	1	2	0	0	0	0	0	0	0	0	**40**
09:00 - 09:14	1	23	4	0	4	1	0	1	0	0	0	0	0	**34**
09:15 - 09:29	1	17	1	0	5	0	0	0	0	0	0	0	0	**24**
09:30 - 09:44	0	13	5	0	3	0	0	0	0	0	0	0	0	**21**
09:45 - 09:59	1	30	1	0	4	0	0	1	1	0	0	0	0	**38**
10:00 - 10:14	0	36	4	0	5	0	0	1	0	0	0	0	0	**46**
10:15 - 10:29	0	22	2	0	4	0	0	0	0	0	0	0	0	**28**
10:30 - 10:44	1	14	3	0	5	0	0	0	0	0	0	0	0	**23**
10:45 - 10:59	1	23	5	0	6	0	0	0	0	0	0	0	0	**35**
11:00 - 11:14	0	34	2	0	7	0	0	1	0	0	0	0	0	**44**
11:15 - 11:29	0	36	3	1	3	0	0	0	0	0	0	0	0	**43**
11:30 - 11:44	0	21	1	0	6	0	0	0	0	0	0	0	0	**28**
11:45 - 11:59	0	32	5	1	4	0	0	1	0	0	0	0	0	**43**
12:00 - 12:14	0	22	4	1	2	0	0	0	0	0	0	0	0	**29**
12:15 - 12:29	0	37	3	0	3	0	0	0	0	0	0	0	0	**43**
12:30 - 12:44	1	26	4	0	5	0	0	1	0	0	0	0	0	**37**
12:45 - 12:59	0	24	2	0	4	0	0	1	0	0	0	0	0	**31**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	24	2	0	6	0	0	0	0	0	0	0	0	**32**
13:15 - 13:29	0	30	7	1	4	0	0	1	0	0	0	0	0	**43**
13:30 - 13:44	0	26	2	1	5	0	0	0	0	0	0	0	0	**34**
13:45 - 13:59	0	22	5	0	9	0	0	0	0	0	0	0	0	**36**
14:00 - 14:14	0	33	6	0	7	0	0	0	0	0	0	0	0	**46**
14:15 - 14:29	0	49	6	3	9	0	0	0	0	0	0	0	0	**67**
14:30 - 14:44	0	135	14	1	17	0	0	0	0	0	0	0	0	**167**
14:45 - 14:59	0	55	9	1	9	0	0	1	0	0	0	0	0	**75**
15:00 - 15:14	0	49	2	0	7	0	0	1	0	0	0	0	0	**59**
15:15 - 15:29	0	55	6	0	7	0	0	0	0	0	0	0	0	**68**
15:30 - 15:44	0	60	8	1	6	0	0	0	0	0	0	0	0	**75**
15:45 - 15:59	0	48	4	0	4	0	0	0	0	0	0	0	0	**56**
16:00 - 16:14	0	45	6	0	7	1	0	0	0	0	0	0	0	**59**
16:15 - 16:29	1	52	3	0	3	0	0	1	0	0	0	0	0	**60**
16:30 - 16:44	0	52	8	0	7	0	0	0	0	0	0	0	0	**67**
16:45 - 16:59	1	46	4	0	3	1	0	0	0	0	0	0	0	**55**
17:00 - 17:14	0	55	6	0	10	0	0	0	0	0	0	0	0	**71**
17:15 - 17:29	0	51	9	0	12	0	0	0	0	0	0	0	0	**72**
17:30 - 17:44	0	73	3	0	9	0	0	0	0	0	0	0	0	**85**
17:45 - 17:59	1	62	5	1	7	0	0	0	0	0	0	0	0	**76**
18:00 - 18:14	0	70	8	0	2	0	0	1	0	0	0	0	0	**81**
18:15 - 18:29	0	53	6	0	2	0	0	1	0	0	0	0	0	**62**
18:30 - 18:44	1	44	0	0	5	0	0	0	0	0	0	0	0	**50**
18:45 - 18:59	0	38	2	0	3	0	0	0	0	0	0	0	0	**43**
19:00 - 19:14	0	46	6	0	2	0	0	0	0	0	0	0	0	**54**
19:15 - 19:29	0	55	10	0	4	0	0	0	0	0	0	0	0	**69**
19:30 - 19:44	0	39	6	0	6	0	0	0	0	0	0	0	0	**51**
19:45 - 19:59	0	34	6	0	5	0	0	0	0	0	0	0	0	**45**
20:00 - 20:14	1	30	4	0	2	0	0	0	0	0	0	0	0	**37**
20:15 - 20:29	0	40	3	0	5	0	1	0	0	0	0	0	0	**49**
20:30 - 20:44	1	24	2	0	3	0	0	0	0	0	0	0	0	**30**
20:45 - 20:59	0	28	5	0	4	0	0	0	0	0	0	0	0	**37**
21:00 - 21:14	0	18	2	0	3	0	0	0	0	0	0	0	0	**23**
21:15 - 21:29	0	11	0	0	3	0	0	0	0	0	0	0	0	**14**
21:30 - 21:44	0	17	1	0	1	0	0	0	0	0	0	0	0	**19**
21:45 - 21:59	0	15	0	0	1	0	0	0	0	0	0	0	0	**16**
22:00 - 22:14	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
22:15 - 22:29	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
22:30 - 22:44	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
22:45 - 22:59	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
23:00 - 23:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:15 - 23:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30 - 23:44	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
23:45 - 23:59	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
Totals	**14**	**2594**	**289**	**15**	**348**	**3**	**1**	**13**	**2**	**0**	**0**	**0**	**0**	**3279**
Percent of Total	**0.4**	**79.1**	**8.8**	**0.5**	**10.6**	**0.1**	**0.0**	**0.4**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.6**	**77.8**	**8.7**	**0.4**	**11.7**	**0.1**	**0.0**	**0.4**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.3**	**79.8**	**8.9**	**0.5**	**10.0**	**0.1**	**0.0**	**0.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Truck Summary:

Total Trucks: 382 % Trucks: 11.6 AM % Trucks: 12.9 PM % Trucks: 11.0

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:30 - 00:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:45 - 00:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
01:00 - 01:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:15 - 01:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:30 - 02:44	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:45 - 03:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
04:00 - 04:14	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
04:15 - 04:29	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	**3**
04:30 - 04:44	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
04:45 - 04:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
05:00 - 05:14	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	**6**
05:15 - 05:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30 - 05:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
05:45 - 05:59	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
06:00 - 06:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
06:15 - 06:29	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**
06:30 - 06:44	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	**8**
06:45 - 06:59	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	**8**
07:00 - 07:14	1	0	0	7	4	0	0	0	0	0	0	0	0	0	0	**12**
07:15 - 07:29	0	0	0	10	10	1	0	0	0	0	0	0	0	0	0	**21**
07:30 - 07:44	0	0	2	28	25	1	0	0	0	0	0	0	0	0	0	**56**
07:45 - 07:59	0	0	9	49	21	3	2	0	0	0	0	0	0	0	0	**84**
08:00 - 08:14	0	0	1	18	12	7	1	0	0	1	0	0	0	0	0	**40**
08:15 - 08:29	0	0	2	14	5	1	2	0	0	0	0	0	0	0	0	**24**
08:30 - 08:44	0	0	2	16	14	2	0	0	0	0	1	0	0	0	0	**35**
08:45 - 08:59	1	1	2	7	10	7	1	0	0	0	0	0	0	0	0	**29**
09:00 - 09:14	0	0	1	14	4	0	0	1	0	0	0	0	0	0	0	**20**
09:15 - 09:29	0	1	1	7	7	3	0	0	0	0	0	0	0	0	0	**19**
09:30 - 09:44	0	0	2	1	6	0	0	0	0	0	0	0	0	0	0	**9**
09:45 - 09:59	0	0	1	10	12	1	1	0	0	0	0	0	0	0	0	**25**
10:00 - 10:14	0	0	0	15	12	0	0	0	0	0	0	0	0	0	0	**27**
10:15 - 10:29	0	0	0	9	4	0	0	1	0	0	0	0	0	0	0	**14**
10:30 - 10:44	0	1	1	3	6	1	0	0	0	0	0	0	0	0	0	**12**
10:45 - 10:59	0	0	0	10	7	3	1	0	0	0	0	0	0	0	0	**21**
11:00 - 11:14	0	0	0	11	9	2	0	0	0	0	0	0	0	0	0	**22**
11:15 - 11:29	0	0	1	10	10	0	0	0	0	0	0	0	0	0	0	**21**
11:30 - 11:44	0	1	1	6	6	1	1	0	0	0	0	0	0	0	0	**16**
11:45 - 11:59	0	0	1	8	5	2	1	0	0	0	0	0	0	0	0	**17**
12:00 - 12:14	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	**11**
12:15 - 12:29	0	0	6	8	8	3	0	0	0	0	0	0	0	0	0	**25**
12:30 - 12:44	0	1	0	10	5	4	0	0	0	0	0	0	0	0	0	**20**

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	2	3	6	2	1	0	0	0	0	0	0	0	0	**14**
13:00 - 13:14	0	0	1	8	5	3	0	0	0	0	0	0	0	0	0	**17**
13:15 - 13:29	0	0	0	6	7	6	0	0	0	0	0	0	0	0	0	**19**
13:30 - 13:44	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	**13**
13:45 - 13:59	0	0	0	11	7	1	0	0	0	0	0	0	0	0	0	**19**
14:00 - 14:14	0	0	6	10	3	5	0	0	0	0	0	0	0	0	0	**24**
14:15 - 14:29	0	0	1	10	8	2	0	0	0	0	0	0	0	0	0	**21**
14:30 - 14:44	0	0	10	63	32	2	0	0	0	0	0	0	0	0	0	**107**
14:45 - 14:59	0	0	2	24	18	3	1	0	0	0	0	0	0	0	0	**48**
15:00 - 15:14	0	0	2	15	14	3	0	0	0	0	0	0	0	0	0	**34**
15:15 - 15:29	0	0	1	15	22	2	2	0	0	0	0	0	0	0	0	**42**
15:30 - 15:44	0	0	1	22	21	4	0	0	0	0	0	0	0	0	0	**48**
15:45 - 15:59	0	0	1	7	18	4	0	0	0	0	0	0	0	0	0	**30**
16:00 - 16:14	0	1	4	19	8	3	0	0	0	0	0	0	0	0	0	**35**
16:15 - 16:29	0	1	2	13	12	9	0	0	0	0	0	0	0	0	0	**37**
16:30 - 16:44	0	0	0	16	14	5	0	0	0	0	0	0	0	0	0	**35**
16:45 - 16:59	2	0	2	12	16	2	1	0	0	0	0	0	0	0	0	**35**
17:00 - 17:14	0	0	2	24	11	5	0	0	0	0	0	0	0	0	0	**42**
17:15 - 17:29	0	0	2	16	8	3	0	0	0	0	0	0	0	0	0	**29**
17:30 - 17:44	0	0	2	19	12	4	1	0	0	0	0	0	0	0	0	**38**
17:45 - 17:59	0	0	1	15	15	5	0	1	0	0	0	0	0	1	0	**38**
18:00 - 18:14	0	2	3	17	18	5	0	0	0	0	0	0	0	0	0	**45**
18:15 - 18:29	0	0	2	12	11	4	0	1	0	0	0	0	0	0	0	**30**
18:30 - 18:44	0	0	3	10	9	0	0	0	0	0	0	0	0	0	0	**22**
18:45 - 18:59	0	0	0	10	6	6	0	0	0	0	0	0	0	0	0	**22**
19:00 - 19:14	0	0	2	10	14	5	0	0	0	0	0	0	0	0	0	**31**
19:15 - 19:29	0	0	1	10	19	7	0	0	0	0	0	0	0	0	0	**37**
19:30 - 19:44	0	0	2	13	12	2	2	0	0	0	0	0	0	0	0	**31**
19:45 - 19:59	0	0	0	6	16	3	0	0	0	0	0	0	0	0	0	**25**
20:00 - 20:14	0	0	1	7	9	1	0	0	0	0	0	0	0	0	0	**18**
20:15 - 20:29	0	0	0	9	12	0	0	0	0	0	0	0	0	0	0	**21**
20:30 - 20:44	0	0	1	6	6	0	1	0	0	0	0	0	0	0	0	**14**
20:45 - 20:59	0	0	3	8	6	2	0	0	0	1	0	0	0	0	0	**20**
21:00 - 21:14	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	**8**
21:15 - 21:29	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
21:30 - 21:44	0	0	0	1	4	2	0	1	0	0	0	0	0	0	0	**8**
21:45 - 21:59	0	0	1	1	5	0	0	0	0	0	0	0	0	0	0	**7**
22:00 - 22:14	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	**7**
22:15 - 22:29	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	**2**
22:30 - 22:44	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
22:45 - 22:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:00 - 23:14	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
23:15 - 23:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30 - 23:44	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:45 - 23:59	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	**3**
Totals	**4**	**9**	**105**	**767**	**645**	**163**	**19**	**6**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**1722**
Percent of Total	**0.2**	**0.5**	**6.1**	**44.5**	**37.5**	**9.5**	**1.1**	**0.3**	**0.0**	**0.1**	**0.1**	**0.0**	**0.0**	**0.1**	**0.0**	**100**
Percent of AM	**0.3**	**0.7**	**5.4**	**48.3**	**35.6**	**7.3**	**1.7**	**0.3**	**0.0**	**0.2**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.2**	**0.4**	**6.5**	**42.7**	**38.4**	**10.6**	**0.8**	**0.3**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	**0.0**	**100**

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Posted Speed: 25

Standard Deviation:	4.8 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	34.5 MPH
Mean Speed:	30.2 MPH	Percent in Ten Mile Pace:	82.0%		
Median Speed:	29.8 MPH			15th Percentile:	25.9 MPH
Modal Speed:	27.5 MPH			90th Percentile:	35.6 MPH
				95th Percentile:	38.2 MPH

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
00:30 - 00:44	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
00:45 - 00:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
01:15 - 01:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:30 - 01:44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
01:45 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
04:30 - 04:44	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
04:45 - 04:59	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
05:00 - 05:14	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
05:15 - 05:29	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
05:30 - 05:44	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	**6**
05:45 - 05:59	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	**6**
06:00 - 06:14	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	**8**
06:15 - 06:29	0	0	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
06:30 - 06:44	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	**6**
06:45 - 06:59	0	0	1	10	6	0	0	0	0	0	0	0	0	0	0	**17**
07:00 - 07:14	0	0	1	15	7	1	0	0	0	0	0	0	0	0	0	**24**
07:15 - 07:29	0	0	3	16	12	2	1	0	0	0	0	0	0	0	0	**34**
07:30 - 07:44	0	0	5	26	27	6	0	0	0	0	0	0	0	0	0	**64**
07:45 - 07:59	0	0	2	34	33	4	0	0	0	0	0	0	0	0	0	**73**
08:00 - 08:14	0	0	2	6	8	1	0	0	0	0	0	0	0	0	0	**17**
08:15 - 08:29	0	0	1	12	6	3	0	0	0	0	0	0	0	0	0	**22**
08:30 - 08:44	0	0	0	10	11	3	0	0	0	0	0	0	0	0	0	**24**
08:45 - 08:59	0	0	1	3	4	3	0	0	0	0	0	0	0	0	0	**11**
09:00 - 09:14	0	0	1	5	6	2	0	0	0	0	0	0	0	0	0	**14**
09:15 - 09:29	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	**5**
09:30 - 09:44	0	0	1	5	3	2	1	0	0	0	0	0	0	0	0	**12**
09:45 - 09:59	0	0	1	7	3	2	0	0	0	0	0	0	0	0	0	**13**
10:00 - 10:14	0	1	2	8	7	1	0	0	0	0	0	0	0	0	0	**19**
10:15 - 10:29	0	0	1	2	9	1	1	0	0	0	0	0	0	0	0	**14**
10:30 - 10:44	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
10:45 - 10:59	0	0	0	3	9	2	0	0	0	0	0	0	0	0	0	**14**
11:00 - 11:14	0	1	0	6	12	3	0	0	0	0	0	0	0	0	0	**22**
11:15 - 11:29	1	0	2	11	6	2	0	0	0	0	0	0	0	0	0	**22**
11:30 - 11:44	0	0	0	8	2	2	0	0	0	0	0	0	0	0	0	**12**
11:45 - 11:59	0	0	0	13	8	5	0	0	0	0	0	0	0	0	0	**26**
12:00 - 12:14	0	0	1	6	9	2	0	0	0	0	0	0	0	0	0	**18**
12:15 - 12:29	0	0	4	6	6	1	1	0	0	0	0	0	0	0	0	**18**
12:30 - 12:44	0	0	0	5	9	3	0	0	0	0	0	0	0	0	0	**17**

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	5	7	5	0	0	0	0	0	0	0	0	0	**17**
13:00 - 13:14	0	0	1	7	1	6	0	0	0	0	0	0	0	0	0	**15**
13:15 - 13:29	0	0	0	6	12	5	0	1	0	0	0	0	0	0	0	**24**
13:30 - 13:44	0	0	2	3	9	7	0	0	0	0	0	0	0	0	0	**21**
13:45 - 13:59	0	0	2	6	7	2	0	0	0	0	0	0	0	0	0	**17**
14:00 - 14:14	0	0	2	8	10	2	0	0	0	0	0	0	0	0	0	**22**
14:15 - 14:29	0	0	2	23	20	1	0	0	0	0	0	0	0	0	0	**46**
14:30 - 14:44	0	0	2	29	25	4	0	0	0	0	0	0	0	0	0	**60**
14:45 - 14:59	0	0	1	8	17	1	0	0	0	0	0	0	0	0	0	**27**
15:00 - 15:14	0	0	2	9	9	4	0	0	1	0	0	0	0	0	0	**25**
15:15 - 15:29	0	0	0	9	10	4	3	0	0	0	0	0	0	0	0	**26**
15:30 - 15:44	0	0	1	13	9	4	0	0	0	0	0	0	0	0	0	**27**
15:45 - 15:59	0	0	0	9	14	3	0	0	0	0	0	0	0	0	0	**26**
16:00 - 16:14	0	0	2	6	12	3	0	0	0	1	0	0	0	0	0	**24**
16:15 - 16:29	0	0	0	16	4	3	0	0	0	0	0	0	0	0	0	**23**
16:30 - 16:44	0	0	5	17	6	3	0	1	0	0	0	0	0	0	0	**32**
16:45 - 16:59	0	0	1	7	11	1	0	0	0	0	0	0	0	0	0	**20**
17:00 - 17:14	0	0	5	13	6	2	3	0	0	0	0	0	0	0	0	**29**
17:15 - 17:29	0	0	1	15	19	7	1	0	0	0	0	0	0	0	0	**43**
17:30 - 17:44	0	0	1	14	25	7	0	0	0	0	0	0	0	0	0	**47**
17:45 - 17:59	0	0	0	17	15	5	1	0	0	0	0	0	0	0	0	**38**
18:00 - 18:14	0	0	4	13	16	3	0	0	0	0	0	0	0	0	0	**36**
18:15 - 18:29	0	0	2	12	15	2	1	0	0	0	0	0	0	0	0	**32**
18:30 - 18:44	0	1	1	12	10	4	0	0	0	0	0	0	0	0	0	**28**
18:45 - 18:59	0	0	2	8	7	3	1	0	0	0	0	0	0	0	0	**21**
19:00 - 19:14	0	0	1	6	11	5	0	0	0	0	0	0	0	0	0	**23**
19:15 - 19:29	0	0	3	14	12	3	0	0	0	0	0	0	0	0	0	**32**
19:30 - 19:44	0	0	0	7	13	0	0	0	0	0	0	0	0	0	0	**20**
19:45 - 19:59	0	0	1	9	7	2	1	0	0	0	0	0	0	0	0	**20**
20:00 - 20:14	0	0	1	9	8	1	0	0	0	0	0	0	0	0	0	**19**
20:15 - 20:29	0	0	1	15	10	1	1	0	0	0	0	0	0	0	0	**28**
20:30 - 20:44	0	0	1	9	6	0	0	0	0	0	0	0	0	0	0	**16**
20:45 - 20:59	0	0	1	6	9	1	0	0	0	0	0	0	0	0	0	**17**
21:00 - 21:14	0	0	0	10	4	0	1	0	0	0	0	0	0	0	0	**15**
21:15 - 21:29	0	0	0	5	2	4	0	0	0	0	0	0	0	0	0	**11**
21:30 - 21:44	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	**11**
21:45 - 21:59	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	**9**
22:00 - 22:14	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
22:15 - 22:29	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
22:45 - 22:59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
23:00 - 23:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
23:15 - 23:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
23:30 - 23:44	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**2**	**5**	**81**	**658**	**623**	**167**	**17**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1557**
Percent of Total	**0.1**	**0.3**	**5.2**	**42.3**	**40.0**	**10.7**	**1.1**	**0.1**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.4**	**0.7**	**4.8**	**45.7**	**38.5**	**9.3**	**0.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.0**	**0.1**	**5.4**	**40.4**	**40.8**	**11.5**	**1.4**	**0.2**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Posted Speed: 25

Standard Deviation:	4.5 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	34.6 MPH
Mean Speed:	30.5 MPH	Percent in Ten Mile Pace:	82.3%		
Median Speed:	30.3 MPH			15th Percentile:	26.1 MPH
Modal Speed:	27.5 MPH			90th Percentile:	36.0 MPH
				95th Percentile:	38.3 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**2**
00:15 - 00:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:30 - 00:44	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
00:45 - 00:59	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
01:00 - 01:14	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
01:15 - 01:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:00 - 02:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
02:15 - 02:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:00 - 03:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
04:00 - 04:14	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
04:15 - 04:29	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	**7**
04:30 - 04:44	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
04:45 - 04:59	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
05:00 - 05:14	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	**8**
05:15 - 05:29	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
05:30 - 05:44	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	**7**
05:45 - 05:59	1	0	0	7	3	0	0	0	0	0	0	0	0	0	0	**11**
06:00 - 06:14	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	**8**
06:15 - 06:29	0	0	1	14	3	0	0	0	0	0	0	0	0	0	0	**18**
06:30 - 06:44	0	1	3	7	3	0	0	0	0	0	0	0	0	0	0	**14**
06:45 - 06:59	0	0	1	12	10	2	0	0	0	0	0	0	0	0	0	**25**
07:00 - 07:14	1	0	1	22	11	1	0	0	0	0	0	0	0	0	0	**36**
07:15 - 07:29	0	0	3	26	22	3	1	0	0	0	0	0	0	0	0	**55**
07:30 - 07:44	0	0	7	54	52	7	0	0	0	0	0	0	0	0	0	**120**
07:45 - 07:59	0	0	11	83	54	7	2	0	0	0	0	0	0	0	0	**157**
08:00 - 08:14	0	0	3	24	20	8	1	0	0	1	0	0	0	0	0	**57**
08:15 - 08:29	0	0	3	26	11	4	2	0	0	0	0	0	0	0	0	**46**
08:30 - 08:44	0	0	2	26	25	5	0	0	0	0	1	0	0	0	0	**59**
08:45 - 08:59	1	1	3	10	14	10	1	0	0	0	0	0	0	0	0	**40**
09:00 - 09:14	0	0	2	19	10	2	0	1	0	0	0	0	0	0	0	**34**
09:15 - 09:29	0	2	1	8	8	5	0	0	0	0	0	0	0	0	0	**24**
09:30 - 09:44	0	0	3	6	9	2	1	0	0	0	0	0	0	0	0	**21**
09:45 - 09:59	0	0	2	17	15	3	1	0	0	0	0	0	0	0	0	**38**
10:00 - 10:14	0	1	2	23	19	1	0	0	0	0	0	0	0	0	0	**46**
10:15 - 10:29	0	0	1	11	13	1	1	1	0	0	0	0	0	0	0	**28**
10:30 - 10:44	0	1	1	10	10	1	0	0	0	0	0	0	0	0	0	**23**
10:45 - 10:59	0	0	0	13	16	5	1	0	0	0	0	0	0	0	0	**35**
11:00 - 11:14	0	1	0	17	21	5	0	0	0	0	0	0	0	0	0	**44**
11:15 - 11:29	1	0	3	21	16	2	0	0	0	0	0	0	0	0	0	**43**
11:30 - 11:44	0	1	1	14	8	3	1	0	0	0	0	0	0	0	0	**28**
11:45 - 11:59	0	0	1	21	13	7	1	0	0	0	0	0	0	0	0	**43**
12:00 - 12:14	0	0	2	8	14	5	0	0	0	0	0	0	0	0	0	**29**
12:15 - 12:29	0	0	10	14	14	4	1	0	0	0	0	0	0	0	0	**43**
12:30 - 12:44	0	1	0	15	14	7	0	0	0	0	0	0	0	0	0	**37**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Posted Speed: 25

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	2	8	13	7	1	0	0	0	0	0	0	0	0	**31**
13:00 - 13:14	0	0	2	15	6	9	0	0	0	0	0	0	0	0	0	**32**
13:15 - 13:29	0	0	0	12	19	11	0	1	0	0	0	0	0	0	0	**43**
13:30 - 13:44	0	0	2	11	14	7	0	0	0	0	0	0	0	0	0	**34**
13:45 - 13:59	0	0	2	17	14	3	0	0	0	0	0	0	0	0	0	**36**
14:00 - 14:14	0	0	8	18	13	7	0	0	0	0	0	0	0	0	0	**46**
14:15 - 14:29	0	0	3	33	28	3	0	0	0	0	0	0	0	0	0	**67**
14:30 - 14:44	0	0	12	92	57	6	0	0	0	0	0	0	0	0	0	**167**
14:45 - 14:59	0	0	3	32	35	4	1	0	0	0	0	0	0	0	0	**75**
15:00 - 15:14	0	0	4	24	23	7	0	0	1	0	0	0	0	0	0	**59**
15:15 - 15:29	0	0	1	24	32	6	5	0	0	0	0	0	0	0	0	**68**
15:30 - 15:44	0	0	2	35	30	8	0	0	0	0	0	0	0	0	0	**75**
15:45 - 15:59	0	0	1	16	32	7	0	0	0	0	0	0	0	0	0	**56**
16:00 - 16:14	0	1	6	25	20	6	0	0	0	1	0	0	0	0	0	**59**
16:15 - 16:29	0	1	2	29	16	12	0	0	0	0	0	0	0	0	0	**60**
16:30 - 16:44	0	0	5	33	20	8	0	1	0	0	0	0	0	0	0	**67**
16:45 - 16:59	2	0	3	19	27	3	1	0	0	0	0	0	0	0	0	**55**
17:00 - 17:14	0	0	7	37	17	7	3	0	0	0	0	0	0	0	0	**71**
17:15 - 17:29	0	0	3	31	27	10	1	0	0	0	0	0	0	0	0	**72**
17:30 - 17:44	0	0	3	33	37	11	1	0	0	0	0	0	0	0	0	**85**
17:45 - 17:59	0	0	1	32	30	10	1	1	0	0	0	0	0	1	0	**76**
18:00 - 18:14	0	2	7	30	34	8	0	0	0	0	0	0	0	0	0	**81**
18:15 - 18:29	0	0	4	24	26	6	1	1	0	0	0	0	0	0	0	**62**
18:30 - 18:44	0	1	4	22	19	4	0	0	0	0	0	0	0	0	0	**50**
18:45 - 18:59	0	0	2	18	13	9	1	0	0	0	0	0	0	0	0	**43**
19:00 - 19:14	0	0	3	16	25	10	0	0	0	0	0	0	0	0	0	**54**
19:15 - 19:29	0	0	4	24	31	10	0	0	0	0	0	0	0	0	0	**69**
19:30 - 19:44	0	0	2	20	25	2	2	0	0	0	0	0	0	0	0	**51**
19:45 - 19:59	0	0	1	15	23	5	1	0	0	0	0	0	0	0	0	**45**
20:00 - 20:14	0	0	2	16	17	2	0	0	0	0	0	0	0	0	0	**37**
20:15 - 20:29	0	0	1	24	22	1	1	0	0	0	0	0	0	0	0	**49**
20:30 - 20:44	0	0	2	15	12	0	1	0	0	0	0	0	0	0	0	**30**
20:45 - 20:59	0	0	4	14	15	3	0	0	0	1	0	0	0	0	0	**37**
21:00 - 21:14	0	0	3	12	7	0	1	0	0	0	0	0	0	0	0	**23**
21:15 - 21:29	0	0	0	6	4	4	0	0	0	0	0	0	0	0	0	**14**
21:30 - 21:44	0	0	1	7	8	2	0	1	0	0	0	0	0	0	0	**19**
21:45 - 21:59	0	0	2	6	8	0	0	0	0	0	0	0	0	0	0	**16**
22:00 - 22:14	0	0	2	5	4	1	0	0	0	0	0	0	0	0	0	**12**
22:15 - 22:29	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	**7**
22:30 - 22:44	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	**6**
22:45 - 22:59	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
23:00 - 23:14	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
23:15 - 23:29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30 - 23:44	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
23:45 - 23:59	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	**4**
Totals	**6**	**14**	**186**	**1425**	**1268**	**330**	**36**	**8**	**1**	**3**	**1**	**0**	**0**	**1**	**0**	**3279**
Percent of Total	**0.2**	**0.4**	**5.7**	**43.5**	**38.7**	**10.1**	**1.1**	**0.2**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.4**	**0.7**	**5.1**	**47.0**	**37.0**	**8.2**	**1.2**	**0.2**	**0.0**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.1**	**0.3**	**6.0**	**41.6**	**39.5**	**11.0**	**1.1**	**0.3**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: 2000 North Location

Posted Speed: 25

Standard Deviation:	4.7 MPH	Ten Mile Pace:	25 to 34 MPH	85th Percentile:	34.6 MPH
Mean Speed:	30.4 MPH	Percent in Ten Mile Pace:	82.1%		
Median Speed:	30.0 MPH			15th Percentile:	26.0 MPH
Modal Speed:	27.5 MPH			90th Percentile:	35.8 MPH
				95th Percentile:	38.3 MPH

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	3	1	**4**
00:15 - 00:29	5	5	**10**
00:30 - 00:44	42	6	**48**
00:45 - 00:59	12	1	**13**
01:00 - 01:14	7	5	**12**
01:15 - 01:29	6	2	**8**
01:30 - 01:44	7	1	**8**
01:45 - 01:59	5	7	**12**
02:00 - 02:14	16	1	**17**
02:15 - 02:29	8	1	**9**
02:30 - 02:44	6	1	**7**
02:45 - 02:59	7	3	**10**
03:00 - 03:14	7	1	**8**
03:15 - 03:29	3	0	**3**
03:30 - 03:44	2	3	**5**
03:45 - 03:59	3	3	**6**
04:00 - 04:14	2	12	**14**
04:15 - 04:29	3	23	**26**
04:30 - 04:44	5	38	**43**
04:45 - 04:59	7	53	**60**
05:00 - 05:14	11	33	**44**
05:15 - 05:29	10	31	**41**
05:30 - 05:44	14	62	**76**
05:45 - 05:59	12	64	**76**
06:00 - 06:14	17	50	**67**
06:15 - 06:29	16	57	**73**
06:30 - 06:44	33	66	**99**
06:45 - 06:59	37	71	**108**
07:00 - 07:14	54	47	**101**
07:15 - 07:29	33	43	**76**
07:30 - 07:44	55	53	**108**
07:45 - 07:59	51	73	**124**
08:00 - 08:14	43	69	**112**
08:15 - 08:29	51	61	**112**
08:30 - 08:44	47	52	**99**
08:45 - 08:59	41	28	**69**
09:00 - 09:14	43	29	**72**
09:15 - 09:29	38	29	**67**
09:30 - 09:44	25	24	**49**
09:45 - 09:59	33	30	**63**
10:00 - 10:14	40	29	**69**
10:15 - 10:29	44	30	**74**
10:30 - 10:44	44	35	**79**
10:45 - 10:59	52	31	**83**
11:00 - 11:14	43	45	**88**
11:15 - 11:29	46	57	**103**
11:30 - 11:44	63	39	**102**
11:45 - 11:59	46	41	**87**
12:00 - 12:14	62	37	**99**
12:15 - 12:29	44	57	**101**
12:30 - 12:44	47	42	**89**
12:45 - 12:59	35	42	**77**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	40	42	**82**
13:15 - 13:29	57	42	**99**
13:30 - 13:44	48	35	**83**
13:45 - 13:59	52	33	**85**
14:00 - 14:14	64	40	**104**
14:15 - 14:29	71	48	**119**
14:30 - 14:44	96	48	**144**
14:45 - 14:59	73	76	**149**
15:00 - 15:14	120	69	**189**
15:15 - 15:29	104	68	**172**
15:30 - 15:44	142	75	**217**
15:45 - 15:59	144	90	**234**
16:00 - 16:14	119	60	**179**
16:15 - 16:29	81	40	**121**
16:30 - 16:44	115	61	**176**
16:45 - 16:59	129	48	**177**
17:00 - 17:14	111	65	**176**
17:15 - 17:29	109	70	**179**
17:30 - 17:44	99	75	**174**
17:45 - 17:59	106	72	**178**
18:00 - 18:14	83	72	**155**
18:15 - 18:29	67	64	**131**
18:30 - 18:44	73	73	**146**
18:45 - 18:59	67	45	**112**
19:00 - 19:14	83	41	**124**
19:15 - 19:29	62	39	**101**
19:30 - 19:44	58	40	**98**
19:45 - 19:59	45	31	**76**
20:00 - 20:14	42	37	**79**
20:15 - 20:29	46	41	**87**
20:30 - 20:44	44	41	**85**
20:45 - 20:59	25	26	**51**
21:00 - 21:14	32	29	**61**
21:15 - 21:29	32	28	**60**
21:30 - 21:44	20	23	**43**
21:45 - 21:59	27	18	**45**
22:00 - 22:14	11	16	**27**
22:15 - 22:29	7	9	**16**
22:30 - 22:44	16	13	**29**
22:45 - 22:59	10	12	**22**
23:00 - 23:14	10	4	**14**
23:15 - 23:29	6	4	**10**
23:30 - 23:44	10	2	**12**
23:45 - 23:59	8	7	**15**
Totals	**4150**	**3496**	**7646**
AM Peak Time	**07:35 - 08:34**	**07:36 - 08:35**	**07:36 - 08:35**
AM Peak Volume	**204**	**269**	**473**
PM Peak Time	**15:26 - 16:25**	**14:58 - 15:57**	**15:08 - 16:07**
PM Peak Volume	**536**	**306**	**829**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

Daily Eastbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
00:15 - 00:29	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
00:30 - 00:44	0	40	2	0	0	0	0	0	0	0	0	0	0	**42**
00:45 - 00:59	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
01:00 - 01:14	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
01:15 - 01:29	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
01:30 - 01:44	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
01:45 - 01:59	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
02:00 - 02:14	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
02:15 - 02:29	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
02:30 - 02:44	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
02:45 - 02:59	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
03:00 - 03:14	0	4	1	0	2	0	0	0	0	0	0	0	0	**7**
03:15 - 03:29	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
04:15 - 04:29	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
04:30 - 04:44	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
04:45 - 04:59	0	5	0	1	1	0	0	0	0	0	0	0	0	**7**
05:00 - 05:14	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
05:15 - 05:29	0	8	0	0	2	0	0	0	0	0	0	0	0	**10**
05:30 - 05:44	0	10	1	0	3	0	0	0	0	0	0	0	0	**14**
05:45 - 05:59	0	7	3	0	2	0	0	0	0	0	0	0	0	**12**
06:00 - 06:14	0	13	2	1	1	0	0	0	0	0	0	0	0	**17**
06:15 - 06:29	0	11	1	0	4	0	0	0	0	0	0	0	0	**16**
06:30 - 06:44	0	23	1	1	7	1	0	0	0	0	0	0	0	**33**
06:45 - 06:59	1	25	7	0	4	0	0	0	0	0	0	0	0	**37**
07:00 - 07:14	0	42	3	1	6	0	0	2	0	0	0	0	0	**54**
07:15 - 07:29	0	25	4	1	3	0	0	0	0	0	0	0	0	**33**
07:30 - 07:44	0	44	5	0	5	0	0	1	0	0	0	0	0	**55**
07:45 - 07:59	1	39	3	3	5	0	0	0	0	0	0	0	0	**51**
08:00 - 08:14	0	31	6	1	5	0	0	0	0	0	0	0	0	**43**
08:15 - 08:29	0	34	6	0	11	0	0	0	0	0	0	0	0	**51**
08:30 - 08:44	1	23	13	0	10	0	0	0	0	0	0	0	0	**47**
08:45 - 08:59	0	28	7	0	5	0	0	0	1	0	0	0	0	**41**
09:00 - 09:14	1	32	5	0	4	0	0	1	0	0	0	0	0	**43**
09:15 - 09:29	0	27	5	0	5	1	0	0	0	0	0	0	0	**38**
09:30 - 09:44	0	18	2	0	5	0	0	0	0	0	0	0	0	**25**
09:45 - 09:59	0	28	1	0	4	0	0	0	0	0	0	0	0	**33**
10:00 - 10:14	1	23	6	0	9	1	0	0	0	0	0	0	0	**40**
10:15 - 10:29	0	32	3	0	8	1	0	0	0	0	0	0	0	**44**
10:30 - 10:44	0	35	7	0	2	0	0	0	0	0	0	0	0	**44**
10:45 - 10:59	1	32	6	0	9	3	1	0	0	0	0	0	0	**52**
11:00 - 11:14	1	34	4	0	4	0	0	0	0	0	0	0	0	**43**
11:15 - 11:29	0	32	5	0	8	0	0	0	1	0	0	0	0	**46**
11:30 - 11:44	0	46	5	3	8	0	1	0	0	0	0	0	0	**63**
11:45 - 11:59	0	31	5	0	8	1	0	1	0	0	0	0	0	**46**
12:00 - 12:14	0	44	3	0	15	0	0	0	0	0	0	0	0	**62**
12:15 - 12:29	0	27	6	0	10	0	1	0	0	0	0	0	0	**44**
12:30 - 12:44	0	27	10	0	10	0	0	0	0	0	0	0	0	**47**
12:45 - 12:59	0	21	8	0	6	0	0	0	0	0	0	0	0	**35**

Daily Eastbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	1	32	3	0	4	0	0	0	0	0	0	0	0	**40**
13:15 - 13:29	0	39	6	1	9	1	0	1	0	0	0	0	0	**57**
13:30 - 13:44	0	35	7	1	5	0	0	0	0	0	0	0	0	**48**
13:45 - 13:59	1	36	6	0	9	0	0	0	0	0	0	0	0	**52**
14:00 - 14:14	0	46	11	0	6	0	0	0	1	0	0	0	0	**64**
14:15 - 14:29	1	54	6	2	7	1	0	0	0	0	0	0	0	**71**
14:30 - 14:44	1	78	7	0	10	0	0	0	0	0	0	0	0	**96**
14:45 - 14:59	2	52	8	0	11	0	0	0	0	0	0	0	0	**73**
15:00 - 15:14	1	97	8	2	11	1	0	0	0	0	0	0	0	**120**
15:15 - 15:29	3	82	7	4	8	0	0	0	0	0	0	0	0	**104**
15:30 - 15:44	1	115	12	0	13	0	0	1	0	0	0	0	0	**142**
15:45 - 15:59	0	109	14	1	19	0	0	0	1	0	0	0	0	**144**
16:00 - 16:14	1	88	10	0	19	0	0	1	0	0	0	0	0	**119**
16:15 - 16:29	0	50	15	1	14	1	0	0	0	0	0	0	0	**81**
16:30 - 16:44	1	90	13	0	11	0	0	0	0	0	0	0	0	**115**
16:45 - 16:59	0	96	19	0	13	0	0	1	0	0	0	0	0	**129**
17:00 - 17:14	0	84	19	0	8	0	0	0	0	0	0	0	0	**111**
17:15 - 17:29	2	86	5	0	16	0	0	0	0	0	0	0	0	**109**
17:30 - 17:44	1	75	14	0	9	0	0	0	0	0	0	0	0	**99**
17:45 - 17:59	5	68	14	0	18	0	0	0	1	0	0	0	0	**106**
18:00 - 18:14	1	65	5	0	12	0	0	0	0	0	0	0	0	**83**
18:15 - 18:29	1	52	5	0	9	0	0	0	0	0	0	0	0	**67**
18:30 - 18:44	0	60	6	0	7	0	0	0	0	0	0	0	0	**73**
18:45 - 18:59	2	45	8	0	11	1	0	0	0	0	0	0	0	**67**
19:00 - 19:14	0	60	11	0	12	0	0	0	0	0	0	0	0	**83**
19:15 - 19:29	1	42	4	0	15	0	0	0	0	0	0	0	0	**62**
19:30 - 19:44	1	42	7	0	8	0	0	0	0	0	0	0	0	**58**
19:45 - 19:59	0	37	4	0	4	0	0	0	0	0	0	0	0	**45**
20:00 - 20:14	0	33	2	0	7	0	0	0	0	0	0	0	0	**42**
20:15 - 20:29	0	35	5	0	6	0	0	0	0	0	0	0	0	**46**
20:30 - 20:44	2	34	5	0	3	0	0	0	0	0	0	0	0	**44**
20:45 - 20:59	0	23	0	0	2	0	0	0	0	0	0	0	0	**25**
21:00 - 21:14	1	23	2	0	6	0	0	0	0	0	0	0	0	**32**
21:15 - 21:29	0	26	2	0	4	0	0	0	0	0	0	0	0	**32**
21:30 - 21:44	0	15	1	0	4	0	0	0	0	0	0	0	0	**20**
21:45 - 21:59	0	20	5	0	2	0	0	0	0	0	0	0	0	**27**
22:00 - 22:14	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
22:15 - 22:29	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
22:30 - 22:44	0	11	2	0	3	0	0	0	0	0	0	0	0	**16**
22:45 - 22:59	0	6	2	0	2	0	0	0	0	0	0	0	0	**10**
23:00 - 23:14	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
23:15 - 23:29	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
23:30 - 23:44	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
23:45 - 23:59	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
Totals	**37**	**3082**	**442**	**24**	**535**	**13**	**3**	**9**	**5**	**0**	**0**	**0**	**0**	**4150**
Percent of Total	**0.9**	**74.3**	**10.7**	**0.6**	**12.9**	**0.3**	**0.1**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.6**	**73.0**	**10.9**	**1.0**	**13.0**	**0.7**	**0.2**	**0.4**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**1.0**	**74.8**	**10.5**	**0.4**	**12.8**	**0.2**	**0.0**	**0.1**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Eastbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

Truck Summary:

Total Trucks: 589 % Trucks: 14.2 AM % Trucks: 15.4 PM % Trucks: 13.7

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Westbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
00:30 - 00:44	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
00:45 - 00:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
01:15 - 01:29	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
01:30 - 01:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
02:00 - 02:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
03:45 - 03:59	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
04:15 - 04:29	0	15	6	0	1	1	0	0	0	0	0	0	0	**23**
04:30 - 04:44	0	30	5	0	3	0	0	0	0	0	0	0	0	**38**
04:45 - 04:59	0	45	6	0	2	0	0	0	0	0	0	0	0	**53**
05:00 - 05:14	1	20	5	0	7	0	0	0	0	0	0	0	0	**33**
05:15 - 05:29	0	25	3	0	3	0	0	0	0	0	0	0	0	**31**
05:30 - 05:44	0	46	12	0	4	0	0	0	0	0	0	0	0	**62**
05:45 - 05:59	2	49	8	0	5	0	0	0	0	0	0	0	0	**64**
06:00 - 06:14	2	37	7	0	4	0	0	0	0	0	0	0	0	**50**
06:15 - 06:29	0	46	9	0	2	0	0	0	0	0	0	0	0	**57**
06:30 - 06:44	0	47	9	1	9	0	0	0	0	0	0	0	0	**66**
06:45 - 06:59	0	59	9	0	3	0	0	0	0	0	0	0	0	**71**
07:00 - 07:14	0	40	2	0	5	0	0	0	0	0	0	0	0	**47**
07:15 - 07:29	0	27	6	3	4	1	0	1	1	0	0	0	0	**43**
07:30 - 07:44	0	37	6	0	10	0	0	0	0	0	0	0	0	**53**
07:45 - 07:59	0	57	8	0	7	0	0	1	0	0	0	0	0	**73**
08:00 - 08:14	0	48	9	5	6	1	0	0	0	0	0	0	0	**69**
08:15 - 08:29	0	43	9	0	8	1	0	0	0	0	0	0	0	**61**
08:30 - 08:44	1	36	9	0	6	0	0	0	0	0	0	0	0	**52**
08:45 - 08:59	1	18	3	0	6	0	0	0	0	0	0	0	0	**28**
09:00 - 09:14	1	17	5	0	5	1	0	0	0	0	0	0	0	**29**
09:15 - 09:29	0	24	2	0	3	0	0	0	0	0	0	0	0	**29**
09:30 - 09:44	0	18	2	0	4	0	0	0	0	0	0	0	0	**24**
09:45 - 09:59	1	20	3	0	6	0	0	0	0	0	0	0	0	**30**
10:00 - 10:14	0	24	1	0	4	0	0	0	0	0	0	0	0	**29**
10:15 - 10:29	1	19	3	0	6	1	0	0	0	0	0	0	0	**30**
10:30 - 10:44	0	26	6	0	3	0	0	0	0	0	0	0	0	**35**
10:45 - 10:59	1	24	3	0	2	1	0	0	0	0	0	0	0	**31**
11:00 - 11:14	1	32	3	0	6	2	0	1	0	0	0	0	0	**45**
11:15 - 11:29	0	39	11	0	6	1	0	0	0	0	0	0	0	**57**
11:30 - 11:44	0	26	5	0	7	0	0	1	0	0	0	0	0	**39**
11:45 - 11:59	0	26	5	2	7	0	0	1	0	0	0	0	0	**41**
12:00 - 12:14	0	27	5	0	5	0	0	0	0	0	0	0	0	**37**
12:15 - 12:29	0	41	11	0	5	0	0	0	0	0	0	0	0	**57**
12:30 - 12:44	0	28	9	0	5	0	0	0	0	0	0	0	0	**42**
12:45 - 12:59	0	29	4	0	9	0	0	0	0	0	0	0	0	**42**

Daily Westbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	27	8	0	6	1	0	0	0	0	0	0	0	**42**
13:15 - 13:29	0	32	4	1	5	0	0	0	0	0	0	0	0	**42**
13:30 - 13:44	0	28	4	0	3	0	0	0	0	0	0	0	0	**35**
13:45 - 13:59	0	25	1	0	7	0	0	0	0	0	0	0	0	**33**
14:00 - 14:14	0	30	4	0	5	0	0	0	1	0	0	0	0	**40**
14:15 - 14:29	2	34	6	0	5	1	0	0	0	0	0	0	0	**48**
14:30 - 14:44	0	41	3	0	3	0	0	1	0	0	0	0	0	**48**
14:45 - 14:59	0	60	7	3	6	0	0	0	0	0	0	0	0	**76**
15:00 - 15:14	0	58	8	0	2	1	0	0	0	0	0	0	0	**69**
15:15 - 15:29	0	54	6	0	7	1	0	0	0	0	0	0	0	**68**
15:30 - 15:44	0	59	9	3	3	0	0	0	1	0	0	0	0	**75**
15:45 - 15:59	1	67	7	0	14	0	0	1	0	0	0	0	0	**90**
16:00 - 16:14	0	47	5	0	8	0	0	0	0	0	0	0	0	**60**
16:15 - 16:29	1	34	2	0	3	0	0	0	0	0	0	0	0	**40**
16:30 - 16:44	1	42	9	0	8	0	1	0	0	0	0	0	0	**61**
16:45 - 16:59	0	41	4	0	3	0	0	0	0	0	0	0	0	**48**
17:00 - 17:14	3	52	6	1	3	0	0	0	0	0	0	0	0	**65**
17:15 - 17:29	0	50	15	0	3	0	0	2	0	0	0	0	0	**70**
17:30 - 17:44	1	54	10	0	10	0	0	0	0	0	0	0	0	**75**
17:45 - 17:59	0	58	9	0	4	0	0	1	0	0	0	0	0	**72**
18:00 - 18:14	1	55	7	0	9	0	0	0	0	0	0	0	0	**72**
18:15 - 18:29	2	52	4	0	6	0	0	0	0	0	0	0	0	**64**
18:30 - 18:44	4	50	12	0	7	0	0	0	0	0	0	0	0	**73**
18:45 - 18:59	1	34	6	0	4	0	0	0	0	0	0	0	0	**45**
19:00 - 19:14	1	34	1	0	5	0	0	0	0	0	0	0	0	**41**
19:15 - 19:29	1	31	2	0	5	0	0	0	0	0	0	0	0	**39**
19:30 - 19:44	1	36	0	0	3	0	0	0	0	0	0	0	0	**40**
19:45 - 19:59	1	22	3	0	5	0	0	0	0	0	0	0	0	**31**
20:00 - 20:14	0	25	5	0	7	0	0	0	0	0	0	0	0	**37**
20:15 - 20:29	0	31	6	0	4	0	0	0	0	0	0	0	0	**41**
20:30 - 20:44	0	37	2	0	2	0	0	0	0	0	0	0	0	**41**
20:45 - 20:59	0	20	4	0	2	0	0	0	0	0	0	0	0	**26**
21:00 - 21:14	2	21	5	0	1	0	0	0	0	0	0	0	0	**29**
21:15 - 21:29	1	22	2	0	3	0	0	0	0	0	0	0	0	**28**
21:30 - 21:44	1	18	2	0	2	0	0	0	0	0	0	0	0	**23**
21:45 - 21:59	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
22:00 - 22:14	0	13	1	0	2	0	0	0	0	0	0	0	0	**16**
22:15 - 22:29	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
22:30 - 22:44	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
22:45 - 22:59	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
23:00 - 23:14	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:15 - 23:29	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
23:30 - 23:44	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	1	6	0	0	0	0	0	0	0	0	0	0	0	**7**
Totals	**38**	**2645**	**410**	**19**	**356**	**14**	**1**	**10**	**3**	**0**	**0**	**0**	**0**	**3496**
Percent of Total	**1.1**	**75.7**	**11.7**	**0.5**	**10.2**	**0.4**	**0.0**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.8**	**73.8**	**12.9**	**0.8**	**10.7**	**0.7**	**0.0**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**1.3**	**77.0**	**10.9**	**0.4**	**9.9**	**0.2**	**0.0**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Westbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

Truck Summary:

Total Trucks: 403 % Trucks: 11.5 AM % Trucks: 12.5 PM % Trucks: 10.8

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
00:15 - 00:29	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
00:30 - 00:44	0	46	2	0	0	0	0	0	0	0	0	0	0	**48**
00:45 - 00:59	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
01:00 - 01:14	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**
01:15 - 01:29	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
01:30 - 01:44	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
01:45 - 01:59	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
02:00 - 02:14	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
02:15 - 02:29	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
02:30 - 02:44	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
02:45 - 02:59	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
03:00 - 03:14	0	5	1	0	2	0	0	0	0	0	0	0	0	**8**
03:15 - 03:29	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
03:45 - 03:59	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
04:00 - 04:14	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
04:15 - 04:29	0	17	6	0	2	1	0	0	0	0	0	0	0	**26**
04:30 - 04:44	0	34	5	0	4	0	0	0	0	0	0	0	0	**43**
04:45 - 04:59	0	50	6	1	3	0	0	0	0	0	0	0	0	**60**
05:00 - 05:14	1	29	7	0	7	0	0	0	0	0	0	0	0	**44**
05:15 - 05:29	0	33	3	0	5	0	0	0	0	0	0	0	0	**41**
05:30 - 05:44	0	56	13	0	7	0	0	0	0	0	0	0	0	**76**
05:45 - 05:59	2	56	11	0	7	0	0	0	0	0	0	0	0	**76**
06:00 - 06:14	2	50	9	1	5	0	0	0	0	0	0	0	0	**67**
06:15 - 06:29	0	57	10	0	6	0	0	0	0	0	0	0	0	**73**
06:30 - 06:44	0	70	10	2	16	1	0	0	0	0	0	0	0	**99**
06:45 - 06:59	1	84	16	0	7	0	0	0	0	0	0	0	0	**108**
07:00 - 07:14	0	82	5	1	11	0	0	2	0	0	0	0	0	**101**
07:15 - 07:29	0	52	10	4	7	1	0	1	1	0	0	0	0	**76**
07:30 - 07:44	0	81	11	0	15	0	0	1	0	0	0	0	0	**108**
07:45 - 07:59	1	96	11	3	12	0	0	1	0	0	0	0	0	**124**
08:00 - 08:14	0	79	15	6	11	1	0	0	0	0	0	0	0	**112**
08:15 - 08:29	0	77	15	0	19	1	0	0	0	0	0	0	0	**112**
08:30 - 08:44	2	59	22	0	16	0	0	0	0	0	0	0	0	**99**
08:45 - 08:59	1	46	10	0	11	0	0	0	1	0	0	0	0	**69**
09:00 - 09:14	2	49	10	0	9	1	0	1	0	0	0	0	0	**72**
09:15 - 09:29	0	51	7	0	8	1	0	0	0	0	0	0	0	**67**
09:30 - 09:44	0	36	4	0	9	0	0	0	0	0	0	0	0	**49**
09:45 - 09:59	1	48	4	0	10	0	0	0	0	0	0	0	0	**63**
10:00 - 10:14	1	47	7	0	13	1	0	0	0	0	0	0	0	**69**
10:15 - 10:29	1	51	6	0	14	2	0	0	0	0	0	0	0	**74**
10:30 - 10:44	0	61	13	0	5	0	0	0	0	0	0	0	0	**79**
10:45 - 10:59	2	56	9	0	11	4	1	0	0	0	0	0	0	**83**
11:00 - 11:14	2	66	7	0	10	2	0	1	0	0	0	0	0	**88**
11:15 - 11:29	0	71	16	0	14	1	0	0	1	0	0	0	0	**103**
11:30 - 11:44	0	72	10	3	15	0	1	1	0	0	0	0	0	**102**
11:45 - 11:59	0	57	10	2	15	1	0	2	0	0	0	0	0	**87**
12:00 - 12:14	0	71	8	0	20	0	0	0	0	0	0	0	0	**99**
12:15 - 12:29	0	68	17	0	15	0	1	0	0	0	0	0	0	**101**
12:30 - 12:44	0	55	19	0	15	0	0	0	0	0	0	0	0	**89**
12:45 - 12:59	0	50	12	0	15	0	0	0	0	0	0	0	0	**77**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	1	59	11	0	10	1	0	0	0	0	0	0	0	**82**
13:15 - 13:29	0	71	10	2	14	1	0	1	0	0	0	0	0	**99**
13:30 - 13:44	0	63	11	1	8	0	0	0	0	0	0	0	0	**83**
13:45 - 13:59	1	61	7	0	16	0	0	0	0	0	0	0	0	**85**
14:00 - 14:14	0	76	15	0	11	0	0	0	2	0	0	0	0	**104**
14:15 - 14:29	3	88	12	2	12	2	0	0	0	0	0	0	0	**119**
14:30 - 14:44	1	119	10	0	13	0	0	1	0	0	0	0	0	**144**
14:45 - 14:59	2	112	15	3	17	0	0	0	0	0	0	0	0	**149**
15:00 - 15:14	1	155	16	2	13	2	0	0	0	0	0	0	0	**189**
15:15 - 15:29	3	136	13	4	15	1	0	0	0	0	0	0	0	**172**
15:30 - 15:44	1	174	21	3	16	0	0	1	1	0	0	0	0	**217**
15:45 - 15:59	1	176	21	1	33	0	0	1	1	0	0	0	0	**234**
16:00 - 16:14	1	135	15	0	27	0	0	1	0	0	0	0	0	**179**
16:15 - 16:29	1	84	17	1	17	1	0	0	0	0	0	0	0	**121**
16:30 - 16:44	2	132	22	0	19	0	1	0	0	0	0	0	0	**176**
16:45 - 16:59	0	137	23	0	16	0	0	1	0	0	0	0	0	**177**
17:00 - 17:14	3	136	25	1	11	0	0	0	0	0	0	0	0	**176**
17:15 - 17:29	2	136	20	0	19	0	0	2	0	0	0	0	0	**179**
17:30 - 17:44	2	129	24	0	19	0	0	0	0	0	0	0	0	**174**
17:45 - 17:59	5	126	23	0	22	0	0	1	1	0	0	0	0	**178**
18:00 - 18:14	2	120	12	0	21	0	0	0	0	0	0	0	0	**155**
18:15 - 18:29	3	104	9	0	15	0	0	0	0	0	0	0	0	**131**
18:30 - 18:44	4	110	18	0	14	0	0	0	0	0	0	0	0	**146**
18:45 - 18:59	3	79	14	0	15	1	0	0	0	0	0	0	0	**112**
19:00 - 19:14	1	94	12	0	17	0	0	0	0	0	0	0	0	**124**
19:15 - 19:29	2	73	6	0	20	0	0	0	0	0	0	0	0	**101**
19:30 - 19:44	2	78	7	0	11	0	0	0	0	0	0	0	0	**98**
19:45 - 19:59	1	59	7	0	9	0	0	0	0	0	0	0	0	**76**
20:00 - 20:14	0	58	7	0	14	0	0	0	0	0	0	0	0	**79**
20:15 - 20:29	0	66	11	0	10	0	0	0	0	0	0	0	0	**87**
20:30 - 20:44	2	71	7	0	5	0	0	0	0	0	0	0	0	**85**
20:45 - 20:59	0	43	4	0	4	0	0	0	0	0	0	0	0	**51**
21:00 - 21:14	3	44	7	0	7	0	0	0	0	0	0	0	0	**61**
21:15 - 21:29	1	48	4	0	7	0	0	0	0	0	0	0	0	**60**
21:30 - 21:44	1	33	3	0	6	0	0	0	0	0	0	0	0	**43**
21:45 - 21:59	0	36	6	0	3	0	0	0	0	0	0	0	0	**45**
22:00 - 22:14	0	24	1	0	2	0	0	0	0	0	0	0	0	**27**
22:15 - 22:29	0	12	2	0	2	0	0	0	0	0	0	0	0	**16**
22:30 - 22:44	0	22	4	0	3	0	0	0	0	0	0	0	0	**29**
22:45 - 22:59	0	16	3	0	3	0	0	0	0	0	0	0	0	**22**
23:00 - 23:14	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
23:15 - 23:29	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
23:30 - 23:44	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
23:45 - 23:59	1	12	2	0	0	0	0	0	0	0	0	0	0	**15**
Totals	**75**	**5727**	**852**	**43**	**891**	**27**	**4**	**19**	**8**	**0**	**0**	**0**	**0**	**7646**
Percent of Total	**1.0**	**74.9**	**11.1**	**0.6**	**11.7**	**0.4**	**0.1**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.7**	**73.4**	**12.0**	**0.9**	**11.7**	**0.7**	**0.1**	**0.4**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**1.1**	**75.7**	**10.7**	**0.4**	**11.6**	**0.2**	**0.0**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location

Truck Summary:

Total Trucks: 992 % Trucks: 13.0 AM % Trucks: 13.8 PM % Trucks: 12.5

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**
00:15 - 00:29	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	**5**
00:30 - 00:44	0	0	0	0	9	27	6	0	0	0	0	0	0	0	0	**42**
00:45 - 00:59	0	0	0	0	4	7	1	0	0	0	0	0	0	0	0	**12**
01:00 - 01:14	0	0	0	0	4	1	0	1	1	0	0	0	0	0	0	**7**
01:15 - 01:29	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	**6**
01:30 - 01:44	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	**7**
01:45 - 01:59	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	**5**
02:00 - 02:14	0	0	0	0	0	11	4	1	0	0	0	0	0	0	0	**16**
02:15 - 02:29	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	**8**
02:30 - 02:44	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	**6**
02:45 - 02:59	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	**7**
03:00 - 03:14	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	**7**
03:15 - 03:29	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
03:45 - 03:59	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	**2**
04:15 - 04:29	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	**3**
04:30 - 04:44	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	**5**
04:45 - 04:59	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	**7**
05:00 - 05:14	0	0	0	0	1	6	4	0	0	0	0	0	0	0	0	**11**
05:15 - 05:29	0	0	0	0	0	4	5	1	0	0	0	0	0	0	0	**10**
05:30 - 05:44	0	0	0	0	4	7	1	2	0	0	0	0	0	0	0	**14**
05:45 - 05:59	0	0	0	0	4	5	3	0	0	0	0	0	0	0	0	**12**
06:00 - 06:14	0	0	0	1	1	10	5	0	0	0	0	0	0	0	0	**17**
06:15 - 06:29	0	0	0	0	3	9	4	0	0	0	0	0	0	0	0	**16**
06:30 - 06:44	0	0	0	2	9	14	4	3	0	0	0	0	0	0	1	**33**
06:45 - 06:59	0	0	0	1	2	27	6	1	0	0	0	0	0	0	0	**37**
07:00 - 07:14	0	0	0	0	13	33	7	1	0	0	0	0	0	0	0	**54**
07:15 - 07:29	1	0	0	2	7	16	6	1	0	0	0	0	0	0	0	**33**
07:30 - 07:44	0	0	0	0	5	34	15	1	0	0	0	0	0	0	0	**55**
07:45 - 07:59	0	0	0	0	16	26	9	0	0	0	0	0	0	0	0	**51**
08:00 - 08:14	0	0	0	0	9	21	12	1	0	0	0	0	0	0	0	**43**
08:15 - 08:29	0	0	0	1	10	31	8	1	0	0	0	0	0	0	0	**51**
08:30 - 08:44	0	1	0	1	8	28	8	1	0	0	0	0	0	0	0	**47**
08:45 - 08:59	0	0	2	5	10	16	8	0	0	0	0	0	0	0	0	**41**
09:00 - 09:14	0	0	0	0	13	24	6	0	0	0	0	0	0	0	0	**43**
09:15 - 09:29	0	0	0	0	7	24	7	0	0	0	0	0	0	0	0	**38**
09:30 - 09:44	0	0	0	0	8	13	4	0	0	0	0	0	0	0	0	**25**
09:45 - 09:59	0	0	0	0	4	23	5	1	0	0	0	0	0	0	0	**33**
10:00 - 10:14	0	0	1	0	12	23	4	0	0	0	0	0	0	0	0	**40**
10:15 - 10:29	0	0	0	3	9	28	4	0	0	0	0	0	0	0	0	**44**
10:30 - 10:44	0	0	1	7	9	23	4	0	0	0	0	0	0	0	0	**44**
10:45 - 10:59	0	0	0	1	17	28	6	0	0	0	0	0	0	0	0	**52**
11:00 - 11:14	1	0	0	0	13	21	7	1	0	0	0	0	0	0	0	**43**
11:15 - 11:29	0	0	0	6	10	21	7	2	0	0	0	0	0	0	0	**46**
11:30 - 11:44	0	0	0	0	27	25	11	0	0	0	0	0	0	0	0	**63**
11:45 - 11:59	0	0	0	0	13	24	6	3	0	0	0	0	0	0	0	**46**
12:00 - 12:14	0	0	0	0	13	37	12	0	0	0	0	0	0	0	0	**62**
12:15 - 12:29	0	0	0	2	10	24	7	0	1	0	0	0	0	0	0	**44**
12:30 - 12:44	0	0	2	0	12	19	13	1	0	0	0	0	0	0	0	**47**

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	1	9	20	3	2	0	0	0	0	0	0	0	**35**
13:00 - 13:14	0	0	0	0	8	20	10	1	0	0	0	1	0	0	0	**40**
13:15 - 13:29	0	1	1	5	12	34	4	0	0	0	0	0	0	0	0	**57**
13:30 - 13:44	0	0	0	3	23	20	2	0	0	0	0	0	0	0	0	**48**
13:45 - 13:59	0	0	0	1	13	27	9	1	0	1	0	0	0	0	0	**52**
14:00 - 14:14	0	1	1	4	23	30	5	0	0	0	0	0	0	0	0	**64**
14:15 - 14:29	0	0	4	4	32	24	7	0	0	0	0	0	0	0	0	**71**
14:30 - 14:44	0	0	2	4	32	50	8	0	0	0	0	0	0	0	0	**96**
14:45 - 14:59	1	0	0	9	31	25	7	0	0	0	0	0	0	0	0	**73**
15:00 - 15:14	0	0	0	9	36	53	21	1	0	0	0	0	0	0	0	**120**
15:15 - 15:29	15	4	1	6	31	39	7	0	1	0	0	0	0	0	0	**104**
15:30 - 15:44	0	0	2	4	36	77	20	2	0	1	0	0	0	0	0	**142**
15:45 - 15:59	0	0	1	1	47	82	12	1	0	0	0	0	0	0	0	**144**
16:00 - 16:14	0	0	1	0	42	61	14	1	0	0	0	0	0	0	0	**119**
16:15 - 16:29	0	0	0	0	16	46	18	0	0	0	0	0	0	0	1	**81**
16:30 - 16:44	0	0	0	1	15	71	25	3	0	0	0	0	0	0	0	**115**
16:45 - 16:59	0	0	0	0	16	88	22	1	1	1	0	0	0	0	0	**129**
17:00 - 17:14	0	0	0	0	11	77	23	0	0	0	0	0	0	0	0	**111**
17:15 - 17:29	0	0	0	2	18	59	24	6	0	0	0	0	0	0	0	**109**
17:30 - 17:44	1	0	0	1	9	61	24	3	0	0	0	0	0	0	0	**99**
17:45 - 17:59	0	0	0	1	19	63	21	1	1	0	0	0	0	0	0	**106**
18:00 - 18:14	0	0	0	0	12	47	19	2	3	0	0	0	0	0	0	**83**
18:15 - 18:29	0	0	1	0	10	43	13	0	0	0	0	0	0	0	0	**67**
18:30 - 18:44	0	0	0	6	12	39	15	1	0	0	0	0	0	0	0	**73**
18:45 - 18:59	0	0	0	0	10	29	23	5	0	0	0	0	0	0	0	**67**
19:00 - 19:14	0	0	0	0	14	45	22	2	0	0	0	0	0	0	0	**83**
19:15 - 19:29	0	0	0	1	18	28	12	2	0	0	0	0	0	1	0	**62**
19:30 - 19:44	0	0	0	0	11	34	10	3	0	0	0	0	0	0	0	**58**
19:45 - 19:59	0	0	0	1	16	23	3	2	0	0	0	0	0	0	0	**45**
20:00 - 20:14	0	0	0	0	10	30	2	0	0	0	0	0	0	0	0	**42**
20:15 - 20:29	0	0	0	1	8	28	8	1	0	0	0	0	0	0	0	**46**
20:30 - 20:44	0	0	0	0	16	16	11	1	0	0	0	0	0	0	0	**44**
20:45 - 20:59	0	1	0	2	8	11	2	1	0	0	0	0	0	0	0	**25**
21:00 - 21:14	0	0	0	1	4	23	3	1	0	0	0	0	0	0	0	**32**
21:15 - 21:29	0	0	0	4	8	16	4	0	0	0	0	0	0	0	0	**32**
21:30 - 21:44	0	0	0	0	6	9	5	0	0	0	0	0	0	0	0	**20**
21:45 - 21:59	0	0	0	0	6	18	3	0	0	0	0	0	0	0	0	**27**
22:00 - 22:14	0	0	0	1	1	8	1	0	0	0	0	0	0	0	0	**11**
22:15 - 22:29	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	**7**
22:30 - 22:44	0	0	0	1	4	7	4	0	0	0	0	0	0	0	0	**16**
22:45 - 22:59	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	**10**
23:00 - 23:14	0	0	0	0	2	6	1	1	0	0	0	0	0	0	0	**10**
23:15 - 23:29	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	**6**
23:30 - 23:44	0	0	0	0	0	7	1	1	1	0	0	0	0	0	0	**10**
23:45 - 23:59	0	0	0	0	0	5	2	0	1	0	0	0	0	0	0	**8**
Totals	**19**	**8**	**20**	**108**	**983**	**2239**	**683**	**71**	**11**	**4**	**0**	**1**	**0**	**1**	**2**	**4150**
Percent of Total	**0.5**	**0.2**	**0.5**	**2.6**	**23.7**	**54.0**	**16.5**	**1.7**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.2**	**0.1**	**0.3**	**2.5**	**23.9**	**54.1**	**16.6**	**2.0**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**
Percent of PM	**0.6**	**0.2**	**0.5**	**2.6**	**23.6**	**53.9**	**16.4**	**1.6**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location
Posted Speed: 35

Standard Deviation:	4.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	41.1 MPH
Mean Speed:	36.9 MPH	Percent in Ten Mile Pace:	77.6%		
Median Speed:	37.1 MPH			15th Percentile:	32.4 MPH
Modal Speed:	37.5 MPH			90th Percentile:	42.6 MPH
				95th Percentile:	44.1 MPH

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	**5**
00:30 - 00:44	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	**6**
00:45 - 00:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
01:00 - 01:14	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	**5**
01:15 - 01:29	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
01:30 - 01:44	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:45 - 01:59	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	**7**
02:00 - 02:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:15 - 02:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:45 - 02:59	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
03:15 - 03:29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
03:30 - 03:44	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	**3**
03:45 - 03:59	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	0	0	4	5	3	0	0	0	0	0	0	0	0	0	**12**
04:15 - 04:29	1	0	0	1	11	7	3	0	0	0	0	0	0	0	0	**23**
04:30 - 04:44	0	0	0	3	15	16	3	1	0	0	0	0	0	0	0	**38**
04:45 - 04:59	0	0	0	0	22	24	7	0	0	0	0	0	0	0	0	**53**
05:00 - 05:14	0	0	0	1	17	13	1	1	0	0	0	0	0	0	0	**33**
05:15 - 05:29	0	0	0	1	14	11	5	0	0	0	0	0	0	0	0	**31**
05:30 - 05:44	0	0	1	0	28	29	4	0	0	0	0	0	0	0	0	**62**
05:45 - 05:59	0	0	1	1	22	29	11	0	0	0	0	0	0	0	0	**64**
06:00 - 06:14	0	0	0	2	18	24	6	0	0	0	0	0	0	0	0	**50**
06:15 - 06:29	0	0	0	1	25	24	7	0	0	0	0	0	0	0	0	**57**
06:30 - 06:44	0	0	0	0	30	33	2	1	0	0	0	0	0	0	0	**66**
06:45 - 06:59	0	0	0	2	32	34	3	0	0	0	0	0	0	0	0	**71**
07:00 - 07:14	0	0	0	0	24	19	4	0	0	0	0	0	0	0	0	**47**
07:15 - 07:29	1	2	0	7	20	11	2	0	0	0	0	0	0	0	0	**43**
07:30 - 07:44	0	0	0	5	23	22	3	0	0	0	0	0	0	0	0	**53**
07:45 - 07:59	0	0	1	3	35	31	3	0	0	0	0	0	0	0	0	**73**
08:00 - 08:14	0	0	1	4	40	22	2	0	0	0	0	0	0	0	0	**69**
08:15 - 08:29	0	0	0	7	34	17	3	0	0	0	0	0	0	0	0	**61**
08:30 - 08:44	0	0	0	3	20	25	3	1	0	0	0	0	0	0	0	**52**
08:45 - 08:59	0	0	0	4	12	10	1	1	0	0	0	0	0	0	0	**28**
09:00 - 09:14	0	0	0	1	12	13	1	1	1	0	0	0	0	0	0	**29**
09:15 - 09:29	0	0	0	1	10	16	2	0	0	0	0	0	0	0	0	**29**
09:30 - 09:44	0	0	0	0	6	16	1	1	0	0	0	0	0	0	0	**24**
09:45 - 09:59	0	0	1	1	11	14	3	0	0	0	0	0	0	0	0	**30**
10:00 - 10:14	0	0	0	2	10	16	1	0	0	0	0	0	0	0	0	**29**
10:15 - 10:29	1	0	0	2	10	16	1	0	0	0	0	0	0	0	0	**30**
10:30 - 10:44	0	1	1	3	20	9	1	0	0	0	0	0	0	0	0	**35**
10:45 - 10:59	1	0	0	6	9	10	5	0	0	0	0	0	0	0	0	**31**
11:00 - 11:14	0	0	1	5	18	18	2	1	0	0	0	0	0	0	0	**45**
11:15 - 11:29	0	0	0	4	31	18	3	0	0	0	1	0	0	0	0	**57**
11:30 - 11:44	0	0	2	1	22	13	1	0	0	0	0	0	0	0	0	**39**
11:45 - 11:59	0	0	0	2	17	17	5	0	0	0	0	0	0	0	0	**41**
12:00 - 12:14	0	0	0	0	15	19	3	0	0	0	0	0	0	0	0	**37**
12:15 - 12:29	0	0	1	4	24	25	3	0	0	0	0	0	0	0	0	**57**
12:30 - 12:44	0	0	0	4	15	21	2	0	0	0	0	0	0	0	0	**42**

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	4	14	18	5	1	0	0	0	0	0	0	0	**42**
13:00 - 13:14	0	0	0	1	22	17	2	0	0	0	0	0	0	0	0	**42**
13:15 - 13:29	0	0	0	3	24	11	4	0	0	0	0	0	0	0	0	**42**
13:30 - 13:44	0	0	0	1	23	11	0	0	0	0	0	0	0	0	0	**35**
13:45 - 13:59	0	0	5	9	9	9	1	0	0	0	0	0	0	0	0	**33**
14:00 - 14:14	0	0	1	8	18	13	0	0	0	0	0	0	0	0	0	**40**
14:15 - 14:29	0	1	3	10	25	9	0	0	0	0	0	0	0	0	0	**48**
14:30 - 14:44	2	3	3	9	17	10	3	1	0	0	0	0	0	0	0	**48**
14:45 - 14:59	0	1	6	9	45	13	1	0	0	1	0	0	0	0	0	**76**
15:00 - 15:14	0	0	0	4	37	26	0	2	0	0	0	0	0	0	0	**69**
15:15 - 15:29	0	0	3	9	29	19	5	2	0	0	0	0	0	1	0	**68**
15:30 - 15:44	0	0	0	5	31	37	2	0	0	0	0	0	0	0	0	**75**
15:45 - 15:59	0	0	1	14	47	26	2	0	0	0	0	0	0	0	0	**90**
16:00 - 16:14	0	0	0	2	33	25	0	0	0	0	0	0	0	0	0	**60**
16:15 - 16:29	0	0	0	5	11	22	2	0	0	0	0	0	0	0	0	**40**
16:30 - 16:44	0	0	0	3	31	24	3	0	0	0	0	0	0	0	0	**61**
16:45 - 16:59	0	0	1	0	21	24	2	0	0	0	0	0	0	0	0	**48**
17:00 - 17:14	0	0	0	2	18	41	4	0	0	0	0	0	0	0	0	**65**
17:15 - 17:29	0	0	0	2	30	31	5	2	0	0	0	0	0	0	0	**70**
17:30 - 17:44	0	0	0	1	33	34	7	0	0	0	0	0	0	0	0	**75**
17:45 - 17:59	0	0	0	3	25	38	4	1	1	0	0	0	0	0	0	**72**
18:00 - 18:14	0	0	1	1	29	39	2	0	0	0	0	0	0	0	0	**72**
18:15 - 18:29	0	1	0	2	22	31	7	0	1	0	0	0	0	0	0	**64**
18:30 - 18:44	0	0	0	2	27	38	4	1	1	0	0	0	0	0	0	**73**
18:45 - 18:59	0	0	1	5	16	17	6	0	0	0	0	0	0	0	0	**45**
19:00 - 19:14	1	0	0	5	10	21	4	0	0	0	0	0	0	0	0	**41**
19:15 - 19:29	0	0	1	1	17	14	6	0	0	0	0	0	0	0	0	**39**
19:30 - 19:44	0	0	0	3	14	19	4	0	0	0	0	0	0	0	0	**40**
19:45 - 19:59	0	1	1	3	9	11	6	0	0	0	0	0	0	0	0	**31**
20:00 - 20:14	0	0	0	7	13	13	4	0	0	0	0	0	0	0	0	**37**
20:15 - 20:29	0	0	1	2	19	19	0	0	0	0	0	0	0	0	0	**41**
20:30 - 20:44	0	1	0	3	19	17	1	0	0	0	0	0	0	0	0	**41**
20:45 - 20:59	0	0	0	7	11	6	2	0	0	0	0	0	0	0	0	**26**
21:00 - 21:14	0	0	0	3	12	13	1	0	0	0	0	0	0	0	0	**29**
21:15 - 21:29	0	0	1	2	17	7	1	0	0	0	0	0	0	0	0	**28**
21:30 - 21:44	0	0	0	3	11	7	2	0	0	0	0	0	0	0	0	**23**
21:45 - 21:59	0	0	0	0	13	4	1	0	0	0	0	0	0	0	0	**18**
22:00 - 22:14	0	0	0	2	9	4	1	0	0	0	0	0	0	0	0	**16**
22:15 - 22:29	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	**9**
22:30 - 22:44	0	0	0	1	9	3	0	0	0	0	0	0	0	0	0	**13**
22:45 - 22:59	0	0	0	1	1	8	2	0	0	0	0	0	0	0	0	**12**
23:00 - 23:14	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
23:15 - 23:29	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	**4**
23:30 - 23:44	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	**7**
Totals	**7**	**11**	**40**	**250**	**1527**	**1420**	**216**	**18**	**4**	**1**	**1**	**0**	**0**	**1**	**0**	**3496**
Percent of Total	**0.2**	**0.3**	**1.1**	**7.2**	**43.7**	**40.6**	**6.2**	**0.5**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.3**	**0.2**	**0.7**	**5.5**	**44.3**	**41.3**	**7.0**	**0.6**	**0.1**	**0.0**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.1**	**0.4**	**1.5**	**8.3**	**43.2**	**40.1**	**5.6**	**0.5**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location
Posted Speed: 35

Standard Deviation:	4.6 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.0 MPH
Mean Speed:	34.7 MPH	Percent in Ten Mile Pace:	84.3%		
Median Speed:	34.7 MPH			15th Percentile:	30.7 MPH
Modal Speed:	32.5 MPH			90th Percentile:	39.6 MPH
				95th Percentile:	41.5 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	**4**
00:15 - 00:29	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	**10**
00:30 - 00:44	0	0	0	0	11	30	7	0	0	0	0	0	0	0	0	**48**
00:45 - 00:59	0	0	0	0	4	8	1	0	0	0	0	0	0	0	0	**13**
01:00 - 01:14	0	0	0	0	7	3	0	1	1	0	0	0	0	0	0	**12**
01:15 - 01:29	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	**8**
01:30 - 01:44	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	**8**
01:45 - 01:59	0	0	0	1	3	6	2	0	0	0	0	0	0	0	0	**12**
02:00 - 02:14	0	0	0	0	1	11	4	1	0	0	0	0	0	0	0	**17**
02:15 - 02:29	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0	**9**
02:30 - 02:44	0	0	0	0	3	3	0	1	0	0	0	0	0	0	0	**7**
02:45 - 02:59	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	**10**
03:00 - 03:14	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	**8**
03:15 - 03:29	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	**5**
03:45 - 03:59	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	**6**
04:00 - 04:14	0	0	0	4	6	3	0	0	1	0	0	0	0	0	0	**14**
04:15 - 04:29	1	0	0	1	12	8	3	0	0	1	0	0	0	0	0	**26**
04:30 - 04:44	0	0	0	3	16	19	4	1	0	0	0	0	0	0	0	**43**
04:45 - 04:59	0	0	0	0	26	26	8	0	0	0	0	0	0	0	0	**60**
05:00 - 05:14	0	0	0	1	18	19	5	1	0	0	0	0	0	0	0	**44**
05:15 - 05:29	0	0	0	1	14	15	10	1	0	0	0	0	0	0	0	**41**
05:30 - 05:44	0	0	1	0	32	36	5	2	0	0	0	0	0	0	0	**76**
05:45 - 05:59	0	0	1	1	26	34	14	0	0	0	0	0	0	0	0	**76**
06:00 - 06:14	0	0	0	3	19	34	11	0	0	0	0	0	0	0	0	**67**
06:15 - 06:29	0	0	0	1	28	33	11	0	0	0	0	0	0	0	0	**73**
06:30 - 06:44	0	0	0	2	39	47	6	4	0	0	0	0	0	0	1	**99**
06:45 - 06:59	0	0	0	3	34	61	9	1	0	0	0	0	0	0	0	**108**
07:00 - 07:14	0	0	0	0	37	52	11	1	0	0	0	0	0	0	0	**101**
07:15 - 07:29	2	2	0	9	27	27	8	1	0	0	0	0	0	0	0	**76**
07:30 - 07:44	0	0	0	5	28	56	18	1	0	0	0	0	0	0	0	**108**
07:45 - 07:59	0	0	1	3	51	57	12	0	0	0	0	0	0	0	0	**124**
08:00 - 08:14	0	0	1	4	49	43	14	1	0	0	0	0	0	0	0	**112**
08:15 - 08:29	0	0	0	8	44	48	11	1	0	0	0	0	0	0	0	**112**
08:30 - 08:44	0	1	0	4	28	53	11	2	0	0	0	0	0	0	0	**99**
08:45 - 08:59	0	0	2	9	22	26	9	1	0	0	0	0	0	0	0	**69**
09:00 - 09:14	0	0	0	1	25	37	7	1	1	0	0	0	0	0	0	**72**
09:15 - 09:29	0	0	0	1	17	40	9	0	0	0	0	0	0	0	0	**67**
09:30 - 09:44	0	0	0	0	14	29	5	1	0	0	0	0	0	0	0	**49**
09:45 - 09:59	0	0	1	1	15	37	8	1	0	0	0	0	0	0	0	**63**
10:00 - 10:14	0	0	1	2	22	39	5	0	0	0	0	0	0	0	0	**69**
10:15 - 10:29	1	0	0	5	19	44	5	0	0	0	0	0	0	0	0	**74**
10:30 - 10:44	0	1	2	10	29	32	5	0	0	0	0	0	0	0	0	**79**
10:45 - 10:59	1	0	0	7	26	38	11	0	0	0	0	0	0	0	0	**83**
11:00 - 11:14	1	0	1	5	31	39	9	2	0	0	0	0	0	0	0	**88**
11:15 - 11:29	0	0	0	10	41	39	10	2	0	0	1	0	0	0	0	**103**
11:30 - 11:44	0	0	2	1	49	38	12	0	0	0	0	0	0	0	0	**102**
11:45 - 11:59	0	0	0	2	30	41	11	3	0	0	0	0	0	0	0	**87**
12:00 - 12:14	0	0	0	0	28	56	15	0	0	0	0	0	0	0	0	**99**
12:15 - 12:29	0	0	1	6	34	49	10	0	1	0	0	0	0	0	0	**101**
12:30 - 12:44	0	0	2	4	27	40	15	1	0	0	0	0	0	0	0	**89**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	5	23	38	8	3	0	0	0	0	0	0	0	**77**
13:00 - 13:14	0	0	0	1	30	37	12	1	0	0	0	1	0	0	0	**82**
13:15 - 13:29	0	1	1	8	36	45	8	0	0	0	0	0	0	0	0	**99**
13:30 - 13:44	0	0	0	4	46	31	2	0	0	0	0	0	0	0	0	**83**
13:45 - 13:59	0	0	5	10	22	36	10	1	0	1	0	0	0	0	0	**85**
14:00 - 14:14	0	1	2	12	41	43	5	0	0	0	0	0	0	0	0	**104**
14:15 - 14:29	0	1	7	14	57	33	7	0	0	0	0	0	0	0	0	**119**
14:30 - 14:44	2	3	5	13	49	60	11	1	0	0	0	0	0	0	0	**144**
14:45 - 14:59	1	1	6	18	76	38	8	0	0	1	0	0	0	0	0	**149**
15:00 - 15:14	0	0	0	13	73	79	21	3	0	0	0	0	0	0	0	**189**
15:15 - 15:29	15	4	4	15	60	58	12	2	1	0	0	0	0	1	0	**172**
15:30 - 15:44	0	0	2	9	67	114	22	2	0	1	0	0	0	0	0	**217**
15:45 - 15:59	0	0	2	15	94	108	14	1	0	0	0	0	0	0	0	**234**
16:00 - 16:14	0	0	1	2	75	86	14	1	0	0	0	0	0	0	0	**179**
16:15 - 16:29	0	0	0	5	27	68	20	0	0	0	0	0	0	0	1	**121**
16:30 - 16:44	0	0	0	4	46	95	28	3	0	0	0	0	0	0	0	**176**
16:45 - 16:59	0	0	1	0	37	112	24	1	1	1	0	0	0	0	0	**177**
17:00 - 17:14	0	0	0	2	29	118	27	0	0	0	0	0	0	0	0	**176**
17:15 - 17:29	0	0	0	4	48	90	29	8	0	0	0	0	0	0	0	**179**
17:30 - 17:44	1	0	0	2	42	95	31	3	0	0	0	0	0	0	0	**174**
17:45 - 17:59	0	0	0	4	44	101	25	2	2	0	0	0	0	0	0	**178**
18:00 - 18:14	0	0	1	1	41	86	21	2	3	0	0	0	0	0	0	**155**
18:15 - 18:29	0	1	1	2	32	74	20	0	1	0	0	0	0	0	0	**131**
18:30 - 18:44	0	0	0	8	39	77	19	2	1	0	0	0	0	0	0	**146**
18:45 - 18:59	0	0	1	5	26	46	29	5	0	0	0	0	0	0	0	**112**
19:00 - 19:14	1	0	0	5	24	66	26	2	0	0	0	0	0	0	0	**124**
19:15 - 19:29	0	0	1	2	35	42	18	2	0	0	0	0	0	1	0	**101**
19:30 - 19:44	0	0	0	3	25	53	14	3	0	0	0	0	0	0	0	**98**
19:45 - 19:59	0	1	1	4	25	34	9	2	0	0	0	0	0	0	0	**76**
20:00 - 20:14	0	0	0	7	23	43	6	0	0	0	0	0	0	0	0	**79**
20:15 - 20:29	0	0	1	3	27	47	8	1	0	0	0	0	0	0	0	**87**
20:30 - 20:44	0	1	0	3	35	33	12	1	0	0	0	0	0	0	0	**85**
20:45 - 20:59	0	1	0	9	19	17	4	1	0	0	0	0	0	0	0	**51**
21:00 - 21:14	0	0	0	4	16	36	4	1	0	0	0	0	0	0	0	**61**
21:15 - 21:29	0	0	1	6	25	23	5	0	0	0	0	0	0	0	0	**60**
21:30 - 21:44	0	0	0	3	17	16	7	0	0	0	0	0	0	0	0	**43**
21:45 - 21:59	0	0	0	0	19	22	4	0	0	0	0	0	0	0	0	**45**
22:00 - 22:14	0	0	0	3	10	12	2	0	0	0	0	0	0	0	0	**27**
22:15 - 22:29	0	0	0	2	6	7	1	0	0	0	0	0	0	0	0	**16**
22:30 - 22:44	0	0	0	2	13	10	4	0	0	0	0	0	0	0	0	**29**
22:45 - 22:59	0	0	0	2	5	12	3	0	0	0	0	0	0	0	0	**22**
23:00 - 23:14	0	0	0	2	3	6	2	1	0	0	0	0	0	0	0	**14**
23:15 - 23:29	0	0	0	2	2	6	0	0	0	0	0	0	0	0	0	**10**
23:30 - 23:44	0	0	0	0	1	8	1	1	1	0	0	0	0	0	0	**12**
23:45 - 23:59	0	0	0	0	4	8	2	0	1	0	0	0	0	0	0	**15**
Totals	**26**	**19**	**60**	**358**	**2510**	**3659**	**899**	**89**	**15**	**5**	**1**	**1**	**0**	**2**	**2**	**7646**
Percent of Total	**0.3**	**0.2**	**0.8**	**4.7**	**32.8**	**47.9**	**11.8**	**1.2**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.2**	**0.2**	**0.5**	**4.2**	**35.1**	**47.1**	**11.3**	**1.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.4**	**0.3**	**0.9**	**5.0**	**31.6**	**48.3**	**12.0**	**1.1**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, East Location
Posted Speed: 35

Standard Deviation:	4.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	39.8 MPH
Mean Speed:	35.9 MPH	Percent in Ten Mile Pace:	80.7%		
Median Speed:	36.2 MPH			15th Percentile:	31.4 MPH
Modal Speed:	37.5 MPH			90th Percentile:	41.4 MPH
				95th Percentile:	43.5 MPH

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	6	1	**7**
00:15 - 00:29	4	5	**9**
00:30 - 00:44	54	4	**58**
00:45 - 00:59	14	2	**16**
01:00 - 01:14	8	4	**12**
01:15 - 01:29	8	1	**9**
01:30 - 01:44	7	2	**9**
01:45 - 01:59	6	4	**10**
02:00 - 02:14	19	3	**22**
02:15 - 02:29	7	1	**8**
02:30 - 02:44	9	2	**11**
02:45 - 02:59	6	3	**9**
03:00 - 03:14	6	2	**8**
03:15 - 03:29	3	4	**7**
03:30 - 03:44	3	4	**7**
03:45 - 03:59	3	7	**10**
04:00 - 04:14	0	17	**17**
04:15 - 04:29	3	30	**33**
04:30 - 04:44	3	44	**47**
04:45 - 04:59	5	65	**70**
05:00 - 05:14	8	42	**50**
05:15 - 05:29	19	47	**66**
05:30 - 05:44	16	83	**99**
05:45 - 05:59	13	84	**97**
06:00 - 06:14	18	69	**87**
06:15 - 06:29	13	86	**99**
06:30 - 06:44	30	91	**121**
06:45 - 06:59	42	80	**122**
07:00 - 07:14	49	66	**115**
07:15 - 07:29	31	60	**91**
07:30 - 07:44	39	75	**114**
07:45 - 07:59	57	104	**161**
08:00 - 08:14	59	89	**148**
08:15 - 08:29	49	77	**126**
08:30 - 08:44	42	62	**104**
08:45 - 08:59	45	35	**80**
09:00 - 09:14	32	25	**57**
09:15 - 09:29	42	35	**77**
09:30 - 09:44	35	34	**69**
09:45 - 09:59	34	38	**72**
10:00 - 10:14	31	34	**65**
10:15 - 10:29	38	26	**64**
10:30 - 10:44	34	31	**65**
10:45 - 10:59	58	32	**90**
11:00 - 11:14	41	42	**83**
11:15 - 11:29	43	52	**95**
11:30 - 11:44	59	45	**104**
11:45 - 11:59	49	46	**95**
12:00 - 12:14	76	50	**126**
12:15 - 12:29	52	50	**102**
12:30 - 12:44	56	54	**110**
12:45 - 12:59	42	46	**88**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	41	40	**81**
13:15 - 13:29	55	43	**98**
13:30 - 13:44	45	47	**92**
13:45 - 13:59	55	35	**90**
14:00 - 14:14	66	47	**113**
14:15 - 14:29	65	55	**120**
14:30 - 14:44	101	62	**163**
14:45 - 14:59	84	88	**172**
15:00 - 15:14	136	64	**200**
15:15 - 15:29	124	69	**193**
15:30 - 15:44	174	87	**261**
15:45 - 15:59	161	93	**254**
16:00 - 16:14	128	59	**187**
16:15 - 16:29	107	41	**148**
16:30 - 16:44	133	58	**191**
16:45 - 16:59	125	56	**181**
17:00 - 17:14	126	64	**190**
17:15 - 17:29	139	71	**210**
17:30 - 17:44	126	71	**197**
17:45 - 17:59	110	49	**159**
18:00 - 18:14	75	58	**133**
18:15 - 18:29	81	63	**144**
18:30 - 18:44	76	59	**135**
18:45 - 18:59	72	35	**107**
19:00 - 19:14	91	39	**130**
19:15 - 19:29	53	47	**100**
19:30 - 19:44	51	41	**92**
19:45 - 19:59	43	32	**75**
20:00 - 20:14	45	30	**75**
20:15 - 20:29	57	35	**92**
20:30 - 20:44	39	34	**73**
20:45 - 20:59	37	25	**62**
21:00 - 21:14	31	25	**56**
21:15 - 21:29	27	35	**62**
21:30 - 21:44	25	34	**59**
21:45 - 21:59	26	28	**54**
22:00 - 22:14	10	14	**24**
22:15 - 22:29	11	5	**16**
22:30 - 22:44	12	9	**21**
22:45 - 22:59	10	6	**16**
23:00 - 23:14	12	5	**17**
23:15 - 23:29	9	1	**10**
23:30 - 23:44	12	2	**14**
23:45 - 23:59	6	1	**7**
Totals	**4438**	**3857**	**8295**
AM Peak Time	**07:48 - 08:47**	**07:38 - 08:37**	**07:38 - 08:37**
AM Peak Volume	**212**	**357**	**566**
PM Peak Time	**15:07 - 16:06**	**14:54 - 15:53**	**15:07 - 16:06**
PM Peak Volume	**625**	**323**	**932**

Daily Vehicle Volume Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

Daily Eastbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
00:15 - 00:29	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
00:30 - 00:44	0	52	2	0	0	0	0	0	0	0	0	0	0	**54**
00:45 - 00:59	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**
01:00 - 01:14	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
01:15 - 01:29	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
01:30 - 01:44	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
01:45 - 01:59	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
02:00 - 02:14	1	14	4	0	0	0	0	0	0	0	0	0	0	**19**
02:15 - 02:29	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
02:30 - 02:44	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
02:45 - 02:59	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
03:00 - 03:14	0	3	1	0	2	0	0	0	0	0	0	0	0	**6**
03:15 - 03:29	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
03:45 - 03:59	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
04:30 - 04:44	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
04:45 - 04:59	0	3	0	0	2	0	0	0	0	0	0	0	0	**5**
05:00 - 05:14	1	6	0	0	1	0	0	0	0	0	0	0	0	**8**
05:15 - 05:29	1	15	1	0	2	0	0	0	0	0	0	0	0	**19**
05:30 - 05:44	1	9	3	0	3	0	0	0	0	0	0	0	0	**16**
05:45 - 05:59	0	6	5	0	1	1	0	0	0	0	0	0	0	**13**
06:00 - 06:14	0	14	1	1	2	0	0	0	0	0	0	0	0	**18**
06:15 - 06:29	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
06:30 - 06:44	0	19	4	1	5	1	0	0	0	0	0	0	0	**30**
06:45 - 06:59	1	32	4	0	5	0	0	0	0	0	0	0	0	**42**
07:00 - 07:14	0	40	4	1	4	0	0	0	0	0	0	0	0	**49**
07:15 - 07:29	1	21	4	1	2	0	1	0	0	0	0	0	1	**31**
07:30 - 07:44	1	27	1	1	8	0	0	0	0	0	0	0	1	**39**
07:45 - 07:59	1	39	6	2	7	0	1	0	0	0	0	0	1	**57**
08:00 - 08:14	2	44	2	0	8	0	1	2	0	0	0	0	0	**59**
08:15 - 08:29	0	29	8	0	10	0	1	0	0	0	0	0	1	**49**
08:30 - 08:44	0	26	9	1	6	0	0	0	0	0	0	0	0	**42**
08:45 - 08:59	1	27	6	0	7	0	1	1	0	0	0	0	2	**45**
09:00 - 09:14	1	24	2	0	4	0	0	0	0	0	0	0	1	**32**
09:15 - 09:29	0	27	6	0	8	0	0	0	0	0	0	0	1	**42**
09:30 - 09:44	0	23	4	0	5	0	1	1	1	0	0	0	0	**35**
09:45 - 09:59	0	24	1	0	7	0	0	1	0	0	0	0	1	**34**
10:00 - 10:14	0	22	4	0	2	1	1	0	0	0	0	0	1	**31**
10:15 - 10:29	0	25	6	0	6	0	0	0	0	0	0	0	1	**38**
10:30 - 10:44	0	23	5	0	6	0	0	0	0	0	0	0	0	**34**
10:45 - 10:59	2	37	4	0	12	0	2	0	0	0	0	0	1	**58**
11:00 - 11:14	0	31	4	0	5	0	0	0	0	0	0	0	1	**41**
11:15 - 11:29	0	32	2	0	7	0	0	0	1	0	0	0	1	**43**
11:30 - 11:44	0	39	5	3	9	0	2	0	0	0	0	0	1	**59**
11:45 - 11:59	0	30	6	0	12	0	0	1	0	0	0	0	0	**49**
12:00 - 12:14	0	52	5	0	17	0	1	0	0	0	0	0	1	**76**
12:15 - 12:29	0	33	6	0	10	0	2	0	0	0	0	0	1	**52**
12:30 - 12:44	1	35	10	0	9	0	0	1	0	0	0	0	0	**56**
12:45 - 12:59	1	22	10	0	6	0	1	0	0	0	0	0	2	**42**

Daily Eastbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	1	32	4	0	4	0	0	0	0	0	0	0	0	**41**
13:15 - 13:29	0	36	6	2	6	2	0	1	0	0	0	0	2	**55**
13:30 - 13:44	1	28	3	0	12	0	0	0	0	0	0	0	1	**45**
13:45 - 13:59	0	41	6	0	8	0	0	0	0	0	0	0	0	**55**
14:00 - 14:14	0	45	13	0	7	0	0	0	0	0	0	0	1	**66**
14:15 - 14:29	0	51	8	1	4	1	0	0	0	0	0	0	0	**65**
14:30 - 14:44	1	78	6	0	14	0	0	0	0	1	0	0	1	**101**
14:45 - 14:59	0	63	5	2	12	1	0	1	0	0	0	0	0	**84**
15:00 - 15:14	1	108	9	0	16	0	0	1	0	0	0	0	1	**136**
15:15 - 15:29	3	92	6	5	18	0	0	0	0	0	0	0	0	**124**
15:30 - 15:44	0	126	21	0	25	0	0	1	0	0	0	0	1	**174**
15:45 - 15:59	1	119	18	1	20	0	0	1	1	0	0	0	0	**161**
16:00 - 16:14	1	93	16	0	16	0	0	1	0	0	0	0	1	**128**
16:15 - 16:29	2	60	23	0	21	1	0	0	0	0	0	0	0	**107**
16:30 - 16:44	0	102	15	0	15	0	0	1	0	0	0	0	0	**133**
16:45 - 16:59	1	93	19	0	12	0	0	0	0	0	0	0	0	**125**
17:00 - 17:14	0	95	16	0	15	0	0	0	0	0	0	0	0	**126**
17:15 - 17:29	0	112	6	0	20	0	0	1	0	0	0	0	0	**139**
17:30 - 17:44	0	92	21	0	13	0	0	0	0	0	0	0	0	**126**
17:45 - 17:59	3	73	14	1	18	0	0	0	1	0	0	0	0	**110**
18:00 - 18:14	2	56	3	1	13	0	0	0	0	0	0	0	0	**75**
18:15 - 18:29	0	65	6	0	9	0	0	1	0	0	0	0	0	**81**
18:30 - 18:44	3	55	6	0	11	1	0	0	0	0	0	0	0	**76**
18:45 - 18:59	1	50	8	0	13	0	0	0	0	0	0	0	0	**72**
19:00 - 19:14	0	66	12	0	13	0	0	0	0	0	0	0	0	**91**
19:15 - 19:29	1	37	6	0	9	0	0	0	0	0	0	0	0	**53**
19:30 - 19:44	2	42	1	0	6	0	0	0	0	0	0	0	0	**51**
19:45 - 19:59	0	32	6	0	5	0	0	0	0	0	0	0	0	**43**
20:00 - 20:14	0	30	7	0	8	0	0	0	0	0	0	0	0	**45**
20:15 - 20:29	1	45	5	0	6	0	0	0	0	0	0	0	0	**57**
20:30 - 20:44	1	31	2	0	5	0	0	0	0	0	0	0	0	**39**
20:45 - 20:59	0	30	4	0	3	0	0	0	0	0	0	0	0	**37**
21:00 - 21:14	1	18	5	0	6	0	0	0	1	0	0	0	0	**31**
21:15 - 21:29	0	20	3	0	4	0	0	0	0	0	0	0	0	**27**
21:30 - 21:44	0	19	2	0	4	0	0	0	0	0	0	0	0	**25**
21:45 - 21:59	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**
22:00 - 22:14	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
22:15 - 22:29	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
22:30 - 22:44	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
22:45 - 22:59	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
23:00 - 23:14	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
23:15 - 23:29	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
23:30 - 23:44	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
23:45 - 23:59	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
Totals	**43**	**3216**	**480**	**25**	**600**	**10**	**15**	**16**	**5**	**1**	**0**	**0**	**27**	**4438**
Percent of Total	**1.0**	**72.5**	**10.8**	**0.6**	**13.5**	**0.2**	**0.3**	**0.4**	**0.1**	**0.0**	**0.0**	**0.0**	**0.6**	**100**
Percent of AM	**1.2**	**70.5**	**10.5**	**1.0**	**13.7**	**0.3**	**0.9**	**0.5**	**0.2**	**0.0**	**0.0**	**0.0**	**1.3**	**100**
Percent of PM	**0.9**	**73.2**	**10.9**	**0.4**	**13.5**	**0.2**	**0.1**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.4**	**100**

Daily Eastbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

Truck Summary:

Total Trucks: 699 % Trucks: 15.8 AM % Trucks: 17.8 PM % Trucks: 15.0

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Westbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
00:30 - 00:44	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
00:45 - 00:59	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
01:00 - 01:14	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
01:15 - 01:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
01:45 - 01:59	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
02:00 - 02:14	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
02:15 - 02:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
03:15 - 03:29	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
03:30 - 03:44	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
03:45 - 03:59	0	3	1	0	3	0	0	0	0	0	0	0	0	**7**
04:00 - 04:14	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
04:15 - 04:29	0	22	7	0	0	1	0	0	0	0	0	0	0	**30**
04:30 - 04:44	0	32	7	0	5	0	0	0	0	0	0	0	0	**44**
04:45 - 04:59	0	56	5	0	4	0	0	0	0	0	0	0	0	**65**
05:00 - 05:14	1	27	7	0	7	0	0	0	0	0	0	0	0	**42**
05:15 - 05:29	0	32	6	0	9	0	0	0	0	0	0	0	0	**47**
05:30 - 05:44	1	65	12	0	5	0	0	0	0	0	0	0	0	**83**
05:45 - 05:59	0	66	9	0	9	0	0	0	0	0	0	0	0	**84**
06:00 - 06:14	0	50	9	0	10	0	0	0	0	0	0	0	0	**69**
06:15 - 06:29	0	62	15	0	9	0	0	0	0	0	0	0	0	**86**
06:30 - 06:44	0	65	9	1	16	0	0	0	0	0	0	0	0	**91**
06:45 - 06:59	0	64	8	0	8	0	0	0	0	0	0	0	0	**80**
07:00 - 07:14	0	54	6	1	5	0	0	0	0	0	0	0	0	**66**
07:15 - 07:29	0	41	9	1	5	1	0	1	2	0	0	0	0	**60**
07:30 - 07:44	0	53	8	1	13	0	0	0	0	0	0	0	0	**75**
07:45 - 07:59	0	84	8	0	12	0	0	0	0	0	0	0	0	**104**
08:00 - 08:14	0	69	9	0	11	0	0	0	0	0	0	0	0	**89**
08:15 - 08:29	0	50	8	4	13	1	0	1	0	0	0	0	0	**77**
08:30 - 08:44	0	45	9	0	8	0	0	0	0	0	0	0	0	**62**
08:45 - 08:59	1	22	6	0	6	0	0	0	0	0	0	0	0	**35**
09:00 - 09:14	0	15	3	0	7	0	0	0	0	0	0	0	0	**25**
09:15 - 09:29	0	25	3	0	7	0	0	0	0	0	0	0	0	**35**
09:30 - 09:44	0	27	2	0	5	0	0	0	0	0	0	0	0	**34**
09:45 - 09:59	0	29	1	0	8	0	0	0	0	0	0	0	0	**38**
10:00 - 10:14	0	24	5	0	5	0	0	0	0	0	0	0	0	**34**
10:15 - 10:29	0	20	2	0	4	0	0	0	0	0	0	0	0	**26**
10:30 - 10:44	0	21	3	0	6	1	0	0	0	0	0	0	0	**31**
10:45 - 10:59	0	23	6	0	3	0	0	0	0	0	0	0	0	**32**
11:00 - 11:14	0	33	4	0	4	0	0	1	0	0	0	0	0	**42**
11:15 - 11:29	1	33	7	0	8	1	0	0	1	1	0	0	0	**52**
11:30 - 11:44	0	33	5	0	7	0	0	0	0	0	0	0	0	**45**
11:45 - 11:59	0	28	7	2	8	0	0	1	0	0	0	0	0	**46**
12:00 - 12:14	0	34	5	1	10	0	0	0	0	0	0	0	0	**50**
12:15 - 12:29	0	39	8	0	3	0	0	0	0	0	0	0	0	**50**
12:30 - 12:44	0	34	10	0	9	0	0	1	0	0	0	0	0	**54**
12:45 - 12:59	1	29	5	0	11	0	0	0	0	0	0	0	0	**46**

Daily Westbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	0	28	3	0	8	0	0	0	1	0	0	0	0	**40**
13:15 - 13:29	0	27	6	2	8	0	0	0	0	0	0	0	0	**43**
13:30 - 13:44	0	37	4	0	5	1	0	0	0	0	0	0	0	**47**
13:45 - 13:59	0	26	4	0	5	0	0	0	0	0	0	0	0	**35**
14:00 - 14:14	0	29	3	0	14	0	0	1	0	0	0	0	0	**47**
14:15 - 14:29	2	36	5	0	11	0	0	1	0	0	0	0	0	**55**
14:30 - 14:44	0	48	7	0	6	0	0	1	0	0	0	0	0	**62**
14:45 - 14:59	1	61	10	3	12	0	0	1	0	0	0	0	0	**88**
15:00 - 15:14	0	53	4	2	4	1	0	0	0	0	0	0	0	**64**
15:15 - 15:29	1	52	8	0	7	0	1	0	0	0	0	0	0	**69**
15:30 - 15:44	1	67	6	2	11	0	0	0	0	0	0	0	0	**87**
15:45 - 15:59	1	70	11	0	11	0	0	0	0	0	0	0	0	**93**
16:00 - 16:14	0	44	5	0	10	0	0	0	0	0	0	0	0	**59**
16:15 - 16:29	0	33	2	0	6	0	0	0	0	0	0	0	0	**41**
16:30 - 16:44	1	40	7	0	10	0	0	0	0	0	0	0	0	**58**
16:45 - 16:59	0	43	8	0	5	0	0	0	0	0	0	0	0	**56**
17:00 - 17:14	1	50	6	1	6	0	0	0	0	0	0	0	0	**64**
17:15 - 17:29	0	47	14	0	9	0	0	1	0	0	0	0	0	**71**
17:30 - 17:44	0	53	7	0	10	0	0	1	0	0	0	0	0	**71**
17:45 - 17:59	0	39	2	0	7	0	0	1	0	0	0	0	0	**49**
18:00 - 18:14	1	47	3	0	7	0	0	0	0	0	0	0	0	**58**
18:15 - 18:29	1	50	5	0	7	0	0	0	0	0	0	0	0	**63**
18:30 - 18:44	0	42	10	0	7	0	0	0	0	0	0	0	0	**59**
18:45 - 18:59	0	20	9	0	6	0	0	0	0	0	0	0	0	**35**
19:00 - 19:14	0	33	0	0	6	0	0	0	0	0	0	0	0	**39**
19:15 - 19:29	0	35	2	0	10	0	0	0	0	0	0	0	0	**47**
19:30 - 19:44	0	35	1	0	5	0	0	0	0	0	0	0	0	**41**
19:45 - 19:59	0	24	3	0	5	0	0	0	0	0	0	0	0	**32**
20:00 - 20:14	0	20	3	0	7	0	0	0	0	0	0	0	0	**30**
20:15 - 20:29	0	26	4	0	5	0	0	0	0	0	0	0	0	**35**
20:30 - 20:44	0	28	3	0	3	0	0	0	0	0	0	0	0	**34**
20:45 - 20:59	0	19	5	0	1	0	0	0	0	0	0	0	0	**25**
21:00 - 21:14	0	20	2	0	2	0	0	0	1	0	0	0	0	**25**
21:15 - 21:29	0	24	5	0	6	0	0	0	0	0	0	0	0	**35**
21:30 - 21:44	0	22	8	0	4	0	0	0	0	0	0	0	0	**34**
21:45 - 21:59	0	23	3	0	2	0	0	0	0	0	0	0	0	**28**
22:00 - 22:14	1	10	1	0	2	0	0	0	0	0	0	0	0	**14**
22:15 - 22:29	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	1	6	1	0	1	0	0	0	0	0	0	0	0	**9**
22:45 - 22:59	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
23:00 - 23:14	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
23:15 - 23:29	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
23:30 - 23:44	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
Totals	**17**	**2842**	**436**	**21**	**515**	**7**	**1**	**12**	**5**	**1**	**0**	**0**	**0**	**3857**
Percent of Total	**0.4**	**73.7**	**11.3**	**0.5**	**13.4**	**0.2**	**0.0**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**
Percent of AM	**0.2**	**73.6**	**12.0**	**0.6**	**12.9**	**0.3**	**0.0**	**0.2**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**100**
Percent of PM	**0.6**	**73.7**	**10.7**	**0.5**	**13.8**	**0.1**	**0.0**	**0.4**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Westbound Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

Truck Summary:

Total Trucks: 562 % Trucks: 14.6 AM % Trucks: 14.2 PM % Trucks: 14.9

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 00:14	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
00:15 - 00:29	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
00:30 - 00:44	0	56	2	0	0	0	0	0	0	0	0	0	0	**58**
00:45 - 00:59	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
01:00 - 01:14	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**
01:15 - 01:29	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
01:30 - 01:44	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
01:45 - 01:59	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
02:00 - 02:14	1	16	4	0	1	0	0	0	0	0	0	0	0	**22**
02:15 - 02:29	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
02:30 - 02:44	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
02:45 - 02:59	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
03:00 - 03:14	0	5	1	0	2	0	0	0	0	0	0	0	0	**8**
03:15 - 03:29	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
03:30 - 03:44	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
03:45 - 03:59	0	5	1	0	4	0	0	0	0	0	0	0	0	**10**
04:00 - 04:14	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
04:15 - 04:29	0	24	7	0	0	2	0	0	0	0	0	0	0	**33**
04:30 - 04:44	0	33	8	1	5	0	0	0	0	0	0	0	0	**47**
04:45 - 04:59	0	59	5	0	6	0	0	0	0	0	0	0	0	**70**
05:00 - 05:14	2	33	7	0	8	0	0	0	0	0	0	0	0	**50**
05:15 - 05:29	1	47	7	0	11	0	0	0	0	0	0	0	0	**66**
05:30 - 05:44	2	74	15	0	8	0	0	0	0	0	0	0	0	**99**
05:45 - 05:59	0	72	14	0	10	1	0	0	0	0	0	0	0	**97**
06:00 - 06:14	0	64	10	1	12	0	0	0	0	0	0	0	0	**87**
06:15 - 06:29	0	73	16	0	10	0	0	0	0	0	0	0	0	**99**
06:30 - 06:44	0	84	13	2	21	1	0	0	0	0	0	0	0	**121**
06:45 - 06:59	1	96	12	0	13	0	0	0	0	0	0	0	0	**122**
07:00 - 07:14	0	94	10	2	9	0	0	0	0	0	0	0	0	**115**
07:15 - 07:29	1	62	13	2	7	1	1	1	2	0	0	0	1	**91**
07:30 - 07:44	1	80	9	2	21	0	0	0	0	0	0	0	1	**114**
07:45 - 07:59	1	123	14	2	19	0	1	0	0	0	0	0	1	**161**
08:00 - 08:14	2	113	11	0	19	0	1	2	0	0	0	0	0	**148**
08:15 - 08:29	0	79	16	4	23	1	1	1	0	0	0	0	1	**126**
08:30 - 08:44	0	71	18	1	14	0	0	0	0	0	0	0	0	**104**
08:45 - 08:59	2	49	12	0	13	0	1	1	0	0	0	0	2	**80**
09:00 - 09:14	1	39	5	0	11	0	0	0	0	0	0	0	1	**57**
09:15 - 09:29	0	52	9	0	15	0	0	0	0	0	0	0	1	**77**
09:30 - 09:44	0	50	6	0	10	0	1	1	1	0	0	0	0	**69**
09:45 - 09:59	0	53	2	0	15	0	0	1	0	0	0	0	1	**72**
10:00 - 10:14	0	46	9	0	7	1	1	0	0	0	0	0	1	**65**
10:15 - 10:29	0	45	8	0	10	0	0	0	0	0	0	0	1	**64**
10:30 - 10:44	0	44	8	0	12	1	0	0	0	0	0	0	0	**65**
10:45 - 10:59	2	60	10	0	15	0	2	0	0	0	0	0	1	**90**
11:00 - 11:14	0	64	8	0	9	0	0	1	0	0	0	0	1	**83**
11:15 - 11:29	1	65	9	0	15	1	0	0	2	1	0	0	1	**95**
11:30 - 11:44	0	72	10	3	16	0	2	0	0	0	0	0	1	**104**
11:45 - 11:59	0	58	13	2	20	0	0	2	0	0	0	0	0	**95**
12:00 - 12:14	0	86	10	1	27	0	1	0	0	0	0	0	1	**126**
12:15 - 12:29	0	72	14	0	13	0	2	0	0	0	0	0	1	**102**
12:30 - 12:44	1	69	20	0	18	0	0	2	0	0	0	0	0	**110**
12:45 - 12:59	2	51	15	0	17	0	1	0	0	0	0	0	2	**88**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
13:00 - 13:14	1	60	7	0	12	0	0	0	1	0	0	0	0	**81**
13:15 - 13:29	0	63	12	4	14	2	0	1	0	0	0	0	2	**98**
13:30 - 13:44	1	65	7	0	17	1	0	0	0	0	0	0	1	**92**
13:45 - 13:59	0	67	10	0	13	0	0	0	0	0	0	0	0	**90**
14:00 - 14:14	0	74	16	0	21	0	0	1	0	0	0	0	1	**113**
14:15 - 14:29	2	87	13	1	15	1	0	1	0	0	0	0	0	**120**
14:30 - 14:44	1	126	13	0	20	0	0	1	0	1	0	0	1	**163**
14:45 - 14:59	1	124	15	5	24	1	0	2	0	0	0	0	0	**172**
15:00 - 15:14	1	161	13	2	20	1	0	1	0	0	0	0	1	**200**
15:15 - 15:29	4	144	14	5	25	0	1	0	0	0	0	0	0	**193**
15:30 - 15:44	1	193	27	2	36	0	0	1	0	0	0	0	1	**261**
15:45 - 15:59	2	189	29	1	31	0	0	1	1	0	0	0	0	**254**
16:00 - 16:14	1	137	21	0	26	0	0	1	0	0	0	0	1	**187**
16:15 - 16:29	2	93	25	0	27	1	0	0	0	0	0	0	0	**148**
16:30 - 16:44	1	142	22	0	25	0	0	1	0	0	0	0	0	**191**
16:45 - 16:59	1	136	27	0	17	0	0	0	0	0	0	0	0	**181**
17:00 - 17:14	1	145	22	1	21	0	0	0	0	0	0	0	0	**190**
17:15 - 17:29	0	159	20	0	29	0	0	2	0	0	0	0	0	**210**
17:30 - 17:44	0	145	28	0	23	0	0	1	0	0	0	0	0	**197**
17:45 - 17:59	3	112	16	1	25	0	0	1	1	0	0	0	0	**159**
18:00 - 18:14	3	103	6	1	20	0	0	0	0	0	0	0	0	**133**
18:15 - 18:29	1	115	11	0	16	0	0	1	0	0	0	0	0	**144**
18:30 - 18:44	3	97	16	0	18	1	0	0	0	0	0	0	0	**135**
18:45 - 18:59	1	70	17	0	19	0	0	0	0	0	0	0	0	**107**
19:00 - 19:14	0	99	12	0	19	0	0	0	0	0	0	0	0	**130**
19:15 - 19:29	1	72	8	0	19	0	0	0	0	0	0	0	0	**100**
19:30 - 19:44	2	77	2	0	11	0	0	0	0	0	0	0	0	**92**
19:45 - 19:59	0	56	9	0	10	0	0	0	0	0	0	0	0	**75**
20:00 - 20:14	0	50	10	0	15	0	0	0	0	0	0	0	0	**75**
20:15 - 20:29	1	71	9	0	11	0	0	0	0	0	0	0	0	**92**
20:30 - 20:44	1	59	5	0	8	0	0	0	0	0	0	0	0	**73**
20:45 - 20:59	0	49	9	0	4	0	0	0	0	0	0	0	0	**62**
21:00 - 21:14	1	38	7	0	8	0	0	0	2	0	0	0	0	**56**
21:15 - 21:29	0	44	8	0	10	0	0	0	0	0	0	0	0	**62**
21:30 - 21:44	0	41	10	0	8	0	0	0	0	0	0	0	0	**59**
21:45 - 21:59	0	44	8	0	2	0	0	0	0	0	0	0	0	**54**
22:00 - 22:14	1	19	1	0	3	0	0	0	0	0	0	0	0	**24**
22:15 - 22:29	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
22:30 - 22:44	1	16	2	0	2	0	0	0	0	0	0	0	0	**21**
22:45 - 22:59	0	13	2	0	1	0	0	0	0	0	0	0	0	**16**
23:00 - 23:14	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
23:15 - 23:29	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
23:30 - 23:44	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
23:45 - 23:59	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
Totals	**60**	**6058**	**916**	**46**	**1115**	**17**	**16**	**28**	**10**	**2**	**0**	**0**	**27**	**8295**
Percent of Total	**0.7**	**73.0**	**11.0**	**0.6**	**13.4**	**0.2**	**0.2**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.3**	**100**
Percent of AM	**0.6**	**72.4**	**11.4**	**0.7**	**13.2**	**0.3**	**0.4**	**0.3**	**0.2**	**0.0**	**0.0**	**0.0**	**0.5**	**100**
Percent of PM	**0.8**	**73.4**	**10.8**	**0.5**	**13.6**	**0.2**	**0.1**	**0.3**	**0.1**	**0.0**	**0.0**	**0.0**	**0.2**	**100**

Daily Total Classes Report

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

Truck Summary:

Total Trucks: 1261 % Trucks: 15.2 AM % Trucks: 15.6 PM % Trucks: 15.0

Classification Scheme: FHWA (ID: 1)

#1	Motorcycles - 2 Axles	#6	Single Unit Truck - 3 Axles	#11	Multi-Unit - 5 Axles or Less
#2	Passenger Cars - 2 Axles	#7	Single Unit - 4 Axles	#12	Multi-Unit - 6 Axles
#3	Pickup Trucks, Vans - 2 Axles	#8	Single Unit - 4 Axles or Less	#13	Multi-Unit - 7 Axles or More
#4	Buses	#9	Double Unit - 5 Axles		
#5	Single Unit - 2 Axles, 6 Tires	#10	Double Unit - 6 Axles or More		

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	**6**
00:15 - 00:29	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	**4**
00:30 - 00:44	0	0	0	0	7	24	18	5	0	0	0	0	0	0	0	**54**
00:45 - 00:59	0	0	0	1	2	8	3	0	0	0	0	0	0	0	0	**14**
01:00 - 01:14	0	0	0	1	2	3	1	0	0	0	0	1	0	0	0	**8**
01:15 - 01:29	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	**8**
01:30 - 01:44	0	0	0	1	0	4	2	0	0	0	0	0	0	0	0	**7**
01:45 - 01:59	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	**6**
02:00 - 02:14	0	1	0	0	3	7	8	0	0	0	0	0	0	0	0	**19**
02:15 - 02:29	0	0	0	1	0	4	1	1	0	0	0	0	0	0	0	**7**
02:30 - 02:44	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	**9**
02:45 - 02:59	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	**6**
03:00 - 03:14	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	**6**
03:15 - 03:29	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	**3**
03:30 - 03:44	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**
03:45 - 03:59	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	**3**
04:00 - 04:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
04:15 - 04:29	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	**3**
04:30 - 04:44	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	**3**
04:45 - 04:59	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	**5**
05:00 - 05:14	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	**8**
05:15 - 05:29	0	0	0	0	3	8	8	0	0	0	0	0	0	0	0	**19**
05:30 - 05:44	1	0	0	0	5	10	0	0	0	0	0	0	0	0	0	**16**
05:45 - 05:59	0	0	0	1	0	8	3	0	1	0	0	0	0	0	0	**13**
06:00 - 06:14	0	0	0	0	2	12	3	1	0	0	0	0	0	0	0	**18**
06:15 - 06:29	0	0	0	0	2	6	5	0	0	0	0	0	0	0	0	**13**
06:30 - 06:44	0	0	1	0	8	13	7	1	0	0	0	0	0	0	0	**30**
06:45 - 06:59	0	0	0	1	6	19	14	2	0	0	0	0	0	0	0	**42**
07:00 - 07:14	0	0	0	1	6	27	13	2	0	0	0	0	0	0	0	**49**
07:15 - 07:29	1	1	1	3	10	8	6	1	0	0	0	0	0	0	0	**31**
07:30 - 07:44	0	0	0	3	11	16	9	0	0	0	0	0	0	0	0	**39**
07:45 - 07:59	0	0	0	3	8	30	14	2	0	0	0	0	0	0	0	**57**
08:00 - 08:14	0	0	0	1	10	32	11	5	0	0	0	0	0	0	0	**59**
08:15 - 08:29	0	0	0	2	7	23	12	3	1	0	0	0	0	0	1	**49**
08:30 - 08:44	0	0	0	0	6	21	12	3	0	0	0	0	0	0	0	**42**
08:45 - 08:59	0	0	2	3	10	17	13	0	0	0	0	0	0	0	0	**45**
09:00 - 09:14	0	0	2	1	9	16	4	0	0	0	0	0	0	0	0	**32**
09:15 - 09:29	0	0	2	1	7	17	11	4	0	0	0	0	0	0	0	**42**
09:30 - 09:44	0	0	0	0	11	16	7	1	0	0	0	0	0	0	0	**35**
09:45 - 09:59	0	1	0	1	6	20	5	1	0	0	0	0	0	0	0	**34**
10:00 - 10:14	0	0	0	0	6	17	7	0	1	0	0	0	0	0	0	**31**
10:15 - 10:29	0	0	1	0	6	22	8	1	0	0	0	0	0	0	0	**38**
10:30 - 10:44	0	0	0	1	12	14	7	0	0	0	0	0	0	0	0	**34**
10:45 - 10:59	0	0	0	1	17	24	16	0	0	0	0	0	0	0	0	**58**
11:00 - 11:14	0	0	0	1	3	17	19	1	0	0	0	0	0	0	0	**41**
11:15 - 11:29	0	0	0	1	8	25	9	0	0	0	0	0	0	0	0	**43**
11:30 - 11:44	0	0	0	3	14	23	15	4	0	0	0	0	0	0	0	**59**
11:45 - 11:59	0	0	0	1	5	28	13	1	1	0	0	0	0	0	0	**49**
12:00 - 12:14	0	0	1	4	11	35	23	2	0	0	0	0	0	0	0	**76**
12:15 - 12:29	0	0	1	0	10	26	13	2	0	0	0	0	0	0	0	**52**
12:30 - 12:44	0	0	1	1	7	22	20	5	0	0	0	0	0	0	0	**56**

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	0	7	27	5	2	0	0	0	0	1	0	0	**42**
13:00 - 13:14	0	0	1	3	10	16	9	2	0	0	0	0	0	0	0	**41**
13:15 - 13:29	0	1	0	3	23	21	6	1	0	0	0	0	0	0	0	**55**
13:30 - 13:44	0	0	1	0	15	19	9	1	0	0	0	0	0	0	0	**45**
13:45 - 13:59	0	0	0	1	8	28	13	5	0	0	0	0	0	0	0	**55**
14:00 - 14:14	0	0	0	0	10	42	13	1	0	0	0	0	0	0	0	**66**
14:15 - 14:29	0	0	0	3	11	26	23	2	0	0	0	0	0	0	0	**65**
14:30 - 14:44	0	0	0	2	19	47	27	5	0	1	0	0	0	0	0	**101**
14:45 - 14:59	0	0	3	6	12	46	16	1	0	0	0	0	0	0	0	**84**
15:00 - 15:14	0	0	0	5	12	64	50	5	0	0	0	0	0	0	0	**136**
15:15 - 15:29	0	0	1	1	8	63	45	5	1	0	0	0	0	0	0	**124**
15:30 - 15:44	0	0	0	6	29	90	44	5	0	0	0	0	0	0	0	**174**
15:45 - 15:59	0	1	0	7	21	81	47	4	0	0	0	0	0	0	0	**161**
16:00 - 16:14	0	0	0	2	20	60	40	6	0	0	0	0	0	0	0	**128**
16:15 - 16:29	0	0	0	0	9	56	36	6	0	0	0	0	0	0	0	**107**
16:30 - 16:44	0	0	0	1	12	75	38	6	1	0	0	0	0	0	0	**133**
16:45 - 16:59	0	0	0	0	12	53	55	5	0	0	0	0	0	0	0	**125**
17:00 - 17:14	0	0	0	3	17	63	39	4	0	0	0	0	0	0	0	**126**
17:15 - 17:29	0	0	0	2	17	63	48	8	0	1	0	0	0	0	0	**139**
17:30 - 17:44	0	0	1	2	10	60	43	10	0	0	0	0	0	0	0	**126**
17:45 - 17:59	0	0	0	1	13	56	37	2	0	0	0	0	0	0	1	**110**
18:00 - 18:14	0	0	0	1	9	33	25	6	0	0	0	0	0	0	1	**75**
18:15 - 18:29	0	0	0	3	14	35	25	4	0	0	0	0	0	0	0	**81**
18:30 - 18:44	1	0	1	2	12	29	29	2	0	0	0	0	0	0	0	**76**
18:45 - 18:59	0	0	0	1	9	37	20	3	2	0	0	0	0	0	0	**72**
19:00 - 19:14	0	0	0	1	9	47	30	3	0	0	0	0	0	1	0	**91**
19:15 - 19:29	0	0	0	2	10	19	18	3	1	0	0	0	0	0	0	**53**
19:30 - 19:44	0	0	0	0	5	23	19	2	1	1	0	0	0	0	0	**51**
19:45 - 19:59	0	0	0	2	5	23	13	0	0	0	0	0	0	0	0	**43**
20:00 - 20:14	0	0	0	2	3	23	12	5	0	0	0	0	0	0	0	**45**
20:15 - 20:29	0	0	0	2	9	28	16	2	0	0	0	0	0	0	0	**57**
20:30 - 20:44	0	0	0	1	4	21	12	0	1	0	0	0	0	0	0	**39**
20:45 - 20:59	0	1	1	2	8	18	4	3	0	0	0	0	0	0	0	**37**
21:00 - 21:14	0	0	2	1	2	17	8	0	0	0	0	0	0	1	0	**31**
21:15 - 21:29	0	0	1	1	6	13	5	1	0	0	0	0	0	0	0	**27**
21:30 - 21:44	0	1	0	2	10	8	2	2	0	0	0	0	0	0	0	**25**
21:45 - 21:59	0	0	0	2	8	12	4	0	0	0	0	0	0	0	0	**26**
22:00 - 22:14	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	**10**
22:15 - 22:29	0	0	0	0	1	7	3	0	0	0	0	0	0	0	0	**11**
22:30 - 22:44	0	0	0	0	4	4	3	1	0	0	0	0	0	0	0	**12**
22:45 - 22:59	0	0	0	0	3	6	1	0	0	0	0	0	0	0	0	**10**
23:00 - 23:14	0	0	0	0	4	6	1	1	0	0	0	0	0	0	0	**12**
23:15 - 23:29	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	**9**
23:30 - 23:44	0	0	0	1	1	3	6	1	0	0	0	0	0	0	0	**12**
23:45 - 23:59	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	**6**
Totals	**3**	**7**	**25**	**116**	**690**	**2132**	**1266**	**178**	**11**	**3**	**0**	**1**	**1**	**2**	**3**	**4438**
Percent of Total	**0.1**	**0.2**	**0.6**	**2.6**	**15.5**	**48.0**	**28.5**	**4.0**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**
Percent of AM	**0.2**	**0.3**	**0.8**	**3.1**	**19.2**	**47.6**	**24.8**	**3.6**	**0.3**	**0.0**	**0.0**	**0.1**	**0.0**	**0.0**	**0.1**	**100**
Percent of PM	**0.0**	**0.1**	**0.5**	**2.4**	**14.2**	**48.2**	**29.9**	**4.2**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.1**	**0.1**	**100**

Daily Eastbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location

Posted Speed: 35

Standard Deviation:	5.0 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	43.2 MPH
Mean Speed:	38.3 MPH	Percent in Ten Mile Pace:	76.6%		
Median Speed:	38.2 MPH			15th Percentile:	33.7 MPH
Modal Speed:	37.5 MPH			90th Percentile:	44.0 MPH
				95th Percentile:	44.9 MPH

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
00:15 - 00:29	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	**5**
00:30 - 00:44	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	**4**
00:45 - 00:59	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
01:00 - 01:14	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	**4**
01:15 - 01:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
01:30 - 01:44	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
01:45 - 01:59	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	**4**
02:00 - 02:14	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
02:15 - 02:29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
02:30 - 02:44	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
02:45 - 02:59	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	**3**
03:00 - 03:14	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
03:15 - 03:29	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	**4**
03:30 - 03:44	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	**4**
03:45 - 03:59	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	**7**
04:00 - 04:14	0	0	0	1	4	6	5	1	0	0	0	0	0	0	0	**17**
04:15 - 04:29	0	0	0	0	6	16	7	1	0	0	0	0	0	0	0	**30**
04:30 - 04:44	0	0	0	0	7	26	9	2	0	0	0	0	0	0	0	**44**
04:45 - 04:59	0	0	0	0	7	48	9	1	0	0	0	0	0	0	0	**65**
05:00 - 05:14	0	1	0	1	10	22	7	0	1	0	0	0	0	0	0	**42**
05:15 - 05:29	0	0	0	2	7	28	9	1	0	0	0	0	0	0	0	**47**
05:30 - 05:44	0	0	0	1	19	45	16	2	0	0	0	0	0	0	0	**83**
05:45 - 05:59	0	0	0	1	21	47	11	4	0	0	0	0	0	0	0	**84**
06:00 - 06:14	0	0	0	1	12	43	11	2	0	0	0	0	0	0	0	**69**
06:15 - 06:29	0	0	0	0	19	53	13	1	0	0	0	0	0	0	0	**86**
06:30 - 06:44	0	0	0	0	17	62	12	0	0	0	0	0	0	0	0	**91**
06:45 - 06:59	0	0	0	0	17	43	15	5	0	0	0	0	0	0	0	**80**
07:00 - 07:14	0	0	1	1	7	40	14	3	0	0	0	0	0	0	0	**66**
07:15 - 07:29	1	0	1	5	20	23	7	3	0	0	0	0	0	0	0	**60**
07:30 - 07:44	0	0	0	0	23	43	7	1	1	0	0	0	0	0	0	**75**
07:45 - 07:59	0	0	0	2	20	63	18	1	0	0	0	0	0	0	0	**104**
08:00 - 08:14	1	3	2	4	21	39	18	1	0	0	0	0	0	0	0	**89**
08:15 - 08:29	0	0	1	2	27	38	7	2	0	0	0	0	0	0	0	**77**
08:30 - 08:44	0	0	0	2	9	27	19	4	1	0	0	0	0	0	0	**62**
08:45 - 08:59	0	0	0	0	4	22	6	3	0	0	0	0	0	0	0	**35**
09:00 - 09:14	0	0	0	0	1	14	7	3	0	0	0	0	0	0	0	**25**
09:15 - 09:29	0	0	0	1	5	18	10	0	1	0	0	0	0	0	0	**35**
09:30 - 09:44	0	0	0	0	0	22	11	1	0	0	0	0	0	0	0	**34**
09:45 - 09:59	0	2	0	0	4	24	7	1	0	0	0	0	0	0	0	**38**
10:00 - 10:14	0	0	1	1	7	15	6	2	2	0	0	0	0	0	0	**34**
10:15 - 10:29	0	0	0	0	3	12	11	0	0	0	0	0	0	0	0	**26**
10:30 - 10:44	0	0	0	2	9	18	1	1	0	0	0	0	0	0	0	**31**
10:45 - 10:59	0	0	0	2	8	15	5	1	0	0	0	0	0	0	1	**32**
11:00 - 11:14	0	0	0	0	4	24	11	3	0	0	0	0	0	0	0	**42**
11:15 - 11:29	0	2	0	1	17	17	12	3	0	0	0	0	0	0	0	**52**
11:30 - 11:44	0	0	0	0	8	16	19	2	0	0	0	0	0	0	0	**45**
11:45 - 11:59	0	0	0	1	12	26	7	0	0	0	0	0	0	0	0	**46**
12:00 - 12:14	1	0	0	2	4	34	7	2	0	0	0	0	0	0	0	**50**
12:15 - 12:29	0	0	0	0	4	26	18	2	0	0	0	0	0	0	0	**50**
12:30 - 12:44	0	0	0	3	15	24	11	1	0	0	0	0	0	0	0	**54**

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	0	5	20	19	2	0	0	0	0	0	0	0	**46**
13:00 - 13:14	0	0	0	0	7	19	12	2	0	0	0	0	0	0	0	**40**
13:15 - 13:29	0	0	0	1	7	21	9	4	1	0	0	0	0	0	0	**43**
13:30 - 13:44	0	0	0	0	4	33	10	0	0	0	0	0	0	0	0	**47**
13:45 - 13:59	0	0	0	1	7	19	7	0	0	0	0	0	0	0	1	**35**
14:00 - 14:14	0	0	1	1	13	21	9	2	0	0	0	0	0	0	0	**47**
14:15 - 14:29	0	0	4	2	5	30	12	2	0	0	0	0	0	0	0	**55**
14:30 - 14:44	0	0	2	2	9	29	14	5	1	0	0	0	0	0	0	**62**
14:45 - 14:59	0	1	1	4	29	43	8	2	0	0	0	0	0	0	0	**88**
15:00 - 15:14	0	0	4	0	18	32	8	2	0	0	0	0	0	0	0	**64**
15:15 - 15:29	0	0	4	12	11	27	13	1	1	0	0	0	0	0	0	**69**
15:30 - 15:44	0	2	5	6	22	37	13	2	0	0	0	0	0	0	0	**87**
15:45 - 15:59	0	0	0	2	29	48	13	1	0	0	0	0	0	0	0	**93**
16:00 - 16:14	0	0	1	0	12	27	16	3	0	0	0	0	0	0	0	**59**
16:15 - 16:29	0	0	0	2	4	25	8	2	0	0	0	0	0	0	0	**41**
16:30 - 16:44	0	0	0	1	16	34	7	0	0	0	0	0	0	0	0	**58**
16:45 - 16:59	0	0	0	0	4	31	20	1	0	0	0	0	0	0	0	**56**
17:00 - 17:14	0	0	0	0	7	37	16	2	1	0	0	0	0	0	0	**63**
17:15 - 17:29	0	0	1	3	14	34	19	0	0	0	0	0	0	0	0	**71**
17:30 - 17:44	0	0	0	0	13	48	9	1	0	0	0	0	0	0	0	**71**
17:45 - 17:59	0	0	1	0	5	31	12	0	0	0	0	0	0	0	0	**49**
18:00 - 18:14	0	0	0	0	6	31	21	0	0	0	0	0	0	0	0	**58**
18:15 - 18:29	0	0	0	1	7	40	13	2	0	0	0	0	0	0	0	**63**
18:30 - 18:44	0	0	0	2	13	30	10	4	0	0	0	0	0	0	0	**59**
18:45 - 18:59	0	0	0	2	4	19	8	2	0	0	0	0	0	0	0	**35**
19:00 - 19:14	0	0	0	1	4	20	13	1	0	0	0	0	0	0	0	**39**
19:15 - 19:29	0	0	0	1	6	24	15	1	0	0	0	0	0	0	0	**47**
19:30 - 19:44	0	0	0	0	11	24	2	4	0	0	0	0	0	0	0	**41**
19:45 - 19:59	0	0	0	2	10	14	5	1	0	0	0	0	0	0	0	**32**
20:00 - 20:14	0	0	0	0	3	19	5	3	0	0	0	0	0	0	0	**30**
20:15 - 20:29	0	0	0	2	6	19	8	0	0	0	0	0	0	0	0	**35**
20:30 - 20:44	0	0	0	1	11	14	8	0	0	0	0	0	0	0	0	**34**
20:45 - 20:59	0	0	0	3	8	10	4	0	0	0	0	0	0	0	0	**25**
21:00 - 21:14	0	1	2	4	5	8	4	1	0	0	0	0	0	0	0	**25**
21:15 - 21:29	0	0	0	3	13	12	6	1	0	0	0	0	0	0	0	**35**
21:30 - 21:44	0	1	0	2	9	16	6	0	0	0	0	0	0	0	0	**34**
21:45 - 21:59	0	0	0	3	10	10	4	0	1	0	0	0	0	0	0	**28**
22:00 - 22:14	0	0	0	1	5	5	3	0	0	0	0	0	0	0	0	**14**
22:15 - 22:29	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	**5**
22:30 - 22:44	0	0	0	2	2	4	1	0	0	0	0	0	0	0	0	**9**
22:45 - 22:59	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	**6**
23:00 - 23:14	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	**5**
23:15 - 23:29	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
23:30 - 23:44	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	**2**
23:45 - 23:59	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
Totals	**3**	**13**	**32**	**107**	**775**	**2030**	**768**	**115**	**11**	**0**	**0**	**0**	**0**	**0**	**2**	**3856**
Percent of Total	**0.1**	**0.3**	**0.8**	**2.8**	**20.1**	**52.6**	**19.9**	**3.0**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**
Percent of AM	**0.1**	**0.4**	**0.3**	**1.8**	**20.7**	**54.2**	**18.8**	**3.1**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**
Percent of PM	**0.0**	**0.2**	**1.3**	**3.6**	**19.6**	**51.3**	**20.9**	**2.9**	**0.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**100**

Daily Westbound Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location
Posted Speed: 35

Standard Deviation:	4.9 MPH	Ten Mile Pace:	30 to 39 MPH	85th Percentile:	42.1 MPH
Mean Speed:	37.4 MPH	Percent in Ten Mile Pace:	72.7%		
Median Speed:	37.5 MPH			15th Percentile:	32.7 MPH
Modal Speed:	37.5 MPH			90th Percentile:	43.3 MPH
				95th Percentile:	44.6 MPH

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
00:00 - 00:14	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	**7**
00:15 - 00:29	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	**9**
00:30 - 00:44	0	0	0	0	7	25	21	5	0	0	0	0	0	0	0	**58**
00:45 - 00:59	0	0	0	1	2	10	3	0	0	0	0	0	0	0	0	**16**
01:00 - 01:14	0	0	0	2	4	4	1	0	0	0	0	1	0	0	0	**12**
01:15 - 01:29	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	**9**
01:30 - 01:44	0	0	0	1	1	5	2	0	0	0	0	0	0	0	0	**9**
01:45 - 01:59	0	0	0	1	1	4	4	0	0	0	0	0	0	0	0	**10**
02:00 - 02:14	0	1	0	0	6	7	8	0	0	0	0	0	0	0	0	**22**
02:15 - 02:29	0	0	0	1	1	4	1	1	0	0	0	0	0	0	0	**8**
02:30 - 02:44	0	0	0	0	4	4	3	0	0	0	0	0	0	0	0	**11**
02:45 - 02:59	0	0	0	0	1	5	2	1	0	0	0	0	0	0	0	**9**
03:00 - 03:14	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	**8**
03:15 - 03:29	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	**7**
03:30 - 03:44	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	**7**
03:45 - 03:59	0	0	0	0	2	3	3	2	0	0	0	0	0	0	0	**10**
04:00 - 04:14	0	0	0	1	4	6	5	1	0	0	0	0	0	0	0	**17**
04:15 - 04:29	0	0	0	0	7	16	7	3	0	0	0	0	0	0	0	**33**
04:30 - 04:44	0	0	1	1	7	27	9	2	0	0	0	0	0	0	0	**47**
04:45 - 04:59	0	0	0	1	8	51	9	1	0	0	0	0	0	0	0	**70**
05:00 - 05:14	0	1	0	3	12	25	8	0	1	0	0	0	0	0	0	**50**
05:15 - 05:29	0	0	0	2	10	36	17	1	0	0	0	0	0	0	0	**66**
05:30 - 05:44	1	0	0	1	24	55	16	2	0	0	0	0	0	0	0	**99**
05:45 - 05:59	0	0	0	2	21	55	14	4	1	0	0	0	0	0	0	**97**
06:00 - 06:14	0	0	0	1	14	55	14	3	0	0	0	0	0	0	0	**87**
06:15 - 06:29	0	0	0	0	21	59	18	1	0	0	0	0	0	0	0	**99**
06:30 - 06:44	0	0	1	0	25	75	19	1	0	0	0	0	0	0	0	**121**
06:45 - 06:59	0	0	0	1	23	62	29	7	0	0	0	0	0	0	0	**122**
07:00 - 07:14	0	0	1	2	13	67	27	5	0	0	0	0	0	0	0	**115**
07:15 - 07:29	2	1	2	8	30	31	13	4	0	0	0	0	0	0	0	**91**
07:30 - 07:44	0	0	0	3	34	59	16	1	1	0	0	0	0	0	0	**114**
07:45 - 07:59	0	0	0	5	28	93	32	3	0	0	0	0	0	0	0	**161**
08:00 - 08:14	1	3	2	5	31	71	29	6	0	0	0	0	0	0	0	**148**
08:15 - 08:29	0	0	1	4	34	61	19	5	1	0	0	0	0	0	1	**126**
08:30 - 08:44	0	0	0	2	15	48	31	7	1	0	0	0	0	0	0	**104**
08:45 - 08:59	0	0	2	3	14	39	19	3	0	0	0	0	0	0	0	**80**
09:00 - 09:14	0	0	2	1	10	30	11	3	0	0	0	0	0	0	0	**57**
09:15 - 09:29	0	0	2	2	12	35	21	4	1	0	0	0	0	0	0	**77**
09:30 - 09:44	0	0	0	0	11	38	18	2	0	0	0	0	0	0	0	**69**
09:45 - 09:59	0	3	0	1	10	44	12	2	0	0	0	0	0	0	0	**72**
10:00 - 10:14	0	0	1	1	13	32	13	2	3	0	0	0	0	0	0	**65**
10:15 - 10:29	0	0	1	0	9	34	19	1	0	0	0	0	0	0	0	**64**
10:30 - 10:44	0	0	0	3	21	32	8	1	0	0	0	0	0	0	0	**65**
10:45 - 10:59	0	0	0	3	25	39	21	1	0	0	0	0	0	0	1	**90**
11:00 - 11:14	0	0	0	1	7	41	30	4	0	0	0	0	0	0	0	**83**
11:15 - 11:29	0	2	0	2	25	42	21	3	0	0	0	0	0	0	0	**95**
11:30 - 11:44	0	0	0	3	22	39	34	6	0	0	0	0	0	0	0	**104**
11:45 - 11:59	0	0	0	2	17	54	20	1	1	0	0	0	0	0	0	**95**
12:00 - 12:14	1	0	1	6	15	69	30	4	0	0	0	0	0	0	0	**126**
12:15 - 12:29	0	0	1	0	14	52	31	4	0	0	0	0	0	0	0	**102**
12:30 - 12:44	0	0	1	4	22	46	31	6	0	0	0	0	0	0	0	**110**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location
Posted Speed: 35

	5-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-99	Total
12:45 - 12:59	0	0	0	0	12	47	24	4	0	0	0	0	1	0	0	**88**
13:00 - 13:14	0	0	1	3	17	35	21	4	0	0	0	0	0	0	0	**81**
13:15 - 13:29	0	1	0	4	30	42	15	5	1	0	0	0	0	0	0	**98**
13:30 - 13:44	0	0	1	0	19	52	19	1	0	0	0	0	0	0	0	**92**
13:45 - 13:59	0	0	0	2	15	47	20	5	0	0	0	0	0	0	1	**90**
14:00 - 14:14	0	0	1	1	23	63	22	3	0	0	0	0	0	0	0	**113**
14:15 - 14:29	0	0	4	5	16	56	35	4	0	0	0	0	0	0	0	**120**
14:30 - 14:44	0	0	2	4	28	76	41	10	1	1	0	0	0	0	0	**163**
14:45 - 14:59	0	1	4	10	41	89	24	3	0	0	0	0	0	0	0	**172**
15:00 - 15:14	0	0	4	5	30	96	58	7	0	0	0	0	0	0	0	**200**
15:15 - 15:29	0	0	5	13	19	90	58	6	2	0	0	0	0	0	0	**193**
15:30 - 15:44	0	2	5	12	51	127	57	7	0	0	0	0	0	0	0	**261**
15:45 - 15:59	0	1	0	9	50	129	60	5	0	0	0	0	0	0	0	**254**
16:00 - 16:14	0	0	1	2	32	87	56	9	0	0	0	0	0	0	0	**187**
16:15 - 16:29	0	0	0	2	13	81	44	8	0	0	0	0	0	0	0	**148**
16:30 - 16:44	0	0	0	2	28	109	45	6	1	0	0	0	0	0	0	**191**
16:45 - 16:59	0	0	0	0	16	84	75	6	0	0	0	0	0	0	0	**181**
17:00 - 17:14	0	0	0	3	24	100	55	6	1	0	0	0	0	0	0	**189**
17:15 - 17:29	0	0	1	5	31	97	67	8	0	1	0	0	0	0	0	**210**
17:30 - 17:44	0	0	1	2	23	108	52	11	0	0	0	0	0	0	0	**197**
17:45 - 17:59	0	0	1	1	18	87	49	2	0	0	0	0	0	0	1	**159**
18:00 - 18:14	0	0	0	1	15	64	46	6	0	0	0	0	0	0	1	**133**
18:15 - 18:29	0	0	0	4	21	75	38	6	0	0	0	0	0	0	0	**144**
18:30 - 18:44	1	0	1	4	25	59	39	6	0	0	0	0	0	0	0	**135**
18:45 - 18:59	0	0	0	3	13	56	28	5	2	0	0	0	0	0	0	**107**
19:00 - 19:14	0	0	0	2	13	67	43	4	0	0	0	0	0	1	0	**130**
19:15 - 19:29	0	0	0	3	16	43	33	4	1	0	0	0	0	0	0	**100**
19:30 - 19:44	0	0	0	0	16	47	21	6	1	1	0	0	0	0	0	**92**
19:45 - 19:59	0	0	0	4	15	37	18	1	0	0	0	0	0	0	0	**75**
20:00 - 20:14	0	0	0	2	6	42	17	8	0	0	0	0	0	0	0	**75**
20:15 - 20:29	0	0	0	4	15	47	24	2	0	0	0	0	0	0	0	**92**
20:30 - 20:44	0	0	0	2	15	35	20	0	1	0	0	0	0	0	0	**73**
20:45 - 20:59	0	1	1	5	16	28	8	3	0	0	0	0	0	0	0	**62**
21:00 - 21:14	0	1	4	5	7	25	12	1	0	0	0	0	0	1	0	**56**
21:15 - 21:29	0	0	1	4	19	25	11	2	0	0	0	0	0	0	0	**62**
21:30 - 21:44	0	2	0	4	19	24	8	2	0	0	0	0	0	0	0	**59**
21:45 - 21:59	0	0	0	5	18	22	8	0	1	0	0	0	0	0	0	**54**
22:00 - 22:14	0	0	0	1	5	10	8	0	0	0	0	0	0	0	0	**24**
22:15 - 22:29	0	0	0	0	5	8	3	0	0	0	0	0	0	0	0	**16**
22:30 - 22:44	0	0	0	2	6	8	4	1	0	0	0	0	0	0	0	**21**
22:45 - 22:59	0	0	0	1	5	9	1	0	0	0	0	0	0	0	0	**16**
23:00 - 23:14	0	0	0	1	4	7	4	1	0	0	0	0	0	0	0	**17**
23:15 - 23:29	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	**10**
23:30 - 23:44	0	0	0	1	1	4	7	1	0	0	0	0	0	0	0	**14**
23:45 - 23:59	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	**7**
Totals	**6**	**20**	**57**	**223**	**1465**	**4162**	**2034**	**293**	**22**	**3**	**0**	**1**	**1**	**2**	**5**	**8294**
Percent of Total	**0.1**	**0.2**	**0.7**	**2.7**	**17.7**	**50.2**	**24.5**	**3.5**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**
Percent of AM	**0.1**	**0.4**	**0.5**	**2.3**	**20.1**	**51.6**	**21.2**	**3.3**	**0.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**
Percent of PM	**0.0**	**0.2**	**0.8**	**2.9**	**16.3**	**49.4**	**26.4**	**3.7**	**0.2**	**0.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.1**	**100**

Daily Total Speeds (MPH)

Study Date: Tuesday, 05/02/2023
Unit ID:
Location: Harrisville Road, West Location
Posted Speed: 35

Standard Deviation:	5.0 MPH	Ten Mile Pace:	35 to 44 MPH	85th Percentile:	42.7 MPH
Mean Speed:	37.9 MPH	Percent in Ten Mile Pace:	74.7%		
Median Speed:	37.9 MPH			15th Percentile:	33.2 MPH
Modal Speed:	37.5 MPH			90th Percentile:	43.8 MPH
				95th Percentile:	44.8 MPH

B. PROJECT COST ESTIMATES

ENGINEER'S ESTIMATE (2023 COSTS)
150 East: 1400 North to 1700 North

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$42,900.00
Public Information Services	1	lump	1.00%	$4,600.00
Traffic Control	1	lump	2.00%	$9,100.00
Survey	1	lump	2.00%	$9,100.00
				$65,700.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	$ 12.00	$0.00
Remove Concrete Sidewalk	0	sq yd	$ 28.00	$0.00
Roadway Excavation (Plan Quantity)	710	cu yd	$ 24.00	$17,038.52
Granular Borrow (Plan Quantity)	1,383	cu yd	$ 35.00	$48,415.50
Untreated Base Course	1,569	Ton	$ 40.00	$62,760.83
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	426	Ton	$ 130.00	$55,343.93
Pavement Marking Paint	20	gal	$ 80.00	$1,600.00
Pavement Message (Preformed Thermoplastic)	4	Each	$ 250.00	$1,000.00
Concrete Curb and Gutter Type B1	1,166	ft	$ 35.00	$40,810.00
Perpendicular/Parallel Pedestrian Access Ramp	12	Each	$ 4,000.00	$48,000.00
Concrete Sidewalk	5,830	sq ft	$ 9.00	$52,470.00
				$327,438.78

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	562	ft	$ 125.00	$70,250.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	$ 5,000.00	$10,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	$ 2,000.00	$4,000.00
				$84,250.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$10,000.00	$10,000.00
Street Lighting (spaced every 200')	3	Each	$8,000.00	$24,000.00
				$34,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping	1	Lump	$5,000.00	$5,000.00
				$5,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$516,388.78**
Contingency (30%) $	**$154,916.63**
BID ITEMS TOTAL $	**$671,305.41**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	31,800	sq ft	$5.00	$159,000.00
Assuming 5' wide construction easement required for length of project	5,300	sq ft	$2.00	$10,600.00
				$169,600.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$67,130.54	$67,130.54
				$67,130.54

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$67,130.54	$67,130.54
				$67,130.54

BID ITEMS TOTAL $	**$671,305.41**
NON-BID ITEMS TOTAL $	**$303,861.08**
GRAND TOTAL $	**$975,166.49**

ENGINEER'S ESTIMATE (2023 COSTS)
1750 North: US-89 to 750 West

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$118,500.00
Public Information Services	1	lump	1.00%	$12,500.00
Traffic Control	1	lump	2.00%	$25,000.00
Survey	1	lump	2.00%	$25,000.00
				$181,000.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	$ 12.00	$0.00
Remove Concrete Sidewalk	0	sq yd	$ 28.00	$0.00
Roadway Excavation (Plan Quantity)	1,915	cu yd	$ 24.00	$45,971.85
Granular Borrow (Plan Quantity)	3,732	cu yd	$ 35.00	$130,630.50
Untreated Base Course	1,866	Ton	$ 40.00	$74,646.00
Remove Concrete Driveway	0	sq yd	$ 28.00	$0.00
HMA - 1/2 inch	1,149	Ton	$ 130.00	$149,324.18
Pavement Marking Paint	20	gal	$ 80.00	$1,600.00
Pavement Message (Preformed Thermoplastic)	4	Each	$ 250.00	$1,000.00
Concrete Curb and Gutter Type B1	3,146	ft	$ 35.00	$110,110.00
Perpendicular/Parallel Pedestrian Access Ramp	12	Each	$ 4,000.00	$48,000.00
Concrete Sidewalk	15,730	sq ft	$ 9.00	$141,570.00
				$702,852.53

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1516	ft	$ 125.00	$189,500.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	5	Each	$ 5,000.00	$25,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	5	Each	$ 2,000.00	$10,000.00
				$224,500.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		$0.00
				$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$50,000.00	$50,000.00
Street Lighting (spaced every 200')	8	Each	$8,000.00	$64,000.00
				$114,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping	1	Lump	$5,000.00	$5,000.00
				$5,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Culvert crossing for canal near 750 West	1	Lump	$200,000.00	$200,000.00
				$200,000.00

BID ITEMS $	**$1,427,352.53**
Contingency (30%) $	**$428,205.76**
BID ITEMS TOTAL $	**$1,855,558.28**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	85,800	sq ft	$5.00	$429,000.00
Assuming 5' wide construction easement required for length of project	14,300	sq ft	$2.00	$28,600.00
				$457,600.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$185,555.83	$185,555.83
				$185,555.83

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$185,555.83	$185,555.83
				$185,555.83

BID ITEMS TOTAL $	**$1,855,558.28**
NON-BID ITEMS TOTAL $	**$828,711.66**
GRAND TOTAL $	**$2,684,269.94**

NOTE:
Subtracted $500,000 from the cost of roadway project #4 to account for the widening cost at intersection project A

ENGINEER'S ESTIMATE (2023 COSTS)
Larsen Lane: US-89 to SR-235

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$288,300.00
Public Information Services	1	lump	1.00%	$30,400.00
Traffic Control	1	lump	2.00%	$60,700.00
Survey	1	lump	2.00%	$60,700.00
				$440,100.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	2,860	ft	$ 12.00	$34,320.00
Remove Concrete Sidewalk	1,589	sq yd	$ 28.00	$44,488.89
Roadway Excavation (Plan Quantity)	1,966	cu yd	$ 24.00	$47,185.19
Granular Borrow (Plan Quantity)	4,524	cu yd	$ 35.00	$158,340.00
Untreated Base Course	3,770	Ton	$ 40.00	$150,800.00
Remove Concrete Driveway	367	sq yd	$ 28.00	$10,266.67
HMA - 1/2 inch	1,392	Ton	$ 130.00	$180,999.00
Pavement Marking Paint	500	gal	$ 80.00	$40,000.00
Pavement Message (Preformed Thermoplastic)	40	Each	$ 250.00	$10,000.00
Concrete Curb and Gutter Type B1	2,860	ft	$ 35.00	$100,100.00
Perpendicular/Parallel Pedestrian Access Ramp	20	Each	$ 4,000.00	$80,000.00
Concrete Sidewalk	14,300	sq ft	$ 9.00	$128,700.00
Chip Seal Coat, Type II	24,266.67	sq yd	$ 3.00	$72,800.00
				$1,057,999.74

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	2756	ft	$ 125.00	$344,500.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	9	Each	$ 5,000.00	$45,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	9	Each	$ 2,000.00	$18,000.00
				$407,500.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Signal modifications at US-89	1	Lump	$350,000.00	$350,000.00
Signal modifications at HWY 89	1	Lump	$350,000.00	$350,000.00
				$700,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$250,000.00	$250,000.00
Street Lighting (spaced every 200')	13	Each	$8,000.00	$104,000.00
				$354,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping	1	Lump	$15,000.00	$15,000.00
				$15,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Canal crossing near 375 East	1	Lump	$500,000.00	$500,000.00
				$500,000.00

BID ITEMS $	**$3,474,599.74**
Contingency (30%) $	**$1,042,379.92**
BID ITEMS TOTAL $	**$4,516,979.66**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	62,400	sq ft	$5.00	$312,000.00
Assuming 5' wide construction easement required for length of project	26,000	sq ft	$2.00	$52,000.00
Assume full takes at 650,000 Each	10	lump	$650,000.00	$6,500,000.00
				$6,864,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$451,697.97	$451,697.97
				$451,697.97

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$451,697.97	$451,697.97
				$451,697.97

BID ITEMS TOTAL $	**$4,516,979.66**
NON-BID ITEMS TOTAL $	**$7,767,395.93**
GRAND TOTAL $	**$12,284,375.60**

ENGINEER'S ESTIMATE (2023 COSTS)
US-89 & 1750 North

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	$24,300.00
Public Information Services	1	lump	1.00%	$2,600.00
Traffic Control	1	lump	2.00%	$5,200.00
Survey	1	lump	2.00%	$5,200.00
				$37,300.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter		ft	$ 12.00	$0.00
Remove Concrete Sidewalk	0	sq yd	$ 28.00	$0.00
Roadway Excavation (Plan Quantity)	156	cu yd	$ 24.00	$3,733.33
Granular Borrow (Plan Quantity)	522	cu yd	$ 35.00	$18,270.00
Untreated Base Course	261	Ton	$ 40.00	$10,440.00
Remove Concrete Driveway	200	sq yd	$ 28.00	$5,600.00
HMA - 1/2 inch	161	Ton	$ 130.00	$20,884.50
Pavement Marking Paint	20	gal	$ 80.00	$1,600.00
Pavement Message (Preformed Thermoplastic)	8	Each	$ 250.00	$2,000.00
Concrete Curb and Gutter Type B1	600	ft	$ 35.00	$21,000.00
Perpendicular/Parallel Pedestrian Access Ramp	2	Each	$ 4,000.00	$8,000.00
Concrete Sidewalk	1,800	sq ft	$ 9.00	$16,200.00
				$107,727.83

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	$ 8,000.00	$16,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	1	Each	$ 2,000.00	$2,000.00
				$18,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Signal upgrades	1	lump	$100,000.00	$100,000.00
				$100,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utiities since it is a green field road)	1	lump	$25,000.00	$25,000.00
				$25,000.00

LANDSCAPING				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Landscaping	1	Lump	$5,000.00	$5,000.00
				$5,000.00

Structures				
Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
				$0.00

BID ITEMS $	**$293,027.83**
Contingency (30%) $	**$87,908.35**
BID ITEMS TOTAL $	**$380,936.18**

NON-BID ITEMS

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Right of Way (assuming full roadway area to 1' behind walk)	7,200	sq ft	$5.00	$36,000.00
Assuming 5' wide construction easement required for length of project	3,000	sq ft	$2.00	$6,000.00
				$42,000.00

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Design Engineering (10% of Bid Items)	1	lump	$38,093.62	$38,093.62
				$38,093.62

Description	**Quantity**	**Unit**	**Unit Price**	**Amount**
Construction Management (10% of Bid Items)	1	lump	$38,093.62	$38,093.62
				$38,093.62

BID ITEMS TOTAL $	**$380,936.18**
NON-BID ITEMS TOTAL $	**$118,187.24**
GRAND TOTAL $	**$499,123.42**

NOTE:
Subtracted $500,000 from the cost of roadway project #4 to account for the widening cost at intersection project A

HARRISVILLE CITY
RESOLUTION 23-16

TRANSPORTATION IMPACT FEE FACILITIES PLAN

A RESOLUTION OF HARRISVILLE CITY, UTAH, ADOPTING THE TRANSPORTATION IMPACT FEE FACILITIES PLAN.

WHEREAS, Harrisville City (hereafter "City") is a municipal corporation duly organized and existing under the laws of the State of Utah;

WHEREAS, the City Council is the legislative body of the City;

WHEREAS, Title 11, Chapter 36a of the Utah Code Annotated authorized municipalities in the State of Utah to prepare an Impact Fee Facilities Plan;

WHEREAS, the City has retained Wall Consultant Group (WCG) to prepare the Transportation Impact Fee Facilities Plan (hereafter "IFFP");

NOW, THEREFORE, BE IT RESOLVED by the City Council of Harrisville City, Utah, as follows:

Section 1. Review and Adoption.
The City Council has reviewed and hereby adopts the Harrisville City Transportation IFFP dated October 2023, attached hereto as Exhibit "A" and incorporated herein by this reference.

Section 2. Effective Date
This Resolution is effective immediately upon passage and approval.

PASSED AND APPROVED by the Harrisville City Council this 10th day of October, 2023.

_____
MICHELLE TAIT, Mayor
Harrisville City

ATTEST:

_____
JACK FOGAL, City Recorder

Municipal Council
Roll Call Vote Tally:

	Yes	No
Mr. Wilhelmsen	___	___
Mr. Weiss	___	___
Mr. Christensen	___	___
Mr. Jackson	___	___
Mr. Loveland	___	___

DRAFT

IMPACT FEE FACILITIES PLAN

HARRISVILLE, UTAH

OCTOBER 2023

HARRISVILLE CITY
ESTABLISHED 1962

WCG
WALL CONSULTANT GROUP

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I. INTRODUCTION

A. Overview

This Transportation Master Plan (TMP) guides transportation infrastructure investments for the future by addressing several goals identified by Harrisville City. Key to planning for Harrisville's transportation needs is an understanding of the roadway network's existing and future operation. Once existing conditions are established, roadway conditions are forecasted to future year 2033 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth.

Harrisville is located in Weber County and is part of the Ogden-Clearfield, Utah Metropolitan Statistical Area. The most recent 2020 census shows that Harrisville has a population of 7,037 and has experienced a population increase of approximately 1,470 since the previous 2010 survey.

- Identify the existing level of service (LOS)
- Establish a proposed LOS
- Identify any excess capacity to accommodate future growth at the proposed LOS
- Identify demands placed upon existing public facilities by new development activity at the proposed LOS
- Identify the means by which the political entity will meet those growth demands
- Include a general consideration of all potential revenue sources to finance system improvements

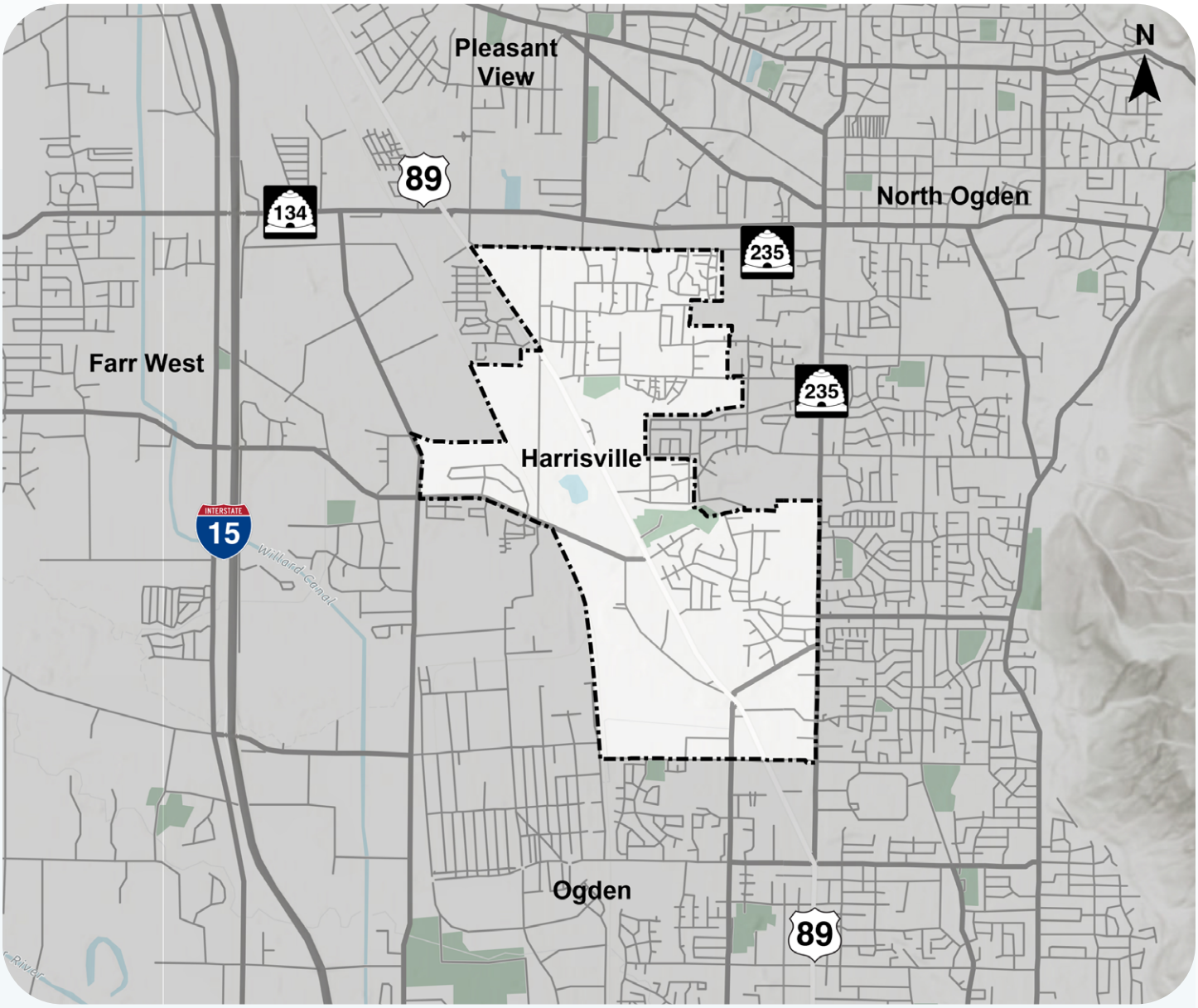
This analysis incorporates information from the Harrisville Transportation Master Plan (TMP) (2023), which was completed by Wall Consultant Group (WCG). The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide acceptable levels of service. The TMP provides additional detail regarding the methodology used to determine future travel demand.

This document focuses on the improvements that will be needed over the next six years. Utah law requires that any impact fees collected for these improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase due to additional development. The city council may choose to adopt a fee lower than the maximum impact fee identified, but not higher.

B. Service Area

The planning area for the transportation impact fee is the city of Harrisville. Figure 1 shows the policy annexation area of Harrisville City, which functions as the service area for the impact fee analysis.

Figure 1: Service Area — Harrisville City



II. ANALYSIS METHODOLOGY

A. Purpose

The purpose of this chapter is to discuss the Level of Service (LOS) methodology and the proposed LOS threshold for Harrisville City roadways. According to Utah State Code Title 11, Chapter 36a, Section 102, LOS is defined as "the defined performance standard or unit of demand for each capital component of a public facility within a service area." The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on a high-level analysis of the intersection.

B. Proposed LOS

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. A visual representation of each LOS is shown in Figure 2.

The Highway Capacity Manual (HCM), 7th ed. (2022) methodology was used in this analysis to remain consistent with "state of the practice" professional standards. The capacity of roadway segments is determined based on the number of lanes and/or functional classification of the roadway. The roadway LOS is then determined by comparing the actual traffic volumes with the capacity. Harrisville City determined that LOS A – C is acceptable for roadway segments within the City. LOS D – F are considered failing and are evaluated for mitigation measures to bring the level of service up to an acceptable level. Table 1 and Table 2 summarizes the Level of Service thresholds for arterial and collector roadway segments used in the Harrisville TMP (2023).

Figure 2: Level of Service (LOS) Categories

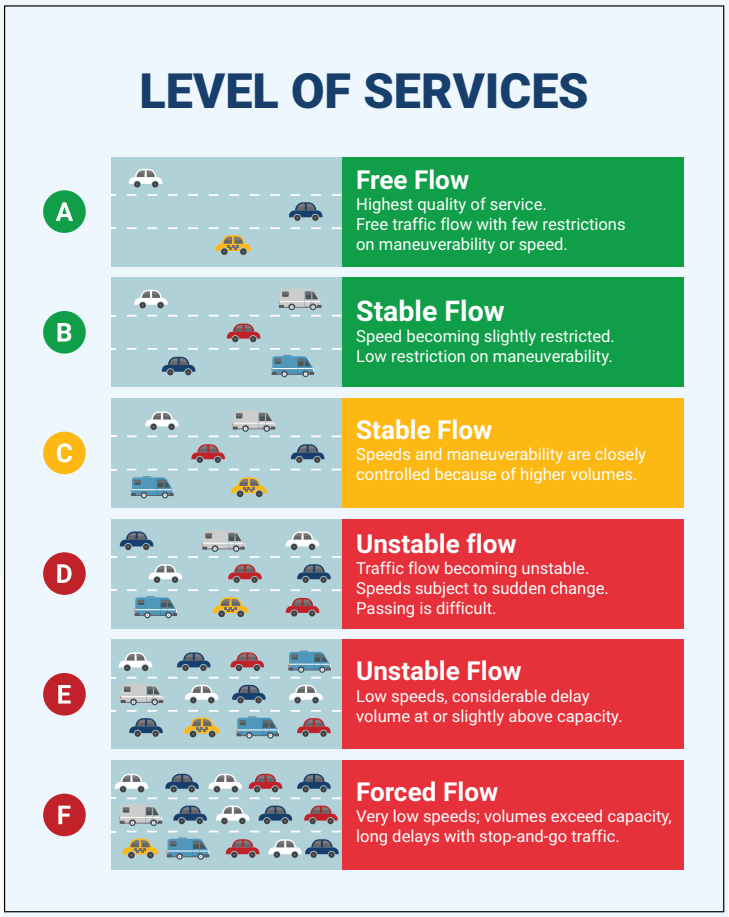


TABLE 1: ARTERIAL LEVEL OF SERVICE THRESHOLDS (TWO-WAY DAILY TRIPS)			
Lanes	**LOS A - B**	**LOS C**	**LOS D - F**
5	≤29,000	29,000 – 35,000	≥ 35,000

TABLE 2: COLLECTOR LEVEL OF SERVICE THRESHOLDS (TWO-WAY DAILY TRIPS)			
Lanes	**LOS A - B**	**LOS C**	**LOS D - F**
2	≤7,500	7,500 – 9,700	≥ 9,700
3	≤ 10,800	10,800 – 13,400	≥ 13,400

The proposed LOS provides a standard of evaluation for roadway conditions. This standard will determine whether or not a roadway will need improvements. According to Utah State Code Title 11, Chapter 36a, Section 302:

> "(b) A proposed level of service may diminish or equal the existing level of service.
>
> (c) A proposed level of service may:
>
> (i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
>
> (ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service."

As noted in the Harrisville TMP (2023), the proposed LOS threshold for Harrisville is LOS C. Therefore, improvements are recommended and eligible for impact fees for roadways that are projected to operate at LOS D, E or F in the future.

C. Excess Capacity

An important element of the IFFP is the determination of excess capacity on the roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. This capacity is available for new development in the City before additional infrastructure will be needed. This represents a buy-in component from the City if the existing residents and businesses have already paid for these improvements.

New roads do not have any existing excess capacity, and roads that are not under city jurisdiction have their capacity information removed from the calculations. The excess capacity for roadways that are identified as needing improvements in the IFFP was calculated and accounted for in the impact fee calculations.

D. Trips

The unit of demand for transportation impact is the vehicle trip. A vehicle trip is defined by the Institute of Transportation Engineers (ITE) as a "single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site". The total traffic impact of a new development can be determined by the sum of the total number of vehicle trips generated by a development in a typical weekday. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual, 11th ed. (2021). ITE's trip data is based on data collection at numerous sites over several decades.

D. Trips (continued)

An additional consideration is that certain developments generate pass-by trips. Pass-by trips are trips taken on the way from one development to another. An example of this is someone stopping at a gas station on the way home from work. The pass-by trip is still counted at the gas station access. However, the pass-by trip was completed by a vehicle already on the road due to other developments.

Pass-by trips do not add additional traffic to the roadway and, therefore, do not create additional impact. Many land-use types in the ITE Trip Generation Manual have a suggested reduction for pass-by trips where applicable. In each case, the trip reduction rate will be applied to the trip generation rate used in the IFA.

E. Cut-through Trips

Trips that do not have an origin or destination within Harrisville City need to be removed from the impact fee calculation. For example, if a vehicle starts a trip in Ogden, travels through Harrisville City, and ends that trip in Pleasant View, this trip adds traffic to a Harrisville roadway. However, the cost of the incremental congestion it adds to Harrisville City roadways cannot be recovered through impact fees. The details behind these calculations are described in Chapter 4 of this document.

The travel demand model developed specifically for the Harrisville Transportation Master Plan was utilized to determine cut-through percentages on Harrisville City roadways. A "select link" analysis was performed to determine cut-through percentages. This analysis examines a specific roadway link and traces the origins and destinations of every vehicle trip on that link. All vehicle trips that had both an origin and destination outside of Harrisville City were totaled, then divided by the total link volume to obtain the cut-through percentage. This analysis was performed on all roadways within Harrisville City that have a planned improvement project that is impact fee eligible.

Given Harrisville's location in the middle of the valley with different municipalities on all sides means cut-through trips are relatively high. Roadways within Harrisville City were found to have cut-through rates of up to 56%, such as 1750 North. Roadways that will connect adjacent municipalities, such as 1750 North and 150 East, had higher cut-through rates due to connectivity to other jurisdictions.

F. Re-routed Existing Trips

New roadways may result in existing trips being re-routed from existing roadways to the new road. Therefore, the future volume on the roadway may not represent only trips from new development. Therefore, the amount of existing trips that will be re-routed to the new road is estimated and accounted for in the impact fee eligible calculations. These trips are removed from the new capacity used calculation, thus reducing the percent of the project cost that is impact fee eligible.

G. Intersection Projects

If trips resulting from new growth require an intersection to be upgraded, the full cost of the intersection is impact fee eligible. If it weren't for new development, the existing intersection configuration would be adequate. Thus, excess capacity is not accounted for with intersection projects.

H. System and Project Improvement

There are four primary classifications of roads defined in the Harrisville TMP: arterial, major collector, minor collector and local. These are defined in the roadway classification map in the Harrisville TMP.

Improvements made to collectors and arterials are considered system improvements as defined in the Utah Impact Fee Law, as these streets serve users from multiple developments. All intersection improvements on existing and future collectors and arterials are also considered system improvements. System improvements may include anything within the roadway, such as curb and gutter, asphalt, road base, sidewalks/trails, lighting, and signing for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

III. TRANSPORTATION DEMANDS

A. Purpose

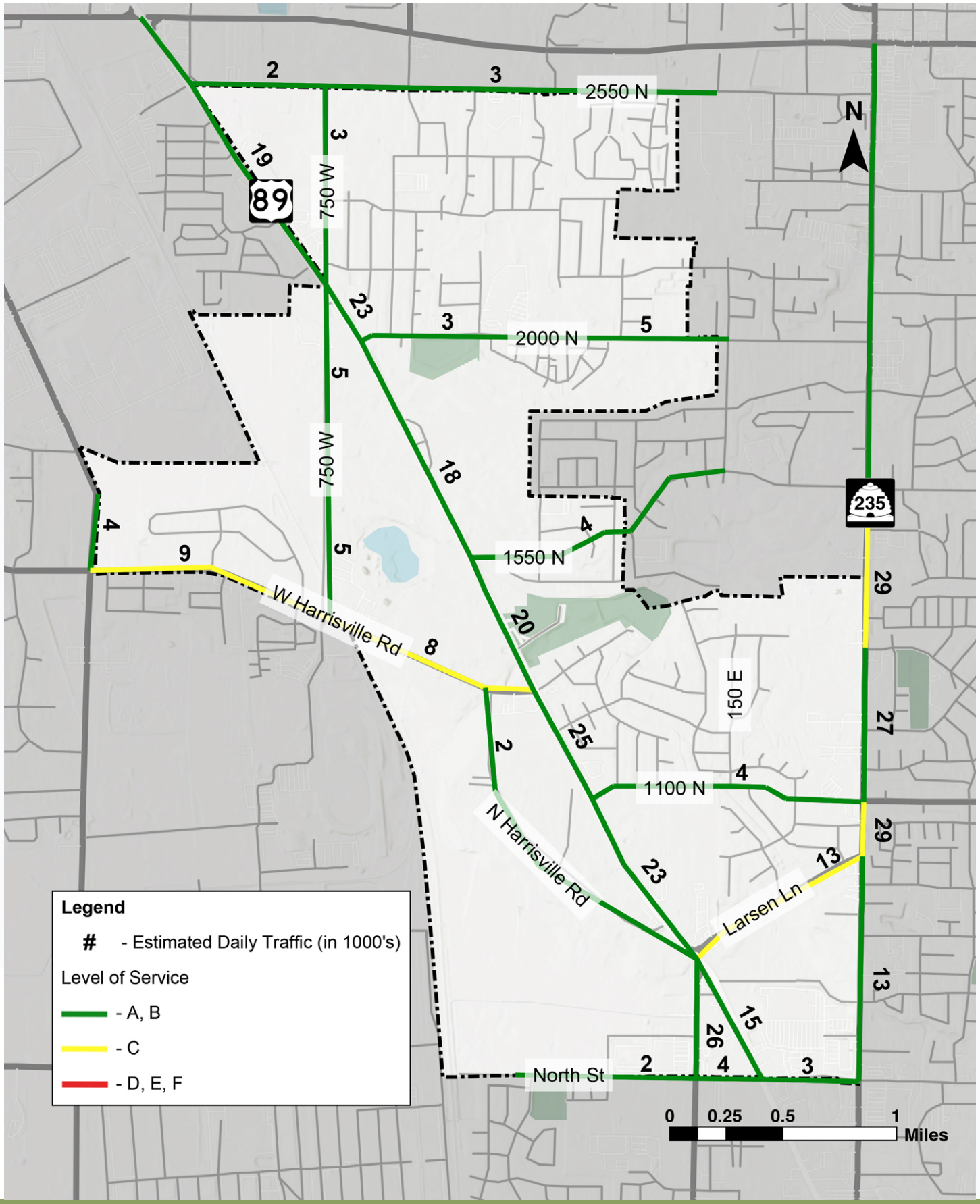
The purpose of this chapter is to identify the existing and future transportation demands on Harrisville roadway facilities. Future transportation demands are based on new development in the City. Once defined, the transportation demands help identify roadways that have excess capacity and those that require additional capacity due to high transportation demands.

B. Existing Roadway Conditions

Existing roadway conditions were determined by collecting traffic data on major roadways in the City, as well as from a variety of traffic data sources. These additional sources include data collected by Harrisville City, the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC) Regional Transportation Plan (RTP) (2023 – 2050), and other previous studies. The traffic volumes were compared with each roadway capacity to identify the LOS of each segment.

The existing LOS of major roadways in Harrisville City is shown in Figure 3. As shown, all the major City roadways are currently operating at an acceptable LOS (C or better).

Figure 3: Existing (2023) Roadway LOS

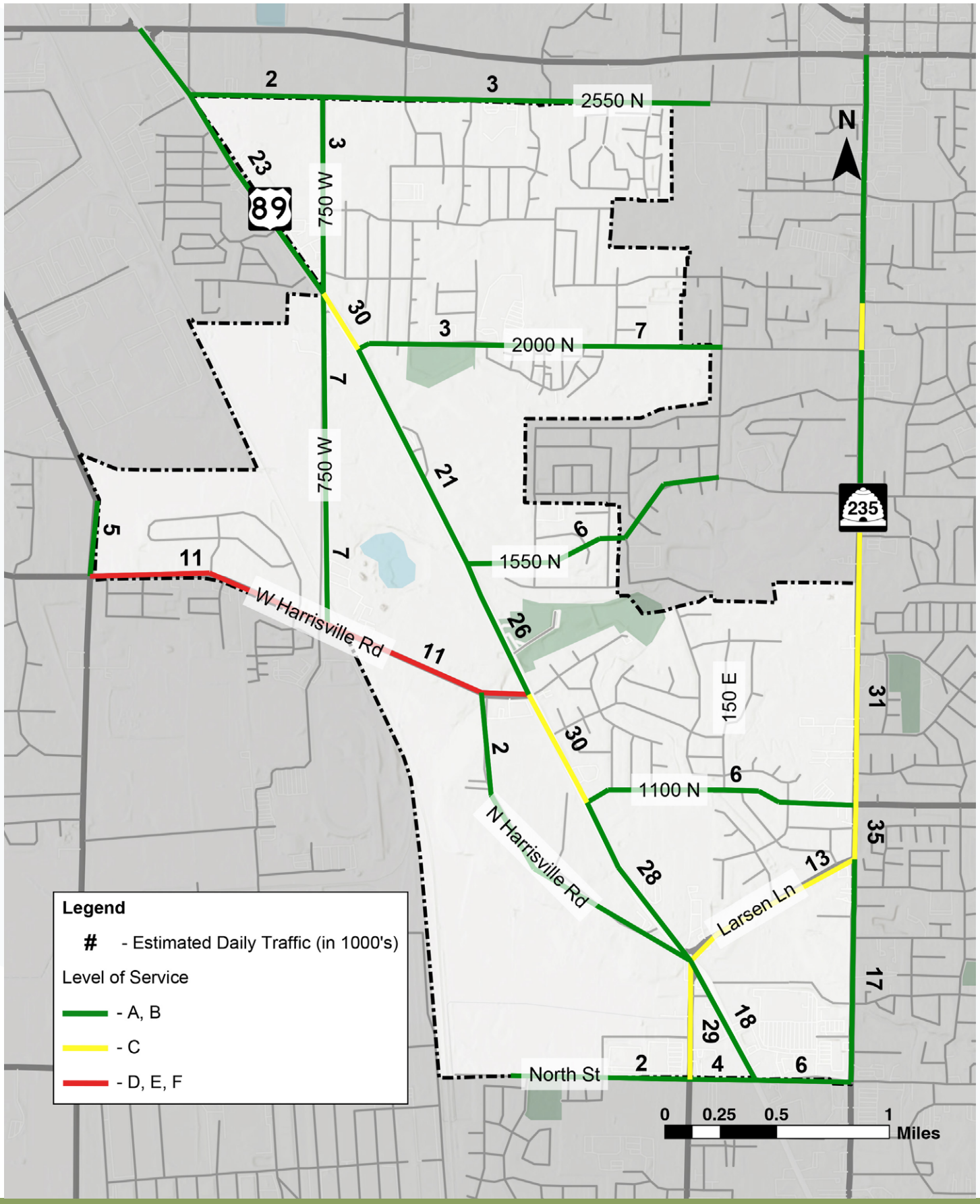


C. Future Roadway Conditions

Future traffic volumes were projected using the travel demand model. WCG used the latest model from WFRC, which is the local metropolitan planning organization (MPO), and refined it to better reflect conditions in Harrisville and the surrounding areas. The existing traffic volumes and data from planned developments and land uses were used to adjust the model to estimate future traffic volumes. The model was developed to estimate future volumes in 2033, assuming a no-build condition, meaning that no City roadway improvements were assumed. A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the City roadway network. The future (2033) no-build LOS is shown in Figure 4. As shown, there are a number of roadways that are anticipated to deteriorate to LOS D, E or F. In addition, there are several new roads that will be needed to accommodate future development.

Based on the analysis in the Harrisville TMP, the anticipated growth resulting from new development in Harrisville City from 2023 to 2033 is **16,438** daily trips.

Figure 4: Future (2033) No Build LOS



IV. MITIGATION PROJECTS

A. Purpose

The purpose of this chapter is to discuss the recommended improvements and new roadways that will mitigate capacity deficiencies on City roadways, as well as the cost of those improvements. The cost of the recommended improvements is critical in the calculation of the impact fees.

B. Future Projects

Poor levels of service on roadways are generally mitigated by building new roads or adding travel lanes. In some cases, additional lanes can be gained by re-striping the existing pavement width. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, or adding two-way left-turn lanes where they don't currently exist. Improvements can also be made at intersections to improve LOS by adding turn lanes or by changing the intersection type or the intersection control. At signalized intersections, methods to improve intersection LOS include additional left- and right-turn lanes and signal-timing improvements.

The existing and future (2033) no-build scenarios were used as a basis to predict the necessary projects to include in the IFFP. For the purposes of this IFFP, only projects that are planned to be completed by 2033 will be considered. Table 3 and Table 4 shows all City projects expected to be constructed by 2033 to meet the demands placed on the roadway network by new development. These projects are included in the IFFP analysis. UDOT projects will be funded entirely with state funds and are therefore not eligible for impact fee expenditure and are not included in this analysis.

The Impact Fees Act allows for the inclusion of a time price differential to ensure the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. This analysis includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.

TABLE 3: HARRISVILLE CITY 2033 ROADWAY PROJECT LIST

Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2022	Proposed	
PHASE #1 (2023–2032)						
1	150 East: 1400 North to 1700 North**	City	New Roadway	-	2	$975,166
2	West Harrisville Road: US-89 to 1200 West*	City / WFRC	Widening	2	3	$4,200,000
3	1900 North: US-89 to 2000 North	Developer	New Roadway	-	2	NA
4	1750 North: US-89 to 750 West*	City	New Roadway	-	2	$2,184,270
5	Century Drive: 400 North to North Harrisville Road	Developer	New Roadway	-	2	NA
6	North Street: Century Drive to 400 North*	City / WFRC	New Roadway	-	2	$3,850,000

* Impact Fee Eligible Project

** Project cost estimate from 1400 North to 1500 North

TABLE 4: HARRISVILLE CITY 2033 INTERSECTION PROJECT LIST				
Project Number	Description	Responsibility	Improvement Scope	Estimated Cost
PHASE #1 (2023–2032)				
A	US-89 & 1750 North	City / Developer / UDOT	Signal	$500,000
B	West Harrisville Road & 750 West*	City / Ogden	Roundabout	$1,582,523
C	West Harrisville Road & 1200 West*	City / Farr West / Ogden	Roundabout	$1,860,828
D	Public Works Building*	City	New Building	$8,150,438

* Impact Fee Eligible Project

C. Project Costs Attributable to Future Growth

Table 5 and Table 6 represents all projects expected to be constructed by 2033 based on the analysis in the TMP. The total cost for all projects is estimated to be $23,303,225. Only a portion of the total cost is impact fee eligible. Some projects are expected to be partially or fully funded by developers. Funding for regional projects can also come through other sources, such as the local metropolitan planning organization, UDOT, or the County. The City will need to find funding to cover the portion of the projects that are not impact fee eligible, and are not fully funded by developers or outside sources. The cost due to future growth can be shared by new development through the assessment of transportation impact fees.

The amount of each project to be funded by impact fees varies depending on the cut-through traffic, projected traffic volumes, and capacity of each roadway. A vehicle trip is considered cut-through when the origin and the destination for a specific trip occurs outside the city limits. A cut-through traffic analysis was completed on key roadways where projects are planned in the city using a select-link analysis within the travel demand model. Specific cut-through values were assigned to each project roadway based on this analysis. The select-link analysis is described in the cut-through section in Chapter 2.

The impact fee eligibility of each project was calculated by dividing the total new development-related traffic volume of the future (2033) traffic volume by roadway capacity added by the proposed project. This eligibility percentage was then multiplied by the project cost to calculate the impact fee eligible cost for each project. The following formulas outline how the impact fee eligible cost was calculated.

$$\textit{2033 ADT in Excess of 2023 Capacity} = \textit{2033 ADT} - \textit{2023 Capacity} - \textit{Existing Trips shifted to New Road}$$

[1] *If 2033 ADT is greater than 2033 capacity, then use 2033 capacity*

$$\textit{\% Impact Fee Eligible} = \frac{\textit{2033 ADT in Excess of 2023 Capacity}}{\textit{New Capacity}} \times (1 - \textit{\% cut through})$$

$$\textit{Impact Fee Eligible Cost} = \textit{\% Impact Fee Eligible} \times \textit{Total Project Cost}$$

A summary of the costs and impact fee eligibility of each project is shown in Table 5 and Table 6. As shown, the total impact fee eligible cost for planned Harrisville City projects expected to be completed by 2033 is **$3,722,197**.

TABLE 5: HARRISVILLE CITY 2033 ROADWAY PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	Project	Type	Functional Class	Cost	Outside Funding Sources[1]	2023 ADT	2033 ADT	2023 Capacity	2033 Capacity	'33 ADT in Excess of '23 Capacity	New Capacity	% Cut-through	% Existing Reroute	% Impact Fee Eligible Until 2033	Impact Fees Beyond 2033	Impact Fee Eligible Cost (Until 2033)
PHASE 1 (2023 - 2032)																
1	150 East: 1400 North to 1700 North	New Roadway	Minor Collector	$975,166		-	2,000	0	9,700	2,000	9,700	26%	10%	13%	51%	$126,772
2	West Harrisville Road: US-89 to 1200 West	Widening	Major Collector	$4,200,000	WFRC											
3	1900 North: US-89 to 2000 North	New Roadway	Minor Collector	–	Developer											
4	1750 North: US-89 to 750 West	New Roadway	Minor Collector	$2,184,270		-	4,000	0	9,700	4,000	9,700	56%	10%	14%	20%	$305,798
5	Century Drive: 400 North to North Harrisville Road	New Roadway	Minor Collector	–	Developer											
6	North Street: Century Drive to 400 North	New Roadway	Minor Collector	$3,850,000	WFRC											
			CITY TOTAL	**$3,159,436**												**$432,569**

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources
2. Widening costs estimates represent the cost of widening for new growth.

TABLE 6: HARRISVILLE CITY 2033 INTERSECTION PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	Intersection	Improvement	Cost	Other Outside Funding Sources[1]	% Pass-through	% Impact Fee Eligible	Impact Fee Eligible Cost
PHASE #1 (2023–2032)							
A	US-89 & 1750 North	Signal[2]	$500,000		56%	44%	$220,000
B	West Harrisville Road & 750 West	Roundabout	$1,582,523	$395,631	77%	23%	$272,985
C	West Harrisville Road & 1200 West	Roundabout	$1,860,828	$1,395,621	77%	23%	$106,998
D	Public Works Building	New Building	$8,150,438			33%	$2,689,645
			$12,093,789	**$1,791,252**			**$3,289,627**

1. Adjacent cities, or other external funding sources[2]. Widening costs estimates represent the cost of widening for new growth.
2. Cost is only associated with widening the west leg to accommodate signal. Actual signal costs assumed to be covered by UDOT.

V. FUNDING SOURCES

A. Purpose

The purpose of this chapter is to identify the funding sources that are available for roadway improvement projects. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Funding sources for transportation are essential to enable the recommended improvements in Harrisville City to be built. This chapter discusses the potential revenue sources that could be used to fund transportation needs.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and the local MPO (MAG). The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials, collectors connect with collectors, etc.).

B. Federal Funding

Federal money is available to cities and counties through the federal-aid program. In Utah, UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews all applications and then a portion of the applications are passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation.

WFRC accepts applications for federal funds from local and regional government jurisdictions. The WFRC Technical Advisory and Regional Planning Committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- **Congestion relief –** spot improvement and corridor improvement projects intended to improve levels of service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high-congestion areas
- **Mode choice –** projects improving the diversity and/or usefulness of travel modes other than single-occupant vehicles
- **Air quality improvements –** projects showing demonstrable air quality benefits
- **Safety –** improvements to vehicular, pedestrian, and bicyclist safety

C. State/County Funding

The distribution of State Class B and C program funds is established by State Legislation and is administered by UDOT. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As some of the roads in Harrisville fall under UDOT jurisdiction, it is in the interest of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county based on the following formula: 50 percent based on the percentage that the population of the county or municipality bears to the total population of the state, and 50 percent based on the percentage that the B and C road weighted mileage of the county or municipality bears to the total Class B and Class C road total weighted mileage. Class B and C funds can be used for maintenance and construction projects.

D. City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is to create special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities is revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds can be used, if available, to fund the expansion or introduction of specific services. Providing a line item in the City budgeted general funds to address roadway improvements that are not impact fee eligible is a recommended practice to fund transportation projects, should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth. They may be considered as a reasonable method to address existing deficiencies.

Certain areas might have different needs or require different methods of funding than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. The municipality can create an SAA through a resolution declaring that public health, convenience, and necessity require the creation of an SAA. The boundaries and services provided by the district must be specified and a public hearing must be held before the SAA is created. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

E. Interfund Loans

Since infrastructure generally must be built ahead of growth, it is sometimes funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

F. Developer Dedications and Exactions

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer's dedications and/or extractions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the City. If the dedications and/or extractions of the developer are greater than the impact fee liability, the City may reimburse the developer the difference.

G. Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new development should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadways. According to state law, impact fees can only be used to fund growth-related system improvements.

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only project costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the next six years should be spent on those projects outlined in the IFFP as growth related costs to maintain the City established LOS. Impact fees collected as buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.

VI. IMPACT FEE CERTIFICATION

A. Overview

This report has been prepared in accordance with Utah Code Title 11, Chapter 36a, "Impact Fees Act." This report (including its results and projections) relies upon the planning, engineering, land use, and other source data provided in the Harrisville City TMP (2023).

In accordance with Utah Code Annotate, 11-36a-306(1), WCG certifies that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
    a. allowed under the Impact Fees Act; and
    b. actually incurred; or
    c. are projected to be incurred or encumbered within six years of the day on which each impact fee is paid;
2. Does not include:
    a. costs of operation and maintenance of public facilities; or
    b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the LOS supported by existing residents; and
3. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following limitations:

- All of the recommendations for implementing this IFFP and IFA are followed in their entirety by the City.
- If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.

All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City or other outside sources.

HARRISVILLE CITY
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MAYOR:
Michelle Tait

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Grover Wilhelmsen
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Blair Christensen
Max Jackson
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Staff Report

Harrisville Ordinance 545
Flood Damage Prevention
October 5, 2023

To: Harrisville City Council
From: Jennie Knight, City Administrator
RE: Ordinance 545; Flood Damage Prevention

Summary
Over the course of the last several years FEMA has been in the process of updating the flood plain maps. Along with the updated maps, there are certain requirements that must be met in municipal ordinances to participate in the National Flood Insurance Program (NFIP). Recently the city was notified that our current ordinance does not meet the minimum requirements for participation. The Flood Insurance Study (FIS) and Flood Insurance Rate Map (FIRM) will become effective on November 30, 2023. Updating the municipal code to include the minimum requirements for the city's legally enforceable floodplain management measures before the deadline will allow participation in the NFIP. A draft ordinance was provided by the state floodplain planner and has been formatted for Harrisville City.

HARRISVILLE CITY
ORDINANCE 545

FLOOD DAMAGE PREVENTION ORDINANCE

AN ORDINANCE OF HARRISIVLLE, UTAH, REPEALING AND RE-ENACTING CHAPTER 10.05 ENTITLED "FLOOD DAMAGE PREVENTION"; SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HARRISVILLE UTAH:

Section 1: Repealer. Any word other, sentence, paragraph, or phrase inconsistent with this Ordinance is hereby repealed and any reference thereto is hereby vacated.

Section 2: Re-enact. Chapter 10.05 of the *Harrisville Municipal Code* is hereby re-enacted to read as follows:

Chapter 10.05
FLOOD DAMAGE PREVENTION

10.05.010. ARTICLE I - STATUTORY AUTHORIZATION, FINDINGS OF FACT, PURPOSE AND METHODS
10.05.020. ARTICLE II – DEFINITIONS
10.05.030. ARTICLE III - GENERAL PROVISIONS
10.05.040. ARTICLE IV – ADMINISTRATION
10.05.050. ARTICLE V - PROVISIONS FOR FLOOD HAZARD REDUCTION

10.05.010 ARTICLE I - STATUTORY AUTHORIZATION, FINDINGS OF FACT, PURPOSE AND METHODS

1. STATUTORY AUTHORIZATION

The Legislature of the State of Utah Code. Ann. §10-3-701 has delegated the responsibility of local governmental units to adopt regulations designed to minimize flood losses. Therefore, the City Council of Harrisville City, Utah, does ordain as follows:

The city of Harrisville elects to comply with the requirements of the National Flood Insurance Act of 1968 (P.L. 90-488, as amended). The National Flood Insurance Program (NFIP) is a voluntary program administered by the Federal Emergency Management Agency (FEMA The National Flood Insurance Program, established in the aforesaid act, provides that areas of the town having a special flood hazard be identified by the Federal Emergency Management Agency and that floodplain management measures be applied in such flood hazard areas. The National Flood Insurance Program was broadened and modified with the passage of the Flood Disaster Protection Act of 1973 and other

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legislative measures. It was further modified by the National Flood Insurance Reform Act of 1994. The National Flood Insurance Program is administered by the Federal Emergency Management Agency, a component of the U.S. Department of Homeland Security.

2. FINDINGS OF FACT

The flood hazard areas of Harrisville City are subject to periodic inundation by flood waters, which results in potential loss of life and property, health and safety hazards, disruption of commerce and governmental services, and extraordinary public expenditures for flood protection and relief; all of which adversely affect the public health, safety and general welfare.

These potential flood losses are caused by:

a. The cumulative effect of obstructions in floodplains that are known to cause increases in flood heights and velocities;
b. The occupancy of flood hazard areas by structures vulnerable to floods because they are inadequately elevated or otherwise unprotected from flood damages; and
c. Uses deemed unsuitable for floodplain areas or that do not account for the increased flood risk.

3. STATEMENT OF PURPOSE

It is the purpose of this ordinance to promote the public health, safety, and general welfare of the community and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

a. Protect human life and health;
b. Minimize damage to public infrastructure, including but not limited to utilities, streets, and bridges that are susceptible to flooding;
c. Minimize prolonged business interruptions caused by flooding;
d. Minimize public expenditures on flood control projects;
e. Minimize the need for rescue and relief efforts associated with flooding and are generally undertaken at the expense of the public;
f. Protect and safeguard the welfare and safety of first responders should an emergency response is needed;
g. Help maintain a stable tax base by providing for the sound use and development of flood prone areas in such a manner as to minimize future flood blight areas; and
h. Promote that potential buyers are notified if properties are in a flood area.

4. METHODS OF REDUCING FLOOD LOSSES

To accomplish the purposes outlined in **ARTICLE I, SECTION 3. STATEMENT OF PURPOSE**, this ordinance applies the following methods:

a. Restricts or prohibits land uses that are dangerous to health, safety, or property in times of flooding, or cause excessive increases in flood heights or velocities;

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b. Requires that land uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction;
c. Controls the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of flood waters;
d. Controls filling, grading, dredging and other developments that may increase flood damage; and
e. Prevents or regulates the construction of flood barriers that will unnaturally divert floodwaters or may increase flood hazards to other lands.

10.05.020 ARTICLE II - DEFINITIONS

DEFINITIONS
Unless specifically defined below, words or phrases used in this ordinance shall be interpreted to give them the meaning they have in common usage and to give this ordinance its most reasonable application.

100-Year Flood means a flood having a recurrence interval that has a 1-percent chance of being equaled or exceeded during any given year (1-percent-annual-chance flood). The terms "100-hundred-year flood" and "1-percent-annual-chance flood" are synonymous. The term does not imply that the flood will necessarily happen once every 100 hundred years. Mandatory flood insurance requirements may apply.

500-Year Flood means a flood having a recurrence interval that has a 0.2-percent chance of being equaled or exceeded during any given year (0.2-percent-annual-chance flood). The term does not imply that the flood will necessarily happen once every 500 years and mandatory flood insurance requirement generally does not apply.

Accessory Structure is a structure that is on the same parcel of property as a principal structure. Its use is incidental to the use of the principal structure; the ownership of the accessory structure is the same owner as of the principal structure. An accessory structure is a non-residential structure of low value that is used solely for the parking of vehicles and storage of tools, materials, or equipment. No human habitation is allowed within an accessory structure.

Addition is any improvement that expands the enclosed footprint or increases the square footage of an existing structure. This includes lateral additions added to the side, front, or rear of a structure; vertical additions added on top of a structure; and enclosures added underneath a structure.

Alluvial Fan Flooding means flooding occurring on the surface of an alluvial fan or similar landform that originates at the apex. It is characterized by high-velocity flows; active processes of erosion, sediment transport, and deposition; and unpredictable flow paths.

Appurtenant Structure—see ***Accessory Structure***.

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Area of Future-Conditions Flood Hazard means the land area that would be inundated by the 1-percent-annual-chance (100-year) flood, based on future-conditions hydrology.

Area of Shallow Flooding means a designated AO, AH, AR/AO, or AR/AH zone on a community's Flood Insurance Rate Map (FIRM) with a 1 percent or greater annual chance of flooding to an average depth of 1 to 3 feet where a clearly defined channel does not exist, where the path of flooding is unpredictable, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

Area of Special Flood-Related Erosion Hazard is the land within a community that is most likely to be subject to severe flood-related erosion losses. The area may be designated as Zone E on the Flood Hazard Boundary Map (FHBM). After the detailed evaluation of the special flood-related erosion hazard area, in preparation for publication of the FIRM, Zone E may be further refined.

Area of Special Flood Hazard is the land in the flood plain within a community subject to a 1 percent or greater chance of flooding in any given year. The area may be designated as Zone A on the FHBM. After detailed ratemaking has been completed in preparation for publication of the FIRM, Zone A usually is refined into Zones A, AO, AH, A1-30, AE, A99, AR, AR/A1-30, AR/AE, AR/AO, AR/AH, AR/A, or V1-30, VE, or V. For purposes of these regulations, the term “special flood hazard area” is synonymous in meaning with the phrase “area of special flood hazard”.

Base Flood means the flood having a 1-percent chance of being equaled or exceeded in any given year.

Base Flood Elevation (BFE) is the water surface elevation of the 1-percent-annual-chance flood event. It is the height in relation to mean sea level expected to be reached by the waters of the base flood at pertinent points in the floodplains of coastal and riverine areas. It is also the elevation shown on the FIRM and found in the accompanying Flood Insurance Study (FIS) for Zones A, AE, AH, A1-A30, AR, V1-V30, or VE that indicates the water surface elevation resulting from the flood that has a 1-percent chance of equaling or exceeding that level in any given year.

Basement means any area of the building having its floor subgrade (below ground level) on all sides. A walkout basement that does not require a step up to grade is not considered a basement.

Best Available Data is existing flood hazard information adopted by a community and reflected on an effective FIRM, FBFM, and/or within an FIS report; or draft or preliminary flood hazard information supplied by FEMA or from another source. Other sources may include, but are not limited to, the state, other federal agencies, or local studies, the more restrictive of which would be reasonably used by the community.

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Breakaway Wall means a wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces, without causing damage to the elevated portion of the building or supporting foundation system. Any walls below the lowest floor in a building in a V or VE Zone should give way under wind and water loads without causing collapse, displacement, or other damage to the elevated portion of the building of the supporting pilings or columns. Breakaway walls apply only to V or VE Zones.

Building—see **S*tructure***.

Channelization means the artificial creation, enlargement, realignment, or alteration of a stream channel's slope, shape, or alignment. Streambank restoration may be deemed as channelization.

Code of Federal Regulations (CFR) is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

Conditional Letter of Map Revision (CLOMR) is FEMA's comment on a proposed project that would, upon construction, affect the hydrologic and/or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodway, the effective BFEs, and/or the SFHA. The letter does not revise an effective map; it indicates whether the project, if built as proposed, would be recognized by FEMA.

Conditional Letter of Map Revision Based on Fill (CLOMR-F) is FEMA's comment on a proposed structure or property. The letter does not revise an effective map; it indicates whether the project, if built as proposed, would be removed from the floodplain.

Crawlspace means an under-floor space that has its interior floor area (finished or not) no more than 4 feet from the bottom floor joist the next higher floor elevation, designed with proper openings that equalize hydrostatic pressures of flood water, and is not used for habitation.

Critical Facility means a facility or building where even a slight chance of flooding is too great a threat. Typical critical facilities include hospitals, fire stations, police stations, schools, storage of critical records, assisted living and similar facilities. Reference \

Deed Restriction refers to a clause in a deed that limits the future use of the property in some respect. Deed restrictions may impose a vast variety of limitations and conditions. For example, they may limit the density of buildings, dictate the types of structures that can be erected, or prevent buildings from being used for specific purposes or from being used at all.

Detached Garage is a building that is used solely for storage of materials or vehicle parking for up to four housing occupants. If a detached garage is designed or used for

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habitation or conducting business, or has multiple stories, then the building is not considered a detached garage under the NFIP.

Development means any human-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, demolition, excavation or drilling operations, or storage either temporary or permanent of equipment or materials.

Elevated Building is a non-basement building built, in the case of a building in Zone A1-30, AE, A, A99, AR, AO, AH, B, C, X and D, to have the top of the elevated floor above the ground level by means of pilings, columns (post and piers), or shear walls parallel to the flow of the water and adequately anchored so as not to impair the structural integrity of the building during a flood of up to the magnitude of the base flood. In the case of a building in Zone A1-30, AE, A, A99, AR, AO, AH, B, C, X and D, an "elevated building" also includes a building elevated by means of fill or solid foundation perimeter walls with openings sufficient to facilitate the unimpeded movement of flood waters.

Enclosure refers to an enclosed walled-in area below the lowest floor of an elevated building. Enclosures below the BFE may only be used for building access, vehicle parking, and storage.

Erosion means the process of the gradual wearing away of land masses by wind, water, or other natural agents.

Existing Construction refers to structures for which the "start of construction" commenced before the effective date of the FIRM or before January 1, 1975, for FIRMs effective before that date. It may also be referred to as ***Existing Structures***.

Existing Manufactured Home Park or Subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

Existing Structures—see ***Existing Construction***.

Expansion to an Existing Manufactured Home Park or Subdivision means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufacturing homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

FEMA means the Federal Emergency Management Agency.

Fill refers to the placement of materials, such as dirt, sand, or rock to elevate a structure, property, or portion of a property above the natural elevation of the site, regardless of

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where the material was obtained from. The common practice of removing unsuitable material and replacing with engineered material is not considered fill if the elevations are returned to the existing conditions. Any fill placed or used prior to the area being mapped as a flood hazard area is not deemed as fill.

Flood or Flooding means:

1. A general and temporary condition of partial or complete inundation of normally dry land areas from:
    a. The overflow of inland or tidal waters.
    b. The unusual and rapid accumulation or runoff of surface waters from any source.
2. Mudslides (i.e., mudflows) that are proximately caused by flooding as defined in this ordinance and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current.
3. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as flash flood or an abnormal tidal surge, or by some similarly unusual and unforeseeable event which results in flooding as defined in this ordinance.

Flood Insurance Rate Map (FIRM) means an official map of a community, on which the Administrator has delineated both the SFHAs and the risk premium zones applicable to the community.

Flood Insurance Study (FIS) or Flood elevation study means an examination, evaluation, and determination of flood hazards and, if appropriate, corresponding water surface elevations, or an examination, evaluation and determination of mudslide (i.e., mudflow) and/or flood-related erosion hazards.

Floodplain Development Permit is a community issued permit or document that is used for any development that occurs within an SFHA identified by FEMA or the community. It is used to address the proposed development to ensure compliance with the community's ordinance.

Floodplain or Flood-Prone Area means any land area susceptible to being inundated by water from any source whether or not identified by FEMA (see definition of ***Flooding***).

Floodplain Management means the operation of an overall program of corrective and preventive measures for reducing flood damage, including but not limited to emergency preparedness plans, flood control works, mitigation plans, and floodplain management regulations.

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Floodplain Management Regulations means zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as a floodplain ordinance, grading ordinance and erosion control ordinance) and other applications of police power. The term describes such state or local regulations, in any combination thereof, which provide standards for flood damage prevention and reduction.

Flood Opening refers to an opening in the wall of an enclosed structure that allows floodwaters to automatically enter and exit the enclosure. Refer to FEMA Technical Bulletin 1.

Flood Protection System means those physical structural works for which funds have been authorized, appropriated, and expended and which have been constructed specifically to modify flooding in order to reduce the extent of the area within a community subject to an SFHA and to reduce the depths of associated flooding. Such a system typically includes hurricane tidal barriers, dams, reservoirs, levees or dikes. These specialized, flood modifying works are those constructed in conformance with sound engineering standards. FEMA only accredits levees, both private and public, that have been certified by a professional engineer or firm in which the certification shows that the levee have met and continue to meet the minimum regulatory standards cited in Title 44, Chapter 1, Section 65.10 of the Code of Federal Regulations (44 CFR 65.10).

Floodproofing means any combination of structural and non-structural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents. Floodproofing can either be accomplished in the form of dry floodproofing in which the structure is watertight below the levels that need flood protection, or wet floodproofing in permanent or contingent measures applied to a structure that prevent or provide resistance to damage from flooding, while allowing floodwaters to enter the structure or area.

Floodway—see ***Regulatory Floodway***.

Floodway encroachment lines mean the lines marking the limits of floodways on federal, state, and local flood plain maps.

Freeboard means a factor of safety usually expressed in feet above a flood level for purposes of flood plain management. “Freeboard” tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as wave action, bridge openings, and the hydrological effect of urbanization of the watershed.

Functionally Dependent Use means a development that cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and repair facilities. It does not include long-term storage or related manufacturing facilities.

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Highest Adjacent Grade (HAG) means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure. In AO Zones, the highest adjacent grade is utilized by comparing the lowest floor elevation to that of the highest adjacent grade and the depth of the AO Zone.

Historic Structure means any structure that is:

1. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
3. Individually listed on a state inventory of historic places in states with historic reservation programs that have been approved by the Secretary of the Interior; or
4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
    a. By an approved state program as determined by the Secretary of the Interior, or
    b. Directly by the Secretary of the Interior in states without approved programs.

Letter of Map Amendment (LOMA) means an official amendment, by letter, to an effective FIRM. A LOMA establishes a property's location in relation to the SFHA. It is usually issued because a property or structure has been inadvertently mapped as being in the floodplain, when the property or structure is actually on natural high ground above the BFE.

Letter of Map Revision (LOMR) means FEMA's modification or revision to an entire or portion of the effective FIRM, or Flood Boundary and Floodway Map, or both. LOMRs are generally based on the implementation of physical measures that affect the hydrologic or hydraulic characteristics of a flooding source and thus result in the modification of the existing regulatory floodway, the effective BFEs, or the SFHA.

Letter of Map Revision Based on Fill (LOMR-F) means FEMA's amendment, by letter, to an effective FIRM where fill was brought in or used to elevate a property, portion of property or structure above the BFE.

Levee means a man-made structure usually an earthen embankment, designed and constructed in accordance with sound engineering practices to contain, control, or divert the flow of water so as to provide protection from temporary flooding.

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Levee System means a flood protection system that consists of a levee, or levees, and associated structures, such as closure and drainage devices, which are constructed and operated in accordance with sound engineering practices.

Lowest Adjacent Grade (LAG) means the lowest natural elevation of the ground surface prior to construction next to the proposed walls of a structure. For an existing structure, it means the lowest point where the structure and ground touch, including but not limited to attached garages, decks, stairs, and basement windows.

Lowest Floor means the lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access or storage in an area other than a basement area is not considered a building's lowest floor; provided, that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of Section 60.3.

Manufactured Home means a structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term “manufactured home” does not include a “recreational vehicle”; however, a manufactured home may be used for both residential and non-residential use.

Manufactured Home Park or Subdivision means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

Map means the FHBM or the FIRM for a community issued by FEMA.

Mean Sea Level means, for purposes of the NFIP, the National Geodetic Vertical Datum (NGVD) of 1929, North American Vertical Datum (NAVD) of 1988, or other datum, to which BFEs shown on a community's FIRM are referenced.

Mixed Use Structures are structures with both a business and a residential component, but where the area used for business is less than 50 percent of the total floor area of the structure.

New Construction means structures for which the start of construction commenced on or after the effective date of a floodplain management regulation adopted by a community and includes any subsequent improvements to such structures. For the purposes of determining insurance rates, structures for which the “start of construction” commenced on or after the effective date of an initial FIRM or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures.

New Manufactured Home Park or Subdivision means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete

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pads) is completed on or after the effective date of floodplain management regulations adopted by a community.

No-Rise Certifications are formal certifications signed and stamped by a professional engineer licensed to practice in the state, demonstrating through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that a proposed development will not result in any increase (0.00 feet) in flood levels within the community during the occurrence of a base flood event.

Physical Map Revision (PMR) is FEMA's action whereby one or more map panels are physically revised and republished.

Recreational Vehicle means a vehicle which is:

1. Built on a single chassis;
2. 400 square feet or less when measured at the largest horizontal projection;
3. Designed to be self-propelled or permanently towable by a light duty truck; and
4. Designed primarily, not for use as a permanent dwelling but, as temporary living quarters for recreational, camping, travel, or seasonal use.

Regulatory Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

Riverine means relating to, formed by, or resembling a river (including tributaries), stream, brook, creek, etcetera, which can be intermittent or perennial.

Section 1316 refers to the section of the National Flood Insurance Act of 1968, as amended, which provides for the denial of flood insurance coverage for any property that the Administrator finds has been declared by a duly constituted State or local authority to be in violation of State or local floodplain management regulations. Section 1316 is issued for a property, not a property owner, and remains with the property even after a change of ownership.

Special Flood Hazard Area—see ***Area of Special Flood Hazard***.

Start of Construction (for other than new construction or substantial improvements under the Coastal Barrier Resources Act (Pub. L. 97-348)) includes substantial improvement, and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection

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of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

Structure means, for floodplain management purposes, a walled and roofed building, culvert, bridge, dam, or a gas or liquid storage tank that is principally above ground, as well as a manufactured home. ***Structure*****,** for insurance purposes, means:

5. A building with two or more outside rigid walls and a fully secured roof, which is affixed to a permanent site;
6. A manufactured home ("a manufactured home," also known as a mobile home, is a structure: built on a permanent chassis, transported to its site in one or more sections, and affixed to a permanent foundation); or
7. A travel trailer without wheels built on a chassis and affixed to a permanent foundation, that is regulated under the community's floodplain management and building ordinances or laws.

For insurance purposes, "structure" does not mean a recreational vehicle or a park trailer or other similar vehicle, except as described in paragraph (3) of this definition, or a gas or liquid storage tank.

Substantial Damage means damage of any origin sustained by a structure whereby the cost of restoring the structure to its pre-damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred

Substantial Improvement means any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the "start of construction" of the improvement. This term includes structures which have incurred "substantial damage", regardless of the actual repair work performed.

The term does not, however, include:

1. Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications that have been identified by the local code enforcement official and are the minimum necessary to assure safe living conditions; or
2. Any alteration of a "historic structure", if the alteration will not preclude the structure's continued designation as a "historic structure."

Variance means a grant of relief by a community from the terms of a flood plain management regulation.

Violation means the failure of a structure or other development to be fully compliant with the community's flood plain management regulations. A structure or other development without the elevation certificate, other certifications, or other evidence of compliance

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required in Sections 44 CFR 60.3(b)(5), (c)(4), (c)(10), (d)(3), (e)(2), (e)(4), or (e)(5) is presumed to be in violation until such time as that documentation is provided.

Water surface elevation means the height, in relation to the North American Vertical Datum (NAVD) of 1988, (or other datum, where specified) of floods of various magnitudes and frequencies, such as the 1-percent-annual-chance flood event, in the flood plains of coastal or riverine areas.

Watercourse means the channel and banks of an identifiable water in a creek, brook, stream, river, ditch or other similar feature.

10.05.030 ARTICLE III - GENERAL PROVISIONS

1. LANDS TO WHICH THIS ORDINANCE APPLIES

The ordinance shall apply to all areas of special flood hazard identified by FEMA or areas of identified and documented flood risk supported using Best Available Data within the jurisdiction of Harrisville City.

2. BASIS FOR ESTABLISHING THE AREAS OF SPECIAL FLOOD HAZARD

The areas of special flood hazard identified by the Federal Emergency Management Agency November 30, 2023 Flood Insurance Rate Maps and Flood Boundary-Floodway Maps (FIRM and FBFM) or Digital Flood Insurance Rate Maps (DFIRM), and other supporting data, are adopted by reference and declared a part of this ordinance, and any revisions thereto are hereby adopted by reference and declared to be a part of this ordinance.

3. ESTABLISHMENT OF DEVELOPMENT PERMIT

A Floodplain Development Permit shall be required to ensure conformance with the provisions of this ordinance.

4. ABROGATION AND GREATER RESTRICTIONS

This ordinance is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this ordinance and another ordinance, easement, covenant, or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

5. INTERPRETATION

In the interpretation and application of this ordinance, all provisions shall be:

a. Considered as minimum requirements;
b. Liberally construed in favor of the governing body; and
c. Deemed neither to limit nor repeal any other powers granted under state statutes.

6. WARNING AND DISCLAIMER OR LIABILITY

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The degree of flood protection required by this ordinance is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. On rare occasions, greater floods can and will occur and flood heights may be increased by human-made or natural causes.

This ordinance does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damage. This ordinance shall not create liability on the part of the community or any official or employee thereof for any flood damages that result from reliance on this ordinance, or any administrative decision lawfully made thereunder.

7. SEVERABILITY

If any section, provision, or portion of this ordinance is adjudged unconstitutional or invalid by a court, the remainder of the ordinance shall not be affected.

8. COMPLIANCE

No structures or developments including buildings, recreation vehicles, or manufactured homes or land shall hereafter be located, altered, or have its use changed without full compliance with the terms of this ordinance and other applicable regulations. Nothing herein shall prevent the City Council from taking such lawful action as is necessary to prevent or remedy any violations.

STOP WORK ORDER

a. Authority. Whenever the floodplain administrator or other community official discovers any work or activity regulated by this ordinance being performed in a manner contrary to the provision of this ordinance, the floodplain administrator is authorized to issue a stop work order.
b. Issuance. The stop work order shall be in writing and shall be given to the owner of the property involved, or to the owner's agent, or to the person doing the work. Upon issuance of a stop work order, the cited work shall immediately cease. The stop work order shall state the reason for the order, and the conditions under which the cited work will be permitted to resume.
c. Unlawful continuance. Any person who shall continue any work after having been served with a stop work order, except such work as that person is directed to perform to remove a violation or unsafe condition, shall be subject to penalties as prescribed by local or state law including but not limited to the penalties outlined in 10.05.030 ARTICLE III, SECTION 9 PENALTIES FOR NONCOMPLIANCE.

9. PENALTIES FOR NONCOMPLIANCE

Penalties. In accordance with Utah Code Annotated §10-3-703, 1953 as amended, Harrisville City imposes the following penalties for a violation of this Title:

a. Civil Penalty. In addition to other remedies as authorized by law, any person, firm, or corporation (as principal, agent, employee, or otherwise) violation or permitting the violation of this Section shall pay a civil fine not to exceed $1,000, per violation, per day, that a violation continues in addition to

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reasonable attorney's fees and costs incurred by the enforcement agency or City.

b. Misdemeanor. Any person, firm, or corporation (as principal, agent, employee, or otherwise) violation, permitting the violation, or who fails to comply with any of the requirements of this Section shall upon conviction of a class B misdemeanor, per violation, per day. Upon conviction each violation is punishable by a fine not to exceed $1,000, and/or imprisonment not to exceed 180 days. Each day that a violation continues shall be deemed a separate offense.

10.05.040 ARTICLE IV - ADMINISTRATION

1. DESIGNATION OF THE FLOODPLAIN ADMINISTRATOR

The Public Works Director, or an authorized representative, is hereby appointed the Floodplain Administrator to administer and implement the provisions of this ordinance and other appropriate sections of the NFIP Regulations and 44 CFR pertaining to floodplain management.

2. DUTIES AND RESPONSIBILITIES OF THE FLOODPLAIN ADMINISTRATOR

Duties and responsibilities of the Floodplain Administrator shall include, but not be limited to, the following:

a. Uphold the goals of the community and the NFIP to reduce risk when possible and increase the community's resistance to future disasters.
b. Maintain and hold open for public inspection all records pertaining to the provisions of this ordinance, including the actual elevation of the lowest floor (including basement or crawlspace) of all new or substantially improved structures and any floodproofing certificates, including the data supporting such certificates.
c. Maintain and hold open for public inspection maps that identify and locate the boundaries of the SFHAs to which this ordinance applies, including, but not limited to, the FIRM.
d. Review development proposals to determine whether a proposed building site, including sites designed for the placement of manufactured homes, will be reasonably safe from flooding.
e. Review, approve, or deny all applications for development permits required by adoption of this ordinance.
f. Ensure that all necessary permits have been obtained from those federal, state, or local governmental agencies (including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334 and the Endangered Species Act of 1973) from which prior approval is required.
g. Assure that the flood carrying capacity within the altered or relocated portion of any watercourse is maintained.
h. Notify, in riverine situations, adjacent communities and the State Coordinating Agency, prior to any alteration or relocation of a watercourse, and submit evidence of such notification to FEMA.

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i. Where interpretation is needed as to the exact location of the boundaries of the areas of special flood hazards (for example, where there appears to be a conflict between a mapped boundary and actual field conditions), the Floodplain Administrator shall make the necessary interpretation.
j. When BFE data has not been provided by FEMA, the Floodplain Administrator shall obtain, review, and reasonably utilize any BFE data and floodway data available from a federal, state, or other source including data provided by the applicant, in order to administer the provisions of this ordinance.
k. When a regulatory floodway has not been designated, no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30, AE, and AH on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than 1.00* feet at any point within the community unless the community has adopted higher standard options.
l. Under the provisions of 44 CFR Chapter 1, Section 65.12 of the NFIP Regulations, a community may approve certain development in Zones A1-30, AE, and AH on the community's FIRM, which increases the water surface elevation of the base flood by more than 1.00 foot, provided that the community first meets the requirements of Section 65.12 for a conditional FIRM revision through FEMA's CLOMR process.

3. Requirement to Submit New Technical Data

a. The property owner or developer shall notify FEMA by submittal of a LOMR within 6 months of project completion when an applicant has obtained a CLOMR from FEMA or when development altered a watercourse, modified floodplain boundaries, or modified BFE.
b. The property owner or developer shall be responsible for preparing technical data to support the CLOMR or LOMR application and paying any processing or application fees to FEMA. The property owner or developer is responsible for submitting the CLOMR and LOMR to FEMA and shall provide all necessary data to FEMA if requested during the review process to ensure the CLOMR or LOMR is issued.
c. The Floodplain Administrator shall be under no obligation to sign the Community Acknowledgement Form, which is part of the CLOMR/LOMR application, until the applicant demonstrates that the project will or has met the requirements of this ordinance and all applicable state federal, and local laws.

4. PERMIT PROCEDURES

a. Application for a Development Permit shall be presented to the Floodplain Administrator on forms furnished by him/her and may include, but not be limited to:

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i. Duplicated plans drawn to scale showing the location, dimensions, and elevation of proposed landscape alterations.
ii. Duplicated plans drawn to scale showing the location, dimensions, and elevation of existing and proposed structures, including the placement of manufactured homes.
iii. Location of the foregoing in relation to SFHAs.
iv. Elevation (in relation to mean sea level), of the lowest floor (including basement and crawlspace) of all new and substantially improved structures, if applicable;
v. Elevation (in relation to mean sea level), to which any nonresidential structure (if applicable) shall be floodproofed.
vi. A certificate from a registered professional engineer or architect that the nonresidential floodproofed structure (if applicable) shall meet the floodproofing criteria of this ordinance and the NFIP Regulations.
vii. Description of the extent to which any watercourse or natural drainage will be altered or relocated because of proposed development, if applicable.
viii. At the community's discretion, the community may charge a fee for issuance of floodplain development permits.
ix. Copies of all floodplain development permits and the associated documents shall become property of the community and a permanent record.

b. Approval or denial of a Development Permit by the Floodplain Administrator shall be based on all of the provisions of this ordinance and the following relevant factors:
x. The danger to life and property due to flooding or erosion damage.
xi. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner.
xii. The danger that materials may be swept onto other lands to the injury of others.
xiii. The compatibility of the proposed use with existing and anticipated development.
xiv. The safety of access to the property in times of flood for ordinary and emergency vehicles.
xv. The costs of providing governmental services during and after flood conditions including maintenance and repair of streets and bridges, and public utilities and facilities such as sewer, gas, electrical, and water systems.
xvi. The expected heights, velocity, duration, rate of rise and sediment transport of the flood waters and the effects of wave action, if applicable, expected at the site.
xvii. The necessity to the facility of a waterfront location, where applicable.
xviii. The availability of alternative locations, not subject to flooding or erosion damage, for the proposed use.

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xix. The relationship of the proposed use to the comprehensive plan for that area.

5. VARIANCE PROCEDURES

The Appeal Board or Variance Board, as established by the community, shall hear and render judgment on requests for variances from the requirements of this ordinance after a floodplain development permit has been denied.

a. Any person or persons aggrieved by the decision of the Appeal Board may appeal such decision in the courts of competent jurisdiction.
b. The Appeal Board, as established by the community, shall hear and render judgement on an appeal only when it is alleged there is an error in any requirement, decision, or determination made by the Floodplain Administrator in the enforcement of administration of this ordinance.
c. The Floodplain Administrator shall maintain a record of all actions involving an appeal and shall report variances to FEMA and the State Coordinating Agency upon issuing a variance.
d. Variances may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood elevation, providing the relevant factors in 10.05.040 ARTICLE IV, SECTION 5 VARIANCE PROCEDURES have been fully considered. As the lot size increases beyond the one-half acre, the technical justification required for issuing the variance increases.
e. Upon consideration of the factors noted above and the intent of this ordinance, the Appeal Board may attach such conditions to the granting of variances as it deems necessary to further the purpose and objectives of this ordinance.
f. Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.
g. Variances may be issued for the repair or rehabilitation of historic structures upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure. The term ‘‘substantial improvement’ does not include any alteration of a structure or facility listed on the National Register of Historic Places or a State Inventory of Historic Places.

Prerequisites for granting variances:

a. Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief. Variances shall only be issued upon:
    i. Showing a good and sufficient cause.
    ii. A determination that failure to grant the variance would result in exceptional hardship to the applicant.
    iii. A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, conflict with existing local laws or

ordinances, considers the need of ingress and egress during times of floods, and does not jeopardize first responders' health and welfare.

b. Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with the lowest floor elevation below the BFE, and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation.
c. Variances may be issued by a community for new construction and substantial improvements and for other development necessary for the conduct of a functionally dependent use provided that:
    i. The criteria outlined in 10.05.040 ARTICLE IV, SECTION 5 VARIANCE PROCEDURES are met; and
    ii. The structure or other development is protected by methods that minimize flood damage during the base flood and create no additional threats to public safety.

10.05.050 ARTICLE V - PROVISIONS FOR FLOOD HAZARD REDUCTION

1. GENERAL STANDARDS

In all areas of special flood hazards, the following provisions are required for all new construction and substantial improvements:

a. All new construction or substantial improvements shall be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy.
b. All new construction or substantial improvements shall be constructed by methods and practices that minimize flood damage.
c. All new construction or substantial improvements shall be constructed with materials resistant to flood damage.
d. All new construction or substantial improvements shall be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding.
e. All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the system.
f. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the system and discharge from the systems into flood waters.
g. On-site waste disposal systems shall be designed or located to avoid impairment to them or contamination from them during flooding.

2. SUBSTANTIAL IMPROVEMENT

Any combination of repair, reconstruction, rehabilitation, addition, or improvement of a building or structure, if the cumulative cost of the entire project equals or exceeds 50

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percent, unless a higher standard option is selected below, of the market value of the structure only (not of the structure and land value combined) before the improvement or repair is started then the work shall be considered as substantial improvement. If the structure has sustained substantial damage, any repairs are considered substantial improvements regardless of the actual repair work performed. For Substantial Damage, refer to **10.05.050 ARTICLE V, SECTION 1.3 SUBSTANTIAL DAMAGE**. The term does not, however, include either:

a. Any project for improvement of a building required to correct existing health, sanitary, or safety code violations identified by the building official and that are the minimum necessary to assure safe living conditions.
b. Any alteration of a historic structure provided that the alteration will not preclude the structure's continued designation as a historic structure.

3. SUBSTANTIAL DAMAGE

Substantial damage means damage of any origin sustained by a structure whereby the cost of restoring the structure to its pre-damaged condition would equal or exceed 50 percent of the market value of the structure only, unless a higher standard option is selected, before the damage occurred. This term also applies to structures which have incurred any damage that equals or exceeds 50 percent of the structure's market value regardless of the actual repair work performed. When a structure or building has been determined as substantially damaged, any work or repair on said structure or building will be considered as substantial improvement and will be required to meet the development requirements set forth within this ordinance for substantial improvement.

4. SUBSTANTIAL IMPROVEMENT AND SUBSTANTIAL DAMAGE DETERMINATION

For applications for building permits to improve buildings and structures, including alterations, movement, enlargement, replacement, repair, change of occupancy, additions, rehabilitations, renovations, and any other improvement of or work on such buildings and structures, the Floodplain Administrator, in coordination with the applicable community officials and staff, shall:

a. Estimate the market value or require the applicant to obtain an appraisal of the market value prepared by a qualified independent appraiser, of the building or structure only, not of land and building, before the start of construction of the proposed work. In the case of repair, the market value of the building or structure shall be the market value before the damage occurred and before any repairs are made.
b. Compare the cost to perform the improvement, the cost to repair a damaged building to its pre-damaged condition, or the combined costs of improvements and repairs, if applicable, to the market value of the building or structure.
c. Determine and document whether the proposed work constitutes substantial improvement or repair of substantial damage; the determination requires evaluation of previous permits issued for improvements and repairs as specified in the 10.05.050 ARTICLE V, SECTION 1.2 SUBSTANTIAL IMPROVEMENT; and if elected

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d. Utilize FEMA's Substantial Improvement/Substantial Desk Reference when making any determination on Substantial Improvement and/or Substantial Damage.
e. The substantial improvement regulations apply to all of the work that is proposed as the improvement, even if multiple permits are issued. Therefore, the determination of the cost of the improvement should consider all costs of all phases of the work before issuance of the first permit.
f. Notify the applicant that if it is determined that the work constitutes substantial improvement or repair of substantial damage and that compliance with the flood, this ordinance is required.

5. STANDARDS FOR SUBDIVISION PROPOSALS

a. All proposals for the development of subdivisions including the placement of manufactured home parks and subdivisions shall meet Development Permit requirements of this ordinance to minimize flood damage.
b. All subdivision preliminary plats/development plans shall include the mapped flood hazard zones from the effective FIRM.
c. BFE data shall be generated for subdivision proposals and other proposed development, including the placement of manufactured home parks and subdivisions, which is greater than 50 lots or 5 acres, or whichever is lesser.
d. All subdivision proposals including the placement of manufactured home parks and subdivisions shall have adequate drainage provided to reduce exposure to flood hazards.
e. All subdivision proposals including the placement of manufactured home parks and subdivisions shall have public utilities and facilities such as sewer, gas, electrical and water systems located and constructed to minimize or eliminate flood damage.

6. STANDARDS FOR AREAS OF SHALLOW FLOODING (AO/AH ZONES)

Located within the SFHAs established in **10.05.030 ARTICLE III, SECTION 1 LANDS TO WHICH THIS ORDINANCE APPLIES**, are areas designated as shallow flooding. These areas have special flood hazards associated with base flood depths of 1 to 3 feet where a clearly defined channel does not exist and where the path of flooding is unpredictable, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow; therefore, the following provisions apply:

a. All new construction and substantial improvements of residential structures have the lowest floor (including basement) elevated above the highest adjacent grade at least as high as the depth number specified in feet on the community's FIRM (at least 2 feet if no depth number is specified). If the community has elected a freeboard standard, then the lowest floor elevation must be elevated above the highest adjacent grade above the depth number specified in feet on the community's FIRM (at least 2 feet if no depth number is specified) plus the freeboard height option selected below.
b. All new construction and substantial improvements of non-residential structures:

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i. Have the lowest floor (including basement) elevated above the highest adjacent grade at least as high as the depth number specified in feet on the community's FIRM (at least 2 feet if no depth number is specified). If the community has elected a freeboard standard, then the lowest floor elevation must be elevated above the highest adjacent grade above the depth number specified in feet on the community's FIRM (at least 2 feet if no depth number is specified) plus the freeboard height option selected below; or

ii. Together with attendant utility and sanitary facilities be designed so that below the base flood elevation the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads of effects of buoyancy.

c. A registered professional engineer or architect shall submit a certification to the Floodplain Administrator that the standards of this Section.

d. Require within Zones AH or AO adequate drainage paths around structures on slopes, to guide flood waters around and away from proposed structures.

7. FLOODWAYS

Floodways located within SFHAs are extremely hazardous areas due to the velocity of flood waters that carry debris, potential projectiles, and erosion potential, the following provisions shall apply:

a. Designate a regulatory floodway that will not increase the base flood elevation more than 1 foot.

b. Encroachments are prohibited, including fill, new construction, substantial improvements and other development within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase greater than 0.00 feet, unless higher standard option selected, in flood levels within the community during the occurrence of the base flood discharge.

c. All new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of Article V in this ordinance.

d. Under the provisions of 44 CFR Chapter 1, Section 65.12, of the NFIP Regulations, a community may permit encroachments within the adopted regulatory floodway that would result in an increase in BFEs, provided that the community first applies for a conditional FIRM and floodway revision through FEMA.

CERTIFICATION

It is hereby found and declared by Harrisville City that severe flooding has occurred in the past within its jurisdiction and will certainly occur within the future; that flooding is likely to result in infliction of serious personal injury or death, and is likely to result in substantial injury or destruction of property within its jurisdiction; in order to effectively

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comply with minimum standards for coverage under the NFIP; and in order to effectively remedy the situation described herein, it is necessary that this ordinance become effective immediately.

Therefore, an emergency is hereby declared to exist, and this ordinance, being necessary for the immediate preservation of the public peace, health, and safety, shall be in full force and effect from and after its passage, approval, and posting.

_____
MICHELLE TAIT, Mayor
Harrisville City

ATTEST:

_____
Jack Fogal, City Recorder

RECORDED this _____ day of _____, 2023.
PUBLISHED OR POSTED this _____ day of _____, 2023.

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

According to the provision of U.C.A. §10-3-713, 1953 as amended, I, the municipal recorder of Harrisville City, hereby certify that foregoing ordinance was duly passed and published, or posted at 1) City Hall 2) 2150 North and 3) Harrisville Cabin on the above referenced dates.

_____ DATE: _____
City Recorder

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